

MainLine

National Model Railroad Association Australasian Region

AUTUMN 2013

VOLUME 30 No 1



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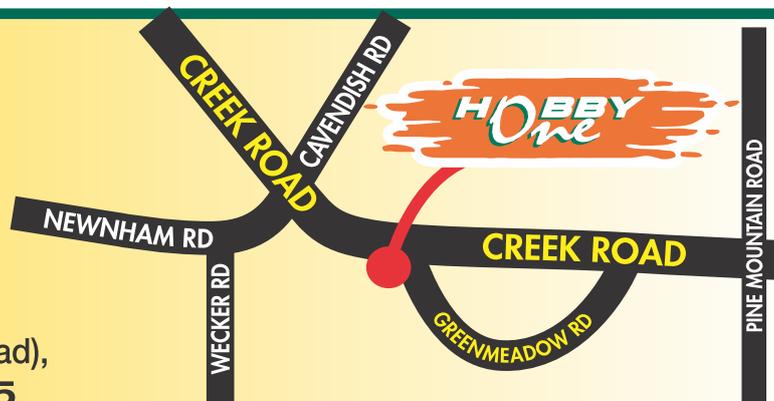


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All members of the NMRA are welcome to submit articles of a railway nature that are suitable for inclusion in Main Line.

Contributions can include photos, drawings, modelling tips and historical information that would be of interest to fellow members. Please ensure that the material supplied is not bound by copyright or that written approval has been gained by the author to use any copyright materials.

Submissions should be in an electronic format ie: Word or PDF and photos must be original size and uncropped. Hand written or type written documents are also acceptable but should be legible to assist us in converting them to electronic format.

Cut Off Dates for Submissions and Advertising:

- * Autumn 2013: 8 February 2013
- * Winter 2013: 11 May 2013
- * Spring 2013: 10 August 2013
- * Summer 2013: 9 November 2013

Submissions and advertising copy can be emailed: editor@nmra.org.au or mailed to: 77 Englefield Rd Oxley QLD 4075

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Cover Photo

Robyn Taylor's rendition of QR A10 Class locomotive on the triangle at Grandchester Station which was previously named Bigge's Camp.

LOOKING FORWARD TO A NEW YEAR

By the time this issue is delivered we will be in the third month of a new year, how time flies in this fast paced world we live in. There is always a sense of excitement as we look forward to the new year and the opportunity to spend some time doing the things that we gain enjoyment from. I have given myself a challenge to build an exhibition layout this year, it has been some years since I built my first layout called 'Greetham' and later 'Passionfruit Creek' and I think it is time I made use of some of the models I have built instead of them languishing in the cupboard.

I guess the most challenging part of this project is not so much building the layout as it is making a decision on what exactly I should model. I have always had a keen interest in Narrow gauge railways, particularly in Australia as they were so quirky. But I also love the modern image trains that cross our country showing off their colourful and sometimes gaudy liveries, and those wonderful container trains and the variety of branding excite the designer in me.

Modelling the Australian scene is quite challenging at the moment because there is a plethora of prototypes and liveries to choose from, I guess the best part of our railway system is that the variety is spread across the country. Privatisation has broken down the separation between states and the railway system and made it more "global". There is one exception and that is the railway system in Queensland, train spotting here is a bit limited due to our gauge and we tend to see the same things on a regular basis and the one place where a variety of rolling stock arrives in Brisbane is inaccessible and that is Acacia Ridge. Thank goodness for the railway magazines that capture the images that can inspire us to create our layouts, trouble is, I am still not sure what I should model, perhaps it is time for me to throw the dice and get on with it!

Until next time, keep on train-ing

Robyn Taylor



A 622 722 class Railmotor stands in the station at Tenterfield. The station is now a very active museum with a great assortment of railwayana. Definitely worth a visit.

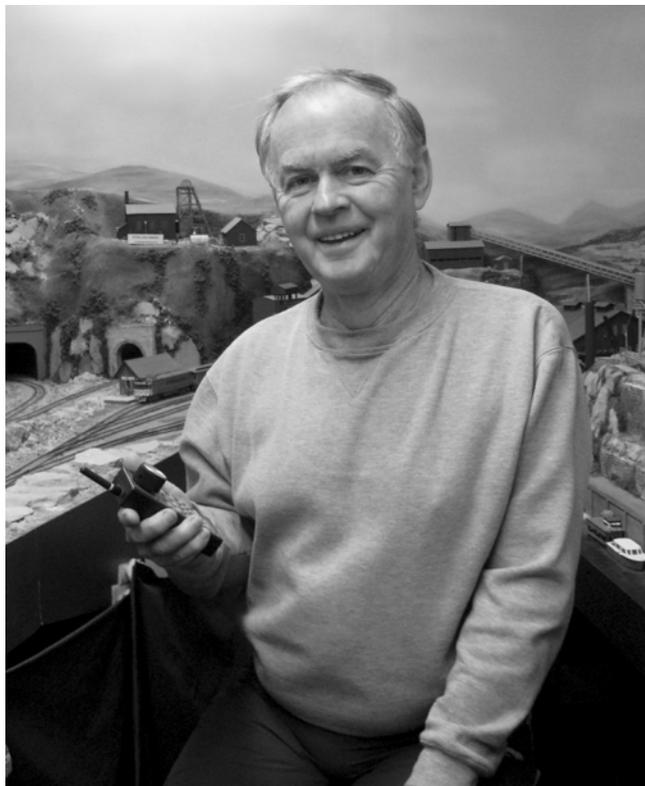
Photo R.L.Taylor

Our Region recently prepared a bid to hold the NMRA National Convention in Sydney in 2017. A committee consisting of Peter Jensen, Rowan Mangion, Peter Burrows, Sowerby Smith and Peter O'Rourke have been working on this proposal for over six months. I would like to thank the group for the huge amount of work that went into preparing the documentation on this proposal. This proposal was presented to the National Board of Directors by Mike Bartlett the Pacific Director at the meeting in the US in February. It will be fully examined by the National Board of Directors at the next meeting later in the year. I would like to point out that at this this is a proposal only and it has to be accepted by the National Board to proceed any further. At first glance there will be issues regarding costs and staff required to run the event. However this is a National Convention and all financial matters are the responsibility of the parent association not the Region. There will be members from the US who will provide assistance with organising the convention and we will be inviting several local groups to both participate and assist in running the event.

Realistically the main issues with the event are the cost of travel and accommodation for participants from the US and the high cost of any venue in Sydney. These are matters to be considered by the National Board and if the risks appear too great I doubt it will proceed any further. However it is a unique opportunity for members of the Australasian Region to attend a National Convention without spending thousands of Dollars travelling to the US. We will only get one opportunity to do something like this and when approving the proposal the ARC believed we would be letting the members down if we did not give it our best shot. It will not be easy but it should be a lot of fun.

Since the last Mainline the Region has purchased a telephone conferencing system. At the last ARC meetings several of the Division Superintendents and the ARC Member representative from Queensland used the system to participate. There are still issues to sort out but this should allow all of the Divisions to play a greater in the running of the Region. We will still be holding a meeting of the ARC and Division Superintendents during the term of this committee probably around the middle of this year. At a recent ARC meeting a minor change of Division boundaries was approved which puts a small number of members much closer to the Division Superintendent and other NMRA members in their area. Anyone affected will be informed by Email or letter. If they want to remain in their existing Division they will be

offered this option. This is really an administrative change and any member of the Region is always welcome at official NMRA meetings no matter what Division they belong to. The ARC also recently approved a new award to be known as the John Baker Trophy. John who passed away late last year was a great supporter of the NMRA for over 25 years. This trophy will be awarded for the best US based model at the Regional Convention and will initially run for 10 years. It will complement the Rick Shoup trophy which is awarded for the best Australian based model at the Regional Convention. A sale of items from John Bakers Estate was held at the end of February. This was not an official NMRA Event but something undertaken by a group of his friends to help the family dispose of what was a huge collection of model railroad items. Until next time happy modelling.



On30 Scale Figures

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1:48

- Four Agricultural Workers
- Two Timber Cutters with Cross Saw
- Kids with Billy Cart

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REPORT OF THE PACIFIC DISTRICT DIRECTOR

Mike Bartlett- Pacific District Director

I have just returned from the Mid-Year Board Meeting of the NMRA in Atlanta, Georgia. The meeting commenced with a very comprehensive and well-documented report from the CFO, Frank Koch. When he took charge of the finances several years ago, the Association was in a parlous state. At present, with only minor liabilities, there is \$750,000.00 in investments which is an enormous improvement. This is due to efficient management by Frank and excellent returns from recent train shows and Conventions. Fundraising for the Californian State Railway Museum is well past the \$250,000.00 mark which has triggered an anonymous donor to contribute \$250,000.00 to the project.

