

# Western Lines



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# 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
- Alan Burrough Divisional Secretary and Western Lines Sub Editor
- Peter Scarfe Divisional Treasurer



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**Cover photo;** Shot en route to the March meeting Pacific National NR6 leads the east bound Indian Pacific through Maylands on the 30th March this year. The clouds in the background are the first ones we've seen this year.

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

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

## Editorial Ramblings

This issue of Western Lines introduces our new division project layout "Western Lines"

## 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 are shortly starting to build our

display layout "Western Lines". If you'd like to participate please contact us at [rjtonkin@iinet.net.au](mailto:rjtonkin@iinet.net.au)

## Future meetings

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

- 27th of April at Rod Tonkin's Operating session on Martindale Creek.



- 25th May at Peter Scarfe's. Model locomotive maintenance clinic.



- 29th Jun at AMRA WA



# Recent Meetings

## January 2014

January saw us gathered at Garth Caesar's. We confirmed the number of members needed to man Frank's layout at the June exhibition.

Frank advised us of the passing of Geoff Cooper, a well known and liked Western Australian railway modeller.

Alan showed us his new train carrying case allowing him to transport his HO scale steamers to meeting without the need to electrically disconnect the tenders from the locomotives.



Garth showed us the beginnings of his conversion of a Davenport four wheel diesel into a vertical boiler geared 0-4-0 and the re detailing work he is doing on his second 2-6-6-2 saddle tank logging locomotive. (He seems to be breeding them.)

To prove the out doors capability of G gauge Garth ran a twenty car train of four wheel hopper cars behind an 0-4-0 tender loco on his out doors layout in forty degrees heat.



# February 2014

Our February meeting was held at Peter Scarfe's . We were able to see the proposed barricading for Frank's exhibition layout. Comment was made photos of British exhibitions show the Brits don't use barricading. Are we too distrusting of exhibition attendees ?

The organised activity of the meeting was demonstrations of simple methods of checking car weighting to NMRA RP20.1 This caused some head scratching as NMRA RP20.1 doesn't mention On30 used by a number of Division Four members. General agreement amongst members present was the weights recommended for On3 models in NMRA RP20.1 ought to be used for On30 models.

Peter Scarfe prepared the attached table from NMRA RP20.1. for recommended weights of HO scale and On3/On30 models.

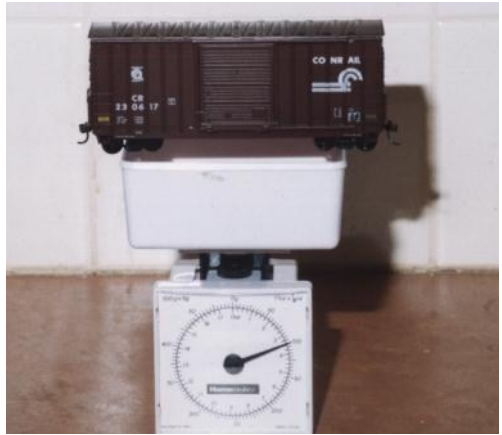
The procedure is simple. Measure the length of your model over the body in inches and from the chart read off the recommended weight. Weigh your model to determine any additional weight required .

<b>Car Weighting to NMRA Rp20.1</b>			
<b>HO Scale</b>		<b>On3/On30</b>	
Length	Weight	Length	Weight
Inches	Ounces	Inches	Ounces
2	2	2	3
3	2.5	3	3.75
4	3	4	4.5
5	3.5	5	5.25
6	4	6	6
7	4.5	7	6.75
8	5	8	7.5
9	5.5	9	8.25
10	6	10	9
11	6.5	11	9.75
12	7	12	10.5

We all agreed the model should be evenly weighted with as low a centre of gravity as possible. Recommendations for additional weight ranged from sheet steel cut to size to modelling clay.

The model pictured is around six inches long and from Peter's chart should weigh four ounces. It tips the scales at three and a half

ounces, so it needs another half an ounce of ballast to comply with the NMRA RP 20.1



## March 2014

March saw us gathered at Alan's other home the AMRA WA branch club rooms. Goodies displayed included Peter's precision cut off saw, Garth's G gauge Colorado and Southern 2-6-0 and "Western Lines" frame with mock up track installation.



Following afternoon tea we adjourned to the layout room for the important business of running trains.



Alan and Peter operated their trains on the Valentine Run. Alan ran his 2-8-8-4 on an iron ore train and his 2-8-0 light engine. Peter Scarfe ran his MP15DC on a way freight.



Rod showing he is moving to the dark side ran a typical British railways 1970's passenger train hauled by a rather grubby 40 class diesel locomotive on Swan View.



Garth ran his C & S 2-6-0 on the as yet incomplete 45 mm gauge exhibition layout.

The photos show Alan and Peter Scarfe setting up their trains, Garth and Peter Cameron watching Alan's 2-8-0 go through its paces, Garth's G gauge 2-6-0 on the



layout and Rod's scruffy 40 class passing through Swan View station.



# Member's modelling

More views of Garth's G gauge 2-6-6-2T. We look forward to seeing it in action at the June Model Railway Exhibition this year. We'd like to see you there.





# Western Lines

## An Introduction

“Western Lines” is Division Four’s 16.5 mm gauge readily portable project layout. The aim is to gradually develop our modelling skills over the next year or so and exhibit the layout at the 2015 Perth Model Railway Exhibition. Western Lines will be able to operate most 16.5 mm gauge rolling stock, using either DC or DCC control systems.

Western lines will be built using techniques described in NMRA Australasian Region’s “Basic Skills” modules available on the regions Web site.

To enable us to work on and use Western Lines at division meetings it needs to be readily transported. This means folded up as it needs to fit into the back seat of my car.

The attached photo shows my first try at loading of the assembled folded up frame of Western Lines into my car. To my relief and satisfaction it fitted into the car easily.



The lower photo shows a mock up of the track plan mounted onto the layout frame

Why not join us building “Western Lines” . For more details on construction session times and topics you can join in please contact me on

[rjtonkin@inet.net.au](mailto:rjtonkin@inet.net.au)



# Prototype happenings



The weekly Specialised Container Transport trains passing through Kalgoorlie in the early 2000s were worth watching. They were usually headed by three Freight Australia locomotives, typically "G" class, though on occasions FA's lone "V" class headed up the train. The train carried a fuel tanker to allow

the train to cross the country without the need for refuelling. The crew car allowed one member of the three man crew to rest between stints in the lead locomotive.

The photos show V504 leading a west bound train at Parkeston east of Kalgoorlie, the fuel tender, the crew car "Croissant", the "FRED" on the tail end of a west bound



train and an east bound train headed by three "G" class departing Parkeston.

