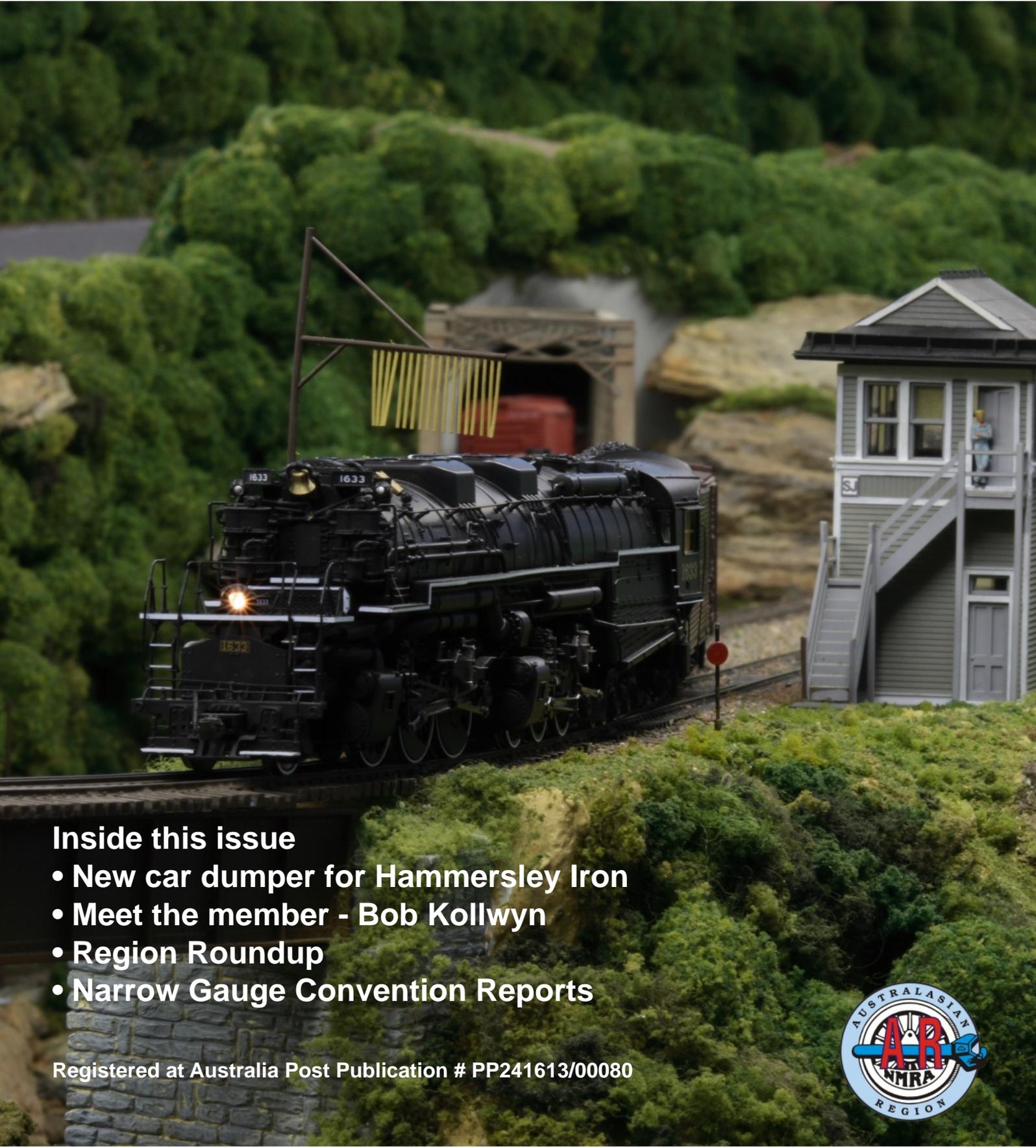


MainLine

National Model Railroad Association Inc - Australasian Region

Winter 2007
Volume 24 No. 2



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- Meet the member - Bob Kollwyn
- Region Roundup
- Narrow Gauge Convention Reports

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Layout by Laurie Green MMR at the 8th Australian Narrow Gauge Convention



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community through advocacy, standards,
education and social interaction

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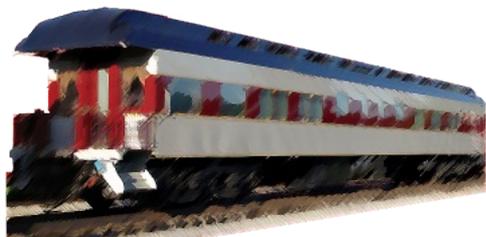
John Saxon's Central Valley Short Lines.
Photo by Josh Loyd

Centre photo

Dan Pickard's 'Best in Show' Award Winner
Photo by Gerry Hopkins MMR

Back Cover

G42 Loco crosses trestle on Allan Rocketts On30 Layout
Structures Contest winner
Photos by Gerry Hopkins MMR



From The Business Car

We have appointed a convention Chair for this years National Convention. I spoke with George Paxon and he has agreed to be our convention chair and John Montgomery will be working with George to keep the

Committee up to date with development. The National Convention will be held on the 6th October in the beautiful Blue Mountains just west of Sydney with good rail access for visitors without a car.

I have to report the loss of another member, Tom Rix from Quaama passed away a few weeks ago after a 4 year battle with cancer. I have sent a condolence card on behalf of the members and committee of the NMRA and my condolences go to Kath and Tom's family. Tom modelled in Z scale and Kath has asked the Association with help in disposal of this layout and magazines. All Tom's rolling stock has been passed on to his family.

The Sale and Auction of the Trains and Railway books of Ian Hopkins took place on Sunday the 15th April and a fabulous result has been obtained. Over \$17000.00 has been raised and with less than a \$1000.00 in expenses we have a considerable boost to the Associations funds. The full financial report will appear in next months Treasurers Report. This is a most generous gift to the Association by Peter Bone, Ian's friend and executor and my thanks to Peter for making it possible. Also I must offer my great thanks to Div Super John Montgomery for his unstinting help with the sale and a special thanks to John Baker and his daughter Julie for providing a great venue. John Saxon deserves special mention for his invaluable assistance with the enormous number of books (530).

The best part of this event has been the willingness of the Sydney members to help me, with many people having spent days helping with the organisation. A full list will appear in the meeting report elsewhere in this issue of Mainline. Without the help of the volunteers and the enthusiasm of the NSW members we would not have had such a fantastic result.

All members should have received by now their embroidered Australasian Region Badge. These have been distributed to all members free of charge and the cost will be covered by part of the monies raised though the sale of Ian Hopkins' trains. The Committee decided that it would be a worthwhile initiative for all members to help foster a greater sense of belonging to a great Association. If you are travelling overseas to train related events a few extra Region Logo patches can be a very nice item to give to your hosts. I have received several patches and badges from visitors to my layout over the years and they take pride of place alongside my meeting host badges. At the National Convention in the USA there is an active badge exchange program. Additional copies are available from the membership officer @ \$4.50 each including postage.

When you read this the AGM will have passed and the committee will stay the same as it is not an election year. The treasurers financial report will be found elsewhere in the MainLine and represents the Associations financial position at 31st December. We continue to track well financially with our reserves essentially unchanged despite having increased our offerings to members via a fee CD of all the standards and data sheets and a significant increase in the library. Additionally we have had an increase in membership of approximately 100 members due to a new Division 9 and several 100% clubs joining us. A very successful convention headed by Gerry Hopkins MMR on the Central Coast topped of a good year.

Sowerby Smith

Pacific Directors Report

By Peter Jensen

There is little to report from the HQ as most activities are currently centered on the upcoming Detroit convention.

Interestingly, circulating around the Directors is a copy of an article published in the October 1946 Model Railroader. It is about the 1947 Detroit Convention, run and organised by the Detroit Model Railroad Club (the club is on the tours for Detroit 2007). This was the first post-war convention and had more than 700 delegates. The MR report states

"During the convention, delegates and visitors renewed many an old acquaintance, made many new ones, inquired disappointedly about absent ones. They swapped model railroad stories and guff in dining rooms, the hotel lobby and rooms. Saturday night they dined heartily at the convention banquet. They indulged in all manner of model railroad shop talk from soldering to solenoids."

It is interesting how, while many things have changed, model railroaders haven't. While we may not talk about solenoids any more, the NMRA is still about people enjoying the hobby and making a lot of good friends.

