



MainLine



The Journal of NMRA Australasian Region

Volume 35 Number 2 March April 2018

NMRA Australasian Region Directory

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Alan Burrough

Contributions

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.

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

Target dates for future issues

May June

Content submissions

15 June 2018

Publish date on web

30 June 2018

July August

Content submissions

15 August 2018

Publish date on web

31 August 2018

Cover photo

Loaded cane bins being transferred from semi trailer to tramway for haulage to Nambour Sugar Mill

Photo by the editor in 1982 on my wife's Kodak instamatic camera.

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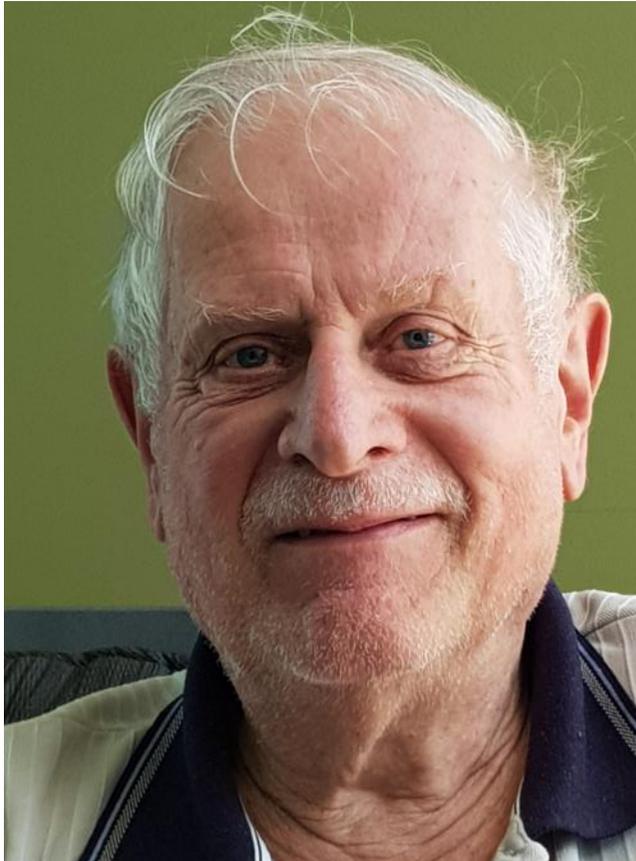
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Regular features

- President's Thoughts
- Editorial musings
- Divisional round up
- Convention news
- Achievement program awards.
- Australasian Region directory
- Coming events
- Prototype observations

President's Thoughts

I became interested as a young lad at boarding school which was adjacent to the Main Line in Sydney between Central Station and the North Coast. As expected there were the Red Rattlers on the suburban service. The country trains had pretty varied groups of 50 class 55s, Garrets the big ones, and on passenger we also had the 38 class. I started out with Hornby O scale tin plate trains but was very limited as to space in which to set up a running circle. With work commitments, being married and raising a family the trains were left behind for quite a few years. When I went back to them the scene had changed markedly, but room remained a problem. There were also other distractions with membership of other organisations.



I have built a N scale layout roughly around Queensland rail movements. I exhibit a Sugar Train diorama which is popular. I am currently building another Cane Layout in the time I have available.

During my time as President of this Group I would like to see the Library being available to all members directly through electronic media, and at the same time seeing members becoming more active within the Divisions.

Graham Young

President Australasian Region of NMRA

MINUTES OF THE NMRA (AR) ANNUAL GENERAL MEETING HELD ON SATURDAY 10th MARCH 2017

The Annual General Meeting (AGM) of the NMRA (AR) was held at the residence of Sowerby Smith, 174 Fullers Rd. Chatswood NSW.

Meeting commenced at 2:30 pm after the Division 7 meeting

Present: 53 members as per the Division 7 Attendance Sheet

Apologies: S Mangion, S Wyatt, L McGuire, C Minahan

Minutes of 2017 AGM: Approved by the ARC Meeting of 21st March 2017.

Significant Motions Carried by the ARC in 2017

Motion 1: NMRA (AR) Tax Position

That the NMRA AR Inc apply for a Tax File Number;

That if annual NMRA Inc taxable income is \$417 or higher (as may be later amended by the Australian Taxation Office), Treasurer NMRA AR is to prepare the NMRA Inc tax return for the Public Officer's signature prior to consideration and approval by the ARC, President and/or Public Officer and subsequent signature and lodging by the Public Officer.

Motion 2: Increase in US Fees - Motion 1

Not to increase NMRA AR membership fees at this time, but to review the position again prior to the Membership Officer commencing the 2018 renewal process if the exchange rate position has deteriorated enough from AUD 1.00 = USD 0.74 to warrant this action.

Amendment to Motion 2

Review costs (including \$AU/US exchange rates) every March/April and decide what to do with membership costs by end April.

President's Report - See attached report

NMRA AR President's Report for AGM on 10 March 2018

Ladies and Gentlemen,

This report reflects the activities undertaken by your ARC team in calendar year 2017 and those activities that continue to spill into 2018.

Firstly, the Australasian Region of the Association is in a healthy position. We have a modest surplus which has allowed us to maintain membership fees at the same level as last year despite fee increases by National in the US from US \$10 to US \$13.20. Obviously, it is prudent for us to continue to monitor expenses and will review membership fees each year.

Recently, you participated in two elections: one for the Vice President position and one for the position of Pacific District Director. I am pleased to announce that David North will be the new Vice President and Robert Peterson will be the new Pacific District Director. There was only one nomination for each of the other positions that were falling vacant. The person nominating for President has now resigned his appointment before taking it up so the Australasian Regional Committee (the ARC) will have to appoint someone to fill the casual vacancy caused by this resignation. If you have ever desired to undertake the role, advise me as the position will be discussed and a President appointed at the ARC Meeting scheduled for 20th March.

The Rules of the Association limit the President to two terms and I have completed two terms, so I cannot stand for the position.

Last year I advised that the Australian Tax Office required us to get a Tax File Number (TFN) and submit annual tax returns for those years where net taxable income exceeds the tax threshold (which is currently \$417). Our Treasurer and Public Officer have done this; we are now waiting on clarification of some tax matters (where withholding tax has been taken from our bank interest).

This year Division 1 is hosting the annual Convention at the Gold Coast. They have a good line up of activities so I encourage you to attend. Last year's convention was in Adelaide. It was a first for Division 6 and they did a great job and showcased some great modelling in South Australia.

I would like to thank the following committee members who stand down after this AGM. They are:

Spencer McCormack as Vice President
Peter Burrows as Secretary
Mike Bartlett as Pacific District Director
Sowerby Smith as Public Officer
Graham Young as General Committee Member

These gentlemen have done a sterling job administering the Association.

In closing, 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. I would like to also thank you, the members, who go to local Divisional events as you are the core of what makes the NMRA great in Australia and New Zealand.

Thank you.

David O'Hearn

Achievement Program

Manager – Gerry Hopkins MMR #177 FNMRA

Gentlemen,

Since the last AGM - I have signed off on 24 AP awards across six Divisions. No Golden Spikes. Two MMRs.

There are a number of members currently in the Achievement Program and I expect two more MMRs this year.

In 2017 I appointed John Parker MMR as the new Division AP Assistant Manager for Division Seven, and in 2018 I appointed Ross Balderson as the new AP Assistant Manager in Division Two. I know they are very keen.

All APs earned in the Region can be seen at http://nmra.org.au/awards/AP_awards.html

Regards

Gerry Hopkins MMR

Treasurer's Report - See attached report (separate pdf file)

AP Chair Report – See attached report

Membership Officer Report – See attached report

Australasian Region Election –

The only contested position is that of Vice President. For this position of Vice President, 97 votes were received (44 by email and 53 by post). There were no informal votes. David North received 60 votes and Spencer McCormack received 37 votes so David North will be the new Vice President after this AGM. I congratulate David on his election and thank Spencer for his contributions as VP over the last two years.

The new ARC is:

POSITION	OCCUPANT	DIVISION
President	G Young (to be confirmed as filling casual vacancy)	1
Vice Pres	D North	7
Secretary	D O'Hearn	7
Treasurer	J Gillies	2
Public Off	S Jitts (to be confirmed)	2
Ordinary mem	S Mangion	7
Ordinary mem	S Chapman	7
Ordinary mem	C Clarke	1

Changes to the Rules of Association –

For the proposed changes to the Rules of Association, 50 votes were received of which 49 were for and 1 was against so the motion for the amendments to the Rules of Association was carried.

Why 47 people sent votes for the VP position but omitted to send their vote for the changes to the Rules of Association cannot be explained.

Closure: The AGM closed at 3:00 pm.

National Model Railroad Association Inc Australasian Region

Treasurer's Report for the Financial Year 1 Jan 2017 to 31 Dec 2017

Annual General Meeting 10 March 2018

2017 total income was \$30,805 and total expenditure was \$22,801 which resulted in a surplus of \$8,004. The surplus was \$4,824 (160%) higher than 2016.

