

# MainLine



**Journal of NMRA Australasian Region**

**Vol 37 Number 1 January February 2020**

# NMRA Australasian Region Directory

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## **Editor**

**Rod Tonkin**

## **Editorial assistant**

**Alan Burrough**

## **Contributions**

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 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**

### **March April**

**Content submission 15 April 2020**

**Upload to web site 30 April 2020**

### **May June**

### **To be advised**

## **Cover photo**

My HO scale model of Union Pacific gas turbine number 65 running through Rod's Reach rounding a 381 mm radius curve on my old Wombat Gully layout.

## **Contents**

### **Official Notices**

- Notice of AGM of NMRA Australasian Region David O'Hearn
- Proposed revisions to our ROA as agreed by the ARC Al Harris

### **Articles**

- Rolling stock for the DCSF Rod Tonkin
- Modelling from a photograph Rod Tonkin

### **Regular features**

- Presidents Thoughts
- Education program
- Editorial musings
- Divisional round up
- Convention news
- Achievement program awards.
- Australasian Region directory
- Coming events
- Prototype observations

### **Editors Note**

This issue had to be published early to give you sufficient notice of the Special amendment to our ROA. The results of the poll will be announced at our AGM in March 2020. The details of these proposed changes are shown in Al Harris's presentation of these proposed changes.

Our apologies for any division notices missed out by the early publication of this issue. They will be printed in the next issue of MainLine.

# Editorial Musings

## Are RP11 and RP7 still relevant?

When I started detailed planning of Wombat Gully-2, I based my new layout's track work design criteria on my years of experience operating Martindale Creek and the original Wombat Gully. These layouts had to ignore the NMRA curve radius (RP11) recommendations due to lack of space. Curve radii complying with NMRA RP11 were not even considered when I selected the design criteria for my new layout.

I had one area on my layout I thought I could use RP11 radius curves. Perusing RP11 showed me a major discrepancy in the metric values of the table. This prompted me to contact NMRA over the issue. I was advised the error would be rectified and my name would be on the revision. This has been actioned, as you can see by looking up RP11 on NMRA's web site.

I suspect many modellers not just myself ignore NMRA's recommended curve radius and build a satisfying model railway in the space we have. We non conformists are aided by the large volume manufacturers. Manufacture of full length models operable on curves sharper than NMRA RP11 recommend are not new, they date back to the early 1960s. To purists they may have looked disgusting. Many a modeller, myself included were able to own and operate at home on a modest layout models previously only available as brass imports. I'm sure many of the "Big Boys" Rivarrossi sold found homes on layouts with curve radii considerably sharper than those recommended by NMRA RP11.

These days the bulk of mass produced rolling stock can happily operate on set track curves. These facts are readily obvious from a cursory inspection of the literature produced by these manufacturers. These models do not sacrifice appearance for agility to negotiate sharp curves. The cover photo of my model of UP 65 negotiating a 381 mm radius curve without sacrificing prototype appearance is a good example of this technology in practice. The real thing according to Union Pacific's drawing needed a 21 degree curve (950 mm in HO scale). NMRA RP11 places this model in class "O" In HO Scale this is a curve radius of 915 mm, more than double the curve radius the model easily traverses.

To give NMRA RP11 and RP7 a fair go I relooked at both documents. As far as I'm concerned RP 11 is nice but for my needs practically useless. Model rolling stock design has completely overtaken it. RP 7 (Incidentally I've never been informed of RP7's introduction in 2017, maybe as I don't subscribe to NMRA Magazine I'm a second class member?) has a calculator to give you curved track spacing and curved track structure clearances. I plugged in the dimen-

sions of my DD40AXs and the 504 mm radius curves I operate them around into the RP7 curve spacing and clearance calculator. The calculator gave me a curved track spacing of 78 mm. The curved track spacing calculator varies the curved track spacing if you vary the straight track spacing. To this modeller this is totally illogical. Curved track spacing and clearances are solely collision avoidance issues.

I know because I operate my DD40AX's around 504 mm radius curves I only need 67 mm curved track centres. I've set this up in Excel and it showed my maths matched my experiences on my layout. (Some of those maths classes in high school had some value) I'm forwarding my analysis to NMRA for their comments. One can only wait and see.

From the above I'm asking why, does NMRA persist in ignoring the needs of the bulk of our hobby? This is effectively making us irrelevant to the majority of railway modellers. Providing guidance to modellers lacking the space to accommodate curves of the order of those recommended by RP11 would enhance our ability to gain and retain members.

Your comments appreciated

Rod Tonkin

**My DD40AXs rounding 504 mm radius curves with a 67 mm curved track spacing. It's not pretty but they clear each other on the curve**



**My DD40AXs may have large overhangs rounding my curves but they operate through them faultlessly**



**NOTICE OF ANNUAL GENERAL MEETING**

**NMRA (AR)**

The 2020 Annual General Meeting of the NMRA (AR) will be held on Saturday 14<sup>th</sup> MARCH 2020 at the residence of Ken Scales, 4 The Circuit, Bluehaven, NSW 2262.

Meeting to commence at 2:30 pm following the Division 7 meeting.

**Agenda**

- Present:
- Apologies:
- Minutes of 2019 AGM: Approved by the ARC.
- Significant Motions Carried by the ARC in 2019
- President’s Report
- Treasurer’s Report
- AP Chair Report
- Membership Officer Report
- Result of Australasian Region ARC Elections for 2020
- Result of proposed Changes to the Rules of Association.

David O’Hearn

Secretary  
NMRA (AR)

**Please read the following pages, complete and return the two ballot pages overleaf and return them to our Returning Officer by 10 March 2020.**

***Please vote – we want all our members from all over the Australasian Region to have a say. Your vote can make a difference.***

**BALLOT PAPER FOR PROPOSED CHANGES TO THE NMRA AR RULES OF ASSOCIATION PRESENTED AT THE AGM ON 14 MARCH 2020**

**VOTING**

Financial Members of the Association may vote for all proposed changes by ticking the “I Accept/Reject all proposed changes” box *below*. Please read through the proposed changes on the accompanying pages first before deciding which voting option you will use.

*Your NMRA Australasian Region Committee recommend acceptance of the proposed changes to the Rules of Association. These changes have been drafted to remove inconsistencies and to ensure the Rules reflect the practices of the Association.*

I ACCEPT ALL PROPOSED CHANGES

REJECT ALL PROPOSED CHANGES

**Note** – incomplete voting forms shall be deemed informal and not counted.

**YOUR DETAILS**

Print Name .....

Membership Number ..... Division .....

Signature .....

**RETURNING YOUR VOTE (This page) RETURNING YOUR VOTE (This page)**

Return your voting form by **10 March 2020** by using:

<p><b>Option 1</b> - Post to</p> <p>NMRA Returning Officer Allan Garbutt 20 Orchard Av Winston Hills NSW 2153</p>	<p><b>Option 2</b> – Scan your vote and email to:</p> <p><a href="mailto:returningofficer@nmra.org.au">returningofficer@nmra.org.au</a> or</p> <p><a href="mailto:allang3801@gmail.com">allang3801@gmail.com</a></p>
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# NMRA (AR) BALLOT PAPER FOR THE ELECTION OF ARC OFFICERS 2020/2022

**VOTING** - Financial Members of the Association may vote for nominated officers as presented below.

**CANDIDATES** - Candidate profiles may be found in the following pages.

**POSITIONS VACANT** - All ARC positions are vacated but this term only the positions of the three ordinary members of the Committee are contested. Only one nomination was received for the other positions and these candidates will be elected by default.

**President** - No Vote required – Graham Young is appointed

**Vice President**- No Vote required – David North is appointed

**Secretary** - tba

**Treasurer** - No Vote required – Geoff Chatwin is appointed

**Ordinary Members** – There are four candidates for three positions. Please vote by placing an X in THREE of the four boxes for the three candidates of your choice.

