



# Western Lines

The Journal of Australasian Region

Division Four

Vol 2 No 1



# What is Western Lines?

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

## Division Four Team

- Rod Tonkin Divisional Superintendent, Western Lines Editor
- Frank Godde Divisional Manager Achievement Program
- Alan Burrough Divisional Secretary
- Peter Scarfe Divisional Treasurer



## • Contents

- **Future meetings**
- **Recent meetings**
- **Members modelling**
- **Prototype happenings**

**Cover photo;** Garth urging his steed on during our October locomotive performance trials

For meeting addresses please contact me at [rjtonkin@iinet.net.au](mailto:rjtonkin@iinet.net.au)

Please forward contributions in MS Word and JPEGs to [rjtonkin@iinet.net.au](mailto:rjtonkin@iinet.net.au)

# Editorial Ramblings

This is the first issue of the second Volume of Western Lines.

I'd like to thank members of Division Four for their help last year. I'm looking forward to a good years railway modelling and fellowship.

Regards

Rod Tonkin

## 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 tracks.

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, workshops and visits to kindred groups.

## Future meetings

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

### January

Garth Caesar 19th January

Rolling stock maintenance Clinic

### February

Peter Scarfe 23rd February

### March

AMRA WA 23rd March

(To be Confirmed)

### April

Rod Tonkin 27th April

Operating session on Martindale Creek

# Recent Meetings

## October 2013

The October meeting day dawned bright and sunny. Perth's wet spring appeared to have eased. Our numbers were down due to a few members travelling interstate, but enough members made the trek into the wilds of Perth's northern suburbs to Rod Tonkin's place in Kingsley.

Members were able to inspect progress on Rod's semi outdoors layout Martindale Creek. The photos show progress on the scenery over the last few months on this seventeen year old layout.



The formal part of the meeting was smartly dealt with and after a satisfying afternoon tea we proceeded to the main attraction of the meeting, our locomotive performance trials described elsewhere in this issue.

# November 2013

November saw us at on Garth Caesar's on an over-cast afternoon with occasional showers. Garth demonstrated the capability of G gauge by operating his LGB "Unitah 2-6-6-2 mallet on his out doors layout during a heavy shower.



We discussed progress on the G gauge display Frank and Garth are preparing for the 2014 AMRA Show and how the division will assist them at the show.

Some of us have been busy modelling. Frank displayed and operated his re detailed and weathered 45 mm gauge narrow gauge Climax and rail truck. The photos of Frank's models were taken as they operated on Garth's outdoors layout between rain showers.

A refreshing cuppa and slice of delicious brownie prepared us for the second round of our model locomotive performance trials.



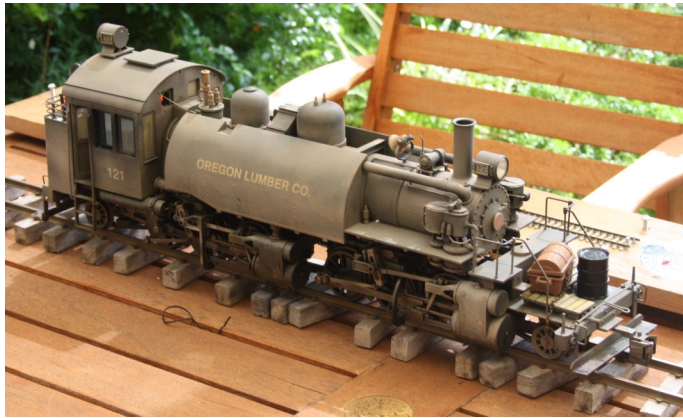
# December 2013

We were having such a good time at the Christmas function enjoying Frank and Hilary's hospitality, no one remembered to take any photos of the occasion.

