



MainLine



**Journal of NMRA Australasian Region
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NMRA Australasian Region Directory

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Editorial Musings

The future of our region?

The future of our region is in your hands. In 2020 at the AGM all the current office bearers will either be stepping down or offering themselves for re election. This is your opportunity to put yourself forward as Division Superintendents or as a member of the Region Committee. Details of the nomination procedures and timings will be forwarded to you in November this year by Email.

In addition to the election of office bearers your region committee has spent a considerable amount of time and effort reviewing our Rules of Association to bring them up to date with current requirements. You will be asked to vote on these changes to our Rules of Association as part of the election of office bearers process.

The 2020 Region Convention

The convention in Sydney next year will be a good chance for members to catch up with old acquaintances and learn new skills. Looking forward to seeing you there. More details will be published in MainLine as the organising committee finalises details of the event.

Isn't it time to update some of the Achievement Program Requirements?

My glacially paced journey through the Achievement Program leads me to ask isn't it time some of the category requirements were brought up to date. I'm referring particularly to the Model Railroad Civil Engineer certificate (I'm working on it). This certificate requires the member to design, build and demonstrate the performance of a layout with a specific range of features. These are

- Adequate terminal facilities for handling freight and/or passenger cars
- Adequate terminal facilities for storage and service of motive power
- A minimum of one mainline passing siding
- Four switching locations, not counting yards, interchanges, wyes, and reversing loop
- Provision for turning motive power (*except for switchbacks, trolley lines, etc.*)
- Provision for simultaneous operation of at least two mainline trains in either direction.



In addition to the layout plan requirements the member needs to construct and demonstrate the operation of a layout featuring six items from an extensive list including steam era track work such as; coal dump tracks, ash pit tracks, weighing tracks, turntables and transfer tables. If you model post 1970 none of this equipment remains. Even specific refuelling points are not all that necessarily. For example around half of North America's diesel locomotives are refuelled directly from road tankers as required, not at specific refuelling stations.

My layout representing a bridge line does not have terminal facilities or locomotive servicing facilities. The rest of the world on my layout is the staging yard behind the back scene representing both ends of my layout. (This feature of most layouts planned since the 1980s is absent from the certificate requirements.) Rolling stock and motive power are crane shunted (the 0-5-0 shunter) from shelving adjacent to my staging yard to form the trains I want to operate. As my layout is a bridge line there is no need for locomotive turning on the visible parts of my layout.

I feel these issues need to be addressed to keep the certificate relevant with current railway practice for the benefit of new and future members.

The next editor of MainLine?

In April this year I advised the Australasian Region committee I would be stepping down from the position of editor of MainLine with publication of the March April 2020 issue. To date I've had one expression of interest in the position. If you'd like to take on the position you need to put your name forward now.

Looking forward to hearing from you.

Rod Tonkin Editor MainLine until April 2020

Judging at the National Convention

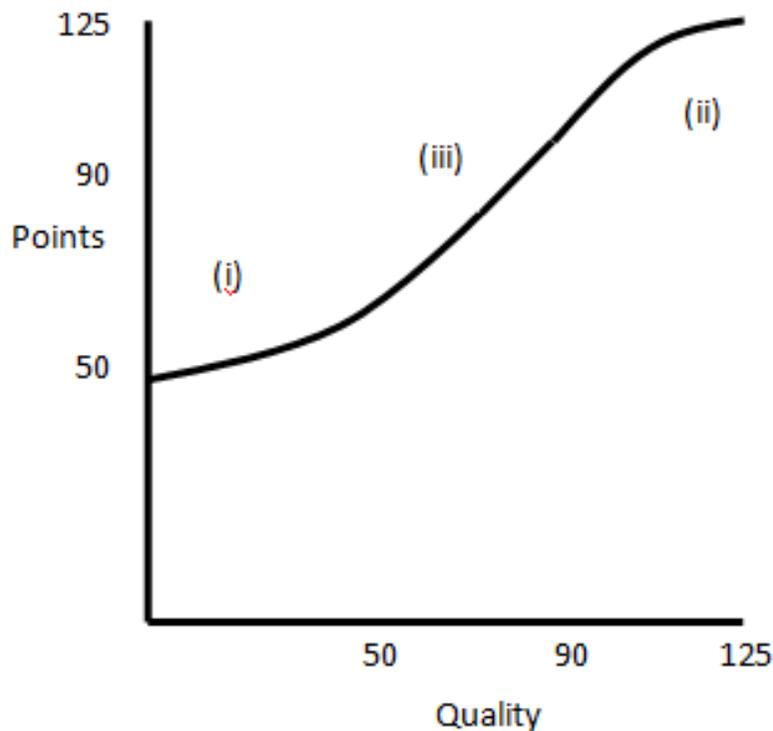
Philip Sharp

I was a judge for the model competition at the last four national conventions. I judged because it was an aspect of the hobby I had limited knowledge of and I expected the judging would improve my modelling. This article is a summary of my judging experience at the four nationals.

Indianapolis, 2016

The judging was on the Wednesday of the convention. Two days before the judging I attended Bob Hamm's clinic "Judging the National Competition". Bob was then the chair of the national competition. This clinic is given at each national convention and attendance is obligatory for new judges.

Bob said that the score a modeler receives in the national competition is not proportional to the quality of the model. The graph below shows the approximate relationship between the quality of the model and the points it earns. There are three distinct segments to the graph, labelled (i), (ii) and (iii).



In segment (i), a model is worth fewer than 50 points but the judges' points for the five factors are later adjusted to ensure a model scores at least 50 points (the judges write their scores in pencil so they can be adjusted if necessary). The adjustment is made because a modeler who

receives a low score could well become disillusioned and not enter further competitions.

The scores in segment (ii) are near the maximum of 125 and each extra point is harder and harder to get. Going from 121 points to 122 points requires a noticeably larger increase in quality than going from 119 to 120 points.

In segment (iii), the scores are around the merit award cut-off of 88 and the score varies approximately linearly with the quality.

Bob also said scores of 85, 86 or 87 are increased to 88 so the modeller receives a merit award. This adjustment is made because judging is imprecise and a merit award is important to many modelers.

I was on the team that checked for compliance. There were around 90 models, including approximately 40 models by the same modeler. Compliance is quick to check and we completed our judging in six hours, an average of around four minutes per model.

