



MainLine

Journal of NMRA Australasian Region
Vol 36 No 4 July August 2019

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 preferably 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

September October

Content submissions 15 October 2019

Publish date on web 30 October 2019

November December

Content submissions 10 December 2019

Publish date on web 20 December 2019

Cover photo

Dual throw bar point blade at Hornsby. Photo taken safely from station platform in 2013.

Photo by the editor.

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President's Notes

Welcome to this edition of the MainLine Magazine, and trust that you will find items of interest to you. This last period has been quite as far as the activities of the ARC are concerned with. There has been no pressing matters that have not been dealt with over the period.

Editor Required.

As you may have heard or read our Editor, Rod Tonkin has advised that he is going to stand down from this position early in the New Year, so we are now looking for a replacement. Rod has done an excellent job over the 5 years in the position and given us a worth while publication that has been appreciated by all members who have read the MainLine. Congratulations to you Rod and thanks.

The necessary requirements for being the Editor are found in the Executive Handbook pages 37 & 38. If you have the flair of writing and producing our Magazine and would like further information then please contact Rod at editor@nmra.org.au or if applying to carry out these duties contact the secretary@nmra.org.au as soon as possible so that we have continuity in delivering the Magazine.

If you read the American edition of NMRA Magazine or look at the web site re membership there is an article relating to increase in Membership Fees. These increases **do not apply to the Australasian Region.**

Within the next couple of months you will receive information regarding nomination for positions on the ARC. If you are interested in joining the Management Committee, I would suggest that you have a look at the Executive Handbook with regard to the duties of an office bearer of the Committee so that you know what is required of your time and efforts. In order to keep the Region growing we need persons who have a commitment to work at making this happen.

Graham Young

President

August 2019.

Pacific District Director's Report

Report on the National BOD meeting in Salt Lake City in July.

Relevant Items to Australasian Region discussed at the meeting were:

The Gallery exhibit at CSRM Sacramento is on track to be opened this year. The official opening has slipped 4-6 weeks into October. There will be an advance tour of the exhibit as part of the Narrow Gauge convention in early September. During the meeting there was a show and tell presentation with one of John Allen's locomotives which has been fully restored. This locomotive was badly damaged during the fire that destroyed the layout shortly after John's death.

The Western District Director has resigned for personal reasons. There will be an election held in the next 6 months.

There is a dues increase for US members. However, there is no dues increase for ABCE members (i.e. those outside of the USA).

The 5 year strategic Plan for the NMRA is up for review. This will be discussed at the winter BOD meeting next year. If anyone wants to see the previous plan it is located here: <https://nmra.org/nmra-2019-strategic-plan-update>.

Membership retention is one of the biggest issues for the NMRA. Overall, we seem to be able to recruit new members readily but are currently losing members at about the same rate than we recruit. A key point is turning new members into long term members, which appears to be where most of the turnover occurs. There is also a guidebook on the web that gives further advice on this: <https://nmra.org/membership-recruiting-and-retention-guidebook>.

Rob Peterson

Pacific District Director

Editorial musings

This issue of Mainline is unique as it does not contain any article content I've written.

Regards

Rod Tonkin Editor MainLine



Overview of the Port Waratah – BHP Steelworks section of Garry's layout, with Newcastle in the background. August 2019

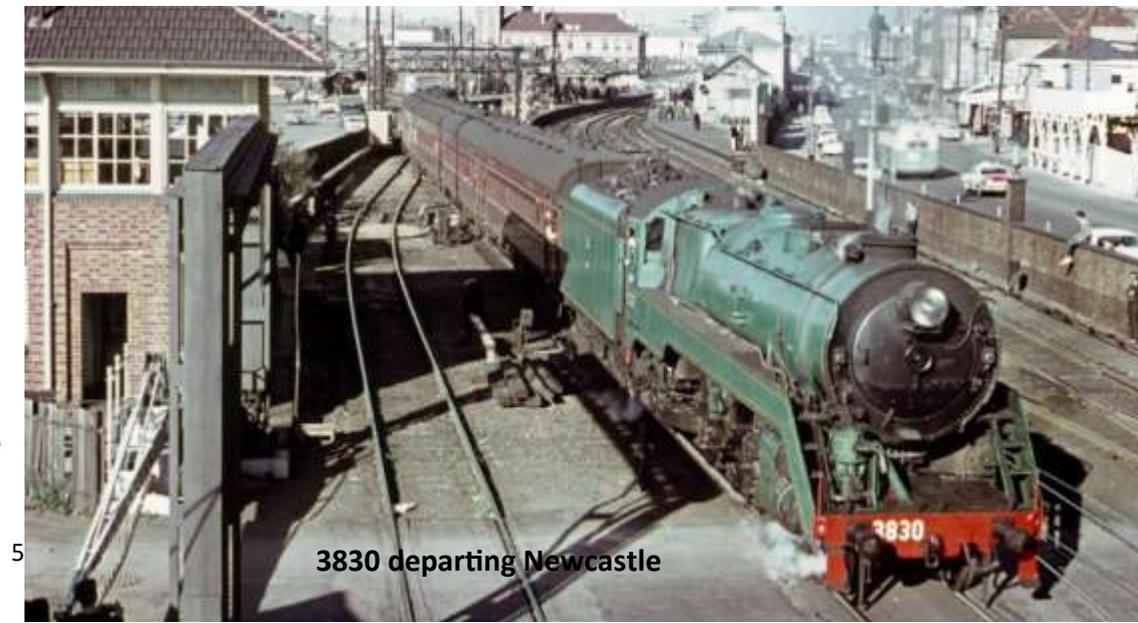


Double headed AD60s on a Coal Train

My interests have always been focused on urban modelling, especially industrial scenes, rather than rural branch-lines with a couple of trains a week. The Newcastle area was thus a natural choice. Key “signature scenes” would include

- Broadmeadow, with its double roundhouses
- Newcastle Station and City Centre
- Port Waratah and the BHP steelworks
- the climb up to Tickhole tunnel from Sulphide Jcn
- The Fassifern Bank - Newstan Colliery area.

