

MainLine



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Journal of NMRA Australasian Region
Vol 36 No 1 January February 2019

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.

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

March April

Content submissions

15 April 2019

Publish date on web

30 April 2019

May June

Content submissions

15 June 2019

Publish date on web

30 June 2019

Cover photo

In the early 2000's TrailerRail was promoted as the future for long distance haulage. AN5 was the trailing unit on a west bound TrailerRail train passing through Kalgoorlie in the early 2000s. Photo by the editor.

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President's thoughts, did you know?

Here is some information about NMRA that may come in handy when you are talking to prospective members.

- The NMRA Video Library has over 150 videos of clinics that were presented at National Conventions from the last 30 years. Virtually every model railroading topic you can think of has been covered...from scenery to operations to prototypes to electronics. If you missed the last few decades of National Conventions, you can still see some of the best clinics around. Just log into www.nmra.org as a member, click on "Membership / Member Home" and click on the big red box that says "Watch clinic videos" next to the photo.
- We have over 15 hours of professional videos produced by Model Railroader Video Plus, TrainMasters TV and Model Railroad Academy in our NMRA Video Library. These are the same videos people pay a subscription fee to see...but for us they're FREE! Just log into www.nmra.org as a member, click on "Membership / Member Home" and click on the blue box beneath the photo that says "Video Library."
- The NMRA website has a bunch of promotional materials you can download and use at train shows or swap meets. Log on to www.nmra.org as a member and click on "Promo Materials" in the red bar. You'll find a PowerPoint presentation of NMRA member benefits, a flyer about our Partnership Program, a recruitment video, NMRA logos in color and black and white, and even materials for National Model Railroad Month. They're all downloadable and free!
- The NMRA website has the full set of Data Sheets that give you information, drawings and dimensions for virtually anything you want to put on your layout...from baseball diamond

measurements to train control and dispatching to signals to railroad heralds. It's an unbelievably wide range of information at your fingertips. Just log into www.nmra.org as a member and click on "Data Sheets" in the red bar.

We have a full archive of all the NMRA eBulletins, NMRA Turntables, and even the NMRA Bulletin section of NMRA Magazine/Scale Rails going back to 2005. Just log into www.nmra.org as a member and click on "Publications" in the red bar.

The NMRA's Model Railroad Directory is now listing club layouts besides individuals' layouts. So if you're traveling you can see which model railroaders and model railroad clubs are in the area you're visiting and schedule a tour or op session. If your layout or club's layout isn't listed, log in to www.nmra.org as a member, click on

"Membership / Member Home" and then click on "Model RR Directory" in the red bar. There are full instructions on how to list a layout – just click on the links on the blue box at the top of the "Model Railroad Directory" page.

S P August

Stephen Priest's Santa Fe

Take a layout tour on the mythical St. Louis Division of the Santa Fe. Stephen Priest, editor of *Railroad Model Craftsman* and NMRA Board member, along with Cynthia Priest, editor of *NMRA Magazine*, and their son Joel have created a masterpiece layout set in modern times.

A TrainMasters TV presentation



Rodney Tonkin's Wombat Gully (HO)

- Layout Details

Railroad Name: Wombat Gully

Prototype Modeled:
North American freight and British passenger trains in an Australian setting

Model Railroad Era: Late twentieth century

Model Railroad Theme:
Single track mainline through mountains

Primary Scale: HO **The editor's layout listing. Where is your layouts listing?**

Description:
The layout occupies a walled in two car carport. The layout measures twelve feet by ten feet six inches. The layout has walk around, walk in no stoop access

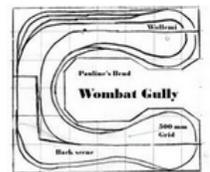
The line represents a section of a north/south privately owned bridge line set in Eastern Australia. The line forms part of a privately owned rail network across eastern Australia. Power pooling and access agreements provide a variety of motive power over the line.

Mainline trains originate and terminate in a three track staging yard. The visible section of the main line has two passing loops. Two branch lines add operational complexity.

The scenic theme is a railway following a river valley through rugged uninhabited country. Except for the Wollemi branchline all track is level. View dividers break the layout into a series of scenes.

The layout is powered by an NCE DCC system with plug in throttles. All turnouts are hand operated.

Click image for larger photo



Wombat Gully track plan

NATIONAL MODEL RAILROADING ASSOCIATION
Data Sheet

ALCO HH-SERIES DIESEL
by Jerry E. Meyer

This is an American Locomotive Company of Schenectady, New York, long a mainstay on the American railroad locomotive scene with its mainline line of steam engines (passenger locomotives), began drifting into the internal combustion business in the early 1920s. Initially, Alco worked up with G.E. Ingersoll-Rand in the development and sale of diesel locomotives. From that point until 1929, Alco's diesel locomotive efforts were varied.

This all changed in 1929 when Alco acquired the McIntosh & Seymour (M&S) Engine Company of Auburn, New York. While M&S had cataloged a large variety of diesel engines, none met the requirements for locomotive applications. M&S therefore began the development of its line of locomotive diesel engines. M&S had long been the producer of cast-iron gas-line engines for the U.S. Bell Company.

Initially, the development of the locomotive diesel was actually based on the gas-line engine. This was, of course, after the Bell patent had expired. The M&S proposed design became Alco Model 530, a 300 hp, six-cylinder, 9 1/2 x 10 1/2 inch (bore and stroke), 240 rpm, 7 1/2 psi boost engine, and Alco Model 531, a 400 hp, six-cylinder, 12 1/2 x 13 inch 2100 rpm, 7 1/2 psi boost engine.

"Dodge made efficient progress" (Dodge) is a very efficient paradigm for comparing the performance of one engine to another, and for evaluating the reasonableness of performance claims or representations. Dodge is defined as the average (arithmetic) pressure

In memoriam

Sam Mangon MMR 1944-2018

Sam migrated with his family at age 5 from Egypt and went to school at Darlinghurst at a time when immigrant kids got a bit of a bad time but Sam rose above all that. After a time, the family moved to Chatswood and stayed there for the next 16 yrs.

Sam and Jan were married in 1970 and moved to Hornsby. Stuart their first son was born in 1974 and Rowan in 1976. Between all this Sam was studying at Uni for his Degree in Architecture which he attained in 1974. After gaining his Degree Sam worked as the Supervising Architect on the Westmead Hospital, later as Construction Manager on the Museum of Applied Arts and after that the Hunter Valley Gardens to name a few.

Sam was involved with the Masonic Lodge at Blue, Red and Mauve levels and was Master of Lodge on two occasions. Sam became involved with Rovers Scout movement at the 2nd Cammeray and later on supported Stuart and Rowan through the Cubs, Scouts, Venturers and Rovers and was very proud when the boys became Rovers. Sam also became District Leader for a time.

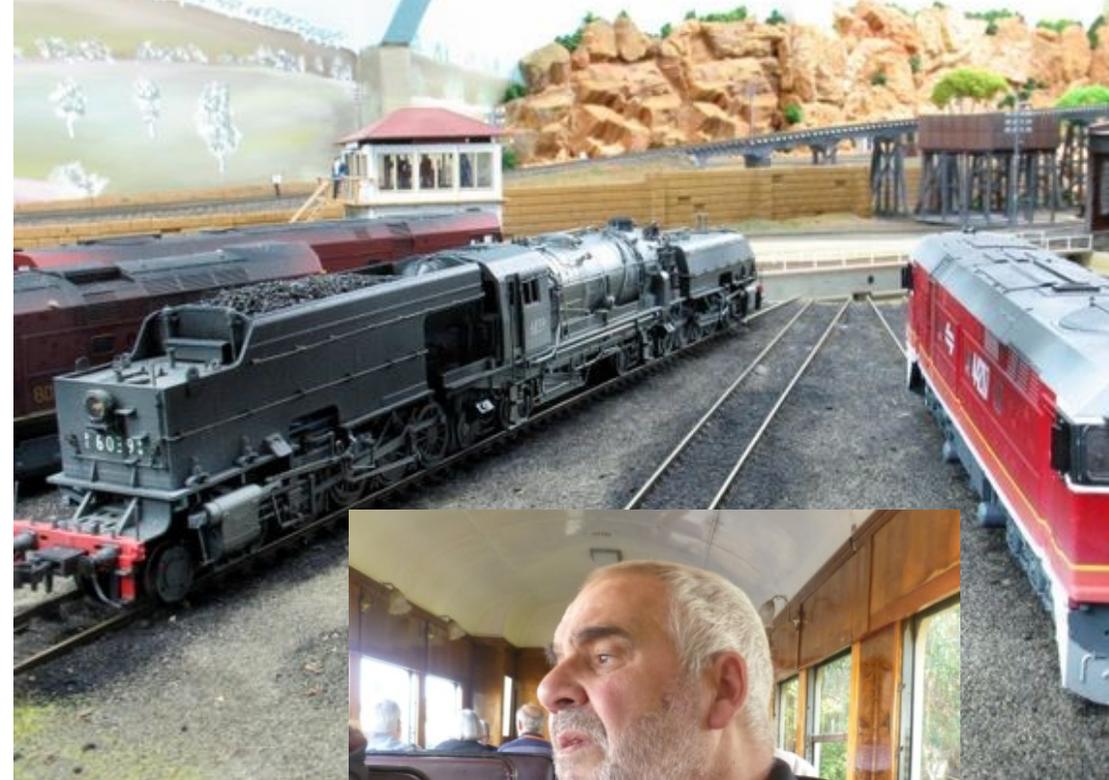
Sam joined the National Model Railroad Association in 2003 and as in everything else he did, he gave it his all and became a very talented modeler. Sam and the family moved to the Central Coast N.S.W. where he got to work excavating under the rear of the house for what turned out to be a first class HO layout. In his spare time he worked on getting the necessary Achievement Program Awards to gain his Master Model Railroader (MMR) which he attained in 2012. This is a great distinction for a modeler to receive.

Sam passed away on Sat 24th November 2018 after a long battle with lung cancer. Sam is survived by his wife Jan, sons Stuart and Rowan, his three granddaughters and daughter in laws Judith and Jen.

