

# MainLine



**Journal of NMRA Australasian Region  
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# NMRA Australasian Region Directory

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

editor@nmra.org.au. or to my home Email address rjtonkin@iinet.net.au .

Original uncropped photo files would be preferred.

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

## 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

### July August

**Content submissions**

**15 August 2019**

**Publish date on web**

**30 August 2019**

### September October

**Content submissions**

**15 October 2019**

**Publish date on web**

**30 October 2019**

## Cover photo

Ex GWR "Hall" class 5972 "Olton Hall" in costume as "Hogwarts Castle" on the head of the "Hogwarts Express" on platform 9 and 3/4 at Warner Brothers London "Harry Potter experience". This takes modeler's license to a new level. Photo by the editor in June 2019

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### Regular features

- Presidents Thought's
- Pacific director's report
- Editorial musings
- Divisional round up
- Convention news
- Achievement program awards.
- Australasian Region directory
- Coming events
- Prototype observations

**Platform 9 and 3/4 has been relocated from Kings Cross station to Warner Brothers studios outside London**





## President's Report

Over the last few months the Management Committee has been busy looking at the Rules of Association and making alterations where necessary to correct errors in grammar, punctuation and interpretation. This has been time consuming and it is hoped that we will complete this work over the next couple of months. At the same time, we have finalised some other matters that had been left in abeyance for some time.

The 2020 Regional Convention dates have now been locked into the calendar, they are Saturday 6<sup>th</sup> and Sunday 7<sup>th</sup> June. This is the Queen's Birthday Holiday weekend and at the same time as the Epping Model Railway Club's Exhibition at Rosehill Racecourse. The full details of bookings etc will be advised by the organising committee in the next couple of months.

It is good to see that our membership is continuing to increase even outside of the number of 100% Clubs that have joined. More of our members are realising that there are a lot of benefits to be had when you are a member with NMRA Inc's Partnership Program where specific discounts are offered to members by suppliers, and at the same time the Divisional Superintendents are talking to Hobby Shop proprietor's to see if they will offer discounts etc.

There are now 12 Clubs that are 100% membership and in total have 271 members. This is approx. 38% of our total members. Without these members contributions to our Association both financially and their services in administration, we would not be as well off as an organisation.

Graham Young. President.



## NMRA Partnership Program!

Model railroad manufacturers are partnering with the NMRA to offer EXCLUSIVE discounts to NMRA members. Current members can log in to [www.nmra.org](http://www.nmra.org). At the Member Menu, go to Member Benefits then the NMRA Partnership Program Page to see who's on the list, discounts offered, and how to order. New Partners are coming on board every month, so check back often.

### Current Partners:

- CatzPaw Innovations
- Green Frog Productions
- Hot Wire Foam Factory
- Jason's Brass Poles
- LARC Products
- Logic Rail Technologies
- Micro-Mark
- Minute Man Scale Models
- Model Railroad Benchwork
- Modellers Decals & Paint
- Monster Modelworks Motrak Models
- MRC (Model Rectifier Corporation)
- OK Engines/Streamliners

- Ram Track
- RR-CirKits
- Rusty Stumps
- Scale Model Plans
- Scalecoat Paint
- Scenery Solutions/Fusion Fiber
- Showcase Miniatures
- Team Track Models
- The Train Show, Inc.
- Train Installations, LLC
- Trainmasters TV / Model Railroad Hobbyist Store
- Unreal Details
- USA Airbrush Supply / Badger Airbrush



Lisbon Tram



Barcelona's Funicular



Cadiz station



Lisbon station



The Gare de Nord in Paris

## Editorial Musings

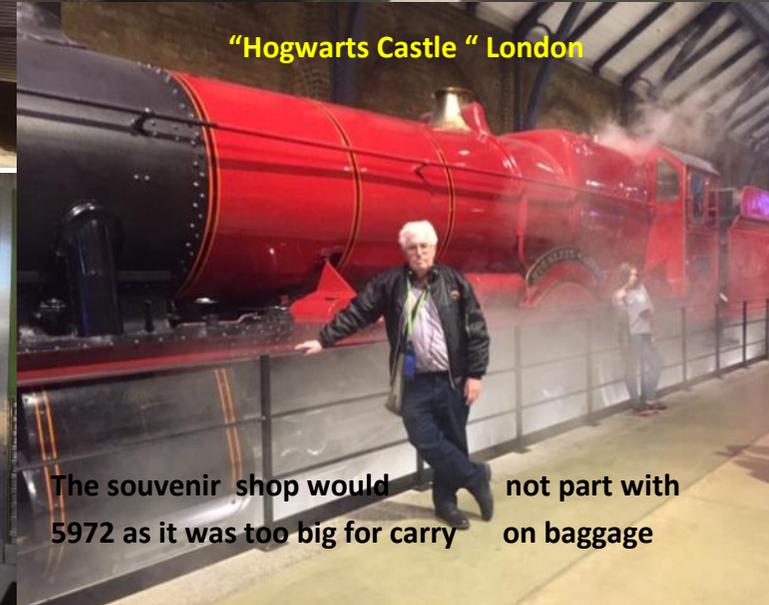
Apologies for the late delivery of this issue of MainLine. We've been travelling since late May and only arrived back in Perth in late June courtesy of a non stop London to Perth flight aboard a Qantas Dreamliner.

While it was not a rail fanning trip, as the photos show I got to see a considerable number of trains and railway installations.

Photos and descriptions of your railway oriented travels are always welcome in MainLine.



SNCF train at Cherbourg



"Hogwarts Castle" London

The souvenir shop would not part with 5972 as it was too big for carry on baggage

# Towards paperless model railway operations on Wombat Gully

## Part One

### Traffic control and train protection

Rod Tonkin

Like many of us, I had been put off prototypical model railway operation by the many articles published expounding the complexity, sheer hard work and training required to implement prototypical operations on a model railway. The two distinct features of railway operations we are trying to simulate are traffic control and car routing. These two operations are independent of each other and can be examined separately. Traffic control is essential on a real railway for safe operation. The advent of DCC makes this aspect of layout operation essential. Car routing delivers the freight cars to customers and recovers empty cars for reloading.

Traffic control on a model railway usually requires extensive signalling, or a complicated system of train orders or authorities and training for you and your operators to be able to use these systems.

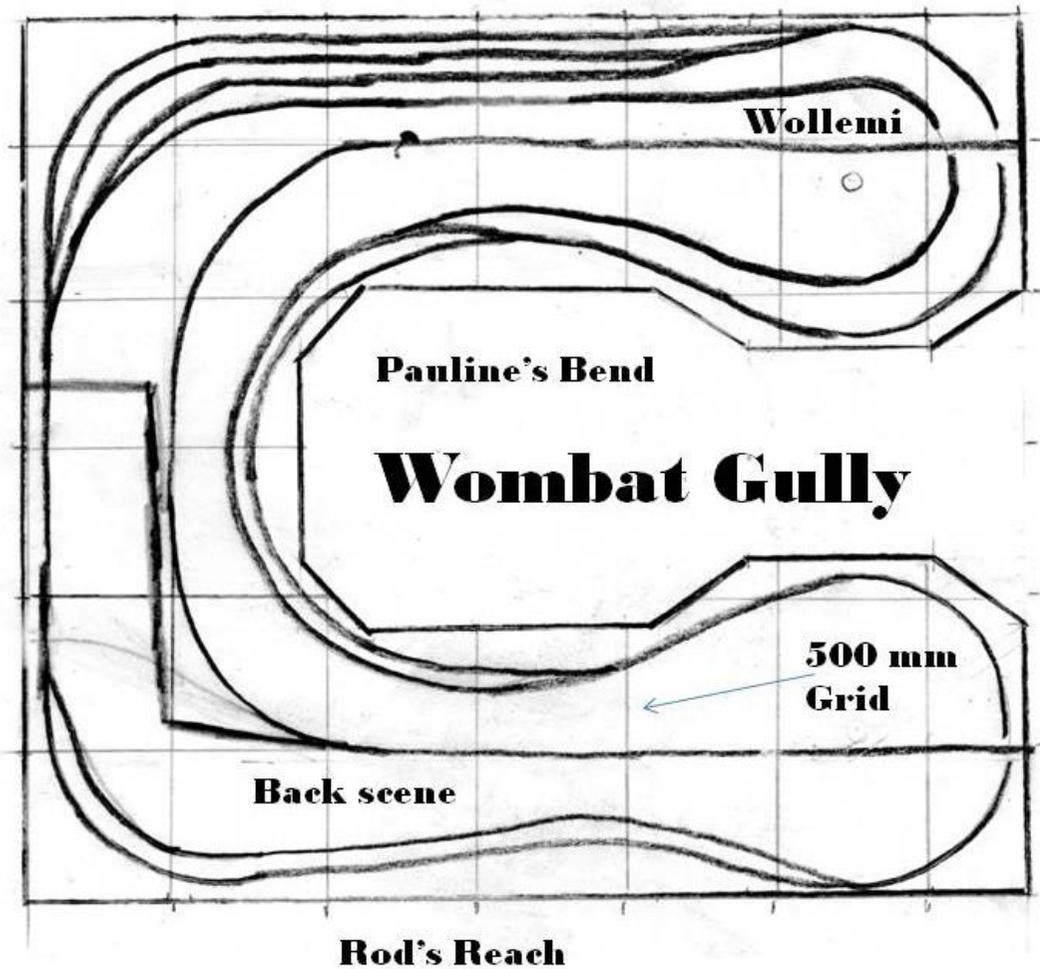
Over the years I've been able to observe a variety of prototype operating systems. In the early 1980s in western Queensland, Queensland Railways used the Mackenzie and Holland electric staff system to provide protection of trains on the single track lines. This system allowed trains to safely pass through unattended crossing loops between manned stations

