



MainLine

Journal of NMRA Australasian Region
Vol 35 No 5 September October 2018

NMRA Australasian Region Directory

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All members of Australasian Region are invited to submit articles of a railway nature for publication in Mainline. Submissions in Word or JPG format can be Emailed to

editor@nmra.org.au. or to my home Email address rjtonkin@inet.net.au

Original uncropped photo files would be preferred.

Please ensure any contributions of copyrighted material have written approval from the copyright holder.

Disclaimer

All comments published are the views of the author/authors and not the views of NMRA AR

Articles are provided by members in good faith and the views expressed therein are not necessarily those of NMRA AR

Target dates for future issues

November December

Content submissions 10 December 2018

Publish date on web 20 December 2018

January February

Content submissions 15 February 2019

Publish date on web 28 February 2019

Cover photo

Fifty years ago there was still plenty of steam power to watch and photograph around Sydney. C36 class motion photographed on a half frame 35 mm camera at Darling Harbour yard in 1968.

Photo by the editor.

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President's Thoughts

The period since my last report has been busy, what with holidays, Regional Convention and my Club's Sale and Display Day which was successful even with the weather being inclement.

The Convention was a success and very well organised even down to the activities for the non rail contingent that attended. It was good to see so many former Office Bearers attending. The Saturday evening saw a different approach with the guest speaker talking from his home in Canada via Skype. This type of communication is now part of the activities of the "World's Greatest Hobby".

The Management Group that includes the Divisional Supers are looking at various ways that the NMRA-AR can be of more assistance to our members.

An appeal to all who read MainLine to contribute articles about what you are doing on your layout or in your workshops that would assist others.

Graham Young 15th October 2018

All contributions of content to MainLine will be gratefully accepted.

Thanks in advance.

Rod Tonkin

Editor MainLine



Pacific Director's Report

Meeting of the NMRA Board of Directors meeting August 2018 Report
by the Pacific Director Rob Peterson.

The Board of Directors meeting was held at the Weston Crown Centre Hotel in Kansas City, Missouri, on Saturday, August 4. There was not a great deal of debate directly concerning our Region. The meeting was outlined in a summary in the E Bulletin September/October 2018 and the full minutes of the meeting will be available on the website. In case you have missed this email here are the pertinent points as they may affect our area:

- NMRA Discount Program, a number of hobby shops have been added to the list of those giving NMRA members a discount. The listing of participating hobby shops is on the website.
- The California State Railroad Museum exhibit, "The Magic of Scale Model Railroad-ing" has suffered further delays but it is expected that the exhibit will open by Spring of 2019. This means that Smugglers Cove will finally be leaving for the USA before the end of the year.
- A Board committee was put together to investigate bidding, redesign and reconstruction of the NMRA website.
- Modelling with the Masters® and MMR® are now registered trademarks. "Master Model Railroader" should be approved for trademarking by now. The NMRA encourages newsletters, clinicians and others who are making public presentations to always include a registration mark (®) after MMR® or Modeling With The Masters®. This is readily done in word processors by typing (r).
- NMRA Counsel reiterated the NMRA's stance on political advertising. It is the policy of the NMRA and applicable to all NMRA Regions and Divisions, that official NMRA media (e.g. Region or Division websites or Facebook pages, newsletters, etc.) cannot be used for campaigning for an office or election issues.

Next year's National Convention is in Salt Lake City following 150th anniversary of the completion of the transcontinental railroad. There were discussions that there may be involvement by the Union Pacific at the convention, including heritage locomotives making an appearance. For more information as it becomes available, see the convention website

<http://www.nmra2019slc.org/>.

2018 Australasian Region Convention



Contest entries and convention activities



Icing dock and ice storage HO
by jnsqjllcs



Convention layout tours



Post convention
train trip



Toowoomba to Spring bluff and return



Editor's Musings

Model railway myths and legends?

Rod Tonkin

Over the years I've come across quite a few statements of fact in our hobby. Many modellers accept and adhere to these practices without ever questioning their origin or validity. Some of these long held articles of railway modelling faith are:

- Sectional track is not suitable for a permanent layout.
- Every piece of rail needs to be soldered to the power supply buss to give reliable DCC operation.
- Dead frog point work doesn't give reliable operation.
- Plastic wheels make your track dirty.
- Bogie mounted couplers are unprototypical and don't give reliable operation.

My own experience has shown me many of these lofty pronouncements don't stand up to careful scrutiny or the light of practical experience as the following notes explain.

In 1996 I decided to use Hornby's number three radius curves for the main line curved track of Martindale Creek. This layout was situated in a now walled-in car port in suburban Perth, not a temperature controlled room. Over twenty years later this sectional track work was still reliably operating my rolling stock. Derailments on Martindale Creek were almost invariably rolling stock or operator issues.

Martindale Creek was originally fitted with a two throttle common return cab control system. A single wire ran from each cab block section of track to the cab control panel. The rail joiners were relied on to carry the current through the block section. This system was converted to DCC by connecting the DCC system to one of the cab control throttle inputs in 2006. The cab control block switches were retained as isolators to aid fault finding. Ten years operation of DCC did not revealed any problems with the power supply from the block feed via rail joiners to adjacent rails. I did take the precaution when laying the track to replace all the rail joiners on the Hornby number three curves with new Peco rail joiners and used new Peco rail joiners on all other track joints.

Over the years I've preferred Peco's Insulfrog point work as they made the wiring simpler. These turnouts reliably operated my mostly NMRA standard wheeled rolling stock for ten years until I installed DCC in 2006. Converting the layout to DCC meant I needed DCC friendly

point work. Martindale Creek's point work was all hand operated. I wasn't interested in adding switches and wiring to switch live frog point work if I could help it. Allan Gartner's web site www.wiringfordcc.com shows how to modify PECO Insulfrog point work to make them DCC friendly. The modifications Allan recommends take around five minutes per turnout. These modified turnouts gave me dead frog DCC friendly point work with all rails live without needing switched frogs. I've happily operated a wide variety of DCC decoder equipped models including sound equipped models over this track work without issue.

For many years most of my rolling stock was equipped with plastic wheels. At exhibitions I didn't seem to be cleaning the track any more frequently than the purists with all their rolling stock riding on metal wheels.

