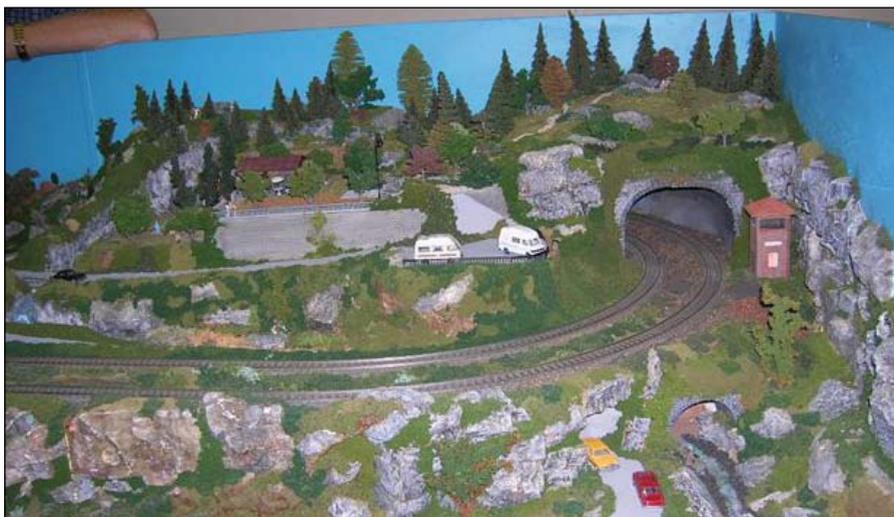
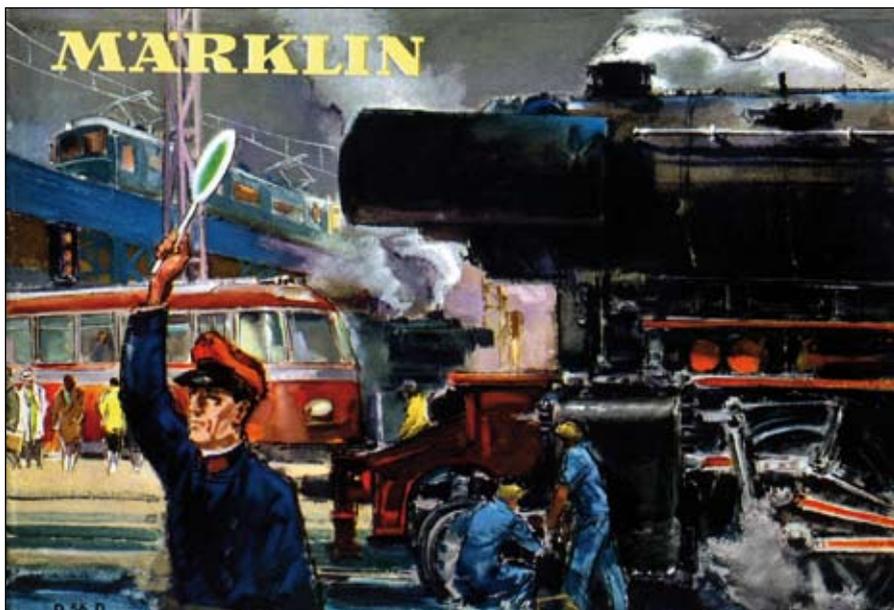


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May 2006



The Official Newsletter of the
Auckland märklin Club Inc
c/o 33 Buller Crescent, Manurewa, Manukau City, 1702, New Zealand

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Next Club Meeting

Location: Clubrooms,
58 Victoria Street, Onehunga

Date: Monday, 8th May 2006

Time: 19:30

Topic: Where to go with the SIG? and tinkering with trains . . .



Clubroom Activity

Regular times for Clubroom Activity's

First Saturday after Club night at 13:00hrs
14th May 2006

Please note that the roller door is generally left down unless there is regular traffic, As long as you see a car parked outside please knock - bang - rattle the door to attract the attention of someone inside.

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Presidents Report

The big thing for me this last month has been the National Conference over Easter, which was a worthwhile trip. However, you can read about that later in this newsletter so I won't repeat myself here.

Back on the home front, it was great to have all the "old-timers" at the club night in April. Even with regulars such as Brendan, Mike, Maurice and Alan away, we had a rather full house with about 17 people crowded between the HO layouts. The good thing is there is now a bit more room as a result of some furniture moving out of the other office, which was very convenient for our Modular Special Interests Group meeting held on the same night.