One other interesting tidbit from Detroit 1947, the members voted to double the NMRA membership fees - from \$1.00 to \$2.00. This is one thing I doubt we will be doing at the upcoming AR convention.



Highball! - Editorial

I've just had a great experience at the 2007 Narrow Gauge Convention over the Easter long weekend in Dandenong. There are two reports in this issue. I found it very interesting and informative, even though I model Milwaukee Road in HO Scale. The quality of modeling is very high in the Narrow Gauge group and is always a source of inspiration. So if this issue seems a little biased towards Narrow Gauge, please pardon me!

I read recently about a person bemoaning Model Railroading as a dying hobby. Well, take a look at this issue of MainLine - I see many Modelers doing lots of things in our hobby and writing about them in this issue. This activity is not limited to just the 'more experienced' Modelers - quite a bit of new folks are coming into our hobby. I think model railroading is alive and well in Australia! There's a lot of work going on in Division 8 - see how their layout is progressing later on in this issue.

Please consider the NMRA Convention being held in the Blue Mountains this October. George Paxon and John Montgomery are heading up the Convention team and I know they have lots of interesting things lined up for us. The Convention is a great way to learn a few things, see some of the new products coming out and best of all, meet up with old and new friends. See you there in October!

Next Issue - look for Donald Davis' rock molds clinic, more meeting photos and the usual division roundup.

NMRA Australasian Region Convention 2007

Come and join us in the beautiful Blue Mountains this Spring for the Regional Convention.

Enjoy a day of Clinics, Workshops and catching up with old and new friends.

Plus the NMRA Contests, Traders, Bring 'N' Buy And Layout Tours on Sunday

*** Including layouts never before seen ***
After Dinner Speaker

When is it on?	Saturday, 6 October 2007
Registrations Commence	8.00am
Convention Commences	9.00am
Lunch	12.30pm – 1.30pm
Convention Closes	5.30pm
Dinner To Commence	7.00pm

Where?	Blue Mountains Grammar School Matcham Avenue Wentworth Falls
--------	---

Tea and coffee provided all day by NMRA.
Lunch provided by caterer

Dinner	Roast (Choice of 2 meats) plus salad or hot vegetables. Choice of two desserts or fruit platter. Tea and coffee provided by caterer. China and cutlery service by caterer.
--------	---

Ladies Program	Bus tour of local Blue Mountains sites.
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Access	Plenty of parking on site. Travel by train to Wentworth Falls then 3 minute walk from Station. Easy access to venue for traders and layouts.
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Cost	Entry - \$45 per person Dinner - \$22.50 per person
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New Car Dumper for Hamersley Iron

By David Howarth

Hamersley Iron, a wholly owned business of Rio Tinto, is one of the world's leading producers of iron ore and is currently upgrading its facilities at Dampier port in the Pilbara region of Northwestern Australia.

In recent times unprecedented demand for iron ore, particularly from China, has been the catalyst for a significant expansion of Hamersley Iron's port, mines and railway. Such expansion and growth has been unseen since the inception of the Hamersley Iron Project and resources boom of the 1960's.

As part of the Rio Tinto Expansion Project, Rio Tinto is undertaking a significant upgrade to Hamersley Iron's port at Dampier.

The Dampier Port Upgrade Project, which has cost about a one billion dollar, was completed in 2006. The project included:

- a new fully automated twin cell car dumper facility
- a new rail spur to service the car dumper
- expansion of the existing stockyard (where iron ore

is stored waiting for delivery onto the ships)

- new conveyors and transfer stations
- a 450 m wharf extension to provide two berths for 220 000 DWT vessels
- and new stackers, reclaimers and a ship-loader.

This article gives the reader information about the new Car Dumper 3 which is a world class facility. The technology consulting company Sinclair Knight Merz (SKM) was appointed the EPCM Contractor for the Dampier Port Upgrade project in 2003.

(EPCM means the Engineering, Procurement and Construction Management services to project manage the work. Part of this included SKM designing the car dumper facilities.)

The new Car Dumper CD3 facility is a fully automated two-cell car unloading facility, capable of unloading a 240 wagon train at a rate of 10 000 tonnes per hour. The main features of the car dumper include:

- twin cell rotary dumper
- rack and pinion ore car positioner
- hydraulically operated train holding devices
- fully live dump hoppers
- two apron feeders
- out-loading conveyor
- dust extraction system and ducting
- building enclosing the dumper cells



Photo 1 – Hamersley Iron –Parker Point Port Facility, Dampier (part way through recent construction) The car dumper is the white building in the top left hand corner just below the cluster of tanks on the coast. The balloon loop serving the car dumper can be seen sweeping off the page to the bottom left. The stockyards are the long strips running up and down the page holding the iron ore. The wharf can be seen in the centre top of the photo.

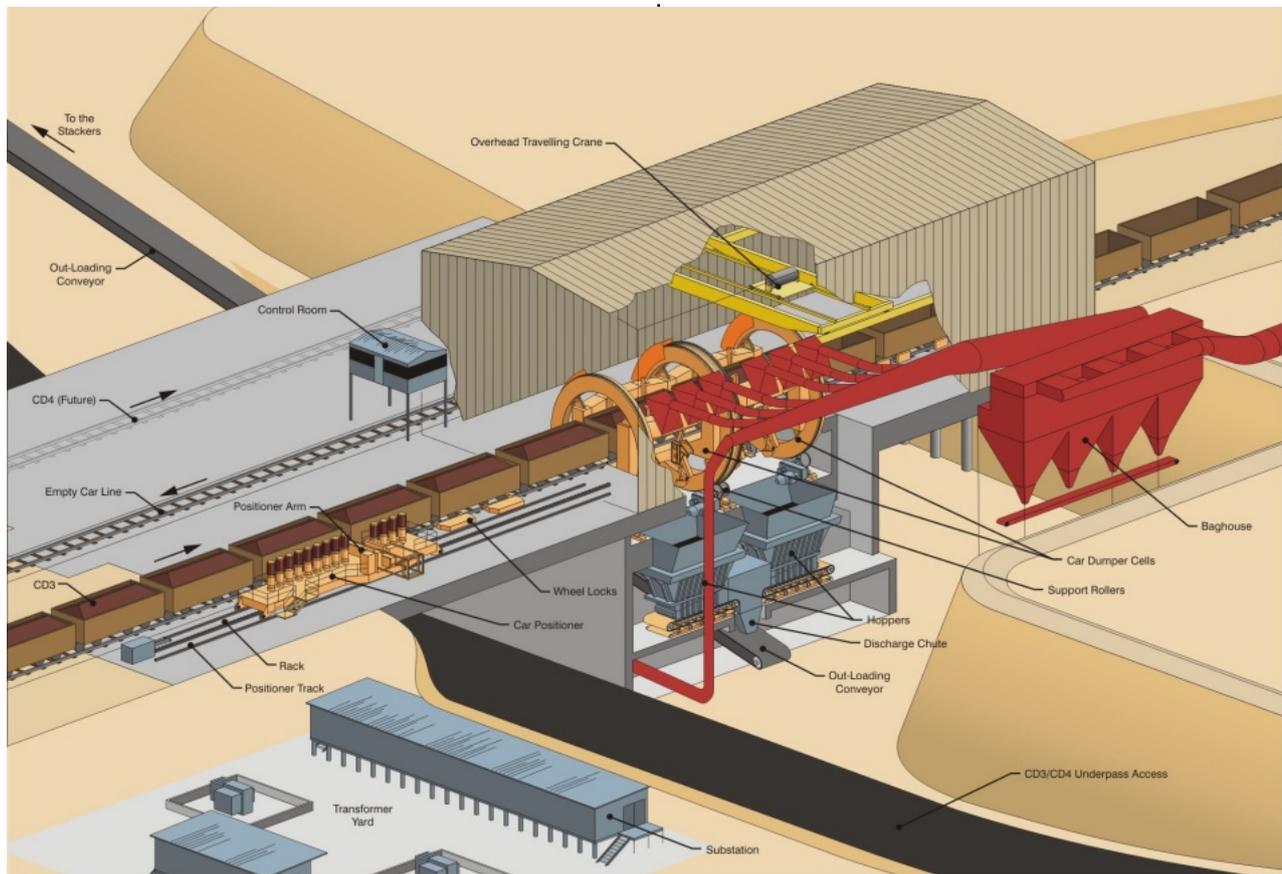


Figure 1 – Dampier Port Upgrade Project –car Dumper Facility Isometric

and a control room and dedicated electrical substation.

An isometric drawing of the facility is shown below in Figure 1.