Income

Income was \$4,771 (1BYa) higher than 2016, mainly as a result of Convention income of \$5,055 being recorded; the first Convention income in three years. The Australasian Region funded the 2017 Convention in Adelaide, whereas Division 7 largely funded the two previous Conventions and banked that income prior to revenue sharing taking place in early 2017. Membership and NMRA Magazine fees are the major source of income with \$24,936 being received in 2017, which was \$272 (1%) lower than 2016.

Bank interest of \$304 was \$259 (460/0) lower than 2016, mainly because of a \$225 withholding tax deduction to the Australian Taxation Office.

Expenditure

Expenditure was \$153 (1%) lower than 2016. USA Remittances for Memberships and NMRA Magazine subscriptions are our largest annual cost. In 2017 they cost \$13,514 and were \$1,497 (10%) lower than 2016.

Some major 2017 expenditure items and variations from 2016 were:

- . \$3,940 on Convention costs, \$3,296 (513%) higher as mentioned above in income,
- . \$1,614 on Insurance, \$105 (6%) lower;

. \$949 on Banking costs, \$86 (9%) lower due to reduced USA remittances; and

. \$862 on Membership Administration, \$164 (16%) lower.

More details are in the Financial Statements and their notes.

Bank Accounts

On 31 December 2A17 the cash available in our National Australia Bank Cheque, Cash Manager and Term Deposit accounts was \$43,113.

Tax

The Australian Taxation Office is yet to provide an assessment advice for the 2016 tax return. Australian Taxation Office advice is also awaited on whether our application for a Substituted Accounting Period that aligns with our 1 January to 31 December financial year

has been approved. An estimated 2016 tax payable assessment of \$80 is expected.

2017 taxable income was \$326. A decision on whether a 2017 tax return will be lodged will

 be considered by the Australasian Region Committee following the 2018 AGM,

John Gillies Treasurer, NMRA AR



NATIONAL MODEL RAILROAD ASSOCIATION INC. AUSTRALASIAN REGION

DECLARATION BY THE COMMITTEE FOR THE YEAR ENDED 31 DECEMBER 2017

In the opinion of the Committee of the National Model Railroad Association Inc. Australasian Region, the accompanying financial statements:

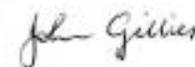
1. present fairly the financial position of National Model Railroad Association Inc. Australasian Region as at 31 December 2017 and the performance of the Association for the year ended on that date;
2. have been prepared and presented in accordance with the requirements of the New South Wales Associations Incorporation Act 2009 No. 7 and the Associations Incorporation Regulations 2016; and
3. at the date of this declaration, there are reasonable grounds to believe that the Association can meet its debts as and when they become due and payable.

This declaration is made in accordance with a resolution of the Committee and is signed for and on behalf of the Committee by:



David O'Hearn

PRESIDENT



John Gillies

TREASURER

Dated this 2^{1st} Day of February 2018

NATIONAL MODEL RAILROAD ASSOCIATION INC.
AUSTRALASIAN REGION

STATEMENT OF RECEIPTS AND PAYMENTS
FOR THE YEAR ENDING 31 DECEMBER 2017

NATIONAL MODEL RAILROAD ASSOCIATION INC.
AUSTRALASIAN REGION

STATEMENT OF FINANCIAL POSITION
AS AT 31 DECEMBER 2017

	NOTES	2017 \$	2016 \$
ASSETS			
Cash at Bank - Cheque Account		8,515.82	11,280.97
Cash at Bank - Cash Management Account		18,053.82	7,718.96
Cash at Bank - Term Deposit Account		20,000.00	20,000.00
TOTAL ASSETS		<u>46,569.64</u>	<u>38,999.93</u>
LIABILITIES			
Cheques Payable		155.77	306.81
Credit Card Payable		99.37	415.75
Funds Held on Behalf of Narrow Gauge Convention		3,201.48	3,168.67
Tax Payable		0.00	0.00
TOTAL LIABILITIES		<u>3,456.60</u>	<u>3,891.23</u>
NET ASSETS		<u>43,113.04</u>	<u>35,108.70</u>
ACCUMULATED EQUITY			
Opening Balance - 1st January, 2017		35,108.70	32,028.44
Add: Operating Surplus/(Deficit)		8,004.34	3,080.26
TOTAL ACCUMULATED EQUITY - 31 December 2016		<u>43,113.04</u>	<u>35,108.70</u>

	2017 \$	2016 \$
INCOME		
Membership & NMRA Magazine Fees	24,836.33	25,207.50
Donations	510.00	0.00
Bank Interest	303.67	562.02
Convention Income	5,054.99	0.00
Name Badge Sales	0.00	0.00
Miscellaneous	0.00	264.60
TOTAL INCOME	<u>30,804.99</u>	<u>26,034.12</u>
EXPENDITURE		
NMRA USA Remittances	13,514.01	15,010.58
Public Liability & Property Insurance	1,614.46	1,719.26
Miscellaneous including Trophies & Awards		1,950.90
Trophies, Awards & Meeting Plaques	694.10	
Miscellaneous	329.10	
Membership Administration	861.80	1,025.64
Convention Costs	3,939.65	643.38
International Transaction Fees for NMRA USA Remittances	405.42	450.33
Credit Card Merchant Fees	315.18	390.64
Bank Charges & Fees	142.43	106.00
ARC Meeting Costs	411.38	483.76
Travel Support	0.00	0.00
Achievement Program Costs	139.06	188.02
MainLine Printing & Postage	0.00	38.16
Internet Costs	215.46	639.44
Postage, Copying & Stationery	174.60	195.75
NSW Government Compliance	44.00	100.00
Promotion	0.00	0.00
Education	0.00	0.00
Name Badge Sales	0.00	10.00
Library Costs	0.00	0.00
TOTAL EXPENDITURE	<u>22,800.65</u>	<u>22,953.86</u>
NET SURPLUS FOR THE YEAR ENDED 31st DECEMBER, 2016	<u>8,004.34</u>	<u>3,080.26</u>
ADD ACCUMULATED EQUITY - as at 1 January 2017	<u>35,108.70</u>	<u>32,028.44</u>
ACCUMULATED EQUITY - as at 31 December 2017	<u>43,113.04</u>	<u>35,108.70</u>

National Model Railroad Association Inc
Australasian Region

Notes to the Financial Statement of Receipts and
Payments for the Year Ending 31 December 2017

End of Financial Year Adjustments

Income

Note 1: Membership Fees income was reduced by \$27.00 to correct the 6 July 2017 data entry recording the refunding of the late John Diamond MMR's membership as \$3.00 when it should have been \$30.00 in the second of the double entry inputs in the Accounts Excel file.

Note 2: Convention Income from Non-Members income was reduced by \$10.00 to correct a data error transferring September 2017 Accounts Excel file data to the Treasurer's Report that resulted in \$253.00 being incorrectly input to the Treasurer's Report as \$263.00.

Expenditure

Note 3: Bank Charges & Fees expenditure was reduced by \$2.37 to correct the 3 May 2017 data entry for a National Australia Bank transaction fee refund which was inadvertently omitted in the second of the double entry inputs in the Accounts Excel file.

Note 4: Miscellaneous expenditure was reduced by \$0.40 to accord with the reconciled actual total expenditure of \$22,800.65. Extensive checking of all expenditure transactions processed in 2017 has failed to identify where the \$0.40 discrepancy is reflected in the Accounts Excel file.

Details of Specific Income Items

Donations

Mrs Wendy Diamond generously donated \$500.00 from the proceeds of her late husband's estate sale to NMRA Inc on 21 August 2017.

Convention Income

Convention income of \$5,054.99 comprised \$1,042.99 received from Division 7 as the Australasian Region's agreed revenue share from the 2015 and 2016 AR Conventions and \$4,012.00 from the 2017 AR Convention.

Bank Interest – Narrow Gauge Convention

On 31 December 2017 funding of \$3,201.46 was held in trust for "Narrow Gauge Convention" in the NMRA Inc National Australia Bank Cash Manager account. This comprises the \$3,151.67 donated by Australian Narrow Gauge Convention Inc and accrued bank interest of \$49.79 since the funds were deposited in the Cash Manager account on 27 June 2016. 2017 interest was \$32.79.

Narrow Gauge Convention bank interest is not included in NMRA Inc income figures, but forms part of our taxable income as the funds are held in the NMRA Inc Cash Manager account.

Details of Specific Expenditure Items

Convention Costs

\$3,939.65 was spent on this item in 2017 plus \$500.00 in 2016 for a total cost of \$4,439.65 for the 2017 NMRA AR Adelaide Convention. This resulted in a \$427.65 loss.

Trophies, Awards & Meeting Plaques

\$694.10 was spent on this item in 2017. This was \$801.80 less than 2016.

ARC Meeting Costs

\$411.38 was spent on this item in 2017 (the first full-year of service provided by Chorus Call after replacing Telstra). This was \$72.38 less than 2016.

Miscellaneous

\$329.10 was spent on this item in 2017 as follows:

\$50.00 for tax advice;
\$40.50 to refund a duplicated 2016 payment for NMRA standards gauges;
\$150.00 for the Secretary's laptop LCD screen replacement;
\$89.00 for a replacement backup hard disk drive; and
-\$0.40 for End of Financial Year Adjustment to accord with the reconciled actual total expenditure of \$22,800.65 as detailed at Note 4 on the preceding page.

