



MainLine



The Journal of NMRA

Australasian Region

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NMRA Australasian Region Directory

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All members of Australasian Region are invited to submit articles of a railway nature for publication in MainLine. Submissions in Word or JPG format can be Emailed to

editor@nmra.org.au. or to my home Email address rjtonkin@iinet.net.au Original uncropped photo files would be preferred.

Please ensure any contributions of copyrighted material have written approval from the copyright holder for the use of the copyrighted materials.

Disclaimer

All comments published are the views of the author/authors and not the views of NMRA AR

Articles are provided by members in good faith and the views expressed therein are not necessarily those of NMRA AR

Cover photo

Queensland Railways 150 years of Railways celebration steam train photographed at

Yarbalu by ARC Member Dennis Turner

Target dates for future issues

Winter

Content submissions **15 June 2015**

Publish date on web **1 July 2015**

Spring

Content submissions **15 September 2015**

Publish date on web **1 October 2015**

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From the President's Desk

Our Australasian Region Annual General Meeting (AGM) was held on 14th March in Sydney. This edition of MainLine includes the following reports that were presented at the AGM:

President's Report

Treasurer's Report

AP Chair Report

Membership Officer Report

I encourage you all to read these reports so that you have a good appreciation of your organisation and what it is doing for you in this great wonderful hobby of model trains.

One of the exciting things coming from the NMRA in the States is Layout Command Control (LCC). LCC is an operating system protocol which will work hand-in-hand with DCC, handling all "non-motive power"-related functions on a model railroad layout, such as signalling. In essence, LCC is DCC for the rest of your layout. LCC was developed over the past several years by the OpenLCB Group, a large group of volunteers with expertise in electronics, networking, programming and model railroading, similar to the group that developed the Java Model Railroad Interface (JMRI). The final draft of the LCC protocols and specification documents will shortly be published for comment on the NMRA's US web site at www.nmra.org in the "Standards & Recommended Practices" section under the "Standards" tab. Hopefully, the NMRA HQ will keep this new standard moving fast so that it keeps pace with the rapid developments in technology and it is embraced by DCC manufacturers.

Planning for the 2015 Regional Convention is well advanced. This year, our Convention will be at Ettalong a resort town on Brisbane water on the Central Coast of NSW. Check out our web site at <http://nmra.org.au/Convention15/convention15.html> for details. This convention promises to raise the bar. The location is great. The venue is great. The spouse activities are varied and very interesting. Bring your family and enjoy a great time.

David O'Hearn

AR President

10 March 2015



Editorial musings

This edition of MainLine in the main reports on our AGM held on the 14th of March. Due to distance (around 3,000 kilometres) I was unable to attend the AGM. The first AGM of the old Southern Cross Region of NMRA I attended was in the late 1960s. The president began reading out his report then asked the assembled multitude to turn to page two. Whereupon a well respected member announced "Allan will now lead us in the singing". The report was taken by those in attendance as read, the meeting adjourned and afternoon tea was served.

The reports listed in David's notes at the left have been published in this issue in full. While these may seem tedious they are required by the Companies Act and provide us with an insight into the operations of our association.

Chris Minahan was part of the team that developed what is now Layout Command Control. His article setting the background to why LCC was set up will be followed in future issues by more details on how LCC works and how you can implement it.

This years convention planning is progressing apace as evidenced by the advertisement shown below. Looking forward to seeing you there.

Happy modelling Rod Tonkin Editor MainLine



NMRA—AR National Convention

WWW.NMRA.ORG.AU/CONVENTION15/CONVENTION15.HTML

Australasian Region
Modelling - Back To Basics
Ettalong Diggers
54 The Esplanade,
Ettalong Beach NSW 2257



2015 September 18th 19th 20th 21st. For more details, look online.

NMRA Australasian Region

2015 Annual Meeting

Minutes and Voting Results

Held 14 March 2015 at Shalvey NSW

Meeting commenced: at 3:05pm

Present: 54 members and 3 guests

Apologies: L. McGuire, J. Dever, J. Poole, S. Wyatt, J. Booth, G. Coventry, R. Mangion

Minutes of 2014 AGM: Were approved at the first ARC meeting after that AGM.

Annual Reports: The following reports were read out by their authors and are included in this magazine for your information:

President's Report – David O'Hearn

Treasurer's Report – Jim Wyatt

AP Chair Report – Gerry Hopkins

Membership Officer Report – Eric Bennett

Elections: There are no Office bearer Elections within the Australasian Region in 2015.

Voting: The following motions (with rationale) were distributed to all members by either email or post with plenty of time to submit their votes. Only **84** members bothered to vote which is an appalling result representing just a little over 10% over the membership.

Motion #1 – Fees for Ordinary Members are to increase to \$30 per year. Fees for Family Members are to increase to \$6 per year. Both increases are to take effect from 1 July 2015.

Moved D. O'Hearn, Seconded R. Solly – motion carried with **77** yes votes.

Motion #2 – That the NMRA AR Rules of Association, Clause 2.6.2 be amended as follows:

2.6.2 The membership fees for each class of membership shall be such sum as the Management Committee members shall from time to time at any general meeting shall so determine.

Moved D. O'Hearn, Seconded P. Burrows – motion carried with **67** yes votes

Motion #3 – That the Region enable electronic voting in a method to be determined by the

Management Committee.

Moved D. O'Hearn, Seconded P. Burrows – motion carried with **76** yes votes

Meeting Closed: 3:25pm

NMRA AR President's Report to AGM on 14 March 2015

Ladies and Gentlemen,

I took over the role of President in June 2014 and was immediately faced with a number of issues. The MainLine Editor had announced she would step down. She promised to publish three more issues before leaving but subsequently only produced one, very late scrappy issue. Also, the financial situation of the Region was not good with the 2013 fiscal year having a deficit of over \$9,000.

My AR Committee (ARC) and I have addressed these issues as follows:

A new MainLine Editor was appointed and I thank Rod Tonkin very much for stepping forward to undertake this role. The previous Editor provided no handover to Rod and did not pass on any of the materials or articles that had been gathered for the MainLine so Rod has had to start from scratch.

A decision was made to make the MainLine electronic only. The costs of printing and distributing the hardcopy Mainline were far greater than the \$15 per year subscription fee. General membership money was cross-subsidising MainLine as the The MainLine had morphed from a newsletter publication to a quality, colour magazine. You would normally expect to pay about \$8 to \$10 per issue and we were charging \$3.75. We could have increased the hardcopy subscription fee but as the MainLine was already published on the web for free which made a fee increase of the hardcopy version unviable. An electronic MainLine also guarantees that editions will be on time. Previously, the despatch of MainLine was dependent on availability of a small number of people to stuff and despatch envelopes. As Rod settles into the job, the numbers of photos to support articles will increase to take full advantage of the new medium so the quality of the MainLine can continue to evolve.

I have reluctantly proposed a membership fee increase which is the subject of a separate motion that you have voted on today.

This fee increase, coupled with the close scrutiny of all costs, will get the accounts back to a modest surplus to ensure the long term future of the organisation.

I would like to also highlight some of the other “behind the scenes” activity of my ARC team during the period:

Peter Burrows has established a solid working relationship with our insurance broker and ensured that our insurance coverage meets our requirements. This was not a trivial task as many people do not have a good understanding of insurance. This also required a clean-up of the “sanction” process used by sub-groups of the AR when seeking Public Liability insurance coverage for events.

We have been working on electronic voting to make it much easier and more convenient for members to exercise their voting rights. We are already offering electronic delivery of votes where you scan the hardcopy ballot then email it to the Returning Officer. One of the motions you voted on today is to allow us to use true electronic voting in future where you will click on a web site, login with your membership details and vote by clicking on boxes (called radio buttons) then submitting your vote. This process will be more convenient to members and it will allow tallying of results without any human interference or potential for errors.

We are assisting Division 7 in planning and arrangements for the 2015 Convention at Ettalong. This will be a great Convention. There has been a deliberate move to more appropriate convention-oriented facilities rather than “make do” with community halls used for previous conventions.

We continue to assist all nine Divisions within the Region with various activities including such things as supplying 25 year and 50 year plaques and meeting host plaques. Our Membership Officer, Erik Bennett, works with each Division administering the membership records for all our members and our Achievement Program (AP) Regional Manager, Gerry Hopkins is ably helping members gain their APs and ultimately their MMRs.

External to our Region, there are also a number of initiatives which are worth a brief mention:

Each Region seems to have a “stovepipe” relationship with National HQ but we all have similar issues. The RAC Director has the role of coordinating these issues but nothing much occurs because we fail to communicate with him and so he doesn’t bother us. I have asked Peter Jensen, our AR Vice President, to start a dialogue with Steve

August, the RAC Director, so he knows what we are doing and what are our issues. Steve August is also keen to make his RAC Director role more effective and he is establishing a web-based chat room linking between the regional representatives.

Our Pacific Director, Mike Bartlett, has put forward to the National BOD and had approved a motion to change the policy on bullying so that there is no conflict between our AR Rules of Association and the NMRA policy in the US.

Although not directly related to our Regional activities, I would also commend the new NMRA Standards for Layout Command Control (LCC). LCC is the next great thing for model railways since DCC and it will revolutionise our layouts in the future – we live in exciting times!

Lastly, I would like to thank my ARC Team and the nine Division Supers who have put in lots of unseen effort to keep this organisation humming along.

Thank you.

David O’Hearn

14 March 2015

Treasurer's Report for the Financial Year 1 Jan 2014 to 31 Dec 2014

Income and Expenditure

For simplicity all amounts in this report have been rounded to the nearest ten dollars.

Total income was \$32,880 and total expenditure \$31,170 resulting in a surplus of \$1,710. This was a marked improvement on the result for 2013 when there was a deficit of \$9,080.

Looking at items with both income and expenditure components:

Income from Memberships and Subscriptions increased by almost 11.5% predominantly due to realigning renewal dates to 1st July with many members taking the option of renewing through to 1st July 2016. On the other hand the “expense” of the Total USA Remittances increased by nearly 28%. This disproportionate increase is mainly due to the lower AU dollar / US dollar exchange rate.