After developing and evaluating a range of alternative plans, I came up with one which best met my objectives and started construction in a 10m by 7.2m shed in 2014. The plan was then improved when my wife and I moved house in 2015, enabling an even larger space of approximately 100 sq. m. to pursue my dream.



3830 departing Newcastle

THE NEWCASTLE-FASSIFERN RAILWAY Part One

Garry Glazebrook

INTRODUCTION

In 1965 I travelled with a high school friend to Sydney and the Hunter from Brisbane, to railfan the action down south. From my first sight of the magnificent C38s on Newcastle Flyers, and AD60s double-heading coal trains, I was hooked.

Many years later I built my first HO Scale Newcastle-Fassifern layout in the attic of our inner Sydney Terrace House. This was a great “training” ground for a more serious attempt following retirement to the Southern Highlands.

This article provides an overview of the design, construction and operation of the current layout.

DESIGN GOALS

I was a transport and urban planner by profession, so my layouts have been planned in detail using 3rd Planit software. The design had to satisfy both aesthetic and operational goals. I wanted to be able to recreate some of the locations I had explored in 1965, and to simulate the incredible variety and density of traffic which I witnessed.

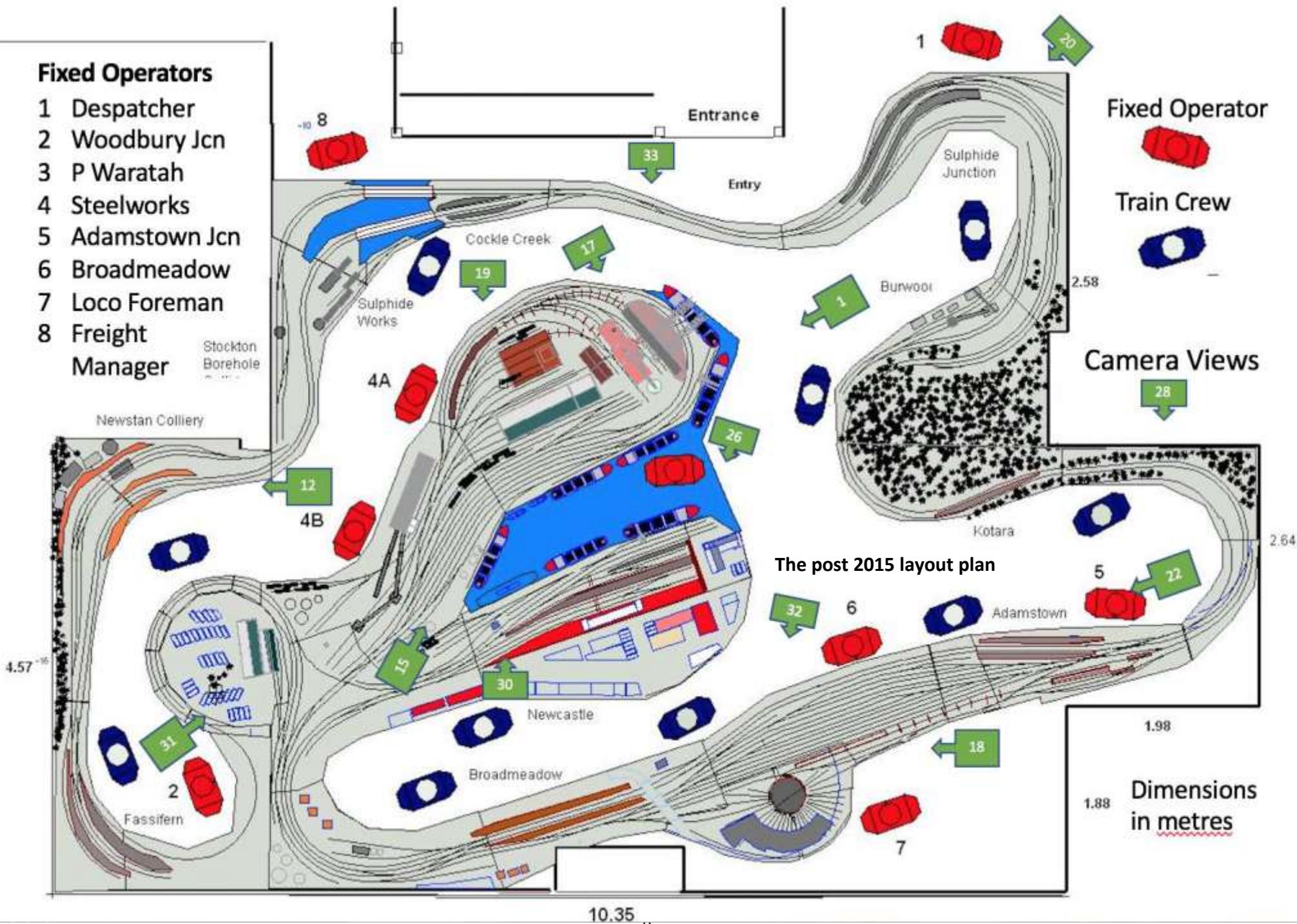
Fixed Operators

- 1 Despatcher
- 2 Woodbury Jcn
- 3 P Waratah
- 4 Steelworks
- 5 Adamstown Jcn
- 6 Broadmeadow
- 7 Loco Foreman
- 8 Freight Manager

Fixed Operator

Train Crew

Camera Views



The post 2015 layout plan

Dimensions in metres

10.35

Note that the layout plan only shows the visible tracks. There are hidden staging yards with return loops under Broadmeadow (Sydney Staging); Newcastle (North Coast Staging) and Port Waratah (Main North Staging), which accommodate up to 20 trains.

CONSTRUCTION

Having had to junk my first layout when we moved from Sydney I was determined to build my subsequent layout using light-weight modules, which could be moved if necessary. Indeed, this happened after the first ten modules were built, with the help of some trusty volunteers.

The layout was also designed to be built in stages, with operations possible at the completion of each stage. The layout now has a total of 23 modules with a few more yet to add (the second Roundhouse at Broadmeadow, and the Belmont Branch beyond Burwood Colliery).