The entry form for the NMRA model competition asks the modeler to describe the prototype design and include prototype photos, drawings and/or plans. If this information is not given, a model can earn at most 15 points out of the 25 available for compliance. Too many modelers did not give the information.

Orlando, 2017

I was on the team that judged construction. I was told the construction factor often takes the longest to judge and this was so in 2017. We took about six hours for the 40 something models.

We checked for specific faults such as visible glue marks, gaps, and structures not being square and plumb. I recall a model of an old milling operation in a mountainous region. One building in the model was not plumb. Having been raised in old homesteads in New Zealand I argued that the out of plumb building was realistic. I lost that argument – buildings must be square and plumb unless specified otherwise in the documentation.

We also checked for faults such as incorrect architectural elements and parts of the model that would not work on the prototype. Examples of the later included a door that did not have a door knob and a door that was prevented from opening fully because there was a pillar in the way.

We ignored small defects if we thought they were created when transporting the model to the convention.

Kansas City, 2018

I was on the team that judged appearance (finish and lettering). The appearance factor is in principle quicker to judge than the construction factor. This was not so this year. We had 81 models to judge and we judged from 8:30am to 6:10pm with a 55 minute break for lunch.

We checked for letters not aligned and the backing sheet for decals being visible. We used a small LED torch to check for this visibility. The torch, especially when held at a glancing angle to the surface of the decal, made backing sheets markedly more noticeable than when viewed in ambient light. Not all models had lettering but of those that did, about two-thirds had visible backing sheets.

We assessed the weathering in detail. To get high points we required that the weathering be in the right places and be of the right amount (to within generous tolerances). Unless a justification was given in the documentation, horizontal weathering was treated as a modelling error.

Salt Lake City, 2019

I was assigned to compliance as I had a committee meeting mid-afternoon and compliance is a quick factor to judge. There was one unusual incident. Convention attendees can look at the models during the judging but must not listen to what the judges are saying or interfere with the judging. We were judging a model when an attendee started listening intently to what we were saying. He walked away and came back 30 seconds later. After listening intently for a few seconds, he asked if he could show us how the model worked. Our team leader was tolerant.

Calibration

I first heard about calibration when Pete Magoun discussed it at the 2017 convention. Pete said that the first few national conventions a new judge judged at were intended to train the judge to assess to a consistent standard. This process is known as calibration.

Three interesting questions for me about calibration are “How many national conventions do I need to judge at before I am calibrated?” and “Is calibration required for model competitions at regional and divisional competitions?” and if so, “Is the calibration the same as it is at the national convention?”. I do not know the answer to these questions.

Documentation

I have read the documentation for approximately 260 models at national conventions and formed the following opinion.

A model with good documentation will score significantly more than the same model with no documentation. Certainly 10 points more and possibly 20 points more.

There is no one way to write good documentation. It is difficult to write good documentation. I found that in an effort to write good documentation, some modelers provide too (a) much information for judges to read and comprehend in the time available or (b) provide details but omit the important points.

An example of (a) is having 10 photographs as part of the documentation and putting each photograph on a separate page.

An example of (b) is specifying that the paint Humbrol colour 37 was used but not specifying the technique used to apply the paint.

In almost all cases, the documentation should be presented as attachments to the judging form. Trying to fit the documentation in the space provided on the form can cause the modeller to use small writing or type that is difficult to read, or to write difficult to comprehend English in an effort to reduce the number of words.

When writing the documentation, the modeller should ask themselves “Will a judge be able to read and comprehend all of what I want him or her to in one to two minutes?” and “Does the documentation put my model in the best light?”.

Final comments

I enjoy judging because I learn a lot about modelling but judging is clearly not for everyone as you can lose up to nine hours of time for other activities. There were at least 1300 attendees at Kansas City and the required quota of 15 judges was just filled.

The judging at the national convention is done in a way that is supportive of the entrants’ efforts. Each judging team writes brief comments on the back of the judging form for each model. These comments are always written in a positive way. If the model has a low score, the comment begins with a compliment. This is followed by one or two suggestions on how to improve the model.

Cab riding Wombat Gully-2

Rod Tonkin

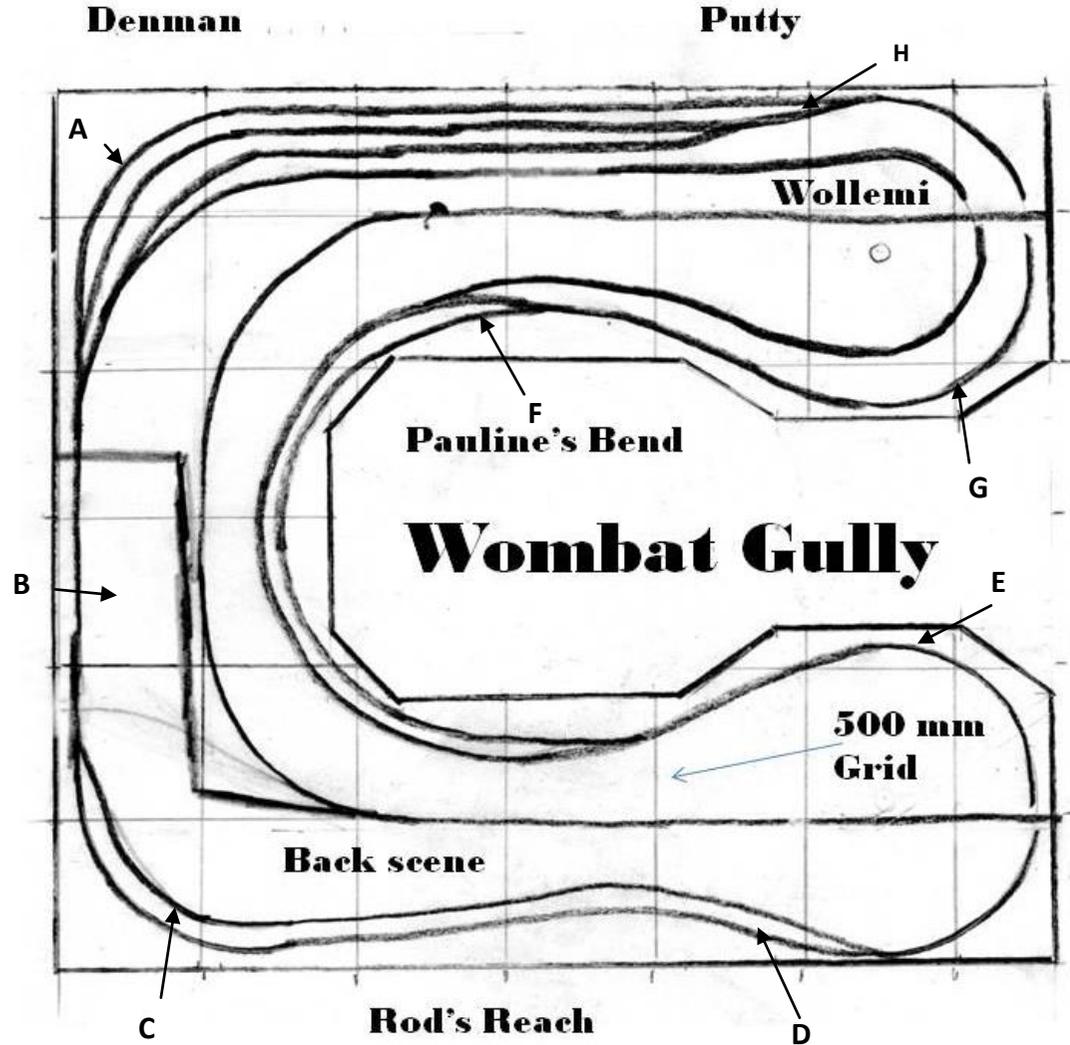
Conrail's Wombat Gully sub division crosses the wild country between the Hunter Valley and the Hawkesbury, Nepean Valley. I got to know the area during an Army Reserve exercise in the late 1960s. The deep wide gullies between broken flat topped plateaus looked an ideal route for a railway. My layout's name acknowledges the nocturnally active wild life of the area.

