

MainLine



The Journal of NMRA Australasian Region

Volume 34 Number 6 November December 2017

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 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

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Content submissions

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Publish date on web

28 February 2018

March April

Content submissions

15 April 2018

Publish date on web

30 April 2018

Cover photo

Loaded coal train passing "Spring Bluff" on route to the Fisherman's Island coal export terminal. Photo by Arthur Hayes MMR

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From the President's Desk

Welcome to this edition of the electronic MainLine. As some of you may have read in the NMRA eBulletin from the USA, the NMRA National HQ has increased the amount that must be remitted from each member's membership fee to the US. The fee had been USD 10 for many years but the US has now increased the fee to USD 13.20 with effect from 1 January 2018. Our Australasian Region Committee has reviewed the fee increase but we **WILL NOT** pass the increase onto our Australasian members at this time. Our Region's financial situation is very sound which allows us to absorb the fee increase so you

could consider this a Christmas present from the Association. Obviously, the Australasian membership fee (that includes the US contribution) will be periodically reviewed if exchange rate fluctuations or other costs have a significant impact on costs.

Talking of Christmas, I hope you Santa brings you all a some hobby-related gift for Christmas and that you use the holiday break to catch up with family and friends whilst also tackling that modelling project that has been gathering dust in the cupboard.

POSITION	NOMINEE 1	NOMINEE 2
President	Graham Wotten (Div 7)	
Vice Pres	Spencer McCormack (Div 7)	David North (Div 7)
Secretary	David O'Hearn (Div 7)	
Treasurer	John Gillies (Div 2)	
Ordinary member	Sam Mangion (Div 7)	
Ordinary member	Stephen Chapman (Div 7)	
Ordinary member	Charles Clarke (Div 1)	

Our Annual General Meeting is on Saturday, 10th March 2018 at Chatswood in Sydney. Our Office Bearers will come to the end of their terms in office. Some will have completed two terms and under the Rules of Association states they cannot re-stand for the same position. The line up of nominations for the new committee are:

Most positions are uncontested but there are two nominations for Vice President so a ballot is required for the VP position. Your ballot for the VP position and for approval of the administrative changes required to our Rules of Association (our Constitution) are contained elsewhere in this edition of MainLine. They will also be included in an email from Gerry Hopkins to all members in the near future. Please exercise your rights and vote using the ballots sent by either of these two sources.

Until next time,

David O'Hearn

AR President

6 December 2017



A scene on David's On30 layout

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting (AGM) of the NMRA (AR) will be held on Saturday 10th MARCH 2018 at the residence of Sowerby Smith, 174 Fullers Rd. Chatswood NSW.

Meeting to commence at 3pm after the Division 7 meeting.

Agenda

- Present:
- Apologies:
- Minutes of 2017 AGM: Approved by the ARC.
- Significant Motions Carried by the ARC in 2017
- President's Report
- Treasurer's Report
- AP Chair Report
- Membership Officer Report
- Result of Australasian Region Elections for 2018/20
- Result of proposed Changes to the Rules of Association.

Peter Burrows

Secretary
NMRA (AR)

Proposed Changes to the Rules of Association

Before the 2018 AGM members are required to approve proposed changes to the Rules of Association (RoA). The following is the rationale behind the proposed changes.

Motion 1 - These are mandatory changes we must make due to legislated changes made by the NSW Government relating to Rules of Association required by the Dept. of Fair Trading. Other mandatory changes relate to legislated changes made by the Commonwealth Government in relation to Taxation Law.

Motion 2 – This is a change to correct an anomaly relating to the Public Officer's right to vote on ARC business. The Public Officer is an ARC Official appointed by the ARC and as such should have the right to vote on ARC business (motions).

Motion 3 – This change removes the necessity for the membership to vote on future legislated mandatory changes to the RoA as per motion 1.