The voting system has also been altered further so that, in our Region, members can vote electronically if they so wish or by ordinary mail as is the system at present. All votes in our Region will be conducted by the Region and the result will be sent as advice to Head Office in Chattanooga. This should result in more of our members voting simply because an email is quicker and cheaper than the old system of posting our forms to the United States.

The Marketing Department gave a presentation of the progress being made in its area which, unfortunately, is mainly North America oriented as are the various fund-raising efforts being undertaken by the Association. The programme that I mentioned in my last column, that being put together by Jim Six, is still coming and we are optimistic of something concrete by April.

The 2016 Convention has been awarded to Indianapolis. I will be presenting the Sydney Bid at Atlanta in July. Our Presentation Document has been excellently assembled by Peter Burrows, Peter Jensen and their team and it compares very favourably with the Indy Bid. The rotation system used to award Conventions has been scrapped and the dates have also been widened which could encourage more groups to come forward with Convention Bids.

At the conclusion of the meeting a Motion of Condolence which included the names of recently-deceased members, including John Baker, was passed.



NMRA Pacific District



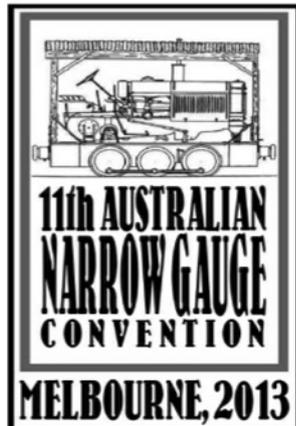
The wharf scene on Passionfruit Creek during construction. The wharf is based on Echuca's iconic timber structure. The buildings and the small paddlesteamer 'Louise' are made from printed cardboard. The models were drawn in Corel Draw, printed on an inkjet and then glued onto 1mm card. This technique was used extensively on this layout to speed up the process of completion, these models took only two hours to produce

ABANDONED

Bangalow Station in New South Wales is a sorry sight in this 2012 photo. The line was once the main route from Sydney to Murwillimbah with the XPT being one of the last trains to run through here prior to the lines closure. The line was, undoubtedly one of the most picturesque journeys in NSW and now lies disused with most of the infrastructure a target for vandalism and destruction. A recent move to have the line reopened by local communities has fallen on deaf ears and the fate of this once important railway is now sealed.



Photo: R.L.Taylor



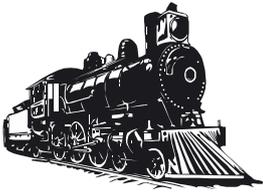
An open invitation to join us for the 11th Australian Narrow Gauge Convention in Melbourne, March 29th-31st, (Easter long weekend) 2013

- A weekend featuring a comprehensive programme of activities, including:
- clinics, workshops and demonstrations
 - the latest layouts and model displays (local and interstate)
 - trade stands from around Australia
 - model and photography competition
 - Saturday evening banquet and awards presentations

For further information, registration and regular updates,
please visit the Convention website
<http://cngg.org.au/ozngc2013>

To be hosted once again at
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For enquiries or expressions of interest, please email: ozngconv2013@gmail.com





NMRA Convention 2012

Preparation

This is the convention that was almost cancelled, but, did go ahead at Niagara Park on the Central Coast of NSW.

In mid 2011 the community hall was booked for the 2nd weekend of Sept 2012. The other groups that use the various rooms were contacted and they all agreed to use alternative venues on that weekend. This would give us access to all the rooms and hall for both full days. This gave us the hall, 2 large rooms for clinics, a slightly smaller room for the Bring & Buy, and another room for the modelling and photo contest.

Venues were checked for quality and space for our Saturday Banquet. The Ourimbah RSL was both close, had space for 90 people and a good menu and price, so the initial booking was made. So far things were looking good. We went ahead with the rest of the planning – clinics, layout tours, lunches, ladies program. With the space available some of the clinics would run on both days and there would be 2 streams of clinics as well as the ongoing layout building in the main hall.

Getting close to the convention – guides were written, notes collected for the clinic manual, posters planned.

Due to booking issues at the hall, we had to move the convention to a week earlier.

Other groups at the centre had already gone to the trouble of finding other venues and could not move for two weeks in a row so we had to forego the use of some rooms for the weekend. This meant that clinics could only be run once and 4 clinics were cancelled totally. The convention was cut back to Saturday and half of Sunday.

The timetable was moved up and all clinicians were informed that they needed to get their notes in early so that they could be added to the disk. The last notes came in on the Wednesday before the convention. The photos had to be cropped, adjusted and placed in a PowerPoint presentation. Burning 120 DVD takes time so this one missed out.

The cancelled clinics were set up as a side show alley and we had extra displays in the hall, and an extra layout. Things were getting a little tight.

At the last minute we received a flood of bookings for the banquet and it was only at the last minute, so to speak, that the main auditorium at the RSL became available allowing us to get 120 for the banquet instead of the original 90. Things were swinging back in our favour.

Once the final program was decided there was no time to print new documents so all updates were supplied via the web and emails.

Convention 2012 – Review

The Friday arrived, because of other business at the centre, we could not start the preparations and setup for the hall and the other rooms until after 4.00 pm but with plenty of helpful volunteers all was achieved in record time.

Registration bags and others bits were handed to those attending, people had refreshments and there was much talking and catching up with old friends.

On the Saturday morning the convention was “declared open” but Murphy was still against us, the microphones for the PA system



were not where they are normally kept, later in the day we did manage to find them.

Our main downfall was that the Convention Committee were also involved with clinics and presentations as well as the general running of the convention. We had a committee of six but 8 would have been a better figure.

The Contest

The contest had a good selection of models – from N scale to O scale and a beautiful brass coach for our Taiwanese Division. All the models were of a high standard and were a joy to examine and judge.

Winner of the Rick Shoup Award by Steve Reynolds

O scale module by Paul Marrant

N scale module by Sheila Fowler

The Clinics

In the main hall the first presentation was by Geoff and Mike showing their New England waterfront Layout. They explained its conception and construction with the aid of a PowerPoint presentation.

On the completion of the presentation the attendees had the choice of three clinics to attend or dent the plastic card at the commercial stands. There was a good selection of clinics through the day covering a wide range of railway topics. The sideshow alley was also well attended.

In the main hall through the day attendees were should how to detail a layout from start to finish. This took all day and many learnt a lot from the clinic – ground cover, buildings, backdrops and how to bring them all together.

The two photos following show you the end result of this clinic. At the banquet, besides the food, we were treated to a presentation on Railway Safety. The results of the model contest were presented. The ladies were also presented with lucky door prizes.

On the Saturday Morning the ladies got together to work out who wanted to do what. They had a number of options and seemed to enjoy themselves. On the intended Saturday they would have also had the local markets outside in the car parks – a big local event. Sunday morning we continued with more clinics, these were restricted due to the loss of a large room. The hall was steadily cleared so that we could be out by 12.30 pm at the latest. Many of those involved in the hall also opened their home layouts to the attendees. There were more layouts to be seen on the Monday, two of them also held operating sessions so that others could see how the layouts normally run.

The reports are that 95% of those who attended had a good time. Thanks to all who attended and all those who helped make it work.

Gerry Hopkins MMR

Div 7 Sup



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G - HO - N - Z - NARROW GAUGE

Rob Nesbitt restores the HOn3 Custom Brass D&RGW C21

Follow Rob's progress as he restores these beautiful models to their former glory



As members are no doubt aware, I am a collector of handcrafted brass models. These models have been fabricated from metal, in small batches, by craftsman from firstly Japan, then Korea. The first models were made in the late 1940's, but as the skills of the Japanese improved, so did the variety of models, the number of builders, the number of importers, and quantity of models produced. Prior to the mid 1980's, brass models were generally the only way to acquire specific locomotive types for a particular railroad, or railway. In recent years, the availability of nicely detailed, exceptionally good running, often sound and DCC equipped, and moderately priced RTR plastic, and die-cast locomotives, have reduced the number of brass models being produced. Probably just as well, as the price of recently made brass models has skyrocketed. Collecting brass has become a hobby within a hobby, and no longer a necessity.

Poorer running, often unpainted models are being sold off to accommodate new purchases of plastic models, die-cast or a change of scale of the owners. In addition, many earlier buyers of brass have also retired to the great hobby room in the sky. With the easy availability of on-line auction sites, there has never been a better time to trade models.

The result is a flood of brass. This is generally good news for me, as I can pick and choose. Apart from a few rare models, prices are generally lower than 10 years ago. Unfortunately, many that I acquire on the strength of a photo (on internet auction sites) are in poor condition, and need restoration.

Being metal, the models can take some abuse. There is not much in the restoration process that can damage a low priced model. Even commercial paint strippers can be used to clear off old lacquer and paint (but please ensure that no plastic parts are exposed to the chemicals). And make sure that any parts that fall off are captured. This is a hazard with the more recent Korean

made brass – many detail items are attached to models with super glue!