The localities at each end of the Wombat Gully subdivision Denman and Putty are real locations, readily identified on published maps. On my layout they are actually either end of the staging yard. The locations of the two modeled stations between Denman and Putty; Rod's Reach and Pauline's Bend are imaginary.

To give readers a feel for this developing layout a cab ride aboard a local passenger train has been arranged. Your train is number 26, the afternoon Denman to Sydney passenger train. (Conrail not having passenger expertise has leased passenger service over the line to British Railways.) Today the afternoon service is lead by BR 40 164 "Havelock Vetinari" (the centre head code box 40 class operating on Wombat Gully carry name plates honoring characters from Sir Terry Pratchett's "Disc World" novels) at the head of a string of blue and grey BR Mk1 coaches.

The crew wearing the train number 26 lanyard welcome you aboard 40 164 and offer you the riding inspector's seat in the forward operating cabin. To the uninitiated the forward end of a British Railways diesel locomotive is the operating cabin closest to the train heating boiler. As Wombat Gully has not retained its steam locomotive coal tender water pick up troughs we won't be refilling 40 164's boiler feed water tanks on the fly on this trip.

Prior to departure the second man on the locomotive adjusts the output of the train heating boiler. Passengers riding in the steam heated coaches appreciate this on cool winter afternoons like today as we thread our way through the gorges of Martindale Creek and the Colo/Putty River valley en route to Sydney.



OO Scale BR 40 164 From the Hornby stable preparing to leave Denman in the staging yard . Photo location A

The train crew has already picked up the Denman to Rod's Reach staff, so we can depart from Denman. We release the vacuum train brake and advance 40 164's notch less throttle system. The note of the 16SVT engine in the engine room behind us changes from a muted rumble to a steady growl and we are away.

Once the Rod's Reach home signal has cleared we are permitted to proceed into Rod's Reach. As we approach Rod's Reach we pass under the conveyor bridge feeding the Lehane Crushed Stone Company's railway ballast and road base train loader. Entering Rod's Reach crossing loop we sweep through a bend past Wombat Maltings and Rolling Stock Recyclers and pull into Rod's Reach passenger station.

We return the Denman to Rod's Reach staff as passengers for Rod's Reach alight onto the high level station platform. Passengers for Pauline's bend and stations further south join our train as we wait for opposing traffic.

As we wait at the station platform, north bound train 341 an interstate freight headed by Conrail C40-8 6038 pulls into the crossing loop. The train crew of train 341 hands over; the Rod's Reach to Pauline's Bend staff and collects the Denman to Rod's Reach staff. Once in possession of the Denman to Rod's Reach staff, Train 341 can now proceed north to Denman.

One of the tasks of train number 26 is conveying live muscles and yabbies grown in the creeks around rod's Reach to Sydney for the restaurant trade. Depending on order volumes these delicacies are either conveyed in the brake van or a separate van. Today the order volume requires a separate van. The yabbies' have been loaded into the Siphon G spotted in the bay platform road.

To protect the shunting movement the Rod's Reach home signals are set to danger.



BR 40 164 collecting the Siphon G loaded with mussels from the bay platform photo location D

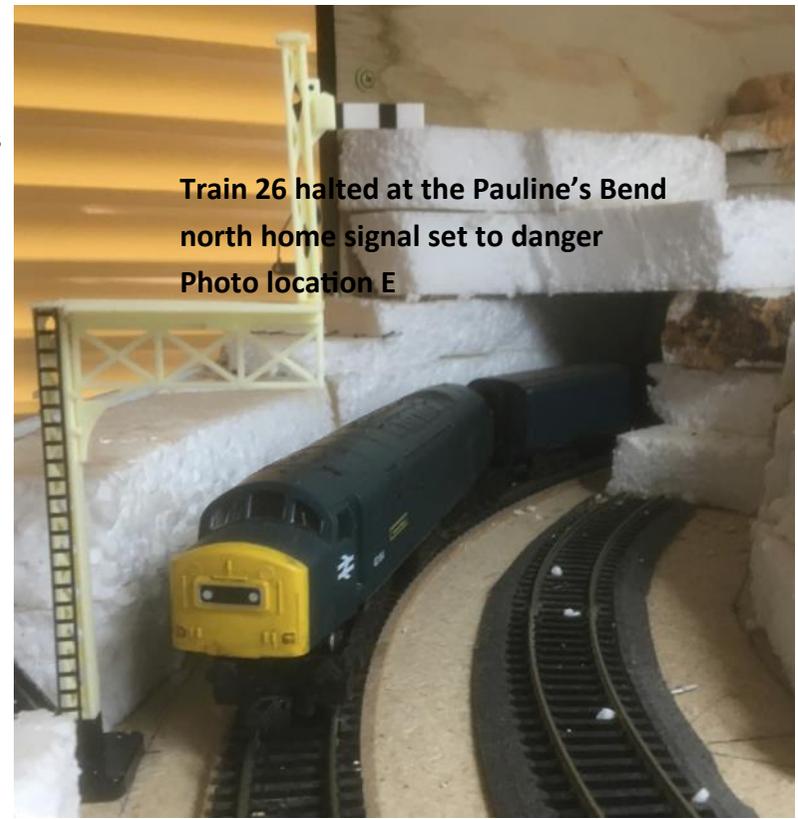
40 164 uncouples from the train and pulls forward to be able to access the bay platform road. There is no need to set hand brakes on the train as the vacuum braking system on the coaches is a failsafe braking system. We collect the Siphon G loaded with live yabbies and muscles from the bay platform road and set back to attach it to the front of our train. Once the shunting movement is completed and the main line is clear, the Rod's Reach home signals can be set to clear.