Since then my dad and I have done some further shifting and tidying, allowing the Z gauge layout (and the 1 Gauge) to be placed in the other office. A bit of cleaning and maintenance of the Z gauge and we should have a fully functioning layout in much cleaner and more comfortable surroundings. If I may express my thanks to my father for allowing us to take over some more of the office and also for his support of the club and enthusiasm to see things moving forward. He would like to see us use the clubrooms a bit more than once a month, so feel free to suggest some other meeting times if interested . . .

The Modular Group moved on in our meeting to the point where Steve is finalising the end plate and getting agreement from the others, which means the module specifications should be finalised by our next club meeting (May 8th). As mentioned in my conference report, the European modellers from Wellington and Christchurch are interested in developing a national

standard, so they are keen to see what we come up with - get going with it is their call.

Also, by the time you receive this, we have one more month before Model X at Henderson on Queen's birthday weekend. There is limited space, so I'm looking at my Z gauge layout, one HO layout and Rex's trade table (I assume Rex you will want some space). In terms of the HO layout, are there any budding exhibition layouts out there? Give me a call on 446-0003 if you have something that might fit the bill, since it would be good to show something other than the layouts we have had before. Also I will be looking for volunteers to assist over the weekend, so come prepared next meeting to offer your time . . .

Beyond that, we move into exhibition season with further shows all round the country. I specifically mention the show at Taupo on the 8th and 9th of July (I think), since the Wellington Marklin Club will be there and have extended a warm welcome for us to come down and spend some time with them. I definitely intend to go so if anyone wants to join me, you know how to get hold of me.

Until then, keep smiling!

Andrew.

Cover Photo

Top image is of the 1956 Marklin Catalouge, the lower image is of The Manawatu Model Railway Club's C track modular layout



Visit www.marklin.org.nz

NZAMRC

Before Easter, our esteemed editor pointed out to me that as I had recently become self employed, perhaps I had the opportunity to travel down to Fielding and attend the Conference, "I'd really enjoy it", he said, & "the Wellington Marklin Guys were taking their One Gauge layout & there will be lots of other layouts there" jee wiz wow! All the time knowing he could smell another article for "The Eurailer" somewhere. Enjoy it I did, set in the park like surrounds of the Fielding Race Track (for Horses) with the Manfeild Car Race Circuit just next door !)

There was lots to see, The Manawatu Model Railway Club had their new Marklin C Track layout there. (below)



A Big Boy featuring lost in the Euro countryside but pulling a train long enough that Pic it could pass under itself around the end loop thru their "French" sector. (below)



What was also particularly impressive were the NZ rail layouts, one in 9mm (to the foot) from Auckland, which is a single main line layout, quite prototypical as a lot of the main trunk line is still single rail. All the models, trains included were basically scratch built.

There was another NZR layout in HO there as well from Hamilton, but it was double track main line & was also amazing in its detail where again everything was pretty much scratch built.

(below)



Right next to those guys I found Dion & Hayden from < www.toottoot.co.nz > Hayden runs their retail store in Hastings & Dion looks after the web, wholesale & electrical engineering side, as I understand it which includes a decoder fitting service. And who should I find at the controls of their fine layout, taken from the Marklin Insider Club magazine, but our own Lokfuhrer Andrew ! (below)



Friday afternoon Andrew & I in convoy with the Wgtn guys did most of the layout tour & there were some fine layouts to be seen, however their photos are all on my film camera & may be the subject of another article. On Saturday afternoon Peter Clapcott ran a clinic on the control systems of their "Istein" One Gauge Layout which include three of the Uhlenbrook "Cabs" which when they were made were a slow seller so apparently only five hundred were ever made, what would they be worth now? Peter also gave us a run through on the Marklin Central Station which is not part of their system, but the track diagram control board it is sitting on is ! (below)



The NZAMRC AGM was held on Saturday night & Andrew & I dined with the Wellington guys at a very nice local restaurant before hand & then rushed back to the meeting. I was not that in to it but I can say that Andrew dutifully sat thru it. Meanwhile Peter Lemmon from Wgtn was running trains on their One Gauge layout on the outer line & He said why didn't I go in the middle & run the inner line, well I didn't need telling twice & was soon there, running Tim Fairhall's beautiful P8 with one of their 4, yes four, ESU remote controllers, Steam sounds, Bell, Whistle & all. Peter meanwhile busied himself rearranging the rolling stock on the sidings, and reprogramming a loco for the NZR 9mm guys



"Istein" The Wellington Marklin Club's 1 gauge layout

After all that & another couple more red wines, he got a bit bored & decided to pull all the rolling stock, progressively out & couple it all onto one train, headed by a class 44 & 194 Elocs . That was two locos & 49 wagons of various kinds leaving less than 30cm between the ends of the train around the whole layout



More "Istein" photo's a very impressive layout

Sunday was public day & it was well attended. Boys & a few girls, of all ages were well amused.! There were other layouts but unfortunately due to digital hiccups they are also on the film camera, watch this space !