To give an appreciation of the size and complexity of the Port Dampier project area Photo 1 below shows an aerial view of the complex.

Photos 2 through 5 show the car dumper at various stages of construction. The innovative design involves a completely “open” facility, constructed within an excavation cut into the side of a rock escarpment. Car dumper entry and departure is via rail bridges. The ore trains are automatically indexed through the car dumper by the ore car positioner for unloading. The dumper cells rotate two 135 tonne ore wagons through an angle of about 150 degrees to unload the ore into the hoppers below. Rotating couplings between the wagon pairs allow the wagons to remain connected to the train of 240 cars during unloading. Apron feeders transfer the ore from the hoppers to an out-loading conveyor.

To better appreciate the layout of the car dumper and to enable the modeler of the modern era to contemplate building such a model, presented below are two sections of the facility.



Photo 2 – Shows a view of the Car Dumper, from the North part way through construction. Note the two cells on the upper level which are the rotating sections of the dumper and the out-loading conveyor leaving the dumper from bottom left.



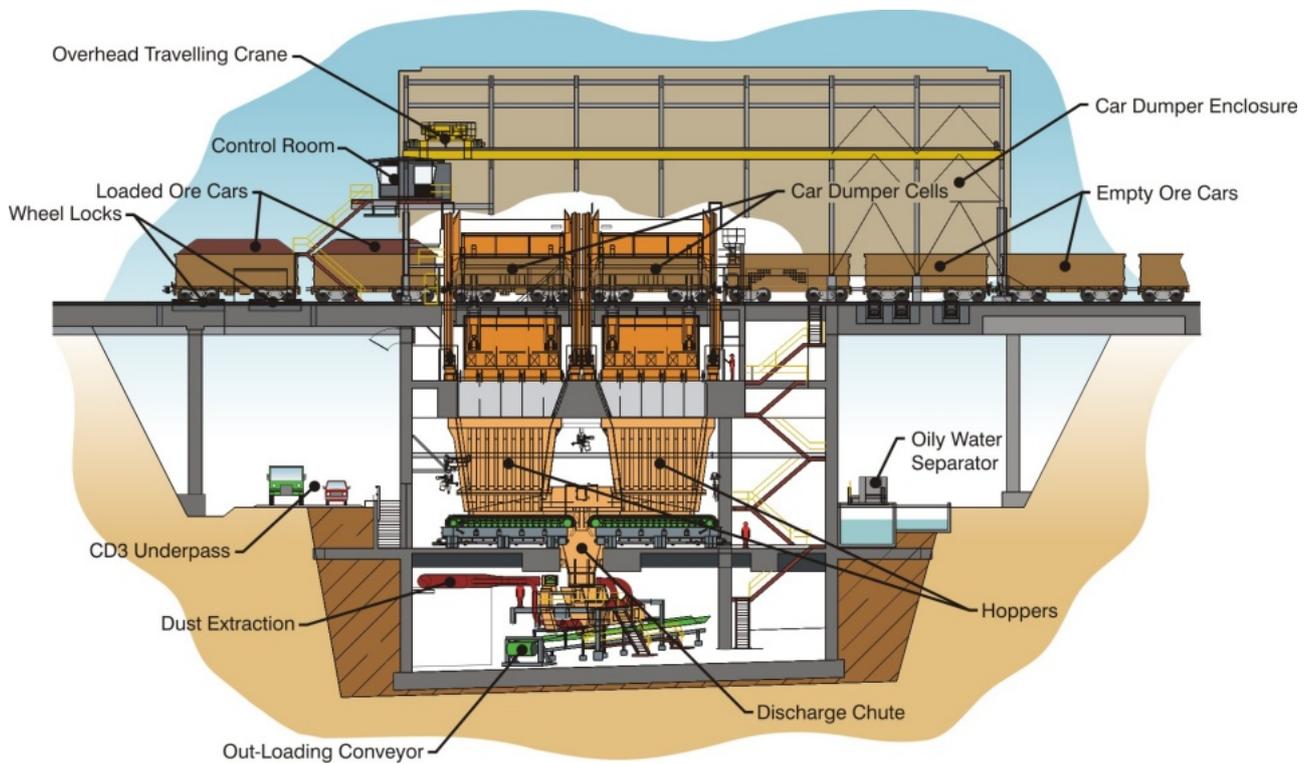
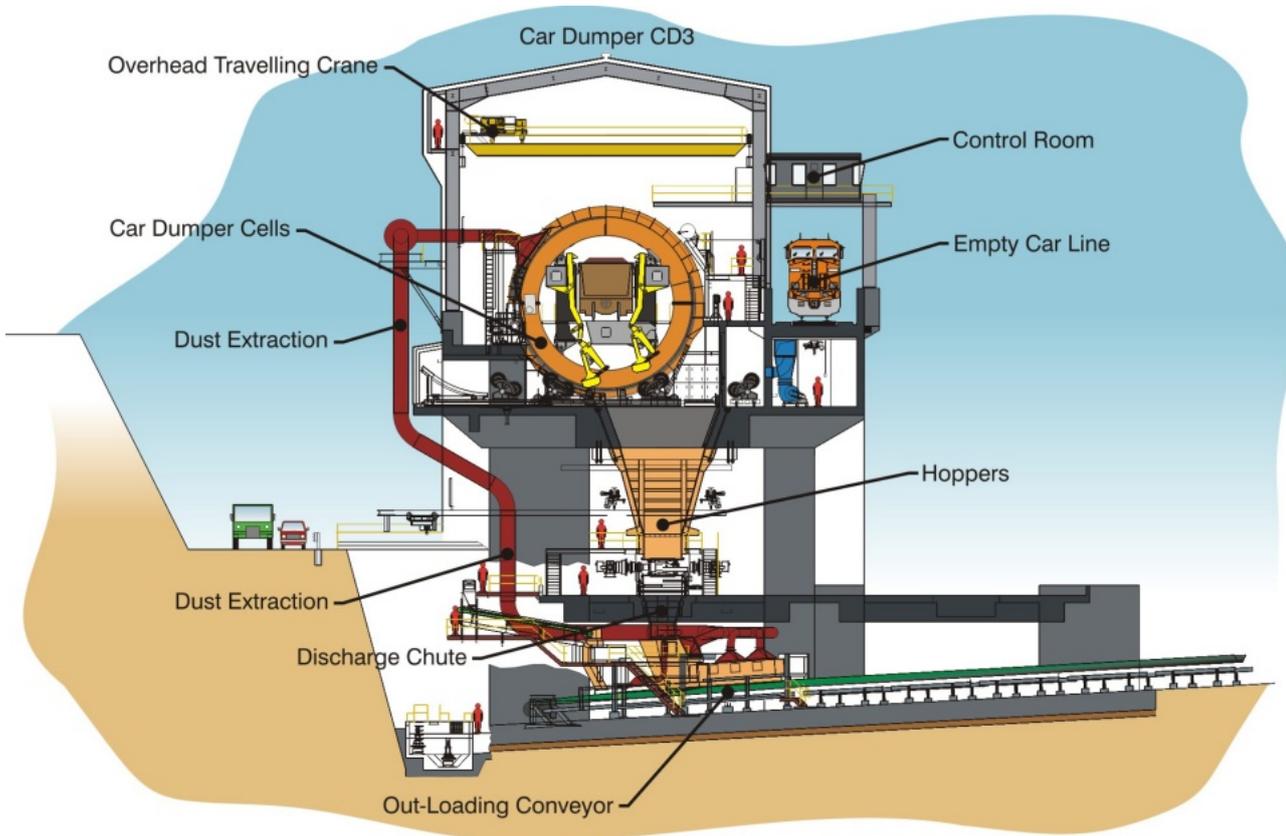
Photo 3 – Shows a Car Dumper Cell being lifted into place on prepared concrete foundations.



Photo 4 – A view of the Car Dumper from the South. One of the cells is in place with concrete structures prepared to the right for the second cell. Track bed is being prepared for entry into the cell from the left, and to the top left of this is space for track for empty wagon movements. This is shown more clearly in Photo 5 below.



Photo 5 – Is the completed Car Dumper facility from the South with a string of wagons being unloaded moving from the left to the right.