British Railways initial passenger diesel locomotives (The 40, 44, 45 and 46 classes) had bogie mounted couplers. Queensland Railways 1150 and 1180 class diesel locomotives had bogie mounted couplers. So much for bogie mounted couplers not being prototypical. Due to their size and the need to negotiate train set curves, mass produced models of OO Scale British Railways coaches have bogie mounted couplers. We've run test trains of fourteen to sixteen coach trains of these coaches around Martindale Creek's 504 mm radius curved main line and on other layouts without incident. You can't repeatedly do this with inherently unreliable rolling stock.

The above examples show it may be worth your while questioning unsubstantiated pronouncements you hear, read or get off the world wide web to see if they stand up to scrutiny before following their often labour intensive and expensive recommendations.



EMDs other cowled SD45

Rod Tonkin

EMD's FP45 got lots of publicity but only fourteen were built. The less publicized F45 were six times more plentiful. Like the FP45 only two railroads purchased F45s, Great Northern (44 units) and Santa Fe (40 units). A selling point of the design was you could carry out inspections on the run without braving the weather, a comforting thought if you were likely to be operating in a blizzard in the Rocky Mountains.

Santa Fe's F45s arrived painted in the book end colour scheme numbered 1900 to 1939. They were renumbered in the 5900 series in 1970. During the 1970s the F45s received the yellow war bonnet colour scheme. After major overhauls in the early 1980s they were reclassified as SDF45s and renumbered into the 5950 number series. By the time of the 1995 merger with BN only three were still in Santa Fe service; 5970, 5075 and 5953.

Great Northern's F45s were numbered 400 to 443 on delivery. Burlington Northern, GN's successor renumbered them in the 6600 to 6645 series.

BN was not a fan of the twenty cylinder EMD engine powering the F45. All of the BN F45s were retired by the mid 1980s.

Luckily for HO scale modelers Athearn have built HO Scale models of the F45. My HO Scale model F45s replicate Santa Fe 5970 as it appeared in the mid 1990s and BN 6642 as it appeared in the early 1980s.

Santa Fe 5970 was purchased in the yellow war bonnet colour scheme. The model was detailed to match prototype photos. <http://www.rrpicturearchives.net/locopicture.aspx?id=116128> It has been renumbered with Microscale decals. The gap tooth pilot has been filled in. The cab roof sports an air conditioner and a collection of communication and FRED radio antenna. The air horns now reside where they should have been at delivery on the roof aft of the dynamic brake fans. (There is a warm place in the nether regions reserved for locomotive designers who mount air horns near cab windows)

BN6642 has been detailed to match photos of the locomotive in the BNSF photo archive <http://www.trainpix.com/BN/EMDORIG/F45/6642B.HTM> the model has a scratch built snow plough, a Details



West winterisation hatch over the leading radiator fan, a non operating rotating beacon on the cab roof, the air horns relocated clear of the rotating beacon and the factory paint work modified to match the photo of 6642 in service.



Method in the madness

Rod Tonkin

The dimensions of the Hornby sectional track system appear odd. To some it may seem even more surprising both PECO and Bachmann have adopted the same sectional track work geometry for their sectional track systems.

The origin of the current system was the Triang Super Four track system . That system used rugged three point six millimetre tall tin plated steel rails to accommodate the then gross wheel flanges Triang used on their rolling stock. Super Four track was introduced by Triang in the early 1960s to accommodate their newly released full scale length models of British Railways Mk1 coaches.

In the early 1970s Triang introduced their System Six track system. This system retained the geometry of the earlier Super Four system and used code 100 rails. The system six point work allowed models with NMRA standard wheels to operate over the track system. Apart from a change from steel to copper nickel alloy rails this is the system Hornby still markets.

The track work system designed by Triang back in those days had a number of aims; operate full size OO scale models of British prototype rolling stock on double track layouts, fit then existing building material sheet sizes and provide modelers the opportunity to build elaborate layouts without the need to cut track sections.

In Britain in those days space at home was at a premium. A three feet wide sheet of plywood was a large item to get into a room at home. An oval layout of the seventeen and a quarter inch radius (438 mm) number two radius curve fitted neatly onto a thirty six inch wide sheet of plywood. This sized layout could be stored under a bed.

The track spacing of two and five eighths inches (67mm) provided ample clearance to operate trains of full sized models of OO scale British outline including the early sixteen wheeled type four passenger diesel locomotives on double track formations. The track spacing chosen resulted in the smaller number one radius curves having a curve radius of fourteen and five eighths inches (371 mm).

The sixteen single curved track sections to a circle or eight double curved track sections to a circle provided plenty of scope for track planning without the need to cut track sections.

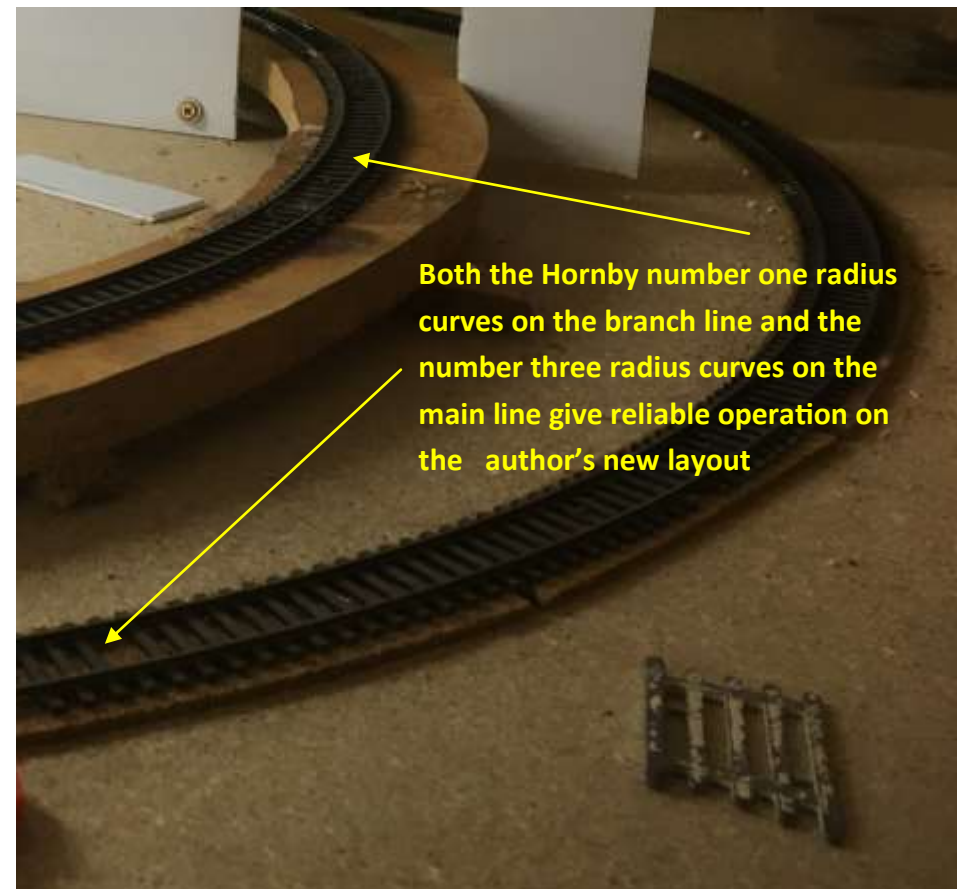
The point work consisted of a single number two curved track section and a single straight track section. This turnout could be positioned anywhere in a curve of number two track

sections without requiring adjustment to the track layout.