Note - voting forms for RoA changes and ARC Officer Positions are to be returned to the same Returning Officer at returningofficer@nmra.org.au or by post as shown on the voting form attachment.

Peter Burrows

Secretary NMRA (AR)

Editorial Musings

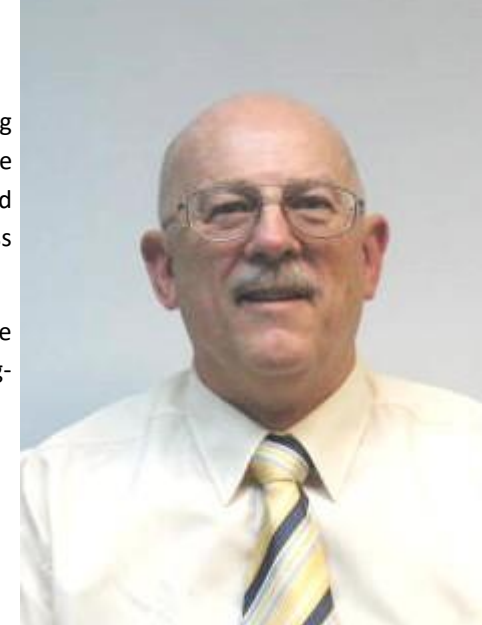
So we come to the close of another year. I'd like to thank all contributors who made this years issues of MainLine possible and look forward to your support in the future.

MainLine has now settled down as a bimonthly publication. The primary reason for the change to a bimonthly publication schedule was to provide more effective reporting and promotion of Regional, Division and 100% club news and coming events. Timely notice of Division and 100 % club events helps considerably. I can't publicise an event if I receive the notice after the close off date for a particular issue of MainLine

Best wishes for the festive season

Regards

Rod Tonkin Editor MainLine



Candidates for the position of AR Vice President

We have two members nominated for the position of Australasian Region Vice President; Spencer McCormack and David North. Attached are their CV's and photos

DAVID NORTH



My Dad introduced me to trains at age 9 and I've been hooked ever since. Through my NMRA membership since 1990 my modelling skills have improved, and I've made many good friends. I am an active modeller, modelling the Santa Fe circa 1985 in HO.

I'm 65, married and have recently retired from a long business career, including over 30 years as a Financial Planner and small business owner and I am a Justice of the Peace in NSW. I was Australasian Region Trustee then Pacific District Director on the NMRA National Board from 1998-2006.

I then served as Australasian Region Vice President from 2006-2008. During this time, I initiated the Australian Region dues reduction from \$40 to \$25, helped establish the Northern Rivers and Mid North Coast Divisions, arranged a grant for, and

helped organise the expansion of our DVD libraries.

Over the last 15 years the NMRA has attracted the membership of a number of clubs. I believe this provides real benefits to both the clubs and the NMRA and I look forward to helping expand this programme. I believe it is also critical to our survival that we look at ways to attract new individual members to both our Association and our hobby.

If elected, I'll continue looking for ways to minimise costs and keep dues down, while working with other Committee members to provide more and better services. I will also work to

ensure the NMRA has an increasing relevance to model railroaders here in Australasia.