I hope this article will give people some idea on the niche hobby of custom painting, and rebuilding brass models.

Model Acquisition

Early last year, a secondhand train dealer here in the ACT, was commissioned to sell a number of HOn3 models as part of a deceased estate. I am not sure who advised the sellers of the price, but the prices were at the higher side, and certainly unacceptable for the poor condition the models were in. I advised the dealer that it was doubtful they would sell, but if they were reduced in price, let me know. Anyway, after a year, the dealer contacted me, and advised me of the new price, a 50% reduction from a year ago. The C21s were sold.

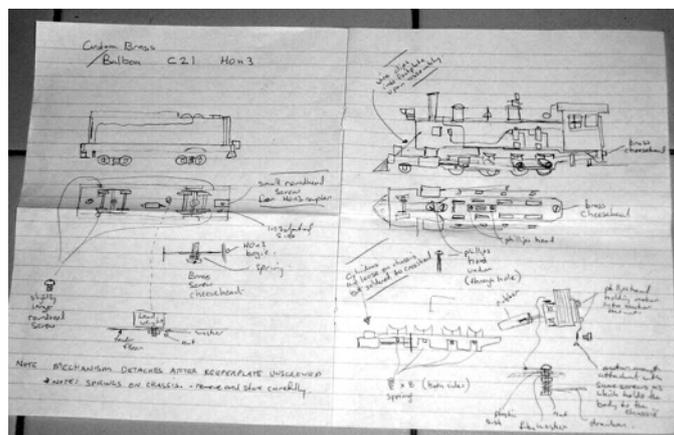
The Custom Brass, D&RGW C21 #360 and C361

According to my references, Custom Brass imported these 2 versions in 1976, each road number was made in quantity of 800 units. This model was made by Kumata in Japan who made an earlier version of a generic C21 for Balboa in 1965, but the Custom Brass specific version models are more desirable. The 1982 Brown Book price had the Custom Brass models priced around USD\$150, although the recent Dan Glasure's Brass-buyers guide (2009) has these at USD\$350. These models have a reputation of having very poor motors.

The model needs to be inspected.

- 1) Check for loose parts (e.g. handrails supports)
- 2) Check for damage
- 3) Does the model run?
- 4) Is there any lacquer, or paint that needs to be stripped back?

This model had extreme green foam damage, but apart from some bent details (e.g. rear ladder handrail is visible), the model was fairly well built. (Note in the 1970s, a number of importers used foam inserts that after 20 years or so disintegrate to a sticky green powder – if the model was not protected in plastic, the results were detrimental to the finish).



During the disassembly process, any faults found can be addressed. I generally draw up a diagram during disassembly. Please do this over a tray, so that any screws and small parts don't escape. Put these into a plastic bag. Note - complete disassembly is not required, just take the unit back to sub-assemblies.

The green foam on the main components, plus the laquer and gold paint needed to be removed prior to painting. After making sure that no parts were plastic, I cleaned the model with commercial paint stripper, and soaked the model in lacquer thinner. I cleaned the main brass items (body, chassis, fuel tank, and bogie sideframes) with a soft toothbrush, and cleaning paste, followed by a rinse in water.

I then treated the model to an ultrasonic clean and following this, components were dipped for 15 minutes in a bath of warm vinegar, again followed by a rinse.



The difference in condition is dramatic as this picture of the 2 tenders shows. Note the original "gold" paint applied to the "unpainted brass" by Kumata.

Once dry, I then sprayed the parts with self etch black and allowed them to dry. A few days later, I airbrushed black (Tamiya semi gloss black) to the body, tender and bogies. A mist spray of gunmetal to the smokebox was then carefully applied. A clear gloss spray was applied to areas that would need decals. Once again, the parts were allowed to dry.

Re-assembly is a reverse of the disassembly process. Refer to the diagram you made earlier. Despite my care, one of the chassis springs escaped into orbit, but I found a close replacement in the spares box. I cleaned and lubricated moving parts as I went. Paint the outside cranks, and some other detail items before continuing with the decals.

Apply the decals in the normal fashion. I used Microscale decals, with Walthers Solvaset to get the decals to settle into the rivets. The D&RGW locos often sported silver lining on the footplate. I decided to make my own rather than rely on a freehand painted line. Using a bow pen, Tamiya aluminium paint, some spare decal film (note I never throw anything away - I have used the leftover decals from the 41 class I made last year) and a foam backed steel rule, the lines were drawn.

(See the accompanying picture) After drying these were cut

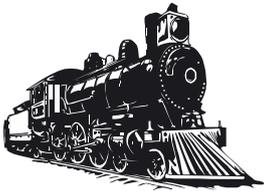


out carefully, and applied to the model. As I intend to lightly weather the model, I have not yet applied another clear coat.

A further enhancement would be the fitting of glazing, but again, I prefer to weather the model first.

I was pleasantly surprised to find that this model now runs quite nicely on my short test track. It is however unfortunate that I do not have access to a HO_{N3} layout. Nevertheless, I am quite happy with my restoration.





Some Minor Improvements for NSWGR HUB Cars

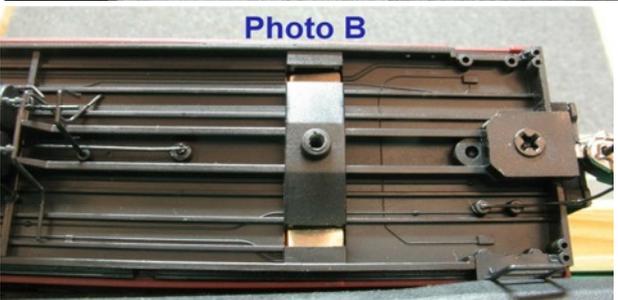
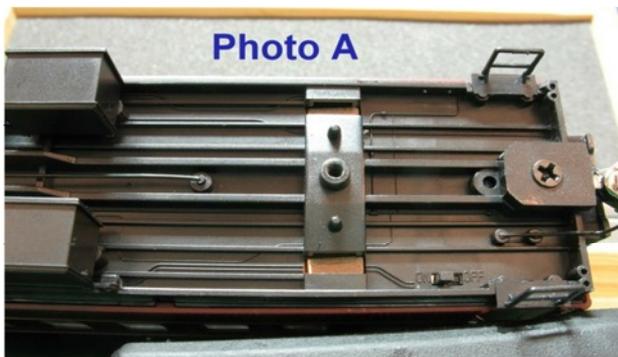
By Gerry Hopkins MMR

I have quite a few calls about a small problem with the newly released Hub sets – They tend to derail at a whiff of steam. I put a set of 7 on my layout and took the full run behind a TOR 44 class. The trip will normally take 5 minutes at 20 mph but this run took 20 minutes because of the derails.

There are two causes Firstly the wheels are under gauge, but this will not affect people who have Peco Code 75 or Code 100 track only those with hand-laid or code 83 track. Secondly, no three point suspension on the trucks. This is seen as stiffness across the trucks. One is meant to rock fore & aft, The other should rock side to side.

Problem A The typical gauge on these units was 14.34mm – while the Standard is 14.55mm (+0.05 & -0.18) It is easy to adjust, remove the truck and a finger & thumb on each wheel just a 1/8 turn with a slight pull will do - check with NMRA gauge or Vernier.

Problem B is the harder one and affects all users. The designer was aware of three point suspension Photo A shows the bolster at one end – it has two small posts to support the truck and allow it to rock fore and aft. Photo B shows the bolster at the other end – no posts – so that the truck can rock from side to side.

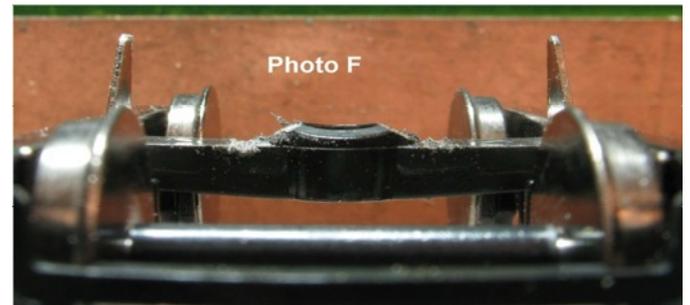


BUT – there is always a but – take a look at Photo E , at the centre of the truck there is a cast on mounting post that only allows fore and aft movement – this truck is on both ends so no side to side movement is possible. Had the truck been made with this centre post turned at 90 deg for the

other end there would be no problems. Loosening the truck screw will have no effect for this one. There is the added problem of the pickup contacts for each truck. They press down on the points at the outside edge of the trucks – this also tends to prevent side to side movement.



The next photo shows the simple modification that will allow the truck to rock from side to side – not much but enough to keep the coach on the track.



Do this carefully with a small file – this truck will be cleaned before mounting. I have been testing two 7 car sets on the layout and they both stay on all the time. One thing I did notice, the 7 car set with all its lights on draws 290 ma – 80ma more than the Tsunami 4498 pulling the set around. On DC the tail lights are directional, on DCC you can fit a Function Decoder to control the lights or you can swap the RED and WHITE wires as shown this will allow you to turn the tail lights off as required with the switch on the bottom.