Charles Clarke (Div 1)

Al Harris (Div 8)

Peter McGuire (Div 7)

Doug Wallace (Div 7)

*Note – incomplete voting forms shall be deemed informal and not counted. Only THREE boxes must have an X. Make sure all votes are clearly marked and you provide your details below.*

## YOUR DETAILS

Print Name .....

Membership Number ..... Division .....

Signature .....

## RETURNING YOUR VOTE (This page)

Return your voting form by **10 March 2020** by using:

<b>Option 1</b> - Post to NMRA Returning Officer Allan Garbutt 20 Orchard Av Winston Hills NSW 2153	<b>Option 2</b> – Scan your vote and email to: <a href="mailto:returningofficer@nmra.org.au">returningofficer@nmra.org.au</a> or <a href="mailto:allang3801@gmail.com">allang3801@gmail.com</a>
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**Please vote – we want all our members from all over the Australasian Region to have a say. Your vote can make a difference.**

# Candidate Statements for the position of Ordinary Member on the NMRA Australasian Region Committee

The following statements have been provided by the candidates and are listed in alphabetical order.

## Charles Clarke

No candidate information provided.

## Al Harris

I am retired after a work life that saw me spend 23 years in the RAAF and another 18 years in the Commonwealth Public Service mainly in the areas of procurement and logistics with a period of 11 years as Airman Aircrew on C130 Hercules aircraft. I am married and currently reside on the Coffs Coast.



I've been a member of the National Model Railroad Association – Australian Region since 2004 after attending a meeting which resulted in the reformation of Division 6 South Australia. For four years I acted as the division “Librarian” relinquishing the position when I took over the Division Superintendent role in 2008. I served as the divisional superintendent for two years before an interstate move in 2010. During my tenure as division superintendent I was instrumental in getting the NMRA accepted as an exhibitor at the annual AMRE exhibition. As the division didn't have a layout we started construction on a small modular layout with a view to expanding the number of modules at future AMRE exhibitions.

After moving back to the ACT in 2010 I transferred my NMRA membership to Division 2 until yet another employment move in 2011 left me in limbo re a division as I was working at RAAF Williamtown while establishing a retirement home in the Coffs Harbour region. After retirement in late 2012 I joined the Coffs Harbour Railway Modellers, an NMRA Special Interest Group, and division 8. In 2015 I took over the divisional superintendent role. Early in my

tenure I lobbied for division 8 to have its own assistant AP chair so that I could promote the AP to the members. I'm happy to say that division 8 was recently assigned its own assistant AP chair.

After constructing a small interactive switching layout in 2014 I have been exhibiting it at exhibitions in Sydney area in support the division 7 recruiting drive in conjunction with the current Vice President and Division Superintendent since 2015. After a 2 year lapse I was instrumental in resurrecting the Coffs' Open exhibition in 2018 to promote the NMRA and hobby on the Coffs Coast and surrounding area. I also initiated the use of small interactive layouts in shopping centres as part of the promotion of the NMRA and the Coffs' Open exhibition which has seen the membership grow. I have also been active on the ARC during my tenure as division superintendent, more recently being heavily involved in the re-write of the Rules Of Association.

I'm looking forward to serving the NMRA-AR in a new role and would like your support in my quest

## Peter McGuire

I'm a retired teacher with a Graduate Diploma in Music Education, Degree in Financial Administration, who lives in Bowral NSW, is married to Debra who is co-ordinating the partners program for 2020 Convention and I have four children, the youngest Lachlan, is the Web Administrator for the NMRA AR.

***As a career teacher I built up the organisational skills needed to encourage children, lead others and have co-ordinated citywide sporting and community events.***

As part of my wider **Department of Education roles** I have been a State funded Wind Ensemble Conductor, South Coast Schools Music Camp Director-staff of 10, specialist school-based P.E. and Music Teacher and Chairman & member of two Sesqui-Centenary (150 yrs) celebrations.

**I've been a member of Southern Highlands Model Railway Club since 1985, was Co-ordinator for Bowral Tulip Time Model Railway Exhibition for 15yrs, Club President, Secretary and Treasurer and Exhibition Layouts Builder.**

I'm currently building 'Dogbone Creek', an **NSWGR** exhibition layout and Lachlan has Milwaukee Road – Kansas City Sub.

***I joined the NMRA in 1997. In that time, I have been on the committee for both the AR Ettalong & Berowra Conventions, have hosted Div 7 monthly meetings and currently I am the Chairman for the 2020 NMRA AR Convention at Rosehill.***

**Having travelled to the last two interstate Conventions, five NSW conventions and the Kansas City Convention, I am fully committed to strengthening and promoting the NMRA in Australia and ask for your support in running for the Australasian Regional Committee of the NMRA.**



## Doug Wallace

Hi I am Doug Wallace. I am standing a candidate for election as Ordinary Member for the upcoming N.M.R.A. election.

I have been an active member of the N.M.R.A. since 1986 and have hosted a number of Division Seven Meetings and am active in the Narrow-Gauge Sig and Tuesday Sig. These meetings are an excellent place to learn and show skills as well as socialise with like interested people.

I am currently retired. My working life has provided me with many skills from the fields of Human Resources, Industrial Relations and Various Administrative & Waste Management rolls.

I am a life member of Hills District Car Club and have been on the executive of that club for over 15 years. During my period with that Club I have competed in various forms of Motor Sport at State & Club level. I have a belief that if you enjoy you should help run the events. To that end I have helped maintain the Club's Motorsport park at Hampton. I have directed Rally & Rally Sprint, Khanacross at both Club & State level. I was the last director to run a Super Sprint at Oran Park.

For the last 15 years of my working life I was on the Board of Management of The United Services Union and Delegate to National Conference. I used my skills in the HR & Industrial Relations Fields to assist & represent the local government workers in Industrial matters and award negotiation. The workings of a Union can be related to most clubs.

Both my working life and my private life have provided me with skills to help, guide & assist workers/members of various organisations to enjoy their membership of that organisation and to achieve value from their membership. To that end I feel that I could become an active Ordinary Member of N.M.R.A. and help bring enjoyment & value to its members. Please vote for me.

# Proposed amendments to our Rules of Association

Proposed deletions are shown in Red type.

Proposed additions are shown in Blue type

Explanations are shown in Brown type.

1.2.5

“Patron Member” means any member, association, corporation or other business organization interested in model railroading as defined in Article VI1.H.of the NMRA Regulations

“Legacy Member” means any member of the NMRA who is an existing member as of 1 July, 2002 who is not a member of the Association as set out in Article VI1.J.of the NMRA Regulations

“Life Member”. Other than Honorary Life Member, this class of membership is closed. The subcategories other than Life Member describe existing membership only and do not create new rights. The category of Life Member shall be categorized into the following sub-classifications:

1. Honorary Life Member. As recognition for meritorious service to the National Model Railroad Association, any person or organization may be elected as an Honorary Life Member by vote of a majority of the Board of Directors and is deemed to be a financial member and shall not be required to pay any additional dues. *This includes full rights of membership* plus a subscription to NMRA Magazine and the NMRA Bulletin.
2. Non-Actuarial Life Member. Any member who purchased an NMRA Life Membership prior to the implementation of the actuarial process for pricing the cost of Life Membership shall be a member of this class. *This includes full rights of membership* plus a subscription to NMRA Magazine and the NMRA Bulletin.
3. Actuarial Life Member. Any member who purchased an NMRA Life Membership after the implementation of the actuarial process for pricing the cost of Life Membership shall be a member of this class. *This class includes full rights of membership* plus a subscription to NMRA Magazine and the NMRA Bulletin.