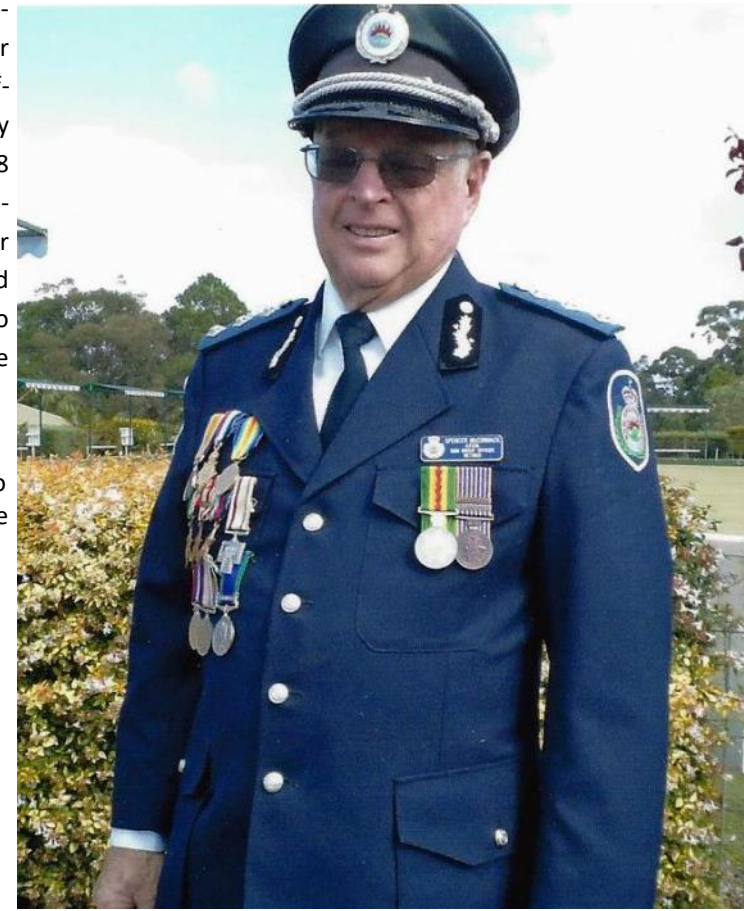
SPENCER MCCORMACK A.F.S.M.

I am standing for the position of Vice-President. At present I am the incumbent VP and would like to continue with a second term. I model NSW Railways in HO and have a large layout where operations are conducted on a regular basis.

During the first term I assisted our President (David Ahearn) as we dealt with issues as they arose and ensured a "steady ship" for the NMRA in Australia. The NMRA AR is currently in an excellent financial and governance position. In a second term I would like to build on my first term experience as I work with the new incoming President to facilitate new initiatives. Having the VP continue into a new Presidency also ensures good continuity of the key ARC strategies.

Before retirement I spent 36 years with the NSW Rural Fire Service as a senior Fire officer also on the Design Board for the fire tanks and equipment, as an Inspector for the building of the vehicles, purchasing Fire vehicles, Fleet Manager and Driver assessment in response and off-road driving. I served in many State Emergencies and at the 1998 Queen's Birthday Honours Investiture, his Excellency Peter Sinclair A.O. the NSW Governor honoured me with being the first in NSW to be awarded the Australian Fire Service Medal (AFSM).

I would appreciate your vote so that I can continue my VP role into a second term and help ensure the sound management practices currently in place.



NMRA (AR)

BALLOT PAPER FOR THE ELECTION OF

ARC OFFICERS 2018/2020

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

CANDIDATES - Candidate profiles may be found in the NOV/DEC MainLine magazine posted on the NMRA (AR) web site at <http://www.nmra.org.au/mainline/index.html>

POSITIONS VACANT - All ARC positions are vacated but this term only the position of Vice President is contested because only one nomination was received for the other positions and these candidates will be elected by default.

Where a vote is required place an X in one box only.

President - No Vote required

Vice President

Spencer McCormack (Div 7)

David North (Div 7)

Secretary - No Vote required

Treasure - No Vote required

Ordinary Members - No Vote required

Note - incomplete voting forms shall be deemed informal and not counted. So make sure all votes are clearly marked and you provide your details below.

ONLY THIS PAGE NEEDS TO BE COMPLETED AND RETURNED

YOUR DETAILS

Print Name

Membership Number Division

Signature

NMRA (AR)
BALLOT PAPER FOR PROPOSED CHANGES TO THE RULES OF ASSOCIATION
TO BE PRESENTED AT THE 2018 AGM

VOTING

Financial Members of the Association may vote for all proposed changes by ticking the "Accept/Reject all proposed changes" box or by voting for each proposed change individually which facilitates your rejection of one or more proposed changes. Please read through the proposed changes first before deciding which voting option you will use.