In the mid 1980s NSWGR used a staff and ticket system on the line from Nyngan to Cobar and out to the two operating mines. Cobar station had a home signal at each end of the yard to control train entry to the yard. Possession of the staff or ticket provided authority to leave Cobar.

In the early 2000s advances in radio communications al-

Denman

Putty



lowed voice radio delivered instructions to be delivered to train crews. Verbally issued train authorities for a move from one crossing loop to the next were in use east of Kalgoorlie to provide traffic control and train protection. The train authorities were issued by train control and the train crew wrote them down on a special pad

An amalgamation of Train Authorities and Train staff systems looked worth a trial on Wombat Gully. My operating system uses a magnetic track layout diagram, physical train staffs for each single track section, a train number token for the crew of each train running in the operating session and a magnetic train number marker for each train running in the operating session.



Preserved WAGR electric staff machine

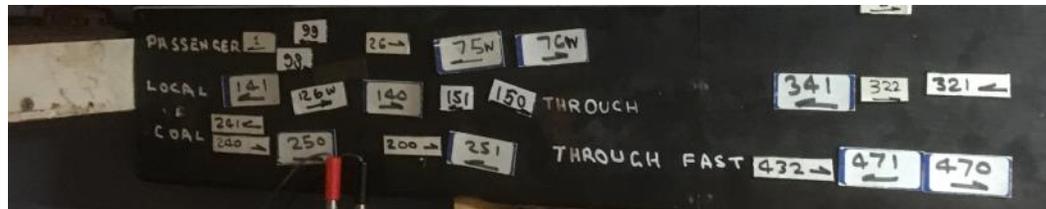
On Wombat Gully north bound trains are odd numbered and south bound trains are even numbered. Train numbers up to 99 are reserved for passenger trains, local train numbers range from 100 to 199. Coal trains are numbered from 200 to 299. Heavy through train numbers are 300 to 399 and fast through trains carry numbers from 400 to 499.



The train number tokens are palm cards carrying the train number in an ID card holder. A two buck shop lanyard allows you to wear your train number token around your neck.

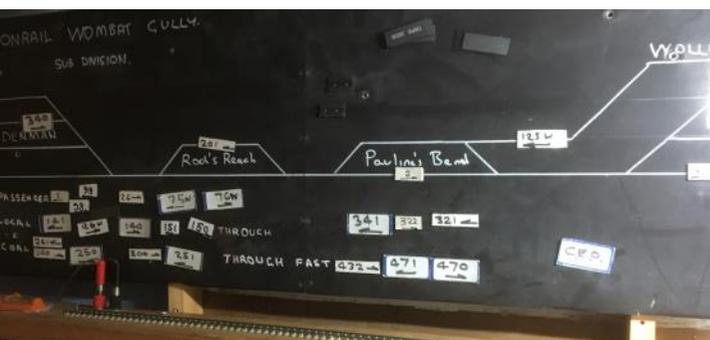


The train section staffs are luggage labels on a two buck shop lanyard. Each staff is a different coloured luggage label to reduce operator confusion. The single track sections on Wombat Gully are relatively short so there is no need for tickets or electric staff machines.



The train markers are strips of flexible plastic magnet sheet with the train number written on a self adhesive label attached to the magnetic strip. I've made sufficient train markers for most operating session needs. It's easy to make additional train number tokens and markers at short notice if required.

The magnetic track layout diagram is made from magnetic kitchen white boards. I turned the boards around and drew the track plan on the brown coloured back of the magnetic sheet with a white paint marker pen. Wombat Gully's track diagram is mounted on the back scene in the staging yard.



The train controller can't see the two stations on the layout from the staging yard and relies on train crews verbal advice of their location.

Each train crew is issued a train token giving them, their trains running number. When the train crew requests access to a single line section of track, they ask the train controller for permission to proceed quoting the train number and the track section they wish to enter. If the section is clear the controller gives permission by a numbered "Train Authority" for that train to enter the section. The controller notes this "Train Authority" on the train authority log (in the case of Wombat Gully a white board)

TRAIN No	Crew	TA	TO	FROM
2	RJT	1	RR	PB
201	GZ	2	PB	RR
125W	KR	3	W	PB

and then moves the train number marker on the track layout diagram onto the track section to be occupied by the train. This shows the train controller the section is occupied. The position of the train number marker warns the train controller not to allow another train to enter the section until the train with the "Train staff" clears the section. My layout is small enough for train crews to talk to the controller directly. Requests for access to a single line section and approvals are given verbally. Radios are nonsense on a two point nine metre by three point three metre layout.

To add to the safety of the system I've added physical train staffs to the system. You need to have the track section staff before you can enter the section. The staffs hang on hooks on the back scene between each station. Those who neglect to return the staff to the hook on exiting the track section are initially verbally admonished. Repeat offenders are severely dealt with.

Even with possession of the train staff for a section you can't proceed until the home signal at the end of the section is clear. The home signal is manually set by a train crew shunting the station. This prevents a train arriving at the station while the running line is occupied by a shunting manoeuvrer. I'm still working out the details of this system.

Developing and using Wombat Gully's train operating system has made operating my layout more interesting and enjoyable.

# Towards paperless model railway operation on Wombat Gully

## Part Two freight car forwarding

Rod Tonkin

With traffic control sorted out I needed a simple hopefully paperless car forwarding system to accompany it. Car routing on a model railway usually involves a car card for each freight car and accompanying destination way bills. All this adds up to a lot of effort before you see any rewards. There must be a simpler way of operating your layout in a realistic manner. The “Car Order” system demonstrated at the NMRA 2011 National convention appeared to fit the bill. As a trial I implemented the system on the original Wombat Gully layout.

The “Car Order” system works on the basis of moving the traffic not necessarily any specific freight car. If you need a box car to move a load you don’t care whose it is or what its number is, you just want a box car to do the job. Each car set out location on the layout has a hook adjacent to it with a “Car Order” card hanging on the hook. The “Car Order” card stays at the industry set out location. This system does not require train crews to carry a box of car cards or worry about setting out or picking up a specific freight car.

You control the traffic over your layout by the freight cars you assign to the local freights operating over your layout.

The “Car Order” card for each location details the industry and type of freight car required. One side of the “Car Order” card instructs the local train crew to set out the type of car required. The other side of the “Car Order” card instructs the local train crew to pick up the type of car described.

The information on each side of a “Car Order” card for “Prickle Pickles” at Pauline’s Bend on Wombat Gully are shown below

<b>Pauline’s Bend</b>	<b>Pauline’s Bend</b>
<b>Prickle Pickles</b>	<b>Prickle Pickles</b>
<b>Box car</b>	<b>Box car</b>
<b>Set out</b>	<b>Pick up</b>

Operation of the “Car Order” system is simple. The crew of a local freight train passing an on line side industry looks at the “Car Order” card or cards for the industry. If a card requires a freight car set out at the industry and a car of the required type is on the train that freight car is set out. The “Car Order” card is then turned over and the train proceeds on its way. If the train does not have the appropriate type of freight car in its consist, the “Car Order” card is left as is and the train moves on to the next industry/station. If the set out location is occupied and the “Car Order” card requires the car spotted at that location to be picked up the freight car is added to the train. The “Car Order” card is then turned over and the train proceeds on its way.