“Corporate Member” means any manufacturer, retailer wholesaler or other person engaged in the business of model railroading as defined by Article VI1.H.of the NMRA Regulations

“Corporate Member”. Any manufacturer, retailer, wholesaler, or other person engaged in the business of model railroading may become a Corporate Member of the NMRA upon application to the Administration Department and payment of the appropriate dues as set forth in the Executive Handbook. This class will include a subscription to NMRA Magazine and the NMRA Bulletin.

“Family Member”. The spouse or minor child of any member in good standing may become a Family Member upon application and payment of the appropriate dues as detailed on the (*electronic*) application form.

“Financial member” means a member of the Association who has paid all current membership dues *and/or has full rights of membership*;

1.2.9 A special resolution includes, but is not limited to, the following:

- changing the association's name
- changing the association's objects
- changing the association's constitution
- applying for registration by an unincorporated group
- amalgamating with another registered association
- an existing corporation seeking to register as an association
- an existing registered association applying to transfer incorporation voluntarily winding up or cancelling the registered association and distributing property.

1.3.1 The objectives of the Association are; (*dot point objectives*)

to provide a formal organization to improve the fellowship of the members of the NMRA resident in, or interested in, the geographic area of the *Association Region*

1.4.1

Division 3 VIC/*TAS* Division;  
Division 10 Tasmania Division

2.1.1 A natural person is qualified to be a member of the Association if, but only if, the person has not ceased to be a member of the Association at any time after incorporation of the Association under the Act, or has been approved for membership by the ARC.

2.1.1 A person is eligible to be a member of the association if:

- a. the person is a natural person, and
- b. the person has applied and been approved for membership of the association in accordance with clause 2.6.1.

2.1.3 at any one time.

2.1.5 (Legacy) Members of the NMRA residing in the Australasian Region by definition are not members of the Association

2.2.2 a joining fee if prescribed by the NMRA, plus at least .

2.2.3 (Officer) official. Such a person is only provisionally a member of the Association until accepted for membership by the NMRA.

2.2.4 Officer official.

2.2.5 Officer official, giving brief reasons,

2.4.2 . There is no refund or partial refund of dues paid upon resignation of the member.

2.4.3 Officer official

2.5.1 The Public Officer of the Association shall establish and maintain a register of members of the Association specifying the name and address of each person, and a contact name and address in respect of other associations which are also members, together with the date on which that member became a member of the Association.

2.5.1 The Public Officer of the association shall establish and maintain a register of members of the association specifying the name and address of

each person together with the date on which that member became a member of the Association. Where a member is also a member of an affiliated association ie a 100% club, he shall also record a contact name and address in respect of that association.

2.5.3 Officer member.

2.6.1 (excepting Patron, Legacy and Life and Corporate Members) and their Division

2.6.2 at any general meeting by a vote of the membership. Any changes are to be reflected on the current (electronic) Membership Application Form.

2.6.4 Association NMRA.

2.8.1 , of said receipt, the aggrieved party those involved in the dispute

2.9.6

where the member does not exercise the right of appeal within that period but has not exercised that right within that period

3.1.1 The Australasian Region Committee (ARC)

3.2.1

the Officers of the Association **comprising of the President, the Vice-President, the Treasurer and the Secretary**

3.2.5 **other Ordinary** members, **except the Pacific District Director,**

3.2.6 **. until the conclusion of the annual general meeting next following the appointment** . However, this does not limit the accrual of AP points for the position of region official.

**3.2.7 With the cycle of the presidential elections, all other committee chairs are declared vacant. The ARC will appoint a chairman to each committee, and may at its discretion re-appoint an existing chairman within the spirit of clause 3.3.7.**

Moved to Section 3.9 Delegation By ARC

**3.2.8 A member can be chairman of only one committee.**

3.3.1 **persons** members in good standing

3.3.3 **(refer to 3.2.6).**

3.3.8 **(except for the election of Divisional Superintendents under 3.3.10)**

3.4.3 **signed by the chairperson of the meeting or by the chairperson of the** approved by the ARC at the.

3.5.2 **forwarded to** deposited into the NMRA (AR) bank account

3.5.3 **taxable** assessable income.

3.6.1

**, or communication with the ARC for 3 meetings during a single term of office from all meetings of the ARC held during a period of six months except that this sub-clause does not apply to Superintendents of Divisions who are not required to attend ARC meetings (see clause 3.8.1)**

**graphical nature of the Association, the Superintendents of Divisions need not participate in ARC meetings, but should participate if circumstances such as the availability of Teleconference facilities permit them to do so.**

3.8.3 **, Superintendents of Divisions excepted)**

**3.8.4 Deleted.**

3.8.4 .Sequential numbering

3.8.5 . Sequential numbering

**3.8.7 Deleted**

3.8.6 Sequential numbering

3.9.6 **, all delegations, including but not limited to other** Moved from 3.2.7

3.9.7 The Secretary shall maintain a record of all delegations made since the previous AGM and shall raise an agenda item at the committee meeting immediately prior to the next AGM, advising that these delegations shall be revoked at the ARC meeting following the next AGM in accordance with 3.9.9.

3.9.8 The delegations referred to in 3.9.7 include, but are not limited to, the following:

AP regional chair;  
Region library chair;  
Publication chair;  
Webmaster;  
Web administrator;  
Convention chair;  
Membership official; and  
Education chair.

3.9.9 each Annual General Meeting, the ARC meeting following each AGM. Sequential numbering

3.9.10 , Sequential numbering

3.10.3 Subject to clause 3.8.5, the ARC may act notwithstanding any vacancy on the ARC

3.10.3 . Sequential numbering

3.10.4 . Sequential numbering

4.2.2 member's

4.2.4 Sequential numbering

4.2.5 . Sequential numbering

4.3.1 Except W special

4.7.1 A motion arising at a general meeting of the Association shall be determined by a poll of the entire membership with votes returned by electronic media or post as in clause 4.11.1.

Any motions for consideration at a general meeting of the Association shall

be detailed in the Notice (as defined in Section 4.3) convening the general meeting.

Where the business being considered requires a determination as a special resolution it should be pursuant to Section 4.8 and Section 4.11.

4.7.2 or by proxy .

4.7.3

or immediately in the case of a poll which relates in any other case, in such manner and at such time before the close of the meeting as the chairperson directs, and the resolution of the poll on the matter shall be deemed to be the resolution of the meeting on that matter.

4.9.2 Not Used

4.9.2 . Sequential numbering

4.9.3 Sequential numbering

4.10.1 **Not Used** Proxies and Proxy voting are not allowed.

5.5.5 Upon receipt of the members' dues the Association shall provide a certificate to each 100% club on an annual basis. The certificate recognises the relationship between the Association and the club will be dated and include the date that the club became a 100% club.5.7.2 **Officers** members

5.11 Policies Decisions of the Association

5.11.1 policies decisions.

5.11.2 policies decisions .