With the Rod' Reach to Pauline's Bend staff in our possession we can proceed to Pauline's Bend. Leaving Rod's Reach station we pass Neil and Coul's extensive meat and small goods works. We swing around a curve and into Summit tunnel. Summit tunnel passes under the watershed between the Hunter Valley and the Hawkesbury Ne-pean Valley.

Exiting Summit tunnel we swing around the curve and halt at the Pauline's Bend Home signal set to danger.



Train 341 lead by CR C40-8 number 6038 departing Rod's Reach. Photo location C



Train 26 halted at the Pauline's Bend north home signal set to danger Photo location E

On our left is the immense North Coal Number Three stockpile and coal train loader. We swing into a right hand bend and pull into Pauline's Bend station. We hand in the Rod's Reach to Pauline's Bend section train staff and await the arrival of a north bound train. Passengers for the Wollemi Branch disembark from our train and board the Class 105 rail car making up train number 76 in the bay road. Train number 76 will depart for Wollemi once the branch line is clear of opposing traffic.

Pauline's Bend local industries apart from the coal train loader are Boggs and Son's sanitary porcelain works, Prickle Pickles pickle manufacturing and packing plant and Valley Mushrooms mushroom packing plant. As well as local industries Pauline's Bend is the junction with the branch line to Wollemi and home to Moundilla Forest Product's locomotive servicing facility.

A blast of air horns heralds the approach of the north bound train. Conrail SD35 6017 leading north bound coal train number 201 dims its headlight and rolls into Pauline's Bend crossing loop. Train 201 exchanges the Pauline's Bend to Putty staff for the Rod's Reach to Pauline's Bend staff on the fly and proceeds without stopping north to Rod's Reach. (Coal traffic is king on Wombat Gully).

Once train number 201 is clear and we have possession of the Pauline's Bend to Putty staff we are cleared to proceed south to our destination, Putty. Once we receive the

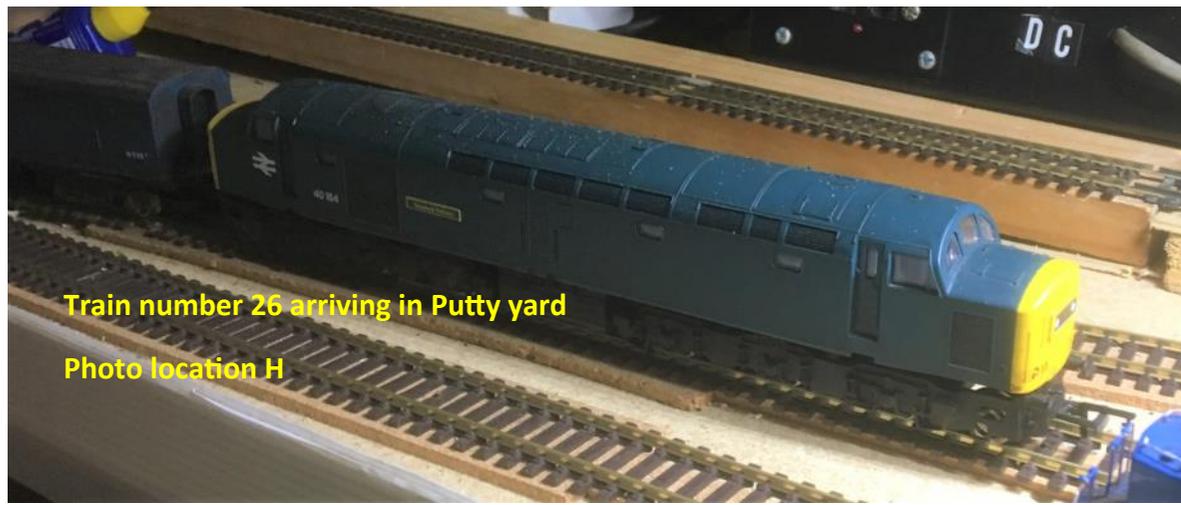


Train 26 headed by BR 40 164 on the main line passing train 125 headed by CR 2168 on the Wollemi branch line. Photo location F

guards all clear we pull out of Pauline's Bend station and roll past the junction for the line to Wollemi branch line and the Prickle Pickles plant. Train number 125 headed by Conrail GP 30 2168 waits at the Home signal (Yet to be installed) on the Wollemi Branch until we pass so it can be cleared for them to enter Pauline's Bend station. Once our train is clear of the junction train number 125 can enter Pauline's Bend station and hand over the Pauline's Bend to Wollemi staff train to train number 76. This clears train number 76 to depart up the branch line.

The Putty home signal is set to danger so we halt at the Putty home signal until it is cleared for us to enter Putty yard. Once the Putty home signal is cleared we roll into Putty and disembark, thanking our hosts for their hospitality on the trip.

Train 201 passing the original Pauline's Bend home signal set to clear. Photo location G



Train number 26 arriving in Putty yard Photo location H

2019 AMRA NSW Exhibition

Photos by Arthur Hayes MMR



Division One Highlights August

Arthur Hayes MMR

45 members attended the meeting at Darren Lees residence. As usual this was a spectacular late winters day.....What winter you say, as it was about

30 degrees and a cracker of a day.

45 members in attendance was an outstanding effort and shows once again Division 1 of NMRA Australasian Region has gained momentum.

The day went smoothly and was very enjoyable. A big thanks goes to Darren's wife and daughter for providing an exceptional lunch. This itself is an attraction.

I'd like to thank our visitors from South Australia, Jane and Michael Robinson for attending the meeting. Jane is the Superintendent of Division 6 (the South Australian Division) and having her and her son at our meeting was a real treat.