Over the years a number three radius curved track (nineteen and seven eighths inch or 504 mm radius) and more recently number four radius curved track (twenty one and a half inches or 546 mm radius) were introduced.

I used Hornby's number three radius curved track as the minimum radius main line curved track on Martindale Creek since I started track laying in 1996 with great success. Its replacement Wombat Gully-2 has continued this using track sections salvaged from the old layout. I've found Hornby can curve track far more accurately on curves of less than twenty four inch (600 mm) radius than I can. In over twenty years operation I've never had a derailment on Hornby curved track due to the track or track geometry.

The two and five eight inches curved track spacing has proven adequate for operating large North American outline models. Typical main line power on Wombat Gully consists of EMD SD40T-2s and GE C44-9Ws. For variety ATSF 5011 class 2-10-4s, Union Pacific veranda turbines and EMD DD40AXs occasionally operate over the line without drama.



A modeler's guide to steel framed industrial structures

Rod Tonkin

There are many excellent kits available for railway related structures in the major scales. Industrial buildings are less well catered for, especially the steel framed metal or asbestos clad buildings typical of the twentieth century. In Australia this type of industrial building predominated until the advent of the precast tilt up slab concrete walled buildings commonly built since the late 1990s.

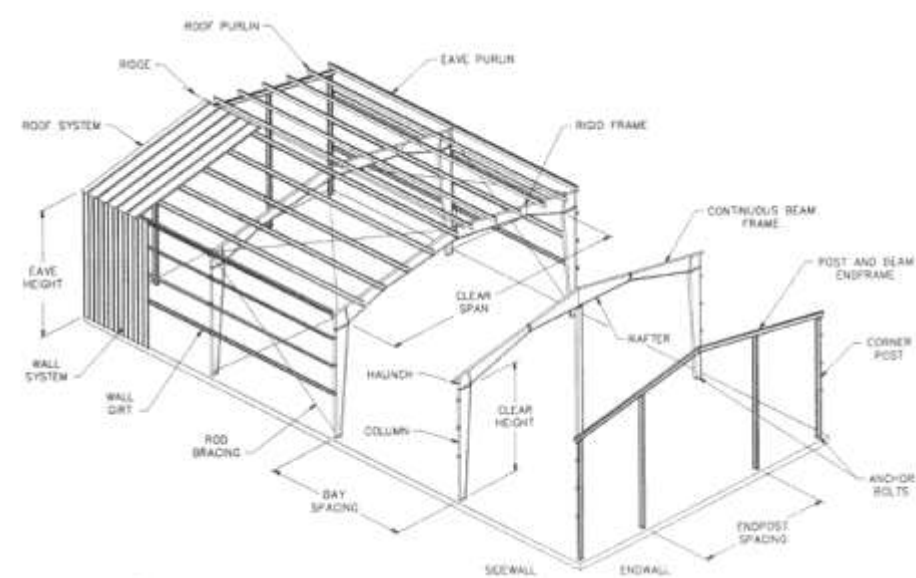
The steel frames of these buildings were typically trusses until the late 1960s. The steeper roof slopes required for the multiple sheet cladding systems then in use favored truss roof framing. In the late 1960s the introduction of structurally more efficient hot rolled beams, long length roof sheeting allowing flatter roof slopes and new methods of structural analysis made building frames made from beams more common.

The typical roof sheeting used prior to the late 1960s was asbestos cement. It was durable and did not need painting. This type of sheeting needed a roof slope of around fifteen degrees (for setting out purposes a slope of one in four). Natural lighting was provided in these buildings by skylights on gable roof structures or the glazed vertical face of the roof of south light roof structures. An advantage of truss roof framing was the underside of the roof structure was flat. This was convenient for hanging services piping, cabling and parts conveyor systems from the underside of the framing.

Road transport limitations of the day effectively limited the width of a load to a maximum of ten feet (three metres in French). With a roof slope of four to one the largest gable roof truss you could move in one piece was 80 feet long. If you went for a south light or saw tooth roof structure the triangular roof trusses were up to forty feet long. The transverse rectangular trusses supporting the triangular roof trusses were typically limited to a length ten times their depth. A ten feet deep roof truss gave you a maximum length transverse truss of around one hundred feet. Depending on the area available and the use of the building the spans of the roof structure could be less than the maximum practical span and the depth of the roof trusses reduced proportionally to suit the span chosen.

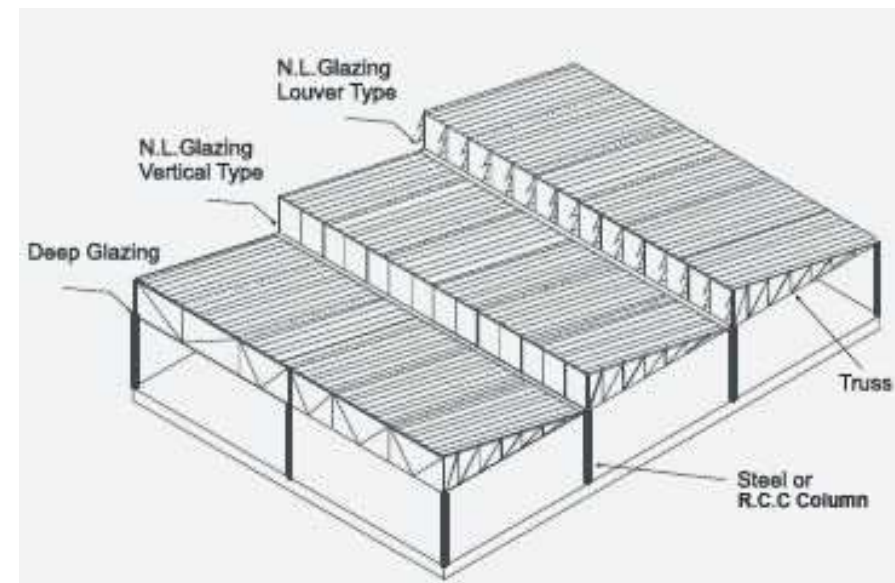
The advent of long length roof sheeting in the late 1960s allowed flatter roof slopes, typically around five degrees. The other welcome innovation in those days was transparent sheeting

to match the profile of the long length roof sheeting. Fitting a panel of transparent sheeting in the roof cladding at regular intervals provided natural lighting without the risk of rain leaking into the building.