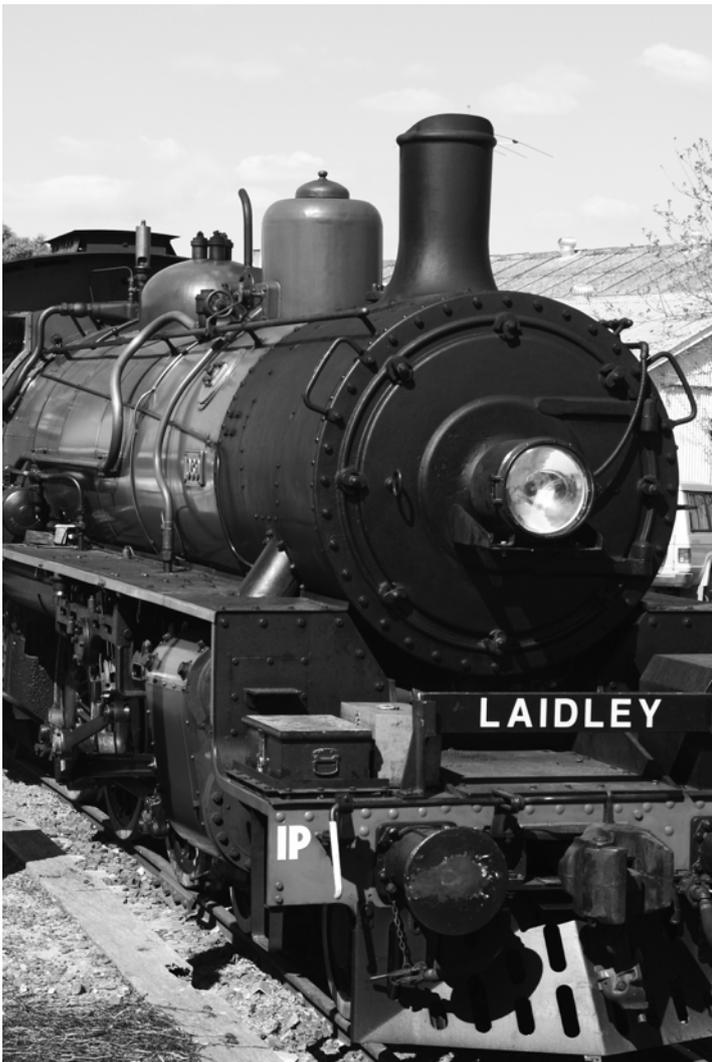


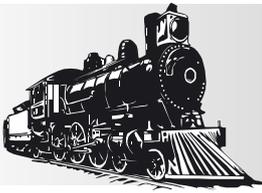
I have done 4 sets now and they all run beautifully with the above mods.



31st July 2005 was the final time the triangle at Laidley was used when a special train headed by QR 1089 was turned for the return to Brisbane. All evidence of the Triangle has now been removed and this part of railway infrastructure is now but a memory.

Photos: R.L.Taylor





MODERN DIESEL LOCO SOUNDS

By Ken Scales MMR

In an earlier article I wrote about the workings of the first and early second generation diesels and why they make the sounds we try and replicate on our models. The information in this article is based on the more modern second generation EMD 710 series 12 and 16 cylinder diesels with a limited amount of computer control. The number used by EMD to identify its engines is the displacement of a single cylinder in cubic inches. Sound decoders are sometimes labelled as "EMD 710" or simply as "Second generation EMD". There is a page on the Soundtrax website where you can listen to the various decoders.

There are a lot of views on who makes the best sound decoders and I do not favour one or another as long as they work correctly. However you should always remember that sound decoders work like the old hi fi sound systems. They are totally dependent on the quality of the speaker and the enclosure it is mounted in. As an old hi fi enthusiast who built many speaker systems I have found that mounting speakers in a sealed enclosure attached to the body of the loco produces the sounds I am looking for. If it is a car body unit such as an F7 the body will amplify the sound and improve the base if the speaker enclosure is firmly attached. In many cases I use silicone to attach the enclosure to the loco body and use the roof of the loco to form the back of the speaker enclosure. I have had excellent results from the QSI solutions speakers but I am aware that there are other quality units available. A modern second generation EMD 710 series loco is equipped with a 12 or 16 cylinder turbocharged diesel engine which drives the main generator. Electrical power from the generator is distributed to the traction motors through the main high voltage electrical cabinet. There are various combinations of DC and AC current used in locomotives but in the locos I am using for this article the generator supplies AC current which is then converted to DC and drives DC traction motors. Each of the traction motors is geared directly to the driving wheels. The traction motors to wheel gear ratio and the diameter of the driving wheel determines the maximum operating speed and also affects the pulling power of the loco.

The storage batteries provide power to start the engine and run oil pumps which distribute oil and fuel through the engine before it starts. The starting motor pinions are engaged with a flywheel with solenoids before power is applied to crank the engine. The fuel injector racks are supplied with fuel and set before the engine is cranked and fired. Some of the modern decoders actually replicate the sounds made by all this activity when you select the loco on your DCC system.

The diesel engine now becomes the source of all locomotive power. It directly drives three electrical generators and their associated cooling fans and blowers, a multi cylinder air compressor and water and oil lubrication pumps. In this series of loco the main generator rotates at engine speed generating alternating current or AC power. The AC current is then converted to direct current or DC power by internal rectifier banks and directed to the traction motors.

The companion alternator is coupled to the main generator. It supplies current to excite the windings in the main generator that

provide the magnetic field and to power the radiator cooling fans, inertial filter blower motor and various transducers and control devices.

Another auxiliary generator is driven at three times the engine speed and rectified to provide power to excite the windings in the companion generator that provide the magnetic field and provide power to charge the batteries, run air conditioning and miscellaneous equipment.

The multi cylinder air compressor located in the engine drive train supplies air to run the brakes, horn, sanders and various magnetic valves.

One of the big differences between this type of loco and earlier unit is the transition. In these units the main generator is wound in two halves. At lower speeds the two halves are connected in parallel to provide the larger currents while at higher speeds they are connected in series to provide a higher voltage. This change from parallel to series is known as generator transition and takes place between 40 and 45 Kilometres per hour. This has an effect on the different sounds made by first and second generation locos. The different decoders made for first and second generation EMD locos reflect these sound changes very well.

The major part of the locomotive control system involves the interaction of the throttle governor and load regulator. The engine governor holds the engine speed at a constant rpm as set by the throttle. It does this by controlling the fuel injector racks that supply fuel to the engine. The load regulator changes the excitation of the generator as the load increases or decrease. The load regulator balances the governor speed from the throttle with the power level determined by the load. As the throttle is advanced the rpms increase and the electrical control system causes more current to flow through the main field of the main generator. This feeds more power to the traction motors. These functions are monitored and controlled by a locomotive computer. Like the modern system of transition this control system also changes the sound of modern locos compared to their earlier cousins particularly when the load changes. This is very noticeable when you listen to the early Commonwealth Railways, NSW and Victorian EMD 567 locos compared with the first of the EMD 710 units such as the NSW 82 and 90 class units. This is very noticeable when you listen to the better decoders. The manufacturers have gone to great lengths to reproduce the different sounds of early and late diesels particularly the EMD units. As time goes on like our great hobby these just seem to get better and better.

Cut Off Date for Articles in the Winter Edition is 11th May 2013

A LIST OF 1/87th SCALE EQUIPMENT AND THEIR MANUFACTURERS

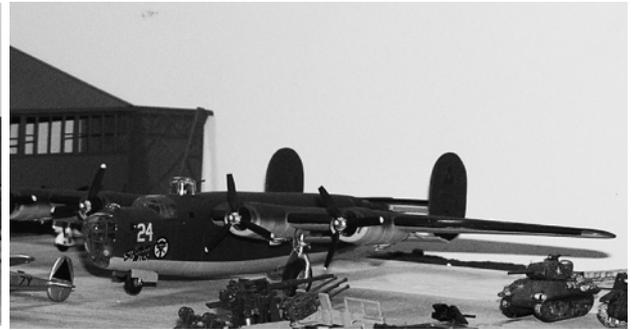
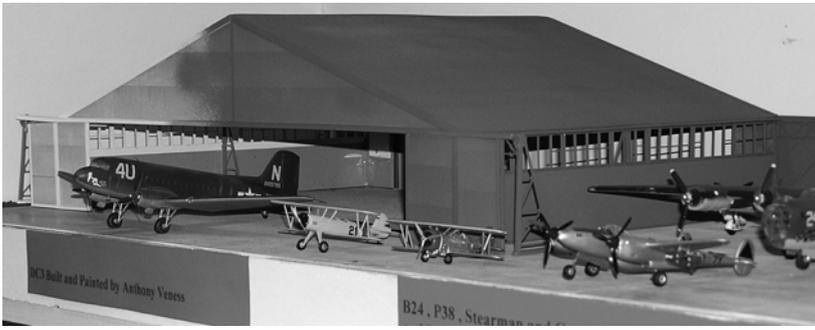
By Donald Davis