By Glen Cometti

Kiwiana

2006 NZAMRC

So where were you at Easter?

If Easter seemed to just pass by with nothing to remember it by, you should have been with me in the Manawatu attending the National Conference for Model Railways. There was plenty going on in the 3 days of conference starting at 8am through to 11pm (if you really wanted to) each day. Suffice to say, my energy levels didn't quite add up to 15 hours per day after busy weeks at work and an 8 hour drive down on Thursday, but what I did get to was well worth the effort.

On Friday, there were 17 clinics that one could go to in 8 time slots (most of these were repeated on the Saturday so you could get to almost all of them if you wanted). I made it to a total of 5 of them over the two days, which doesn't sound like many at all (there was too much else to do!). 3 of these 5 were taken by Barry Norman, the guest presenter from England who has taken photos for international modelling magazines and has made his own award winning layouts. Even if I only took away 10% of what he had to say, what I have learnt will certainly improve my own layouts in the future. Coupling this with a good English sense of humour and excellent presentation skills (being a teacher by profession), it was well worth spending 3 hours with him. He has published two books on layout design and landscape modelling which are highly regarded.

My other two clinics were taken by members of the Wellington Marklin Club. Peter Lemmon took a clinic on sound

and showed us examples of how he has recorded and reprogrammed the sounds in his locomotives. I will probably never delve as deeply into sound as Peter has, but it has given me a new appreciation for the quality of the sound produced by the locomotives and what can be achieved.

My final clinic was on the Istein layout, the modular 1 gauge layout built by members of the Wellington Marklin Club. Various members discussed aspects of the layout, such as the scenery which replicates the town of Istein in southern Germany, layout design, the various controllers (Intelliboxes, ESU radio remote controllers, controllers which



A Wellington Marklin Club 1 Gauge DB Class 218 hauling a consist of coaches stopping at Istein Station.

replicate the controls in a locomotive with levers for brakes, switches, deadman's alarms etc.), cameras and finally some time spent looking at the new Central Station controller and the ability to change settings to all sorts of detail (for instance, there are a number of different ways you can set the locomotive lights to operate, which reflect what happens in reality - some of the more unusual are strobe, random (useful for firebox lighting to get a flickering effect) and mars, which fades in and out).

On Friday afternoon, we teamed up with the Wellington Marklin Club and cruised the streets of Palmerston North



on a nice informal layout tour. We got to see just over half of the 16 layouts before time ran out. Each of them had something special about them, but the one I enjoyed the most was a British Rail Layout with scratch built buildings that were exquisite in their detail (it almost looked like they were made brick by brick). Another layout (British again) had one half of the layout scenicked (beautifully), with the other half hiding away apparently 51 different trains. We got to see about 6 of them, although I lost count, since there were some repeat showings for the cameras. This layout was completely analogue too (who needs digital control eh?!).



A "9mm" NZR DA Locomotive

Tiredness hit me on Saturday after lunch, so I spent a quiet time looking around the trade stands and layouts on display at the convention centre (which included the 9mm (to the foot) NZR layout which is a MUST SEE at any exhibition). The European Modellers of Palmerston North had their modular Marklin HO layout made up with C track. Considering that we are looking at making a modular C track layout, I was interested that they have had no problems at all using C track, even considering some of the diagonal joins they have across some of the modules.