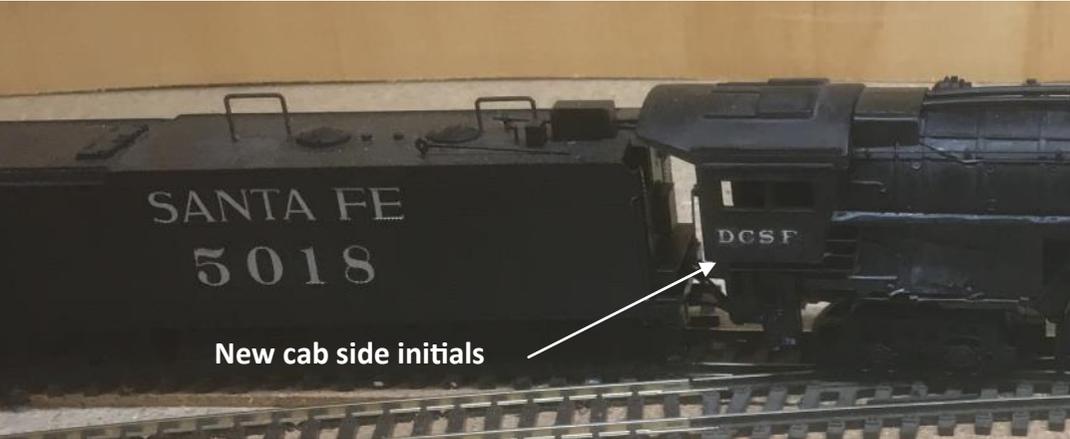
# Rolling stock for the Damien's Crossing and Santa Fe

Rod Tonkin

My Australian version of the Santa Fe is the Damien's Crossing and Santa Fe. This railway shares the mainline of my layout Wombat Gully with Conrail and its power pool partners. I model the post 1970 period. This is convenient as the real ATSF did not paint its full name on its rolling stock during this period. Even more conveniently Santa Fe's extensive refrigerator car roster had SFRD reporting marks not the ATSF used on most freight cars

The only vehicles carrying the railroad's ATSF reporting marks were my preserved steam locomotives, non refrigerated freight cars and cabooses. Santa Fe painted the railroad's reporting marks under the cab window of their steam locomotives.

My preserved 5011 class 5018 has had the original cab side ATSF reporting marks painted over with black paint and new decal DCSF reporting marks added in their place.



The reporting marks on freight cars and cabooses are easily scraped off with an angled hobby knife blade. Decal reporting marks of the same type face as the model originally carried give the model a new identity.



New ownership decals



# Modelling from a Photograph

Rod Tonkin

I wanted to produce a model of a locomotive from Conrail's early days. The railways Conrail was created from were bankrupt. The motive power was run down. Some locomotives were repainted into the new blue colour scheme as moral boosters. The remainder had CR initials applied over their former owner's logos and were in some cases re numbered.

The higher power end of the early Conrail roster was populated with sixties era locomotives, such as EMD's GP40. Bachmann produce a model of the GP40. they produce a model GP40 correctly painted and numbered in the Conrail "Dress Blue" colour scheme. I wanted a model GP40 in the transition colour scheme. A model of a Conrail GP40 in the transition minimal colour scheme can be recreated from of one of Bachmann's model GP40s.

A good source of information on Conrail is the Conrail Cyclopedia on the internet. I downloaded photos of GP40 3062 as guides for painting my model of CR 3062. CR 3062 could reasonably be described as scruffy? The faded black paint work combined with a liberal overlay of grime made it a locomotive only a modeler could appreciate.

Recreating this effect using the traditional paints used by railway modelers would be a challenge. I decided to have a go at using PVA type hobby paints available from art suppliers and hardware outlets. These paints come in tubes or squeeze bottles. I used PVA paints then available from my local Bunning's Hardware outlet.

Bachmann didn't supply undecorated GP40s. The model 3062 was created from was originally painted and lettered for Chessie System. When repainting a model I try to remove the existing lettering. This older model had silk screened lettering easily washed off with methylated spirits. Prior to removing the lettering I dismantled the model and removed the windows and head light lenses. The body shell was washed in methylated spirits and then scrubbed with an old tooth brush to remove the original paint work and lettering. After de painting and lettering a wash in luke warm soapy water removed all traces of loose paint

I fitted the now unlettered window less body onto the chassis so the body, underframe and bogie paint work would match up.

I mixed black and white paint on a palette to produce various shades of grey. These shades of grey were brush painted onto the body shell, chassis and bogies to replicate the appearance of the locomotive in the photo. The paint was allowed to cure for a few days to develop its full strength. Prior to decaling the step well handrails and step edges were painted yellow as per the prototype.

The model was lettered using Microscale decals from decal set 87.0157. The numerals Conrail used on the blue colour scheme painted locos were a different style from 3062's Penn Central style numerals. I used the Penn Central style numerals to match the photo of 3062. The Microscale 87.0157 decal set has both types. Humbrol "Decal Set" was used to

The real Conrail 3062



snuggle the decals down over the surface of the model.

After the decals had set the windows and head light lenses were refitted, EZ couplers fitted, the body shell reinstalled and the assembled model weathered using dilute washes of water colour paints as per

<http://www.nmra.org.au/Learning/Mod%209%20Weathering.pdf>

My model of scruffy, grubby unloved Conrail 3062 only a railway modeler would appreciate was ready for service.

My HO Scale version of Conrail 3062



## Division One Highlights

7<sup>th</sup> December 2019. Christmas Lunch at Yeronga Services Club

32 members and their partners had great fellowship and enjoyed an awesome lunch. It was great to see partners exchanging details and with the young and no so young members chatting about 3 D printing. Apologies: 6

The following came from a Bon Bon at the Christmas Lunch.



What do you call a train loaded with toffee?  
**A chew chew train.**



# 34th National Model Rail Convention 2020



## Extended June Long weekend 2020



5<sup>TH</sup>: Layout tours/operating sessions

6<sup>TH</sup> - 7<sup>TH</sup>: Clinics - International and Australian Speakers

Partners Program & 'Great Train Show'

8<sup>TH</sup> - 9<sup>TH</sup>: Layout tours/operating Sessions



Rydges Parramatta

116 James Ruse Drive, Rosehill NSW 2142

Accommodation packages available



Adult Registration. Full price: \$160

Early Bird Tickets available: \$145

(incl 2 days entry to the Epping Model Railway Club's 'Great Train Show')



Non-Rail Program. Full price: \$55

Early Bird Tickets available: \$50

<http://www.nmra.org.au/conventions/index.html>

## Division Two Highlights

John GILLIES opened the meeting hosted by Mal RISBY informing members that our fellow Div 2 members in areas recently affected by bushfires along the NSW south coast, Snowy Mountains and Riverina areas were all safe, David VIRGO did email that the foliage around his residence was burnt to a crisp.

Div 2 membership has recently increased to 45 and we welcome returning members Martin and Nicolas CANTEROS-PAZ in Tumut and new members Bill CHILVERS in Malua Bay, Peter ROBINS in Moruya plus Lance and James SHADBOLT in Tuross Heads.

### Show-n-tell

#### Jess BRISBANE

Tabled the constructed yard throat for the use of battery powered locomotives using Blue rail Bluetooth.



#### John BULLEN

Spoke about an O Scale Civil War layout using every form of modern construction, some of which are quite high cost, as featured in a well-illustrated 8-page article in the October 2019 issue of Model Railroader.

The article describes many technical innovations used in the construction of this railway.

Control is DCC but locos are powered by on-board batteries, recharged from the track power

supply.

Rolling stock is scratch built, using 3D printing, spin casting, laser cutting and photo etching.

Communication follows standard USMRR procedure as it was in the 1860s, employing a working telegraph system. To avoid training Morse Code operators, an Arduino microcontroller-based telegraph system is employed.

The whole project is aptly described as a 'high-tech history lesson'.

John will bring the magazine to the next Div 2 meeting and will give it to anyone who's interested.

#### Jack CHILD

Some time ago I acquired a set of 8 "R" class coach kits. These were made by T.C. Rail Models in the 70's.

These "R" class coaches were used for the "Caves Express" and the "South Coast Daylight Express", amongst others.

I'm finding these to be very challenging kits, especially removing the resin from the in-built glass windows and getting a good fit with the sides and ends. Fabrication of the roof was also a challenge.



**David LOW**

Styrene constructed tents from the latest 2020 ARHS Bulletin.