There was a slightly larger surplus from the Regional Convention than was received last year (2013). It should be noted that, unlike in previous years, most of the processing of the income and expenditure for the 2014 Regional Convention was handled by the organisers,

On the income side there was no income from MainLine advertising and reduced interest income consistent with the lower interest rates available.

On the expenditure side printing, postage and stationery costs associated with MainLine totalled \$4,850 being for the three editions produced during the year. The move to producing a web only MainLine and no “formally” printed edition will be a major cost saving. The annual expenditure on MainLine has exceeded MainLine subscriptions received by approximately \$2,500.

Our Public Liability Insurance is a major expense and the premiums paid in 2014 increased by 8.5% to \$2,120.

The regular Regional Committee meetings utilised teleconferencing to enable all members unable to attend the venue to participate. There were eight meetings held during the year and the cost of the teleconferencing was around \$130 per meeting.

The advance receipt of memberships and subscriptions during 2014 will result in reduced income in 2015. Additionally, with the AU dollar / US dollar exchange rate likely to continue to decline, the expense of our remittances to the USA will increase. Consequently it will be more difficult to achieve a surplus in 2015.

Cash

At the 31st December 2014 the total cash available in our working National Australia Bank account, the Term Deposit and the Cash Manager account totalled \$31,930.

James Wyatt
Treasurer

Notes:

- 1 Owing to the adoption of 1st July renewals the Total Memberships & Subscriptions Received in 2014 was inflated due to members taking the option of renewing through to 1st July 2016. Consequently there will be a reduction in receipts during 2015.
- 2 Expenses relating to MainLine - there were 3 editions produced in 2014 while there were 5 editions produced in 2013.
- 3 The lower AU dollar / US dollar exchange rate over recent times has increased the amounts that we remit to NMRA National (USA).

Membership Officer Report AGM 14/03/2015

This report covers the period 1/01/2014 to 31/12/2014 with an update to the date of the

AGM.

The project to align member renewal dates to the 1st July (rather than the anniversary of their joining) started in March 2014. Members have reacted enthusiastically, with most members taking the option to renew to the following year. This has resulted in 439 members coming up for renewal on 1st July 2015.

Many members were Mainline subscribers and are due a refund for the copies outstanding since the Mainline ceased hardcopy publication. From March 2015, renewal invitations to members who were a Mainline subscriber show the amount of the refund involved and invite them to either subtract the refund from their remittance or donate it to the Australasian Region. To date, all members responding have donated their refund. On behalf of all members of the Australasian Region, I would like to thank members who donated for their generosity.

The subscription to NMRA Magazine is a recovery against its cost. The subscription amount is \$65, which is \$5.42 per copy.

Both the US and AR charge members only the costs involved in printing, wrapping and posting 12 copies of the magazine from the US to individual members' addresses. The cost to AR is 53 US dollars.

The exchange rate published today, 14/03/2015, by Oz Forex was 0.763. Thus 53 US dollars costs us at least \$A69.46.

The subscription amount for NMRA Magazine will need to increase to recover costs and this will be addressed by the AR Committee.

In 2014 we had 67 new members and there have been six so far in 2015.

The member count at the end of 2014 was 671. As at today's AGM it is 691. (The apparent discrepancy is due to outstanding renewals when the numbers are sampled.)

Attached is a chart showing new members and the current member count by Division and Member Type. (Division 99 and LOR members pay AR dues but live outside Australasia.)

Erik Bennett
Membership Officer
NMRA Australasian Region

Notes on abbreviations used in the attached membership tables

B; Basic Membership, BM; Basic membership plus hard copy MainLine, BMS; Basic membership plus hard copy MainLine plus NMRA Magazine, BS; Basic membership plus NMRA Magazine, F; Family member L; Life member and LOR; Lives outside Region

Financial Year	2014	2013			
			Education	0.00	324.00
Income			Achievement Program	247.00	716.85
MainLine – Advertising	0.00	0.00	Travel Support	0.00	0.00
Total Memberships & Subs. Rec'd (Note 1)	30,612.25	27,467.00	State Government Registration	96.00	52.00
Bank Interest	762.76	1,142.96	Subscriptions	0.00	0.00
Donations Received	0.00	45.00	Co Store/Name Badge Costs	110.00	0.00
Co. Store/Name Badge Sales	0.00	0.00	Promotion	665.50	
Convention Income	1,500.00	10,305.00	1,383.10"Capital" Items	0.00	0.00
Exhibition/Layout Revenue	0.00	0.00	Miscellaneous	911.38	3,018.60
Miscellaneous	0.00	0.00	Internet Expenses	0.00	0.00
Total Income	\$32,875.01	\$38,959.96	ARC Meeting Expenses	906.64	5,444.73
Expenditure			Total Expenditure	\$31,169.03	\$48,042.61
MainLine Printing Costs (Note 2)	3,450.00	5,860.00	Surplus or Deficit	\$1,705.98	-\$9,082.65
MainLine Postage Costs (Note 2)	1,075.00	1,972.20	Funds		
Mainline Envelopes/Labels (Note 2)	323.84	522.39	NAB Cheque A/c Balance as at 31 Dec.	\$5,822.31	\$7,093.47
Membership Administration	1,057.54	1,559.67	Less Cheques outstanding	\$0.00	\$577.48
Total USA Remittances (Note 3)	17,746.13	13,866.47	Less M/card charges outstanding	\$861.47	\$1,721.04
International Transaction Fees	512.12	346.67	NAB Cheque A/c Funds Available	\$4,960.84	\$4,794.95
Bank Charges, Fees & Interest	113.00	134.00	NAB Term Deposit	\$20,000.00	\$20,000.00
Credit Card Merchant Fees	313.95	333.53	NAB Cash Manager Account	\$6,969.19	\$5,429.10
Postage, Copying & Stationery	932.55	997.61	Total Funds Available	\$31,930.03	\$30,224.00
Public Liability/Property Insurance	2,120.37	1,954.47			
Exhibition/Layout Expenses	0.00	0.00			
Convention Costs	200.00	9,057.86			
Library Expenses	388.01	498.46			

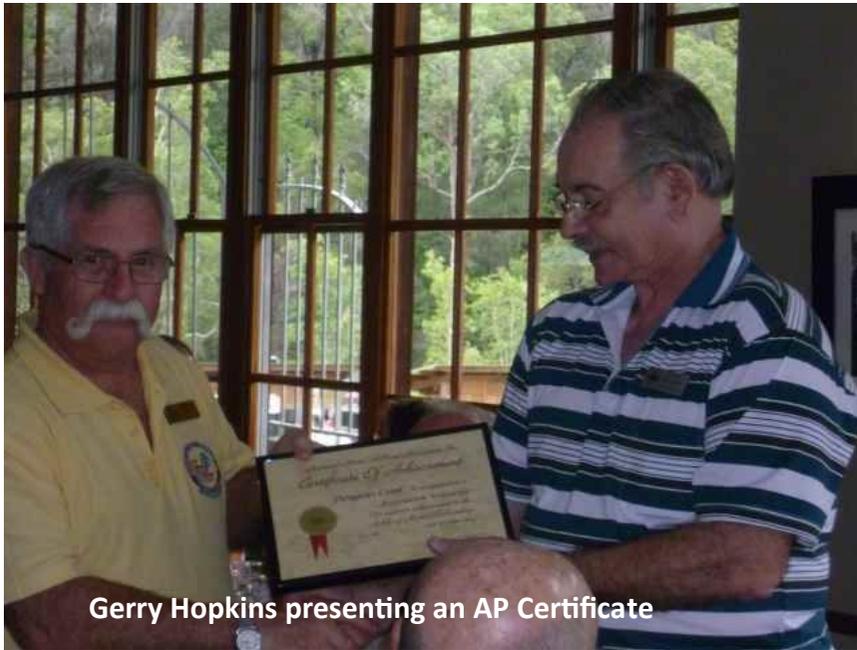
New Members 1 Jan 2014 to 14 Mar 2015

Division	B	BM	BMS	BS	F	Totals	Jan to Mar 2015
01	27	3	2	1	2	35	+2
02	2	2					
03	1		1			2	
04			1			1	
05	2			2	1	5	
06	1		1			2	
07	5	2	1	1	2	11	+3
09	9					9	+1
Totals	47	5	6	4	5	67	

Member Count on date of AGM, 14/03/2015

Division	B	BM	BMS	BS	F	L	LOR	Totals
01	163	28	15	7	17	7		237
02	20	7	5	2	1	1		36
03	24	9	10	4	3	4		54
04	6	2	2	2				12
05	10	5	6	1	4			26
06	20	5	4	3	2			34
07	97	40	14	29	16	8		204
08	27	5	2	1	2	1		38
09	40	2	1	2	1			46
99	1						3	4
Totals	408	96	58	56	43	27	3	691

Achievement Program Report for 2014



Gerry Hopkins presenting an AP Certificate

In simple terms, the Achievement Program is a travel guide, to help the modeller on a journey through the world of model railroading. The AP also provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading. With the completion of each category, the member will

be issued a certificate acknowledging their achievement.

The AP requirements are a set of standards, but they can also serve as a set of guideposts for those who are new, near-new, and not-so-new to the hobby. Not because they lead to some sort of official pat-on-the-back, but because they are a source of ideas for projects that can help us learn to become better modellers. Briefly, the AP is a system of requirements for demonstrating a superior level of skill in various aspects of our hobby. It covers not only building various types of models, but also building other things which are important to the hobby, such as scenery, structures, track work, and wiring. It also recognizes service to the hobby and the NMRA, which are important as well.

Members find just how easy it is to participate in the Achievement Program, and if they are not yet involved it will start them how to start off on the right foot. The list below shows those who are on the path.

Gerry Hopkins MMR 177

Golden Spike

Peter O'Rourke, Spencer McCormack, John Meredith, Ian Phemister, Patrick Britten, Sheila

Fowler, Rev Dr. Vern Cracknell, Arthur Hayes.

Official

Rob Peterson, John Dever. Martyn Jenkins, Doug Cook.