PROTOTYPE OPERATIONS

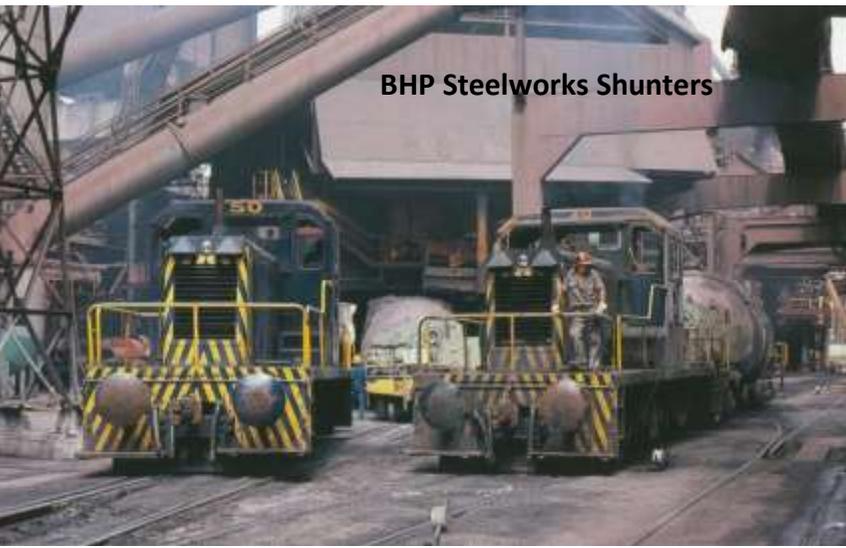
As mentioned, the prototype in the 1960's was a very busy place, with up to 300 trains and light engine movements on a typical weekday moving through the area.

Prototype Train Movements

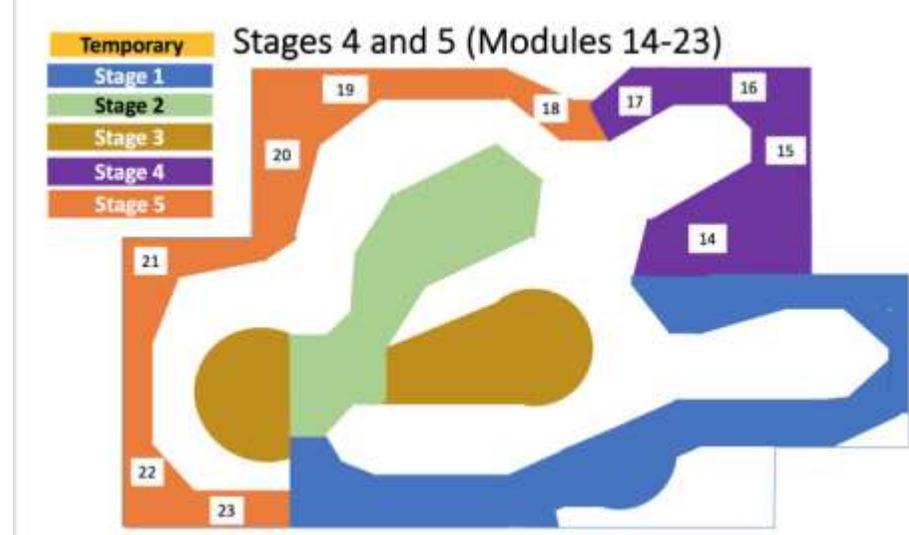
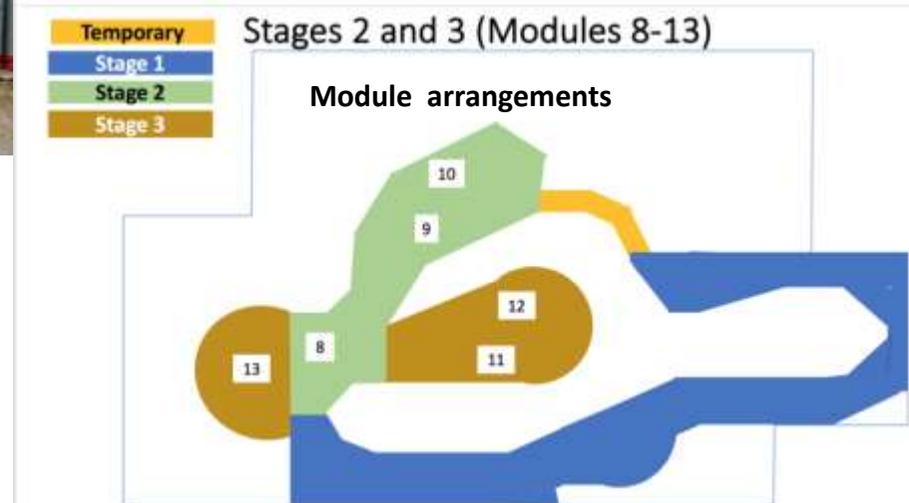
Around 100 locomotives, mostly steam, were based at Broadmeadow and Port Waratah depots. In particular, Broadmeadow was the base for up to 20 of the AD60 class Garretts, as well as several C38's, right through the 1960's, while Port Waratah had a fleet of ancient D50

and D53 class standard goods locos for handling coal traffic.