Region Roundup

Division 1 Queensland

By Ian Venables

Gathering at Alan Harland's

On Saturday 31st March we had a pleasant outing at Allan Harland's in Oxenford. Allan gave a talk on the differences and the problems of using sound between DCC methods that employed by DC powered locos. This brought about a lot of discussion and it is hoped that ideas highlighted will help our members get the best out of their RR's no matter what method they choose to use. Allan had obviously researched his subject well and he had considered those who for whatever reason, were reluctant to take on DCC. The great thing was that he was able to demonstrate on the layout the effectiveness of the sound system he has. One of the advantages of NMRA membership is that we have the opportunity to visit other peoples work and learn about subjects we ourselves haven't considered. I've been to Allan's a few times and have always come away with some good ideas. His layout is beautifully scened and the controls are manicured nicely into his facia.

Glenn announced that Lyn Zelmer had sent him some books the details of which he will e-mail all members. Lyn has generously given the books to Div 1 and all



funds raised from the sale, will go into our kitty. Thank you Lyn!

Glenn next spoke of the progress in organising the 2008 convention. Towards this aim, we will be running a raffle of a car GPS system to raise funds for the preliminaries. You will hear more about this as we progress with convention planning.

Show-and-tell had 5 items of interest. Firstly, Ken Leach showed his new NCE Intermediate radio-cab without a display window. Ken also mentioned that it can be hooked up to a cable connection.

Denis Lane showed progress on a wonderful

scratchbuilt sawmill. The plans of this sawmill are in the MR November 1961. Denis had overcome some difficulties in the structure by clever ideas. He has used dress sequins for circular saws. His flooring had a full set of studs and joists. His plan is to roof it but leave the sides open to better show off the internal workings. While not yet finished this is going to be a real show-piece and I hope he enters it in a contest somewhere. Or better, I hope he is planning to enter it in our convention model building contest.

Phil Perry had his new Athearn sound/DCC N scale Challenger to show off and what a beautiful piece it is too. It is amazing the detail and accuracy that is coming to these small scales.

Bob Cuffe showed a Balboa GN coach of which he has 9 and is trying to dispose of them. All have lighting and are in brand new condition never having run! Here's a chance to pick up some in-expensive brass.

Glenn Stevens then showed a complete KCS passenger train with its colourful loco and black coaches. It was made up of 2 F-3's and 4 Genesis coaches. He also had a four piece "Coaster" to show us a very modern passenger set.

Allan Harland operating on his Great Northern which he maintains in excellent condition. The layout also features locomotives of the SP&S.

During the ensuing discussion, Glenn also warned modellers to take care if replacing Walthers coach couplers with Kadee. The uncoupling pin extension at the top of the coupler can foul the diaphragms and cause derailing. The cure is simple, carefully grind off the offending piece or drop the couplers with a shim being mindful to maintain NMRA standards with regard to coupler height. He also mentioned that he had problems with the three piece truck. He found that in assembly it had not been assembled squarely. This could be rectified by loosening the parts and tightening screws after the three parts had been squared.

Display Layout

Quite a bit of work has been accomplished now and a lot of care is being taken with this. The track should be smoother and sudden changes in tangents both horizontal and vertical have been eliminated. Hopefully this will make it better to show off our 6-wheel truck diesels and we can expect passenger trains to play a big part in the display following "E" units. We glued 6mm ply over the masonite facia on the front of the layout as this is stronger and can be better used for signage, etc. It is a bit heavier but we believe that it is strong enough to withstand future moving around. It has been painted in a colour which should enhance the scenic aspects of the landscape. We have now completed a hidden scenery "facia" on the rear of each module and this will terminate the scenery forms and leave about 20mm of

space between the scenery and the backdrop. This will protect the scenery and make it easier for the backdrop to appear part of the far distance. This time we are definitely using the tube and pin alignment of rails between each module as well as our datum pins and the excellent spring locks we have built into each module end. Graeme Davis's beautiful road bridge is set up and our trains are going to be enhanced by appearing from under it. The other two bridges at the front of the layout have been reversed so that the larger one is to the rear away from viewers. Our next showing will be at Toowoomba on the weekend of 16/17th June and we are hoping to have a lot of the scenery in by then.

Comment

If there is one thing I am guilty of and really feel it strongly, it is in not having a layout. When I first became interested in MR there was very little available ready-made US models in Australia and what was, was sometimes difficult to source. That steered me in the direction of scratchbuilding. If you looked at the catalogues of the major retailers back then, there was no doubt that they expected everyone to be scratchbuilding. They all carried the full complement of Romford drivers and gears. Brass rods, sheet and wire featured boldly. Glues, scribed wood, rivet-marked metal strips, Northeastern timber, Red Ball dreadnaught ends, Kemtron products, etc. were well represented. Then to get it here from America often took 3 months and you had to hope that Customs didn't slug you. I once had the messianic notion that I was going to scratchbuild everything on my layout and of course it was going to be huge. I had a mate who was going to do the same thing and we used to meet once a week and discuss our mutual ideas until the wee hours. We both enjoyed using our hands and overcoming difficulties and interpreting plans and unclear photos. I still do! We both knew at the time that we usually built things better than any kit of the manufactured model item that we saw. The trouble is that manufacturing technology overtook us eventually. Almost everyone I knew in this hobby was an ardent scratchbuilder. I will always scratchbuild models because I just love it and to me it is still a major part of MR. Besides there are still a lot of things I want that aren't commercially available. But no longer will I be silly enough to think of scratchbuilding everything! In time I "mellowed" with much of this scratchbuilding idea and started to include "heavy" kit-bashing. You know the system, when there is hardly much of the original left and you begin to wonder why you didn't scratchbuild the whole thing! At least you can get your models to really look like the originals by these methods. More importantly you can get models that are unique. Later I "progressed" to accepting a model straight out of the box and only doing the minimum of kit-bashing. This sometimes means installing a couple of brackets under the brake levers so that the freight car does have some form

underneath where it may be seen crossing a bridge. I find it impossible to accept cast-on ladders on hoppers so they come off and wire ones replace them.

I know a lot of modellers who buy the best you can get in plastic these days. They can quote all of the attributes of the model; its motor type, coupler requirements, what sort of decoder it needs and the sound bits available for it or that is has installed and the power requirements of each. Yet they can put it on their track lacking the right number of air-horns, or with the air-tanks on the wrong side, or with an "any-size and shape will do" injector, etc. What comes out of the box is what goes onto the track and is never improved. These modellers often know little about the history or the workings of the prototype for that piece. I could understand this if it was extremely difficult to correct these problems; but often all it takes is an hour or less of time and a bit of ingenuity to make a vast improvement. Often to scratchbuild a part accurately, one has to know how the thing works. Of course that's not necessary to enjoy this hobby but I'm sure that doing something correctly, adding it to your model, completing the model to the very best of your ability and knowledge gives and added bonus of increased pleasure when you see your much improved model rolling down the track. Otherwise you have a model just like any other and not unique to your chosen line. Then you tell me that you are operating your layout just like the real thing. But let's face it; only that you pick-up and drop off rolling stock and make passes, etc.; perhaps running through nice scenery, assuming that it is naturally logical. Does it pass kit made structures just like many others have on their layouts? Or have you kit-bashed these structures to fit the locale and the industry portrayed? Are all your towns on flat ground and all of the streets parallel to the track and with right angle corners? Once the pendulum was perhaps too far to one side of reasonably accurate models running around in circles without much operation. I think that the bias might have gone a tad too far the other way now with less accurate models, considering that all of the bits are out there and that castings are so good these days, running in very realistic operation patterns. With technology and with better dies we can get our models pretty good straight out of the box but often there is still some way to go. Let's go that short way and enjoy the journey by your adding to the accuracy of your models with just a little bit more effort. I can assure you that this isn't a call to enrol in the Nit-pickers Society but rather a call to you to give yourself the added pleasure of easy detailing.

Web-sites

When I started using the web for modelling there was very little on it. Now the amount of information for we modellers is overwhelming. If you want photographs of almost anything in the RR world it can be found on the web. Some of us often swap web-sites with each other

to help on various projects and yet still I find MR surfers who are unaware of some of the most useful sites available. How about you send me a list of your favourite railroad and model railroad websites and I'll publish them for everyone's benefit. We may not be able to get them all in one issue but that's okay; we'll just serialise it. We need something now that our quiz has finished. And please also include those non-railroad websites that may be useful like a site that has photos of oil company logos or Coca-Cola adverts or holiday billboards, etc. used through the years.

2008 Convention

As you all know, Division 1 is hosting our Australasian Region national convention next year. The Convention Committee has held a few meetings planning this and if you feel that you would like to give a talk or workshop now is the time to let the committee know. Also if you wish to submit your layout for a layout tour on the Sunday please let the committee know quickly.