Volunteer

John Dever, Martyn Jenkins, Douglas Cook,

Author

Ian Phemister, Sowerby Smith

Master Builder Cars

Rev Dr. Vern Cracknell, Arthur Hayes, Ian Phemister

Master Builder Motive Power

Rev Dr. Vern Cracknell. Ian Phemister, Sowerby Smith.

Civil Engineer

Peter McDonald

Electrical Engineer

Robert Nesbitt, Rev Dr. Vern Cracknell, Arthur Hayes, Allan Harland, Trevor Humphreys. Michael Peters, Bill Oakes, Martin Cronk, Mike Bartlett, Jeffery Richie.

Chief Dispatcher

David Latham.

Master Builder Scenery

Ian Phemister, Dennis Clark, Mike Bartlett, Rev Dr. Vern Cracknell, Arthur Hayes, Allan Harland.

Master Builder Structures

Sowerby Smith, David Latham, John Montgomery, Jessica Brisbane, Rev Dr. Vern Cracknell, John Martin, Arthur Hayes, Trevor Humphreys, John Montgomery.

Prototype Modeller

Nil

Master Model Railroader

Dennis Clarke, Peter McDonald, Sowerby Smith.

Education Program

It has been a year now since we published the new Beginners Program on our web site and we have had just 1,050 hits on the Education page. That's not bad but not great when you consider we have about 700 members but then many are not beginners and would not get a lot out of the current Beginners Program. So maybe this says more about how many beginners we are attracting and the awareness of this facility amongst the many "closet" modellers and members of other associations and clubs. However it is there as a service and apart from some occasional updating, should continue to amuse the occasional beginner that stumbles upon it.

So, where do we go from here? In my last report I outlined some ideas on what an advanced module might look like and I believe this had reasonably good acceptance but what format should these modules take? The consensus seems to be that we should focus on techniques developed by Master and experienced modellers and because we cannot make these modellers available to our geographically wide membership, these modules need to be in video format delivered by an internet medium such as Youtube.

Unfortunately most currently available videos from the US are either poor quality and/or way out of date. There are a few titles in our CD library that are worthwhile but we need to supplement them with new content that focuses on new and advanced techniques in keeping with current technology available to the hobby. Not surprisingly Gerry Hopkins has already started down this path but his time and resources are limited and it will take some time to build a program of subjects to support the Achievement Program.

Shortly I will be forming a small sub-committee to determine our priorities and resources for this endeavour. I would be grateful if anyone with resource and capability in this area would contact me.

Peter Burrows

Education Chair (AR)



Pacific Directors Report

The recent Half Yearly NMRA Board of Trustees Meeting was held in Scottsdale, Arizona and a number of topics were discussed.

One of the main discussions was the proposed roll out of LCC [Layout Command Control], formerly NMRANet, which is scheduled to be presented at the Portland, Oregon Convention. This project has been coming for some time and will be embraced by members. This exciting new technology involves a new bus which will take off the current systems all functions from the control system excluding train control. This means that all accessories will be controlled by another source, thus freeing up the current control systems and that everything like signals, turnouts and lighting can be taken off and placed on the new system. This new system will take capacity off the existing DCC system and is envisioned as a stand alone system or could be used in conjunction with a computer.

The Executive Hand Book, which is in the process of being rewritten and updated, should be ready in draft form for the Portland Convention.

After some considerable delays the Gallery Exhibit at the California State Railway Museum appears back on track and the NMRA exhibits appear to be nearer to their new home. This delay has been caused by a big shake up of personnel at the Museum. Everything now appears to be proceeding as originally advised.

The motion proposed by the ARC that action that could be taken in this country that might result in a member losing their membership because of the laws of our country was passed. This means that there is no appeal available for members of the ARC to the NMRA if the ARC decides to terminate the membership of a member of the local body for whatever reason.

A new approach is to be tried concerning recruiting with an approach similar to EduTrain style. A special committee will be appointed from various Regions and Divisions to formulate proven techniques and create a model programme that regions and divisions can use.

In previous columns I advised that members could from now on submit their vote, for NRMA positions, by electronic means instead of by snail mail. This was supposed to be used for the recent elections, but due to some administrative slip up certain information was left off the election paper. The ARC has received an apology from HQ for causing this problem.

Mike Bartlett 7th March 2015



Repowering Old Models

Ken Scales MMR

I went through a dilemma when I retired with a large collection of Athearn and other old assorted locos and rolling stock. Athearn Locomotives particularly GP38-2, CF7, U Boats, F45, SD40-2, F7/9 and PAs are worth rebuilding. All of these have bodies that are reasonably accurate. You can make or buy a large assortment of detail parts which together with a bit of weathering makes these units hard to pick from newer models with better cast on detail. The other older wide body units are a bit out of scale and do not look good when mixed with later models like Proto 2000s or Atlas. The real catch with older Athearn model locomotives is the motor. Some of the later and current units have a much better motor. I bought a second hand Sante-Fe CF7 which had a new type motor. It has more windings on the armature wound with thinner wire. This reduces the current draw and increases the pulling power at low speed.

You can update the drive system of vintage Athearn model locomotives by replacing the motor with a flat can Mashima or similar motor and attaching it into the frame with silicone gutter sealant. You take the universal off the small shaft at the top of each power truck. You then make up two new drive shafts from a piece of brass welding rod or a nail. Then use small diameter silicone model aeroplane fuel tubing to make universals and you have a state of the art loco that runs almost as well as a Proto 2000. This system reduces the noise that the Athearn drive system generates in many older units.

Sounds like a lot of work but if you already had a lot of Athearn locos you get virtually nothing when you sell them so the only major cost of an update is the motor. The only thing that breaks on Athearn diesels is the drive axle gear and one size fits all so a few packets of these gears are all the spare parts you will need for the next 20 years. A big bonus is that they are tough and do not mind being handled at an operating session. It also allows you to heavily weather and detail something that is only about \$30 to replace.

I also use the same system to repower old brass doodlebugs. All my doodlebugs have a pair of switcher trucks with a can motor in the centre so they run like the latest diesels even though many are ancient brass that lived most of their early lives on shelves and in boxes or being used as doorstops.

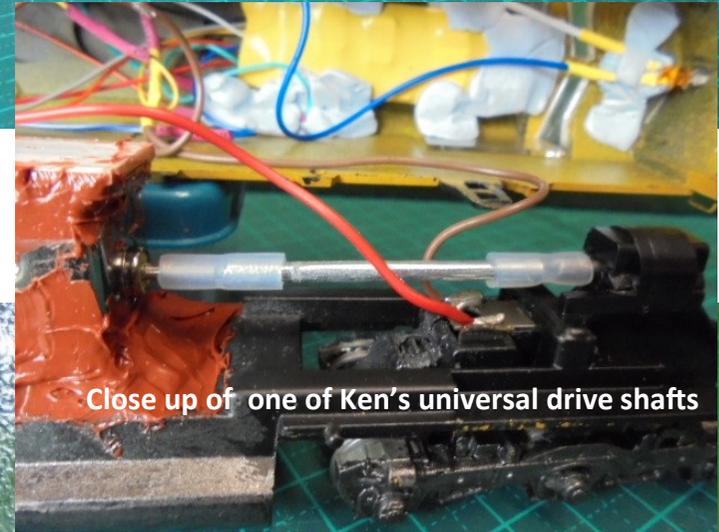
The attached photos show a conversion on an F45. There is also a photo of a conversion on an old Athearn Budd Railmotor. A section of the frame has been cut out and the rear half of an Athearn SW1500 switcher has been glued in with epoxy glue. There is also a photo of an articulated railmotor which was kit bashed from Bachmann and Athearn parts.

The M190 railmotor has two motors driving Athearn Switcher trucks. One drives each unit. The front one is driven by a silent decoder and the rear one is driven by the sound decoder. The middle truck where it articulates is not powered but has electrical pickup so the unit picks up current from all 12 wheels. The 3 car Budd set will be similar and will also have a

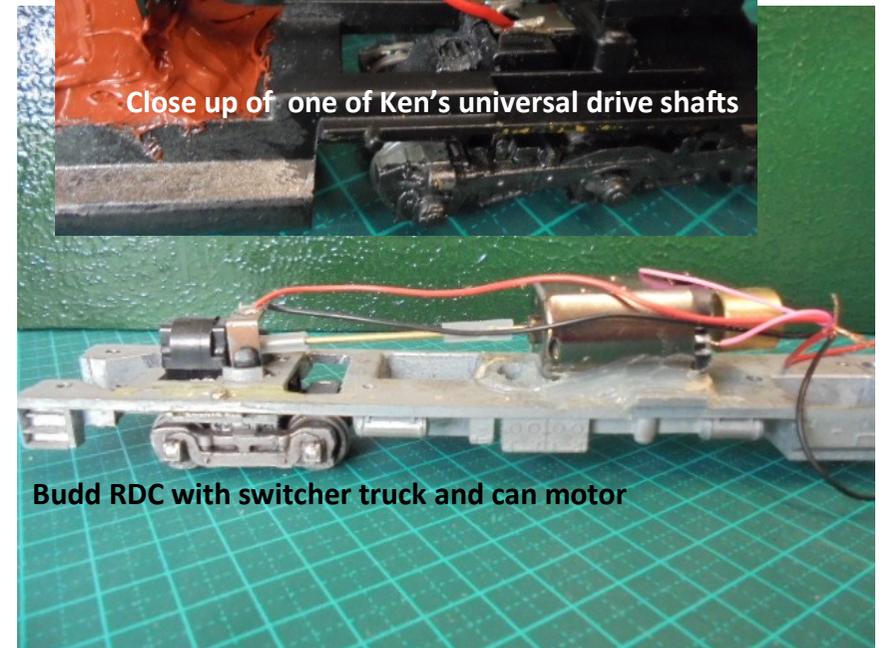
motor driving the front and rear trucks of the set.