To say Sam will be missed is an understatement. He leaves behind a multitude of friends and people from his many and varied work and recreational activities

Sam will be missed by many and by this author

R.I.P. Mate



Editor's Musings

Promoting our hobby

Rod Tonkin

We all enjoy our hobby or we would not be members of NMRA AR. We hear a great deal about promoting our hobby. How can you as an individual member achieve this?

Many of us are members of service clubs (Rotary, Lions, Probus etc.) These clubs are always on the lookout for guest speakers. Your local library and community groups are also on the lookout for guest presenters. We can use these opportunities as a means of promoting our hobby to an audience outside the usual exhibition circuit.

Depending on the venue and audience you can tailor a presentation to give an insight into our hobby. I've found the following topics provide prompts to preparing a presentation on our hobby

- What is railway modelling?
- Who are railway modellers?
- What skills do you need?
- Scales and gauges
- Adding your own touches
- Control systems
- How to begin
- Basic tips
- Magazines and on line resources
- How to contact us

What is railway modelling? Roughly describe your own interest in our hobby. Give an idea on the diversity of interests our hobby.

Who are railway modellers? Describe some modellers and their modelling interests.

What Skills do you need? Give an idea of your modelling skills and what you use for modelling.

Scales and gauges? These terms confuse many new comers. A few words explaining the available scales and gauges and if possible examples of the various scales and gauges helps dispel the confusion.

Adding your own touches? Showing how you can customise your models displays the creative side of our hobby.

DC versus DCC? Describing the difference between DC and DCC is worth the effort as many non modellers have heard of both systems.

How do you start railway modelling? Is a train set appropriate for you?

Describing the basic skills of getting a train set operational like - joining track sections, track arrangements, wiring and track cleaning will give audience members the confidence to give our hobby a try.

New comers to our hobby have told me they have found published magazines confusing. A few words on what you get out of magazines will help in this area. Pointing to references you find useful is also a help.

Showing your audience how to contact us and use our web site will attract new members.

Depending on your venue and audience a small layout, models, power point presentation or a combination of the above will enhance your presentation.

Talk to your strengths to show your enthusiasm but don't go into too much detail as you can lose your audience.

These presentations give you the opportunity to promote membership in NMRA AR through displaying the standards gauges we sell, our divisional fellowship, our web site with its basic skills guide, MainLine and the NMRA members only web site.

If you would like a Power Point presentation you can use or modify for a talk on our hobby please email me at

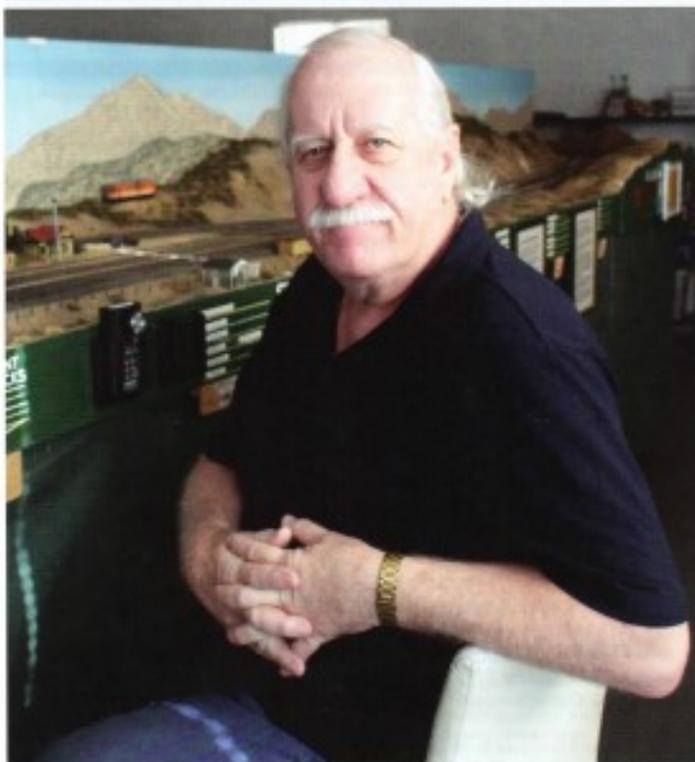
rjtonkin@iinet.net.au

The Power Point presentation can be easily modified to suit your modelling interests and those of your potential audience.

Some of the benefits of NMRA membership are detailed elsewhere in this issue.

Rod Tonkin Editor





ROB MCLEAR
EARNS MMR #616

The Journey to Master Model Railroader

I have been involved in model trains now for four-plus decades, in fact, since the mid-1970s. Unlike most modelers, I wasn't involved as a boy. My interest was in building models of ships and planes in plastic. I was in my 30s before getting into this hobby. Service in the military, Vietnam, police work, marriage, and raising a family took up most of my time. After leaving the military, I joined the police force in Victoria and was looking for a hobby to get back into — mainly for some stress relief.

My wife, Jan, heard me talking about model trains in conversations with a friend one day, and in Christmas of '74, there were a few boxes under the tree: a Hornby tank engine, four carriages, and some flex track. Also was a Hammant and Morgan dual controller that I still have. Unfortunately for her (maybe fortunately), there was also in-

cluded a book from Kalmbach, *HO Primer*; I still have it. At the time, we were living in a rented flat with no room for a layout. The trains were put away for a while and didn't see the light of day for some time. I had been reading the *HO Primer* and the U.S. modeling bug bit hard. Inspiration came from one particular photo in that book: it was of a Santa Fe Consolidation, a brass locomotive superbly painted and weathered (top of page 74 if you have the book). I was hooked, and the Santa Fe it was. I had no steam models and was buying diesels from Athearn and Bachmann — the only real US game in town at the time.

Numerous visits to a shop in Melbourne, called The Model Dockyard, introduced me to the world of accurate models handbuilt in brass. I could spend hours in that shop because of all the brass models lined along one complete wall of the shop. That Christmas, my wife again shocked me with a model of the Santa Fe 2507 class 2-8-0 in brass from Hallmark. It wasn't until we moved into our first home in Geelong that I managed

to build a very basic layout, my first, of a figure 8 in a 10x10-foot shed out the back of the house. By then, I had quite a number of Athearn blue box freight cars and some Athearn and Bachmann diesels. There was, of course, the brass 2-8-0; by that time, it had been joined by a couple of others — all steam.

In the meantime, I began to explore other facets of the hobby and learn a lot more (do we ever stop learning?), taking on airbrushing, painting, and decaling rolling stock and gathering all the items I thought I would need to build that ultimate layout one day. Work commitments moved us to the country where I was in charge of a small, rural police station. With all the work-related moves, the house in Geelong was sold off, and the trains put away again for a while. Once more, the hobby was put on hold.

I left the force in Victoria. Joining another service meant a move to Queensland and a new home, which saw us finally settled, or so I thought. I was now a Sergeant teaching at the academy, a nine-to-five gig with weekends off. I now had some time on my hands, and there was a 30x20-foot, three-car garage attached to the house. I also joined the Union Pacific Model Railroad Club in Brisbane at that time.

Looking for something to model, I decided to model the Santa Fe from San Bernardino to Summit on Cajon Pass (in California) based on the suggestions of one of the members. The thought of a mountain railroad with lots of passenger trains and another road to boot, the Union Pacific, was manna from heaven. I love steam locomotives and early diesels such as FTs, E6s, F3s, and Alco PAs, so the year selected was 1947. I also had been to a number of model train shows in the area and wanted to be involved by having my own layout to take to shows.

The new layout was built at 29x15 feet, in 13 sections, to be able to be taken down and transported to shows. It represented Summit on one side and Devore on the other. The layout followed the track plan of both locations as faithfully as possible within the space. All the buildings of Summit were scratchbuilt. A modeler from Canada (a member of the NMRA) visited my layout and stated that the structures would have qualified me for Master Builder - Structures if I could add a couple of bridges to them. At the time, I was not interested and put the thought aside.

The layout was finished and completely scenicked. I have to admit I am a strict

prototype modeler and a bit of a rivet counter. Things seemed to be going along well; the layout had been taken to a number of shows where it was very well received. Plans were in the wind to make the modular sections part of a much larger layout. Then illness struck, my Vietnam experience had caught up with me, and things were not good. It got to the point where my wife and I sold the house and all the train equipment and bought a yacht on which to live. The yacht wasn't the answer, however, and after some moves, we finally settled in near family in Queensland.

I had been getting back into the hobby, dabbling for a while in N scale and then back to HO. I had an association with the Railway Modelers Club of Queensland in Brisbane. I learned a lot there about DCC and electronic parts of the hobby, and I owe a people there a debt of gratitude.

After the move to the country, my wife came to the fore again. She had known, probably better than I, how much the hobby meant to me and insisted that we build a location for me to have my trains. So, a 40x26-foot outbuilding was put up as the location for the trains. I had been collecting HO-scale models and had quite a bit of rolling stock but nowhere to run it.

I then found out that my old Cajon layout, which had been sold, was not being used and was available for purchase. It had not been touched and had not even been assembled by the new owner. I purchased it, shipped it to our home, and set it up in the new shed.

To continue learning, I decided to join the NMRA. I am a bit of a lone wolf modeler, and clubs didn't seem to suit. The very fact that the NMRA in our Region didn't really have a base layout appealed to me. Visiting member's homes and seeing how other people did things really motivated me to do better. There are a lot of great modelers in our Region, particularly in Division One in my home state of Queensland. I knew members of the NMRA through various associations in the past and found them to be excellent modelers and good people.

I had discovered operation and switching on a friend's layout. Modeling Cajon would not allow me to do much switching, so a new location was selected for a layout between Emporia and Newton, Kansas (still in 1947). Plans have been done for this project, and construction will be started soon. The old layout was kept so that I would have something to run on during construction.

Wanting to learn and explore more, I decided to have a go at the Achievement Program with the guidance and assistance of Laurie MacLean MMR and Martyn Jenkins, our AP Assistant Managers. At the time, I had no intention to go all the way. Frankly, I didn't think my skills were good enough. As I completed the Master Builder - Cars Certificate, I found that I enjoyed the challenge. The points scored were enough, but the feedback I received was worth its weight in gold.