These shallower roof slopes favoured portal framed roof structures. Typically portal framed structures have a maximum span of around forty metres. The typical depth of a portal frame rafter is around one fortieth of the span. The cladding support members limit the spacing of portal framed building frames to around six metres. This limits the width of doorways between frames to around five metres.

Many processes and businesses in Australia don't need fully enclosed buildings. Often the end of the building opposite the street, backing onto the railway line is not clad. This provides the opportunity to model the building framing and equipment inside the building.



THE WILD CREEK RAIL ROAD

**Ken House from Adelaide Model Railroader's newsletter
"Booster"**

The WCRR is the layout belonging to local NMRA member Ray Brownbill. Ray moved house a few years ago and has since added a 2.4m X 2.4m to a double garage sized shed, lined, insulated, and air conditioned the shed and extension. He was able to get the WCRR up to an operable state by the NMRA convention in Adelaide September 2017.

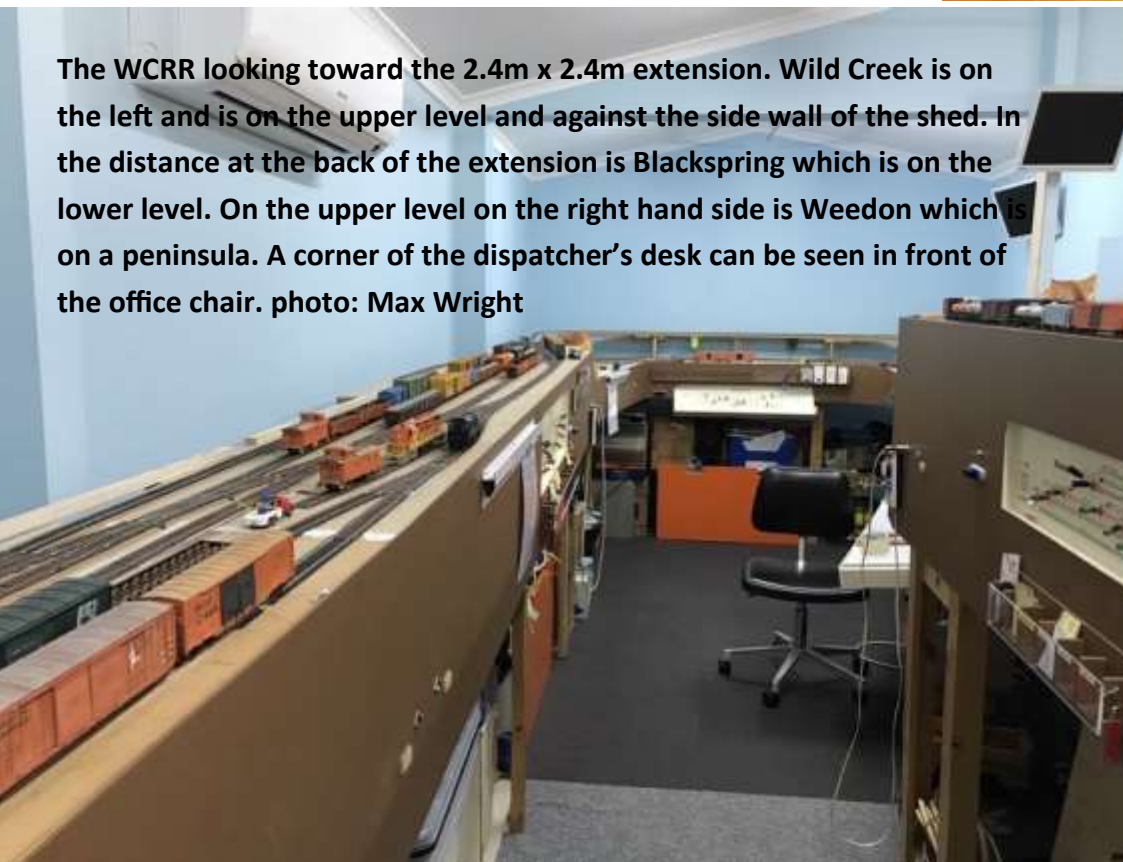
The WCRR is a 1980s western United States rail road so it is an all diesel line. Ray uses Lenz DCC and the WCRR is laid with code 70 rail except for some tracks at the back of the staging yard.

Turnouts are controlled with tortoise switch machines. There are signals on the WCRR. Some are controlled by a dispatcher during operating sessions.



On the other side of the peninsula to Weedon and on the lower level is Forter. Seen here are Ron Solly and John Prattis. Behind them is the double decked staging yards There is a lift up bridge across the doorway which uses drawer runners. photo: K House

The WCRR looking toward the 2.4m x 2.4m extension. Wild Creek is on the left and is on the upper level and against the side wall of the shed. In the distance at the back of the extension is Blacksprng which is on the lower level. On the upper level on the right hand side is Weedon which is on a peninsula. A corner of the dispatcher's desk can be seen in front of the office chair. photo: Max Wright



The dispatcher has a panel lighted with LEDs which are lit by detectors in the various blocks. The LEDs show the dispatcher where trains are running on the layout.