Darren's layout was the popular focal point of the meeting and as usual it was amazing to see how far Darren has come. Darren models a part of NSW I'm very familiar with, having travelled in that area for 2 years recently with my work commitments. He's done an exceptional job of capturing the feel of the area.

Division One members and interstate visitors enjoying the meeting



Members showing their efforts building the card kits Robyn Taylor provided at a previous meeting



Some photos of Darren Lees' layout



Division One Highlights September

Arthur Hayes MMR

The September meeting was held at John Kennedy's with 38 members present. Arthur Hayes MMR was acting Divisional Superintendent

The following members were presented with Achievement program awards

- Merv Bagnall: Structures, Electrical, Civil and Scenery.
- Darren Lee: Golden Spike.
- Geoff Burns: Golden Spike

Arthur gave an overview of Certificates presented at the meeting.

Show and Tell

- Paul Skehan: Beyer Garratt builders plate.
- John Kennedy: 3 D printed layout scenery items, (industry bins, wheeling bins, skip bins).
- Bob Cuffe: New Haven Loco.



Merv Bagnall receiving his Structures, Electrical, Civil and Scenery Achievement Program awards



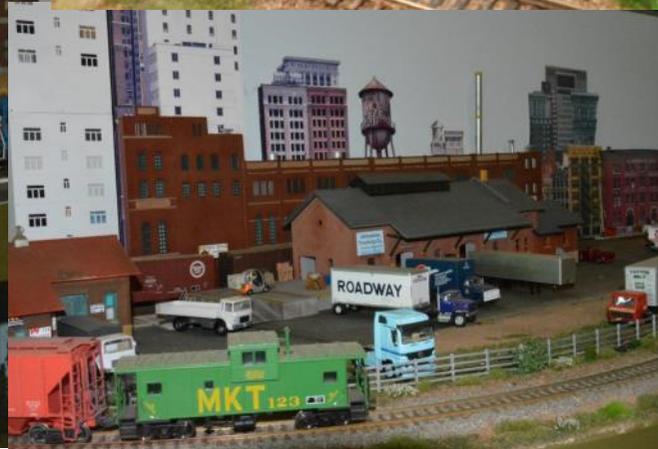
Darren Lee: Golden Spike.



Geoff Burns: Golden Spike

Members layout

John Kennedy's double deck HO scale "Missouri Pacific Railroad" layout.



Division Two

Highlights

What a week it was as prior to this meeting with an email from Matt advising he had a medical issue and the meeting being cancelled, followed with a request from Stephe for any member to offer an alternate location where David Low in Canberra was quick off the blocks then an email from Ian Barnes calling a 'pause for the cause' offering his residence for the meeting as some members had booked 'non-refundable' deposits for accommodation.

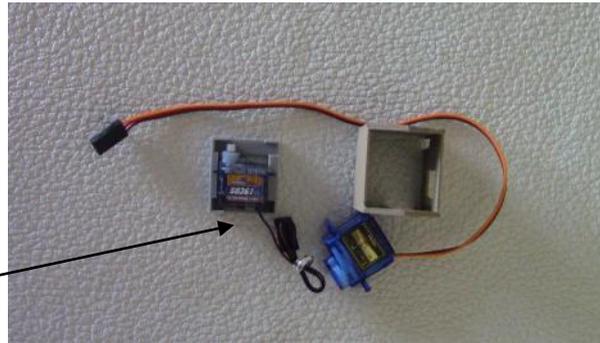
Then the good news from Matt as the meeting was to be convened at his residence.

The day was sunny & warm where two gatherings took place, one in the 'morning' at Ian's and then Matt's afternoon hosting

Having nine members in attendance Matt chaired the meeting and thanked all for their kind support. We welcomed a new member to the Division 2, George SAISANAS.

Show-n-tell.

David VIRGO: Continues on with more 3D printing ideas. He is making above board mounting



brackets for point servos for his layout. These are handy where below the base board mounting was found to be difficult. Tower Pro SD90 & S361 Hobby King Micro servos here shown in to David's 3D printed mounting bases

Ian BARNES: Showed his completed HO Scale DJH 57 class loco-



otive. It was 99.5% assembled with solder. He only used CCA to attach the smoke box. This allows him to replace the LED headlight if required. He has installed a sound decoder in the tender beneath a removable coal load. Whilst the whistle isn't quite right "German style" it will suffice for the present.

Continuing on from the show-n-tell we were taken to the garage to check out the items from an estate of a former departed member for viewing & purchases, this was followed with afternoon refreshments prior to the layout tour as a running session.

Once the door was closed, three joining sections were placed across the doorway. There was now no escape until the running session ended as routes selected for those scheduled to run trains used the sections across the door way.



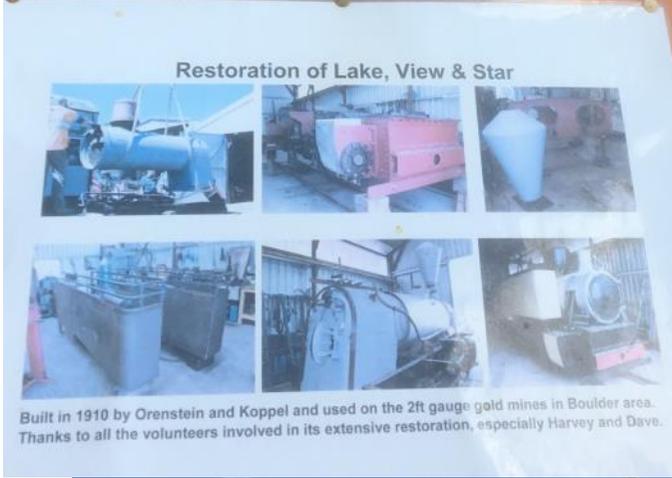
Division Four Highlights

For a variety of reasons Division four has not formally met for some time. A few of us were able to meet up at the 30th Anniversary Railfest at the Bassendeen Railway Museum in October this year. The attached photos show members acquisitions from the traders and some of the exhibits at the museum. The WA Bus preservation society ran a courtesy buss to Bassendeen station