The 2018 AMRA WA Model Railway Exhibition

RAS Showgrounds Claremont

June Long Weekend. June 2, 3 and 4.

Opening Times: Saturday and Sunday – 0900-1630,

Monday – 0900-1600

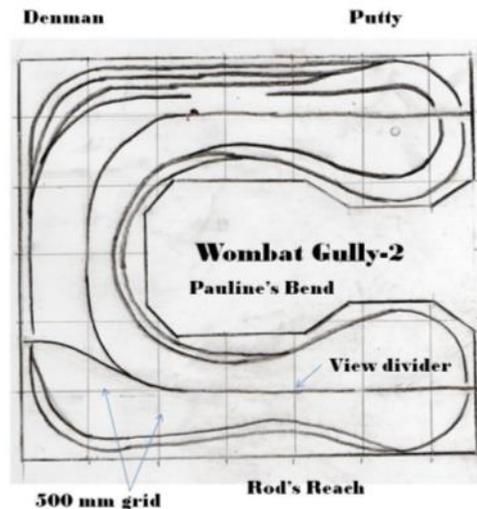


Editorial Musings:

The Queensland flavour of this issue is an un subtle hint our Region's convention this year is being hosted by Division One. It will be worth the trip to meet our northern members and view their unique railway and tramway operations.

My new layout

I've enjoyed building and operating Martindale Creek for the last twenty years or so, but it was time for a change. The state of my back does not agree with the relatively low level of the track work on Martindale Creek. Raising the deck level of Martindale Creek was impractical. Out of these thoughts rose the idea of a new layout Wombat Gully-2 combining the best features (to me) of Martindale Creek the layout in the car port, and Wombat Gully, the layout in the walk in wardrobe. Construction of the design shown on the right started in early February and the layout hosted a division Four Meeting in early April.



Corrections to NMRA RP 11's 2017 revision

NMRA does listen to members concerns. During planning the design of my new layout I looked up RP11 for guidance on curve radius. I've got a section of the new layout where I can use curve radii approaching those recommended in RP 11. To my dismay the metric curve radius dimensions in the locomotive hauled train curve radius table did not match the imperial radius dimensions.

I've informed the NMRA Standards team of the discrepancy. The Standards team have reviewed the information I supplied and will republish the table. In the mean time members should use the table's imperial (United States Customary Units) units and multiply the radius in inches by 25.4 to obtain the radius in millimetres (French units).

Rod Tonkin

Editor MainLine



2018 Toowoomba Model Trains & Hobby Expo

Saturday 2nd June 9am - 5pm
Sunday 3rd June 9am - 4pm

Toowoomba Showgrounds

Model Railway Layouts in all the popular Scales
Various other Hobbies, Historical Societies
Trade Stands and Refreshments
Artisan Market

ADMISSION
Adults: \$14.00
Concession: \$10.00
Children: FREE
(Must be accompanied by an adult)

Enquiries: (07) 4638 0997
Website: www.toowoombamodelrailwayclub.com.au
Email: expo@toowoombamodelrailwayclub.com.au
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Proudly brought to you by:





NMRA Australasian Region Convention 2018 Newsletter # 2.

Since January things are moving forward on various fronts. Dennis Turner has come onto the committee as Sponsorship Chairman. To help with costs the committee is planning to have a raffle during the Banquet on Saturday night. Dennis comes with previous experience with a very successful "N" scale convention in 2015. Currently he is seeking sponsors from over 30 suppliers and manufactures.

Duncan is currently seeking hosts for the Layout Tours, to date the response has been great with offers coming in from both club and private layouts. Further, a number of offers have come from modellers who regularly host operations sessions, all with very different operations systems. There is something for all modellers, shunting/marshalling of a train, working a short shunt train, running a timetable train with orders. US and Australian prototypes will be available. We on target to have the list available by the end of May to give you a chance to study which ones you would like to visit or be part of. A friendly reminder that these will be self-drive (to layout location) on Friday 21st and Monday 24th September.

Martyn has been busy on the presentations front. He is planning something new for the convention scene with live presentations via video link from the USA by some well know modellers. Plus a number of local modellers have put their hands up with variety of topics. We're still looking for a few more to fill the program, so if you have something you would like to share, we would love to hear from you. This is a great opportunity to earn some AP points for your Author certificate.

On-line registration is now on the webpage. Please include your vehicle rego number, the site has time limited parking, if we have your details we can pass this onto the authorities for all day parking. If you are hiring a car or unsure what vehicle you will be using on the day, please have your vehicle details with you when picking up your convention pack.

Ted Freeman has offered to do a convention decal, so please ensure that you nominate your scale during registering as this will help having the correct scale decal for you. Convention coffee mugs and shirts can also be ordered. If you are unable to do the on-line registration, please call me on phone number 07 3345 7887, I'm sure something came be worked out.

Contest details are on the website. What a great way to start your AP certificates, as you have time to start one of your projects. The model contest is a great way to display your skills and to see what modellers are doing. There are two awards, a model of Australian Prototype (Rick Shoup Award) and a model of Non-Australian Prototype Maybe, you have a photo you would like to enter.

Duncan has put his publishing skills to the test and has come up with a colourful tri-fold brochure for the convention. So far we have been able to promote the convention at the Bundaberg Model Expo and Division 1 meeting at the Logan and District Model Railway Club. Over Easter we had a display at the Auckland Convention where we have a number of New Zealand modellers thinking of attending. If you are attending an exhibition in your area or would like some flyers for your division, club or local meetings, please email convention@nmra.org.au or phone (07) 3345 7887 me and we arrange some for you.

In the next few weeks we plan a trip to check out the Ladies Tour to the Gold Coast Hinterland. In past years, the booking for the Toowoomba / Spring Bluff and return heritage train trip has been available on-line from the 1st of August on the Queensland Rail website.

Looking forward to catching up and meeting you in September.

Regards,

Arthur Hayes MMR
Committee Chairman.
convention@nmra.org.au

April 2018.

Website: <http://nmra.org.au/conventions/conventions.html>



GREETHAM



Robyn Taylor describes her award winning Australian N Scale layout highlighting the use of hand made structures, scenery and rolling stock.

Having never had any interest in model trains it seems rather foreign to me that I am writing an article about my first attempt at building a model railway layout and the trials and tribulations associated with learning a plethora of new skills. It would be wise to elaborate on the lead up to how I became a railway modeller and gradually became so entrenched in this hobby that I seem to have little time for my own interests. The reality is that I have always made things ever since I can remember, mostly sewing and lots of drawing and painting, the latter leading me to take an apprenticeship as a sign writer. During this time I was fortunate to learn to use a variety of tools and equipment and to enjoy a creative environment that seemed to have no limits.

In 1981 my husband and I travelled to England and it was during this time that I saw Queen Mary's Dolls House at Windsor Castle and I was immediately hooked. On return to Australia I decided that I would build my own 1:12th scale doll's house and over a number of years I managed to learn how to make scale replicas of furniture and fittings using wood, card, plastic, in fact anything that would look the part and was close to accurate in scale. My primary interest at that time was the amazing Tudor architecture that has such character with the tumbledown appearance that seems to defy gravity. The problem I found was that it was difficult to capture this and after a lot of wasted material and frustration I decided to build a model of the building and then use that to take my dimensions from.

The photo shown here is my first model that I found was not only incredible fun to build but

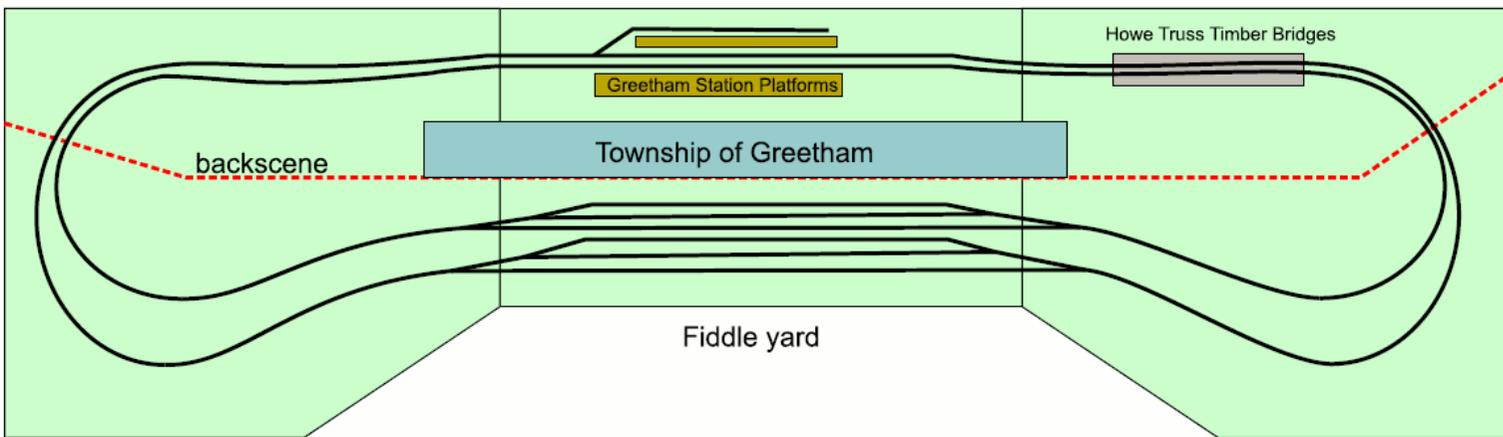
made creating the dolls house so much easier. This model is made from mount board, balsa and plaster and is nearly 30 years old and is built to a scale of 4mm to the foot.