Athearn F45 fitted with new motor and drive shafts



Close up of one of Ken's universal drive shafts



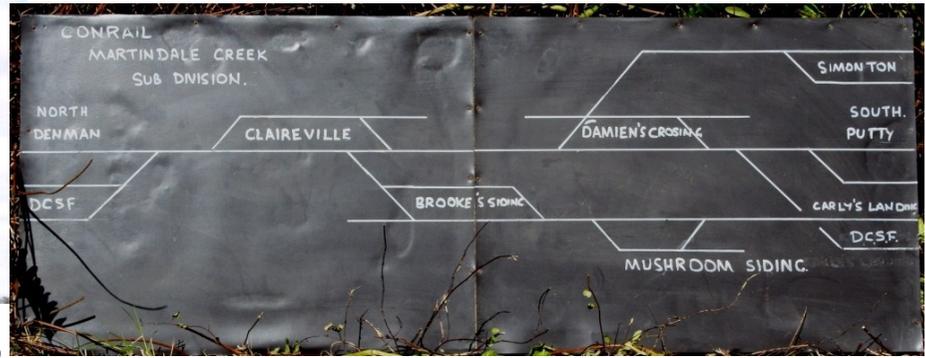
Budd RDC with switcher truck and can motor

Operating By Train authority

Rod Tonkin

For some time I searched for an operating system compatible with the size of my layout. In the early 2000s while based in Kalgoorlie I was able to observe operations across the Nullarbor east of Kalgoorlie. The train control system then in use from Parkestone eastwards controlled train movement with train authorities. There were no trackside signals and train crews operated the point work to enter and leave crossing loops.

The sign shown in the photo at Parkestone advises east bound train crews they are entering Train Authority territory

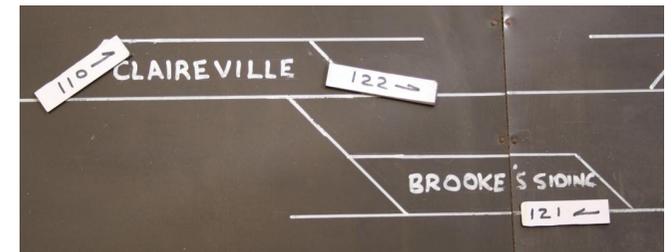


My system currently uses a magnetic layout schematic diagram, magnetic train markers, a train authority Record sheet for each operating session and a train crew sheet for each train operated.

The magnetic layout schematic diagram shown above allows me to know the position of every train on the layout. My layout schematic diagram consists of two kitchen magnetic notice boards cemented face down onto a sheet of chip board. The track plan was drawn on the dark brown surface of the back of the white boards with a white paint marker. The orientation of the track plan on the schematic diagram suits controlling traffic on my layout from the staging/fiddle yard area.

The train markers are strips of flexible plastic magnet sheet with the train number on a self adhesive label attached to the magnet strip. On Martindale Creek north bound trains are odd numbered and south bound trains are even numbered. Train numbers on Martindale Creek show identify the type of train operating to the train controller. Train numbers up to 99 are reserved for passenger trains. Local train numbers range from 100 to 199. Coal trains are numbered from 200 to 299. Heavy through train numbers are 300 to 399 and fast through trains carry numbers from 400 to 499. I've made sufficient train markers for most operating session needs. It's easy to make additional train markers at short notice if required.

The layout schematic diagram shows me where the trains are at any one time. The photo below shows the position of the trains on the layout at one point during the 28th of April 2013 operating session . It's up to the traffic controller to decide train movements and issue train authorities to the train crews to keep the traffic moving.





National Rail

National Rail Corporation Limited
ACN 052 134 362

TRAIN AUTHORITY

Address Information (*Delete as necessary)

Train Authority No. Date / /

*Train Crew/Qualified Worker of Train No. Locomotive No.

At Location

Authority:

.....

Supporting Information (*Delete as necessary)

*TA No. Has been issued to Train No.
to take the At

*TA No. Has been issued to Train No.
to take the At

*TA No. Has been issued to Train No.
to take the At

*Train No. has not yet been issued with a TA containing
advice of the above cross or pass.

Confirmation:

Received at Location Hrs.
Repeated By Driver/Qualified Worker Hrs.
Train Controller

Trains were moved to maintain traffic flow. Each train authority allowed a train to move from one crossing loop to the next one only. Each train authority was issued verbally by the train controller by radio, written down on the pad, a copy of which shown at the left by the train crew and repeated verbally back to the train controller.

The single channel radio system allowed every train on the system to hear the train authorities being issued and have a feel for the traffic flow.

The system looked usable for traffic control on my model railway. Martindale Creek's traffic control system though based on Nullarbor operations observed during 2002/2003 evolved after much trial and effort. My aim was to retain the essence of the trans Nullarbor operating system with the minimum amount of paper work for my train crews and myself. (We're here to operate model trains, not run a bureaucracy.)

Each train authority has a unique number for that day's operations. Each train Authority lists the TA number, the train number, the departure point and the destination point. Train authority numbers begin at one for each operating session. Train authorities are recorded in the days "Train authority Record". The "Train authority Record". to allows me to record train authorities with as little writing as possible as they are being issued. (My hand writing as is evident from the copy of the Train Authority Record sheet for the 28th April 2013 operating session attached is appalling.) The train authorities are verbally issued to train crews. (Radios

Conrail Train Authority Record

Date 28 Apr 13 Train controller Rod Tonkin

Train Auth	Time	Train	Driver	From	To	Special instructions
1		122	A	Dm	CV	
2		121	P	CL	BS	
3		110	G	Dm	CV	
4		122	A	CV	DC	
5		110	G	CV	DC	
6		121	P	BS	CV	
7		122	A	DC	S+n	
8		110	G	DC	DCSF	

are an overkill for a 3.6 metre by 2.7 metre model railway.)

The 28th of April 2013 operating session during an AR Division Four meeting operated three trains 110, 121 and 122. Train 110 was a Denman to Mudgee local freight. The line to Mudgee, the Damien's Crossing and Santa Fe (DCSF) diverges from the main Denman to Putty line South of Damien's Crossing. Train 121 was a local freight from the terminus of the branch line at Carley's Landing to Denman. Train 122 was a local from Denman to the industrial area at Simonton.

The astute reader will notice Train Authority 2 allows train 121 to proceed from Carly's Landing to Brooke's Siding. Mushroom Siding, between Carly's Landing and Brooke's Siding, is a goods loop to allow trains travelling in either direction to work the mushroom packing plant. As Mushroom siding is not a crossing loop it is not mentioned in the Train Authority.

Each train crew has a train crew sheet. Martindale Creek's train crew sheets were prepared using Microsoft Excel. The train crew sheet lists the train number, describes the train, and lists the loco number and the locomotive's DCC address (My DCC system then in use while

holding an NMRA conformance warrant had a limited number of addresses.) The train crew sheet for train 122 on the 28th April 2013 is shown below.

The train crew sheet includes a schematic diagram of the layout. This schematic diagram is arranged to suit an operator walking with their train around the layout. The schematic diagram shows every crossing loop and industry served by the layout. This diagram helps visiting crews navigate their way across the layout.

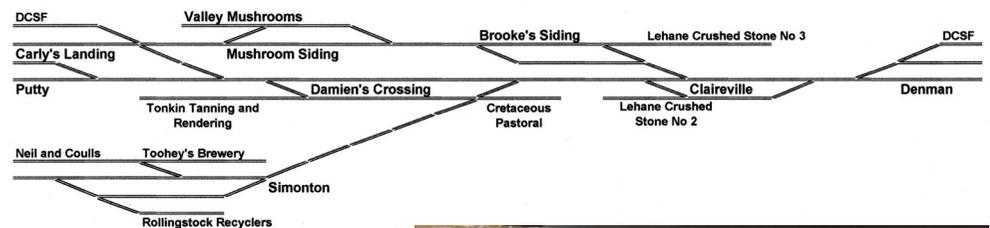
The arrangement of Martindale Creek means a train can operate on any route on the layout with a maximum of three train authorities. The train crew sheet has space for these three train authorities. The details of each train authority number and train movement instructions are written onto the train crew sheet by the train crew as they are issued by train control.

Conrail Martindale Creek Sub Division Train Crew Sheet

Date 28.4 Driver ALAN DCC Address 5

Train Number 122 Description SIMONTON LOCAL Lead locomotive number 2623

Train authority No <u>1</u>	Train authority No <u>4</u>	Train authority No <u>7</u>
From <u>Dm</u>	From <u>CV</u>	From <u>DC</u>
Track <u></u>	Track <u>LOOP</u>	Track <u>MAIN</u>
To <u>CV</u>	To <u>DC</u>	To <u>GTW</u>
Track <u>LOOP</u>	Track <u>MAIN</u>	Track <u>MAIN</u>



The photo at right shows train number 122 headed by CSX GP38-2 number 2923 departing Claireville for Damien's Crossing under the authorisation of Train Authority number four on the 28th of April 2013. .

Developing and using my layout operating system has made operating my layout more interesting and enjoyable. Martindale Creek's Division Four operating sessions over the years have introduced members of Division Four to prototypical layout operation.

SCT Freight Terminal in N Scale



Over view of SCT Freight Terminal



The complete exhibition layout

Brian Hutchinson

The SCT terminal is part of my Adelaide Freight terminal 6 meter by 3 meter exhibition layout. It is based on the Regency Park terminal on the northern outskirts of Adelaide.