The “Car Order” automatically resets itself. An empty car set out spot has a “Car Order” card requiring a specific type of freight car to be set out onto the spur. A freight car on an industrial spur requiring despatch will have a “Car Order” card instructing the train crew to pick up the freight car.

I hand wrote my “Car Order” cards on palm cards from the local news agents stationary department. To keep the “Car Order” cards clean each one is in an ID card pouch. You can implement the system gradually and learn as you go. If you need additional freight cars types at an industrial spur you simply add another hook to the layout facia and write up another “Car Order” card for that location.



# Valley Mushrooms

Rod Tonkin

A long time line side industry on my layouts has been “Valley Mushrooms”. An opportunity to site this flourishing industrial client at Pauline’s Bend on Wombat Gully-2 was too good to pass up. The site available for Valley Mushrooms next to Bogg’s and Son has a minor technical challenge- it is not rectangular.



I decided on a mock up structure to see if the idea was worth pursuing. As site measurements are notoriously inadequate I’ve made a rubbing of the site. This rubbing especially included the track that would be inside the building.

The rubbing was used to shape the building mock up floor plan to suit the unusual site. My mock up building was created from an empty large rice bubbles packet (a healthy breakfast has some extra benefits) I’ve found these packets provide sufficient stability to provide a mock up of the structure you want to see if the building will fit visually into the scene. Once the mock up was in place I added a gable roof for effect. I’m giving the mock up a couple of week’s trial before I commence building a more permanent and detailed structure for Valley Mushrooms.



# First steps in scenery on Wombat Gully

Rod Tonkin

I’ve taken the first steps in the scenic development of Wombat Gully. The Lehane Crushed Stone ballast and armor rock loading facility at Rod’s Reach as the attached photo shows now has some scenery, a painted back drop and track ballast. Ballast is sized and delivered to the train loader by belt conveyor. Armor rock is loaded in the quarry onto side dump cars and railed to the shipping stockpile area. The track from the quarry to the armor rock stockpile area is a static display.

The scenery is Styrofoam blocks. The rocks were painted with PVA paint to provide a base coat then highlighted with washes of diluted PVA paint to accentuate the rock texture.

The ballast hopper car loader was rescued from the old Wombat Gully layout. The armor rock and sized ballast is cat litter. The armor rock loader is an S scale John Deere back hoe from big W soon to be suitably weathered.

The back scene was painted with a blend of blue and white PVA paint. This is still a work in progress.



# Tips for efficient switching

Paul Hobbs FNMRA

The following slides demonstrate a practical procedure for switching cars into a train, properly blocked, for easier later working. The basic procedure is to work each track in turn, then sort cars.

The job is to pick up the numbered cars and depart with them blocked in order from the locomotive. Colored cars remain in (or return to) the track they currently occupy. Switch each track in turn. Use nearby track for temporary spotting. In this example car 1 is conveniently at the beginning of track A. We will start with that car.

Treat the project as two steps, accumulating the cars, then blocking. All tracks are assumed to be longer than shown.

Moves are counted with each change of direction of locomotive, ending at the lead track.



Cars on locomotive after switching B



Cars on locomotive after switching C



Cars on locomotive after switching A



Cars on locomotive after classification



# Servos as Switch Motors.

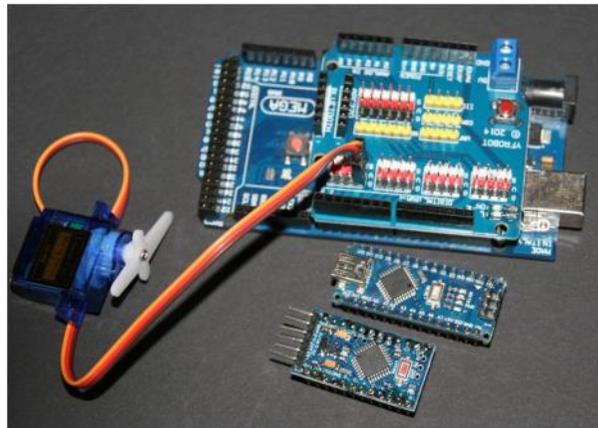
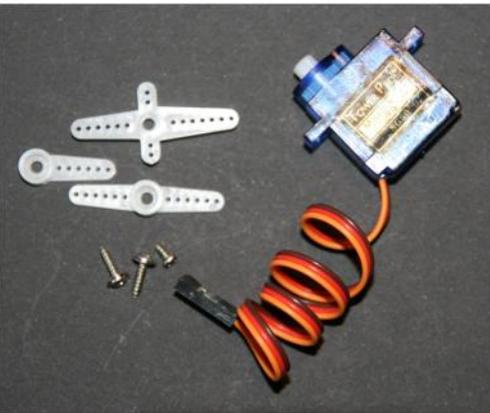
By Wal Pywell

I have been looking for new switch motors for a while now. Tortoise by Circuitron are really getting too expensive now given the current exchange rate between USD and AUD.

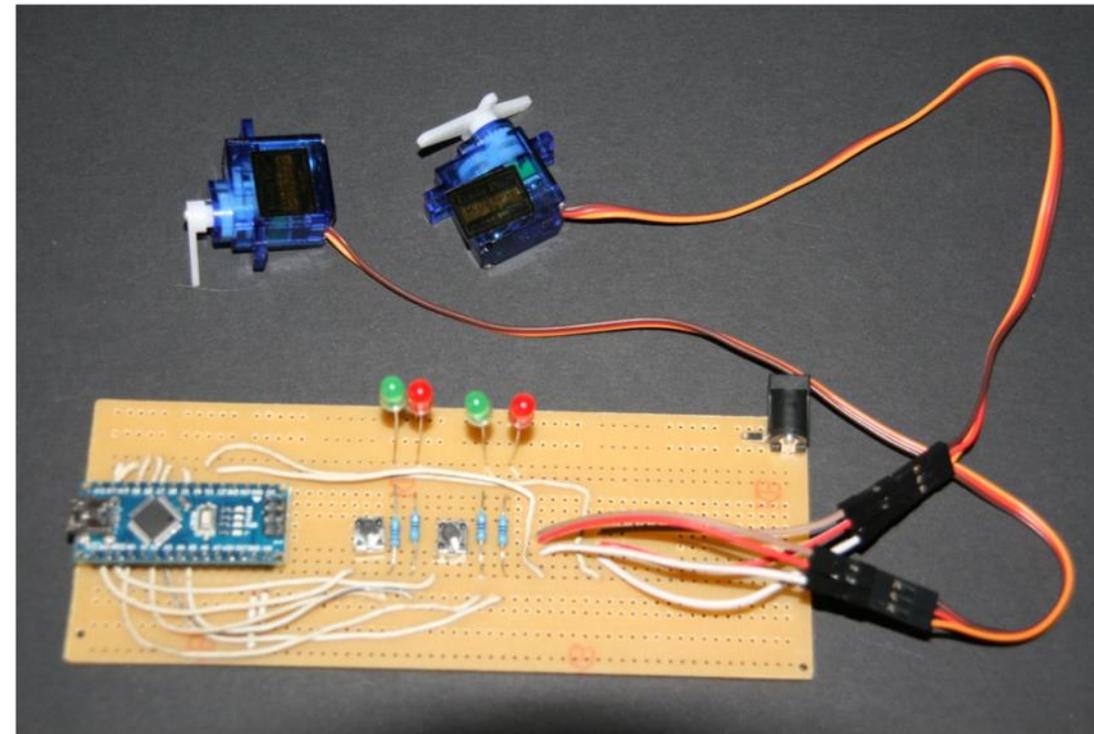
I was inspired by an article in the December 2016 issue of Model Railroad Hobbyist, one of the on-line railroading magazines. In his article, Geoff Bunza describes several simple applications for the Arduino microcomputer, and the one I was taken with involved the control of cheap servo motors for use as switch machines. I lashed them up using a prototyping board and an Arduino Mega 2650 to see how they worked.

The Servo motor I used was the Tower Pro Micro Servo 9G, model SG90. These are small, light weight and CHEAP, and come complete with connecting cable and a selection of control arms. I picked up a dozen for not much from Ebay.

I also picked up a Servo Shield which plugs directly on top of the Mega. This shield board makes it easy to connect the servo motors and can connect a dozen at once if required. They can be individually controlled as there are more than enough digital input pins. One input is required for each servo if you want to control them one at a time. You also might want to connect multiple servos from a single input to control a number of switches together to select a path through a ladder in and out of a yard. For further details and a demonstration video, I recommend reading the original article. I also recommend downloading the sample programs that come with the article. These provide a simple starting platform to experiment.