In 1995 after my divorce I moved to Sydney and met Bill Cox who was an accomplished modeller in the railway hobby having won a number of awards for his models. I tagged along to his model railway club with a couple of my buildings for show and tell only to be told that anyone can make buildings but the mark of a true model maker would be to scratch build a loco. Needless to say I took that as a challenge and decided to have a go and put a model in the competition at the AMRA show in Sydney.

You can imagine my amazement when I found out that I had been beaten into second place by two points. The best part is that one of the judges came to see me and apologised for his criticism of my model but in reality his critique was well justified and constructive. That one venture to prove a point led to so many people wanting to buy the model that I decided to try to manufacture them and this led to me being the first person to manufacture a large quantity of ready to run Australian N Scale locomotives

I chose to model 8240 because I had a photo of me standing beside it and I thought it looked really neat. A member of the club was able to help out with drawings of the loco and with a little help to understand the scale for Australian N (1:160) I made a start. It was a frustrating process for me as this was something I had little knowledge of and I did not have a clue as to what I was creating, but I stuck with it and delivered the model to the show with the paint barely dry. To say I was pretty proud of the model is a bit of an understatement but I had no belief that the model would do at all well in this country. At the end of production I had manufactured 168 locomotives and sold them all around the world.





This was an exciting time for me and the success of the 82 class production was quite humbling as I never expected that a woman with no interest in trains could ever see something like this through let alone garner the volume of support that I enjoyed.

The models were the beginning for me and it was not long before I decided to build a layout to promote them and modelling Australian railways in N Scale. So Greatham was born.

Layout Dimensions: 4.8mts x 0.9mt

Layout Construction: Frame 50mm x 25mm dressed pine. Uprights for track and scenery 20mm Ply

Electrics: Simple DC control using hand made controllers with capacitor to filter DC output and a 2amp transformer providing 16v AC. 1 controller for each track which could be fitted at either end using multi pin plug and socket.

Pelmet Back scene and Lighting: The back scene was 12mm MDF with hand painted scenery using acrylic paints. The lighting was three 36w daylight fluoro lights. The pelmet signage was hand painted using signwriting enamels.

Track and Points: Peco track and insulfrog points.

Building The Layout

There is always an element of trepidation when you look at doing something as complex as a large exhibition quality layout. The problem is somewhat more intense when you are doing something that you have never tried before. The mind tends to work overtime trying to convince you that this won't work and I seriously had these feelings. I drew a number of different sketches of what I would like to create and then realised that there was no way I could manage such grandiose ideas. I did settle on one fact and that was that the layout would not

be a duck under, and this meant that a 'dog bone' shape was my best option. I am not normally a person who drags the chain on my ideas I tend to just get on with it but for some reason I was not getting on with the layout.

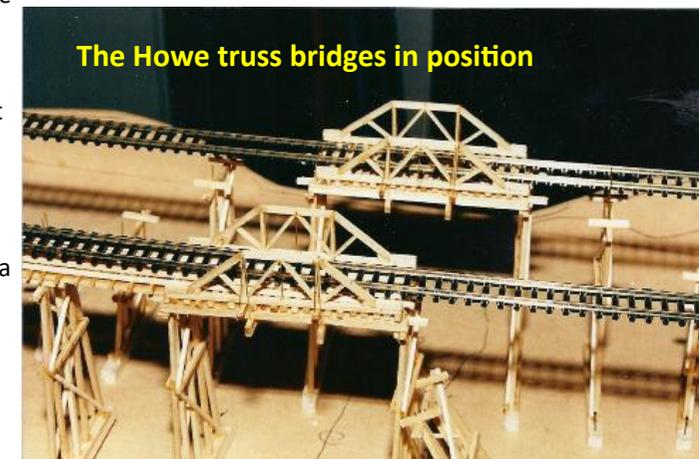
Luck would have it that I had mentioned to one of the members of the Sydney N Scale club that I was going to build an exhibition layout. The final motivation came when I received a letter from their show

manager to tell me that my layout had been accepted for their show at Parramatta and it was on in two weeks. My first thought was "Oh Dear" but then the decision was made to just get this done. The first job was to build the baseboards which seemed to come together reasonably quickly using 50 x 25mm dressed pine.

I had a vision in my head of having a deep cutting with a river and tall railway bridges and during the construction of the baseboards I realised that it may not be possible. I came up with a rather silly idea of cutting plywood risers that I attached to the framing to give me the height I needed for the cutting and to help create multi level scenery. It took considerable time to cut all the pieces using a scroll saw and then attaching them to the frame but the final result was closer to what I was looking for.

I did get the layout 'finished' and it was exhibited in a fairly basic state but the scenery was ok, there was no back scene and oh my goodness the problems we had with my track work does not bear mention. I did receive some nice comments and some instruction on where I went wrong but to have achieved so much in two weeks was pretty damn good I thought.

My friend Bill was a saviour as he made the Howe Truss bridges for the layout simply because I was running out of time. Up until that time I would not let him do anything other than provide advice because I really wanted to do this on my own. There is no question that those wonderful bridges became a feature of the layout.



The Howe truss bridges in position



The as exhibited Howe truss bridges

Scenery

The scenery was fairly basic and is made up of expanded polystyrene fitted between the risers and then shaped with a hot wire. Once the groundwork was laid out the whole area was covered with plaster bandage and

then casting grade plaster to create the rock work. It was during this stage of the layout that I wanted to speed up the process and this led to an accidental find that astounded me as it made the rockwork incredibly easy to produce. This single find meant that within a day I was able to complete all the groundwork over the full 4.8 metres of the layout. I did some workshops on using this method at the Modelling the Railways of New South Wales Convention and the method was dubbed 'Taylor Made Scenery' and that name has stuck to this day. I wrote a series of articles for the Australian Model Railway Magazine about the technique to create this scenery and this can be found in the April 2001 edition.

When first built the scenery was covered using proprietary scenic materials but I found they were a bit too garish and decided to look for products that were a little more muted. I never realised how hard this would be and eventually decided to try making my own using dyed sawdust. The people who supplied my plywood were able to give me some sawdust which I sieved into various grades, the material was dyed using craft dye and an old sunbeam cake mixer in small batches. The resulting mass was then laid out on plastic trays and placed in the sun to dry which seemed to take forever. The final results were great and the scenery came to life as I blended my material with coarse foam products from a well known supplier and gradually had texture and colour that worked.

We often talk of the learning curve in this hobby and building a layout and producing a plausible scene is definitely a learning curve. The first outing for the layout was something of a wake up call for me and when I was asked to attend another exhibition I decided that the whole layout needed to be made to a higher standard. The inspiration came easily because there were some amazing layouts being exhibited throughout New South Wales and these

high quality layouts were the motivation for me.

Trees

There are a number of things to consider when it comes to trees on an exhibition layout. The first trees that populated the layout were sticks with crumbed foam or lichen stuck to them and quite honestly they looked awful. The other

problem I had with these was they were prone to breakage and not repairable. I purchased some trees made from wire and covered with paper and No More Gaps and these were great. I

If they were knocked over you simply bent them back into place. Over a number of weeks I made several trees using this method and then used them to give life to the layout. The trees changed over a period of time and eventually became Jacaranda and Wattle trees in full bloom and the simple process of scattering coloured material onto an existing tree gave the layout a boost of spring colour.

The layout gets a name

I think one of the hardest things is to come up with a plausible name for a layout, until I was ready to do my second show the layout was Robyn's layout and that simply did not work. For some time I had written a list of possible contenders for the name of the layout but none seemed to be suitable and then one day I remembered being introduced to a gentleman who had a wonderful attitude about his model railway which was not perfect and was simply built to have fun and enjoy the hobby. I really liked his approach and thought I would name the layout after him. I decided to contact him first to see if he would allow me to use his name and when he answered the phone I said that I wanted to name my layout using his name. The phone went silent and then he said "Allan seems like a funny name for a layout" I then explained that I wanted to call the layout Greetham using his surname. I could hear Allan calling out to his wife that there would be a layout with his name. He was quite surprised and gave me his blessing and Greetham suddenly had life.