Where to begin? The following may not be new information to some, but as I haven't seen it in any magazines with the exception of very minor articles, I put pen to paper. In an attempt to give my gondolas and flat cars a unique/different type of load to the norm I decided to combine several different hobbies in the one. When I was young I had a fairly large collection of 1/72 scale WW 2 aircraft and military equipment as 1/72 scale is to large for HO I called on a friend John Corsair to see what he could source. This opened up a whole new side to the hobby of trains. John loaned me a book called "The Collectors Value Guide for Scale Model Plastic Kits" by John W. Burns although this book was last printed in 1999 and is now out of print it covers Planes, Ships and Vehicles which are now classed as collectables. A more up to date book by John Burns is "PAK-20 Plastic Aircraft Kits of the Twentieth Century" although you may have no interest in aircraft both these books are worth it if only for an insight to the range of manufacturers of kits available. Another source of information is the 1/87th Club at <http://www.1-87vehicles.org> who you can join and they send out a magazine every two months from this site you can download a scale calculator a very useful tool. On the Internet there is a site <http://www.87thscale.info>, which has links to virtually all the manufacturers of equipment for 1/87th. Enough of the why for, to the story it is interesting how some of the big names in plastic kits started. Revell started in 1943 making plastic washing machines and accessories for toy houses and started manufacturing kits in 1947. Aurora started in 1950 manufacturing bottle caps, baby feeding dishes and plastic bows and arrows. Roco started in 1960 firstly manufacturing their 1/87th tanks and then the HO US railroad wagons. Lego manufactured 1/87th vehicles from 1955 to 1968. A New Zealand company Fun Ho sold 1/87th Holdens.

These listings are only for kits that it is possible to use on a HO layout. The same books give true scale information as well.

AIRCRAFT

Scale	Aircraft type	Model Manufacturer	Scale	Aircraft type	Model Manufacturer
1/88	Beechcraft	Comet & Aurora	1/87	Boeing Stearman	Williams
1/87	Corben S/Ace	Williams	1/89	Curtiss P40E	Sanwa/Tokyo Plamo
1/89	Curtiss P40N	Tokyo Sharp	1/87	Douglas DC3	Cornerstone
1/88	Douglas FD	Kleeware & Comet	1/87	General Dynamics	Big One
1/89	lockheed P38	AHM	1/87	Lockheed P38	Roco
1/87	Lockheed SR71	Big one	1/87	McDonell F15A	Big One
1/87	P51 Mustang	Cornerstone	1/89	P51 Mustang	Tokyo Sharp
1/89	P51 Mustang	Sanwa/Tokyo Plamo	1/89	N.American XF 108	ITC, Glencoe,
1/88	P47 Thunderbolt	Comet & Aurora	1/87	F4U Corsair	Sanwa & Entex
1/86	F7U Corsair	Trim & Lindberg	1/85	Harrier	Command
1/89	Spitfire	Tokyo Sharp	1/87	Junkers JU 52	Roco,Prieser, Faller
1/87	Junkers JU87	Roco	1/85	Junkers JU 87	AHM
1/87	Junkers JU13	Roskopf	1/87	ME109	Cornerstone
1/87	ME109	Roskopf	1/89	FW 190 D	Sanwa/Tokyo Plamo
1/89	Kawaski Tony	Tokyo Sharp	1/88	Kawasaki Lily	Otaki
1/89	Kawanishi George	IKKO & Aarii	1/89	Mitsubishi Jack	Nakamura
1/91	Brewster Buffalo	Sanwa/Toko Plamo	1/92	B24 Liberator	Revell, Ikko
1/93	B58 Hustler	Heller, Revell	1/84	Curtiss Condor	Kleeware, ITC
1/84	Curtiss Helldiver	Aoshima, Entex, BMW	1/90	Douglas DC3	Atma Paulista, Monogram, Necomisa
1/84	A3D Skywarrior	Revell, Advent	1/94	F4D-1 Skyray	Temco, Frog,Comet, Aurora
1/93	Grumman Avenger	Aoshima, BMW, MRC Farpro	1/91	Grumman Wildcat	Nakamura, Sanwa, UPC
1/94	Fairchild F27	Revell	1/91	Lockheed F-94C	Kleeware, Comet
1/84	Lockheed F-94C	Frog	1/84	P38 Lightning	Aurora
1/90	F-4C Phantom	hasegawa, AHM	1/90	F-104 Starfighter	Hasewaga
1/85	Martin B-57B	Revell, Advent	1/94	B25 Mitchell	Otaki
1/81	P47 Thunderbolt	Otaki	1/94	P47 Thunderbolt	Marusan, UPC
1/84	Republic F84F	Frog			
1/90	Boulton Defiant	Sanwa/Tokyo Plamo	1/90	DH Mosquito	Sanwa/Tokyo Plamo
1/94	DH Tiger Moth	Plastiques Dermatt	1/93	Hawker Typhoon	Sanwa/Tokyo Plamo
1/93	Hawker Typhoon V	Eagle Eaglewall	1/95	Spitfire V	Sanwa, Nakamura
1/94	Junkers JU87	Eagle Eaglewall Vulcan	1/90	Me 110	Sanwa/Tokyo Plamo
1/95	Me 109	Sanwa/Tokyo Plamo	1/94	Fokker DVIII	Plastiques Dermatt
1/94	Albatross DIII	Plastiques Dermatt	1/86	Breguet Alize	Sankol
1/94	Dasault Mystere	Heller	1/85	Nord Noratlas	Heller
1/85	Fiat G-91	Heller	1/87	Ilyushin	KVZ
1/94	Mig 19	Tamiya	1/94	Mig 21	Tamiya



1/87 Cornerstone C47 1/87 Williams Stearman 1/87 AHM P38
1/97 AHM Grumman F3F-3

1/92 Revell B24 Liberator

HELICOPTERS

1/87 Bell UH-1D	Roco	1/87	Bell AH-G	Roco
1/88 Bell AH 64A	Big One	1/87	Hughes	Hasegawa
1/87 MMB BO 155	Roco	1/89	MV-PP5 Hovercraft	Nakamura
1/87 Pitcairn Autogyro	Williams	1/87	Sikorsky CH-53	Roco

VEHICLES

Scale	Vehicle type	Model Manufacturer	Scale	Vehicle type	Model Manufacturer
1/87	Brabham	UPC	1/87	1961 Chrysler	Concor & Revell
1/87	1930 Ford truck	Concor & Heljan	1/87	1925 Ford truck	Jordan
1/87	1930 Mack truck	Concor, Heljan & Prieser	1/87	1923 Mack truck	Jordan
1/87	Ford CL 9000 truck	Revell	1/87	Jaguar XKE	R&L Australia
1/87	Steam Roller	KielKraft	1/87	Seagrave fire truck	Boley
1/87	Cadillac Fleetwood	AHM, EKO	1/87	Pickup camper	Lindberg
1/87	Schilz Tractor/trailer	Ulrich	1/87?	Beverage truck	Johnny Lightning
1/87	Ford Mustang	Monogram	1/85	Mercedes 220	Lego
1/87	Holden Ex	Fun Ho New Zealand	1/87	West Ham Tram	Kielkraft
1/87	1928 Birmingham trolley	Kielkraft			

MILITARY

Scale	Vehicle type	Model Manufacturer	Scale	Vehicle type	Model Manufacturer
1/87	Thor Missile	Adams	1/86	Bomarc missile	Comet, Kleeware
1/87	Anzio diorama	Aurora	1/87	Saracen	Model Transport
1/87	Pegaso wrecker	Nimix	1/87	M9 tankdozer	Fine Scale Models
1/87	Stuart tank	Boley	1/87	Priest 105mm SPG	Crusader Models
1/87	M113 AA tank	Continental Model Supply	1/87	M4 Sherman	Roco, Marusan, UPC
1/96	Matador w/launcher	Faller	1/90	V1/V2 w/launcher	Faller
1/87	Land rover	Model Transport			



A selection of 1/87 military vehicles from Roco & Roskoph Aircraft are 1/90 diecast

SHIPS					
Scale	Ship type	Model Manufacturer	Scale	Ship type	Model Manufacturer
1/84	Tucumari Hydrofoil	Aurora	1/88	Joseph Conrad W/S	Pyro, Lifelike
1/84	Harbour firefighter	Revell	1/87	Japanese PT7	UPC
1/90	Nth Atlantic Trawler	Lindberg	1/87	PT109	UPC
1/82	Diesel Tug Boat	Lindberg	1/92	CSS Casco	Lone Star Models
1/88	Joseph Conrad	Life-Like Pyro	1/83	Mayflower	Revell
1/96	HMS Bounty	Revell	1/90	Galleon	Paramount
1/87	Midget Submarine	Artitec	1/96	Firefighter	Heller

The scales stated here are the actual scale of the kit not what is printed on the box in the case of the AHM aircraft kits they are all indicated to be 1/87th.