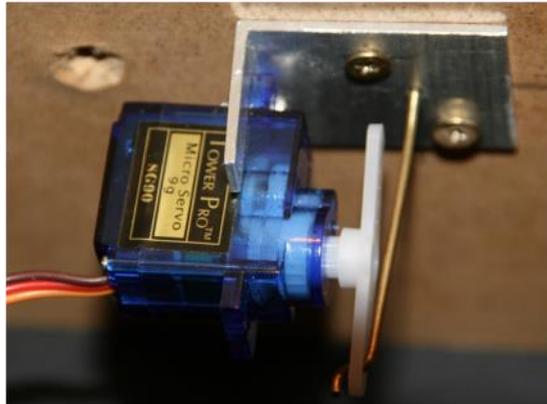
To see how the servo motors could be used as switch machines, I used an Arduino Nano as the control board. These have a mini-USB socket on the board to connect to a computer to load the program. I needed to see how the throw of the servo could be controlled. The program can set the starting angle and the stopping angle of the motor so the throw of the control rod could be controlled. Also the speed of the servo can also be controlled from a fast snap similar to a solenoid switch machine, to a slow movement similar to the Tortoise motor. I could have used the Arduino Pro Mini which is smaller again, and cheaper, but requires an external USB adaptor to load the program. Once the program is loaded, the adaptor is removed, so this is not really an issue. All the Arduino boards are capable of being powered from an external 12v plug pack. During testing, they can be powered through the USB input and connected to the external power once the program is loaded. My test board is shown below set up to drive two servos with LED indication. The small push-button switches can be seen in the middle of the board.



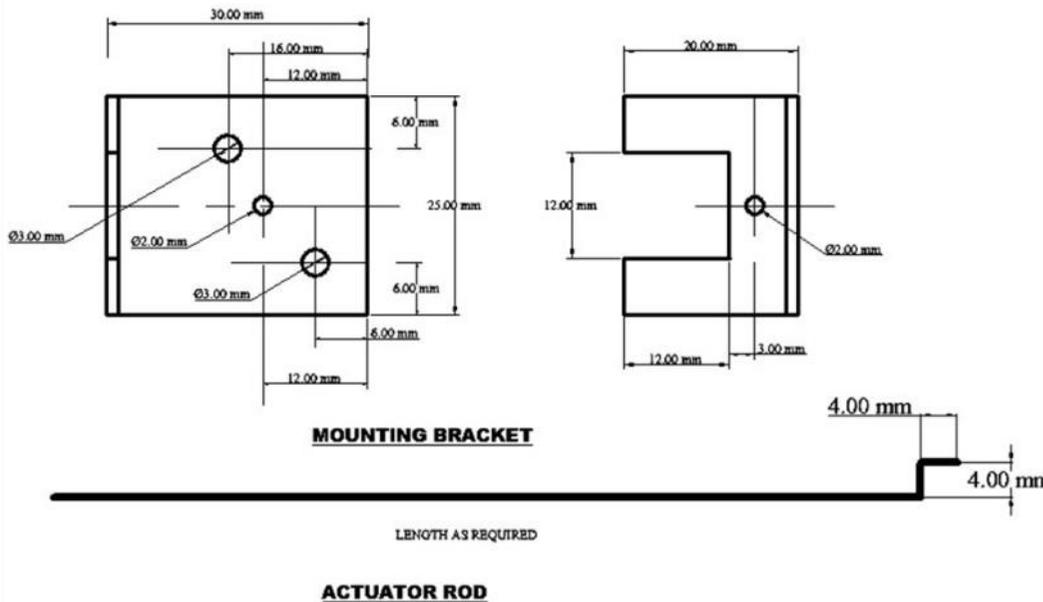
To give some examples of costs, I obtained the SG90 servos for \$27 per dozen, the Pro Mini was 2 for \$13.95, and the Nano was purchased for \$8.95 each. All these were from Ebay.

To mount the servo as a switch motor, I used Aluminium Angle of 32mm x 20mm x 1.4mm, available in 1 metre lengths from Bunnings. I prefer the following mounting method over a mount which relies on sandwiching the servo into a channel. My method below supports the servo very well.

I cut a piece 25mm long and drilled the holes as shown in the drawing. The slot in the 20mm side was marked and cut out using a nibbler tool. You could also use a small saw and file if a nibbler is not available. The width of the slot fits the servo motor and can be cleaned up with a file if necessary. The fit is not critical as the motor is held in place with the one screw as shown.



The motors are supplied with a selection of armatures, a small screw to fix the armature to the motor shaft, and two slightly larger screws to use in mounting the motor. I used one of these screws to hold the motor to the bracket.



The two larger holes in the Aluminium bracket are used to mount the switch machine. I mounted one to a sample board using 10mm long wood screws.

The actuator rod I used was a length of 1.2mm diameter brass rod. A length of piano wire could be used but I recommend using thicker rod than that normally supplied with the Tortoise. This will provide adequate rigidity to operate a Peco switch without having to remove the over-centre spring. The end of the rod is bent as shown the drawing and the length will be determined by the depth of your baseboard. I happen to have rods of 100mm long. The rod is passed through a hole in the actuator arm. I drilled out the second top hole to accept the rod as the standard holes were not big enough. The recommended method is to mount the switch motor then cut off the excess as the last thing.

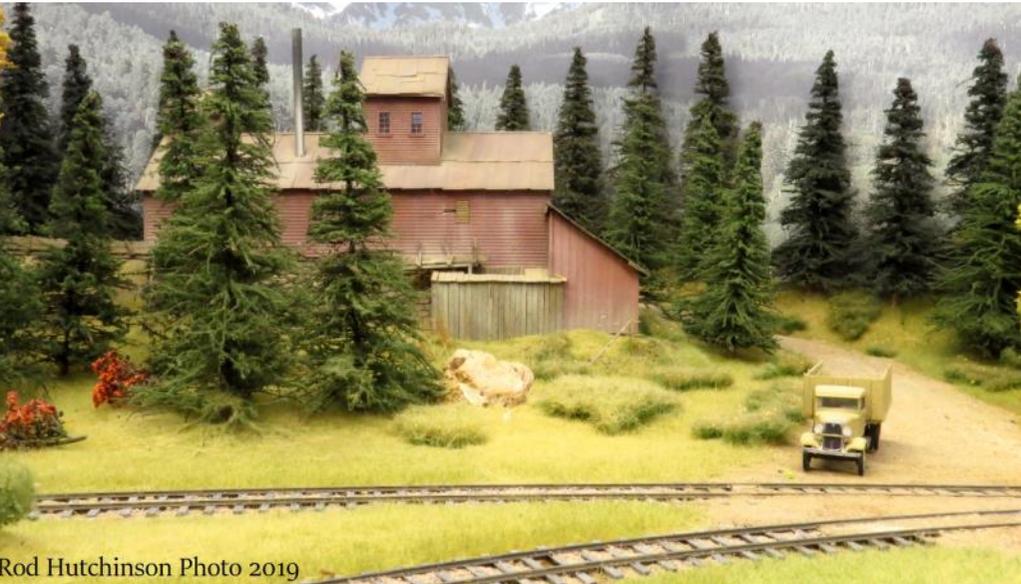
Before completing the installation, you may need to operate the servo back and forth to check where the centre point is. Connect the servo to the Arduino making sure the leads are correctly connected. The servos I used have a brown lead, an orange lead (maybe red) and a yellow lead. Connect the Brown lead to the GND and the orange or red lead to the +5V terminals on the Arduino with the yellow lead connected to one of the digital output pins. This pin is defined in the sketch (program) as the output to the servo. If you use a Mega with the Servo shield, these pins are already grouped to accept the servo plug directly. Run the servo left and right then mount the actuator arm. I leave the securing screw out until the assembly is complete and checked just in case. Lock the actuator in place with the small screw supplied. The amount of throw can be adjusted in the sketch as the angle from 90 degrees the servo makes. I use 60 and 120, i.e. -30 and +30 from the 90 degree centre position, as the start and stop positions for the servo. Try different numbers here.

Have fun with this cheap alternative to other switch motors.