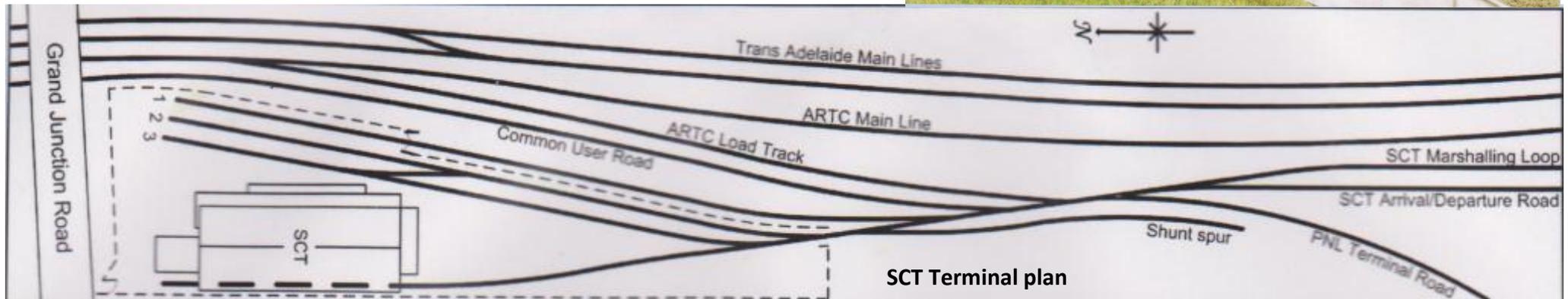
The track plan is a folded double dog bone. The outer tracks represent the board gauge, but as they will be changed to standard gauge sometime in the future. Modellers' licence was used and they are standard gauge on the model. The SCT arrival and marshalling loop were able to be modelled in full in N scale.

The ground cover and foliage is Woodlands Scenics and the grass is electrostatic (to make it stand up like the real thing). The trees are Mother Nature's Own.



SCT "G" class shunting

Piano Wire and Tule fences



SCT Terminal plan

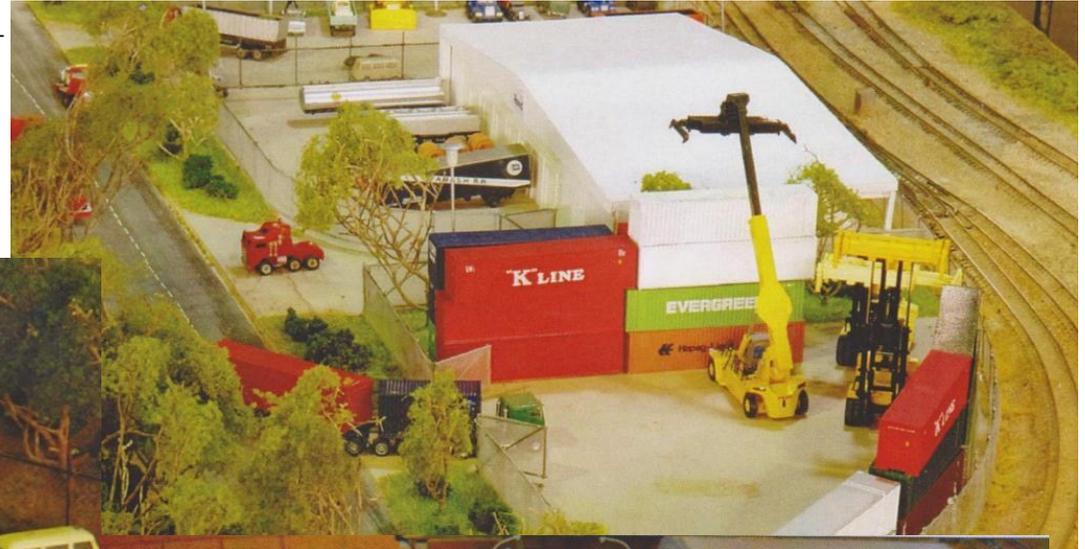


The fencing is piano wire soldered together, with wedding veil (known as Tule) glued to it and airbrushed either black or silver.

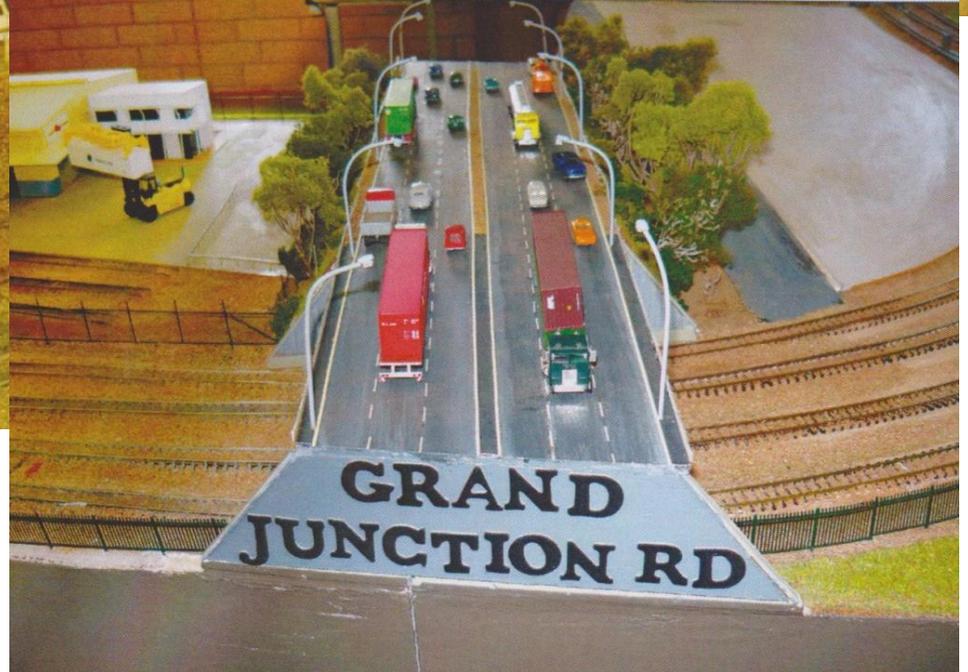
The diesels are N Scale Australia SCT class loco body kits and SAR N Scale Detailers G class polystyrene body kits all on Atlas chassis. The SCT multi-

freighter vans are from SAR N Scale Detailers.

The bridge is made from 6 mm MDF. The white line markings are 0.5 mm styrene glued in place. The light towers are 1/16th inch brass tube with 2mm surface mount LEDs mounted on top. A square section of styrene on top of the LED is shaped to resemble a hood. The copper wire connecting the LEDs to the 12 volt power supply has been salvaged from old Telecom relays.



The SCT building is scratch built as is the road bridge, working signals and working street lights. The main building is made from 6 mm MDF and the office from 2 mm styrene. The office section was not easy to build as the shades have upright poles holding them in place. The windows are old photo engraving film.



“Southern California Railroad”

Donald & Janette Davis

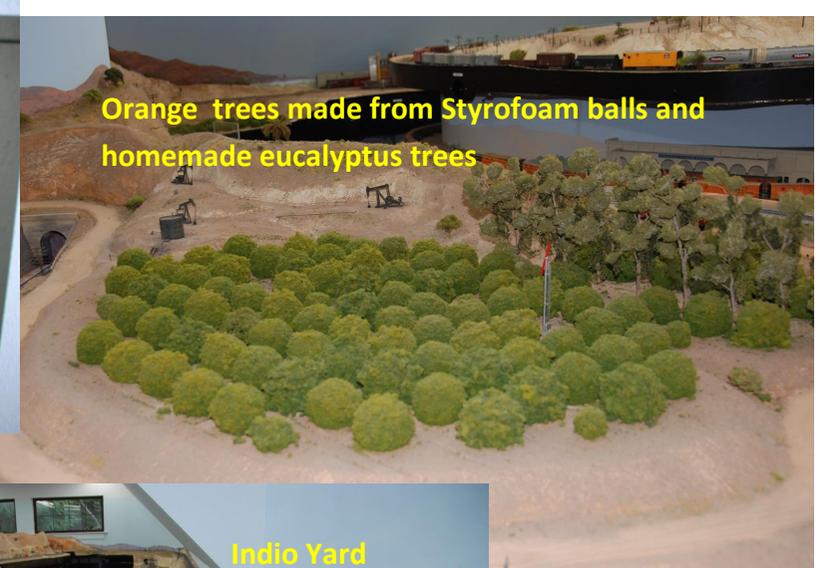
We were fortunate that Bruce was able to organise a tour of John Signor’s “Southern California Railway” HO Multi-level layout. The layout is located on the second floor of John’s home. The layout is set in the 1960 to 1965 era. The day I was there they were running first generation Southern Pacific & Santa Fe locomotives.

It represents mainline operation incorporating a Southern Pacific yard and station at Indio, the Southern Pacific yard and station at Santa Clara located south of Los Angeles and also the Prenda Turn past the orchards.

All the signals are operated from the CTC control panel with the ability for up to 6 operators, dispatcher and train master to operate the layout. John’s layout is described on his web site <http://johnsignor.com/modelrr/>.



CTC Control panel



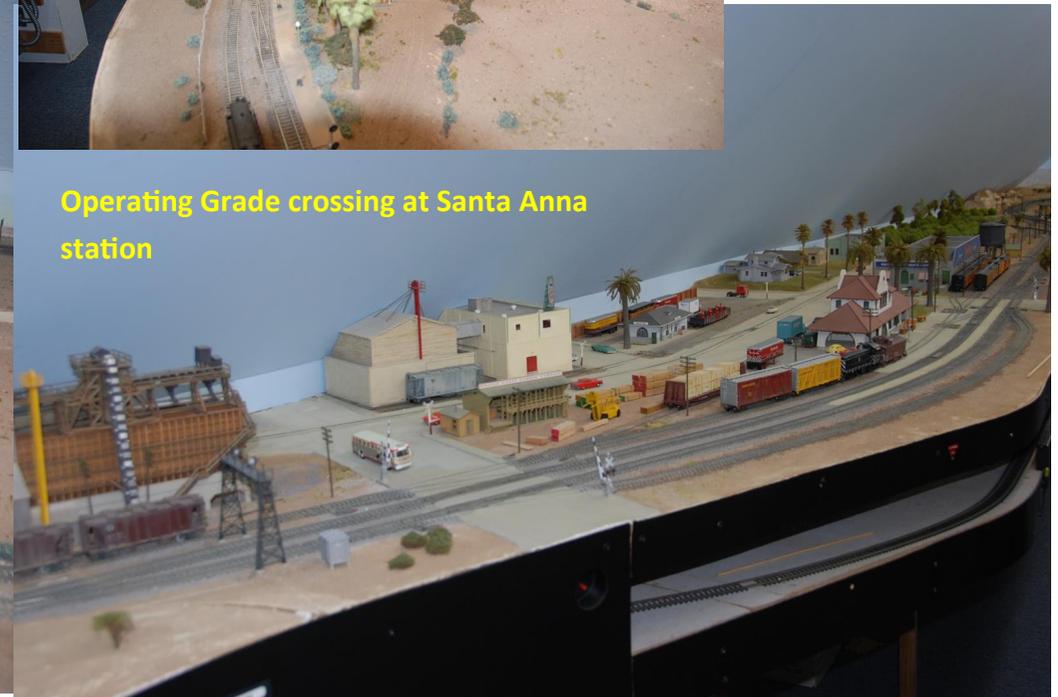
Orange trees made from Styrofoam balls and homemade eucalyptus trees



Indio Yard



Indio Station and Yard



Operating Grade crossing at Santa Anna station



Wondabine station, if you blink you'll miss it



To ease loading sacks of mussels and crates of crayfish onto the trains, Rod's Reach station would need a high level platform. The high level platform would also provide safe passenger access to my growing roster of OO scale British coaches.

