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NOVEMBER 2009

### Coming Meetings

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**November 21<sup>st</sup> Ian Wellings this one starting at 10am.**

All meetings start at 1.30pm unless otherwise stated. Note the above.

### Visit to Justin Walker's Layout

There is another great layout being built by Justin Walker at Pacific Pines. Our outing there on September 19<sup>th</sup> was a great surprise for many of us. Justin has certainly laid down most of what looks like a superb future layout.

He has used some innovative methods with the workmanship and track design is top class. There is no scenery yet but I'm pleased to have had the chance to see this layout in its bare bones state.

There was some great motive power on display and Justin is bringing it up to his strict standards and ideals. His fleet of rolling stock that was on display is sensitively weathered and has that extra detailing that is aimed at a holistic approach to a great layout.

If Justin can conclude his track laying and keeps this standard up for his scenery and his structures he is going to finish with one of the best layouts in the country.

From this approach and the way it all looks at the moment, this is going to be a particularly inspiring layout to operate on. I think we all learnt a lot from this visit.

### The Sydney Convention

The silver jubilee Convention in Sydney drew about 20 of our Division 1 members. It lived up to expectations with excellent clinics, interesting layout tours, great show models

both layout and equipment and friendships re-ignited or new ones made.

The dinner speech by Charlie Getz was outstanding? Charlie had us roaring with laughter yet at the same time delivered an insightful history of model railroading with a peek into the future.



John Saxon, Charlie Getz and Tony Koester at John Saxon's Cedar Valley layout. Many of us Queenslanders partook in the Saxon's generosity and lunched at their place in Gosford. This gave us a further chance to talk to the US visitors besides looking over John's great layout.

Unfortunately, to do the entire programme of clinics was impossible and careful selection of what to do became a paramount choice. There were some surprises in these and after the Convention I heard several people comment about how interesting American visitor, Al Westerfield's clinic "How Government Regulations Affected Car Building" was. Not a must-hear title but superbly handled by the producer of those wonderful freight car kits that are cleverly conceived but most satisfying once finished.

Tony Koester has lost none of his skills since he was last here and his "Operating with Timetables and Real Waybills" was a worthy addition to a similar clinic by Peter Jensen. These two clinics complemented each other and important to hear now that prototypical operation is very much a part of the local scene these days.

Having built several scratchbuilt locos from brass I thought I had fallen into every pitfall possible and dug myself out many times. Yet Phil Knife's presentation "Building Locos – Kit/Scratchbuilding" was a revelation from which we learnt a lot and it was also an educating supplement to Sowerby Smith's "Loco Reliability". Perhaps after carefully listening to these two presenters, I can now work out what's wrong with a 0-4-0T I've had on my workbench for 20 years! It goes, but not well and yet everything lines up and measures correctly. At least I now have the

## NMRA DIVISION 1 (QUEENSLAND)

(www.Zelmeroz.com/anmra-1)

desire to have another go. That's one of the wonderful things about a Convention, the new lease of life for recalcitrant projects.

"Designing Your Layout (Almost) Like Magic" by Lyndon Spence was a popular clinic and maybe 2010 will really be the Year of the Layout for all of those who failed in 2009. Lyndon gave many ideas including the site of the freeware computer programme for layout design:

### XTrkCAD

The convention dinner was very good indeed and even without considering the food the after dinner address was a classic by Charlie Getz.



Our Division 1 superintendent receiving his well deserved "gong" from both the AR national President Sowerby Smith and the NMRA vice-President Allen Pollock at the Sydney Convention.

The other clinics I attended were all well done and all clinics gave me and my two passengers plenty to talk about on the long drive home.

### Rockhampton Expedition

In August, the long awaited visit to Rockhampton took place thanks to the excellent organisation of Lynn and Amy Zelmer.

The enthusiasts, predominantly from the Caloundra district club arrived on Thursday night. Friday morning was spent looking around the very busy city's attractions and rail facilities.

We then continued on the Friday afternoon, meeting at the Zelmer home with lots of interesting dioramas and working displays on cane and narrow-gauge railways.

The meeting discussed in detail many aspects of the Achievement Program with some very involved clinics. The group participating in the judging explained how the point scores to the scratchbuilt models were earned.



NMRA AR1 visit to Rockhampton 14-16 August 2009  
John Lebsanft, Milanko Crnjanin and Ian Wellings during the Rockhampton visit by NMRA in August.

John Lebsanft from Bundaberg took away the forms to start in his AP program and he hopes to see him succeed in the future.

Friday night's dinner was generously hosted by Lynn and Amy in their home.

On Saturday afternoon we were made very welcome by Bruce Russell and the members of the Rockhampton MR Club at their layout room, located on the second floor of the RCC Community Centre. This site is in a magnificent old vintage three story building which also has rooms for music, ballet, crafts and community learning classes.

On Saturday night dinner was at a restaurant and a photo show and talk on the historical development of the local railways was enjoyed by all.

Sunday morning we visited Archer Park Rail Museum where the QR main line travels right through the town on Denison Street.

Highlights of that visit was our many rides on the 1909 Purry Steam Tram which leaves the station and traverses track out on to a part on the ex-QR street track.