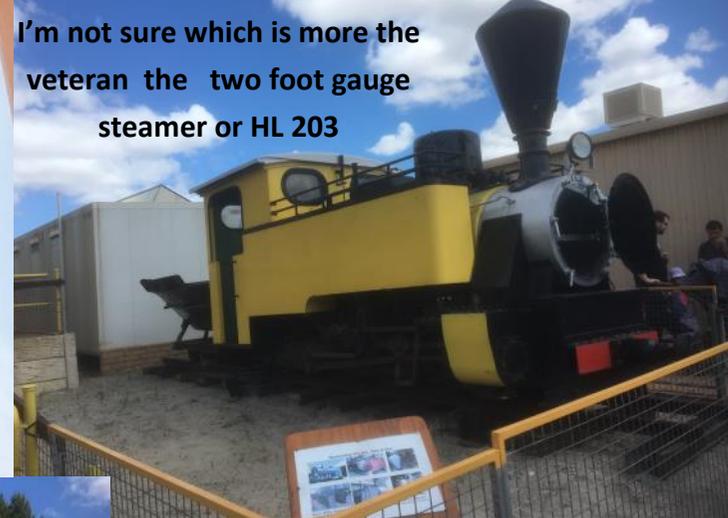
preservation society ran a courtesy buss to Bassendeen station

One of the museum's collection of electric staff machines



Restoration of Lake, View & Star

Built in 1910 by Orenstein and Koppel and used on the 2ft gauge gold mines in Boulder area. Thanks to all the volunteers involved in its extensive restoration, especially Harvey and Dave.



I'm not sure which is more the veteran the two foot gauge steamer or HL 203



The traders were doing a roaring trade with many satisfied customers



Alan showing us his find of the day



Division Five Highlights

June

Except for Paul Hobbs who was overseas, all members of the City of Sails Model Railway Club (CoSMRC) attended the 2019 American Model Railroaders convention in Tauranga. Three of the 11 clinics were given by CoSMRC members. James Kelso, the NZAMRC president, models the Montana Rail Link and described the current state of his triple-deck mushroom layout. Michael Hill spoke about the simple use of Arduinos on a layout and Philip Sharp gave a clinic on how he makes scaled lumber by hand. This was the first time James and Michael had given a clinic at a national convention.

At the banquet on Sunday evening Kel Sherson, superintendent for Division 5, presented the CoSMRC with its annual certificate. Photograph 1 shows Philip Sharp on the right accepting the certificate from Kel Sherson on behalf of the CoSMRC. The standard citation on the certificate is a good encapsulation of the CoSMRC's mission statement.

July

The CoSMRC members were guests at the American night held by the North Shore Model Railway Club (NSMRC). The NSMRC's weekly club night is Thursday and this year July 4 was fortuitously a Thursday. That last happened in 2013 and will next happen in 2024.

CoSMRC members supplied a collection of small flags, a DVD on CN's Yellowhead Pass, and two apple pies with whipped cream. The apple pies and whipped cream received a special mention from members of both clubs. Photograph 2 shows (l-r) Alan Godfery (NSMRC sec), Dave Webley (NSMRC pres) and Paul Hobbs (CoSMRC pres) in earnest discussion.

The CoSMRC held a second meeting in July, at James Kelso's mushroom layout. Each CoSMRC member took a DCC locomotive to the meeting and these were used to test how well the layout handles the load of several locomotives. The main finding was that the voltage drop was more significant than expected. James is investigating ways to reduce the voltage drop. The CoSMRC could well return in a few months for further testing.

Two CoSMRC members - Elizabeth Mead and Philip Sharp - attended the NMRA's 2019 national convention in Salt Lake City, Utah. Elizabeth went on non-rail tours and attended some clinics. Philip gave three clinics, helped judge the model competition, attended many clinics, and did committee work.

August

The club's August meeting was at the club rooms of the Western Districts MRC. The main purpose of the meeting was to start organizing operating sessions to run on the WDMRC's HO layout. The CoSMRC plans to use car cards and not a computer-based system such as JMRI as car cards are seen as simpler to use.

September

The CoSMRC visited the Auckland Central MRC (ACMRC) to inspect the recently completed benchwork of the elongated helix on the ACMRC's HO layout. Some CoSMRC members also ran trains on the layout.

The helix is of an unusual design. It is approximately 12 metres long and does not feed into an upper deck. Instead, trains go to the top of the helix and return. It is tempting to view the helix as a spiral on a long rectangular mountain. The ACMRC view the helix as a long shelf layout. They plan to have different scenes on different parts of the helix with the scenes merging smoothly into one another. There will be one track up, one down, and some spurs and sidings.

Paul Hobbs had another trip overseas. As part of this trip he attended the annual convention of the Northern Pacific Railway Historical Association. The convention was held north of Baxter, Minnesota and had 90 attendees, noticeably fewer than is typical.



Philip receives CoSMRC's annual certificate from Kel.



Alan, Dave and Paul in earnest discussion

Division Six Highlights

Minutes for NMRA Division 6. September 14th 2019

Host David Teague. Held at Liz, Casey and Neil Tonkin's home.

Welcomed our members and thanked David for hosting our meeting and presented him with the host plaque.

The formal part of the meeting



Congratulations Trevor Seddon who won the raffle.

Attendance 19 present.

Correspondence- None

Business-

Finances- Ron Solly - no change

Library- Just a reminder that DVDs can be posted out to members if they wish. Michael

Robinson accepted some DVDs that Marcelle Applebee donated to the library. The national library is still being sorted.

AP presentations- Ray Brownbill - no change

Meeting hosts 2020 – any members who would like to host a meeting for next year could you please e-mail me? March, April, September, November are taken.

Future events:

Milang Model Railway Exhibition on 23rd – 24th November 2019 at the Milang Institute, Coxe Street and the Milang railway station.

Salisbury Downs November 7th – 10th 2019. South Australian N gauge society display. Hollywood plaza shopping centre, Winzor Street & Spains Road. Times are 10:00am – 9:00pm Thursday, 9:00am – 5:00pm Friday & Saturday, 11:00am – 3:00pm Sunday. Secretary2@sangs.asn.au or <http://www.sangs.asn.au/> Find us on Facebook.

We now have an official social secretary. Trevor Seddon was unanimously voted in by the



John's Convention timetable and group of NSWGR Z19 class painted and lettered for a range of eras

members.

Bring and Brag-

- Casey showed us her Japanese N gauge High speed train she received for her 27th Birthday.
- Michael showed us his Wuiske models Queensland Railways diesel locomotives.



- John showed us the Official timetable from Salt-lake City National NMRA Convention and the five finished NSW19 class steam engines that had taken 15 years to complete.

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 Liz & Neil. Photos by Michael Robinson.