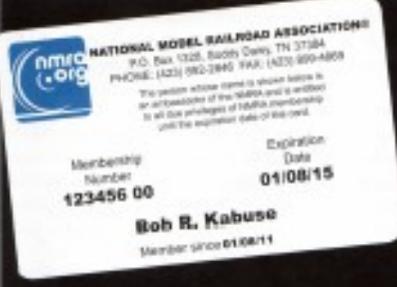
My friend from Canada was correct: Structures came next. I had in the past built resin freight cars and wrote an article about it in *Model Railroad Hobbyist*. Writing about a few other subjects in other publications garnered the Author Certificate, and the remainder just seemed to follow on.

My aim now is to continue and further my skills and to help those who want to go down the same path. The Achievement Program has taught me a lot and was not as daunting as I had first thought. You just never know what you might learn; this is a great hobby with a lot of good people in it. Those associated with the Achievement Program in our Division and Region are some of the best; I owe them my thanks for the support and the desire to keep going. My MMR is directly attributed to their guidance and patience; thanks, guys.

I also would like to thank those who have inspired me with their work and guidance; there are several, including Ted York, Otto Kroutil, and Tony Koester. Most of all, I want to express my gratitude to two men who have served their country in uniform and who advised and helped me considerably with my hobby: Richard Hendrickson, whose knowledge of freight cars and their modeling was legendary; and my good mate Andy Sperandio, whose knowledge of Santa Fe and Cajon Pass, in particular, was legendary. I miss their council and conversations. RIP guys.

Certificates Earned Rob McLearn

Master Builder-Cars
Master Builder-Structures
Master Builder-Scenery
Model Railroad Author
Master Builder-Prototype
Modeler
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Bob R. Kabuse
Member since 01/08/11

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Malcom's Red Hen pre workshop attention.

THE LITTLE RED HEN

Duncan Cabassi

Some time back I offered to tune two N scale "RED HENS" for a good friend of mine, Malcolm Jenkins. The prototype railcars are South Australian.

I had just been to an Operations session on Malcolm's layout and I had observed that the two rail cars were poor performers in a few departments. This has nothing to do with Malcolm's skills as they are really nice models and anybody who models N scale Australian prototype have to be very good modellers as they very nearly have to scratch build almost everything! I really envy their skillset and patience, but am certainly glad I model the North American prototype.

So here is what I observed at the ops session:

- The rail cars stuttered a fair bit on the track
- They derailed crossing some turnouts
- Would run ok for a distance then stop
- They wobbled especially going through turnouts



Duncan's work bench

It was obvious at the outset that the main issue with the locomotives was the lack of weight. They have a Tomix mechanism with a beautiful 3D printed body (Malcolm's design and work here is amazing). The Tomix mechanism is a neat design but only as good as the weight applied at the wheel to rail contact point. Unfortunately the Tomix mechanism is a plastic chassis with two gearboxes and a motor and this has very little weight!

Anyhow as the story goes, my eagerness to get the locos tuned had me doing the first RED HEN the following weekend. I quickly returned this to Malcolm and he was very impressed with the results....well that's what he tells me anyhow?!!

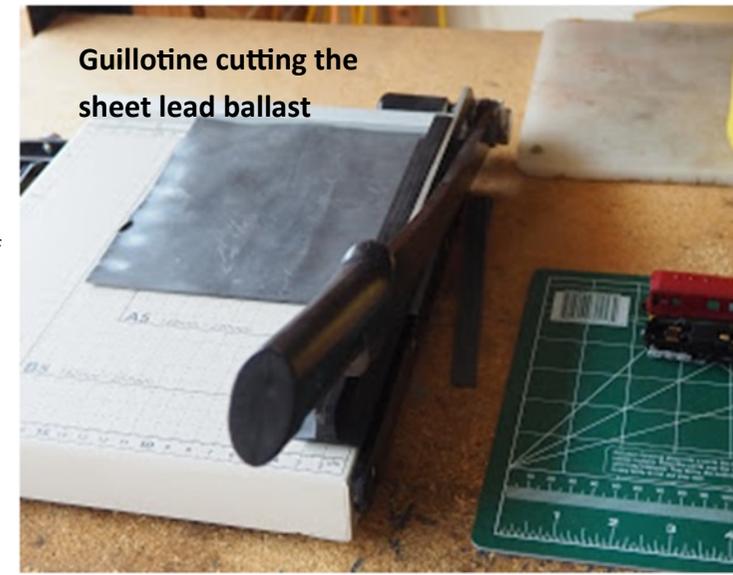
Below is an overview of the project:

Step 1: Gather the tools required to do the work:

- Guillotine
- File
- Lead sheet
- Drill bit
- Small Mallet
- Hot glue gun and glue
- Superglue
- Ruler
- Pencil
- Vernier calipers for measuring

Step 2: Remove the shell and determine how I was going to add weight. I observed that the inside of the roof was significantly clear from the DCC decoder. So I determined to fit one full length of lead sheet into the roof first.

Step 3: Measure the inside of the Car body roof. I marked and cut a strip from the lead sheet that was just wide enough to fit inside the car body. I used a guillotine to cut the lead as this makes light work of the process and is very accurate.



Guillotine cutting the sheet lead ballast

Notching the lead strip



Step 4: Cutting out the notches in the lead sheet to fit around the exhaust stacks. I did this with a small triangle file, after marking the position where the notches were required

Lead strip bending rig



Step 5: I devised a basic jig to put a mild curve in the lead sheet. This was by using 2 small pieces of plywood clamped to the work bench parallel to each other with a gap slightly smaller than the width of the lead strip.

Then with a rubber mallet and a drill bit placed over the centre of the lead strip which was placed across the gap. I proceeded to lightly smack the drill bit until the lead strip had formed a mild curve that was the correct shape.

Step 6: Test fit the curved lead strip in the roof of the Red Hen body. When I was happy with the fit I glued the strip of lead to the roof using super glue and some hot glue at key locations.

Test fitting the lead strip



Step 7: Next I added as much lead weight as possible to the chassis. Here the lead strip is cut to fit inside the shell and then hot glued to the top of the gearbox. I added as much weight as the space would allow

Installing supplementary ballast



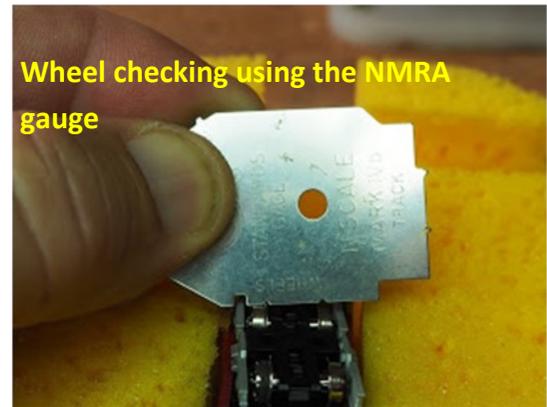
Step 8: I kept installing the shell on the chassis to ensure that nothing was preventing the correct fit

of the shell. I also added some shorter lead strip weights to the curved lead of the roof. This was glued on with hot glue.

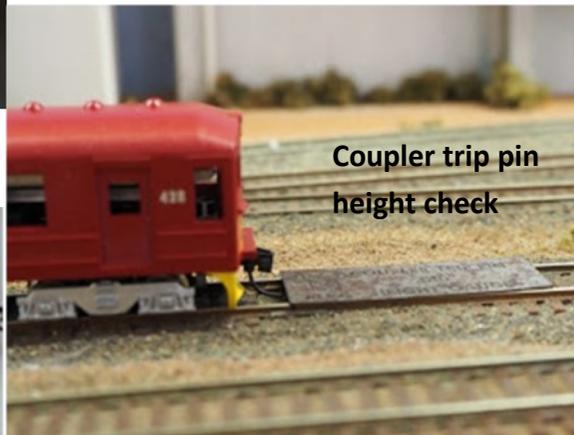
Once I was satisfied with the above steps, and the shell test fitted over the mechanism perfectly.....I placed the locomotive on my layout and test ran it. This worked well and the improvements so far have made a significant positive step forward.

It was now time to make a couple of other fine tuning checks. The wheel sets and couplers. Firstly the wheel sets. Typical of a lot of locomotives...Including Kato, Atlas etc, the wheels were not in gauge. This would explain many of the derailments I observed during the Ops session. So I regauged the wheels utilising a screwdriver and an NMRA check gauge...Got to love the NMRA!!!!

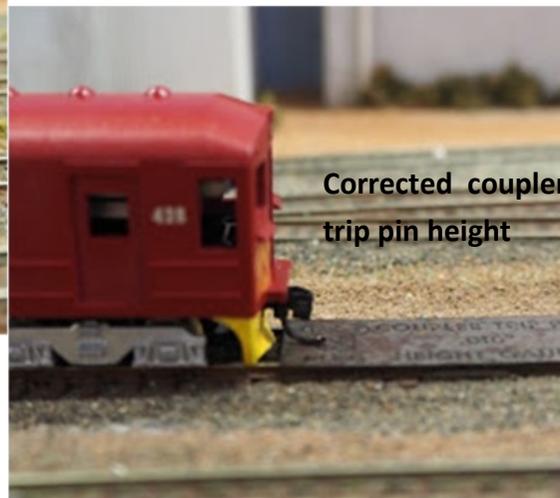
Wheel checking using the NMRA gauge



Coupler trip pin height check



Corrected coupler trip pin height



Next was a coupler height check. Oh dear one end was really low!!! This was readily corrected by bending the coupler glad hand upwards.

Last but not least I spent some time running the Red Hen on my layout and tuning the Decoder for a smooth start and steady running. I use decoder pro and ops on the main to make changes.

The process is simple: Run , adjust and rerun until happy.

Now Malcolm has two sweet running rail cars to add to the operating roster on his wonderful Belair Layout.