Speed Record

As I write this (3-4-07), I notice that the French Alstom Technologies double-decker train has just broken the speed record for trains by doing 574.8kph (357.2mph). This speed was sustained for a little over 15 minutes. The only American on board hoped that a planned Californian 700 mile system with 200 mph trains would go ahead and pave the way for an alternate to road and air travel in a world of depleting oil supplies. Remembering the theme song of QR years ago, "I'll Walk Beside You", one wonders how long it will be before we do something about the present rail speeds in Australia which are ridiculously slow.

A few years ago I rode the "slow" train from Paris to Carcassonne and from the digital indicator in the coach we were doing 231kph (143mph) and we thought that was fast until the TGV on its way to Toulouse flashed by.

Another Appeal

Please let Glenn know if you change your address or e-mail address. Alright, I've been harping on this for some time. But the time taken to send out the Newsletter can be increased by up to a whole day just sorting out e-mail bounces. There is nothing nicer nor more rewarding to the Newsletter Editor than to see the mail-out go smoothly without a single stuff-up though rarely does that happen. Besides, it takes time away from projects; where it is badly needed!

Some of the fine entries in the Narrow Gauge Convention Contest 2007







Narrow Gauge Convetion 2007
Dan Pickards 'Best in Show' Award Winner
Photo by Gerry Hopkins MMR

Division 2

ACT

By Jess Brisbane

January meeting notes



Our first meeting for the year was held at the home of Mal Risby. The day was hot and humid, so after a brief meeting in Mal's non-air-conditioned house, we repaired to his air-conditioned train room (a converted three-car garage). Mal definitely has his priorities correct. Track laying and wiring on Mal's exceedingly large, sectional N scale layout is virtually complete, so

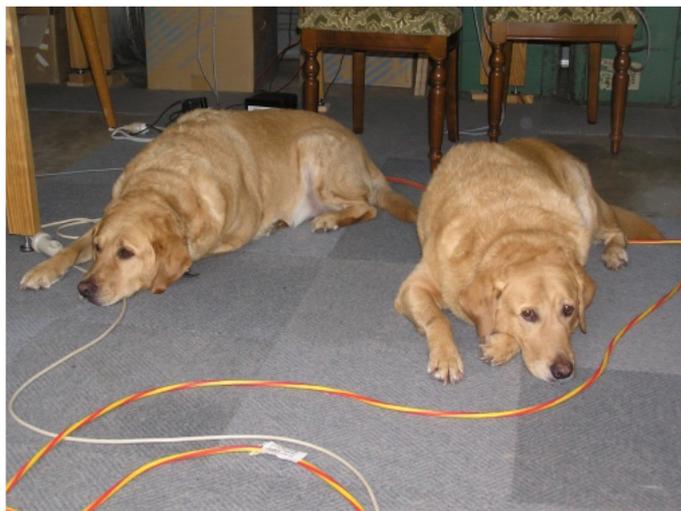


Mal's Layout up close

we were able to enjoy running his extensive collection of rolling stock, while making "helpful" comments about future scenery possibilities. All this took place under the benevolent gaze of Mal's security team (See last photo).

February meeting report

Our February meeting was hosted by John Prattis, our Achievement Program coordinator. Unsurprisingly, he spoke about the many aspects of the achievement program, and debunked the belief that "it's all too hard



Mal's Security Team

for us mere mortals". Several members who are already involved in the achievement program also chipped in to the discussion. The consensus was the Electrical Engineering is the easiest award to gain, and anyone with an operating layout of any complexity would probably just need to document what they've

done to qualify. I think it likely that AP activity in the Division will increase markedly as a result of this meeting.

March meeting report

Our March meeting was hosted by Tony Payne, in his recently re-roofed covered patio. No trace of the substantial hail damage suffered in a recent thunderstorm remained. After a wide-ranging discussion



Tony Payne's Layout Room

covering many topics, none of which were important enough to remember later, we moved to Tony's train shed to try to locate the mysterious migrating short in his layout. The wiring having been largely exonerated by previous investigations, we concentrated on examining rolling stock and locomotives for extraneous electrical problems. Unfortunately, despite our best efforts, the mysterious migrating short is still at large.



Searching for the mystery 'short'.

Division 3 Victoria

By Grant McAdam

March

The March meeting was at the home of Bill and Karen Black at Emerald in the Dandenongs. Bill had made progress on his Sn3 layout since our last visit in 2006 by adding a branch to introduce some off-scene staging. Attendance was down this month because of people preparing for the upcoming narrow gauge convention with eleven members being present, however this was boosted with four visitors.



Bill Black's roundhouse and loco.

Items for display this month came from Grant McAdam with an assortment of Scale Link brass etchings in O scale. Geoff Truman brought along a BGB VR N class locomotive in HO scale. Another locomotive came from Bob Powell with a 7 mm scale GWR "ATBARAC" class named "Baden Powell". Some new tools this month came from Ken Hughes with a range of metal brushes, which ranged from being soft

to stiff.

The formal part of the meeting was taken up with Grant McAdam calling for volunteers to assist with the narrow gauge convention. This was followed by Grant moving the vote of thanks to Bill and Karen and presenting the meeting plaque to Bill.

April

John and Val Beaton hosted the April meeting for Division 3. It had been more than four years since we had been to John's at Bacchus Marsh and the members were keen to see the progress on his large N scale layout. Regular running sessions are hosted on the layout and it can accommodate more than a dozen operators. The previous day John had had an operating session so the layout was well supplied with rolling stock and locomotives. The layout ran reliably during



Exceptionally detailed caboose at the Narrow Gauge Convention contest.

the meeting. Unfortunately numbers were down this month because of the narrow gauge convention the previous week with fourteen members attending the meeting. For those who had been at the convention it was a good way to unwind.

I would have expected many items for display this month with the members bringing along their purchases from the narrow gauge convention but this was not the case. Laurie Green brought along some 1/24th scale painted figures, which are destined for a Gn15 diorama that he is planning. Rolling stock was supplied by Ken Hughes with a centre entry coach and Paul Richie with a Mt Blue caboose kit. Paul had also brought along some Rusty Stump windows. A departure from our normal items was a 4 mm scale "Trax" model half cab bus from Bob Powell. The only structure this month came from Grant McAdam, which was a group of three terrace houses in O scale from his own castings that had taken second place in the structures section at the narrow gauge convention.

During the formal part of the meeting Grant thanked all those who had helped at the narrow gauge convention. He then thanked John and Val Beaton for hosting the meeting.

May

There was only a short break between meetings with

the May meeting being early to accommodate for Mother's Day. Gavin and Louise Hince, the owners of Narrow Gauge Downunder, hosted our May meeting.

Gavin's layout is based on the North Pacific Coast Railroad in California and is modelled in On3.



Gavin Hince's layout.

It is housed in a purpose built loft in the backyard and also acts as a carport. Much progress has been made on the layout since our last visit, with all areas looking complete. A continuous run had been added which Gavin built while recuperating from the measles. This was no small feat as it passed over the stairwell used to access the loft. Gavin's layout featured on the layout tour for the narrow gauge convention, which may have also contributed to the progress.

The numbers attending the meeting were up this month with twenty members being present. As a result there were plenty of items for display. Our host had on display an O scale traction engine that he had built from a Duncan Models kit. He also had started on a model of "Sandfly" and had the locomotive frames. Ken Hughes



The Wharf on Gavin Hince's layout.

had modified a Bachmann On30 rail truck by adding a body to the back from a Chivers Finelines caboose kit. Another locomotive came from Geoff Truman for an O

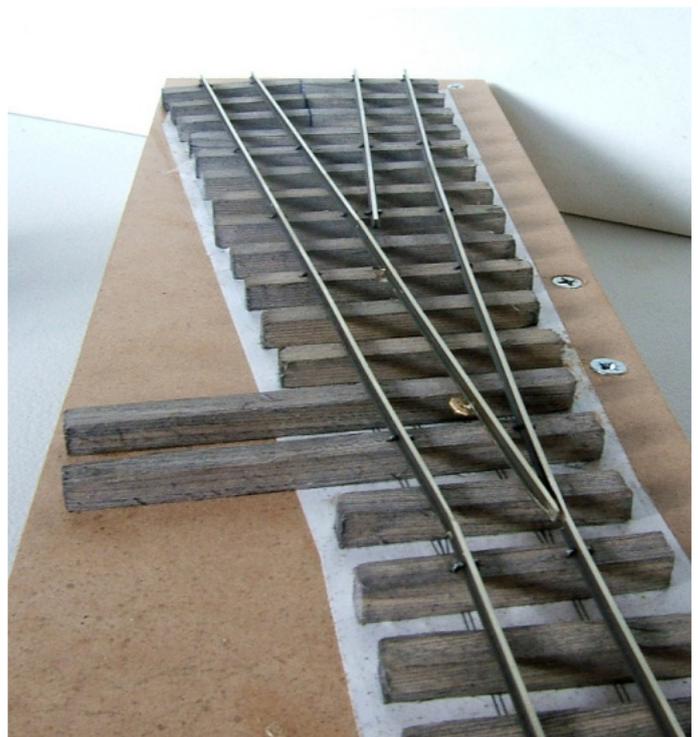
scale centre cab diesel from a body kit produced by Phil Badger.



