

The Newcastle Model Railway Club Inc. Schedule for April, May, June 2019

April	Date	Time	HO/OO	N Scale
Tues	2nd	9.00am	Work Day	
Wed	3 rd	7.30pm	DCC Operation	DCC & DC Operation
Thurs	4 th	9.00am	DCC Operation	DCC & DC Operation
Tues	9 th	9.00am	Work Day	
Wed	10 th	7.30pm	DC Operation	DCC & DC Operation
Thurs	11 th	9.00am	DC Operation	DCC & DC Operation
Tues	16 th	9.00am	Work Day	
Wed	17 th	7.30pm	DCC Operation	DCC & DC Operation
Thurs	18 th	9.00am	DCC Operation	DCC & DC Operation
Tues	23 rd	9.00am	Work Day	
Wed	24 th	7.30pm	DC Operation	DCC & DC Operation
Thurs	25 th	9.00am	DC Operation Theme Running – Tuscan & Russett	DCC & DC Operation
Tues	30 th	9.00am	Work Day	
May	Date	Time	HO/OO	N Scale
Wed	1 st	7.30pm	DCC Operation	DCC & DC Operation
Thurs	2 nd	9.00am	DCC Operation	DCC & DC Operation
Tues	7 th	9.00am	Work Day	
Wed	8 th	7.30pm	DC Operation	DCC & DC Operation
Thurs	9 th	9.00am	DC Operation	DCC & DC Operation
Tues	14 th	9.00am	Work Day	
Wed	15 th	7.30pm	DCC Operation	DCC & DC Operation
Thurs	16 th	9.00am	DCC Operation	DCC & DC Operation
Tues	21 st	9.00am	Work Day	
Wed	22 nd	7.30pm	DC Operation	DCC & DC Operation
Thurs	23 rd	9.00am	DC Operation	DCC & DC Operation
Tues	28 th	9.00am	Work Day	
Wed	29 th	7.30pm	DCC Operation	DCC & DC Operation
Thurs	30 th	9.00am	DCC Operation Theme Running – Dog Box	DCC & DC Operation
June	Date	Time	HO/OO	N Scale
Tues	4 th	9.00am	Work Day	
Wed	5 th	7.30pm	DC Operation	DCC & DC Operation
Thurs	6 th	9.00am	DC Operation	DCC & DC Operation
Tues	11 th	9.00am	Work Day	
Wed	12 th	7.30pm	DCC Operation	DCC & DC Operation
Thurs	13 th	9.00am	Layout Maintenance - DCC Operation	DCC & DC Operation

Tues	18 th	9.00am	Work Day	
Wed	19 th	7.30pm	DC Operation	DCC & DC Operation
			Theme Running – Non air coal hoppers	
Thurs	20 th	9.00am	DC Operations	DCC & DC Operation
			Theme Running – Non air coal hoppers	
Tues	25 th		Work Day	
Wed	26 th		DCC Operation	DCC & DC Operation
Thurs	27 th		DCC Operation	DCC & DC Operation

The Newcastle Express

Newsletter of the Newcastle Model Railway Club Inc.

Club Building Update

Development consent has been received from Newcastle City Council and an application for a Construction Certificate is now required to be submitted. Preparation of the required Construction Certificate is currently underway. However prior to submitting a Construction Certificate investigations will be undertaken to regarding several of the Consent Conditions. This action is required to ensure the project stays within budget and that the TNMRC does not install facilities that are genuinely necessary.

Fund Raising Activities - Bunning's BBQ

The Newcastle Model Railway Club is to be included in the May ballot for the allocation of BBQ's dates. Advice has also been given to Bunnings Kotara that TNMRC is available at reasonably short notice to fill in if required. Dates and details when know will posted on the club notice board.

Modelling Preserved Railways

In modelling circles, preserved railways are usually seen as an excuse to run what you like and therefore are not often seriously modelled. However modelling preserved railways undoubtedly offers a lot of potential and the chance to push the prototypical envelope, with a combination of different train classes, train formations and other features able to be used.

Located in Southern Victoria The Bellarine Railway traverses rural farmland on its way to Queenscliff and skirts the foreshore around Swan Bay during the 16 km trip. This preserved railway is all about heritage trains and with a current fleet of 11 locomotives, a number of these are operational at any one time. When visiting you have the opportunity to ride behind both steam and diesel locomotives from each Australian state, and sometimes in unique combinations such as a Tasmanian locomotive, teamed with a Western Australian locomotive hauling a train of heritage carriages from Tasmania and Queensland.

Using The Bellarine as an example a small layout could be constructed, with a station at a passing loop and a small goods yard for demonstration freight trains and shunting. Standing outside the goods shed could be a variety of wagons in various conditions waiting to be restored and a mix of locos and rolling stock could be operated in a more rigorous service than a real branch line would normally have done. Most preserved lines keep locos and rolling stock clean so there wouldn't be the need to weather your roster and an array of signalling and other lineside structures could be used, albeit not all from the same railway or time period.

If planning a big layout then a branch line, running parallel to the main lines could be run as a preserved line, as if the preservation society had connected up with the mainline at a station or a junction. Having the branch alongside the main would add interest, allowing various shunt moves, creating more diverse loco movements to and from the preservation line on the main part of the layout!

So next time you ride a preserved railway have a think about replicating it in your favourite scale.

*For further information or membership enquiry's, please contact: The Secretary, T.N.M.R.C. Inc.
Ph (02) 4952 8157 or email: secretary@tnmrc.org.au for more information regarding the clubs activities
please go to our website: www.tnmrc.org.au*