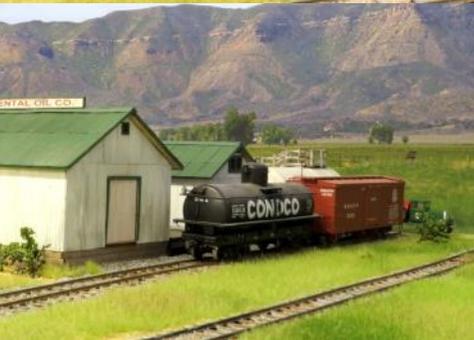
### Editors Note

I'll be using similar technology to operate the home signals on Wombat Gully. I'll chronicle these endeavours in future Mainlines.

# Some scenes from Bill Black's Sn3 DRGW layout



Rod Hutchinson Photo 2019



Rod Hutchinson Photo 2019



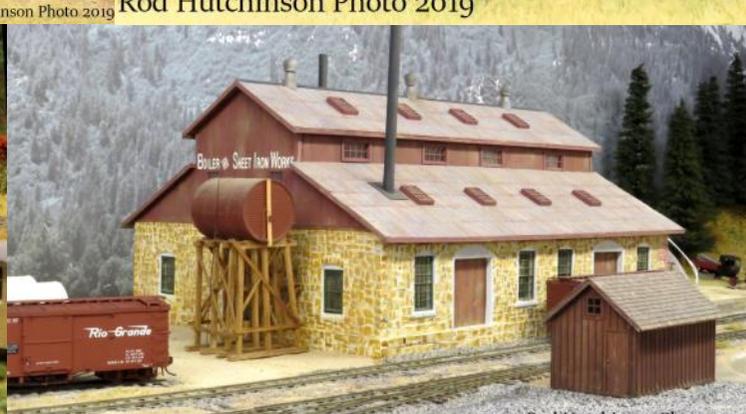
Rod Hutchinson Photo 2019



Rod Hutchinson Photo 2019



Rod Hutchinson Photo 2019



Rod Hutchinson Photo 2019

# Some scenes from Allan Ogden's 7mm Welsh NG layout



# Two Weeks, Two Conventions, a 75th and a 150th

Paul Hobbs

This year the Pacific Coast Region, NMRA celebrated its 75th anniversary with the regional convention at Sacramento, joining with the Feather River Rail Society, then the Southern Pacific Historical and Technical Society and Union Pacific Historical Society held a joint convention at Ogden, Utah, including the 150th anniversary of the driving of the gold spike linking the Union Pacific and Central Pacific at Promontory Summit, Utah on May 10, 1869.

The PCR/FRRS convention was held at the former McClellan Air Force base. The hotel included visiting officers quarters. Three of us shared a suite, a former two-bedroom apartment, built in the 1930s, each with a room. Almost 300 people attended the event, including seven Zephyrettes holding their third reunion. Two streams of clinics, totaling 59 presentations, three per time slot, one being for FRRS. There were numerous operating sessions plus regular layout tours, some prototype tours, all diluting the apparent attendance each day.

The Zephyrettes told of their careers on the California Zephyr. One lady, now in her 90s had worked on the train in 1951, and again later as relieving crew. Learning from people who were there is so worthwhile. We were told that all the Zephyrettes were employed by the Western Pacific, their supervisor was employed by the CB&Q, who also provided the uniforms. Service crews, including one Zephyrette, started their trip at Oakland and worked two days to Chicago, two days off, staying in apartments on the 14th floor of the Conrad Hilton, return two days, two days off in their own apartments.

Since 1961 PCR Conventions feature a "Hobo Breakfast". A Hobo is anybody who has attended a National convention outside their home region. Breakfast is served on Hobo placemats, signed each year with city of event by the person seated at that mat. They are carefully collected up to distribute next year. My friend Greg Madsen found several placemats on our table with his name, or his first wife Marion. I didn't find any previous time with my name on it.

The banquet was held at the hotel, on a large patio. The guest speaker was Charlie Getz, recent president of the NMRA. He talked about "Reflections on a life in model railroading". There were many elements of his humor in a very interesting talk.

After taking one of our party to the airport to fly home for a couple days, Greg and I had all

day to get to Carson City, Nevada. He suggested we go to Keddie and Quincy and Portola along California 70. The weather and early afternoon light were perfect, only lacking trains. We lunched at Quincy and doubled back to find the last few cars of a BNSF train heading up the line to Bieber, and a couple who had been at the PCR Convention. They told us of the BNSF locomotives up front. We continued to Portola, arriving five minutes before closing time. We were allowed to look at outside exhibits - which are numerous. The light was fading, so took over the wheel of our Nissan Pathfinder, dinner and our motel in Carson City.

Monday morning we went to the Nevada State Railroad Museum. I had been there as bus-captain on a tour at the 2011 National at Sacramento. This time a few staff made us welcome. The restored Mc Keen car looked better than in 2011. The whole place is very tidy. A new feature is a huge map among the inside exhibits, showing the route of the Transcontinental Railroad with dates of completion at various points from both ends. We left town on US-50 to sample a part of the "loneliest road in the US", reaching Fallon in time for early lunch in a former, relocated, and enlarged, SP depot. then up to I-80. That, too, was a very empty road. Tracks and the occasional train were visible in the distance - no railfan opportunities - as there were no exits to, nor roads near. Monday night was at Wendover, Utah. West Wendover, Nevada also on Mountain time, had several casinos. A line on the main street, naming the States, clearly divides the towns. You can see it on Google Satellite view.

Tuesday, leaving Wendover, we went to the Bonneville Salt Flats - a turnaround end of road, only featuring two signs. Nothing else. The salt flats were a few inches below water after recent rains. Actually the season for the fast car driving is quite short in the Summer.

More empty country on I-80 until we suddenly reach real city traffic south of Salt Lake City, soon head north on I-15 through the city and 30-miles on to Ogden - in steady rain.

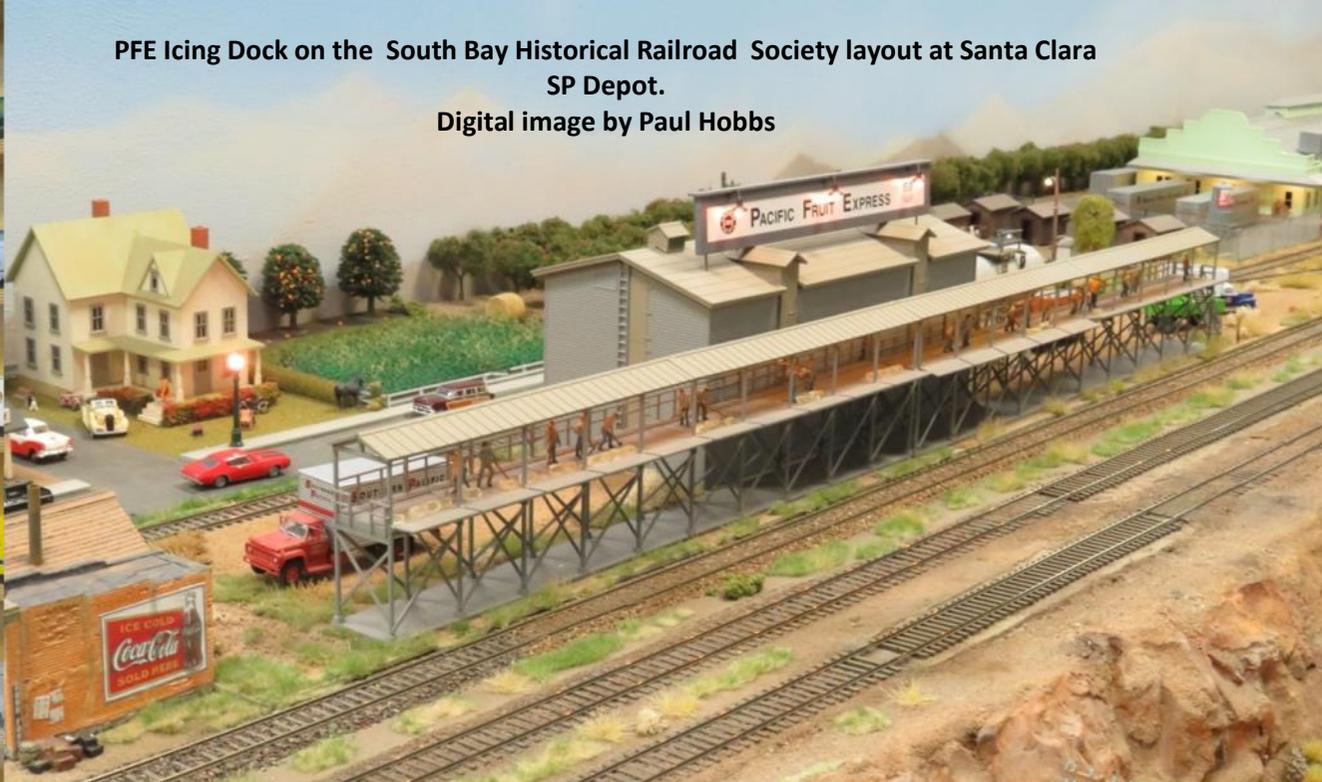
among 81 that day, and 4050 cars for a total visitation of more than 15,000. At the site were numerous food trucks, a USPS booth selling stamps and first day covers, an hour long wait. A podium and bleachers were set up near the already sited and steaming locomotives. Formal activities got under way with speeches from several government, railroad, Chinese community and other groups, songs by a choir, a good singing of the National Anthem, fireworks and a fly past by four USAF jets. For much of the crowd it was hard to see the activities, except on a large screen. But, it was enough to be there on THE day.