Geoff Trumans On30 centre cab diesel.

Geoff had also assembled an O scale NBC by Steam N Things. The O scale range was continued by Steve Cullen with an old house, Bob Powell with white metal architectural castings, and Michael Holian with a Model Company Fordson "N" tractor and a Duncan Models pole wagon. Laurie Green had been experimenting with a frog-less turnout in Gn15. A DCC decoder programmer was brought along by Bob Backway.

During the afternoon Grant McAdam conducted the meeting. Letting members know about upcoming events including exhibitions later in the month, the NMRA convention to be held in Sydney in early October and the Prototype Modellers Meet to be held in Thornbury, Victoria, in late October. Grant then thanked Gavin and Louise for hosting the meeting and wished then safe travels for the upcoming holiday to France.



Laurie Greens frog-less Gn15 turnout

Division 6

South Australia

By Ron Solly

April



Members at Mike Warburtons

The April meeting of 17 members & visitors was held at the home of Mike Warburton and the weather was kind for all.



UP Big Boy on Mike Warburtons layout.

Points of discussion during the 'formal' part of the get-together ranged from the Mainline via the Internet; dates of Conventions & Exhibitions coming up this year; aspects of some recently released DCC equipment; modelling photos taken by Len Opie & circulated around and the raffle. Due to one hobby shop, Wats-on-Track that closed during March, part of the draw was conducted early March with Norm Bee winning that gift certificate with Len Opie being the winner of the certificate from Graham's Corner drawn at this meeting.

The group then split into a few smaller groups having many & varied topics together with running trains of the layout of the host. Drinks & nibbles were available all during the afternoon.

Remember, your partner/wife's name can be included

on the National Membership list as they are Honorary members.



Santa Fe train on Mike Warburtons layout.



Division 7

New South Wales

By John Montgomery

March Report

The March meeting was held on the banks of Budgewoi Lake at Buff Point at the home of Sam and Jan Mangion. Fifty four members and some partners attended the meeting. This was a good roll up considering the meeting was located some distance from the Sydney base.

Sam and his son, Rowan, have built a very nice HO Australian layout. The layout which is DCC operated incorporates both steam and diesel and ran flawlessly throughout the afternoon. The layout has also had some scenery added recently which is of a very high quality. Sam has also been practicing making some very credible gum trees.

Erik Bennett announced the venue for the 2007 NMRA Convention which is to be held at Wentworth Falls in the Blue Mountains. The Convention is

scheduled for early October. More details will be advised as the plans progress.

John Montgomery announced that this year's Christmas party will be held at Berowra Waters Restaurant. This was received by the members with great enthusiasm. More information to follow.



Members at Sam & Jan Mangions

Kelly and Joshua Loyd brought along the latest copy of the Mainline and distributed it to the members present. The Mainline from this issue on can also be downloaded from the NMRA website. This issue of the Mainline is also of very good quality and congratulations are made to both Kelly and Joshua who compiled the magazine with contributions from various members of the Association. A number of colour photos are included in this issue.

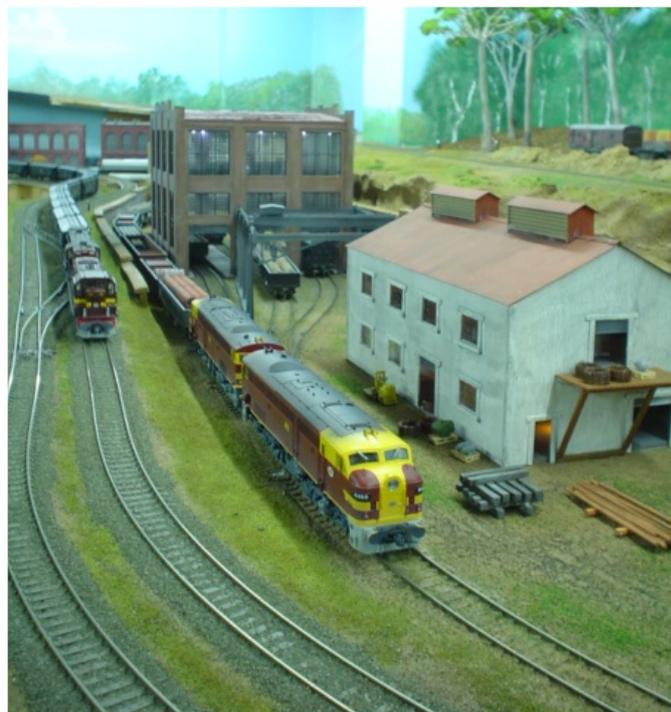
For those who arrived early at the meeting, Sam and Jan provided a sausage sizzle luncheon. Later in the day after the business part of the meeting the ladies who attended prepared a wonderful afternoon tea for the members.



Sam & Rowan Mangions layout showing the gum trees.

Thanks go to Sam, Jan and Rowan for opening their home to the members and making this meeting such a success.

April Report



Sam & Rowan Mangions layout

The April meeting was held in conjunction with the disposal of Ian Hopkins estate. It was held at John Baker's residence in Kellyville. There were 73 people that attended on the day. Fortunately, the weather also supported the event providing us with a warm sunny day.

The doors opened at 11.00am for the sale with the auction component occurring from 2.00pm. Members enthusiastically rummaged through the goods on the tables and most of the sale items were snapped up before the auction at 2.00pm. The subsequent auction also produced some spirited bidding from members who were keen to obtain items at never seen before prices.

The sale / auction raised substantial funds for the Association and I hope this very generous donation is appreciated by all the members. I would also like to thank all those people that assisted in the setting up and running of the day.

The small business part of the meeting was conducted prior to the auction. This was kept to a minimum to fit in with the schedule.

I would also like to thank John and Julie Baker for opening their facilities to the members so that this day could be the success that it was.

Presidents meeting report

By Sowerby Smith

This meeting started to take shape in November last year when Peter Bone, Ian Hopkins friend and executor asked me if I would dispose of Ian's vast collection of books and trains following his sudden fatal heart attack, with all the proceeds going to the Association. Initially we considered holding the meeting at Thirlmere and John Montgomery and John Baker suggested Kellyville as a more convenient location for the members to attend. So the decision was made and John persuaded Julie to



loan us the shed for a few days.

During February my wife Jenny and I spent a couple of weekends at Thirlmere cataloguing Ian's vast book collection and eventually we had over 500 titles recorded on the laptop and pictures of all the brass locos. A date in mid March was set to bring the collection up to Kellyville. John Montgomery and a friend of mine Keith Arnold set off early in the morning with a 2 ton rental van for Thirlmere to collect the trains books and magazines. There were over 500 kilograms of books and well over 600 kilograms of magazines, plus all the trains.

Back to John Bakers garage and we unloaded 60 or so boxes on to 6 standard pallets each stacked about 3 feet high. With the help of John Baker's Thursday group a preliminary day was spent bagging and pricing some of the small items. In the mean time John Saxon was busily pricing the book collection and making contact with large book dealers in the US to see if selling the books overseas would be the best as we all doubted that we could absorb that any titles within our group. We eventually did not go with the overseas option as a member contacted us and made an offer for about 120 books that we could not refuse. So the downside was we still had over 400 books to dispose of. The brass locos were identified by Ray Walter and we put all the lists up on the web.

As April 15th approached the sleepless nights



continued. John Baker organised lots of tables, chairs and a BBQ. Alan Garbutt supplied another 10 tables and several more were procured. The Thursday before the meeting saw John's Thursday group clearing the shed and starting to set up the tables. Then on Friday 13th a crew of about 12 of us arrived and started to set up the items for the sale and auction. Hundreds of pieces were laid out and priced and by Friday evening we were almost finished. Saturday saw another crew on deck at 9 am and by 2pm we had all but the last minute things under control.