**John GILLIES**

The Scale Trains Rivet Counter Bethlehem Steel Co F68AH bulkhead flat car is a very well detailed model which represents one of the 3,313 cars of this class built for Trailer Train between July 1969 and August 1974. These 68 foot 8 inch flat cars were designed to carry a 100 ton load of timber or wallboard in the 62 foot distance between the bulkheads and featured transverse load tie-downs, steel deck risers to make unloading by forklifts easier and 15 inch end of car cushioning. They also became very popular for carrying steel products such as channels, girders, reinforcing rods, sheet/plate and pipe.

These and other Trailer Train/TTX special purpose flat cars are covered in detail in chapter 11 of The TTX Story, Volume 2.



**Rob NESBITT**

The Union Pacific U50B is an Alco model made by Samhongs. This model was bought from a seller who listed a lot of UP models in the December AMRM Marketplace. It has been professionally painted.



NSWGR D59 class is a Bergs model made by Samhongs. The model was won recently at the Trains Planes and Automobile First Monday of the month auction. I do not know the history of who owned the model, and who painted/weathered it. It represents the current modern



day preserved livery of the Lachlan Valley Railway.

Picture of the prototype taken last year near Junee at Shepherd's siding.

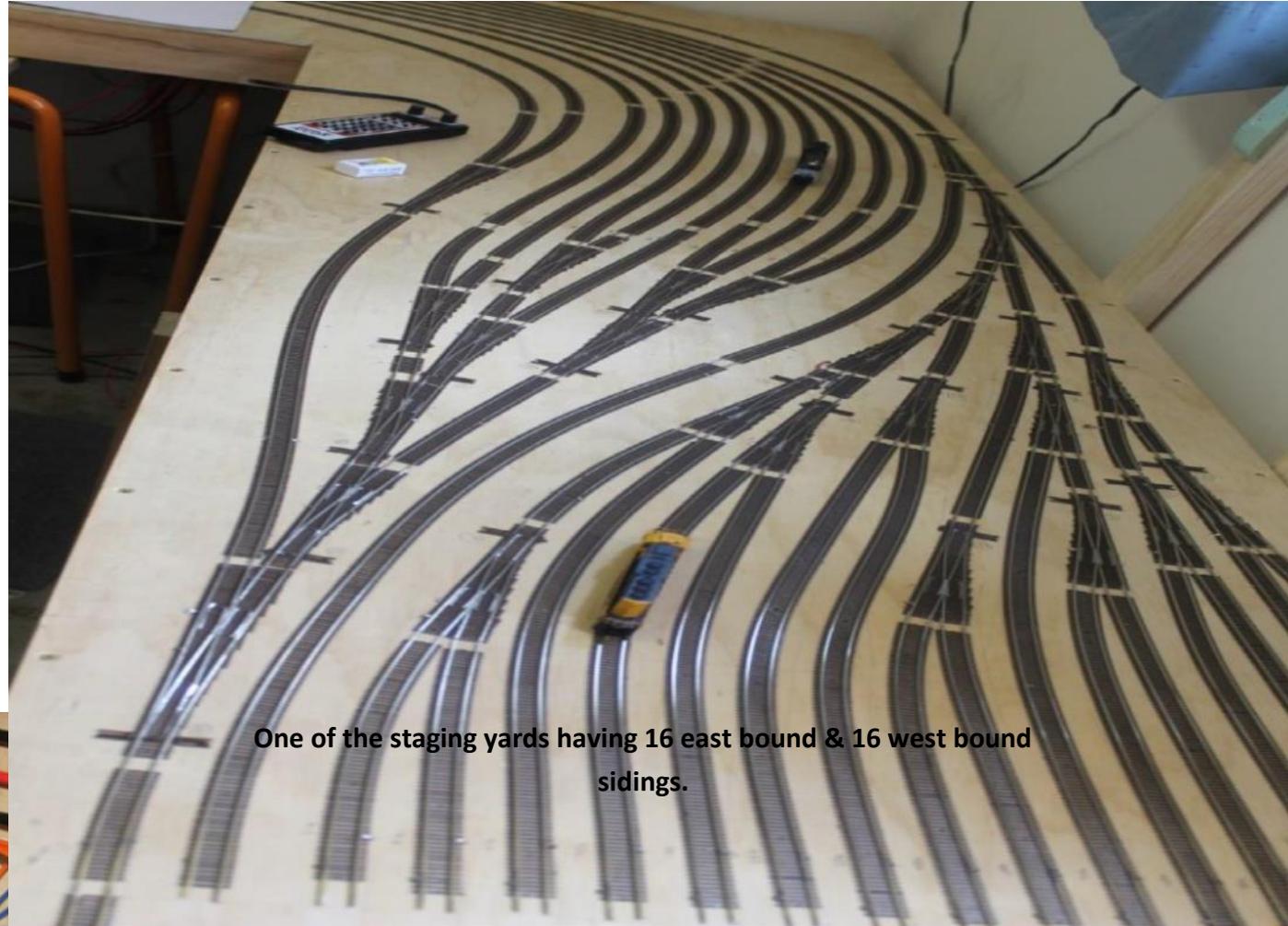


### Mal RISBY's layout progress

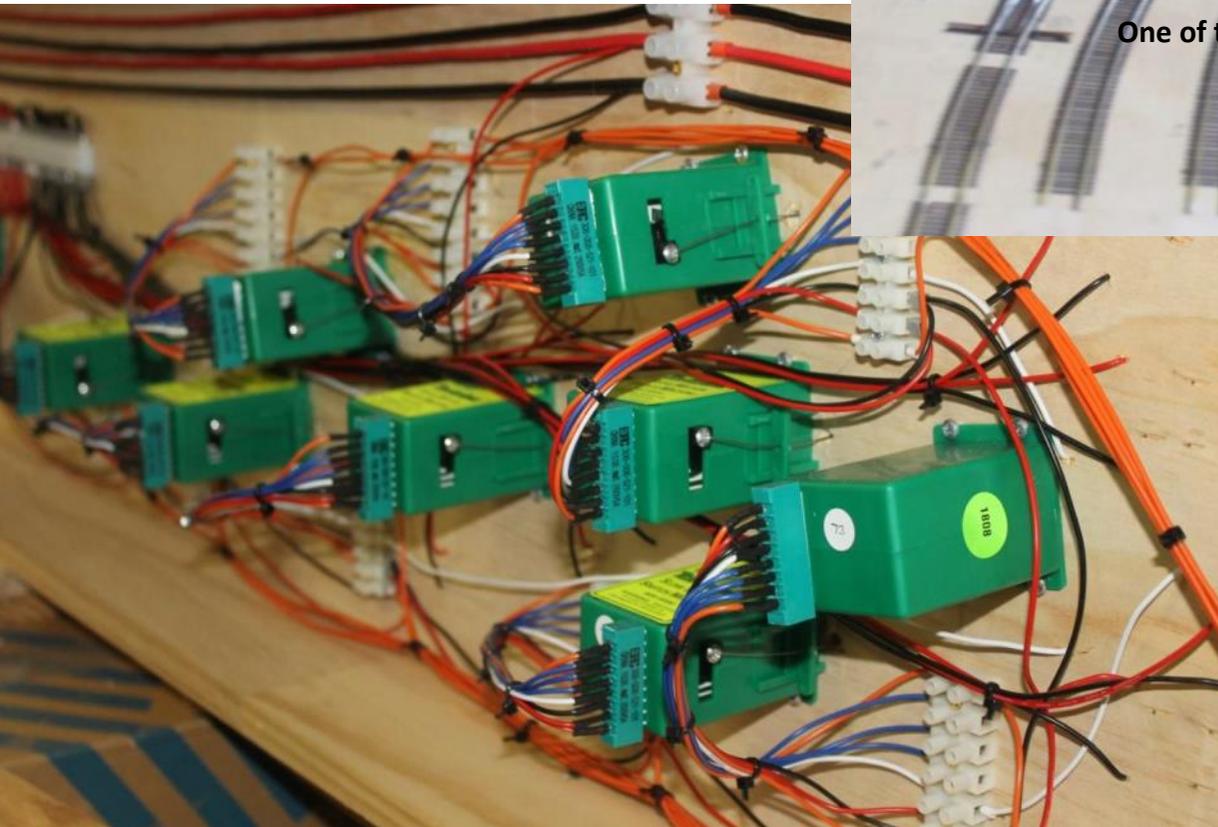
Hard to believe one year has passed since the last layout visit. I've replaced most of the 'scrapped' bench work areas with overlays to visualise any 'planned' adjustments to turnouts and industries.