During operating sessions the dispatcher throws the mainline turnouts leaving the road

Orrville is the upper deck staging yard. The mainline can be seen running above Orrville on a narrow shelf. photo: K House

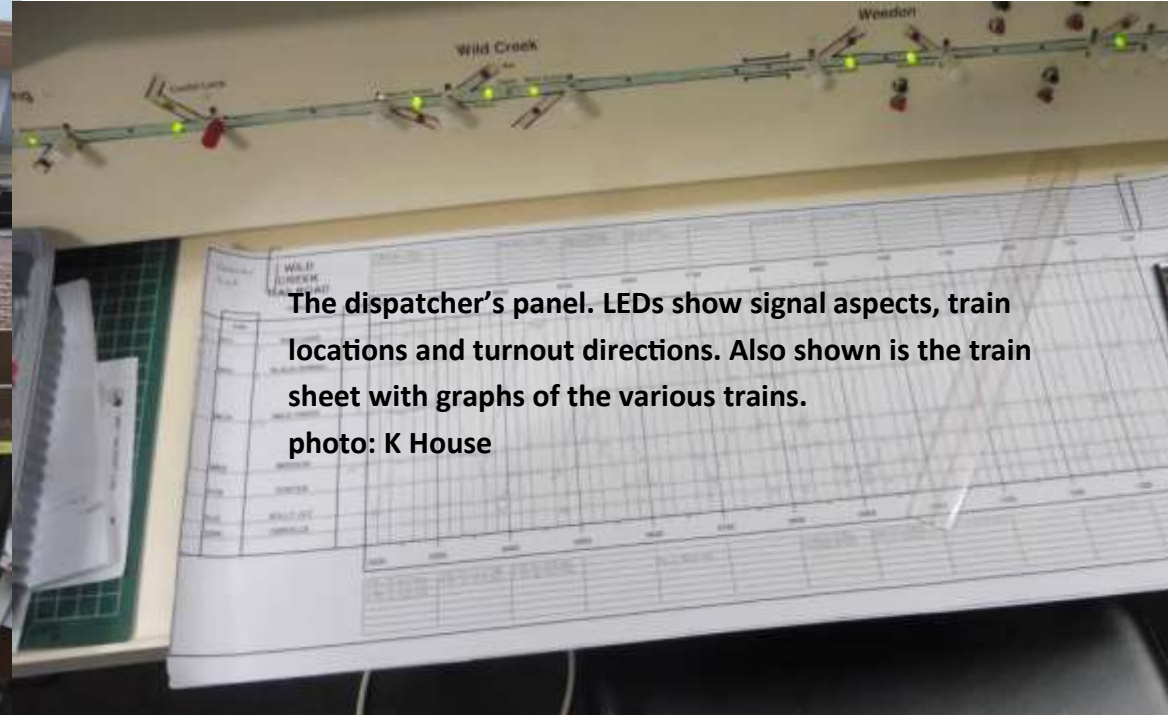




Salt Lake staging yard is on the lower deck. Ray's neat control panels have LEDs to show the way turnouts are thrown. photo: Max Wright



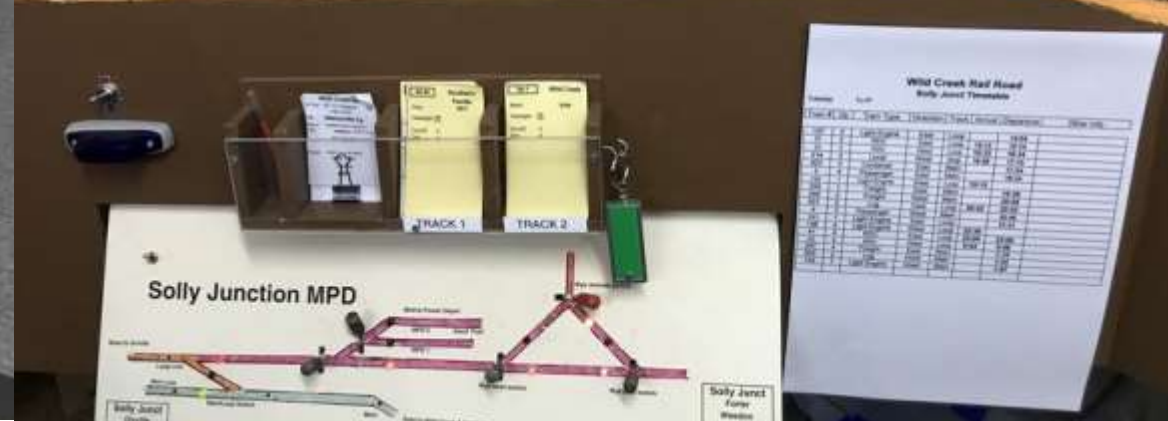
The dispatcher's desk sitting under Weedon. photo: Max Wright



The dispatcher's panel. LEDs show signal aspects, train locations and turnout directions. Also shown is the train sheet with graphs of the various trains. photo: K House



The why at Solly Junction, On the lower level. photo: Max Wright



The site of the coal mine at Forter. photo: K House



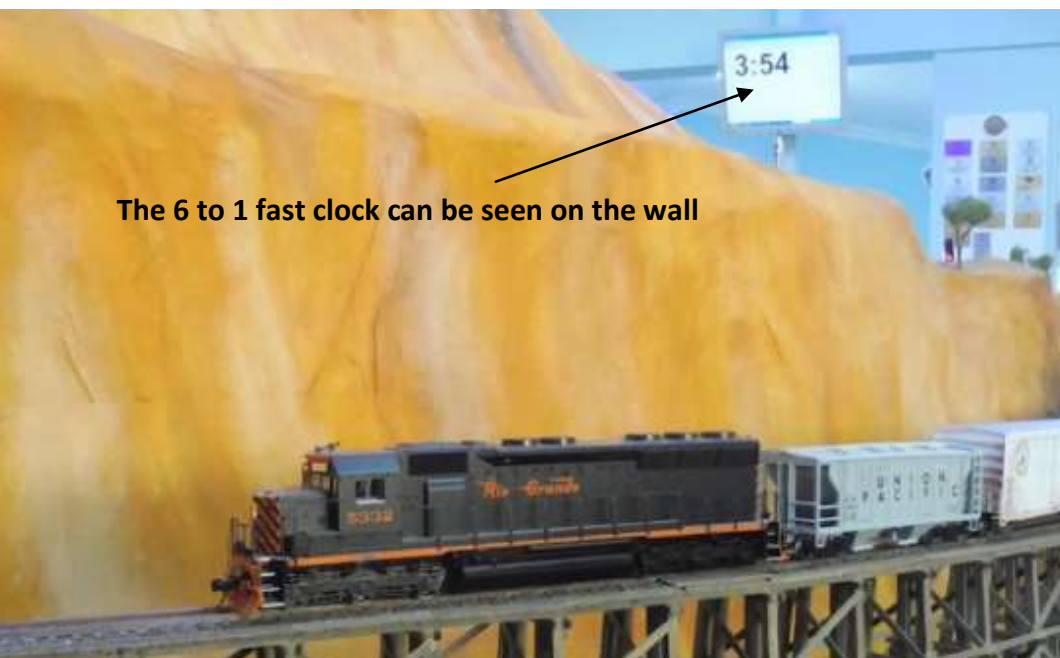
You can see more of Ray's layout on the following videos

VIDEO: "A see saw meet at Forter" The Wild Creek RR

<https://www.youtube.com/watch?v=HZ-Oq4ule5g&t=44s>

VIDEO: August running night.