Greetham station

The buildings

Greetham is a great little town that has a number of shops that line the street behind the station. The Railway Hotel is quite a large building and was built using styrene. The word Hotel on the roof was hand painted and the wonderful wrought iron railings were from Scale Link in the UK. Opposite the hotel is the ANZAC Memorial Park with the statue being made from a HO figure suitably modified

Greetham boasted a Commonwealth Bank which is based on the building at Kyogle and this is quite a modern structure as there is an ATM at the side of the building and air conditioning units on the roof. This model like all the buildings on the layout is scratch built using styrene. Probably my favourite buildings are the Jewellers Store, Tresses Hair Salon and of course the Ladies fashion outlet. For those who are into models and hobbies there is Australian Hobbycraft (This was the name of my craft shop in Kogarah) and a very busy petrol station which was the only kit model on the layout.

These things gave credibility to the layout and prompted me to write a story that we used in show guides. The story goes that Greetham was bypassed by the new highway and the town economy was shattered overnight. The people of the town got together and decided to promote Greetham as a tourist destination and they were very successful. Because of their efforts the town has survived and the future is looking very positive. The story finished with the comment that our tourist information centre is open during the show and you are welcome to ask any questions about Greetham. This was of course tongue in cheek and we expected questions on how the layout was built but we did have some people who were keen to find out where Greetham was and what accommodation was available in the town.

There was a supermarket but sadly it was irreparably damaged and had to be removed from the layout. The vacant space annoyed me and I decided to build a shell of the model and paint it so that it looked as if there had been a massive fire that destroyed the building. It certainly created a lot of interest with patrons when we explained that there had been a fire that destroyed the supermarket and everyone seemed concerned that we should rebuild as every town needs somewhere to buy their groceries.

No town would be complete without a town council building and Greetham is no exception and the Greetham County Council Building is modelled on the Lismore County Council building. As with other models this is scratch built using styrene. The township changed regularly as I tried to find the best layout for the buildings. The addition of the Council building and a white goods store meant that I needed to change the road by adding an intersection and

Greetham town square



separating some of the buildings. The final design was more appropriate and this was the last change that was made. I never did rebuild the supermarket which is quite strange, I guess the locals just had to travel to the next town for their groceries.

Greetham CBD



Rolling Stock

At the time Greetham was built there was not much in the way of quality models for Australian N Scale. Some manufacturers like N Trains produced good injection moulded wagons that were easy to build. As far as locomotives were concerned there were a few body shells that were overpriced and in a lot of cases built to fit mechanisms that were well out of production. The success of the 82 class model was due in part to the fact that I purchased 500 dash 8's to ensure that there would be a good supply of mechanisms for future models. The lack of supply dictated that the bulk of the models that ran on Greetham were hand made either using available kits such as those from N Trains or modified loco bodies from Ibertren and other suppliers to fit mechanisms such as the Model Power SD7. For me this was a great way to further my modelling skills and over a period of time I scratch built a number of wagons and locomotives to run on the layout. I also produced around 40 patterns that I hoped I could have been cast and add them to the range I was keen to start selling. Sadly this would not happen as no one would cast my models and due to the fact that at the time I did not know how to do the casting the future development of models seemed to come to a rather abrupt end. One of my favourites were the container trains with the variety of liveries that made them quite colourful. I did amass a collection of these and the container flat wagon was a very quick model to make from scratch. Container trains are still one of my favourites.

Back scene, pelmet and lighting

The back scene on Greetham was made from 12mm mdf and slotted into the baseboard just behind the scened area. The painted board was done using artist acrylics and I tried to create a perspective effect to be able to have the road run off the baseboard and up and onto the back board. The effect was reasonably good and helped to make the front display area seem a lot deeper than it actually was. I used by NSWGR. The final result was quite good and the curtains that I made were also Green in colour and sat nicely on the front of the layout.

Included in this part of the layout was the pelmet and canopy that not only helped to create a diorama effect but was quite functional as it supported the three 36 watt daylight fluoro fittings that illuminated the layout. The problem was trying to make this strong enough to support the light fittings but lightweight as it had to be hung from the back scene. The solution was to use L brackets to help support the weight of the pelmet and the light fittings and small enough not to show when looking at the front of the layout.

Vehicles

I did spend some time modifying model trucks to be more Australian and perhaps my favourite model was the Arnott's Biscuits truck which was always pointed out by people at shows. I was really excited when Ross Balderson started to manufacture a range of Aussie cars in N Scale, the range included both modern and old model cars and these were perfect for Greetham. A number of other vehicles were added over time and these changed at each show.



Track work and electrics

As I have mentioned previously the track laying was my downfall with Greetham, suffice to say that I have improved greatly and now have no problems laying track and getting the curves right. All the track on Greetham was Peco flexi track and I used insulfrog points with the fiddle yard points being changed by hand rather than using point motors. Some would say that electrofrog points are better but it is wise to remember that this was my first attempt and I needed to keep things simple. In those early days I was a bit rough with my soldering and after a few lessons from Bill I am now more confident. The layout wiring is so simple it is rather embarrassing but the best thing about keeping things simple is that when something goes wrong it is so easy to identify where the problem is and more importantly easy to fix. Two wires from the controller socket were attached to each track ahead of the points and each board had leads that were connected by plugs and sockets to provide power across the joints. The layout took around 40 minutes to set up at shows and the connecting leads meant that I could have trains running in a short space of time. The layout was DC controlled using a 2amp transformer that provided 16v AC for the home made controllers that converted the AC to 12v DC. To ensure that we could run the layout from either end a set of two sockets were attached to the end modules of the layout with each socket wired to ensure that they could not be crossed and cause a short circuit. The design of this wiring was testing to say the least but after a few false starts the result was that if you plugged the controller into the wrong socket that nothing would happen as the pins were wired differently. This avoided having two controllers plugged into the same track which would have caused all sorts of problems. The long leads also allowed us to sit at the front of the layout so we could talk with show patrons.

To help me to be able to identify any problems with the electrics Bill made me a test light and gave me some instruction on how to find any faults that might occur. Identifying the area where a break in continuity occurred made it a simple process to find the problem and fix. Anyone who has ever been an exhibitor would know that sometimes it is the simplest things that can go wrong and I can't imagine how many times I found that a joiner between the modules hadn't been connected. I have seen so many layouts that are wired with such complexity that when something goes wrong it throws everyone into chaos as they try to find the problem. Of course Murphy's rules apply and it will always happen when the biggest crowd is around the layout.

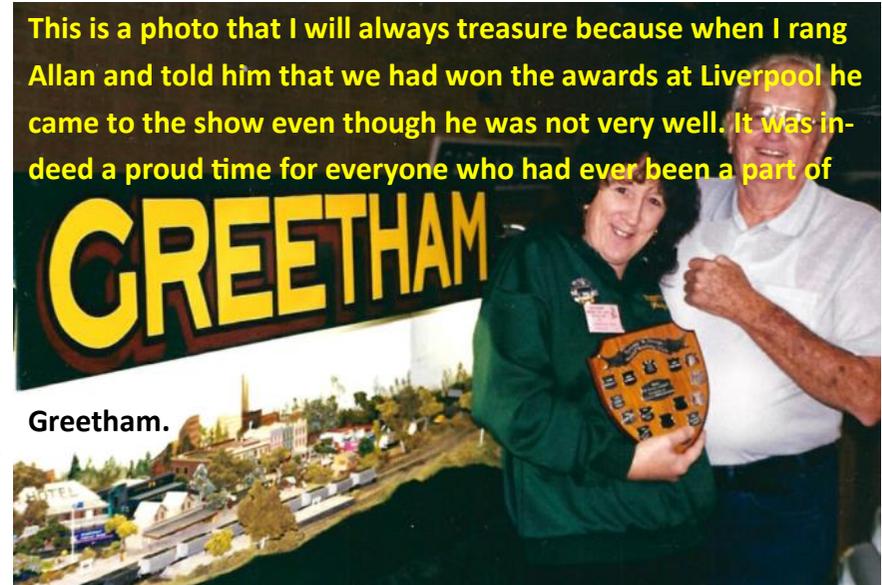
Conclusion

I recently counted all the badges and certificates I was given at shows where Greetham was displayed and was staggered to find that the layout attended almost 100 shows. The most

amazing show was the AMRA show at Liverpool in 2000 when the layout took out a number of awards including "Best N Scale Layout", "The President's Cup" and a lovely shield which I have forgotten what it was for. To top all that off I took first prize for my scratch built model of a Freightcorp 90 class loco. The timing was rather perfect because the Sydney Olympics had just started and I made some changes to the layout to include the Olympic Torch relay running down the main street of Greetham. I included the Harley motor bikes and the bunting that hung from the light poles. Because it was a timely event and was captured in miniature on Greetham everyone commented on it.

Sadly, all good things come to an end and Greetham was no different, the last couple of times it was exhibited it became obvious that the frames and timber work was getting tired and I finally made the decision to call it a day. It was indeed a sad time for me as I removed anything I could salvage and loaded the remainder in the trailer for the undignified trip to the local tip. I have made other layouts since such as Passionfruit Creek, Wattle Tree Lane and more recently, Spring Bluff but Greetham will always be my baby and who knows- perhaps one day it will again come to life.

I need to thank the guys who were always there to run the layout, Dennis, Alex and Bill you guys did the layout proud. I must also thank all the people who gave me encouragement and advice and especially to Bill Cox who taught me so much about this wonderful hobby.