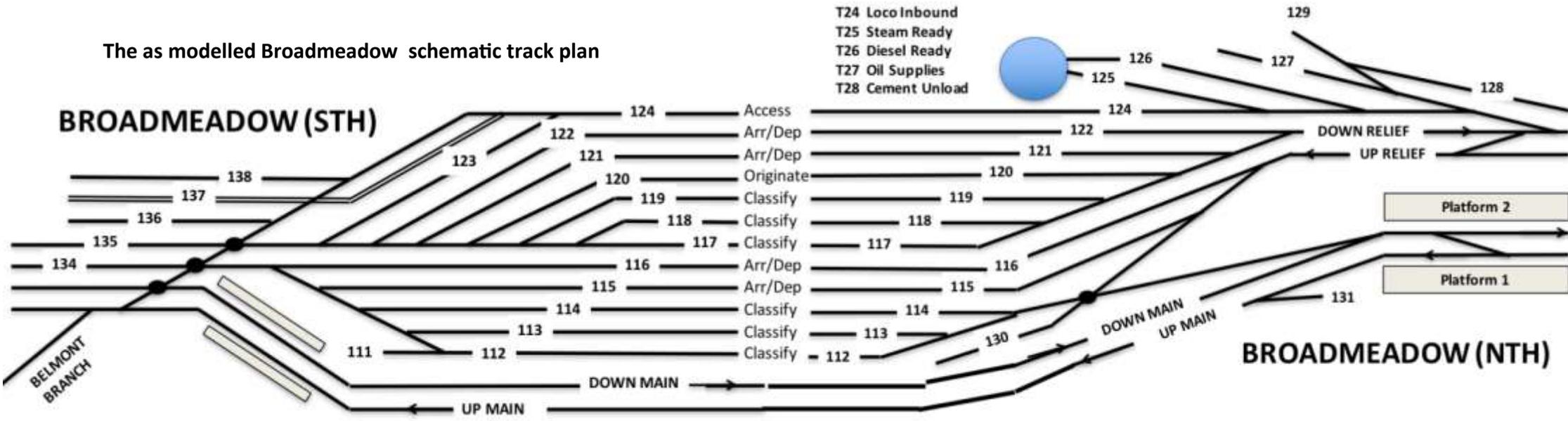
In addition, the BHP Steelworks had its own standard-gauge and narrow-gauge industrial network, with its own fleet of 25 diesels and hundreds of dedicated freight cars .



BHP Steelworks Shunters



The as modelled Broadmeadow schematic track plan



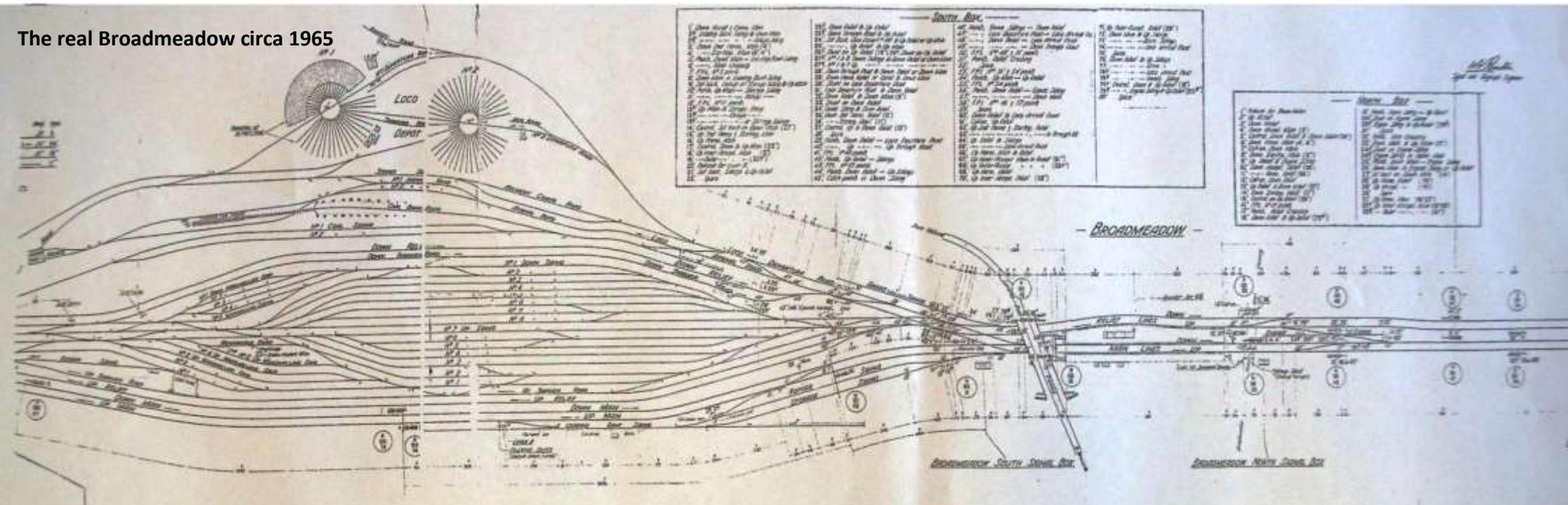
LAYOUT DESIGN ELEMENTS

As mentioned, the track-plan aimed to create a number of “Layout Design Elements” based as closely as possible on the prototype. For comparison the modelled version of Broadmeadow yard and Roundhouse No 2, is a selectively compressed version of the prototype track plan.

The signature scenes of the Fassifern Bank, and Tickhole Tunnel feature on the layout.

The biggest challenge was to reduce the enormous scale of Port Waratah (with 200 sidings) and the BHP steel-works to manageable proportions