Back at the hotel and Eccles Center there were two vendor rooms, one each for UP and SP, and separate presentations, the SP featuring a Retired Employees session, UP with four interesting talks. The SP Vendors room had a lot of brass for sale, most of us considering a lot

Display of historic PCR Convention cars donated for the purpose.  
PCR Convention 2019, Sacramento, CA.  
Digital image by Paul Hobbs



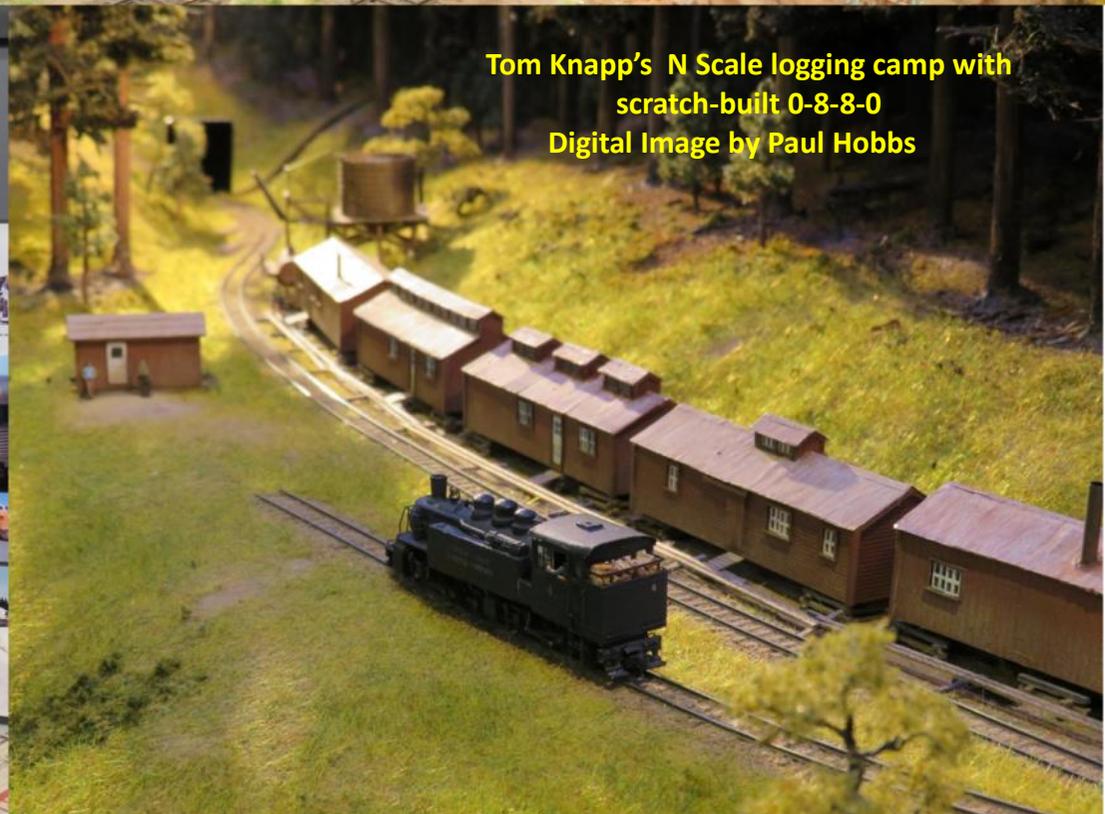
PFE Icing Dock on the South Bay Historical Railroad Society layout at Santa Clara SP Depot.  
Digital image by Paul Hobbs



Crew memorabilia and California Zephyr promotional items from the seven Zephyrettes attending the FRRS event.  
Digital Images by Paul Hobbs



Tom Knapp's N Scale logging camp with scratch-built 0-8-8-0  
Digital Image by Paul Hobbs



The rain went away, we checked out a couple of hobby shops, had lunch, then investigated Ogden Union Station. There are several different themed museums in the handsome depot. Outside is UP 2650, an ET44AH and 9 cars. The display car was open with interesting exhibits about the last 150 years of transcontinental rail service. Nearby is the Frontrunner station. The line runs from Ogden south to Salt Lake City and Provo. All trains run with the MP36PH-3C at the north end, a Comet coach (former NJ Transit) and three Bombardier coaches. The platforms are arranged for door level entry of the Bombardier cars and slope down to track level for boarding up steps to the Comet car - with 5-across seating. I took a trip on the Front Runner, and the TRAX system in Salt Lake City, both very smooth, very clean, TRAX operating two generations of Siemens cars similar to Portland's MAX.

The SPH&TS/UPHS Convention started Wednesday evening in the David Eccles Conference Center, next door to the Hampton Hotel and Peery's Egyptian Theater. Serious activity began Thursday, with a buffet breakfast (every day), then using the Egyptian Theater, a handsome facility seating 800, with a rather steep floor slope. Viewing of the presentations was excellent. There were seven topics through the day, mostly themed as joint topics - like two, and another next day, about PFE. Another was about the auto parts trains, and one about the Kenefick/Biaggini era in the 1970s and 1980s. How would you like to be Benjamin Biaggini receiving a call at home from John Kenefick advising that UP was buying Western Pacific? After they retired they were good friends.

Friday May 10 was an early start then a ride on one of ten buses taking our convention to Promontory Summit. After leaving I-15 it was slow going as all cars were checked for a parking ticket - a few coming back the other way may have lacked that item. Our buses were the National Railway Historical Society up from Salt Lake City, and the Railway & Locomotive Historical Society arrived from a nearby hotel in Ogden. After speeches by each organization's President the evening speaker, John Gray, one-time Manager at both SP and UP talked about the events leading up to "September 11, 1996, the date of the true Golden Spike". Most agreed the topic was rather dry, and long.

A couple of hints for traveling in the US. I was involved with two rental cars this trip. Both were equipped with eToll. Somehow the car in the Bay Area got pinged on I-680. The \$8.50 toll did not seem too bad, until you add the \$17.50 "convenience" fee. Former Diamond Lanes are being converted to Express Lanes with tolls, reading plates and/or transponders. The signage was very confusing - we thought we qualified for free with two in the car.

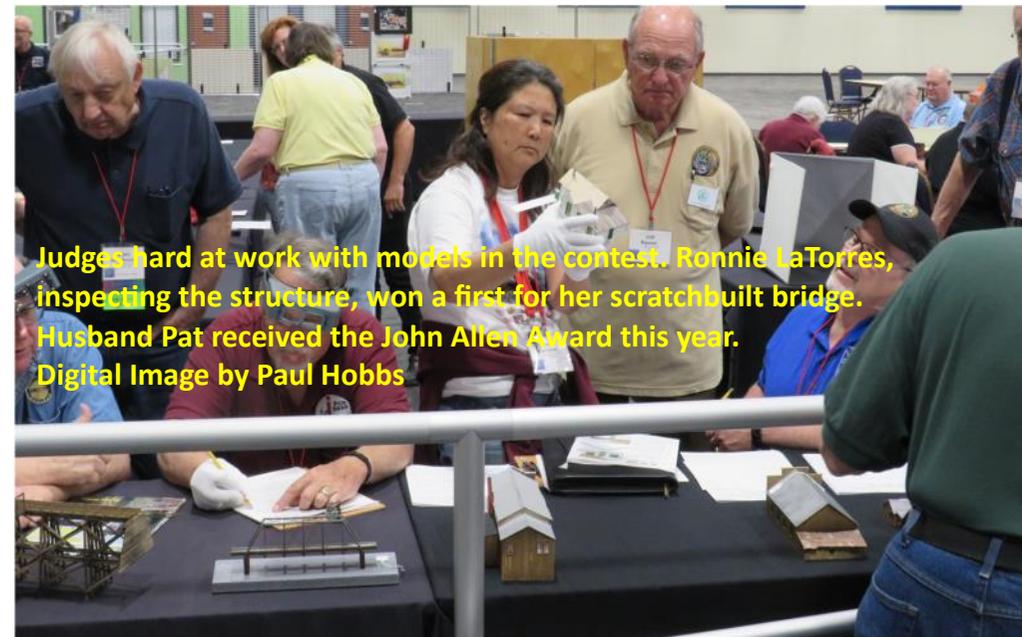
Another trap is for Seniors. On some systems you qualify by age alone, on others you need a locally issued Senior card or ticket. Amtrak is age alone, BART requires application by mail.