This is a photo that I will always treasure because when I rang Allan and told him that we had won the awards at Liverpool he came to the show even though he was not very well. It was indeed a proud time for everyone who had ever been a part of

Greetham.



SCRATCH BUILDING SPECIAL INTEREST GROUP

FEBRUARY 2018

NEWSLETTER

FEBRUARY HAS BEEN A BUSY MONTH

The bottle shop exterior



The bottle shop interior



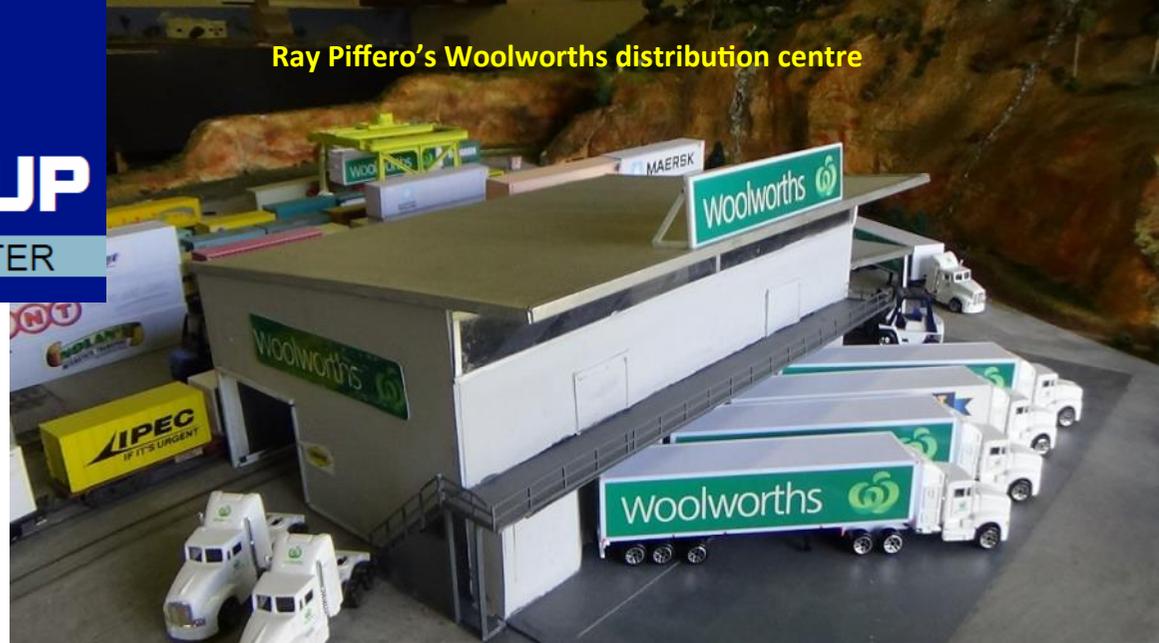
Assembling the kit



There is no doubt that we have had a busy time over the past month starting with the construction of Robyn Taylor's HO Scale kit of a modern bottle shop. The model was made using printed sheets, matt board, rigid PVC and clear PVC. The original kit shown here is Wayne's Bottle Shop but we had our own names for each model. The model required the use of different skills compared to our wagon model from last month. Working in cardboard means you have to be a bit more accurate with cutting components and using adhesives that take a bit longer to dry. The members were able to add interior detail and their own method of lighting using LEDs. The final results were very good and everyone should be proud of their efforts.

Our next project will be to make a start on the scenic part of our layout modules and more information on this project will be in our March newsletter. This next venture is really exciting as we will be building an exhibition layout that will capture some beautiful scenery and a high level of model making.

Ray Piffero's Woolworths distribution centre



Our model of the month goes to Ray Piffero, who used his skills in creating a Woolworths Distribution Centre and a rail based container crane for the club's layout. The distribution centre is scratch built using styrene and had to be designed to fit a limited space. The container crane is modified from a kit with flashing LEDs. Excellent work Ray and a great contribution to the layout.

For more on this group see <http://>

[www.nmra.org.au/Scratchbuild/Scratch%20Building%20Sig%20on our Web site.](http://www.nmra.org.au/Scratchbuild/Scratch%20Building%20Sig%20on%20our%20Web%20site)



House training “City of Liverpool”

Rod Tonkin

In my younger days I dreamt of owning a Hornby Dublo “Duchess of Montrose”. Alas when I was able to afford one, Meccano Limited and the Hornby Dublo range were gone. Triang’s offerings were a very poor second option. The result was my interest in modelling British railways lay dormant for about fifty years.

Dial forward to the early 21st century and those of us looking to model British railways are much better looked after. Both Hornby and Bachmann market reliably operating, superb looking models of British rolling stock. My birthday last year netted me an OO scale model of ex LMS pacific 46247 “City of Liverpool” in BR green with the original curved top smoke box. (The locomotive was refitted with a cylindrical smoke box in 1958. After the rebuild the locomotive like the rest of the class was repainted in Midland red.) This minor historical fact meant my model of “City of Liverpool” is correctly painted and lettered for the period from the early 1950’s until early 1958. The maroon coach colour scheme was introduced by BR in 1956. This means my green liveried model of 46247 “City of Liverpool” can “prototypically” haul my maroon coloured BR Mk1 coaches. Now I’d established the time scale my model of 46247 “City of Liverpool” will be operating in, (1957) I could detail the model to suit that era.

My model of 46247 “City of Liverpool” will need to be able to negotiate set track curves. Photos of Princess Coronation class showed the front side steps were prominently visible. I wanted the front steps installed. Trials with 46247 “City of Liverpool” on a piece of 504 mm radius track showed the lead bogie fouled the front steps. Further inspection of photos of Princess Coronation class locomotives showed the lead bogie did not extend past the guard irons mounted on the lead bogie. Removing the now redundant coupler mounting extension on the Hornby lead bogie (a feat requiring a not inconsiderable amount of effort) allows the model to negotiate 438 mm radius curves with the front steps installed.

I needed the long locomotive tender drawbar length to allow the model to negotiate set track curves at home. As a result I had a considerable gap between the locomotive and coal tender. I used the same technique I’d used on my OO scale model of “Tornado” to disguise the gap between the locomotive and coal tender. I’ve fitted 46247 “City of Liverpool” with a cab floor fall plate and a dummy engine tender buffer.

By trial and error I arrived at a suitable size and shape for the cab floor fall plate. My cab floor fall plate is made from black art paper. I secured the fall plate to the cab floor with



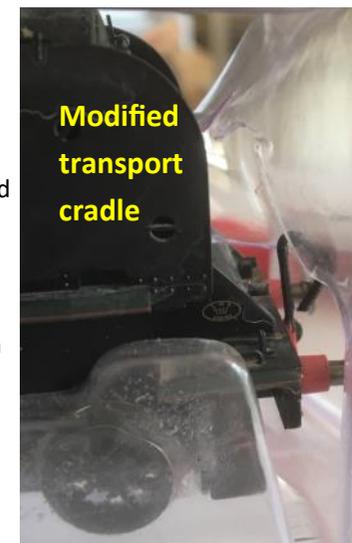
46247 “City of Liverpool” in action on the main line

double sided tape. (This shows double sided tape has uses other than securing young ladies attire on TV awards nights.)

The engine tender buffer on the real thing is a very important item. Friction between the compressed spring loaded buffer on the front of the coal tender and the rear of the locomotive frame reduces side sway created by the unbalanced forces of the reciprocating masses of the pistons and connecting rods. All I want the locomotive to tender buffer to do on my model is to cosmetically fill the gap between the locomotive and the coal tender. I carved a foam block to size and attached it to the coal tender with double sided tape. After a few trial runs to check the buffer did not interfere with the models operation around 438 mm radius curves, I painted the buffer matte black and contact cemented the buffer to the front of the coal tender.

The vacuum brake hose on the front buffer beam is a prominent feature of the front end of a Princess Coronation class locomotive. Hornby supply this fitting loose for the purchaser to install. Unfortunately the blow moulded packaging cradle fouls the installed vacuum brake hose. Some plastic surgery to the packaging cradle solved this problem.

Now 46247 “City of Liverpool” was fully assembled I could start giving it some character. I’ve decided my model of 46247 “City of Liverpool” will be slightly grubby to reflect hard work. Water colour washes of light grey give the impression of coal ash from the exhaust. The under cart received light water colour washes of burnt umber to give the impression of dust from the roadbed. Some white staining from the safety valves showed the fireman was earning his keep. A layer of coal, white glued over the moulded on coal in the coal bunker, some coal spilt on the cab floor and on the coal tender rear deck gives an impression of a hard working locomotive. I may have missed out on Hornby Dublo’s “Duchess of Montrose” all those years ago; however Hornby’s British Railways 1950s era “City of Liverpool” suits me just fine.



The 2018 Rails 'n Sails NZAMRC Convention

Philip Sharp

The North Shore Model Railway Club (NSMRC) in Auckland hosted the 2018 biennial convention of the New Zealand Association of Model Railway Clubs over Easter at the Barfoot and Thompson Netball Centre on the North Shore. I became convention chair late November last year when the then chairman stepped down because of work commitments. At that point, the planning of the convention was in its early stages and had stalled. I formed a committee of four NSMRC members and three non-members including Paul Hobbs and me. Five members of the committee worked full-time. This combined with having just four months including the Christmas – New Year period to organize the convention meant committee members had many late night and some early morning sessions.