These listings are only examples of what has been produced since plastic kits have been manufactured in the 1940 and 1950s. I have been able to purchase several 30 year old Revell and AHM kits of E-bay and it also has had other items on this list for auction so just because the kit is old does not mean its not acquirable. This listing has been researched from mainly the books by John Burns and with the help of John Corsair. This raises another point if using other authors? Information, if possible ask for permission to use their information or at least acknowledge the source. This article does not have kit no.'s listed as would make an already long article longer. Remember if it's manufactured it probably can be transported by rail.

MainLine

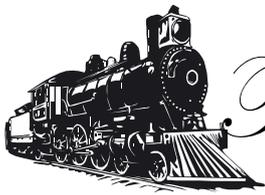
National Model Railroad Association Australasian Region

MainLine Magazine is **YOUR MAGAZINE**, it's about your Association and it's about sharing your ideas and expertise with other members and helping to promote the hobby of Model Railroading. **WE NEED YOUR HELP!** To make this publication successful and to see it improve we need articles and photos to publish and that comes back to you, the members.

If you have ever considered passing on your ideas or skills to others through a published magazine then this is your chance. You don't need to be an English Master, a professional photographer or a qualified journalist, you simply need to have a go. If you need help developing an idea or would like to discuss an idea for a future article simply contact the Editor via email and let's get started. It is timely to point out that every article you write contributes to your AP Author's Certificate and could see you on the way to achieving your MMR.

On pages 25 and 26 of this issue you will find some great ideas of how to start your next article and how to help us to get your ideas into print. The process is broken down into basic steps to make it easier to understand and I am sure that by following this guide you will be well on your way to seeing your name in print.

WE NEED YOUR HELP! SO GET TO IT!



The Railway Refreshment Rooms



Casino Railway Refreshment Rooms look resplendent in this 1947 photo which highlights the fact that a trip on the railways was about the journey as much as the destination. The dining hall here is a far cry from the photo of the main eating area which is more akin to our modern day fast food centres where customers who have limited time while waiting for connections would grab a quick bite and a drink and be on their way. The grandeur of these Refreshment Rooms can only be seen in old photos such as these, some have been reopened and have not survived on the second attempt. Having the opportunity to work on these old photos and bringing out some of the detail of the original shots has been a rewarding experience.



Photos digitally enhanced: R.L.Taylor

ADVERTISEMENTS FROM THE 1950'S

It is interesting to look back on some of the old advertisements in magazines and see how things have changed in one lifetime. The adverts shown here are from the 1950's and are a witness to the simplicity of marketing methods used in that time. As a graphic artist, I find these to be refreshingly simple and to the point and although they were primarily aimed at the youth of the time it appears as though Hornby was aware of the potential market in the mature age bracket. Key words like Realistic and Reliable are not something that a young child would be overly concerned with. The change from simple hand rendered drawings to halftone reproductions of the actual model also appear to be aimed at the mature enthusiast. The Meccano advertisement highlights the engineering and inventive aspects associated with using these building sets that are clearly tagged as being "More than a toy". Today's advertising is a far cry from the simplicity of these exquisite pieces. I hope you find them as interesting as I have.

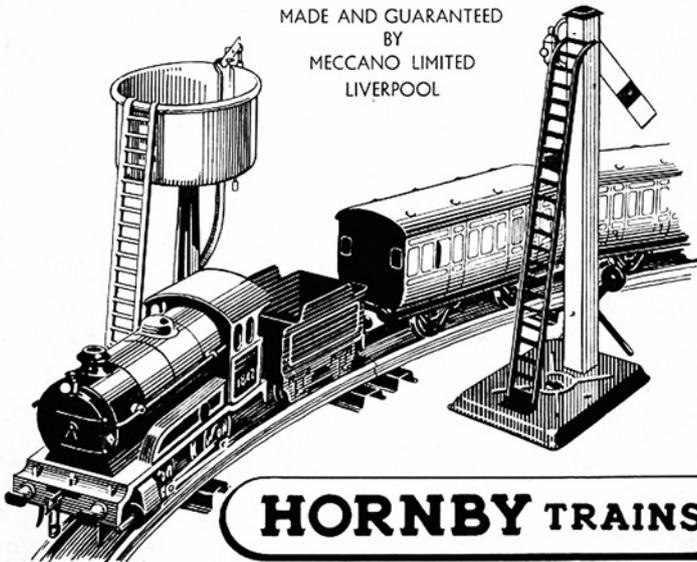
Robyn Taylor

Develop YOUR Hornby Railway

How easy it is to convert a Hornby Clockwork Train Set into a fascinating railway by the addition, from time to time, of items from the wide range of Hornby track, rolling stock, and accessories.

See these Hornby components at your local Meccano dealers.

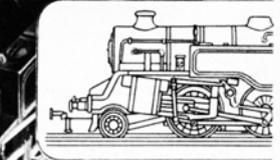
MADE AND GUARANTEED
BY
MECCANO LIMITED
LIVERPOOL



HORNBY TRAINS

**Realistic ...
reliable ...**

NEW



This fine model of a B.R. Standard 2-6-4 Tank Locomotive is the latest Hornby-Dublo introduction. It reproduces all the essential details of the prototype, down to the Walschaerts valve gear.

- ★ A complete Railway on the Table
- ★ Mains or Battery Operated
- ★ British Railways Livery
- ★ All-metal Construction
- ★ Powerful Locomotives
- ★ Fitted with Suppressors
- ★ Automatic Couplings
- ★ British and Guaranteed
- ★ Safe and Reliable

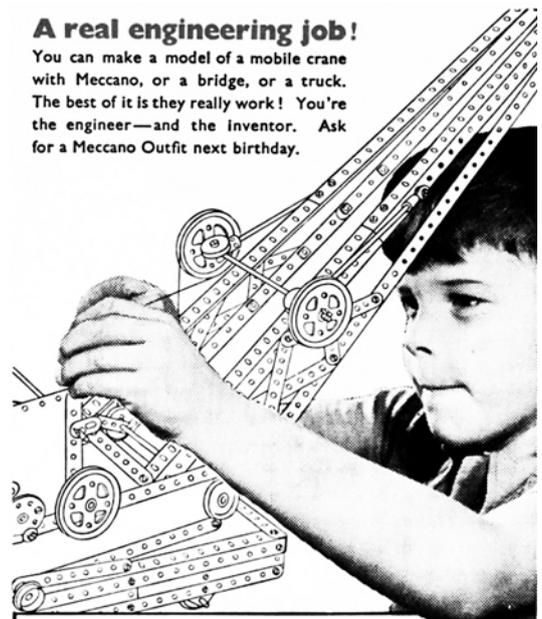
**HORNBY
DUBLO**
ELECTRIC TRAINS

Write for a folder illustrating in full colour the complete range of Hornby-Dublo electric trains and accessories.

MADE AND GUARANTEED BY MECCANO LTD., BINNS ROAD, LIVERPOOL 13

A real engineering job!

You can make a model of a mobile crane with Meccano, or a bridge, or a truck. The best of it is they really work! You're the engineer—and the inventor. Ask for a Meccano Outfit next birthday.



MECCANO

MORE THAN A TOY

MECCANO LIMITED LIVERPOOL

ODDITIES ON RAIL



Above: This photo was taken at Werris Creek and shows a four dome sand hopper wagon that is used for transporting sand used for locomotives. Painted in a dark blue and in very good condition this wagon does not appear to have seen heavy use.

Left: A curious railcar that was used on QR rails which has an even more unusual name. The Panhard Levassor RM14 was a key element of the Normanton to Croydon Railway. Built at the Ipswich Railway workshops in 1918, RM14 was powered by 20 horsepower petrol engine and carried 11 passengers in air conditioned comfort.

Photos: R.L.Taylor

AUSTRALASIAN DIVISION REPORTS

Division 6 – NMRA

A big turnout – some 19 members and several partners – for the visit in October to James Tate’s home. We checked out progress on his large double-decked layout, but work had slowed during the year owing to health issues. However, I’m pleased to report that James’ knee is now well on the road to recovery. His HO layout is well planned (and stocked) and should develop quickly during the coming year.

As always, ‘show-n-tell’ was interesting with a wide variety of projects, models and articles for display and discussion.

Early December saw the group back at Ray Brownbill’s home for the annual Xmas Party. A bit cooler this year than previous years, but 22 members and partners very much enjoyed this annual social occasion. Ian Wade displayed some ‘magic’ skills hitherto well hidden and Max Wright got his 1/29 scale Nickel Plate diesel to suck smoke instead of blowing – but these things always happen when you have an audience! It was a nice way to finish the year with much to look forward to for all in 2013.