At 9am Sunday all that needed to be done was brief the volunteer crew of 15 in their role for the day and prepare the BBQ, set out 600kgs of magazines next to John's Railway room (thank goodness for John Bakers Forklift, I kid you not) then hold all the members back until our official start time of 11 am. What a turn out, over 70 members and their guests and family turned up and the weather was balmy. Initially only the items for sale were available as the auction did not start until 1pm. And in a feeding frenzy that would do an afternoon tea proud, the sale items were carried to the check out by the armful. The cash desk manned by treasurer Erik and Denise our membership officer never stopped all day. Jenny and Natalie were kept busy registering members and handing out tally sheets and trays all day.





The sausages were rolling out by late morning with Rod Smith tongs in hand working away like a man possessed. Not forgetting his wife Sue who always seemed to be handing out another sausage sandwich. My thanks to the whole catering crew, they did a fantastic job. I might add that Rod had spent Thursday and Friday helping to set up and previously had helped with our initial bagging and costing Saturday.

Just before 1 pm we had a very short meeting as it was our Div 7 meeting and by 1.10 the auction was on. There were 4 large tables piled high with what we thought was the best items. Bidding was brisk and within 2 hrs we had sold virtually every item. My voice nearly disappeared by the end.

The result was fantastic! A total of over \$17000.00 to the Association and by all accounts a most enjoyable day was had by all. By 5pm the crew had cleared it all away and Julie's shed was back to normal.

First my thanks to John Montgomery for without his help and continued involvement we would not have been able to do this and to John and his daughter Julie for providing the venue. My sincere thanks to the following members John Baker, Rod Smith, Ron Seddon, Bob Best, Don Davis, Ken Scales MMR, David Howarth, Allan Garbutt, Jenny Smith, Piet Hammersma, John Eagles, Greg Morris, John Montgomery, Natalie Oliver, Anne Smith, Jenny Scales, Eric Bennett, Denise Bennett, Bob Carr, Dennis Clarke, John Dever, Gerry Hopkins MMR, Kelly Loyd, John Parker, Jack Parker, Brett Payne, Ray Walter, John Saxon MMR HLM

My special thanks to Peter Bone for his very generous donation of Ian Hopkins Trains.

Division 8 Northern Rivers

By Ian Phemister



Photo 1 - Charlie, Wally and Rhonda do some 'Heavy' work on the track at the junction of the two mains and down ramp.

The last few months have been very exciting indeed. For ease of construction we have yet again moved to another location. Charlie has done some shonkie deal with a mate Al Johnson Pipelines. Al is in the Big Pipe Contractor game fitting storm water pipes and drainage to Roads and Buildings. He recently purchased a new building where he can store his machinery and construct his concrete drainage sumps which just so happens to have the perfect place to house our layout so it can be left fully erected.



Photo 2 - The 'Bridge' end of the layout shows the half completed roadbed, backdrops and Ceiling. The access hole in the backdrop is to communicate with the yardmaster inside.

Charlie has been busy fitting the Sub roadbed, backdrops and Ceilings to 10 out of the 14 modules. We have used 12mm 5 ply for the roadbed and 3mm MDF for the backdrops and ceilings. All have been painted and sealed with enamel based paint.

Our electrician Jim Sowter has started to fit the flouro lights and 240 volt wiring. The layout will have a full

240 volt circuit right round the layout so as to alleviate the need for extension leads. Boosters, command station, soldering irons etc can be plugged in to this circuit. Each module has 1x900 and 1x1200 long flouro tube to light the display.



Photo 3 - Track joints at the ends of modules. This is done using small brass screws soldered to the rails and track ties are glued to the Cork roadbed. These will be then cut with a razor saw.

Track work has begun on the outside yard and down ramp tracks to our two storage yards. We will be using Code 83 Atlas track and tortoise switch machines layed on 3mm cork roadbed. The two mains diverge to one using a 'Y' point at the ends of the outside yard witch run down a 1.8% grade then splits in two. These then lead to our two centre yards. These, like the main modules, were constructed using 25mm alluminium welded to make a square frame with 12mm plywood tops. There will be twenty tracks on each yard. 10 members, 4 trains each = 40 tracks..... Code 100 peco will be used as we intend to use the track and point work from the old 16 track yard.



Photo 4 - Some of the finished Buildings in place.

Monthly meetings see continued work on the kit building construction. Last meeting they were layed out in various positions, mainly against the backdrop behind the outside yard, to give us an idea of what the finished product will look like.



Photo 5 - Rhonda drilling the pilot holes in the PC board with John Supervising. John is banned from things Sharp, Rotating and Hot!



Photo 6 - John hard at work stripping the old yard.

Our division has also welcomed two new members, Peter Stevenson and Cliff Barrett. Both Peter and Cliff model NSWGR. Peter is keen to participate in the



Photo 7 - Enthusiasm has hit everyone including Kingsie the dog reading up on UP. At least someone has a taste for quality.

construction and exhibiting of the layout. Cliff at present is working with the army in Sydney and hopes to get

back to the North coast after his army service is finished. Welcome both Peter and Cliff.

The plan now is to begin the wiring process ready for the New Easy DCC system and begin to run trains again. That'll be the end of the work. Stay tuned for more updates and pics.



Photo 8 - Mike and Charlie work hard to get track down on the No 1 yard.

Meet the Member Bob Kollwyn Division 4

By Frank Godde (Divn 4 Superintendent)



Bob Kollwyn is one of the pacesetters in WA.

The trucking king gets his big rigs moving around the “Beriwolga Railroad”, which has been rebuilt in WA, having moved here some ten years ago or so.

He originally modeled “Santa Fe” locos, and he acquired a large collection of brass locos. He changed to modeling NSW railroad some twenty years ago. That must have been a sad day when the whole lot went up for sale,.... but wait, there’s more, luckily Bob still has one loco left which is a 2-10-10-2 which sits in his display case, as a reminder of his early days of

modeling. Maybe, the large loco will make an appearance one day. There’s always room for hope!!!!



But steam is hard to get out of a big boy’s system no matter how hard you try, and all of a sudden on the NSW layout now there’s a new hundred and thirty foot turntable installed, the round house is gone, track has been pulled up and a new coaling ramp is making it’s way on to the layout.



The appearance of the AD60 and other NSW locos indicates that big things are a foot on the “Beriwolga”, and as Bob says ‘It’s never finished and now I have to build a new round house’.





The large collection of diesel locos sit at the servicing facility waiting for the morning's roster to be sent out. Mainly pulling block trains of wheat, coal, steel and other raw materials, the locos make their way slowly around the layout to their destinations.



In this vastness of the railway room, one can't help but notice the very large amount of semi trailers and trucks placed around the layout. After all, isn't it the one who has the most trucks wins? Well, Bob certainly has that. Trucks of every description and size, and if he hasn't got one, he will make one, as the spare parts box is full of bits and pieces.



There's not a day goes by that he doesn't say "I've got some more truck kits to put together".

Some 300 hundred or so trucks live on the layout . The wages bill would be horrendous under normal circumstances, wouldn't it? But what do you expect from a man who has worked with trucks all his life and certainly knows what goes where when it comes to trucks.

Bob was our Div. Super for five years before I took over. Always helpful and ever ready, Bob is a great asset to the WA Division.

8th Australian Narrow Gauge Convention

Report by Gerry Hopkins MMR



The Convention was held in the eastern suburbs of Melbourne over the Easter weekend. The venue was held in a school/college and was easily accessible with plenty of off street parking.

The main hall contained the commercial stands and the exhibition layouts. There was also an area set out with tables and chairs for the attendees to sit down, talk with old friend, view their new purchases and consume their refreshments. This turned out to be a great meeting point; I caught up with many old friends from interstate.



Before the clinics started we had time to view the exhibition layouts, these included – On30, HOn30, HOn3, On3, Gn18, O9 (O scale on 9mm track).

The quality and craftsmanship on all the layouts was very high. There was also a display case of scratch built G scale locos that really caught my attention.



The contest room kept my attention for a number of hours and I took many photos. The models were of the highest standard and are as good as, if not better than, many contest models I have seen in the USA.

All the dioramas were beautifully detailed as were the structures. The Locos and Rolling stock were models of many scales, gauges, and prototypes – plus a few fantasies. The voting was by ‘Public Choice’ in all categories but ALL the models would have achieved a Merit Award under NMRA judging rules.