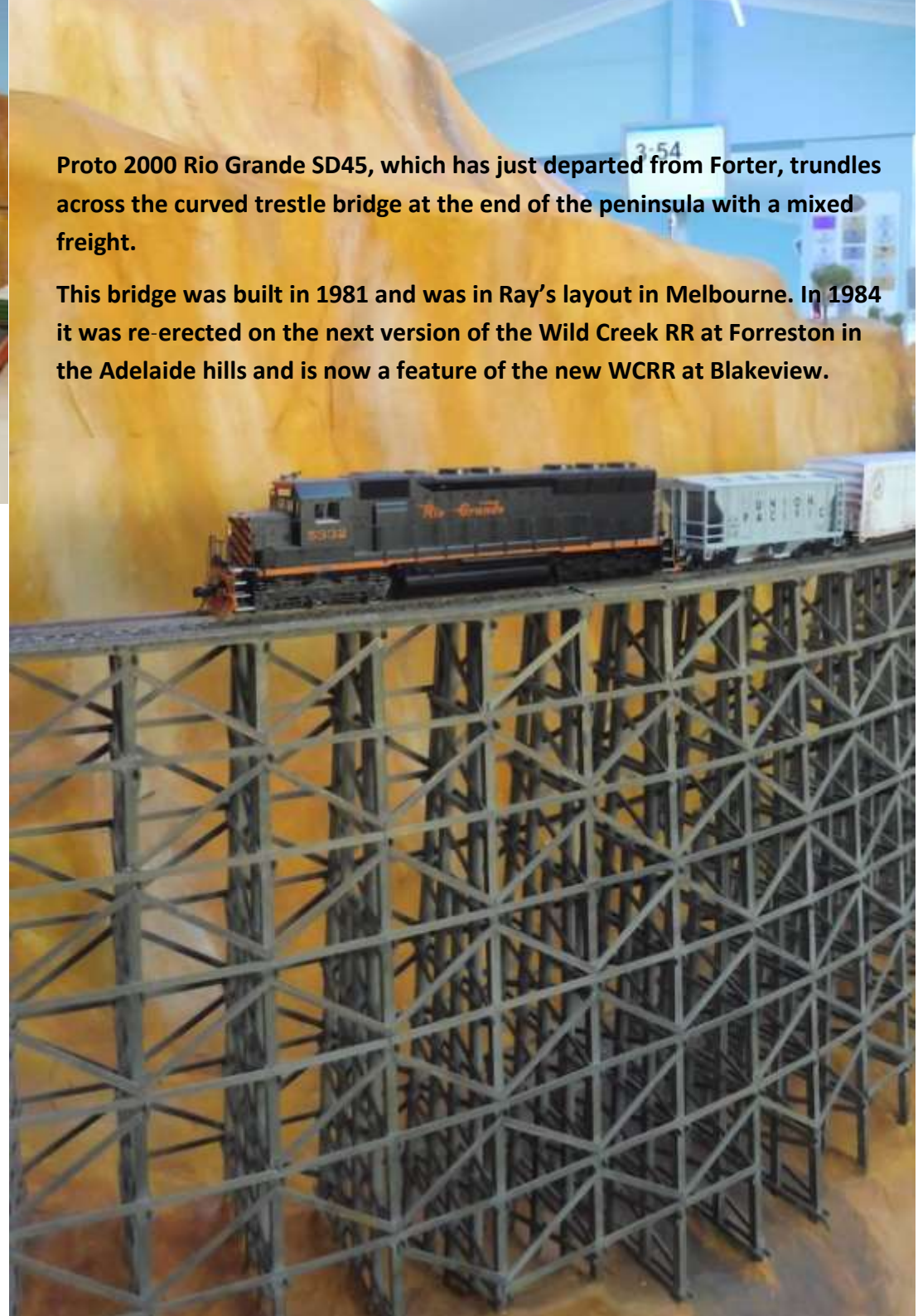
<https://www.youtube.com/watch?v=sMHem0eO8Ng&t=8s>



The 6 to 1 fast clock can be seen on the wall

Proto 2000 Rio Grande SD45, which has just departed from Forter, trundles across the curved trestle bridge at the end of the peninsula with a mixed freight.

This bridge was built in 1981 and was in Ray's layout in Melbourne. In 1984 it was re-erected on the next version of the Wild Creek RR at Forreston in the Adelaide hills and is now a feature of the new WCRR at Blakeview.



Maitland Models and More

7th October 2018

David Teague

Maitland is a rural town located in the centre of Yorke Peninsular in South Australia 173 Km from Adelaide. The local Progress Association had organised a Family Fun Day to coincide with the School Holidays and features amongst others, displays of slot cars, vintage cars, Try Golf, Try Bowls, radio controlled cars and tanks and scale model railways. Specifically Vern Cracknels G scale Rosemont, our N scale DCN T -Track and Ian Bousfields Z scale layout. You



could say that we had the largest to the smallest scales represented.

We set up a 7 metre long layout on the day before the display, tested everything and ran trains for a while to make sure we were set for the morning. What could possibly go wrong. On the day we had a loss of power on one track, but because of our configuration we were

able to keep trains running on two inside loops while we worked out what was happening to the outer track. The crossover track work is shown on the lower right hand side of the above photo, known as Y fronts because of its shape and it's in two sections.

Vern's layout certainly attracted a lot of attention from young ones particularly because they could get right up to it and being floor level made it even better.

The Organisers were happy with the number of people who came to have a look at the various displays, so locally it was a success.

I spoke to one gentleman from NSW who was passing through the town on his way further down the peninsular when he and his companion saw the signs and dropped in for a look,





Vern's floor level layout with young admirers

I have only commented on the three layouts in our immediate vicinity, I didn't get out and about long enough to see everything that was available, but judging by the noise levels around some of the displays they too were well received. From our point of view it was also a good weekend for the DCN T-Track operators, David, Casey, Neil and Liz.



Removing lettering with Oven Cleaner

Rod Tonkin

Ron Solly sent me a note describing a BRMA member's experience using oven cleaner to remove lettering. As most currently manufactured models use lettering paints that are resistant to Metho, I thought the process worth a trial.

My local supermarket had "Easy Off" spray on oven cleaner on the shelf. This pressure pack



As delivered lettered van body

brew has sodium hydroxide and diethylene glycol alkyl ether as its active ingredients.