Division 6 - DECCA SIG

This South Australian group, concentrating mainly on DCC related matters, was established earlier in 2012 following the dissolution of the original DECCA Inc and all members have since joined the NMRA.

Members combined a social outing (luncheon with partners) with a visit to the Noarlunga Model Railroaders club in October. The Noarlunga club has been very active since 1994 and has developed a large HO scale layout.

Late November saw the members gather at Ray Applebee’s home to enjoy an early Xmas luncheon. Beautiful weather and an excellent array of food and beverages made for a great afternoon.



Irene Wade holds the floor at the October meeting



Fran Stewart, Margaret and Ken House enjoy some sun at the NMRA Division 6 Xmas Party.



Ray Brownbill and Bob Bevan cook the snags at the Division 6 NMRA Xmas Party.



John Eastaff and Ainslie Brittain admire the Noarlunga Model Railroaders layout.



A relaxing end to the year's activities at Ray Applebee's home for the DECCA SIG group.

Division Seven Meeting Reports

August - Ken Scales MMR

On the second Saturday Ken opened his home to 55 members; many had braved the raging waters of the Hawksbury and Hunter rivers to attend.

The weather had eased a little by starting time so those who attend relaxed and enjoyed the trains on the layout.

Ken's 'signature' is his love of bridges as can be seen above. He models the Ontario & Western. Many photos were taken of this section of the layout. Due to the gloomy weather a few of the outdoor activities were curtailed. The day after the meeting Ken set about "remodelling" the layout. We look forward to the new one asking – Has Ken gone to the Darkside? (darkside = On30).

Many thanks to Ken and Jenny for a great day.



Gerry Hopkins MMR - Div 7 Sup

October – Phil Collins

Those who control the weather smiled on us for the day as we went to the south side of Sydney. We had 50 plus members attend plus partners and visitors.

Phil models NSW railways and his layout has that rare item – the traverser staging yard. This is an item highly favoured on British layouts but is appearing on the occasional Australian layout for its space saving properties.

This photo shows one end of the traverser and you can see for yourself the space can be saved at the end of the yard.



It shows that a modeller can learn something from every layout they visit. Phil has a very good selection of nicely weathered rolling stock and locos and they all ran well – and at real speeds!

Many Thanks Phil and Marie, for hosting the hordes and supplying a sumptuous afternoon tea.

Gerry Hopkins MMR - Div 7 Sup

October – AMRA Expo

The NSW long weekend was also the 50th anniversary of the AMRA Exhibition, this year held at Liverpool. Our contribution was a stand that had an information section, a layout section and a kids' scenery clinic. Many of the Div 7 members manned the stands and made it a big success. We also had members from Divisions 3, & 9 give a helping hand. For full details visit our NMRA web page and download the PDF under clinics. www.nmra.org.au

This is the module made by the kids. They were all happy to take them home.

My thanks to all those involved.



Cut Off Date for Articles in the Winter Edition is 11th May 2013

AUSTRALASIAN DIVISION REPORTS

Division Seven Christmas Party

On a wonderfully warm sunny Saturday, Division Seven held a very enjoyable Christmas Party at the Berowra Waterview Restaurant. There was a fantastic seafood buffet and plenty of beautiful deserts for the sweet-tooths in the group.

Gerry was a very entertaining MC for the event conducting various competitions. This included asking our significant others the awkward questions of when they discovered their partners were passionate about model trains!!

Gerry announced the winner of the Hopkins/Bone Award which is awarded by each Division of the NMRA each year for furthering the hobby. This year it was awarded to Geoff Nott for developing the idea of scenery module clinics at model railway exhibitions to encourage people to try one facet of the hobby.

Gerry presented Jim Poole with his AP for scenery. Gerry also conducted a popular vote competition for models brought along on the day. The winner of the competition was Paul Marrant but plenty of prizes were shared around on the day so everyone had fun.

The NMRA provided an orchid for each of the ladies. This was in memory of John Baker who passed away during 2012. John had established a tradition where he used to give a gift of a flower to each lady present at our Christmas Party each year.

Our thanks go to Gerry and Lauris for organising a superb Christmas Party. Everyone enjoyed themselves and the food and organisation was terrific.

The following pages show many of our members enjoying the fun and friendship.

By David O'Hearn

Meeting Report for January 2013

The meeting day had a predicted temp of 44C but peaked at only 33C – we were lucky. We were at the home of Dave Cuff at St Clair who is an avid British modeller, who is building his dream layout.

60 plus members ignored the predicted temperature and went to St Clair. During the afternoon we had 4 presentations by members. First up was the host, Dave, who showed us his “homemade” function only decoder with 3 outputs. We were shown how to use them and then how to make our own for less than \$3.00 each.

The second presentation was from Alex Nadalini who gave us hints and tips to make the new Hub Sets roll and stay on the track at little cost.

Peter Jensen then gave us a run down on how our Region will host the National Convention in September 2017 at Olympic Park. 800 members are expected to attend the week long convention.

We were also advised of the progress one of our popular members Geoff Nott who has had a major medical set back. Updates will be sent out with regular emails to members.

Decoder Pro Clinic

The clinic was held on the 19th January at Sowerby Smith's studio in Artarmon. We started at 11.00am and went to 1.15pm for the first session and then 2.00pm to 4.00pm for the second. 18 members attended – two had to drop out one due to flu and the other, Sowerby, was out on a video shoot.

All attendees brought their own laptops and were assisted with loading to load the latest version of JMRI. They were then taken through the steps on how to set up and use the program. It is hoped that all those who attended managed to learn something – a lot to absorb in 4 hours.

Gerry Hopkins MMR

Op Till you drop weekend

The weekend of 24 and 25 November saw the second of the now famous **Op till You Drop** running sessions take place. This time with longer operating times of around 3 hours at each layout allowing the new operators more time to become familiar and comfortable with the layouts they were operating on.

The Sunday was unseasonably warm but the intrepid operators worked on cooled by fans and frequent refreshments. All the operators over the weekend had a great time without too many derailments. There were no reports of bungs being issued for errant driver behaviour!!

Your scribe did here on the grapevine that one layout owner was in the land of zzzz's by 9:00pm so I guess he counts as one who op'ed till he dropped!!

David O'Hearn

Please support our advertisers

DIVISION CALENDAR

QUEENSLAND- DIVISION 1

FOR DETAILS MARTYN JENKINS (07)5563 7554

Meetings start at 1.30pm unless shown otherwise.

ACT- DIVISION 2

FOR DETAILS VIV BRICE div2super@nmra.org.au

Meetings start at 2.00pm

VICTORIA- DIVISION 3 Meetings start at 2.00PM

WESTERN AUSTRALIA- DIVISION 4

FOR DETAILS ALAN BURROUGH (08) 9364 6527

Meetings start at 2.00 pm unless shown otherwise.

NEW ZEALAND- DIVISION 5

FOR DETAILS Kelvin Sherson (04) 234 8557

SOUTH AUSTRALIA- DIVISION 6

FOR DETAILS PETER JACKSON (08) 8339 3922

Meetings start at 1.30pm unless shown otherwise.

SYDNEY - DIVISION 7

FOR DETAILS ERIK BENNETT (02) 9997 7971

Meetings start at 2.00pm unless shown otherwise.

09-Feb-13 John Montgomery Shalvey 2.00 pm On30 Logging

09-Mar-13 Sam Mangion Buff Point 2.00 pm HO NSW

29/30/31-Mar-13 NG Convention Melbourne

13-Apr-13 Live Steam Edgeworth 11.00 am Real Steam

12/13/14 Apr -13 N Scale Convention Melbourne

11-May-13 Tram Museum Loftus 12.00 noon Trams

8/9/10 Jun 13 Epping MRC Expo Thornleigh Kid's Scenery Clinic

16-Jun-13 Gerry Hopkins MMR Narara 12.00 noon HO USA

06-Jul-13 Live Auction Epping 10.00 am Pre-Estate Sale

Aug 13 Model Expo Newcastle Kid's Scenery Clinic

10-Aug-13 David Garbutt Panania 2.00 pm HO NSW

14-Sep-13 Trevor James Mandalong 12.00 noon N UP/SP

21/22-Sep-13 NMRA Convention Canberra

5/6/7-Oct-13 AMRA Expo Liverpool Kid's Scenery
Clinic 19-Oct-13 The Western Line Brewongle 11.00 am HO NSW

09-Nov-13 Robert Lewis Campbelltown 12.00 pm HO USA

14-Dec-13 Party TBA

NORTHERN RIVERS- DIVISION 8

FOR DETAILS JOHN SKINNER (02) 6652 2919

Meetings start at 2.00pm unless shown otherwise.

