



SEPTEMBER 2008 - OUR CONVENTION YEAR

SPECIAL CONVENTION ISSUE

Coming Meetings

**12/13/14/15th September, Australasian
Regional Convention, Brisbane.**

8th November, Colin Upton, Jimboomba.

All meeting start at 1.30pm unless otherwise stated.

On or Preferably Before The Convention

>>>>> Now is the time to carefully consider how you can help Glenn in preparation for and at the Convention in September. Glenn and Sandra have been shouldering much of the work themselves with a little help from others and I'm sure there are plenty of easy chores you can assist them with. Give him a ring on 3207 2442.<<<<<<

Convention Extra

Our Australasian Convention 2008 is well advertised in the latest edition of "Mainline" on page 7 and dates are as above.

On page 15 of "Mainline" is a fuller programme stating what activities are available on each day. A short version is:

Friday 12th September – Visit Toowoomba to see Mark Wards remarkable OMA Belt Lines and the Darling Downs Model Railway Club.

Saturday 13th September – The convention proper with all of the usual highlights and attractions plus the dinner on Saturday night. Guest speaker is retired CEO QR Mr. Vince O'Rourke.

Sunday 14th September – Layout visits; morning north side of the river and afternoon south side of the river.

Monday 15th September – Visit to the Ipswich Railway Workshop Museum and a special and fascinating "Behind the scenes" inspection with one of the Museums own experts

Exhibition Layout

Work is on hold until after of the Convention

Comment

I'm a bit of a loner as far as modelling is concerned. I do a lot of scratchbuilding and that's enough these days to be treated as a pariah! Yes, there are an enormous amount of superb kits about making a lot of scratchbuilding redundant. But I love working with my hands and thinking out how to overcome building problems.

Out of this comes the concept of definition. Am I a model railroader, a railroad modeller or a railroad collector? I suspect most of us are all three but in different proportions of each element.

I believe that hours spent in the workshop are hours added onto my life. I can be in a world totally absorbed and insulated from any of the world's problems. But I passionately believe in the NMRA, its policies, its collegiality and the way it conducts itself generally.

We MR's like to use our spare cash on our hobby. There is always something delectable to buy in this hobby. But if we stand still for a moment and think of what the NMRA has given us all, the small investment of money for our annual subscription is one hell of a bargain.

Our Convention time is here. It's time to make another small investment but this time it is in time and a little bit of money. Four days out of three hundred and sixty-six days, it is a leap year, we play host to our colleagues in other states. Let's give them all of our care and attention over this time. Don't just turn up and make conversation. Show them around. Transport them in your car. Make new friendships. Take them out into the country or into your homes. Then give them a commitment to see them again next year for the 25th NMRA anniversary convention.

There is only one thing I can assure you will receive back for your efforts. That will be a stronger and more helpful NMRA for the future.

Snippets

Fortunately, for American railroads, the people behind their formation were exceedingly ambitious. Edward H. Harriman started work as an office boy at age 14. Son of a clergyman, he bought his own seat on the New York Stock Exchange in 1879. He started buying stock in railroads and became the major influence of IC, UP, SP, Central Pacific and half an interest in the San Pedro, Los Angeles & Salt Lake, further interest in the Chicago & Alton and Central of Georgia. He missed out on the Burlington, the NP and GN. Railroads under his authority developed those distinctive coaches without clerestory roofs and steam locomotives often had arched windows on their cabs.

In 1940 nine railroads decided they would run a streamlined passenger train from Chicago to Miami. The service was run every third day. This meant that the passengers travelled on the Chicago & Eastern Illinois, Louisville & Nashville, Nashville Chatanooga & St Louis, Atlanta Birmingham & Coast, Atlantic Coast Line, Florida East Coast. The train was named the "Dixie Flagler".

The highly modelable Interstate RR which ran in Virginia, had only a total of 83 miles of track including sidings and branches in 1929 (88 in 1960). Yet it had in 1929, 12 steam locomotives, 6 passenger coaches and a staggering 3,052 freight and service cars. It also boasted mallots and finished its independent life with ten Alco RS-3's painted in striking cream, grey, orange and silver. In 1961 it was bought by the Southern Railway.

The Wellsville Addison & Galetton was incorporated in 1954 and operated on 83 miles of superfluous Buffalo & Susquehanna track when parent B & O had no further use for it. It was known as "The Sole Leather Line" because of the tanneries it serviced along its line. The WAG used Ford centre-cab GE diesels and F7A's from the SP. The line was abandoned in 1979.

Which railroad was known as the "Onion Belt Route"? Many would be surprised to know that it was the Chicago Indianapolis & Louisville, better known as the Monon. This road was also known as "The Hoosier Line". The railroad became an important trunk route between Chicago and the Ohio River. Early diesels had a black and gold scheme and later diesels had a beautiful red and grey scheme. In 1971 the line was absorbed into the L & N.

Ideas Wanted!

Geoff Aldridge has recently shifted house and the layout room is as yet vacant, needing his ideal railroad. He is still looking for ideas, druthers, do's and don'ts. These could be profitable for us all. We will publish the best of them in Newsletter or some other way so that all will have your ideas.

Now so far Geoff hasn't been overwhelmed with responses yet I know many of you have heaps of ideas. So please get in touch.

DCC Warning

Glenn was following up a lead given to us all by Phil Perry concerning the supply of 8 pin NMRA DCC plugs.

Before fitting any decoders, especially to plug and play that have the connector ready and waiting, check the following resistances: If you have 10 ohms or less between any two pins, you have a problem. You should have 12 to 50 ohms between Pin 1 (Orange) and Pin 5 (Grey) – although on my old Athearn open motor, I had over 300 ohms.

You may measure something between Pin 7 (Blue) and Pin 2 (Yellow) or Pin 6 (White) – these are the lights.

Never measure less than thousands of ohms between Pin 1 (Orange) and Pin 8 (Red) or between Pin 4 (Black) and Pin 5 (Grey).

I had a new Athearn DCC Ready loco that ran DC but ruined at least two decoders and couldn't find the fault. Did the above checks and found that the motor was not insulated from the frame as you would expect from a plug and play.

At the Convention

Or perhaps I should have said, after the Convention. The talks are scheduled to finish at 5.00pm. The bus gets back at 5.00pm. The dinner is scheduled to start at 7.00pm. That's a very short gap to get ourselves and our ladies home, showered and changed and ready for the evening.

I know myself that with both venues being 45 minutes away, if I catch every green light, I've got 30 minutes to shower and dress and our partners also might have to be fitted in there. You may also have to pick up a visitor or two on the way!

Besides all of that, the hall has to be cleaned and tidied for the next renters. The commercial tables and gear has to be packed and taken to vehicles, chairs and tables have to be folded and stored and the floor has to be swept.

Now to get all of that done in the small time we all have is going to take an army of very energetic and willing individuals. It's going to make pulling a portable layout apart, seem like a piece of cake.

We urgently need everyone to help and do as directed to achieve this miracle.

So please volunteer your help early in the day and be there as soon as the talks finish. Thank you.