The hard work paid off. There were 154 registered attendees including seven partners, a significant increase in attendees compared with the previous convention. I received numerous compliments about how well the committee had run the convention. Things certainly went wrong, such as the burglar alarm at the venue being accidentally triggered twice, the local newspaper advertising, unbeknown to the committee, that the convention was open to the public, and some conventioners being unable to open the coffee sachets.

The NZAMRC conventions are intended for modelers of all prototypes, including NZR, American, UK and European modelers. NZR modelers have supported recent past conventions well, modelers of the other prototypes less so. The committee worked at getting a larger representation from these other prototypes (without reducing the representation from the NZR modelers). We met with mixed success. Seven of the twelve layouts on the tours were American. We initially had one UK layout but this was withdrawn. We also considered three European layouts for the tours but none were available. Fortunately, one of the three layouts at the venue was European. Six of the twenty clinics at the convention were given by either an AR member or an American modeler. These clinics included two by Arthur Hayes, one by Paul Hobbs, and two by me. A seventh clinic was given by a European modeler. Despite awards being available, American, UK and European modelers were greatly underrepresented in the model competition.

The committee tried three activities that were not at

the previous convention: a shunting competition, a JMRI switch list session, and providing space for model railway organizations and events to promote themselves.

The shunting competition was based on the shunting puzzle at <https://farthinglayouts.blogspot.co.nz/2009/12/shunting-puzzle.html>

This competition generated little interest with just two people trying it.

The switch list session was held on the NSMRC's Waitemata and Chelsea Railway. Eleven attendees and nine NSMRC members had a 2 ½ hour session. Halfway through the session, drivers and station masters swapped roles; some station masters were reluctant to do so because they were enjoying being station master. One member of the Auckland Märklin Club told me he hoped the club would consider holding operating sessions on one of their layouts. The NSMRC has been running JMRI switchlist sessions since June 2016 and this experience undoubtedly contributed to the success of the session.

Four model organizations and events used the promotional space. Arthur Hayes (MMR), one of four Australians at the convention, promoted the AR's regional convention this coming September. Paul Hobbs and I promoted the NMRA using an electronic photo frame and AR membership applications. Five of these application forms were taken. I hope this will lead to more New Zealand members of the AR.

Was the convention a success? Yes. Was the convention an unqualified success? No, it lost around \$1500, mostly because the venue cost \$10,000 to hire, a typical hiring cost for Auckland. The NSMRC will not be out of pocket as the convention was underwritten by the NZAMRC. Nevertheless, the loss still rankles. There is the mitigating factor that the convention was heading for an estimated \$6000 loss late November last year,

Photos by Philip Sharp



A presentation at the convention



Traders stalls were well scrutinised by convention attendees

Division Two notes

The February meeting was held at the home of Stephen Walker. There were twelve members in attendance. Div. 2 Superintendent Stephe Jitts welcomed everyone to the meeting and asked for a few more meeting hosts to complete the calendar for 2018. Hopefully, he will get a positive response in the coming weeks. There was no ARC meeting report at the time, although I include it “after-the-fact” as an adjunct below. The NMRA elections were on and members were reminded to vote. There was mention of a new Public Officer being required and Stephe was considering the position. Jess reported that she was unable to check out the hall she had mentioned last meeting.

There were a couple of interesting discussions. One was about the format of the meetings. The second discussion was initiated by David Low about his quest to research the products and freight car movements on the lower Main South of the NSW rail system in 1972. Whilst David had managed to obtain much information from published railway sources, some of the detailed specifics were missing and he wanted this information for an upcoming talk in Sydney in April. Those in attendance thought it interesting enough for David to consider such a talk/discussion at a future meeting.

Host Stephen Walker gave us a wonderful talk about how he fitted his N scale freight cars with sets of steps, body-mounted #1015 Kadee couplers, metal wheels with low flanges (Fox Valley preferred), weathered the trucks and wheels with paint and chalks based on prototype photos, added coupler platforms and cut levers to the models.

Steve favours *Blagdon Enterprises* chinks as they stick well enough without an overcoat of flat clear gloss. He sometimes uses washes. He now also uses *Vallejo* water-based paints as Floquil has become unavailable. Artist medium gauche (e.g. burnt sienna) from Daley Rowney are also used. Steve likes *Italiari* paint brushes. He has also tried decals for rust streaks and graffiti with good effect.

A wonderful afternoon tea provided by Steve’s wife, Lorraine, topped off a terrific afternoon. A big thank you to Steve and Lorraine for the afternoon delights. At the same time, we also got to run some trains on Steve’s layout which was a lot of fun.

For more information on Division Two’s activities their newsletter “The Flimsy” is posted on our Web site <http://www.nmra.org.au/Flimsy/Flimsy.html>



Some of Stephen’s N scale locomotive roster in action



Division Four

Our March meeting was postponed due to members family commitments. The re scheduled meeting was held on the 8th of April at our Divisional Superintendent's residence in the wilds of Perth's Northern suburbs. We welcomed Peter McQuire a visitor from Division Seven to our meeting.

The formal part of the meeting being quickly dispatched, we adjourned to Rod's train room. Members were pleasantly surprised at the transformation inside the train room. Gone was the low bench work of Martindale Creek. In its place the new easily accessible, high level base board Wombat Gully-2 is steadily emerging. Thus far the baseboards, view dividers, fascia, concealed lighting and main line track work are complete. Members were able to test run their rolling stock on the layouts main line.

Operations were suspended for a while to partake of an afternoon tea of iced brownies and hot cross buns.

The moon light lighting effect illuminated by blue LED Christmas tree lights on one of the scenes on the layout was especially appreciated by members as their locomotives moved across the layout with their headlights illuminating the scene.



Alan Burrough driving his Santa Fe 4-6-2 through Pauline's Bend in moon light on the editors new OO/HO scale layout.

Men at work

The winners of the photo contest for the club gift 2017

Last year, all LGB Club members received the Freight Set from Pola as a gift. In issue 3/2017 of LGB Depesche, the editorial team - as has become tradition - announced a photo contest for the club gift. Readers were asked to put their creative energy to great use and to produce and capture a lively and detailed scene on their layouts using boxes, barrels, and pallets. Customizing the freight items and adapting them to the style of the layout was not only allowed but also encouraged; audacious use of the gift welcome. We were as surprised as last year about where entries were sent in from. Besides Austria and Germany, LGB fans from as far afield as Australia, Canada, the Netherlands, and Sweden took part, although our Dutch friends were by far the largest contingent. The three winners have now been picked and since everyone made every effort to send in large, printable images this time round, we can finally present their ideas in a befitting manner.

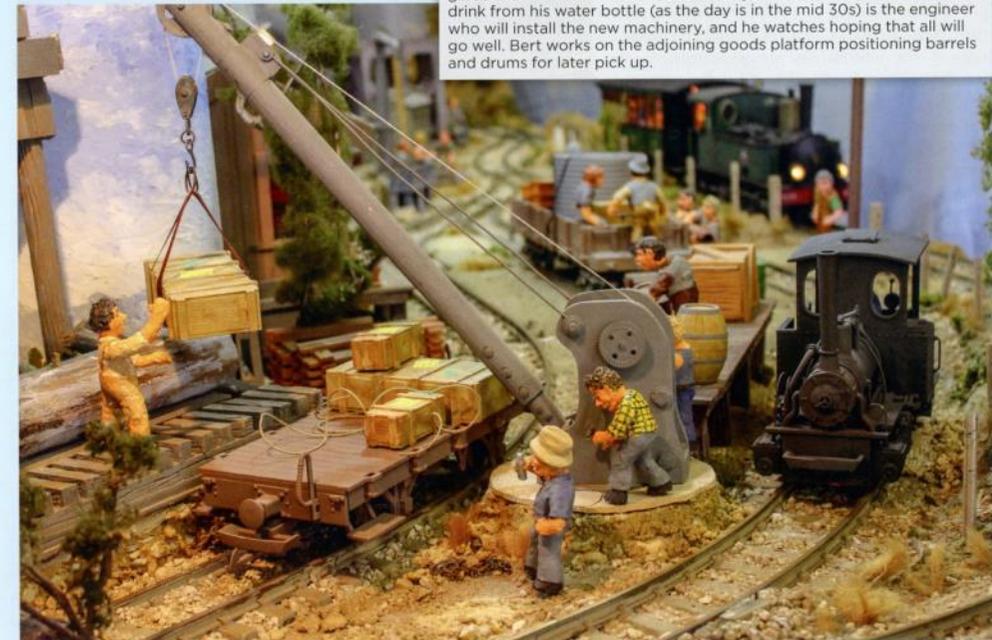
Rev. Dr. Vern Cracknell from Lower Mitchem, Australia, even sent us a detailed description that we decided not to withhold from our readers, especially as Vern makes his own figures and gives each one a name. He was awarded 1st prize for his particularly atmospheric installation (image down right) and will receive the RhB Gondola with sound (item 33353). Although Vern will undoubtedly replace the band with some of his own model friends. The 2nd prize - a RhB Bicycle Car (item no. 34555) - was awarded to Keith Yundt from Victoria, Canada, for his heavy-load scene, and the 3rd prize - the RhB High-Side Gondola (item 40881) - went to Peter Baetsen from Venlo in the Netherlands for his farm shop that has received an LGB delivery.