N scale has its advantages, where photocopying turnouts allows for test fitting prior to track laying

**Wiring & tortoise motors on one of the modules, certainly makes for easier placements**



One of the staging yards having 16 east bound & 16 west bound sidings.



Module trial arrangement using photo copied turnouts and building mock ups

## Division Six highlights

December meeting and Christmas Barbeque Saturday 14th.

Hello Members.

First up we had a pleasant day with the temperature only 25 degrees.

25 members and partners were present.

Many thanks to Ray Brownbill who cooked our bbq for us for the 16<sup>th</sup> year and is now ready to hand it over to another member. A volunteer will be needed for next year please. Please find attached our Host diary for 2020.

January 11th meeting will be held by David Teague at Neil Tonkin's home.

Library- Michael Robinson has copied the videos donated by Marcelle Applebee to DVD and they will be available at the next meeting. The videos will be available for sale for a gold coin to members if interested.

I also would like to thank the ladies for their assistance preparing the food and the clean up afterwards.

The lucky dip which was 3 vouchers were won by Marcel van Eck, Trevor Seddon and Michael Robinson. The 2 raffles were won by Leslie van Eck and Jane Robinson. No, it wasn't rigged.

We had a Bone-Hopkins Award presentation by Ray Brownbill to John Prattis. Since joining the NMRA over 20 years ago, John has been actively involved in all aspects of the Association attaining a number of achievement awards, including a Golden Spike Award. Originally a member of the ACT division, John has attended a number of national narrow and standard gauge NRMA conventions, as well as six international conventions in the United States. He has helped to organize and run two national NMRA conventions in Canberra and, after moving to Adelaide in 2013, was instrumental in organizing the first national convention to be held in South Australia. John is an avid modeler, who has hosted meetings in his home annually and has sought to encourage modelers in the local region and promote interest in the hobby.

We viewed Ken House's video he had produced on running on his layout and can be viewed on his YouTube channel. [https://www.youtube.com/watch?v=Rr8KW\\_WWLRQ](https://www.youtube.com/watch?v=Rr8KW_WWLRQ)

Members viewed Michael's layout which has seen some progress since their last visit.

We all indulged in the sweets served and after socializing the afternoon away the members headed home.

I would like to thank all the members who did some presentations this past year and made our meetings more interesting.

I would like to thank Ron Solly who manages our finances, Ray Brownbill who manages our AP, and Bob Bevan who are our committee members. They are very experienced and informative NMRA members and a great support to me.

Next, I would like to thank Neil Tonkin who is now managing the projector, screen etc. and Trevor Seddon who is our social secretary.

I would also like to thank Michael for his great assistance with doing the minutes and taking the photos and his library duties this year.

Thanks to Peter Jackson and Michael Robinson for taking the photos at our Xmas barbeque.

Michael and I would like to wish all our members a Merry Christmas and a happy, healthy and safe New Year.

Regards,

Jane Robinson

Division 6 Superintendent

E-mail: [robtrain@bigpond.net.au](mailto:robtrain@bigpond.net.au)

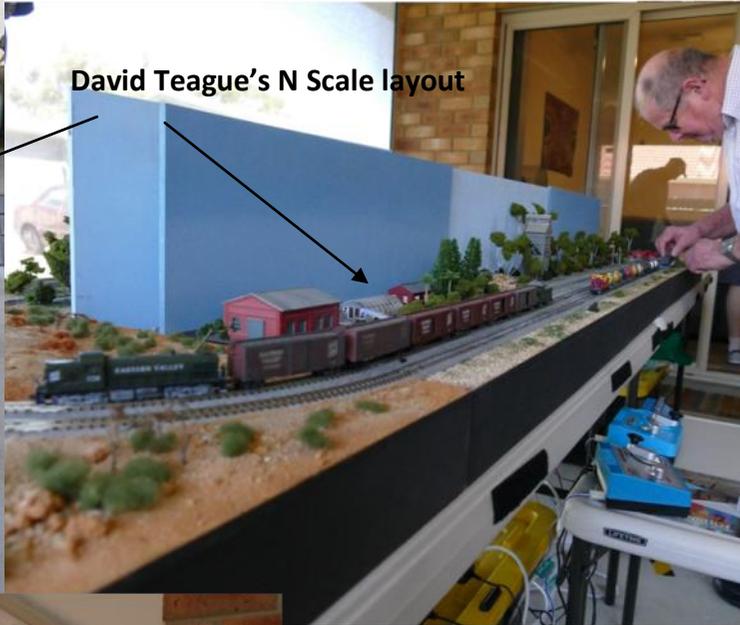
Mobile no. 0409939201



**Ron Solly manning  
the barbeque**



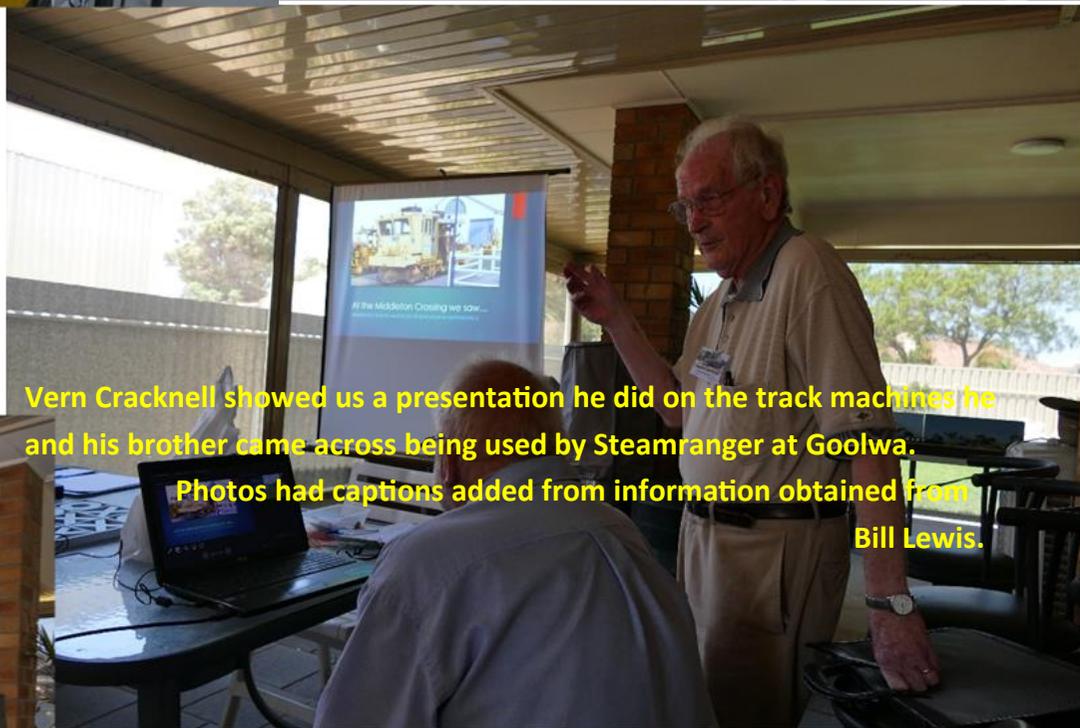
David Teague's N Scale layout



The January Division Six meeting



Peter Jackson MMR showing how he holds his camera steady while photographing models



Vern Cracknell showed us a presentation he did on the track machines he and his brother came across being used by Steamranger at Goolwa. Photos had captions added from information obtained from Bill Lewis.