The station is a Wills SS27 station halt with shelter kit assembled as per the drawing in the packet. There is just sufficient almost straight track at Rod's Reach for the station platform. The kit was assembled onto a wooden base with footings to support the platform legs. The wooden base and footings brought the platform leg bases level with the rail head. The kit has a platform height of 12 millimetres. This platform height is spot on for British Railways three feet high platforms in OO scale. The platform height I had selected also suited the height of the baggage compartment doors of my RDC. The assembled kit on its base was trial positioned on the layout. The rolling stock needing the most space to clear the platform ramps were my HO scale RDC 3, an OO scale BR English Electric type 5 (BR class 55) and

The station at Rod's Reach

Rod Tonkin

All photos by author

Of the two localities modelled on Wombat Gully initially Rod's Reach did not have a passenger station. Rod's Reach does not have a modelled community requiring passenger service. This notwithstanding I wanted a station at Rod's Reach.

I travelled to the Australasian Region Convention in 2012 by train. On the way to Niagara Park my train passed through Wondabine. The photo above shows Wondabine has very short platforms and is only accessible by boat. Wondabine provided a solution to the lack of visible community at Rod's Reach. Access to the station at Rod's Reach like Wondabine station would be by boat. Passengers alighting at Rod's Reach would use launches to reach the community across the river. Live fresh water mussels and crayfish cultivated in the river would be ferried by boat to Rod's Reach station for shipment by passenger train to city restaurants.

DCSF RDC3 199 paused at Rod's Reach. Note the gap between coach and platform



rather surprisingly an OO scale BR Mk1 buffet restaurant car.

As a result of positioning the station platform to operationally clear my rolling stock, there is a gap between the platform edge and coaches or vans stopped at the station. The gap visible in the photo of RDC 199 wouldn't worry commuters used to travelling on Sydney Rail.

The boat landing and walkway were scratch built. The piles were cut from three millimetre dowel. The boat landing and access walkway were made from sheet balsa. The . The boat landing and walkway stringers were a scale 250 mm deep. For durability the boat landing and walkway stringers are solid balsa the width of the landing and walkway. The individual deck planks were stripped from balsa sheet around a scale 250 mm wide as shown in the attached photo.



Rod's Reach boat landing and launches

The boat landing and walkway were scratch built. The piles were cut from three millimetre dowel. The boat landing and access walkway were made from sheet balsa. The . The boat landing and walkway stringers were a scale 250 mm deep. For durability the boat landing and walkway stringers are solid balsa the width of the landing and walkway. The individual deck planks were stripped from balsa sheet around a scale 250 mm wide as shown in the attached photo.

With the station platform and boat landing located I built the access walkway to fit between the boat landing and the station platform. Similarly to the boat landing the walkway piles are of uneven lengths. The walkway is the same width as the boat landing and constructed in the same manner. The boat landing and walkway was painted with thinned PVA paints to roughly match the colour of the station platform decking.

The boats were scratch built. My boats were built to proportions of small boats I found on the internet. My HO scale boats are models of inboard engine launches 13 feet six inches long with a four foot beam. Each boat consists of a balsa base, balsa seats, balsa transom

and card hull sides. The transom and seats were cemented to the base of each boat. The card hull sides were cemented together at the bow and curved around the base, seats and transom. I deliberately made the hull sides longer than required. This allowed me to trim the hull sides flush with rear of the transom after the cement had cured. The rectangular box between the first and second seats is the in-board engine.

Once the platform, walkway and boat landing were in place I replaced the river gravel bed. The two launches were secured to the "water" with double sided tape. The plastic station looked a little too pristine compared to the walkway and boat landing. A few washes of water colour paint in water softened with hand washing liquid suitably scuffed up the station building and added some charm (dirt) to the walkway and boat landing.

I now had a reason for passenger trains on Wombat Gully stopping at Rod's Reach



BR 105 class DMU pauses at Rod's Reach as a BR 56 class on a coal train passes

N Gauge Spline Roadbed

Jeff Lee

I had never tried spline construction for roadbed so decided to try it on the mountain section. This section is mainly single track with a short section going to double track. The web is a good source of ideas. So what did I do and what ideas and experiences can I share?

There are many alternative materials to build spline road bed from, but I chose Masonite. I used 4mm thick Masonite sheet cut into 20mm wide strips with an electric circular saw. This was messy but progressed quickly. You need to wear goggles, and a mask to keep the dust from the lungs.

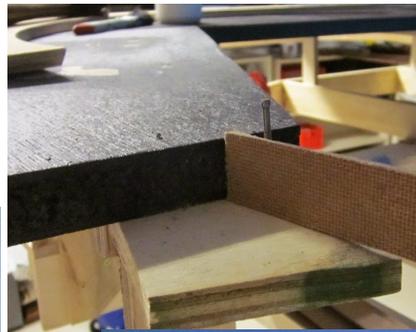
I used the Masonite strips to "draw" the eventual track position and mark where the risers were to go. The risers were installed, clamped and levelled. Once they were positioned they were screwed in place.

On each of the risers I inserted a nail that was longer once inserted than 20mm, so it rose above the spline. On one end where the spline started off some fixed baseboard I made a brace to attach the splines and inserted a nail to align the splines.

The first length of spline was test fitted to the risers and clamped in place against the nails in the risers.



in PVA white glue. This glue was spread with an old paint brush. Then this length was attached to the first spline and clamped



The next spline was laid out flat and covered



Clamping successive splines in place while the cement cures

about every 20cm or so. When finished the roadbed is could be glued to the risers but to be sure there is a stable base I screwed the spline to the risers. Start with a small drill hole slightly smaller than the screw and drill a countersink hole so the head of the screw finishes below the top to the spline roadbed.

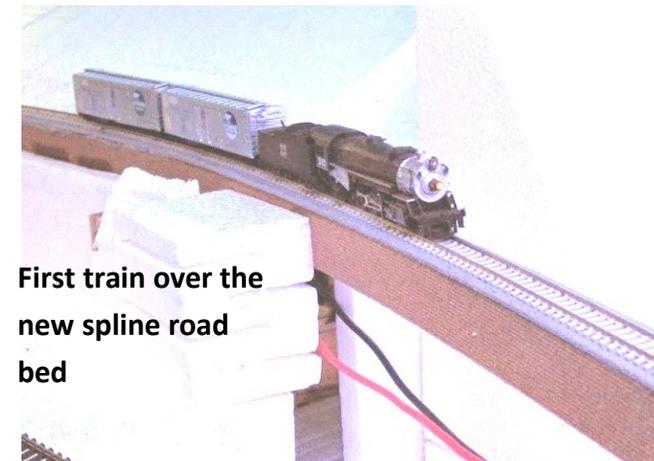
You can see in the picture I used spline spacers on some areas.

The next stage is to sand the top of the splines ready to attach the cork roadbed. Sanding is difficult. No matter how careful I was to align the splines as I glued and clamped them the top of the spline roadbed is far from even. A plane did not work. Hand sanding was slow and laborious. I used a flat sheet sander but wished I had access to a planner. Anyway the top was levelled and the cork roadbed attached with white glue as on the rest of the layout. Once dry the cork was sanded and checked for level across the run of track. When I was happy with the cross level of my cork ballast, I bevelled the cork edges and painted the cork before laying track.

Track was laid on the cork using coloured caulk spread thinly. Prior to caulking I laid out the track and drilled holes for the feeder wires /track connections to the bus. I attach feeder wires to every section of track on the underside so there is no visible connection once the track is installed.



Assembled spline roadbed



First train over the new spline road bed

Introducing the NMRA Standard for Layout Command and Control

Chris Minahan

One of the core activities of the NMRA is to establish standards and recommended practices to enable equipment from one manufacturer to play nicely with equipment from other manufacturers.

Examples are the standard for DCC and the recommended practice for wheels.

The most recent standard adopted by the NMRA Board of Directors is called LCC (Layout Command and Control).

A number of disparate groups of folk have been using many different methods for layout control mainly of points and signals, and to a lesser extent, lighting, sounds, and any other layout items that can be turned on or off.



No. 153C Contact

This aspect of the model railway hobby, is viewed by many as the dark side and we all know what happens when we start down that path. Efforts to implement layout control date to the 1930s. The Lionel 153C contact switch was introduced in 1940 as part of a signal kit. It was subsequently released separately to operate line side accessories such as level crossing gates.

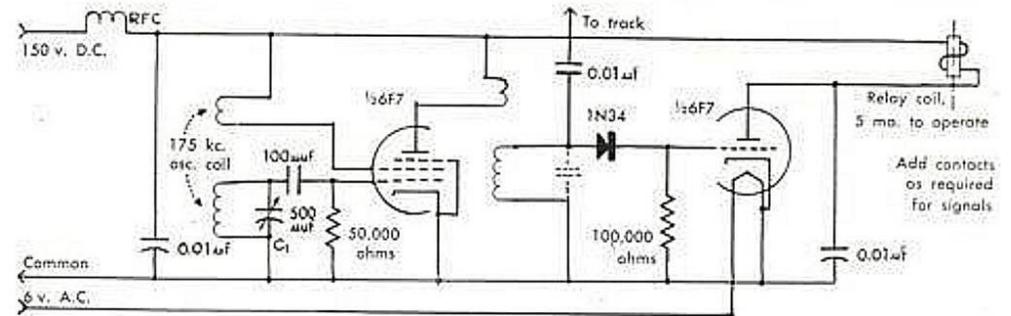
Those who have been involved with the hobby for a long time, would remember the use of PMG key switches and relays to achieve a level of control of model railway layouts that may have only been dreamt of by earlier layout builders

Electronic systems utilising valves such as the one illustrated have been in use since 1950 and transistorised systems have been available since the 1960s. One of the most memorable is the Twin-T system devised by

Linn Westcott. Probably the best known of these early integrated systems was that developed by Dr Bruce Chubb in the USA and called the CMRI (Chubb Model Railroad Interface) system.