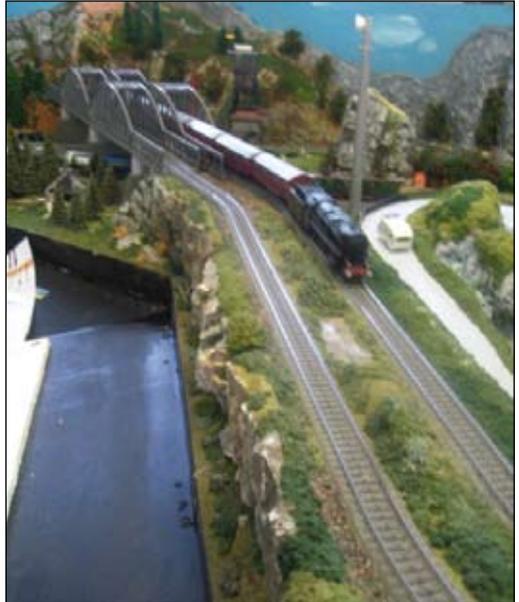
The other interesting stand for me was the “Toot Toot” store, which we have a link to on our website. The store is owned by two younger guys, who have grown up with Marklin and want to help get some good prices into New Zealand. Their Weissman product was very tempting . . . I can see that I will be paying them a “virtual” visit via the internet in the future.



Part of A 50 Wagon Consist winding it's way around The Wellington Marklin Club's 1 Gauge Istein Layout.

Saturday night was the AGM - for the Auckland Marklin Club, the most significant point was planning for the next Conference in two years time and getting buy in from model railroad hobbyists such as yourself. The National Executive would like your name, so they can send you details as soon as they are finalised. So what are you doing at Easter in 2008? For that matter, what are you doing at Easter 2007? The Mini European Convention will be held in

Wellington next year. At this convention, we have been asked to bring our modular layout along, with the possibility of creating a national standard that can be used for bringing European clubs together at exhibitions such as Taupo. We will definitely keep the other clubs in the loop with how we are going, but they have told us not to hold back but get going and come up with something.



The European Modellers of Palmerston North Modular C track Layout

On Sunday, the programme changed to a public day at the Convention Centre, with a tour of Toll Rail's terminal and the Steam Restoration at Ferrymead(?) so the attendees could escape the public. Since my family were coming to see what I had been up to the previous two days, I stayed and played trains on the Istein layout. From the sounds of it, I missed out on an opportunity to drive one of the Toll Rail trains, but the time spent with the Wellington Club was a lot of fun. Partially as a result of this, they've asked the Auckland Marklin Club to build an

extension for their 1 gauge layout - just a simple branch line . . . I asked them to send me an idea of what they have in mind, since it would be good to get a layout built for the 1 gauge in Auckland, with the added value of enabling it to join with Wellington's layout when the opportunity avails itself (such as in Taupo each July).

Finally, apart from the pack up on the Monday (from which I got more ideas and photos for our module design), the Convention ended with the Sunday night formal dinner, with brief speeches, presentation of trophies from the competitions (there are two trophies for European models for which there were no entries!!!) and a final round of socialising over a few glasses of red wine. Peter Lemmon brought up the fact that most of the conventioners were "on the wrong side of 50" and what are we as clubs doing to get the younger age groups involved. A rather entertaining debate developed, with the conclusion being something like we can't drag people into the hobby - they need to come on their own free will, but we need to look out for those people at exhibitions, because they are there waiting to have a go. For example, Peter Clapcott had three children enthralled driving a train at one stage on the public day. Behind them, their parents were discussing where they could build a layout for them at home. We just need to get out from behind our layouts and share the fun of model railroading with our audience.

Well, I've written far too much, and I haven't even mentioned 2/3rds of the clinics, the other half of the layout tour, the silent auction, the quality of the competition entries, the detail from Barry Norman's presentations or many of the other things which were on over the weekend. Hopefully Glen and Phil (who also came to the convention) can fill in

some of the gaps for me. If you want to know anything more please feel free to discuss it with me, or otherwise ensure that you keep Easter free to come along next time . . .

by Andrew Holt



History

Railways of Albania

One of the gifts I received for Christmas, was Brian Hollingsworth's Atlas of the Worlds Railways, published by Bison Books of London in 1980.

I have found the information interesting, and contains some unusual information about railways around the world.

Let me start with Albania. Do you know when the Albanian State Railway commenced? Was it 1856, 1890, 1921 or 1947? Read on to find the answer.

The first line was opened between Durres and Pegin, and two years later, the line was extended to the capital Tirana.

After thirty years, the country had 135 miles of rail from Durres to five different termini - not bad progress!

Where is Albania you may ask. Well it is on the Ionian Sea, and borders Greece to the South and what used to be Yugoslavia to the North.

Durres is a sea port, with Tirana almost due East from the port.

Progress is continuing on the rail line to connect Durres with the Yugoslavian Belgrade-Bar line, but at the time of writing the book, that link had not been completed.