**Nevada's "Merci Car", donated by France, one to each State, as thank you for 700 box cars of items from America to help post WWII France. Known as a 40 et 8, it could carry 40 soldiers or 8 horses.**

**In this trip we also saw California's car at the CSRM and Utah's outside Ogden Union Station.  
Digital Image by Paul Hobbs**

The South Shore line is happy with age alone, anything in Chicago on Metra, CTA, Pace requires an RTA issued permit and residence in Illinois.



**Judges hard at work with models in the contest. Ronnie LaTorres, inspecting the structure, won a first for her scratchbuilt bridge. Husband Pat received the John Allen Award this year.  
Digital Image by Paul Hobbs**

# Promontory summit 150 years on.

Captions and photos by Paul Hobbs FNMRA

Central Pacific 60 "Jupiter" touching pilot with Union Pacific 119 at Promontory Summit on May 10, 2019. Some of the 15,000 people present are between me and the locomotives. Beside the "Jupiter" are members of a youth choir on the podium where several speeches were held.



UP 4014 4-8-8-4 in a morning shot at Ogden Union Station on May 11, 2019. The train was ready for later departure on a sold-out excursion to Evanston, Wyoming.



A friendly security guard invited a friend and myself through a fence to get this morning shot of UP 844 at Ogden Union Station on May 11, 2019. The train was ready for later departure on a sold-out excursion to Evanston, Wyoming.

Central Pacific 60 "Jupiter" touching pilot with Union Pacific 119 at Promontory Summit on May 10, 2019. Opportunity to get close to the locomotives after the crowd dispersed.





Tom Knapp's Nn3 Shay operating on Z Gauge track  
Clip from movie by Paul Hobbs



Klaus Keil's trailers and containers using digcomdesigns.net products in paper and card for a large variety of trailers and containers in lightweight materials  
Digital Images by Paul Hobbs



Veterans panel of former Western Pacific employees, mostly train crew.  
The seven Zephyrettes are included. The lady in red hired out on the CZ in 1951.  
Digital Images by Paul Hobbs

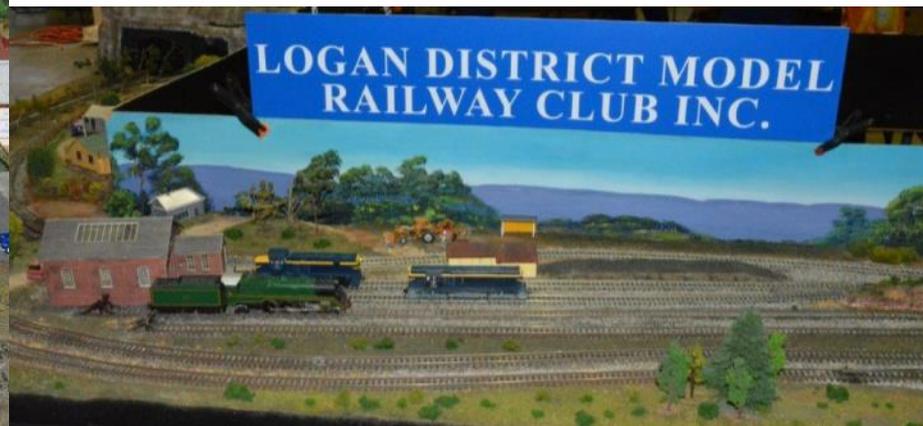


Southern Pacific's Wabuska Depot at the Nevada State Railroad Museum, Carson City, Nevada, May 6, 2019 Digital Image by Paul Hobbs

# 2019 Brisbane Model Train Show.

The guide showed  
31 Traders,  
2 Heritage groups,  
and 52 Layouts/  
demonstrations were on  
display.

Photos by Arthur Hayes.



# Division One highlights

The April meeting was held at our Divisional Superintendent residence in the western Brisbane suburb of Sinnamon Park. A nice warm sunny autumn day where everyone enjoyed sitting in the shade. The day started very different with an invitation for breakfast at 9:00 am, 12 members attended and enjoyed “a la carte” Bunning style sausage on the BBQ (*members choice where the onions were placed*). Thanks to chiefs Paul and Tim, most enjoyable.

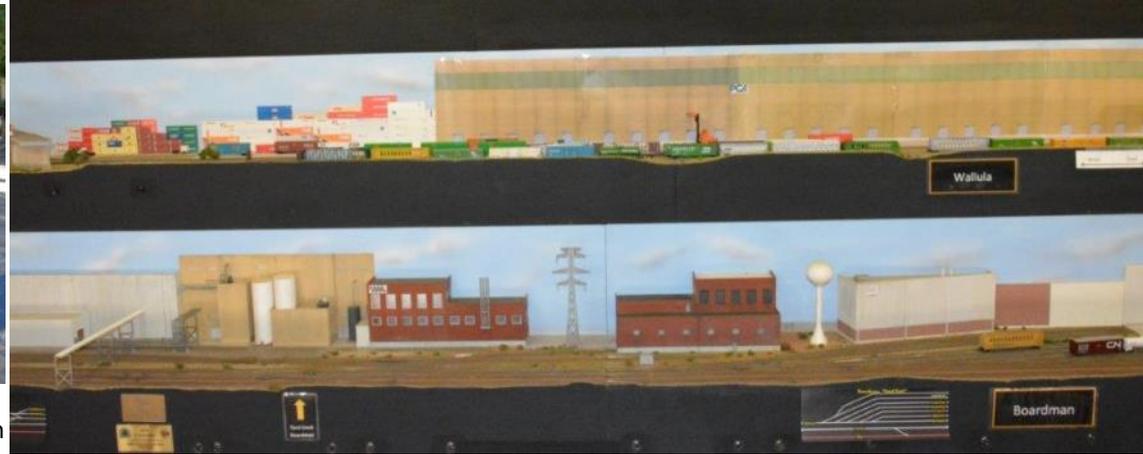
Other members started arriving around 10:00 am for the general monthly meeting. All up around 28 attended with some notifiable drives for some, Merv from Harvey Bay, Phil coming from NSW Northern Rivers and a potential new member Shaun from Maleny. Not forgetting the guys who travelled from the Sunshine, Gold Coast and all point between.

Prior to the meeting starting, members were able to inspect Duncan’s latest project nearing completion. A double track helix in a garden shed joining both levels, I guess the missing link on the western end of the layout. Other areas around the helix and yards were close to being finishing.

During the meeting, Duncan reported on the Regional AGM which he attended in Sydney a few weeks earlier and the Bundaberg Model Train and Hobby Expo netting three new members.

Following on was a presentation on modelling in Styrene. By no means a new subject, but always good to see what other members are doing, how and what they are achieving. The presentation covered material available today and how to obtain these materials at a good price. What can be done with the material, tools and solvents required to painting your finished master piece. Judging by the audience involvement a number had not used the material before and suggests flowed freely. At the conclusion a number of members came forward to try their hand at cutting, joining the material, inspecting the tools, partly and completed models. Charles also showed containers made from styrene by Craig. Craig and I will be manning a stand at the Brisbane Model Train Show (May 4<sup>th</sup> & 5<sup>th</sup>) demonstrating styrene modelling, prompting NMRA and the AP Program.

A BBQ Lunch followed, many thanks to the cooks, I did not see who they were as I was still



chatting with members on the styrene presentation.

After lunch was the ever popular show and tell, Bob, Ian and Charles presented various item, this to generated discussion between all. Paul then gave a presentation on the Operations SIG, their modules and their plans for this year, this result with Paul recording various email address of interesting members.