# Division Seven Highlights

December – Xmas Party @ Waterview Restuarant

25 Years membership Awards where presented to John Booth and Warren Wormald



## Division Eight Highlights



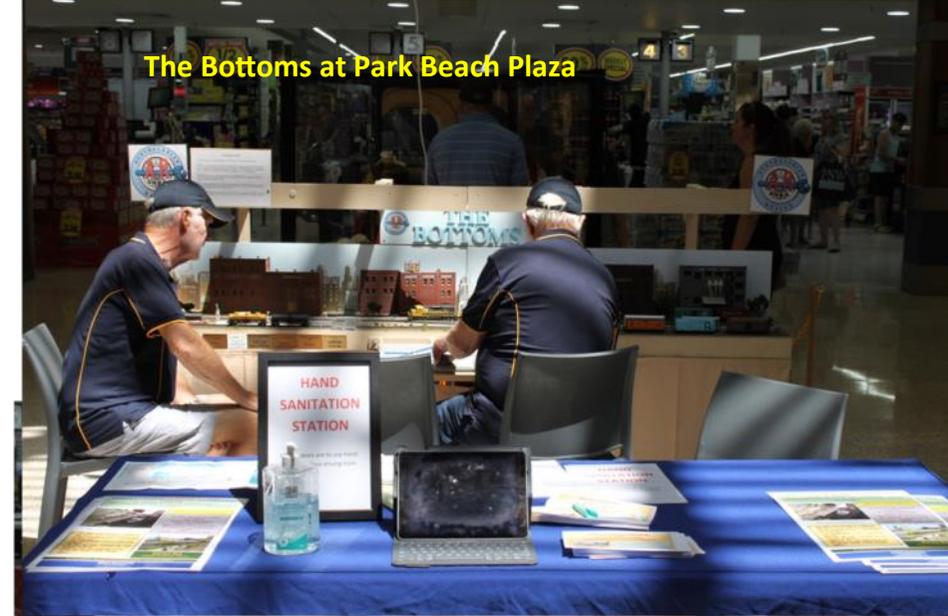
The November meeting of Division Eight was held at the home of Rob Stokes after rescheduling from October to facilitate the hosting of fellow modelers from Pt Macquarie



The December meeting was held at the home of Col South and took the form of a family gathering.

The Coffs Open exhibition was held over the weekend of 4<sup>th</sup> and 5<sup>th</sup> of January and featured layouts from Sydney, Cootamundra and the Coffs Coast as well as Trade stands and the artworks of "Steam – Gone But Not Forgotten".

As part of the advertising for the Coffs Open weekend small layouts were displayed in Nambucca Plaza on 28<sup>th</sup> and 29<sup>th</sup> of December and Park Beach Plaza and Toormina Gardens shopping centres on the 30<sup>th</sup> and 31<sup>st</sup> of December.



### Thomas The Tank Engine and The Bottoms at Nambucca Plaza



Steam –Gone but not forgotten – Steam train prints



HMRS Roydon N scale US layout



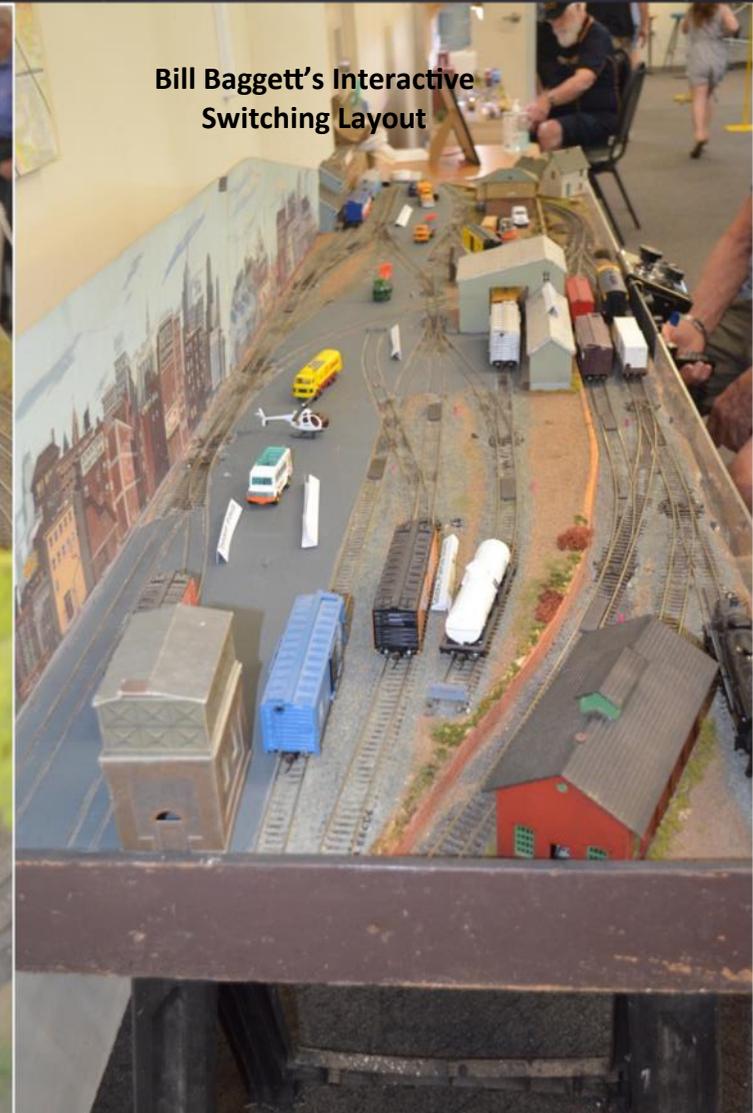
Tony's Ironing - N scale layout on an ironing board



HMRS Tulong H0 scale Australian layout



Bill Baggett's Interactive Switching Layout



# Prototype Observations

After I received my model of Union Pacific's gas turbine number 65 I wanted to see what the beast really looked like. I found a drawing of the veranda turbines in my copy of Kratville and Rank's book "Union Pacific locomotives Vol 1". Searching the internet only located two photos of turbine number 65. This should not be surprising as these beasts were retired by the early 1960s, before most rail fans had 35 mm cameras

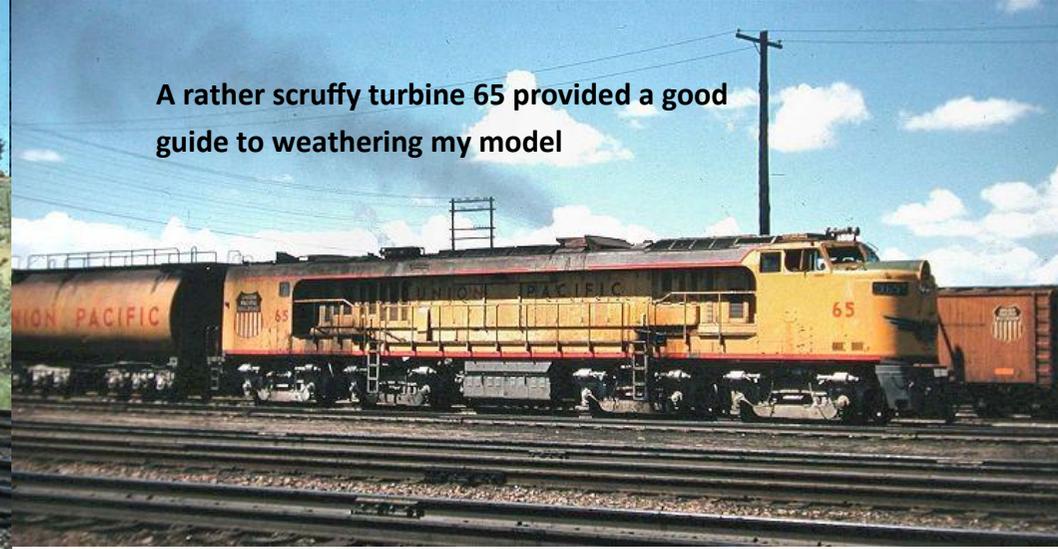
Turbine 65 leading Big Boy 4015 shows the veranda turbines were more of the steam era than the diesel era