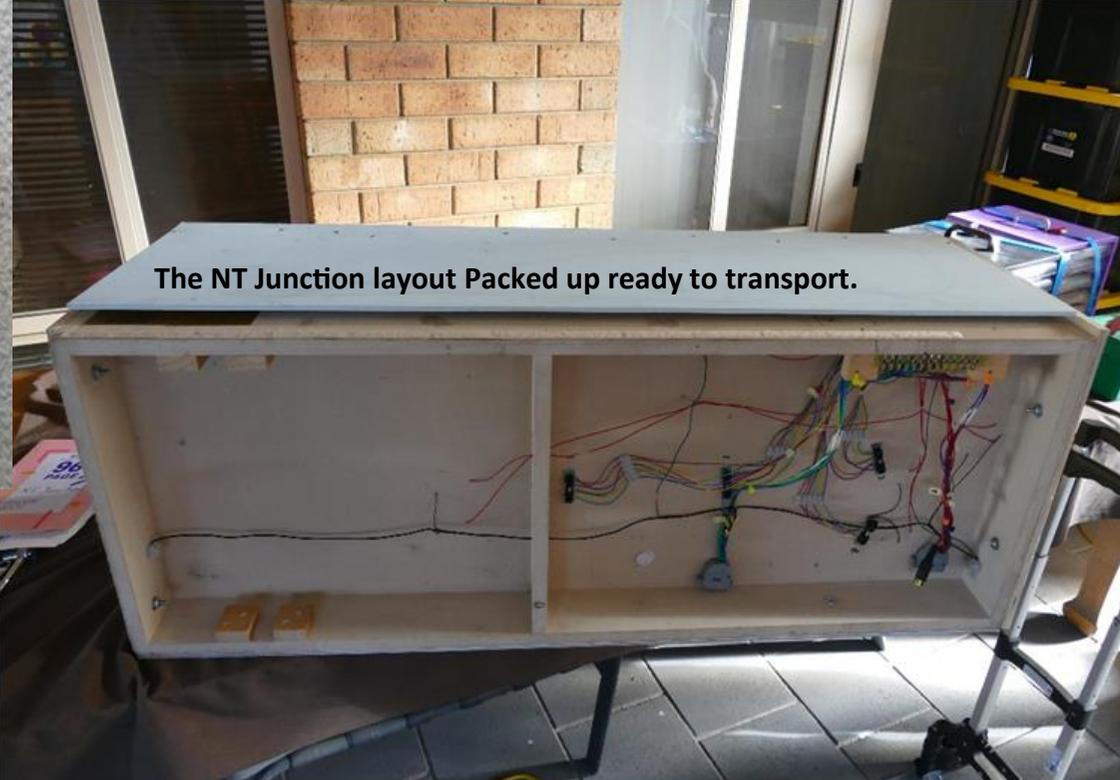


Brian Hutchinson's module connecting system using Tee nuts and bolts



NT Junction layout built by Al Harris was bought to the meeting by Geoff Chatwin to show the members it. John Prattis presented the minutes from the sub-committee regarding a module layout and Trevor Seddon presentation was how to build them. Brian Hutchinson showed us a way to connect modules together.

After much lively discussion among members whether to build individual modules or to trial the NT Junction layout at AMRE and then make the decision whether to purchase it outright or not we decided to trial the layout first. Geoff will store and transport the layout for the present time.



The NT Junction layout Packed up ready to transport.



David Teague's N gauge layout.



NT Junction portable layout.

Minutes for NMRA Division 6. October 12th 2019

Host John and Ivy Marsh home.

Welcomed our members and thanked John for hosting our meeting and presented him with the host plaque.



Our visitor Marcel Van Eck who runs HOn3 was welcomed.

Congratulations Ray Brownbill who won the raffle.

Attendance – 20 present.

Correspondence- None

Business-

Finances- Ron Solly - no change

Library- Just a reminder that DVDs can be posted out

to members if they wish. The national library is still being sorted. Ainslie Brittain will be dropping off to Michael 30 odd videos etc. from the late Ray Applebee's collection and Michael will copy them to DVD's if of any interest to members and will add them to our library.

The next ARC conference call will be Tuesday 12th November 2019. Mainline editor needed. Nominations for 2020 elections close November 19th 2019. Planning for June 2020 convention in Sydney ongoing.

The November 9th meeting will be held at Ray Brownbill's home. Address is 4 Acorn Place, Blakeview.

AP presentations- Ray Brownbill - no change.

Meeting hosts 2020 – A thank you to all the members who have volunteered to host a meeting next year.

Future events:

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Secretary2@sangs.asn.au

or <http://www.sangs.asn.au/> Find us on Facebook

We now have an official social secretary. Trevor Seddon arranged for us to lunch at the Pallet Café at Nairne. We all enjoyed our meal and socializing. Many thanks Trevor.

Please note that Neil Tonkin will now be responsible for all the projector equipment.

Please contact him by Friday evening if you wish to use them at any meetings.

Application form for AMRE 2020 have been sent out to us. We discussed what we would need as far as the no. of trestles etc., the two layouts we will be running and signs needed to separate the kids and adults

David Teague reported to the members that Arty O'Connell has asked if anyone would be interested in running a small layout at the Millicent show next March.

Bring and Brag-

John Prattis showed us the special stamps his friend sent him from USA of the Golden Spike ceremony. John also showed us the completed models of the first bulk wheat wagons, era 1925. John also critiqued the dvd "Iron Highway"

Hutch showed us the hat racks he built from dog spikes and also an aluminum frame example.

Trevor Seddon showed us a 3D printed footing for a module he had done.

Peter Jackson showed us a tank car by Accurcraft he had ordered ready built but had weathered himself.

Geoff Chatwin showed us some new modelling tools of great interest to us. He will send out the link to the members.

Steve Weedon told us about how modelers weather their engines to match the colour of their scenery.

Some photos of John's N scale layout and the progress since our last visit.

.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 John and Ivy.