As miniaturisation of electronic components has progressed, the availability of cheap and easy to implement electronic building blocks has facilitated the control of layouts. The MERG (Model Electronic Railway Group) in the UK has been operating since 1967 and have produced many kits for layout control.

This miniaturisation has also allowed equipment to be configurable without the need to perform any hard wiring changes. Once the ability of configurable components enters the equa-



tion, standards are desirable and become mandatory to achieve interoperability between products from different manufacturers

A group called OLCB (Open Layout Control Bus) was formed to establish a set of standards before any serious manufacturing of equipment began. The NMRA and OLCB began to work on a standard that was called NMRANet and serious work began in about 2010.

MERG defined CBUS and has been marketing kits that follow their standard. While CBUS is a robust system, OLCB wanted to define a system that was capable of being suitable for small to extremely large layouts and capable of dealing with future changes in the technology of the hobby. CBUS and LCC both utilise CAN (Controller Area Network) bus technology. CAN technology was developed by Robert Bosch and is now required to be used in every motor vehicle registered in the US. A broader description will be provided in the next instalment.

The astute reader will have noticed that the words *computer* and *programming* have not been used to this point. The major requirement of the standard was that it must be capable of being setup and operated without the use of a computer system. Many railway modellers are put off by the concept of computers near the layout and the LCC standard is sympathetic to this view and a complete LCC layout control installation can be achieved without the use of a computer system.

Nevertheless, it is possible to configure an LCC system via the ubiquitous JMRI (Java Model Railroad Interface), (aka Decoder Pro et al).

LCC is a complimentary system to the traction system used on a layout and is not designed to replace DC,AC, DCC, or other traction systems. LCC is used to control of line side equipment.

The advantages of the system include a major reduction in the amount of wiring required between control panels and target devices; configuration and operation with or without the use of computer systems; simple power distribution; use of standard cables and connectors; and small footprint profiles. The reduction in layout wiring comes about by the effective sharing or "bussing" of commands over the layout. Imagine two points on the most distant side of the layout, controlled by two buttons on a panel on the near side. The individual commands to each of these points is carried on a single cable. On its way to the far side of the layout, this cable probably would also carry commands to other equipment along the way.

The main disadvantage at the present, is the small number of manufacturers in the market.

In the next instalment we will take a look at the basic internal workings and examples of utilisation in layouts.

Photo of Lionel 153C and Valve circuit care of Robert Van Cleef MMR

Members Modelling

The attached photos show Division Seven member Stephen Reynold's assembled and painted NSWGR C2 Toilet block built up from a "Model O Kits" kit.



Ross Balderson of Division Two is building an N scale 1899 Newcastle port layout. Ross's latest models are two intricately detailed nickel-silver railway wagons in N scale. One is a 6-wheel guard's van and the other is a 4-wheel horse box for six horses.



Division One Highlights

Division One members have been recording the 150 years of railways in Queensland celebrations. Dennis Turner who took the cover photo, took the long shot of the train and the photo of the Queensland Nickel train. These photos bring back memories of QR's track work from my time in Mt Isa in the early 1980s.

The photos of QR 1079 being readied for the



trip to Cairns in Ipswich Museum Workshops taken by Michael Freeman and QR 1089 re-route to Cairns as a spare for QR 1079 taken by John Ledsanft are from "Train Talk", the journal of 100% NMRA Darling Downs Model Railway Club.



Division Two Highlights

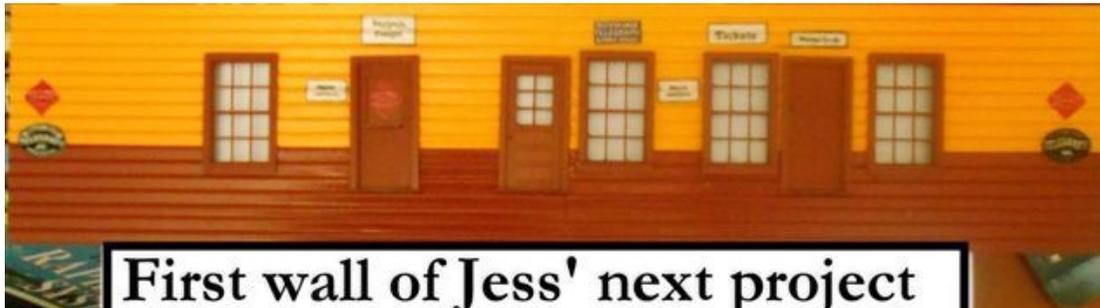
Jess Brisbane whose article on building Rodney's Swamp published in the previous MainLine has been awarded the Golden Spike for her work on her layout.

Jess displayed her final structure, Innsmouth station, for her On30 scale Arkham & Vermont RR layout. Still under construction, Jess displayed the



Jess adds a long-due
GOLDEN SPIKE
to her growing
mountain of Awards

keeps to the prototype.
It's put together with
bits from Shinohara.



First wall of Jess' next project

building plans and a couple of walls she has already built. When complete, the station will have 3 main rooms – a waiting room, an office for tickets, telegraph, etc, and a baggage & freight room. The attached photo shows a view of the assembled station building.

Jess's layout is now on the NMRA AR website. Jess has set up her own Internet website for her Arkham & Vermont RR layout. During its first month it was viewed more 2000 times. The main viewers were from USA 900, Sweden 500, Australia 400 and UK 300.

Ken Macleay is indeed alive and well and living in Brisbane! From what I saw when I visited him many months ago, his HO layout of Dimboola, Vic, in the transition era of Victorian Railways is progressing well. As those of you who knew Ken when he was a member of Division 2, he has a morbid fascination with complex trackwork. He almost drooled over double slips. Well, he hasn't changed and he has built a beautiful piece of typical VR trackwork as shown in below. And it works. Indeed, this particular layout was installed by VR at Dimboola, so Ken



Jess' Maine-style covered station

Division Four Highlights

Division Four started the year at Rod Tonkin's a week later than usual due his travel commitments. He has however been spending some time besides editing Main-Line in the layout room as evidenced by the new plastic sheet



Rod's extruded plastic sheet backdrops

backdrops on the extension to Martindale Creek. Alan test ran his sound equipped model of EMD's GP7 demonstrator in show room finish on Martindale Creek's mainline. Both the model and the layout survived the encounter.



Peter inspecting progress on the Valentine Run extension

Our February meeting was held at AMRA WA's club rooms. We were able to inspect progress on the 1,500 mm long extension to AMRA WA's "Valentine Run" North American style HO gauge layout. Alan will be supervising this layout at this year's Foundation Day Model Railway Exhibition.



Alan's GP7 in EMD Demonstrator colours

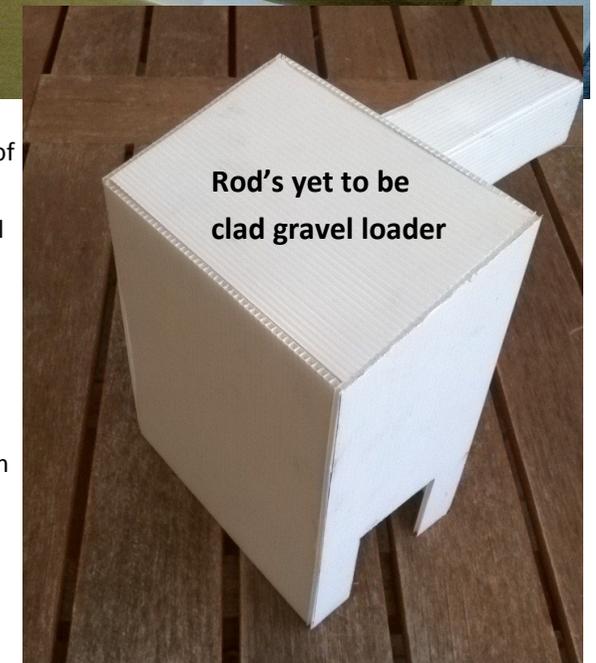
Peter is awaiting the information he has requested from the NMRA Library so he can letter the G gauge 2-6-0 he has purchased.

Alan showed us the rolling stock transport boxes he had bought from a local dealer.



One of Alan's rolling stock transport boxes

Rod showed us the gravel loader he is building out of extruded polyethylene sheet available at hardware stores in Perth. The model has been hot glue gunned together using a simple assembly jig for alignment of the parts. The model survived the trip to the meeting in the boot of his car so the hot glue gun jointed extruded polyethylene sheet construction method appears robust.



Rod's yet to be clad gravel loader

Division Six

Division Six and Region committee member Ron Solly sent in these photos of progress of the viaduct scene on his layout. The stone work on Ron's viaduct and tunnel mouth is by "Scalescenes.com" paper prints.



Viaduct in place



The swamp scene under development



Close up of details of the swamp beneath the viaduct

Division Seven

The January meeting was on Sunday 11 January 2015 on a very wet and dreary day. Nevertheless a reasonable number of Division 7 members braved the weather and had a thoroughly enjoyable day at the Valley Heights Heritage Museum. The Epping Model Railway Club's Garratts subgroup joined us as visitors to our meeting on the day.

Keith Ward, the Publicity Manager for Valley Heights, provided us with a very informative tour of the engine shed including the small exhibits area, and rolling



stock. He also showed us a detailed HO Scale model of the Valley Heights facility and took us on a second tour of the ash facility and the workshops.