Turbine 62 without fuel tender



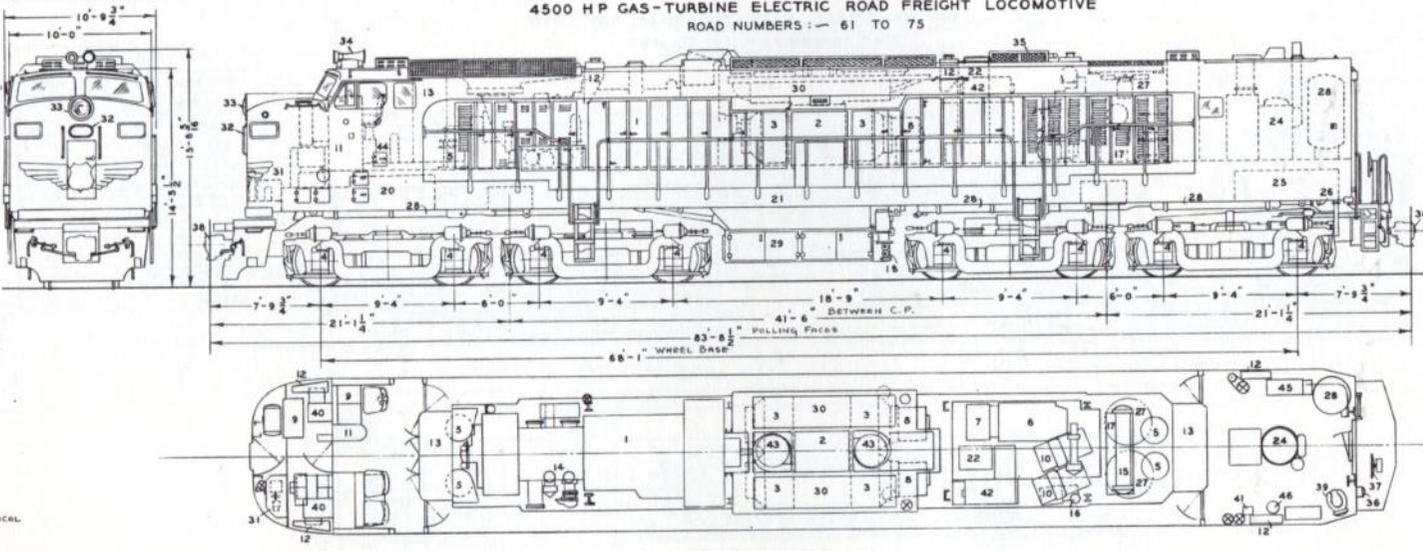
A rather scruffy turbine 65 provided a good guide to weathering my model



## EQUIPMENT

1. GAS TURBINE - 4500 HP
2. REDUCTION GEAR - 48 MODEL 97-1/2 R
3. TRACTION GENERATORS - FOUR TYPE 2-64 576
4. TRACTION MOTORS - EIGHT TYPE 48-752 E-1
5. TRACTION MOTOR BLOWERS - FOUR TYPE 674-10
6. DIESEL ENGINE - ONE CURTISS-WRIGHT 1600
7. DIESEL ALTERNATOR (DC GENERATOR) - ONE TYPE 48-1000
8. AUXILIARY ALTERNATOR - TWO TYPE 48-500 200W
9. AIR BRAKE EQUIPMENT - IN VIA SCHOOLER CAR
10. AIR COMPRESSOR - TWO GARDNER DENVER AIR CONTROL STAND
11. SAND BOX
12. ELECTRIC CONTROL CABINET
13. MAIN FUEL STORAGE TANK
14. LUBE OIL COOLER
15. COOLANT WATER PUMP
16. COOLANT WATER TANK
17. MAIN FUEL PUMP - AC & DC LUBE OIL
18. LUBE OIL TANK - TYPHER WATER BOOSTER PUMP
19. DIESEL FUEL TANK
20. MAIN FUEL TANK
21. MAIN FUEL FILTER
22. LUBE OIL FILTER
23. BOILER - WATCO LANSBOM CO 4500-74 DE 1800 G/HK
24. MAKE-UP WATER TANK
25. WATER TANK FILLER
26. COOLING RESISTORS (FANS)
27. AIR RESERVOIRS - 8 WESTINGHOUSE
28. SWITCH BOX - EVIDE MANSO
29. BRAKING RESISTORS & BLOWERS
30. DIESEL FUEL PUMP
31. HEADLIGHT (PYLE NAT'L TWIN-SEALED BEAM)
32. OSCILLATING SIGNAL LIGHT (PYLE NAT'L QUORLIGHT)
33. HORN
34. BACK-UP LIGHT (PYLE NAT'L SEALED BEAM)
35. DIESEL BLOWER
36. COUPLER - TYPE F - BOTH ENDS
37. TOILET AND WASH BASIN
38. CAB HEATER
39. SPEED RECORDER
40. AUXILIARY GENERATOR
41. GENERATOR AIR CLEANER
42. DIESEL FUEL FILTER
43. WHEELS - 40" DIAMETER
44. BIRMINGHAM - WYATT COLLEGE
45. TRACTION MOTOR - 56-542-752 E-1
46. DRIFT GEAR - NAT'L HALLIDAY MF-272
47. FINE EXTINGUISHERS - 6 MODEL MODEL 30-B
48. TOOL LOCKER (EQUIPMENT BOX)
49. WATER TREATMENT TANK

## 4500 HP GAS-TURBINE ELECTRIC ROAD FREIGHT LOCOMOTIVE ROAD NUMBERS: - 61 TO 75



AVERAGE WEIGHTS		TRACTION EFFORT GEAR RATIO 74/18	
WT. IN WORKING ORDER	551,720	MILES PER HR.	POUNDS
WT. ON FRONT END	277,690	AT START	137,930
WT. ON BACK END	274,030	(25% ADHESION)	130,000
WT. ON NO. 1 TRUCK	139,400	10	130,000
WT. ON NO. 2 TRUCK	138,290	12.9	105,000
WT. ON NO. 3 TRUCK	136,470	20	70,100
WT. ON NO. 4 TRUCK	137,360	30	48,100
SUPPLIES		40	36,200
FUEL - HEAVY	7200 GALS.	50	29,000
DIESEL	1000 GALS.	60	23,300
LUBE OIL	300 GALS.	65 (MAX)	19,400
COOLING WATER	145 GALS.	BUILT - GENERAL ELECTRIC 53	
BOILER WATER	700 GALS.	RRR DESIGNATION - B-B-B-B	
SAND	37 CU. FT.	MFR'S MODEL -	
DESIGNED FOR 21 DEGREES MAXIMUM CURVATURE			
MFR. ORDER NO. 20955			

UNION PACIFIC RAILROAD CO.  
RESEARCH AND MECHANICAL STANDARDS

B	A	ISSUE	DIAGRAM
12-14-54	4-28-54	DATE	GTE-61