The real Broadmeadow circa 1965



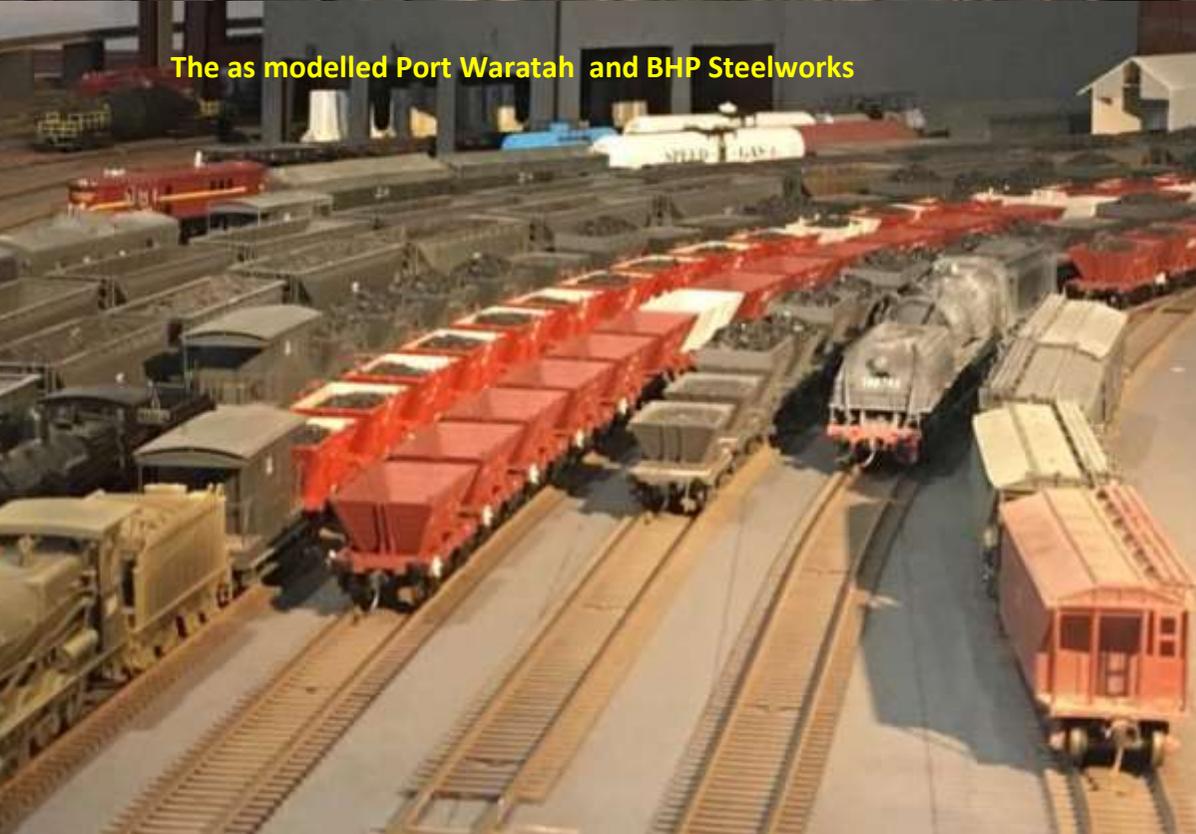
The real Port Waratah and BHP Steelworks Leon Oberg Photo



Gary's double headed AD60s assault his depiction of Fassifern bank



The as modelled Port Waratah and BHP Steelworks



Layout tours in the Sunshine Coast Area

On Saturday 27th, July instead of our normal Division One monthly meeting we travelled to the bottom end of the Sunshine Coast to visit two layouts in this area. The layouts on display were: Ian Welling's Great Northern HO scale layout and Ken Leitch's Southern Pacific Lines HO scale layout. Both layouts are housed in sheds on the respective properties. The photos don't do justice to the level of detail that both Ian and Ken have gone to on their respective layouts. I would like to take this opportunity to thank both Ian and Helen & Ken and Renee for allowing the NMRA members the privilege to see your respective layouts.



Ian and Helen Welling



Ken Leitch



Ian's train shed



Ian Welling's HO Scale Great Northern layout



Ken Leitch's Southern Pacific Lines HO scale layout.



Ken's train shed



Strahpine exhibition

Photos by Arthur Hayes MMR







Gold Coast Model Train show

During the month of July (well almost, the last weekend of June actually) the NMRA AR Division 1 participated at the Gold Coast Model Train Show by holding an NMRA promotions table. The table was strategically located next to the Modular SIG groups layout which generally has a lot of interest from the public. We also provided some additional security for the Modular SIG group so that they hopefully could focus a little more on their layout and fielding questions from the public. The Gold Coast Model

Train Show is run by the Gold Coast Miniature Train Club which is an 100% NMRA membership club. The show went very well as far as I could tell and I would like to take this opportunity to thank the GC Miniature Train Club for allowing the NMRA AR Division 1 to hold a promotions table as part of the show. I would also like to thank the Modular SIG group for providing for some entertaining and stimulating conversation over the weekend.



Division One Highlights

What a great meeting. 31 members were at Paul, Jody, Tim and Stephanie Rollason's residence to participate in the June meeting. To state that Paul and his family really turned it on for us is an understatement. It was a great venue and with Paul's passion for both model and 1:1 prototype we were in for a real treat.



The day started with the usual catch up and coffee etc. Then Arthur Hayes (MMR) ran part 2 of his spray-painting clinic. This was the hands-on portion and many modelers including yours truly had a go at spraying either cards and

or the models.



This clinic was followed by the NMRA Division One formal meeting. Both Graham Young (NMRA AR President) and yours truly gave overviews of the recent NMRA ARC

meetings and direction.

Following the formal meeting the Rollason family delivered a lovely and well received BBQ lunch to which all members enjoyed immensely.

← Robyn Taylor delivered a "how to" demonstration on working with card stock. Robyn's articulation is excellent and her obvi-



FAM sleeper 2386 and PHN power van 2361

ous presentation skills came to the fore. She covered : Cardboard types, tools, tips, glues, techniques, and jigs. Then to everybody's surprise Robyn distributed cardboard kits to the members. This was followed by a challenge to the members to build the kits and present these at the August meeting. Robyn' challenge to Division One members is

Build the kits but add your own touches and changes to individualise them. The results will be judged at the August meeting.

Then the piece *de resistance!* Paul showed all members through his 2 x 1:1 railway cars he has in his back yard. Yes, you read that correct in his back yard. Paul is in the process of a long restoration project of FAM 2386 Sleeping car and PHN 2361 Power Van.

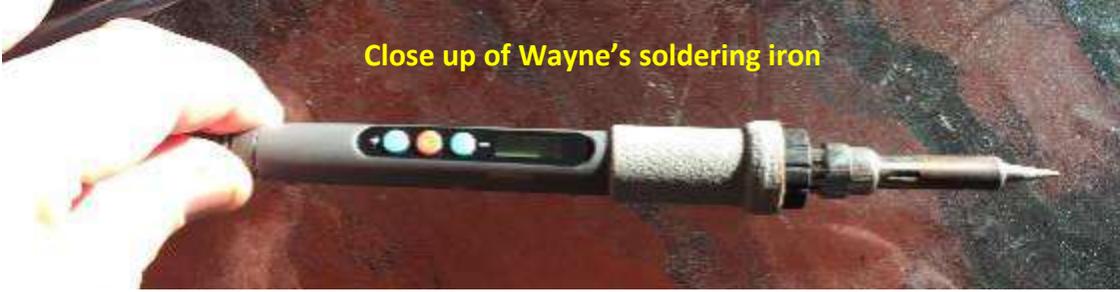
The day rolled to an end around 4pm with smiling faces amongst our members as they headed home.