Photos by Michael Robinson

Regards Jane Robinson

Trevor Seddon's 3D printed module foot



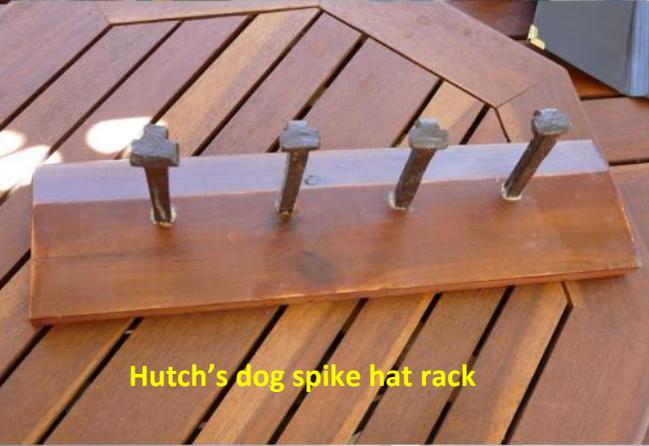
John's commemorative stamps and bulk wheat wagons



The show and tell table



Hutch's dog spike hat rack



Peter Jackson's tank car



Some photos of John's N scale layout and his progress since our last visit.



Division Seven Highlights



Gerry Hopkins presenting David O'Hearn with his AP – Master Builder Scenery



Gerry Hopkins presenting Doug Wallace with his AP – Master Builder Structures



Members enjoying the late afternoon spring sunshine



Work in progress on John Dever's HO Scale layout showing the top deck with a little bit of the bottom deck yard showing.



The Host - John Dever's double track Helix

Central Coast Wednesday Night Model Railway Club A 100% NMRA Club

<https://is.gd/ijpZ0b>

On Sunday 22nd September 2019 the CCWN MRC hosted a layout tour on the Central Coast NSW. The tour consisted of 12 layouts of N, HO, HO_n30, and On30 layouts. The layouts were open from 10.00am to 4.00pm.

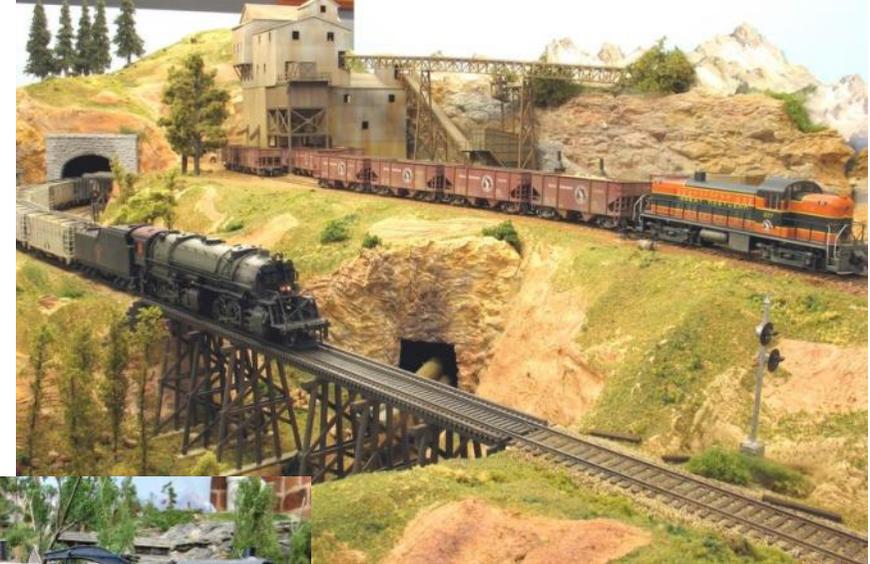
Each layout received 18 – 20 visitors with a total of 48 visitors in all. The invitation was sent to neighboring Divisions, Local Clubs and Associations as well as some focused groups on Facebook.

The layouts formed two geographical groups - North & South - but people travelled across the complete area to visit their choice of layouts.

The tour has been deemed a success. When we do it again in 2020 there could be four or five extra layouts on the tour.

Regards

Gerry Hopkins MMR
FNMRA



Coming events



**National Model Railway
Convention
Sydney 2020
Sponsored by
NMRA
Australasian Region**

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

AUSTRALIAN MODEL RAILWAY ASSOC.
WA INC

MODEL RAIL 2019

OPEN DAY-10.00-1600

GOLD COIN DONATION

SUNDAY NOVEMBER 10TH 2019

MORE THAN 10 LAYOUTS WORKING

DEMONSTRATIONS

SAUSAGE SIZZLE AND DRINKS AVAILABLE

COME ALONG AND SEE THE VARIOUS LAYOUTS OPERATING

ITEMS FOR SALE

SECONDHAND BOOKS – RAILWAY STOCK & CARRIAGES ETC.



This space is available to promote your next open house, exhibition etc.

Please contact the editor for more information

The publication deadlines for copy are listed on page three of each issue of MainLine

Prototype Observations

Train watching around Sydney in 2012

Rod Tonkin

I travelled to Sydney for the 2012 region convention at Niagara Park. I did fly from Perth to Sydney, however I decided to travel as far as possible on my trip by train. The trips to the convention site, a visit to family at Narrabri and around Sydney provided plenty of rail action and modelling ideas



My first try was a trip out to Campbelltown via the airport. This outing resulted in spotting a south



bound container train hauled by PN 9301 and PN 9302 shown on the cover of this issue, at Campbelltown and an Xplorer laying over between trips in Campbelltown yard.



A round trip to Narrabri on the Moree Xplorer showed the extent of additional track being laid in the Hunter

valley to accommodate the projected increases in coal traffic. I saw a few ex Danish State



The Moree Xplorer arriving at Sydney Central on platform one

Railways diesels around Narrabri but didn't get a chance to photograph them. Musslebrook yard was full of new Xstrata coal hoppers. On the return trip between Musslebrook and Singleton the Xplorer passed four PN powered coal trains, a QRN coal train on the main line and two QRN coal trains on sidings. The PN powered track geometry train was north bound at Broadmeadow headed by an 81 class



A trip to Cronulla yielded an EM80 track recording car ML 309 at Cronulla and a south bound aggregate train headed by PN 8152 leading another 81 class at Oatley.



Graffiti artists were alive and well around Sydney in those days

The staff of the Rail Heritage Shop at Sydney Central station recommended Canterbury station as the hot spot in Sydney for watching freight trains. They were right. During three and a half hours one Friday morning at Canterbury station I saw thirteen freight trains



(Even if you discount the two light engine movements) for a total of 29 locomotives on a mix of container, coal and aggregate trains.

Canterbury station was an ideal train watching location. The station platform gave you a good view of the freight

lines in either direction. On the platform you are safe from train movements. As a courtesy I advised the station staff I would be on the platform for a few hours taking photos of train. They didn't mind and were obviously used to rail fans. The variety of loco-