1st prize: RhB Gondola with sound (item 33353)

Vern Cracknell describes his Club gift installation:

The scene is on the Kangaroo and Cockatoo exhibition layout. The field locomotive has shunted the flat wagon into the Burr and Tooth sawmill spur line, and has moved onto a passing loop to await its next task. The wagon is loaded with crates of new machinery required for this mill, as well as for others in Burr and Tooth's chain of mills. The yard crane is being employed for unloading, and Sid (in the yellow/green check shirt) and Reg (in the grey singlet), partly hidden on the other side, are providing the muscle power. Brian is on the landing to guide the first crate onto the deck. Barry, with the hat and about to drink from his water bottle (as the day is in the mid 30s) is the engineer who will install the new machinery, and he watches hoping that all will go well. Bert works on the adjoining goods platform positioning barrels and drums for later pick up.



1st place: Vern Cracknell came first in the Club gift photo contest 2017 with his down under still-life. Note: The freight boxes have even been decorated with labels. All further elaborate details can be found in the box above.

Division Seven Events Excepts from the **Division Seven Extra** on our web site <http://www.nmra.org.au/Div7/The%20Extra.html>

Valley Heights Railway Museum

On a beautiful January morning we set off from the Central Coast and headed for the Blue Mountains. We were to meet at the Valley Heights Steam Museum at 11.00am for a 12.00 noon start. Air temp was a very comfortable—22C with some light cloud. We arrived right on 11.00 am - a 1hr 40 min drive – very little traffic! There were already a number of our members there, being social and wondering around the exhibits. At 12.00 noon our Divisional Superman call us all together in the stainless steel coach used for presentations and meetings. We were shown a video of the history of the Valley Heights section of the railway including the two Zig Zags – some great photos and very good information.

We were then taken on a conducted tour of the round house beginning with the coach of the Caves Express – totally refurbished. On the next track was a refurbished Milk Van. Its

construction was explained and we had a look inside. The next track had a green 32 class, there was a stairway to the cab for us to look around. Very nice condition, not sure if it could steam. We looked at some refurbished 4 wheel wagons and a neat BBQ. Members were invited to climb aboard the passenger tram carriage. Again totally refurbished and used behind



the steam tram on steam running days. Its history was explained and is one of two at the museum, the other is being refurbished. On to the 54 class, steps to the cab where we could hear a conversation between two of the crew as it would have been back then! There was a diagram explaining the different parts of the cab with matching labels on those parts in the cab. The next road housed a rare loco – a complete 46 class. This one being 4601 the class leader. Members were invited into the cab to see what the driver saw through the front window. In the not too distant future you will be able to walk through the “engine room” to the other cab.

Then a pleasant walk down to the other end of the yard. At the end of the track was a fully restored 4wheel hopper. Back towards the round house for the star of the show, the mighty 57 class – 5711. They are relaying a crossover in front of the loco and when completed the loco will be moved to the turntable, turned and placed in one of the stalls in the round house

with its massive tender behind it. Then more cosmetic work will be done. If you have a spare \$5m they will get it steaming for you.



Next stop a working NSW HO layout. On the other side of the shop was another working layout. This was a working model of Valley Heights station and engine sheds in steam days. A pair of 32 class locos in the yard and another 5 x 50 class locos ready for use.

It was then time to say goodbye and make our way home to Bowral, Campbelltown, Blaxland, Central Coast and numerous other places around the division. 30 members had a very enjoyable day.

Newcastle Model Railway Club

After a very pleasant drive up the Newcastle Goat Track in February I turned off through Morisset to pick a member who had just had some work done on his heart. We continued through Toronto and up through Adamstown to the Newcastle MRC.



The clubroom is on railway property just opposite the railway yards at Broadmeadow, so plenty of prototype items to look at! In the club room there are two layouts—one HO and the other N scale. The HO layout can switch between DCC and the other system as required.

The members can run any of their favourite locos and rolling stock; Australian, British and USA. One of their members, Henk has done a great job of painting the backdrop on the HO layout.

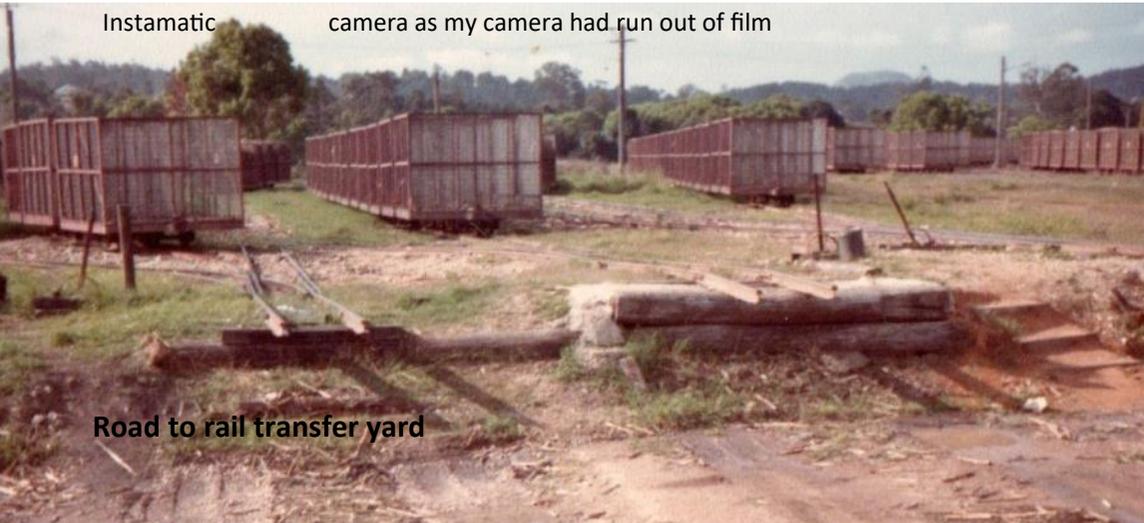
Sowerby Smith MMR brought along a loco he had just finished building. It will not run on his layout as the loco is O Scale, but he has friends with O scale layouts to test run it on.



Sowerby Smith's O Scale loco

Prototype Observations

Not all cane fields have access to the cane tram system. This installation in Nambour in the early 1980s allowed loaded cane bins carried on semi trailers to be transferred to the tramway for railing to the Nambour Sugar Mill. The photos were taken on my wife's Kodak Instamatic camera as my camera had run out of film



Road to rail transfer yard



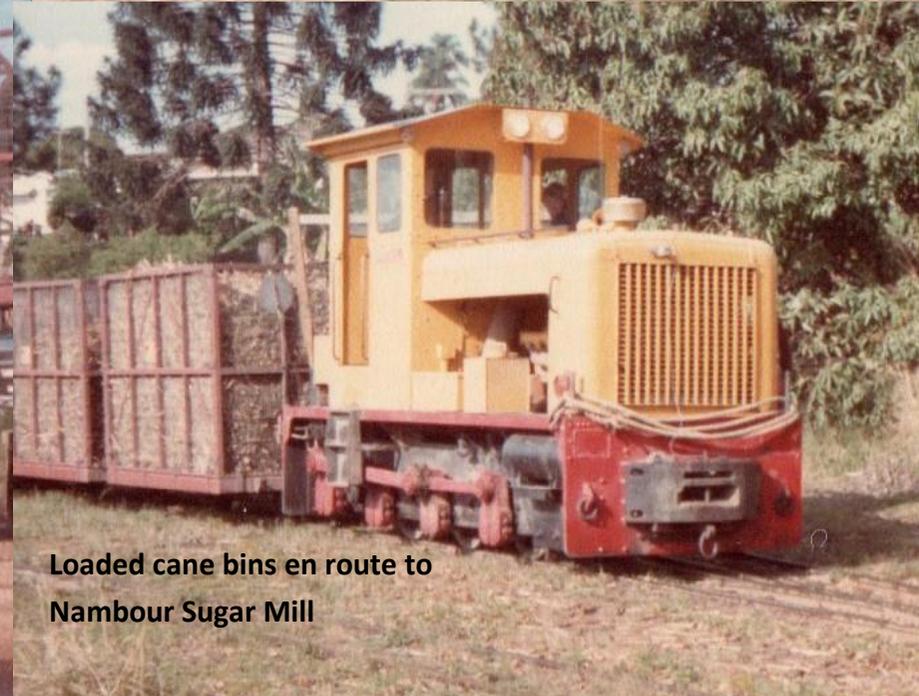
Tramway access to Nambour Sugar Mill



Shunting loaded cane bins



Loading empty cane bins onto a semi trailer for the trip to the cane field



Loaded cane bins en route to Nambour Sugar Mill