Some members made a trip to historic Mt Morgan where there is an interesting collection of rolling stock at the preserved QR station with its "listed" water tank, rack railway cutting and the display in the main street.

We were all amazed how Central Queensland was so busy and so interesting and we came away with a greater understanding of the local rail history and workings and are all eager for a future visit.

Bob Deacon.

### Comment

After visiting a MR near Newcastle after the Sydney convention I look back on my life and wonder if I haven't wasted a lot of time. This

MR has a very long way to go before it is finished. It is being constructed in a huge purpose built back yard shed and it's expected it will take over an hour to run a train from one end of it to the other!

A massive number of points are being hand built and laid using the Fast Tracks system. The sheer complexity of the bench work is breath-taking. It is double deck and in one part even triple. The floor heights are being designed for safe and satisfactory walk around engineering.

The owner and constructor is in his early thirties and still has time and enthusiasm on his side. But once built, I wonder how much maintenance it's going to take.

Insulation and air conditioning is being installed and by the level of work quality it seems like it is all definitely possible.

For anyone interested, it will be on show at next year's convention in Newcastle.

This layout is following NSWGR prototype so a lot of the rolling stock will probably be scratchbuilt or by kit-building.

Consider our personal hobby time and how each of us uses it. It seems silly to attempt such a massive construction unless you have the skills, enthusiasm, a definite aim, the money and the time.

This layout intends modelling from Sydney to Goulburn to Junee which should be believable for the size of the model. Less believable are layouts I've seen trying to model Chicago to Los Angeles in a large bedroom! We have some good layouts in our division that may be modelling a small section of that line and that's enough.

As in "eastern" modeller I like to think that the temptation of modelling the UP or the ATSF or BNSF (the Buffett line?) almost demands a large railroad.

But there are other alternatives without going "narrow-minded".

There are hundreds of short lines and many of them either interchange with larger lines or off-shoots of larger lines and have appropriate motive power.

I've never seen any models of California Western RR & Navigation Co., nor the San Diego & Arizona Eastern, nor the McCloud River for that matter. Yet all of these are western lines that must be swamped by the huge RR's around them and perhaps more suitable to model in the size of room that we usually use.

Eastern lines enthusiast have ever more RR's and some that are quite short yet have mallets, mikados, consolidation, etc. and a considerable

variety of rolling stock e.g. the Interstate RR in Virginia. Others have several brands and types of diesel-electric and the track mileage is something that could be aptly fitted into a typical railroad room.

I wonder if our expectations of the ultimate Class 1 RR isn't one of the reasons so many of us never get started.

### **Monthly Modeller's Tip**

Anyone interested in a HO Scale bulkhead flat car, 50' in length, should seriously consider the Atlas pulpwood cars as a starting point.

I had to remove the load on three of these cars recently and I was really surprised by the detail in the flooring.

Definitely worth considering if you are interested in a similar model.

The other thing that caught my attention was the ease with which the load was removed and replaced, with the load only being held by two plastic posts and a small snap-in mechanism.

This makes these cars ideal candidates for an empties in/loads out scenario, (or loads in /empties out) on your layout, working a treat with a forestry branch line or a siding to a paper mill.

Glenn Stevens.

### **Track Laying**

It may have been around for a while but I noticed in the local newsagent a publication by Kalmbach titled "How to Build Realistic Track" No.6 in the How to Build series.

With several of our members building handmade turnouts using Fast Tracks tools this might have some good information and help in it.

There are chapters such as:

- How to super detail a turnout,
- Quiet roadbed,
- Make the most of flex track,
- Customising track the easy way,
- How to mass-produce hand-built turnouts,
- Kink-free curves, etc.

There are plenty of illustrations and the text is written by acknowledged experts, e.g. Tony Koester, Andy Sperandio, Paul Dolkos, etc.

I must admit though that the Fast Tracks people produce a superb DVD explaining their system and how to use it.

### **Paints**

I have taken to using the Tamiya acrylics for scenery and even some rolling stock use. They have the advantage of easy clean-up and dry very flat. Floquil make a really good cement colour and Tamiya have Deck Tan which is the closest thing I've seen to fresh raw cement powder. This is good for weathering cement covered hoppers, highway cement mixers and trucks.

Some of their other colours have use where you need a bit of weathering and you can get away with brush painting. It is easy to get gradual colour by dipping your paint brush in more and more water as you get away from the source of the weathering.

Blacks and the range of greys are great for weathering and mix easily with other pigments to give a variety of shades with a particular colour theme. Their brown, perhaps with a touch of another earth colour, goes well on wheels and axles and resembles a dirty and road grimed rust. These colours are very flat and their texture adds variety to the general landscape of a MR, so are a great addition to your more definite RR colours.

### **An Excellent Model Railroad**

In the October 2009 edition of Model Railroader on page 54 is an article that all aspiring model railroaders should read. It is about an industrial shelf RR, not unlike our modular layout and anyone considering joining our modular group ought to read it for great ideas.

I believe it could be the basis of a great railroad for a home layout too. In the article are good photos, a very clear track plan, heaps of ideas and a website:

[www.trainweb.org/gnw/](http://www.trainweb.org/gnw/) that is an extension of the article, which keeps you up to date and publishes a regular newsletter about the progress of the layout.