There was still a bit of time to once again to inspect the UPBNSF JD and some sectional oper-



# Division Three Highlights

## 2019 March

The March meeting was held at the home of Bill Black located not far from the “Puffing Billy Railway Station” of Emerald. Bill is the owner of the magnificent Sn3 Denver and Rio Grande Layout. A DCC equipped masterpiece of modelling and pure brass joy. [http://www.nmra.org.au/Layout\\_Tours/Black/](http://www.nmra.org.au/Layout_Tours/Black/). It was a beautiful day with lots of sunshine.

Bill is a most congenial host and a visit to his layout is great opportunity to see what can be done in a huge space. However the small number of modellers attending were content to sit comfortably around the large table in the crew room. Plenty of cuppas and biscuits whiled away the afternoon.



A great day was spent running trains, talking railways and enjoying a barbeque. Allan Ogden, Superintendent Div 3 presented Bill with his thank you plaque.

*Small, display of modelling was presented which included*

Robert Goslin – O scale Warehouse

Grant McAdam – O scale Warehouse - This model won 1<sup>st</sup> prize for structures at The Australian Narrow Gauge Railway Convention, Erina Heights, NSW, 2019.

Paul Ritchie – Proto87 Tram Track parts

## 2019 May

The May meeting was held at our Superintendent's home SW of Melbourne. A very central venue allows modellers as far away as Skipton, Ballarat, Mooroolbark and the Mornington Peninsula to attend.

Allan Ogden is a wonderful modeller who built a monochrome layout being shown at various Victorian exhibitions. His apropos is Welsh Narrow Gauge and is developing a home layout which shows of his beautiful landscaping techniques and wonderful loco and wagon modelling. Alan is very adept at using a variety of modelling materials to portray a realistic interpretation of the prototype.

*Items on Display were quite varied:*

Paul Ritchie – HO 3D printed Trams

Paul Ritchie – HO Haling Motor Bogie

Peter Macdonald – O scale Veteran Models point levers

Peter Kendall – O scale apothecary shop

Grant McAdam – O scale Outback Models Shop

Myra Thornton – Accucraft Gauge 1 Locomotive



Rod Hutchinson Photo 2019

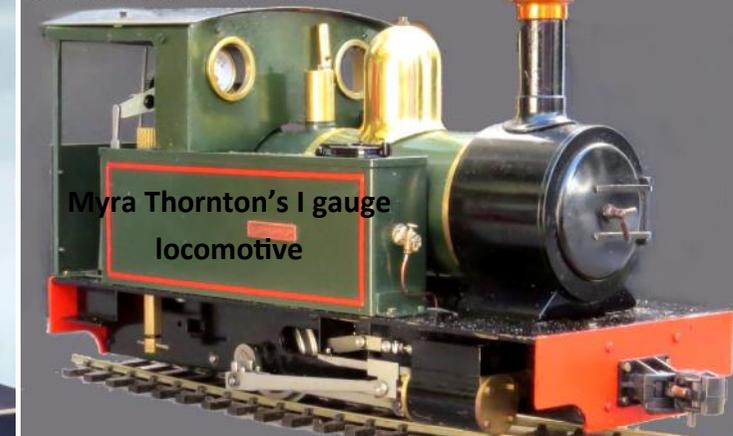
Grant McAdam's Warehouse



Rod Hutchinson Photo 2019



Rod Hutchinson Photo 2019



## Coming events

### National Model Railway Convention 2020

Sponsored by NMRA

#### Current Timetable

- Friday 5th June Southern Layout Tours
- Saturday 6th June Convention
- Sunday 7th June Convention and convention dinner
- Monday 8th June central Coast Layout Tours

Held in conjunction with Epping Model Railway Exhibition at Rose Hill Racecourse

The convention will feature

- Clinics (Saturday and Sunday)
- Prototype Tours (Friday and Monday)
- Modelling contests
- Two days Ladies Program

## Friends Of All Gauge <

[Friendsofallgauge@googlegroups.com](mailto:Friendsofallgauge@googlegroups.com)>

An upcoming function for the Club is

- A layout exhibition at the Yeronga Community Centre  
10am – 2pm on Sunday 14 July.



You can advertise your up coming events here. Please email the details to

[rjtonkin@iinet.net.au](mailto:rjtonkin@iinet.net.au)

## Manual OO scale uncoupling tool

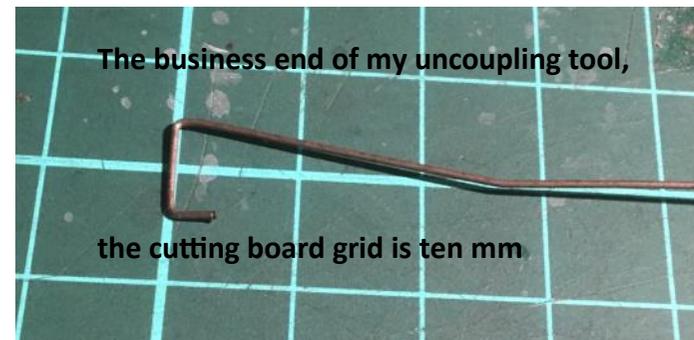
Rod Tonkin

Since Wombat Gully started offering a passenger service using leased BR rolling stock I've had an issue with manually uncoupling these vehicles. I've found the swallow tail Kadee couplers of little use as they foul the dummy auto coupler mounting on Mk1 coaches. Not wanting to butcher the coach ends I've stuck to the hook and loop couplers supplied with these models.

To my knowledge British Railways did not have uncoupling ramps. Like BR I need to uncouple vehicles anywhere. My first idea of a magnet on a skewer was shot down by Bachmann's use of brass for the coupling hooks. Time to re think!

The coupler hooks need to be closed up to allow the hooks to lift and disengage from the coupler loops. After some trials I came up with a hook able to fit between corridor connections on coaches and still be able to raise the coupling hooks. The hook is piano wire bent as shown in the attached photo. The handle is the cork out of a bottle of bubbly. (The Australian variety, I'm not made of money.)

The hook is easy to use. You simply position it between the coupler loops and lift the two coupler hooks with the horizontal section of the hook and drive your train/locomotive forward to disconnect the vehicles.



# Prototype Observations

The Iberian peninsular has a slightly different slant on railways to the rest of Europe. Their track gauge is a whopping five feet six inches. The Spanish trains I was able to see at Cadiz were all fixed formation electric passenger sets. The Portugese trains I was able to see in Lisbon were a mixture of loco hauled and fixed formation passenger trains.



Plain sided locomotive at Lisbon



Advertising on locomotive flanks at Lisbon



Lisbon fixed formation train



Cadiz station showing broad gauge trackage



**Cadiz timetable**

Validos desde el 04 de marzo de 2019

CÁDIZ >>> MADRID						MADRID >>> CÁDIZ					
TIPO DE TREN	ALVIA	ALVIA	ALVIA	ALVIA	ALVIA	TIPO DE TREN	ALVIA	ALVIA	ALVIA	ALVIA	ALVIA
Número de tren	2385	2385	2391	2391	2391	Número de tren	2384	2334	2334	2334	2334
Día de circulación	DIABO	DIABO	DIABO	DIABO	DIABO	Día de circulación	DIABO	DIABO	DIABO	DIABO	DIABO
Operador	CP					Operador	CP				
CADIZ	8:35	10:50	13:33	17:28	18:55	MADRID PUERTA DE ALVIA	8:30	11:05	13:30	16:30	18:35
SAN TERNANDO BAHIA SUR	8:27	11:02	13:44	17:40	19:07	CIUDAD REAL	9:24	-	14:23	-	-
EL PUERTO DE SANTA MARÍA	8:40	11:16	13:57	17:54	19:21	PUERTOLLANO	9:41	-	14:31	-	-
SINCE DE LA FRONTERA	8:50	11:26	14:06	18:05	19:31	CORDOBA	10:26	-	15:17	-	20:34
SEVILLA SANTA JUSTA	9:50	12:34	14:58	-	20:34	SEVILLA SANTA JUSTA	11:34	15:43	18:08	-	21:52
CORDOBA	10:42	-	15:34	-	21:17	SINCE DE LA FRONTERA	12:52	14:34	17:05	19:36	22:09
PUERTOLLANO	11:25	-	16:37	-	-	EL PUERTO DE SANTA MARÍA	12:22	14:44	17:14	19:40	22:19
CIUDAD REAL	11:40	-	16:52	-	-	SAN TERNANDO BAHIA SUR	12:37	15:02	17:29	20:01	22:34
MADRID PUERTA DE ALVIA	12:34	14:54	17:50	21:31	23:54	CIUDAD REAL	12:48	15:14	17:40	20:15	22:45