Last but not least, THANK YOU to our hosts: Paul, Jody, Tim and Stephanie Rollason.



A view of the Rollason's extensive HO Scale layout

Close up of Wayne's soldering iron



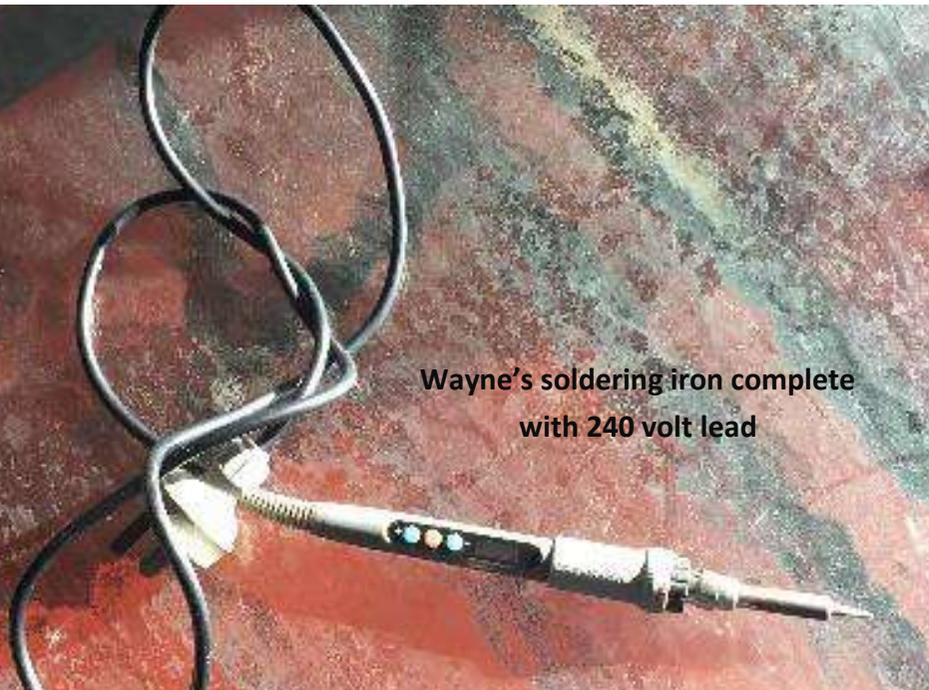
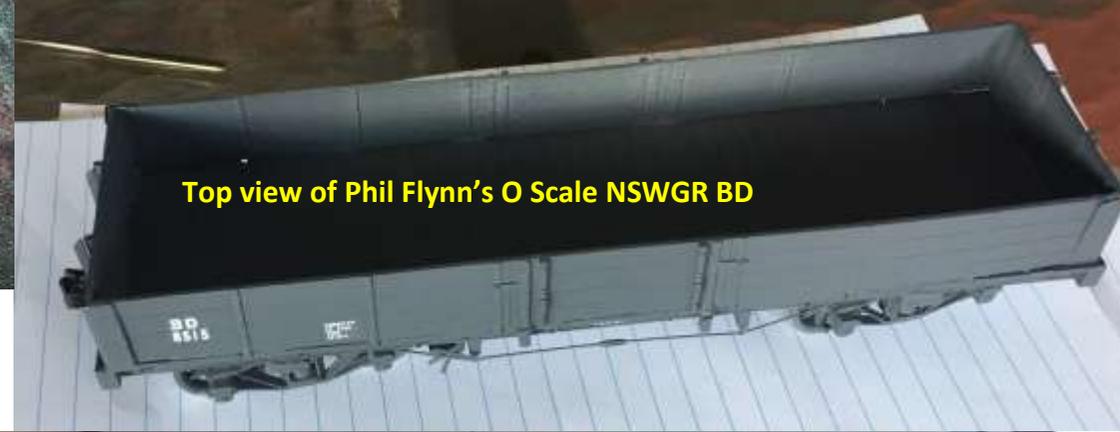
SHOW & TELL

Wayne Ariel displayed a new style soldering Iron. He procured this out of China and it looks very interesting. It has a push buttons for on /off and up & down temperature control. The iron itself is small and looks like it would be a great addition to a modelers tool kit. No other parts such as a soldering station. All the electronics are built into the iron. Great work Wayne. Wayne acquired this through the Alibaba website.

Charles Clarke displayed some spray painting equipment from spray guns, colour charts, and mixing and measuring devices. All very interesting and should make their way into your modelling tool kit. Charles followed this with a few railroad trivia questions which were interesting to say the least.

Phil Flynn displayed and described his unique scratch built O scale NSW BD Open wagon. This had many scratch built parts, some supplied by a fellow NMRA O scale modeler from NSW.

Top view of Phil Flynn's O Scale NSWGR BD



Wayne's soldering iron complete with 240 volt lead

Charles Clarke's spray painting tools



The underside of Phil Flynn's O scale NSWGR BD

Division Two Highlights

The meeting was opened with Stephe advising the Australian Region's Rules of Association are under review. Div 2 falls under these rules.

Stephe also raised the concerns about absentees, unannounced arrivals at meetings / changed formats on meetings where again suggestions were sort. Mathew Waterereus putting forward the possibility of the topic for the next meeting could provide interest, where John Bullen commented that the meeting is also to have a gathering to expand knowledge & a monthly get together 'where are times'. Even the host is still thinking about what to present [being such for this meeting also indicated by Robin Foster] though the November meeting with Brian & Fran will be focused to the topic on Trams / Light Rail Vehicles (LRV)

John Gillies stating that at the Tuesday meeting nothing of interest to report, however on his recent trip to the AMRA-NZ's convention in Tauranga NZ is photographed at one of those layouts on display, AMRA is the acronym for America Model Railroad Association (of NZ).