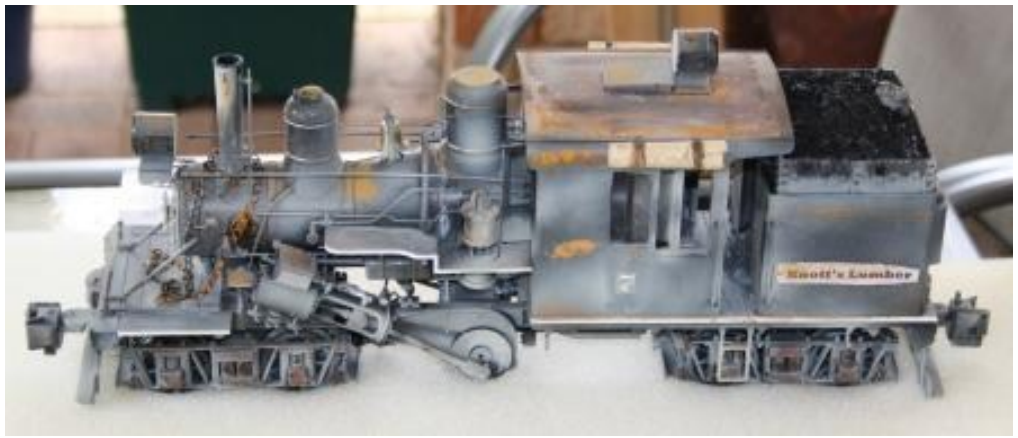


# Members' Modelling

The model on the right is Garth's now weathered model of an unfortunately never constructed Baldwin narrow gauge 2-6-6-2 saddle tank logging locomotive.



The model shown below is Frank's redetailed and weathered Bachmann 45 mm gauge Climax



# Division Four Loco Performance trials

A 16.5 mm gauge test track was constructed for our performance trials. This test track catered for On30, OO and HO scale models. The load measuring gear we had available is however capable of testing G gauge models. With this in mind Garth brought a length G gauge track and a suitable power pack so we could test G gauge



models. The largest model on test was 1/20.3 scale Oregon Lumber 121 a 2-6-6-2 saddle tank, the smallest model tested was 1/87.1 scale BN U30C 5323

## October Trial Results

### Oregon Lumber 121 (Bachmann) Garth

2-6-6-2 1/20.3 scale 410 grams tractive effort

### Little Critter (Aristocraft) Frank

B 1/29 scale 365 grams tractive effort

### DRGW K27 Garth

2-8-2 On30 scale 180 grams tractive effort

### British Railways 55 class 9005 (Bachmann) Rod

Co-Co OO scale 90 grams tractive effort

### Burlington Northern U30C 5323 (Athearn) Rod

C-C HO scale 180 grams tractive effort

The performance of BN 5323 seemed a little too good to be true. A protest was lodged with the stewards. Review of BN 5323's performance warranted further investigation so a stewards inquiry was convened. The stewards inspection of 5323 after the trial showed the wheel treads were caked in gunge. To assess the advantage the dirty wheels provided, 5323 was sent to workshops for wheel cleaning prior to re running the trial at the November meeting.

## November Trial Results

Our November performance trials covered a range of models. The trials used a venerable Hammant and Morgan Clipper DC power pack to power the test track.

### HO Scale

ATSF GP40 2964 Bachmann (Rod)

B-B            60 grams

BN U30C 5323 Athearn (Rod)

C-C            120 grams

CN F7 9086 Athearn (Peter)

B-B            65 grams

UP B23-7 103 Atlas (Peter)

B-B            65 grams

### On30

Baldwin Bachmann (Garth)

4-6-0          130 grams

Baldwin Bachmann (Garth)

2-8-0          85 grams

The trial results showed cleaning 5323's wheels reduced its tractive effort by around thirty percent. Interestingly the three eight wheeled HO scale diesel locomotives, each from a different stable turned in similar performances.

The photo shows heavily weathered BN 5323 on trial with clean wheels.





## More Members Modelling



Rod Tonkin's model of Santa Fe's only GP40 2964 was built by renumbering and re de-

tailoring a basic ready to run Santa Fe painted Bachmann GP40.



Frank's 45 mm gauge narrow gauge "Rum Runners" rail truck was built up from a Bachmann rail truck.



# Prototype happenings

Mt Neman Mining's (BHP Iron Ore) railroad, in the late 1980s had a variety of motive power. As well as the original C636 and M636 locomotives, the C636s were being rebuilt into GE C36-7M. A small group of new C39-8Ms were in service and the plan was to rebuild the M636s into GE C40-8Ms.



From the top left clockwise the locomotives are: C636 5456 in original colour scheme, M636 5485 in original colour scheme, M636 5477 in late orange colour scheme, C36-7M 5509 in blue colour scheme, 5495 First M636 in blue colour scheme, Newly built C39-8M 5631 in as delivered orange colour scheme and finally M636 5488 in the Bicentennial colour scheme.