Rolling stock for Lehane Crushed Stone

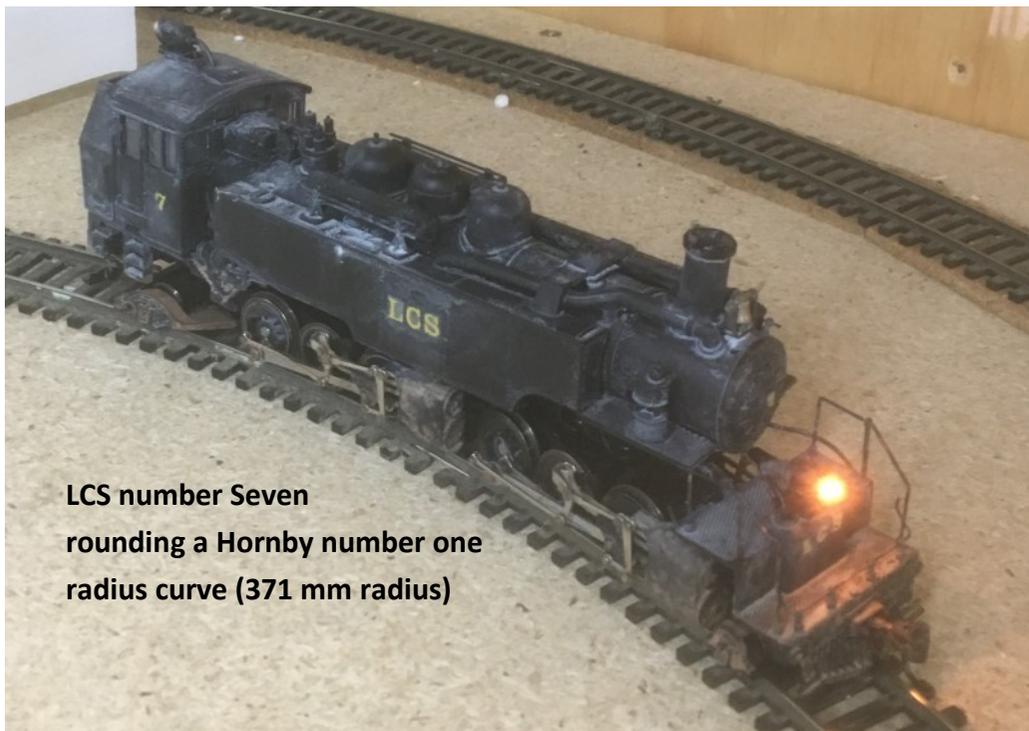
Rod Tonkin

My great aunt had a river gravel bed in one of the paddocks of her property. This was exploited for aggregates and road base for many years. That gravel bed inspired the aggregate business on my layout. As my HO Scale layout is set in mountainous terrain the aggregate needs to be quarried, crushed and screened. Hence the name Lehane Crushed Stone.

To allow the exploitation of suitable aggregate deposits remote from the Wombat Creek main line LCS invested in locomotives and rolling stock to deliver the finished product to the main line for shipment to more distant clients.

Quarry branch line rolling stock needs to be agile to negotiate less than main line curves and steep gradients. To this end the mainstay of the quarry branch is a mallet tank engine, some side dump cars and a second hand caboose. This is my excuse for operating a steam locomotive in the late twentieth century.

The locomotive and caboose don't venture far onto the main line so their lettering is minimal. LCS number seven is a black painted unlettered Mantua 2-6-6-2 side tank. LCS number seven only carries the company's initials and its road number. This beast happily negotiates the Hornby number one radius curves of the Wollemi branch line



**LCS number Seven
rounding a Hornby number one
radius curve (371 mm radius)**

The caboose is an Athearn blue box Santa Fe 19000 class steel caboose in the bright red colour scheme with large yellow Santa Fe herald. The Santa Fe lettering was simply painted over with an almost matching red paint. Like locomotive number seven, caboose number 67 only carries the company initials and its road number. After the caboose was painted and lettered I took the opportunity to glaze the windows. I used decals from my collection to letter both the locomotive and caboose.



LCS's ex Santa Fe caboose

The side dump cars deliver company products to end users beyond the quarry branch line. They have more extensive lettering to allow them to operate over Australia's ex-government railway networks. The side dump cars (Life-Like and Hornby) have the company name on the sides and Australian type classification, number and capacity plates. The side dump car lettering was prepared using Microsoft Excel and printed on 80 gm per sq meter paper. Printing my own lettering allowed me to provide individual numbers for each side dump car. The printed lettering was sealed with Acrylic matt medium. The lettering was secured to the car sides and sealed into place with Acrylic matt medium.



Side dump car printed lettering

All the models were weathered using water colour diluted with soapy water. The predominant weathering colour used was a light grey to simulate crushed stone dust.



**Side dump car Australian style
number plate**

A Foot Plate Tour of the Kangaroo Valley Historical Railway!

Stephe Jitts MMR. (Photos except noted by the author)

Welcome again to Kangaroo Valley Historical Railway! Long term readers of the AMRM will recall that KVHR was featured in February 2012. The railway has now grown to now be permanently housed in a 10m x 7.5m room. The original concept has been retained throughout the layouts 20-year history i.e. It has been imagineered to represent what might have been on sections of the south coast of New South Wales, Australia in 1955 if the Illawarra Line had been extended to Melbourne via a coastal route.

KVHR now operates to a timetable that requires a large crew of sixteen persons to function. There is still lots to do if we were ever to complete the railway, but it is this Increasingly Fat Controller's fervent wish that it will take more years than he has left in him.

Perhaps the best way to examine the layout is to take a footplate tour aboard a 50 Class locomotive as it takes the South Coast Pick Up Goods from Sydney to Eden. Some of what we will "see" is still to become a reality, but most exists at least in rudimentary development.

Before we depart, we will take a quick look around Sydney Yard. In reality it is just a large fiddle yard consisting of two passenger platforms, a three-track coach storage yard, and a goods yard capable of holding 100 wagons.

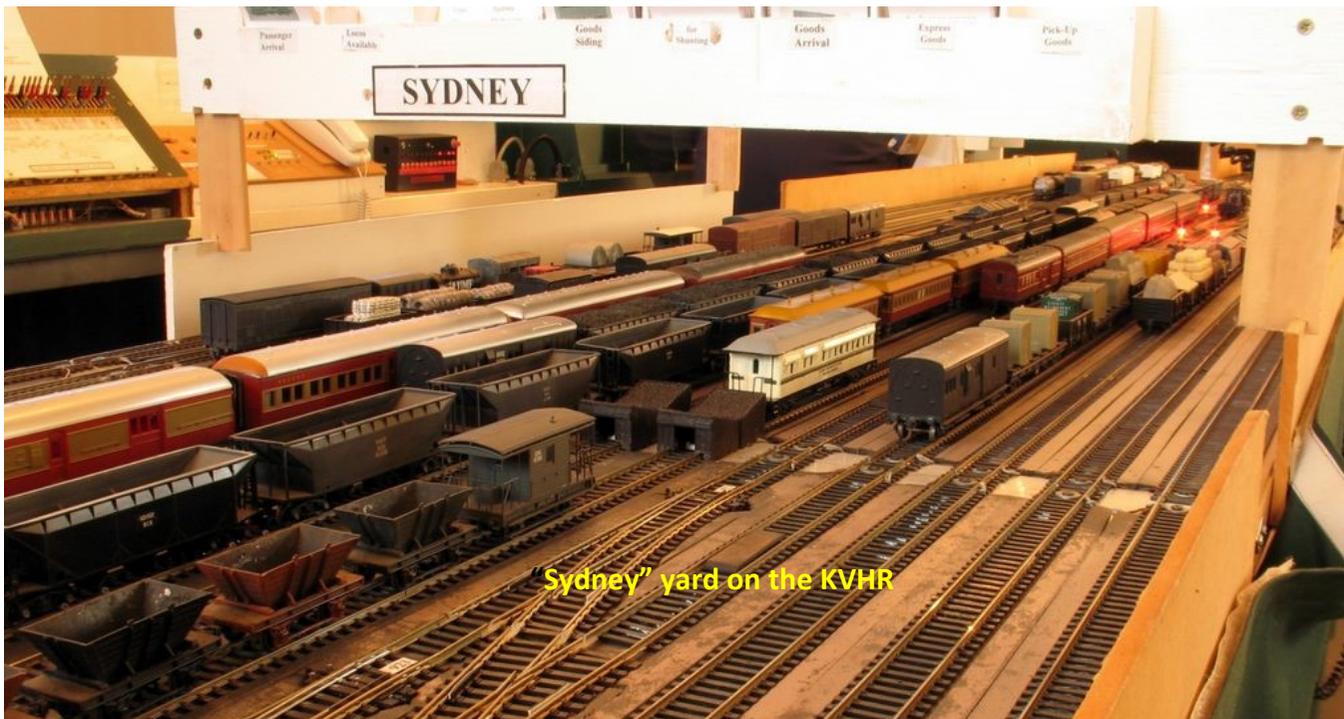


A real 53 class circa 1968
in Sydney
photo Rod Tonkin

As we climb aboard our and greet our Driver, he advises us that the Sydney Yardmaster and his Shunter have already prepared our train. The Yardmaster has examined the wagon cards for each of the wagons in his yard. The cards contain a Waybill that advises the yardmaster the load for the wagon and where it needs to be delivered. Having examined the cards, the Yardmaster selected the wagons most appropriate for the Pick Up Goods, ensured they were loaded and requested his Shunter to assemble the train.

With a full head of steam, we note the Yardmaster has cleared our ground signal indicating we can proceed as far as the Down Start signal and also note that signal has also been cleared. As we rumble slowly through the yard, we note the variety of rolling stock it contains.

We pass Newtown Coal Services on our left. Its function is to distribute coal throughout the system for locomotive, furnace and home use. Coal is by far the largest commodity transported on KVHR.



Sydney" yard on the KVHR

On the right we pass Enmore Loco Depot with its roundhouse and steam locomotive servicing facilities that include a heavy erecting shed. Our Driver also points out the new facilities to service the new-fangled diesel locomotives.