John Gillies at the AMRA NZ Convention.
Photo provided by John MARTIN,

The 2020 NMRA AR Convention will be held at Rydges Parramatta over next year's Queens Birthday long weekend and registration cost will include admission to the Epping Model Railway Club's annual Rosehill exhibition being held across the road from the convention venue.

John is currently in Sacramento, California next stop the NMRA UTAH convention where we must wait with more details as report of his trip.

Terry CRAIG enquired about painting Kerroby Models.

Tony PAYNE reported that the Canberra NMRA group received an invitation to attend a meeting of the Southern Highlands Club & and was made most welcome. Their layout is located in two conjoined sheds on NSW railway land and gives them a large area to build a layout based on NSW profile. On the open day you could bring any loco to run so long as it was DCC equipped. About 25 to 35 people turned up on the day. The men were well supported by the ladies on the day with a great BBQ lunch being provided and a good days running was had.

Show-n-tell.

John BULLEN:

Spoke on bags of stone rocks in various sizes & colours which can be purchased from Lindcraft which he found very useful for his G scale as perhaps other scales.

John MARTIN:

Commented that the Athearn Genesis BN Grain hopper being a bit 'rough' along the hatch to body fitment which required some 'tweaking & weathering' to hide the gap.



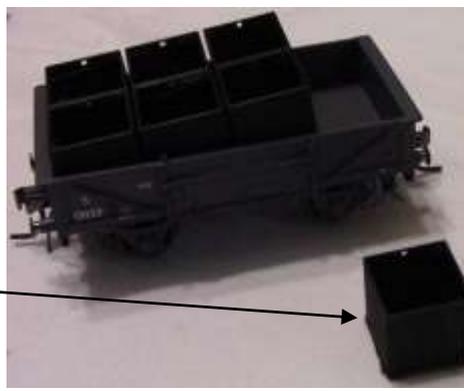
Terry CRAIG:

Explained how he removed the PTC flash on the side of his 44 class to 'age' it.



Stephe JITTS:

Produced some 3D printed 'Kibbles bunkers' in a single & six set which were used for drop off & pick up at stations for rubbish with the use of a Luffing crane locomotive. The single takes 15 minutes to produce and 55 minutes for the 6 for the NSWGR 'S' truck.



Rob NESBITT:

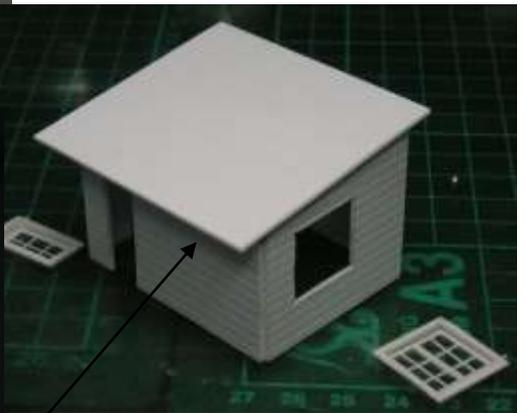
Found this chance gem of a find on eBay and was the only bidder! A HO scale reproduction of the 1930's Denver Zephyr



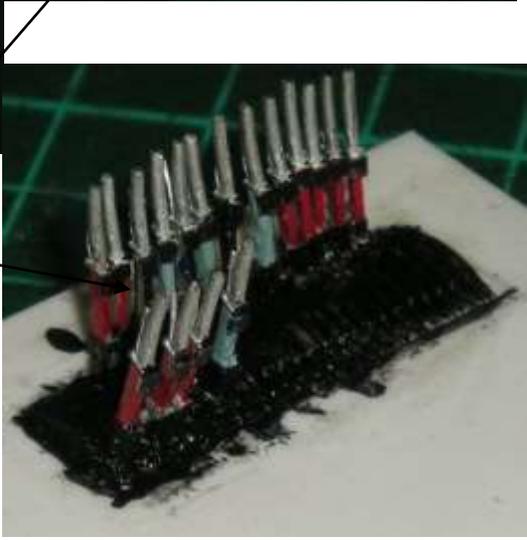
The Burlington's unique stainless steel clad E5s and the streamlined Denver Zephyr coaches



Jess Brisbane: Continues with her series of low relief structures in front of the back scene. Jess has now added snow to the window ledges and fire escapes. The grey wires will power the interior lighting once the building is installed on her layout



Rod's scratch built styrene signal box with a built up Unec lever frame for the interior.
Rob's blog <http://buildingwagga.blogspot.com/> highlights progress on his projects.



Division Four Highlights

The July meeting of Division Four was held at our Division superintendent's in the wilds of Perth's northern suburb on a clear but rather chilly Sunday afternoon. The small group attending the meeting was able to inspect the repairs to the layout framing due to the damage caused by termites during our superintendent's recent overseas trip. Operationally the layout's performance has been unimpaired by either the termite attack and or the subsequent layout framing repairs.



Finally decoder equipped DCSF SD45 number 5509

Superintendent Rod showed us he has finally installed DCC decoders in all his early 1970s era Santa Fe main line locomotives. The final locomotive fitted with a decoder was SD45 5509.

Additional work carried out on Wombat Gully since the division's last visit is the mock up town buildings behind the station building at Pauline's Bend. The station like most country towns in New South Wales is not in the main street but behind the main street.



Pauline's Bend town buildings mock up

Alan ran his EMD GP7 in the demonstrator colour scheme around the layout. It ran fault-

lessly and the sound effects were clearly audible. To give his GP7 a bit of a work out Alan attached his five prototypically short Santa Fe coaches behind the locomotive. It effortlessly orbited Wombat Gully's main line hauling this load.

Afternoon tea of cup cakes, party pies, coffee and hot chocolate was much appreciated.



Alan's GP7 Demonstrator running on Wombat Gully

Narrow Gauge SIG

On Saturday 20th July 15 keen Narrow gauge modellers attended Michael Flack's residence for a very lively and entertaining meeting.

We were able to see some interesting scratch built freight cars from Greg Hiley and Gary Norwood, both sets of models look very nice.