Valley Heights turntable in the rain.



The tale of Donald and Janette Davis's trip across North American continues in the "Extra" The photo below from Donald's trip notes from the January edition of the "Extra" is of UPY 806 in North Platte yard. UPY 806 is a rather rare EMD SD38 originally owned by Chicago North Western. These locomotives were built as heavy duty switchers for large classification yards. Most of these locomotives have been upgraded with Dash Two electrical systems making them effectively SD38-2s



Narrow Gauge SIG Meeting

The narrow gauge SIG met at Greg Hildley's place on Saturday, 28 February 2015. Nineteen people attended to see Greg's progress on his On30 layout based on the Gilpin Railroad.

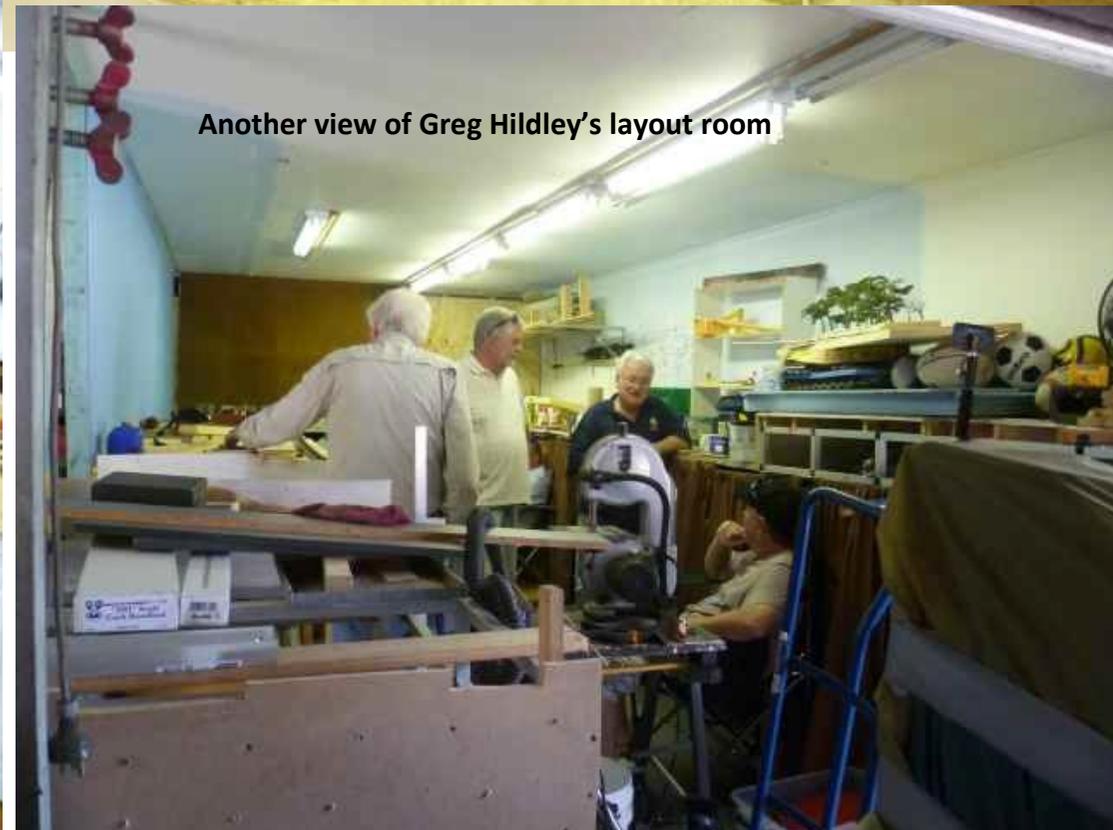
At the appropriate a short meeting was conducted and a "show and tell" session was held. Ray Walter showed off a couple of new structures that included machinery shed with a tracked tractor made with individual links on the tracks. Alex Danalov demonstrated some beautiful HOn30 models built from DJH white metal kits. These were very impressive given the small size of these locomotives. Steve Chapman showed off the new Bachmann On30 Whitcomb diesel centre cab loco.



Greg Hildley's Gilpin's loco facility



David Harper, Steve Chapman and Steve Reynolds looking at progress on Greg's layout



Another view of Greg Hildley's layout room



NMRA

Australasian Region

31st Annual Convention

“Back to Basics”

18th to 21st September

9am ~ 4pm 19 & 20 September 2015

Ettalong Beach War Memorial Club

51-52 The Esplanade, Ettalong NSW

Clinics, Layout tours, Convention dinner

<http://www.nmra.org.au/>

<http://www.nmra.org.au/Convention15/convention15.html>



This year's convention is hosted by Division Seven. In addition to the region wide fellowship of railway modellers, this years convention will focus on the basic skills and techniques we utilise to make our hobby more satisfying and enjoyable. The convention will provide entry level advice to new modellers and a fresh approach to these skills for those of us who've been around the loop a few times.

The centre piece of the convention will be building a HO scale display layout during the week end of the convention.

Clinics will be presented on three skill levels, basic, intermediate and advanced. The clinics will explore layout design, layout framing, wiring, train control, structures, scenery, rolling stock building and detailing.

The Saturday and Sunday of the convention will be devoted to clinics with layout visits available on the Friday and Monday.

Mark the 18th, to the 21st of September on your calendars for this event. More details on venue, clinics, layout visits and accommodation are available on our region web site.

<http://www.nmra.org.au/Convention15/convention15.html>

I look forward to seeing you there.



Upcoming Exhibitions and Events

Brisbane 9th to 12th April

National N Scale Convention

Convention2015@nscale.org.au

Perth WA 30th May to 1st June

AMRA WA 40th model Railway Exhibition

Perth Showgrounds McPherson Pavilion

10 am to 5 pm all three days

Morwell-Vic, 6,7 & 8 June 2015

La Trobe Valley Model Train Show La Trobe MRC

Kernot Hall, Old princes Hwy Morwell (4th Fwy exit to Monash Uni)

Sat 9-6, Sun 9-5 & Mon 9-4

Waverley-Vic, 6,7 & 8 June 2015

Waverley Model Train Show Waverley MRC

Brandon Park Community Ctr, Ferntree Gully Rd, behind MFB

Sat 10-6, Sun 10-5 & Mon 10-4

Ballarat-Vic, 6,7 & 8 June 2015

Ballarat Model Train Show Ballarat & District MRC

Sat 9-5, Sun 9-5 & Mon 9-4

Stawell-Vic, 11-12th July 2015

Grampians Model Railway Exhibition Grampians MRC

SES Hall, Sloane Street Stawell

Sat 9-5 & Sun 9-4

Carrara 11th & 12th July 2015

Miniature Trains on the Coast 2015

Carrara Basketball Stadium

Nerang-Broadbeach Rd

Opening times Sat 9:00am -5:00pm Sun
9:00am – 4:00pm

Entry \$7 Adult, \$5 Child, \$6 Concession
and \$20 Family

Contact showmanager@mtcgc.org.au

Martyn Jenkins 0407 637 607

www.mtcgc.org.au

Braybrook-Vic, 1-2 August 2015

Sunshine Model Railway Show Sun- shine MRC

Braybrook College, Sports Stadium,
Burke Street Braybrook (opposite Mas-
ters)

Sat 9-5 & Sun 9-4

Caulfield-Vic, 22-23 August 2015

Caulfield Model Train Show AMRA-Vic Division

Caulfield Racecourse, Grandstand, Sta-
tion Street Caulfield

Sat 10-6 & Sun 10-5

**This space is available for you to
promote your event, exhibition
or an exhibition you will be an
exhibitor at. Please send details
of your event to the Editor for
publication.**

Plan to attend

PORTLAND DAYLIGHT EXPRESS

NMRA NATIONAL CONVENTION



We're working hard to bring you a great
National Convention

August 23 – 29, 2015

Hosted by the
Columbia Gorge Model Railroad Club,
who also brought you the 1994 NMRA National.

The event is to be held at the Doubletree Hotel at
Lloyd Center, near downtown Portland.

**Bring the family to explore and enjoy
the Great Pacific Northwest.**

Check out our website
<http://www.nmra2015portland.org/>
and follow us on Facebook.
<https://www.facebook.com/NMRA2015Portland>



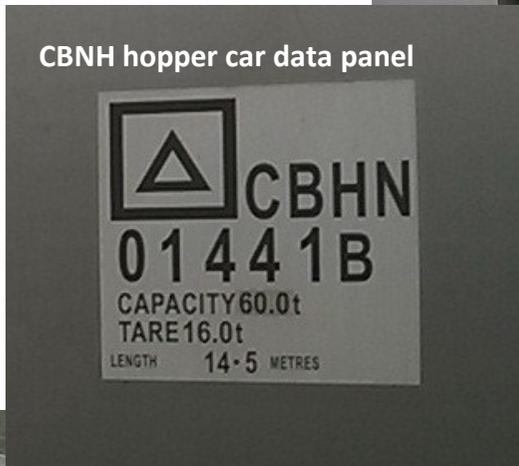
Coupler end of CBNH grain hoppers

Prototype observations

For a break we took a coastal cruise from Perth in early 2015. One of the stopovers was Albany. We berthed adjacent to the grain terminal. On the way back from exploring the sights of Albany I was able to take a few photos of a Co operative Bulk Handling wheat train waiting to discharge its cargo into the grain terminal. The train consisted of two of CBH's locomotives hauling a string of CBH's drawbar connected paired wheat hoppers.

CBH 016 "Needling" and CBH 017 "Lake Biddy" were built by "Motive Power" in Boise Idaho. These 120 tonne 1060 mm gauge locomotives are powered by Cummins QSK78 2460 Kw (3,300 hp) 1,500 rpm V18 diesel engines.

CBH's CBNH grain hoppers are permanently coupled into pairs by a draw bar. Only one car of each pair has CBH lettering. Text and photos by the editor.



CBNH hopper car data panel



Inter unit drawbar



A pair of CBH CBNH grain hoppers at Albany railway station 23rd Jan 2015



Roof loading hatch cover remote operating mechanism