After transiting the tunnel that passes under some of the inner-city suburbs we note the Enmore Coal Stage. We see 2609 struggling to propel a couple of wagons to the top of the stage and note that the wagons are old S wagons that have been reallocated to the locomotive servicing L series.

Our attention is now drawn to the fully automatic signalling system that is in place throughout the city and suburban districts. It is an approach system whereby signals remain at RED until a train enters the block immediately preceding the signal. If the next two blocks are clear to receive the train the signal will turn GREEN. If only the next block is clear the signal will change to FLASHING RED which signifies caution. A speed sign allows us to increase to 40mph and we gently open the regulator, not a lot as we are not in a hurry.

After another long tunnel we emerge with the ocean on our left. There is a beach that attracts local swimmers who take the risk of crossing the unprotected tracks. On the right is the Illawarra Power Company's coal fired generating plant.

We pull to a halt at the down platform of Osport station. Osport is the port district for Sydney. It is still somewhat antiquated in its safe working facilities. Goods trains must stop at the station to obtain keys that will allow them to work the various points. This disrupts main line operations if trains are not prompt in their movements. Management is looking to install a yardmaster but, as with all things in the railway world, this will take time. Having obtained the key, we pull forward to clear the Down Port Entry, throw the point and reverse into the Down Loop. The conductor is careful to reset the point and return the key to allow the passage of other trains.

Osport exports include coal, petrol, iron ore, livestock, wool and wheat. The main import is crude oil, but occasionally there are other products that require a Pick Up Goods services. A little to the south of Osport station is the all important Tooheys Brewery and a wool store. While at Osport we examine the wagon cards to determine what must be set out and shunted and to find what needs to be picked up. On this occasion we need to carefully cross the main line to set out a wagon at the wool store and pick up a much-awaited wagon loaded with amber fluid for the thirsty workers further south. As we shunt the yard, our Driver gives careful consideration is given to the order in which the wagons are placed in the train. Particular consideration needs to be given to what must be set out at the next station as it has only very limited storage. Any wagons to be set out at there must be placed immediately behind the locomotive.

We consult the timetable and wait to rejoin the main line when there is a suitable gap in traffic. It is important that we ensure all points have been set to normal and that any keys we have used are returned to the station. A sign advises that we may now accelerate to 40mph again, but it is unlikely that our locomotive will be able to reach that speed on the upgrade. After passing the wool store and brewery we enter another tunnel that passes under the hamlet of Jacksville. This began life as an open cut quarry for limestone. The limestone is used in the manufacture of cement. There is no road to Jacksville so all traffic must be by rail. An old 13 Class locomotive is based at the mine but does double duty as the local shunter that brings goods wagons to and from Jacksville and Violet. There is also a CCA carriage based there that provides a regular service to Violet.

On arriving at Violet, we are first required to be put away in the down refuge to allow the South Coast Daylight to overtake us. We are pleased to see that management has seen its way to preserve the lovely green and cream colour scheme that was introduced in the 30s. While waiting we also observe the 1307 bringing down a coupe of wagons that are bound for Kangaroo Valley. They are left on the back platform for us to pick up.

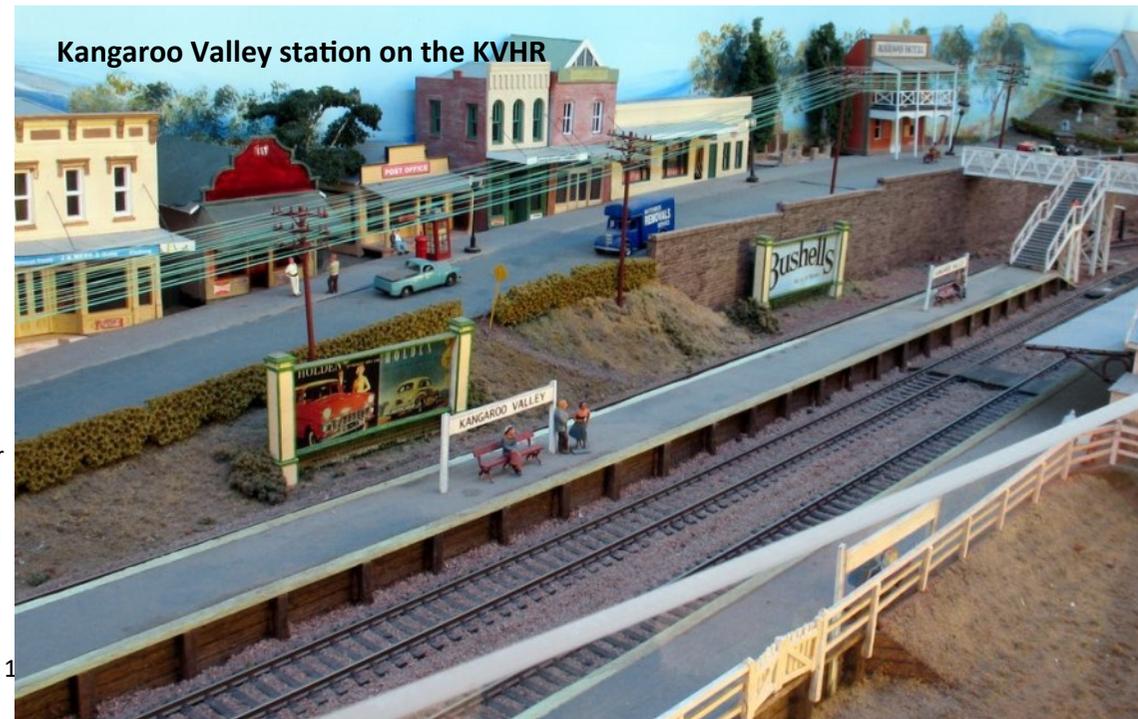
While we were waiting for the Daylight, our Driver takes a moment to do the paperwork and exchange wagon cards as appropriate. Finally, we uncouple the wagons to be set out and

pull forward past the main platform, reverse in to the back platform, couple to the wagons to be picked up and place them on the head of our train. We then pull forward again and spot the wagons to be set out on the back platform for 1307 to shunt when it has the time.

Violet is the end of the city system. The automatic signalling gives way to lower quadrant semaphore signals. From here on we need to have authority to enter a block so we need to request the staff to enter. Looking at the staff equipment we note the LED is DARK so we press the adjacent red button. The LED then starts to FLASH GREEN which indicates the Stationmaster at Kangaroo Valley has been advised of the request. Soon the LED becomes solid GREEN which indicates the request has been approved. We press the red button again to take the staff, the LED turns RED and we are ready to proceed. The Second Home signal at the platform and the Down Start signal both drop.

We gradually pull away, past the end of the catenary, past the Mother's Choice Flour Mill on our left and soon approach the gauntleted Whitton Bridge that spans Backhouse Creek. We note the signal protecting the bridge is at DANGER, so we slow to a crawl, knowing that if the bridge is not occupied, the signal will clear automatically when we are very near to it. We also note that the 10mph speed limit for the bridge. This is required because the bridge is well past its use-by date and needs replacement.

After passing the bridge we begin the climb to Kangaroo Valley and another speed sign optically advises us that we can return to 40mph. We pass through a heavily wooded district, cross over the main highway and note the cement works on the right.



The cement works is busy; so much so that it has privately leased an old government M Class locomotive to do its shunting. There is limestone, coal, sand and machinery to move about and, of course, cement wagons to prepare for departure. However, all access to the cement works is on the up line so we only have time to briefly watch the M Class at work before we plunge into the tunnel through Mt Hope.

Above us now is the Mt Hope coal mine, the economic reason for Kangaroo Valley's existence. Coal was discovered many years ago. The inhospitable terrain required a steep switchback to gain access to the mine. Only 4wh goods vehicles and small 18 class locomotives are permitted on the rails. An ubiquitous CPH rail motor provides passenger service taking miners to and from their shifts.

After emerging from the tunnel we pass a landmark. Accordingly we reduce our speed to 25mph which is the maximum speed allowed in the KV district. The landmark is a hangover from the days that the track to Kangaroo Valley was only a single line. Management has never seen the need to replace it with a more expensive and difficult to maintain distant signal as the landmark still serves its original purpose of warning that a controlled district lies ahead.

The Down Home allows us into Platform One where we briefly halt until we are given the Shunt Ahead. We pull ahead to clear the Down Main Crossover. After the Stationmaster has reversed the points we back into Platform Three. Here we uncouple the wagons destined for KV Yard after a brief run-around, place them in one of the yard sidings. Then we reverse the process to place the wagons to be picked up at the head of our train and are grateful that the Stationmaster had had his Shunters arrange them in a block before we had

arrived. Now our Driver exchanges wagons cards with the Stationmaster and thanks him for his hospitality. Once the Station Master has set the route, we pull into the Up Loop to wait for clearance onto the single track main line southwards.

While we are waiting for clearance, we take the opportunity to climb aboard the footplate of the Mixed which is departing Kangaroo Valley to travel the branch line to Alabmob. After leaving the platform we travel slowly past the yard and Tan's Tannery before branching west to pass the Valley Meatworks on our left. Passing under the road we emerge on a steep climb to Halfway. There is nothing at Halfway other than a short passing loop. We are advised that trains on the branch must be limited to twelve axles due to the grade, the sharp curves and the length of the loops. Despite this the branch is heavily trafficked with several trains a day used to transport livestock, dairy products and wheat.

We climb further into the hills and arrive at the small village of Ethel. Its main function is the export of wheat, but a loading ramp and stockyards allow it to perform all the usual functions of a small country station. In a similar way to Osport we are required to stop at the unmanned signal box and use keys to unlock the ground frames for the points.