I ACCEPT ALL PROPOSED CHANGES I REJECT ALL PROPOSED CHANGES

I ACCEPT/REJECT PROPOSED CHANGES AS FOLLOWS:

Motion 1

ACCEPT REJECT

Motion 2

ACCEPT REJECT

Motion 3

ACCEPT REJECT

Note – incomplete voting forms shall be deemed informal and not counted. So if you are accepting/rejecting proposed changes one by one, make sure all changes are clearly marked as accepted or rejected and you provide your details below.

ONLY THIS PAGE NEEDS TO BE COMPLETED AND RETURNED

YOUR DETAILS

Print Name

Membership Number Division

Signature

Motion 1

That all changes proposed due to mandatory changes in NSW Government legislation regarding the Department of Fair Trading guideline for Rules of Association be accepted. The clauses to be changed are as follows and are marked in yellow on the 2017/2018 Rules of Association posted on the NMRA (AR) web site attached to the NOV/DEC 2017 MainLine magazine which can be viewed at <http://www.nmra.org.au/mainline/index.htm>

1.2.5 Definitions

1.3.1 Objectives

3.3.8 Election of Officers

3.5 Treasurer

4.1.5 General Meetings

4.7.1 Making of Decisions

4.8.1 Special Resolution

4.11.1 Electronic and Postal Ballots

Motion 2

That the NMRA AR Rules of Association, Clause 3.10.2 be amended as follows to allow the Public Officer to vote on ARC motions:

3.10.2 Each member as described in clause 3.2.1 present at a meeting of the ARC, or at a meeting of any sub-committee appointed by the ARC, (including the person presiding at the meeting) is entitled to one vote, ~~except for the Public Officer who is not entitled to cast a vote.~~ In the event of an equality of votes on any question, the person presiding may exercise a second or casting vote.

Motion 3

That the NMRA AR Rules of Association, Clause 3.3.1 be amended as follows to allow mandatory changes legislated by the NSW or Federal Governments to be made without the need for a vote by the membership.

3.3.1 The statement of objectives and these rules may be altered, rescinded or added to only by special resolution of the Association, ~~except for mandatory changes required to comply with NSW Government legislated changes to the Act and/or Regulations, or Australian Commonwealth Government legislated changes to taxation law which will be approved by the ARC so long as they do not impact membership conditions.~~

RETURNING YOUR VOTES for the RoA and ARC OFFICERS

Return your voting forms by **28 February 2018** by using:

Option 1 - Post to

NMRA Returning Officer

100 Buff Point Ave

Buff Point NSW 2262

Option 2 - Scan your vote and email to

returningofficer@nmra.org.au

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

Introducing switch lists to a non-operations club

Philip Sharp, pwsharp101@gmail.com

Summary

The North Shore MRC in Auckland runs operating sessions but is not a dedicated operations club. Most club activities and most uses of the club layout do not involve operations. Up to May 2016, the club ran sessions of scheduled running and car card. In June 2016, the club replaced the car card session with a switch list session, a significant event in the club's history. I worked with the club's operations team to create the session. I describe the preparations the club made for the change and the lessons learnt.

Layout

The club's layout is the Waitemata and Chelsea Railroad (W&C), named after one of Auckland's two harbours and an iconic sugar refinery (Photograph 1.) The W&C has a point-to-point mainline and a branch line in HO scale. The mainline has nine stations and two staging areas. The branch line has one station. There are 25 industrial spurs.

Operating sessions up to mid-2016

Each month except January the club ran one session of scheduled running and one of car card. A full complement of operators was 17 and 15 respectively. Both sessions had 9 trains and 6 station masters. Scheduled running also had two train controllers; track warrants were used for car card. The trains for scheduled running were: three passenger, three all-stops freights, MoW, intermodal, and an express coalie.. The trains for car card were: two express freight, two all-stops freights, MoW, intermodal and three expresses (coal, ore, tanker). Car card was used for the three all-stops freights in scheduled running. Express trains were included in the car card sessions for drivers who did not want to do switching.