MID NORTH COAST- DIVISION 9

FOR DETAILS MIKE BARTLETT (02) 6553 6227

Meetings start at 2.00pm unless shown otherwise.



MainLine

A guide to writing articles for your magazine *by Robyn Taylor*

Step One:

The desire to write is usually born from an interest in a particular subject, this passion is what drives most writers to their desktop to jot down notes and collate information that is later developed into a story that readers can absorb and enjoy. In our hobby we are all driven by our passion for model railways and the plethora of associated fields that are bound within the hobby. Model railways would have to be one of the most diverse hobbies that spans an enormous area of interest, from history, prototype, model making, scenery, electronics, operation, in fact the list is quite endless. The beauty of all this is that there are so many things we can write about and share with other members of our association. To help you on your way, here are some basic tips on how to get started.

Develop the idea you want to write about, generally there are three basic types of article in MainLine and they are:

Information Articles which are mostly comprised of things relative to the association, event news, what is happening with the committee, new items in our library or functions that are due in the future. These information articles are usually supplied by the committee or by div supers.

How to Articles, these are my favourite and no doubt are widely read by the members. How to articles contain advice, ideas, technology information, techniques and all things that can be of help to other hobbyists. These are the sharing articles where you can pass on to others things that you have discovered that make your involvement in the hobby enjoyable. These articles are also the most rewarding for the author because you will always find that someone will usually thank you for the advice you have provided.

Inspirational Articles are not of a religious nature but more about showing others the success you have had with the construction of your layout, a model you have made, a photograph you have taken or any number of things relative to our hobby that you feel would help to inspire members develop their skills. This type of article has always been the feature in all model railway magazines and is also promoted by the photo on the front cover. Strangely most people have the most difficulty putting pen to paper to when it is about the success they have had with modelling, whether it is a whole layout or a small building. Perhaps we hate to promote me, myself and I and because of this we miss the opportunity of giving others inspiration to develop their skills.

Step Two:

Decide which type of article you are keen to write and start jotting down notes and ideas, these will be the basis of your story. Remember there should be a BEGINNING, a MIDDLE and an END to every story, here is an example:

I wanted to build a model railway and found that I did not have a lot of room. From here the author would expand on the issues that created this. (this is the beginning)

I spent some time looking at all my options and researching small layouts on the internet and came across a great idea. The author would now relate the story of how they found the solution and the development of a plan to build their dream layout. (this is the middle)

The result of all this is that I have a great little layout that I thoroughly enjoy running and here it is. This is the part where the author would talk about how they built the layout and this would be supported with a series of photos. (this is the end)

Here is another example:

I have always had a fascination for Railway Hotels and would love to have one on my layout. The author has established the basis of the article and would talk about the interest in this subject. (this is the beginning)

I decided that I would try my hand at building a model of the Railway Hotel at Backwood. Here the author tells of the research needed to have enough information to build the model and the tools and materials required to complete the task. (this is the middle)

This is how I went about building the model and this is the result. The author would discuss the methods used to create the Railway Hotel and this would be supported by a series of photos of the construction and the final shot of the finished product. (this is the end)

I hope these examples give you a guide as to how easy it is to develop a story and remember, you don't have to be concerned about things like grammar, punctuation and spelling as we have a team who will check and amend all those little issues. Type your article in Microsoft Word or similar software and use Times New Roman at 10pt. It is not necessary to design a layout or set up columns, DO NOT embed photos in the document as these need to be dealt with separately for inclusion in the magazine.

Step Three:

Photography, the one thing that causes publishers the most problems would have to be the quality of photos provided for publication. We live in an age where most people take photos with their phone and can easily email them to a recipient without having to do too much. The problem is that most phones will automatically reduce photos to a smaller resolution to make them easier to send, but the quality of the photo is compromised and the result is that these are rarely useful for publication. On the other hand some photos are taken with a quality camera and then reduced to send to the editor and again this makes them difficult to use. When it

comes to photographs for publication these are the basic guidelines.

Photos need to be at least 1Mb or higher and should be clear and sharp. Little issues such as colour correction and contrast etc. can be managed by your editor.

DO NOT embed photos in word documents or attempt to layout pages of your article as this makes it difficult for the editor to incorporate them into the publication.

When taking photos ensure that you have plenty of light and let the camera choose the settings for the best exposure.

DO NOT alter photos in Photo Paint, Photoshop or other programs as your changes may not be the best for publication.

Most modern cameras take exceptional photos with little or no user input or experience, the best advice is to be critical of the shots you have taken and only provide the best for publication, remember that a few good photos will provide a better result than a thousand poor ones. If you need any advice or assistance you can contact the Editor.

I hope that these few guidelines will help you to make a start on your article.



Another great subject for a model is Smellie and Co Ironmongers of Brisbane. The smaller building shown above still exists in the heart of Brisbane.



This would make an ideal item to model for a 1970's Australian layout, these iconic ice cream trucks and their annoying rendition of greensleeves are etched into the memory, however, the rich creamy taste of those wonderful cones makes all seem right with the world. This photo was taken at the Antique Truck Show at Gatton Queensland.

Photo: Bill Cox

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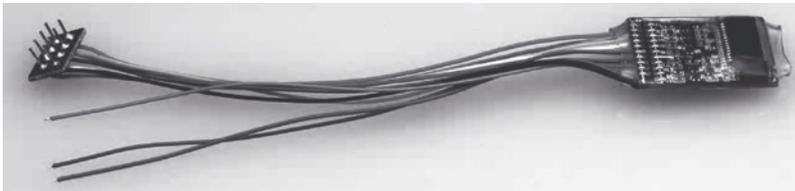


The old wooden station name at Dubbo Station. Although appearing a little agricultural in appearance these signs served rail travellers well. Sadly if you fell asleep and missed your station you often had an interesting time to get back to where you needed to be. This is the reason why some railway guards called out the station name quite loudly when they arrived to ensure that passengers were made aware of the stop.

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HOW I NAILED IT

By Bob Cuffe

Photos by Ian Venables



Automobile tyres and 3½” nails don’t mix, or do they? This story has its genesis in the early 1950’s.

I was in my early teens, but I still recall the place and the time I saw this car parked outside high school. The car was the most streamlined and futuristic car I had ever seen. I don’t recall the colour, but the image of the shape has stayed with me. At that time our family car, by contrast was a very upright apple green Austin A40.

Many years later I learned that the car I had seen that day was a Studebaker Starlight Coupe – probably a 1951 model

Some decades later I read about a famous industrial designer named Raymond Loewry who was commissioned by Studebaker to redesign their postwar line of cars, including the Starlight Coupe I spotted in the street that day so long ago.

Loewry was also responsible for a wide range of 1950’s classic designs such as domestic kitchen items, the Lucky Strike cigarette packet and the exterior colour scheme of President Kennedy’s Air Force One 707 adapted to the current Air Force One.

The Pennsylvania Railroad was one of several who hired Loewry to design their streamlined trains, including the Broadway Limited and the famous T-1 4-4-4-4 steam locomotive. The mid-20th century was a time of great style and colour, influenced by the Art Deco designs of the period. Some steam locomotives such as the T-1, came streamlined and such styling was at its zenith; and with the new colourful diesel hauled streamlined passenger trains all over the country. Automobile manufacturers also ushered in daring new designs and colours, reflecting postwar optimism.

My modelling interests centres around this time period. However the range of quality HO scale cars of this period is limited.

At the recent Brisbane Model Train Show I was delighted to find a Victorian firm, Road and Rail Hobbies had a good range of very accurate 1950’s HO scale car kits in polyurethane resin by Sylvan Models of Canada.

I purchased several kits including one of the aforementioned Studebaker Starlight Coupe.

As I stated earlier, this was an era of great style and colour. Most cars had white walled tyres which seemed to set the cars off so

elegantly. After assembling, cleaning, airbrushing and detailing the kits – a very demanding task for such a small item (but that’s another story), my dilemma was how to achieve white walled tyres that were so much a part of these cars. Hand painting was out of the question. Amongst the loose items in my bench draw was a shiny 3½” nail. By chance the nail neatly fitted through the centre of the HO scale tyres.

This is when I nailed it!

Around the head of the nail I painted some Humbrol flat white. Then I slid the tyre up to the head of the nail to make contact with the paint. I then carefully turned the nail so that it deposited a suitable amount of white paint on the tyre.

My range of Sylvan HO scale cars now includes a yellow 1952 Chevy convertible, a dark blue 1952 Chevy coupe, a maroon 1951 Studebaker four door sedan, a turquoise Studebaker convertible and the 1951 Studebaker Coupe in pale blue. All cars have had nails through their tyres and now all have white walled tyres.

So 3½” nails and car tyres, even HO scale ones do mix. I rest my case.







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The Winsome Hotel in Lismore NSW is a grand building that was constructed in 1929. Buildings such as this are a great source of inspiration for model making and this building would make a fine model on any layout.

Photo: R.L Taylor