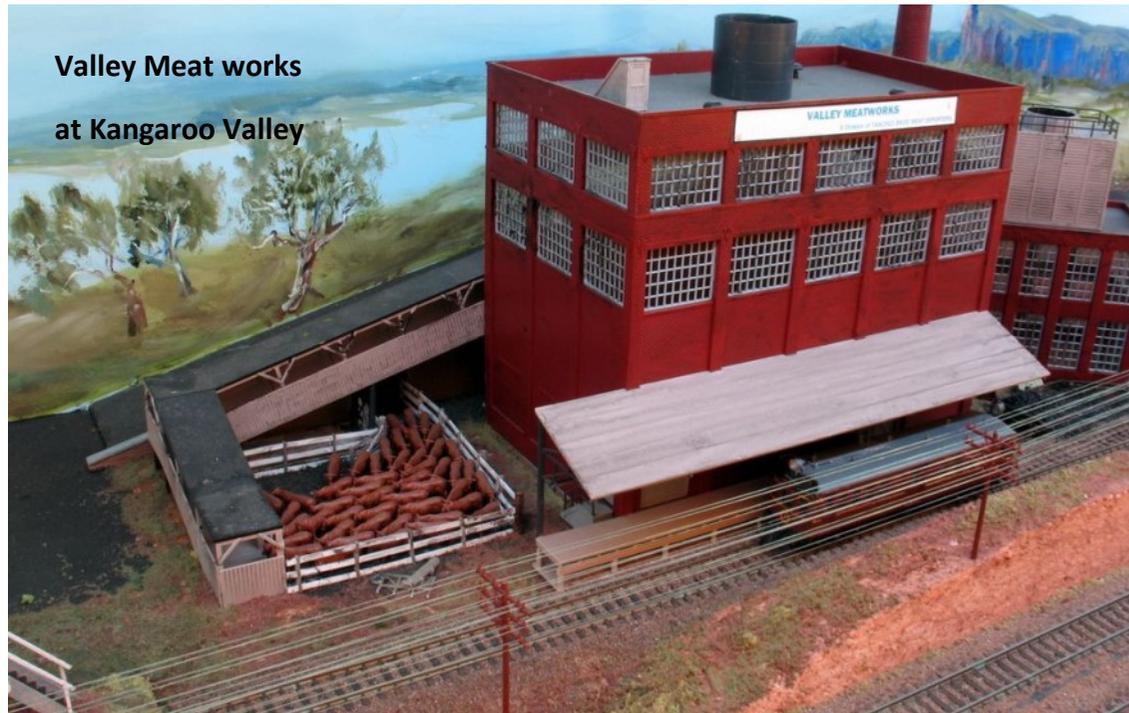
After completing our business at Ethel we once again request the staff that allows us to proceed to the terminus at Alabmob.

The rails to Alabmob climb steadily and pass over Harvey Bridge, a fine, well maintained example of an old wooden truss bridge, before we make a sharp turn into Alabmob Yard.

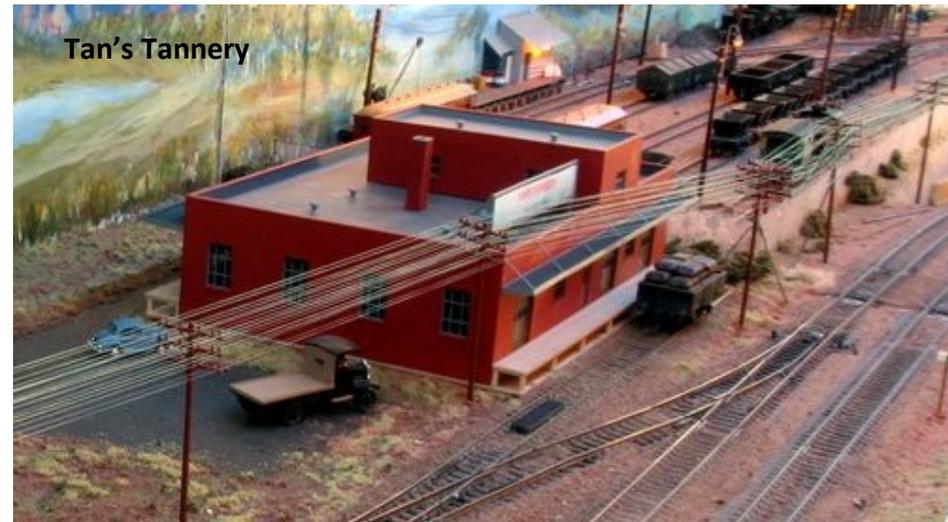
The yard has all the normal facilities of a rural yard including a small single-track engine shed and turntable for the locally based 30T class locomotives that are most commonly found on the branch. The dominant feature of the yard is the famous Oak Dairy Factory. Every day it processes lots of the local cows product to produce its renowned creamy milk and ice cream.

After arriving at Alabmob we spy a CPH/CTH rail motor (still also in its bright green and cream colours of yesteryear) waiting patiently for us on the platform. We thank our driver and rush over just in time to hitch a ride back down the mountain to Kangaroo Valley.

**Valley Meat works
at Kangaroo Valley**



Tan's Tannery



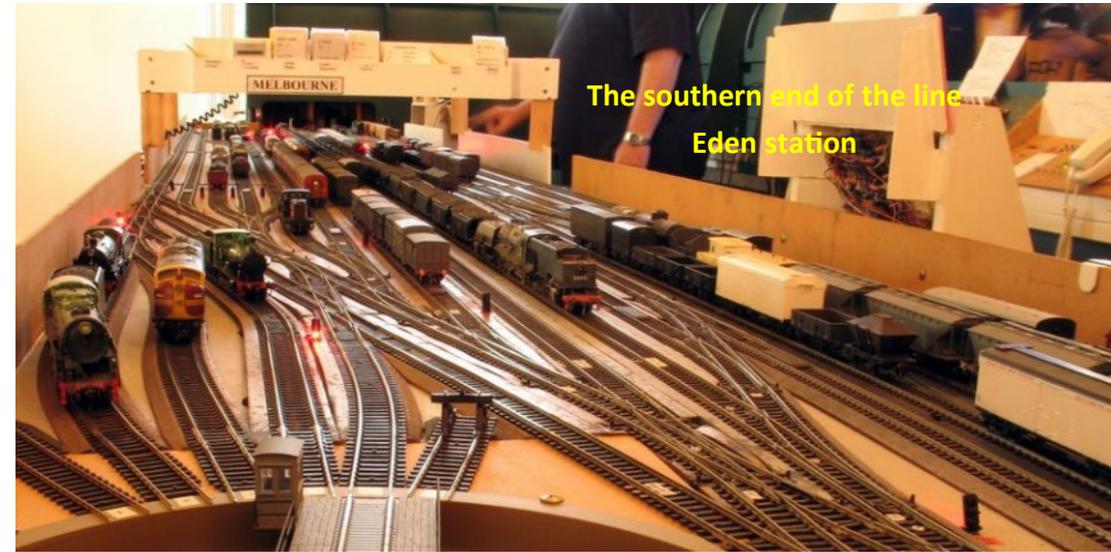
On our return to Kangaroo Valley we find the Pick Up is still held in the loop, so we again jump on the footplate. To our right we see the Valley Meatworks and remark on its slogan of "You stock 'em, We shock 'em". While we are waiting, we watch the restored F Class shunt a couple of freshly iced Tancred Meat MRCs from the Iceworks to the Meatworks where they will be loaded with protein for the hungry consumers in Sydney. The F Class then shunts a single S wagon, loaded with raw hides, back to the tannery.

At last, after 3306 arrives hauling its freshly painted Tuscan and Russet set of FO carriages arrives, the Pick Up is given the staff to depart for southern destinations. We pull onto the main line and quickly pass the Kangaroo Valley turntable on the right and the large stockyards on our left. We have nothing for it today, but at times it handles large quantities of livestock of all kinds.

As we pass through a deep cutting we emerge into Museum Station. There are no goods facilities here, but the museum is a fascinating place with rollingstock dating back to when the railway first opened in 1855. Visitors are often fascinated by the traverser table which still services the locomotive graveyard next to the museum. On occasion a heritage special is run from Museum. On leaving Museum we pass over a long bridge and enter the Eden Industrial Estate. This estate is serviced by trip trains from Eden so we have no business to conduct here, but there are still lots of things to see. First on the right is the junction to a large coal storage facility. Here we see the mighty 60 Class Garrets hauling 1000-ton rakes of BCH wagons across the mountains in a cacophony of noise.

Soon afterwards we find ourselves with a loop on each side of the main. The right-hand loop services a timber merchant, a steel merchant and a warehouse. The left-hand track services a large oil refinery.

Then, rounding a tight bend, we spy our final destination. Across another bridge we enter the Eden Peninsula which is largely occupied by Eden Station and its yard.



Eden Station is an important border station. Goods and passenger bound for points between here and Melbourne can remain in their carriages and wagons, but NSWGR crews, locomotives and guards vans must be exchanged for their Victorian cousins. We are fortunate to spy such an exchange occurring with a double ended B Class coupling to the Coastal Daylight Express at the platform in readiness for its departure to Melbourne.

So our journey ends as we finally wheeze to a halt in the goods arrival track. We thank our Driver and watch him as takes our locomotive to Eden Loco for a well-earned service and rest. The trip has been noisy and hot, and we marvel at the manner in which the Driver and Fireman endure the conditions. But somehow, we also manage to keep our desire to one day do it ourselves.

Sidebar One

KVHR has a formal operating session on the afternoon of the second Saturday of each month. Visitors are always welcome but be warned! You may be given a job to do!

Sidebar Two

KVHR is modelled in HO and operated by a Lenz DCC system including 16 driver handsets. An auxiliary LCC coupled with CanBus and JMRI is in the process of being installed to operate all non-locomotive functions to ease the load on the DCC system. An integrated lighting system is also being installed that will allow moonlit night time operation. A copy of the KVHR Operator's Manual is maintained on the NMRA website (www.nmra.org.au).

Sidebar Three

Stephe Jitts has been modelling, with varying degrees of success for sixty years and has been honoured by the NMRA as a Master Model Railroader. He lives with his ever patient wife in Yass where he and his family run a cafe and restaurant in historic Linton Manor.