Hollingsworth states that very few

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Convention Report

Fog. On Good Friday morning at Auckland Airport. Getting to the Convention wasn't going to be easy. We did get there after doing an aerial survey of the North Island and examining the airport lounges of Hamilton and Wellington airports. We finally hit Manfield at 6 p.m. 'We' being myself and my son William. We met up there with a friend, Sef Truyens from Wellington, a Fleischman enthusiast, as well as with the Marklin lads. We saw exhibits and a couple of clinics in a bit of a blur that evening, but hit the road with a vengeance the next day on the layout tour.



Neil Lovejoy's Santa Fe inspired layout, a real delight

Twelve private layouts in 5 ½ hours - alas 4 escaped us as time ran out. Everybody had taken a different approach to their modelling: we never seemed to be repeating ourselves. The highlight for me was Neil Lovejoy's 'Sante Fe' HO set up with an industrial and urban focus to the scenery. Detailed street scenes took you into a different world. I had never seen an office skyscraper in a layout before. Dave Kingsley's LNER, B/R layout

in OO featured phosphor bronze track, which he said had not required serious maintenance in 20 years.



Dave Kingsley's LNER themed OO layout.

Fred Paul has modelled a Georgetown railway that serviced silver mines in the 1920s after visiting the preserved version several years previously. Merv Ayer's 'Cascade Pacific' in HO had train sets of tracking cards for each item of rolling stock showing source and destination. The layout was logical in its goods movements, with, say, cattle loaded from a stockyards being taken to a meatworks elsewhere on the layout.

At the exhibition we were impressed with the authenticity and size of the NZR-based layouts. This branch of the hobby has clearly matured and wonderful models are emerging. Sef and I couldn't help wondering if our European layouts could be converted to NZR - but then we thought better of it.

I had time for a couple of clinics on 'scenicking' which left me wondering if some of the pictures we were shown were of the real thing or a model. Using electrostatic devices to make grass and crops stand up seemed to have been enthusiastically adopted. Layering of effects seemed the basis of much of

the impressive results achieved with vegetation.

A visit to the Fielding Steam Depot showed them to be clued-up operators, with a great collection of carriages that will allow mainline running of their own trains.



above and below: Two Locomotives from one of the NZR themed layouts, authentic and lovingly crafted.



The organisation of the Convention would have benefited from prior publication of a programme, at least in outline, so that travellers could tailor timing to the events on offer. The guts of it was on Friday & Saturday, with not much chance of taking in all the layouts and clinics on offer, while Sunday was wind-down time and nothing was scheduled on Monday. The layout tour was well organised with maps and detailed directions for a logical progression. The trade displays were adequate, though similar to those at other shows. The Marklin gear on sale

was generally tired and overpriced - they needed Rex there.

Overall, the Convention was a chance to live in the railway modellers' world for several days and appreciate the state of the art of our hobby.

by Philip Wrigley



continued from page 9

foreigners have travelled in the system's trains of four wheeled carriages. However they now have some carriages with bogies and are hauled by Czech-built diesels. The original locomotives, were steam powered 2-8-2T Polish locomotives of the Tk2 design.



T669.1046 approaches Pogradec with train from Tiranë, 28th September 2001 Photo by Richard Krol ©2001

Have you yet worked out when the railways first began? It was in 1947, so that Albania was a very late starter in the rail system. Over the next few issues, I will try to give you some other interesting, but just as useless information as I continue to plough my way through this book.

by Maurice Handisides

Club Goods For Sale

These goods will be available to purchase at the May Meeting, please talk to Rex

Number	Image	Condition	Price	Number	Image	Condition	Price
Coaches							
4127 x 2		VGIB	\$35.00ea	4373		New	\$100.00
4374		New	\$50.00	43701		New	\$100.00
43702		New	\$80.00				
Freight Wagons							
Mars		New	\$25.00	4430		New	\$20.00
4666		MIB	\$45.00	4666		VGIB	\$35.00
4717		New	\$35.00	4729		New	\$35.00
4766		MIB	\$45.00	4885		New	\$35.00
47711		MIB	\$45.00	47714		MIB	\$40.00
Locomotives							
3078		MNB	\$60.00	3193 (Primex)		New Class 01	\$225.00
3005		VGNB	\$125.00	3000		VGNB	\$40.00
4516	Stake Car Set	VGNB	\$100.00				
M = Mint		VG = Very Good		NB = No Box		IB = In Box	
G = Good		A = Average					

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