

Western Lines



**The Journal of Australasian
Region
Division Four Vol 1 No 3**



What is Western Lines?

Western Lines is the Newsletter of NMRA Australasian Region, Division Four. It will report on our meetings, planned meetings, module group progress, members modelling efforts and local railway happenings.

Division Four Team

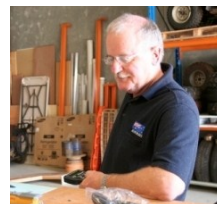
- Rod Tonkin Divisional Superintendent and Western Lines Editor



- Frank Godde Divisional Manager Achievement Program



- Alan Burrough Divisional Secretary



- **Contents**

- **Future meetings**

- **Recent meetings**

- **Module Group**

- **Members modelling**

- **Prototype happenings**

Cover photo; Garth Caesar's narrow gauge 45 mm gauge shay as weathered by Frank Godde

For meeting addresses please contact me at rjtonkin@iinet.net.au

Please forward contributions to rjtonkin@iinet.net.au

Who are we and what do we do?

We are the members of NMRA Australasian Region, Division Four. We live in Western Australia. The land of giant iron ore trains and an extensive open access railway system operating on standard gauge, narrow gauge and dual gauge track.

We meet monthly to share our hobby experiences. We range from keen scratch builders, to open the box enthusiasts. Our layouts range in size from most of the back yard in G gauge to a HO scale layout in a walk in wardrobe.

Like the trains in our back yard our tastes in modelling vary. We model in N, HO, OO, On30 and G scale. The prototypes we follow are mainly North American with some local prototypes and just a touch of British Railways.

Our meetings include running days and operating sessions on member's layouts, modelling technique demonstrations and workshops and visits to kindred groups.

We have an active 16.5 mm gauge Modular Layout group. Our modules are based on the emerging Free-mo Australia standards modified to suit our requirements.

Future meetings

We usually meet at 2 pm on the last Sunday of the month. Future meetings are

- July 2013 Visit to Bennet Brook 600 mm gauge railway



- August 2013 Modeling workshop at Frank Godde's



- September 2013 running day on Bob Kollwyn's DCC controlled HO gauge layout.



Recent Meetings

April 2013

The April meeting at Rod Tonkin's was the fastest division formal meeting on record.

After inspection of the latest developments of Rod's walk in wardrobe layout and a leisurely afternoon tea we adjourned outdoors for an operation session on Rod's outdoors layout "Martindale Creek"



The trains and DCC system behaved reasonably well. We operated local trains working the main line, branch line and industrial area. Each train had a two man crew of driver and shunter/brakeman. The "car order" car system worked well, though we did manage to spot an empty "hides traffic only" box car at the brewery product loading spot. A comment on the

product quality perhaps?

The photos show the new station on the walk in wardrobe layout, our Divisional Superintendent Alan operating the main line local and Peter and Garth operating the branch line local.



May 2013

The May meeting was held at Peter Scarfe's. The main topic of discussion at the May meeting of Division 4 was the June Model train show on the following weekend.

Alan issued us with our individually named exhibitors passes.

After the

pause that refreshes we were able to inspect progress on Peter's layout. The photos show progress on Peter's layout and part of the five and a half metre long hand painted back scene he has had painted.



June 2013 Model Railway Exhibition

Division Four Display

Division Four exhibited at the 2013 AMRA WA Model Railway Exhibition on the 1st, 2nd and 3rd of June.

Our Banner showed who we were and why we were at the show.

The main attraction of our display was our operating module display.

As well as the module group display we had a static display of mem-

bers models. Les Hodson's photo of Garth's Shay as weathered by Frank shows some of the possibilities of modelling in G gauge.



Module Group display

The module display was the work of Alan, Frank, Garth and Peter. The modules are built nominally to the Australian Free-mo standard except we use code 100 rail, Peco point work and 900 millimetre radius curves. The structure clearances on the modules allow operation of On30 rolling stock. The method of construction and length of the module is the decision of the module builder. The modules are works in progress. The set up used an NCE DCC system for the show.

To allow continuous train operation Frank built the two 900 millimetre radius curves 180 degree bend end modules. To complete the display oval of track, Frank built a make up piece to fill the gap caused by the difference in length between the two rows of modules.

The appearance of each module reflects the interests of the builder. Alan's module features a gravel plant. Frank's module is represents the down town concrete jungle. Garth's module has a rural setting. Peter's module features an outer suburban station. The photos successively show Garth setting up his module, Alan's, Frank's, Garth's, Peter's modules. The photos of Garth's and Peter's modules were taken by Les Hodson. The photo of Frank's module was taken by Alan.

The photo of Garth setting up his module gives an idea of the size of the module display.



Alan's Gravel plant module showing standard gauge equipment in operation



Frank's city module operating narrow gauge rolling stock



Garth's Rural Module



Peter's Outer Suburban Module



Members Modelling



More photos of Frank's weathering job on Garth's G gauge Bachmann Shay. All it needs is the smell of the exhaust.



June 2013

June saw us meeting at Garth Caesar's on a bright sunny day ideal for enjoying operations on Garth's outdoors 45 mm gauge layout.

After a superb afternoon tea we

were able to inspect progress on Garth's On30 indoors layout.

Members brought a variety of modified and or weathered models to the meeting.

The photos show Garth's G gauge mallet on his outdoors layout, a double headed passenger train running on Garth's On30 layout, Rod's modified and weathered OO scale BR 37 class, Garth's G gauge log car with real log and Frank's partially weathered G gauge shay.



Prototype happenings

This year I caught the train to the Perth model railway exhibition. Claremont show-ground is served by a special events station only used during exhibitions at the show grounds. The station has two main line platforms and a bay platform.



Crossovers on the main line allow trains to terminate at Showgrounds station. Like most recently installed point work on Perth's suburban system the point work is fitted with swing nose frogs. The bay platform road is fitted with catchpoints to protect main line traffic.

The photos taken safely from the station platform show a swing nose frog assembly mounted on concrete sleepers and the catch point on the bay platform road.