Photos of the KVHR are from the NMRA AR web site <http://www.nmra.org.au>

MICHAEL ROBINSON'S SOUTH AUSTRALIAN PROTOTYPE LAYOUT

Text Ken House, Photos Michael Robinson (Article reprinted from SARMA's Booster)

Michael is a member of the NMRA Australasian Region Division Six. This is Michael's fourth layout. His previous layouts have been in the third bedroom and have been a mixture of Australian, British and American.

In 2010 the Robinson's had a lined, air-conditioned galvanised iron shed for Michael's layout erected in the back yard. Michael started building the 18' by 11' HO scale layout in 2014. At that time he decided to settle on South Australia 1970s to 1990s as his preferred prototype.

Michael's unnamed layout is built on open grid bench work topped with 9mm ply. The track is Peco code 83 with two hand made double slips and a hand made crossing to suit his track plan. The other turnouts are all number 5 medium radius and are operated by Cobalt switch machines from DCC Concepts. 30 inch radius curves are used throughout except for 24 inch radius curves to get into the port area. The track is laid on Midwest Products cork underlay Michael purchased from Orient Express. The layout has been wired for DC control by BRMA member Peter Crawshaw. Peter's control panels have a very professional appearance with LEDs showing turnout direction etc.

The layout gives Michael the opportunity to rail-fan his favourite trains. Michael's mother Jane Robinson, superintendent of Division six, has helped him with the layout.

Michael Robinson's layout has two levels. The upper level is single track while the lower inner level is double track with a short branch line coming out to the front viewing area.

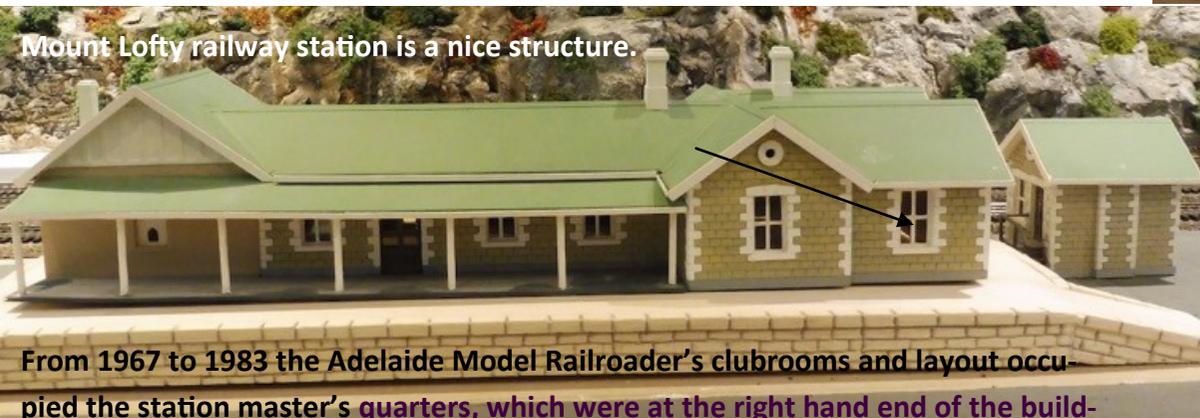


Michael Robinson's layout has two levels. The upper level is single track while the lower inner level is double track with a short branch

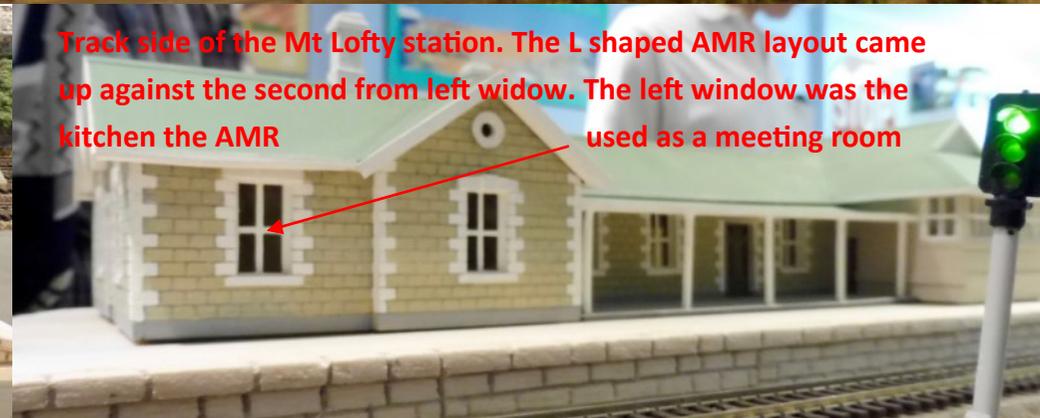
line coming out to the front viewing area



The Australian National Budd cars are Proto 1000 models decaled by Michael.



Mount Lofty railway station is a nice structure.



Track side of the Mt Lofty station. The L shaped AMR layout came up against the second from left widow. The left window was the kitchen the AMR used as a meeting room

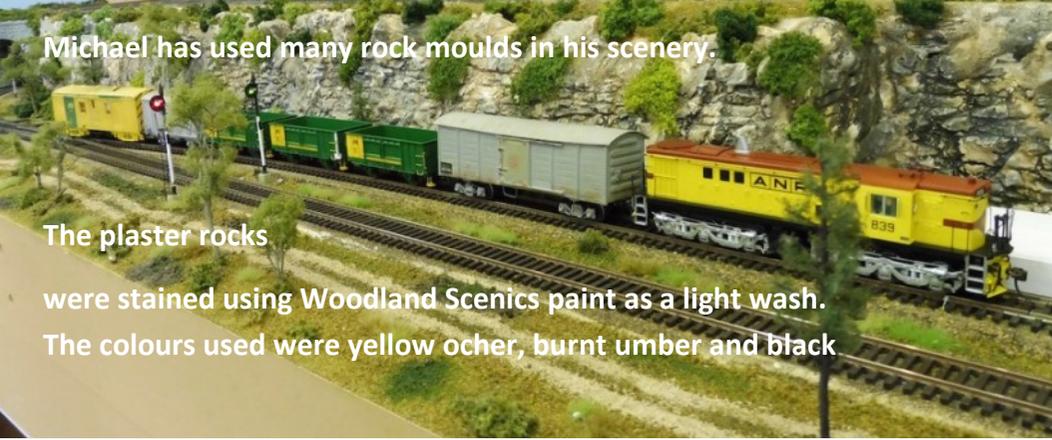
From 1967 to 1983 the Adelaide Model Railroader's clubrooms and layout occupied the station master's quarters, which were at the right hand end of the build-

Michael has used many rock moulds in his scenery.

The plaster rocks

were stained using Woodland Scenics paint as a light wash.

The colours used were yellow ocher, burnt umber and black

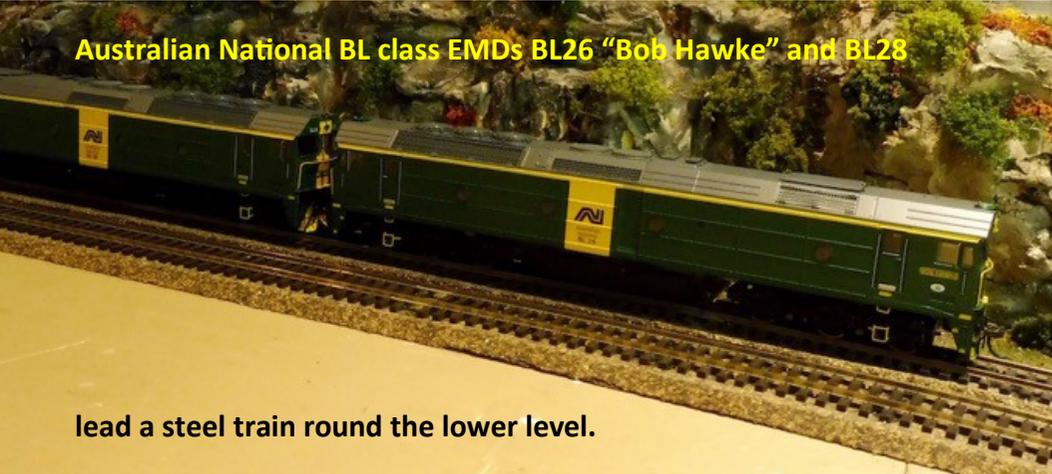


Two red ANR 930 class Alcos at the head of the Overland.



Australian National BL class EMDs BL26 "Bob Hawke" and BL28

lead a steel train round the lower level.



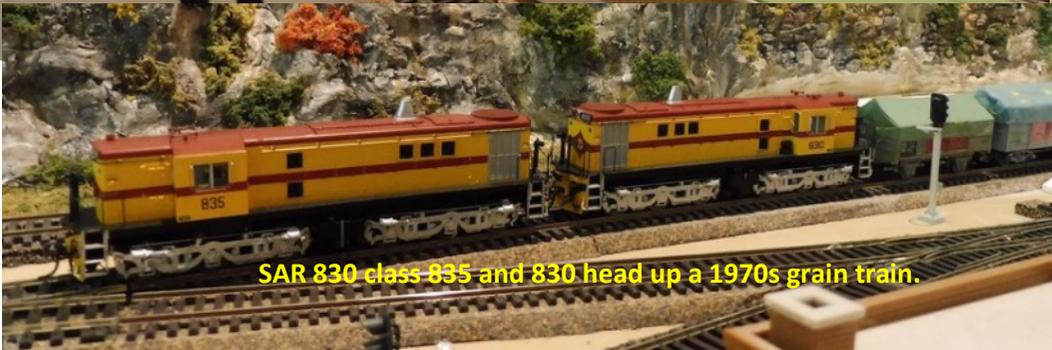
ANR GM28 on the upper level

R761 re creating it's trip to Victor harbor in 1987



Australian National CLP 11 heads the Ghan on the upper level.

SAR 830 class 835 and 830 head up a 1970s grain train.



Michael's port: The realistic looking water is made from glued down with PVA then painted with acrylic paint.

Coffs Coast Open Weekend 2019

The Coffs Coast Railroad Modelers, Open Weekend exhibition was held over the weekend of 5th & 6th of January and was a huge success. With a mix of large, small, local, visiting layouts and trade stands the public were treated to by far the biggest and best exhibition held on the Coffs Coast. Many favourable comments were received by the organizing committee from both the public and visiting layout members.