As a trial I tried removing the lettering from a Hornby refrigerator car. To prevent possible damage to the model I removed the underframe with the wheels and couplers and the metal ladder.

I followed the instructions on the can. Donning rubber gloves I took the model outside and sprayed the mix onto the sides of the model. (Sodium hydroxide is nasty stuff and will cause serious burns on your skin.) As per the instructions on the can I left the foam on the model for about ten minutes. Wiping the model with paper towel showed the lettering had dissolved. I washed all traces of the gunk off the model under the kitchen tap with cold water and allowed the model to dry. With little fuss I had removed the original lettering and could now proceed to repaint and letter the model.



Van body after de lettering. The base paint colour is unaffected by the oven cleaner

Division One Highlights

Introducing the new Division One Superintendent Duncan Cabassi

Current Role - Senior Project Manager for Operations and Maintenance in the Mining sector

I grew up on a sugar cane farm near Mackay, Central Queensland. Did my apprenticeship as a boilermaker at one of the local sugar mills and then have worked in the mining sector for the last 35 years. I've worked my way up through the management structure and have a portfolio of project management experience. Predominantly in coal but in the last few years have dabbled in Iron ore, tungsten, gold and silver mining projects across the world.

My love of railroads began when I was about four. I can remember as a 4 year old (at least that's how old my mum reckons I was) standing on the back steps of the farm house very early in the morning watching the steam engines with empties and loads of sugar cane crossing the trestle bridge that was about 300m from our house.

I started model railroads with a Hornby OO train set but fell in love with the American prototype at a very early age, when my dad brought me home from his visit to the USA a HO Athearn F7. It was at that moment that I was off and running on a love of model railroading that has not changed in 45 + years.

In my teens I met a police officer who was a model railroader. We built a friendship and Reg mentored me in the many skills of this hobby as well as converting me to N scale, the rest is history.

I've built 3 Model Railroads in my life. The first being based on the N Scale Clinchfield series that was run in Model Railroader in the late 70's. I expanded this layout and opened it up so there was no duck under. Then after about 8 years of operation I relocated due to a career change. The layout was relocated with me as it was built in modules however I now had a larger space, so the layout was reconfigured and expanded (Layout 2).

Again, due to another career relocation, I had to dismantle layout 2. This time I was in my 40s and I was old enough and experienced enough to determine what it was I wanted in a layout. I'm into operations so I designed a new layout based on my specific requirements. This layout continues to be expanded today and provides immense satisfaction to not only myself but the 20 plus operators that operate on it bi-monthly.

I've only been an NMRA member for a short time, however I've been impressed with what the NMRA has to offer the broader Model Railroading community. It is a leading volunteer

organisation that offers standards, fellowship, skills training, tools and a network that reaches out across the world. I look forward to promoting and progressing this wonderful hobby.



Duncan with his N scale UPBNSF joint division layout



Duncan's wheel cleaner and a view of his double deck N scale layout

Division Two Highlights

From the Division Two newsletter “The Flimsy”

The August meeting was held at the home of David Low. Eleven members were in attendance. Div.2 Superintendent Stephe Jitts informed the group that the NMRA gauges were on their way. However, the DVDs that had been requested from the NMRA library in Sydney have not yet been sent.

The meeting also discussed start times for the monthly Div.2 meetings. It was decided that a 1pm start for all monthly meetings would be the best option. We have some members who have to travel a great distance and the earlier start makes it easier for these members to attend. It also means that we will have a consistent start time through the year.

David Low gave his presentation about train 476 as per the 1972 NSW Railway timetable. David explained that to make his layout that little bit more authentic and to establish a story for the composition of a selected train, he sought to construct a complete dossier for just one of his goods trains. Essentially, David wanted to answer the following five questions:

- Who is sending the goods?
- What type of goods/produce are being sent?
- What wagon were they loaded into?
- What was the order of the wagons in the train?
- Their destinations?
- The name of the final receiver?

David’s research was helped by finding a story by Neville Pollard in the *ARHS Bulletins* of 1982 about all the railway infrastructure that existed at each town of relevance for his model railway operations. David used this information to draw up a reference chart which enabled him to establish what type of goods would be received or sent out along the Main South and its feeder lines. He also looked at the industries and goods yards at the Sydney end, such as the Caltex oil refinery and Boral Speed-E-Gas terminal which used specific and dedicated freight cars. The composition of train 476 from Junee to Sydney modelled by

A scene on David Low’s layout



David had sixteen wagons in total covering the following industries and locations: cement (empty from Junee to Berrima), bitumen (empty Griffith to Matraville), biscuits (empty Leeton for return to Arnotts at North Strathfield in Sydney), wheat (Junee to Sydney), pet food (Uncle Ben’s at Albury to Sydney), explosives (Tocumwal, off the VR broad gauge, to the Hunter Valley), flour (bagged at the Manildra mill in Narrandera for Sydney), oil (empty Shell at Hay to Enfield and then to the Shell refinery at Sandown), oil (empty BP from Leeton to Caltex refinery at Port Botany), oil (empty Narranderra to Port Botany via Enfield to the Caltex Terminal for refilling), rice (from Griffith to Kellogs in Sydney), corn (from Hay to Kellogs in Sydney), LPG (empty Wagga Wagga back to Sydney), coal (empty Junee back to Sydney (possible use for fueling boilers in hospitals), farm machinery (a BDX open wagon used for delivery from Massey Ferguson at Concord to a dealer in Hay and now being returned empty to Sydney), and with a KHG guards van at the rear. The train could be hauled by a 44 class diesel locomotive.

After David’s presentation, he followed up with an enjoyable afternoon tea thank you, David!

David Low’s LPG tanker





Division Four

Division Four Highlights

After our disorganised late September meeting (Our host was distracted watching football match replays) we decided to meet up at Rail Heritage WA's Railfest on the following Sunday.

The day dawned sunny, a welcome change from Perth's current wet spell. While waiting for the gates to open I was able to photograph the tamper parked on a dual gauge spur across the road from the



John Holland's tamper



Alan perusing the flea market offerings. Unfortunately Greenmount sitting behind Alan was not on offer



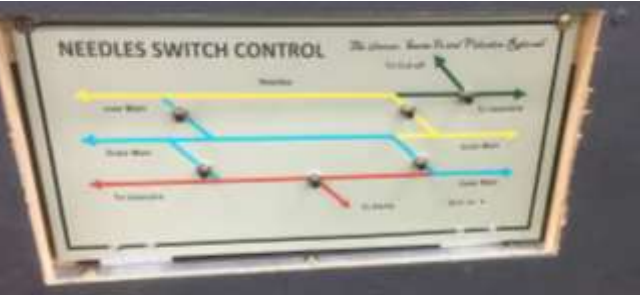
Rod's new as yet un weathered SD45-2 on the prograding track at home

museum. The sausage sizzle provided by WAMRC's members provided sustenance for the mornings browsing through the flea market stalls.