November, 2015

Paul Hobbs, a member of the club, saw an opportunity to introduce switch lists to the club. Paul took photographs of about 80 club freight cars, entered their details and those of the club's layout into OperationsPro (OP), and experimented with switch list sessions in OP. Paul gave a clinic at the club on November 26, 2015, about OP, switch lists and manifest. I knew nothing about JMRI at that point.

December 16, 2015

December 16, 2015 was a red letter day for the club, the first switch list session. People who were interested in replicating prototypical operations were invited as operators. The session had six trains. When the session ended after 2 ¼ hours a lot of switching remained undone. This incompleteness was caused mainly by the operators' lack of experience with switch lists and manifests. Despite the incompleteness, the session was well received by the attendees and generated interest among the non-attendees.

March to June, 2016

The club held no operating sessions in January. By February, 2016 Paul had moved on to other projects. In March, I decided to build on Paul's start. Over the next three months I worked with the club's operations team (OT) to create a switch list session.

The first three weeks saw two members of the OT getting information about the club's cars and the tracks on the W&C. I entered or imported this information into OP. The remainder of the three months was spent refining the car roster, the starting location of the cars, and the trains. I would use OP to generate a set of switch lists and manifests and then discuss them with the OT. Changes would be agreed upon and I would generate a new set of switch lists and manifests. One requirement of the OT was that the trains had much in common with those in the car card sessions.

Table 1 lists the main decisions made at the end of the refinement period.

No	Decision
D1	Maximum train length of 500 feet
D2	Five switch trains, the rest expresses
D3	Maximum of 100 cars on the layout
D4	All cars on the layout in the car roster
D5	Maximum of 9 trains running at once
D6	Two of the switch trains to be turns
D7	OP chooses the final destination of cars
D8	Permit all tracks to accept all cars
D9	Use a few types of cars only
D10	No switching in staging
D11	A session starts where the last ended

D1 to D4 help ensured there was not too much switching to do in a session. D4 meant the time to set up the cars at the start of a session was the minimum for the number of cars. D2 and D6 ensured the switch list and car card sessions had features in common. D5 was made because this was the maximum number of trains in car card sessions. D7 and D8 were temporary decisions. After a few sessions, the OT planned to change to specifying the final destination of the cars and restricting the types of cars each track could accept. We had 19 types of cars early in the refinement. The OT decided (D9) having a few types of cars would create more enjoyable sessions. D10 was made because there were no operators in staging to do switching.

The refinement period ended early June. I then gave a clinic on OP, switch lists, and manifests, and handed out sample switch lists and manifests. The ensuing discussion raised few questions the OT had not considered.

June 21, 2016

The first session with the new switch lists was held June 21, 2016. Nine people including me attended. Five were drivers and three station masters. I was road master. I monitored the session and answered questions. Track warrants were used. The small number of station masters meant road crews did a lot of switching.

The session was well received but almost derailed before it started. The people who set up the cars for the session began in plenty of time but found discrepancies between the car information on the switch lists and what was physically available. I never discerned what caused these discrepancies; the experience led to one of the recommendations at the end of this article. The OT eliminated most discrepancies before the start of the session; the remaining discrepancies were tolerated.

One consequence of the W&C being used for non-operating sessions is that the cars in an operating session must be removed from the layout after the session. The OT devised the following procedure for switch list sessions that took advantage of D11 above to reduce the set up time.

Each of the 11 locations - the two staging areas and the nine stations - were assigned a box, known as the location box, that held the cars at that location. The previous session ended with each location box containing the cars at that location. When setting up the current session, the cars for the location are taken from the location box and placed on the correct track. Each car is checked against a sheet printed from OP. The cars already on the layout, left there by other users of the club, are placed in the box. The process is reversed at the end of the session.