Division One Highlights

On 12th January 2019, a small group of Division 1 NMRA members held a promotional activity at Mt Ommaney Shopping Centre. This was done to promote the hobby of model railways and to gauge public interest.

Whilst the promotional activity was held in an area of the centre that was not as well trafficked as others, there was interest from the public throughout the day. Enough interest to deem the day a success. As a direct consequence of this promotional activity there has been one member of the public discussing joining the NMRA. This person has been invited to the next NMRA Div 1 meeting.

Members in Attendance: Bob Cuffe / Warren Cameron / Paul Rollason / Tim Rollason / Arthur Hayes / Stephen Ord / Les Ellen/ Duncan Cabassi



Division Six's formal meeting



Division 6 Chronicles.

January 2019

Welcome to the New Year 2019. I would like to thank Peter Cawthorne for kindly hosting our meeting and

how pleased he was as it motivated him to organize his train shed.

We welcomed our new member Kim McWaters from Minalton who told us about his layout called "Apex Express" and showed us a video of it on his tablet.

AP report by Ray Brownbill- Ray continues to encourage all members to partake in the AP program. He described what Ken House is undertaking towards his author award.

General Business:

February meeting will be held at John Prattis's home

Div. 6 mugs still available.

Reminder that articles are needed for Mainline.

Library- Donations accepted to add to library. Discussed and will send out a list of DVD's to members and any who wish them posted to them for viewing we would pay for them to be sent and for the member to pay the cost of returning them.

National library still being sorted out.

ARC meeting- I will be sending the minutes on to all members in future and any queries please contact me.

Bring and Brag-

Casey Tonkin showed us her new N Scale Kato Rio Grande diesel engine and Orient Express steam engine.

Neil Tonkin showed us the decals he obtained from the internet and had applied them to his N scale trucks.



Casey Tonkin's new N gauge rolling stock

Michael Robinson, Kim McWaters and Vern Cracknell.



Michael Robinson showed us his new cattle wagons from Oz rail.

Vern Cracknell discussed where we could obtain information on drying flower heads to construct trees ie. article in the SAR convention notes.

Peter Cawthorne explained his track modules, layout and the rail jigsaw puzzles.

David Orr discussed his attempts at decaling and his frustrations at having them printed and the cost involved and getting a new cutting mat.

We then broke for a delicious afternoon tea, to admire Peter's layout; it has great potential and to catch up with our new member before heading home.



Neil Tonkin showed us the decals he obtained from the Internet and applied to his N scale trucks.



Peter Cawthorne's layout in his now organized train shed



Division 6 Chronicles.

February 2019

Our February meeting was hosted by John Pattis. We welcomed our members and thanked John and Julie for hosting our meeting.

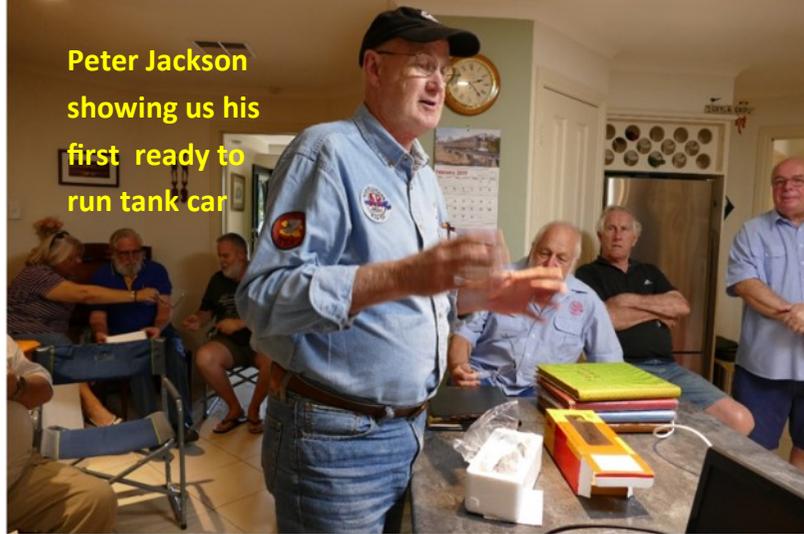
Ron Solly told us the sad news of Roy Robinson's death. He was a brilliant Modeler and excelled in scratch building structures.

AP. – Ray reminded us that we have the use of the computer, projector and flash drives for any presentations we could do during our meetings which would go towards our AP's. Ray also has a list of the points we have all acquired available to division members.

Congratulations to Neil and Ray who won the raffles.

Attendance – 25 present. Apologies – 4

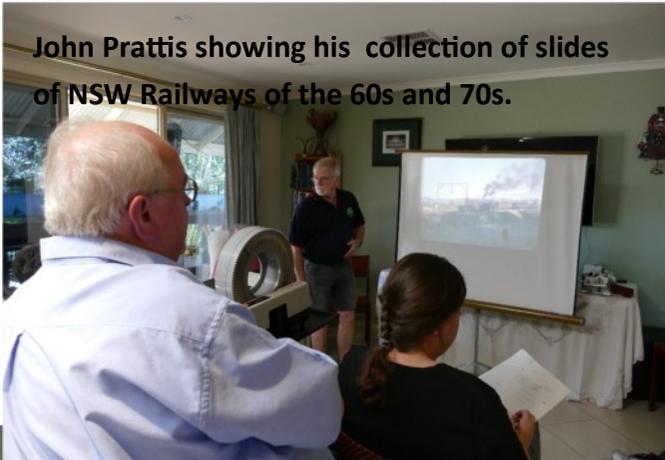
Peter Jackson showing us his first ready to run tank car



Scott Taylor displaying his HO scale grain elevator and 3D printed G scale ore truck



John Prattis showing his collection of slides of NSW Railways of the 60s and 70s.



Afternoon tea



Julie Prattis showing her collection of Thomas Kinkaid houses



Michael Robinson's HO scale SAR FB flat car



John Prattis's layout he plans to display at the upcoming AMRE show

Narrow Gauge SIG

The January meeting of the Narrow Gauge SIG was held at David O'Hearn's residence with 9 members and one guest present.

We were able to inspect David's HO scale layout, it has great potential with plenty of work to do. And plenty of operation ahead.

Steve Reynolds displayed his casting ideas for making O gauge bricks. Very realistic brick indeed.

John Meredith showed his heavily modified Two-Truck Stearns-Heisler Loco, nice work John.

Also I showed the Group the work I have been doing with the Arduino Multiprocessors, making a road crossing circuit and a infrared signal detecting circuit. (Some of us non narrow gauge modellers may be interested in these topics as well Editor)

After afternoon tea laid on by David there was plenty of loose banter and discussion by all.



A view of David O'Hearn's HO Scale Layout



John Meredith's Stearns Heisler



Steve Reynold's O scale bricks

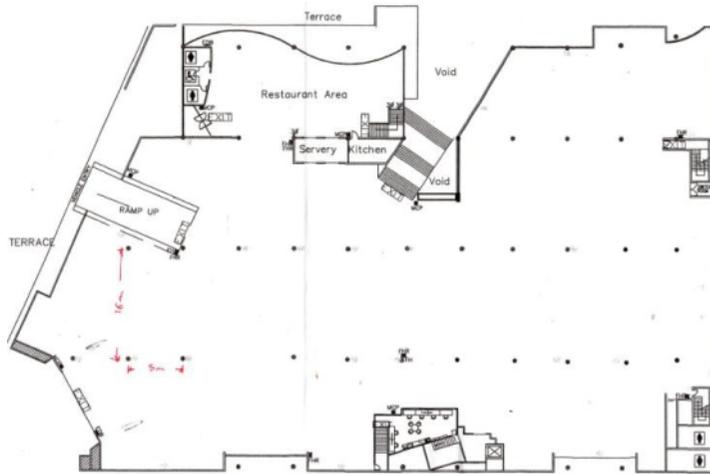
Coming Events

The 2019 Brisbane Model Train Show.

The new year has brought us closer to the 2019 Exhibition.

This year's show will be held on the 4th and 5th of May 2019 which is the Labour Day holiday long weekend.

In 2019 the new venue for the BMTS will be in the "Exhibition Building" at 601 Gregory Terrace (corner Costin Street) which is down the hill and on the opposite side of Gregory Terrace from the old Qld. Museum building, directly across from the old Sample Bag Pavilion



Australian Model Railway Association WA Inc.

2019 AMRA WA Annual Exhibition

Claremont Showgrounds on the
Foundation Day Weekend

Saturday to Monday, 1st - 3rd June between 10.00 to 16.30

Australasian Region's Convention in 2020 will hosted by Division Seven.

The members organising the 2020 Region convention are looking to your input to plan a convention more attractive to members. Your input will be valuable. Please contact your Division superintendent for details on how you can take part.



Table Sale Sunday April 7.

Note our NEW Table Sales times: Sellers must arrive at 9am. Buyers enter at 10am. Phone Ron Parker (0420597460) to book a \$20 table for the April 7 sale. Members and non-members can book one or more tables. Tell your friends, spread the word. They're more than sales .. they're friendly social events finishing around 2pm. Wander through 40+ tables FULL of trains and modelers' needs .. and talk with the hobby-

ists.

Throughout 2019 Table Sales (April 7, July 7, October 27), Members Meetings, and our Train Shows (June 9, November 24) will be at the big blue PCYC clubhouse, Creek Road, Carina.

**This space is available to promote
your next event.**

Prototype Observations

In the early 2000s TrailerRail was promoted as the future of long distance haulage. It appears the conventional container on flat car or well deck cars have been more cost effective. While it lasted it was an impressive operation. These photos of TrailerRail train operations were taken in 2002 and 2003 in Kalgoorlie by the editor.



The TrailerRail vans were great rolling bill boards



TrailerRail semis came in curtain side, dry freight and refrigerator vans



Air brake control and auto coupler adapter bogies



Air brake control and auto coupler adapter bogie with FRED



Inter van rail bogie and van to van coupler