While the ‘boys’ were having their fun, the ‘girls’ were busy elsewhere!

Clinics

One of the most important happenings at a convention are the clinics, this convention was up there with the best. Subjects included presentations on prototypes, layouts, DCC Sound for NG, and plenty of ‘skills’ clinics.

One of the ‘highlight’ clinics was “Soft Rocks – Part 2” by Mark Fry, assisted by Angela (both well known for their layout “Swan’s Crossing”.) Part 1 was given at

the NMRA Convention at Blacktown (the video is in the library). This clinic is always ‘fun’ to watch and everybody learns something new. (DVD of Part 2 is now in the library.)



Workshops

Other workshops I attended were ‘Making Masters’, ‘Making Moulds’, ‘Making Castings’ and ‘Finishing Castings’. Using many detail parts would cost an arm and a leg but making your own saves a lot of money.

Grant McAdam gave the workshop on making the masters and showed many examples of parts he had made. He also explained the mystic ways of making moulds. These moulds last a life time and never go to waste.

John Hunter then conducted a workshop on using the moulds. John showed how to mix the chemicals, how to pour, and how to remove the casting. You could actually see the castings cure in the mould!

Laurie Green MMR then gave the workshop on how to finish the castings. This included cleaning, painting, and weathering the parts. He also explained how to use the ‘faulty’ castings that get produced from time to time. I have seen many of Laurie’s layouts and dioramas over the years, he must have used thousands of 45 gallon drums over the years!

Another workshop I attended was given by Rod Hutchinson, he explained how to use ‘other’ scenery products obtained from the fishing store. Items such as moose tail, wild boar fur, and many others, including ‘old’ carpet underlay. (these workshops are now in the library). One of the attendees at this clinic said he would keep his eye open for ‘road kill’ on the way home!

Layout Tours

Layout Tours were organised for the Monday. For me this was “Black Monday” – I brought 20 hours of Digital Tape with me and 5gb of memory card for the still camera. On the whole week end I used 4hrs of tape and 1gb of memory.

I only got to see 2 layouts Alan Rocket’s On30 and Bill Black’s Sn3. The car let me down on Monday morning, I had to cut the holiday short by 3 days. The 2 layouts I saw were well worth it.

The next NG Convention will be in Sydney in 2009. Do Not miss it!



8th Australian Narrow Gauge Convention Report

By John Dennis

The narrow gauge convention was held in Melbourne over the Easter period. More than 170 registrants attended and were entertained by a large variety of activities. The event began with early registration and an informal "ask the experts" session on the Friday evening, and ran through Saturday and Sunday with numerous lectures and short workshops to choose from, in addition to the Saturday evening banquet and after dinner session. The venue was excellent, with 8 layouts and 8 traders' stands in the hall, permitting plenty of space for standing (or sitting) around chatting, a large lecture theatre, and access to a number of classrooms for

other activities. Everything was under one roof, although not needed with the beautiful autumn weather that Melbourne turned on for us.

The contest room is always the highlight of a Narrow Gauge convention, and this year's was no different. The contest was well supported, and the standard of entries was exceptionally high. The "diorama" category seemed to generate most attention this year, with many examples of superb modelling on display.

With 14 lectures and 11 workshops over the two days, it was not possible to attend them all. From the selection I attended, the high points were Eamonn Seddon's keynote on the West Coast Wilderness Railway, in Tasmania, and Mark Fry's hugely entertaining scenery clinic. The series of workshops covering making masters, moulds, casting and then painting and detailing were also very popular amongst attendees.

Following on from the previous convention in Albury, a partners' program was run, with a shopping tour on the Saturday, and craft activities on Sunday. This year the committee added a layout tour for Easter Monday – two buses transported 35 participants to a number of home layouts in the Central and Eastern area, while those opting to self-drive could also visit layouts to the west.

During the closing session it was announced that the 2009 Narrow Gauge Convention will be held in Sydney.

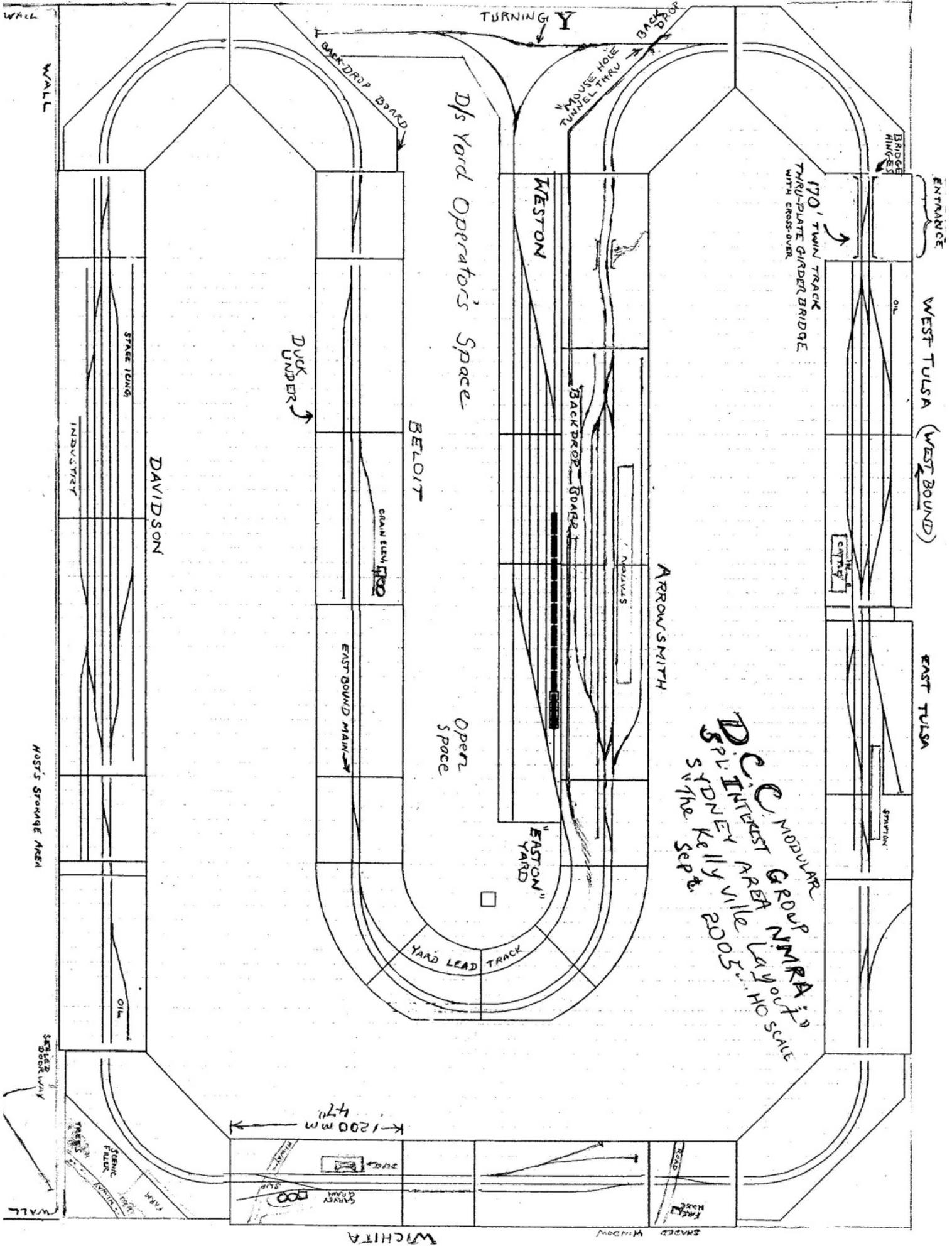
The Module SIG

Layout Plan - by Warren Wormald

The sketch of the Module SIG layout plan was made up by SOO Line modeler Rob Barker and updated by myself. One can get an idea of the space this modular layout utilised by seeing that, as word at Wichita, a standard 600 x 1200 mm unit was a little under 4 feet (47") in length, and half that for its width. The short side of the room was about 20' and corner curves were probably about 40" and 43" radius.

The group organiser was David North, hence one town was 'Davidson'.

The railroad was house in a large shed at the home of John Baker (Division 7), who played host the group for about 4 years - Thanks John!



DCI MODULAR GROUP NIMRA DISTRICT AREA LAYOUT HO SCALE BY SYDNEY KILLYVILLE 2005

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G42 Loco crosses trestle on Allan Rockets On30 Layout



Structures Contest Winner - Narrow Gauge Convention 2007