The flea market was well supported by Division four members as well as other modellers. Your scribe acquired a HO scale Athearn SD45-2, some OO scale BR Mk1 coaches and a HO scale US army 14 inch railway gun for reasonable prices. (The railway gun will be naturalised and issued to the Australian Army Reserves).

Alan has been busy enhancing the control system on the Valentine Run layout he is supervisor for at AMRA WA.

One of Alan's new control panels



Wombat gully's new defense weapon

Division 6 Chronicles.

The September meeting was held at Ray Brownbill's home. (The article on Ray's Wild Creek layout is featured elsewhere in this issue. Editor)

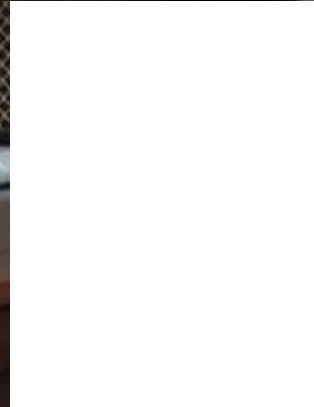
Max Wright stood in for me as Michael and I were on our way to Brisbane for the NMRA convention. 14 of us heard from Vern re method convening scaling drawings, bit of show & tell and a movie by Ray with his new small camera being driven around his layout. Even Ken has done one <https://www.youtube.com/watch?v=HZ-Oq4ule5g>



The October meeting was held Liz and Neil Tonkin's home. Business for the day was attended to smartly. Bring and brag was very informative and then we closed the meeting and had a delicious afternoon tea and admired the two N Gauge layouts on display. We headed home eventually after a great afternoon with lots of laughs.



The two N scale layouts on display at the meeting at Liz and Neil Tonkin's place



Narrow Gauge SIG

We had 11 keen narrow gauge modellers present at my Residence for a fun Saturday afternoon.

Some interesting new buildings and several locomotives were displayed.

An On30 freelance Garrett made a look in as well as a freelance Sugar cane loco both from David Harper. Nice David!!

Other than this it was a quiet meeting, seeing old friends again is always nice.

Regards

Steve Chapman MMR

Narrow Gauge SIG Coordinator



Just another grubby stock car



Rod Tonkin

A trader at the 2016 Perth Model Train show had a bargain bin. The models in the bin were all priced at four dollars each. To this bottom feeding modeler this was worth a look. Rum-maging through the bargain bin turned up a Bachmann Union Pacific stock car minus a wheel set. Four dollars were offered and I walked off with a pristine finished HO scale stock car minus a wheel set.

At home the bits box turned up a replacement Bachmann plastic wheel set and my stock car was ready for the road. Further examination of my new stock car showed surprisingly its weight complied with NMRA RP20.1. The model was fitted with the original EZ couplers at the correct coupler height. Both couplers are still working. When they fail, I'll replace them with Kadee number five couplers.

The model is fitted with a black plastic roof walk. My layout is set in the last quarter of the twentieth century after roof walks were outlawed, so the roof walk had to go. The roof walk was prized off and the mounting holes plugged with epoxy putty. Excess epoxy putty was carved off with a modelling knife as the epoxy putty was setting. The epoxy putty did not match the colour of the roof of the model.

Visually the model is too clean. The model was weathered with washes of burnt umber water colour using the method recommended in Basic Skills Module Nine

<http://www.nmra.org.au/Learning/Mod%20%20Weathering.pdf>

The weathering on the roof served another purpose, it hid the epoxy putty filling the roof walk mounting holes.

Now on my layout Union Pacific's OSL 47736 is just another grubby freight car



Prototype Observations

Fifty years ago in 1968 while steam was rapidly being displaced by diesel power, there were still plenty of operating steam locomotives to observe and photograph around Sydney. Garrets moved freight on the goods lines. 19 class shunted Darling Harbor yard. 38 and 36 class worked main southern passenger and milk trains. Some 36 class were fitted with power reversers for local freight workings. 30 class shunted coaches at Central. 32 class hauled the Campbelltown and Richmond passenger trains. Photos by the editor

An unknown garret heading for Cooks River yard



C30 3134 shunting

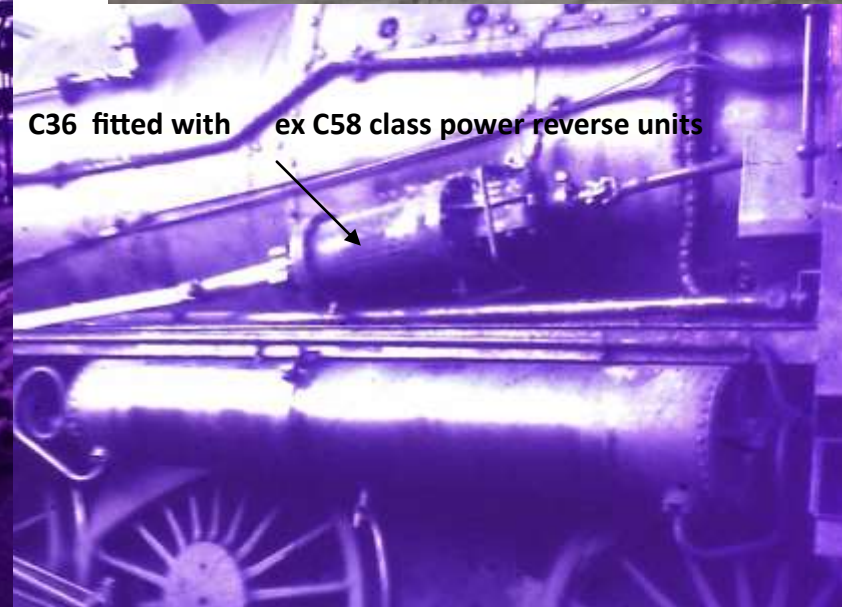
Central Station yard



Z19 1954 shunting Darling Harbor yard



C32s waiting for the afternoon rush hour in Central yard



C36 fitted with ex C58 class power reverse units

Note the complicated track work in the station yard