Alex brought his HO_n2.5 G42; I do believe it's up for sale.

Good to see Michael Flack feeling better after his mild health scare.

Next years meeting venues were organized, so 2020 looks like being a fun year.

Steve Chapman MMR

SIG Coordinator NMRA AR



The Narrow Gauge SIG meeting at

Michael Flack's



Alex's HO_n2.5 Garret



Michael Flack's On30 layout

Division Six Highlights



David Orr receiving his host's plaque

Minutes for NMRA Division 6. July 13th 2019

Host David Orr.

Welcomed our members and thanked David for hosting our meeting and presented him with the host plaque. Congratulations to Ray Brownbill who won the raffle.

Attendance –17 present.



Achievement Program awardees

AP presentations- Ray Brownbill had a busy meeting presenting numerous awards to members.

- Brian Hutchinson received his Electrical AP
- Vern Cracknell, David Orr and Jane Robinson received their Certificate of Achievement for Association Volunteer.
- Golden Spike awards were also presented to Neil Tonkin, David Teague, Ray Brownbill and to Marcelle Applebee for Ray's award.

Bring and Brag-

- Vern Cracknell showed us his diorama on a camp fire scene and how he constructed the fire to appear to flicker using some broken brake lights.
- John Eastaff showed us a video of his tram layout and various trams running.



- Ray Brownbill showed us a video of Ron Solly's layout taken by his Mobius mini camera.
- Trevor Sneddon did a presentation on 3D printing after we had afternoon tea.



John Eastaff's tram layout



Ray Brownbill's movie of Ron Solly's layout

The afternoon raced away as usual and before we knew it, it was time to head home. We had a great afternoon tea and many thanks to Maggie for all her effort. The homemade biscuits went down a treat, especially with Michael.



David Orr's On30 layout

We all inspected David's On30 layout and were very impressed with the work he had done. Photos by Michael Robinson



Division Six members exhibiting at the
2019 Adelaide Exhibition



Div 6 NMRA Meeting 10 Aug 2019

Meeting held at the AMR Clubrooms Outer Harbour SA.

With 16 members present and Ray Brownbill chairing in the absent of Div Super Jane [and son, Michael, touring interstate], thanked, Ken House, John Prattis and David Orr for the use of AMR clubrooms.

Achievement Program, Ray mentioned a possible two members could nearly be ready for Electrical and Civil judging.

After last month's meeting there were a few emails discussing a portable layout for use at Exhibitions? Discussion followed with members building modules rather than a small time-saver type layout. Where to store components eg end modules were partially resolved, except for the transporting of components. John Prattis said that he would show some photos of the NMRA Nat Conv in Salt Lake City last month of a Free Mo layout. Discussion to continue afterwards.

John proceeded with his photos John showed many aspects of a layout set up in a Roundhouse.

Further discussion held and John then gave everybody a copy of "What is Fre-mo."

Further discussion to be held if members interested, as this may be away of attracting new members that cannot or don't have room for a layout but ok to build smaller modules.

Members at the meeting

Meeting closed then members indulged into some home-made scones [By Julie Prattis] , buns, cake and tea/coffee. Scones in trays in the John P photo.

Members viewed new area of the AMR club layout while John Prattis ran his Garrett with a number of coal hoppers over the mainline.

Trev won the raffle.



Division Seven Highlights

The August Division Seven meeting was held at Spencer McCormack's.

Fine weather allowed members to hold the formal meeting outside as shown in the attached photo.

Division members were able to inspect and admire Spencer's extensive HO scale New South Wales Railways layout .



Another view of Spencer's layout



Double headed garrets on Spencer's mainline.



The host, Spencer McCormack, in the foreground



Coming events

National Model Railway Convention

Sydney 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 on the 5th, 6th and 7th of June 2020

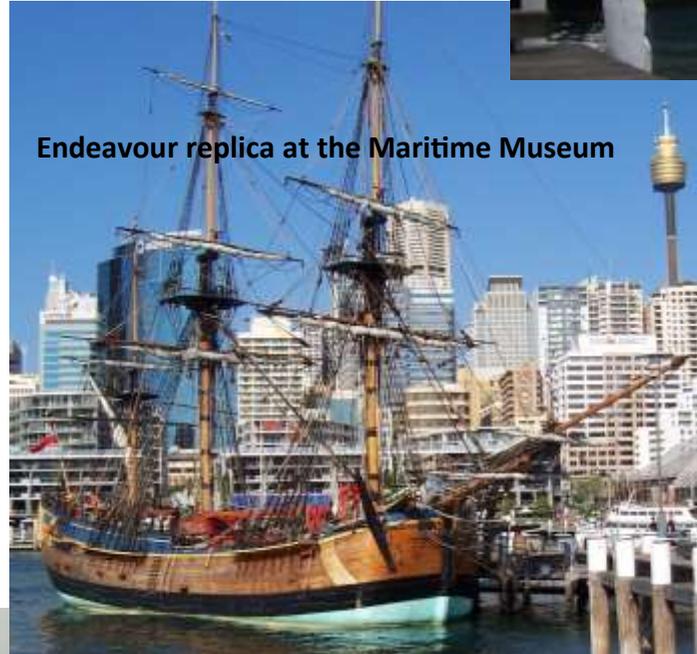
The convention will feature

- Clinics (Saturday and Sunday)
- Prototype railway tours
- Two partners programs

As the photos show there is more to Sydney than just trains



HMAS Vampire and HMAS Oberon at the Maritime Museum



Endeavour replica at the Maritime Museum



Sydney Light Rail at Lillyfield

Manly Ferry "Freshwater" crossing the heads on route to Manly



Ken Warby's world speed record setting jet boat at the Maritime Museum



Prototype Observations

I thought complex track work was a thing of the past. These photos taken in 2013 around Sydney tell a different story. All the photos were taken from the safety of the station platforms. Photos by the editor.



Three way turnout leading into a crossover at Clyde



Curved track through a crossing at Clyde



Automatic suburban electric train stop at Hornsby



Single and double slip at Hornsby



Wye turnout following a scissors crossover at Hornsby