Two days later

The OT received feedback from the operators of the session and made two changes. One was to increase the point size for the switch lists and manifests to 16 point. The second was to replace the colour *box car red* with *oxide*. Some operators found the two appearances of the words *box car* in moves such as *Pick HVN 1111 BoxCar 40' Box Car Red from Dock* confusing.

Second session July 26

The second session had six station masters and eight drivers. There were five switch list trains and three express freights. I was overseas. I received email to say the session had gone well, the set up time was about half of that for a car card session, and permanently replacing the car card sessions with switch list sessions was being seriously considered.

Third session August 23

There were five switch trains, two express freights, five station masters and two assistant station masters. I drove a switch train. Some switching remained undone at the end of the session. The OT decided to reduce the amount of switching for subsequent sessions by making up all trains before the start of the sessions, and eliminating the switch list train on the branch line.

With three sessions completed, the OT was keen to make future sessions more realistic by specifying the finishing location of the cars rather than have OP choose, restricting the types of cars tracks could accept, and using the empty and loaded options. I recommended the OT make the changes gradually over several sessions and not all at once.

Fourth session September 8

The session on September 8 is significant because it was the first session of scheduled running session where switch lists were used instead of car cards for the three local freight trains. The session went well and the OT decided to permanently change from car card to switch list for scheduled running. This combined with the earlier replacement of car card sessions with switch list sessions meant car card would no longer be used.

Observations about subsequent sessions

There was a gradual improvement in operating skill, improved understanding of OP, and some specific tweaks such as printing the switch lists and manifests in landscape mode instead of portrait mode. Station masters said they liked knowing exactly what switching they had to do. It was not uncommon for at least one car to end at the wrong station. When this happened, extra time was needed at the end of a session to ensure all cars were in their correct location box. The station masters and drivers now spend more time ensuring the correct cars have been switched.

Recommendations

Although the introduction of switch lists was successful, mistakes were made and time wasted. Below are recommendations on how to introduce switch list sessions more efficiently.

The KISS principles

Follow the Keep It Simple Stupid and Keep It Small Stupid principles:

- (Simple) For the first few sessions, let OP select the final destination for the cars (we did this).
- (Simple) For the first few sessions, allow all tracks to accept all types of cars (we did this).
- (Small) Use a small group to create and refine the switch list sessions. I recommend three people.
- (Small) Have a small number of moves for the first few sessions. Just what is small will depend on the club. The goal is to ensure that even when learning, operators complete their switching.
- (Small) If members of the club are unfamiliar with OP, knowledge about OP should be gained by starting with two locations and one train and then adding more.

Check the input

Introducing switch list sessions takes effort and it is natural to attempt to save work by omitting checks on the input to OP. Doing so can generate extra work through having to correct mistakes, and input should be checked. Having two people independently enter data is a good check.

Simple measures

Summarize a switch list session using a few simple measures. These can be used to compare two sessions, especially the sessions immediately before and after a significant change to the operation files.

Possible measures include

- The maximum length of trains
- The total number of cars
- The number of trains
- The number of moves in a session
- The number of moves at each station
- The percentage of track used at each station

Acknowledgement

Attribution for the photograph of the Chelsea Sugar Refinery: By Kauri Gumdigger (Own work) [Public domain], via Wikimedia Commons.



A section of the North Shore MRC's 16.5 mm gauge layout in Auckland



The station at Market Blandings

Rod Tonkin

My display layout needed a station building. This structure would house the ticket sales office, waiting room, the usual conveniences, station master's office and station master's residence. The candidate I had in mind for the location was the station from the "Make your own model railway village" part works series I had acquired some years ago. This clip together model fitted the space I had. It fitted with the theme of the layout of a late nineteenth century built railway. The slate roof of the model would have been common on better class buildings in this era.

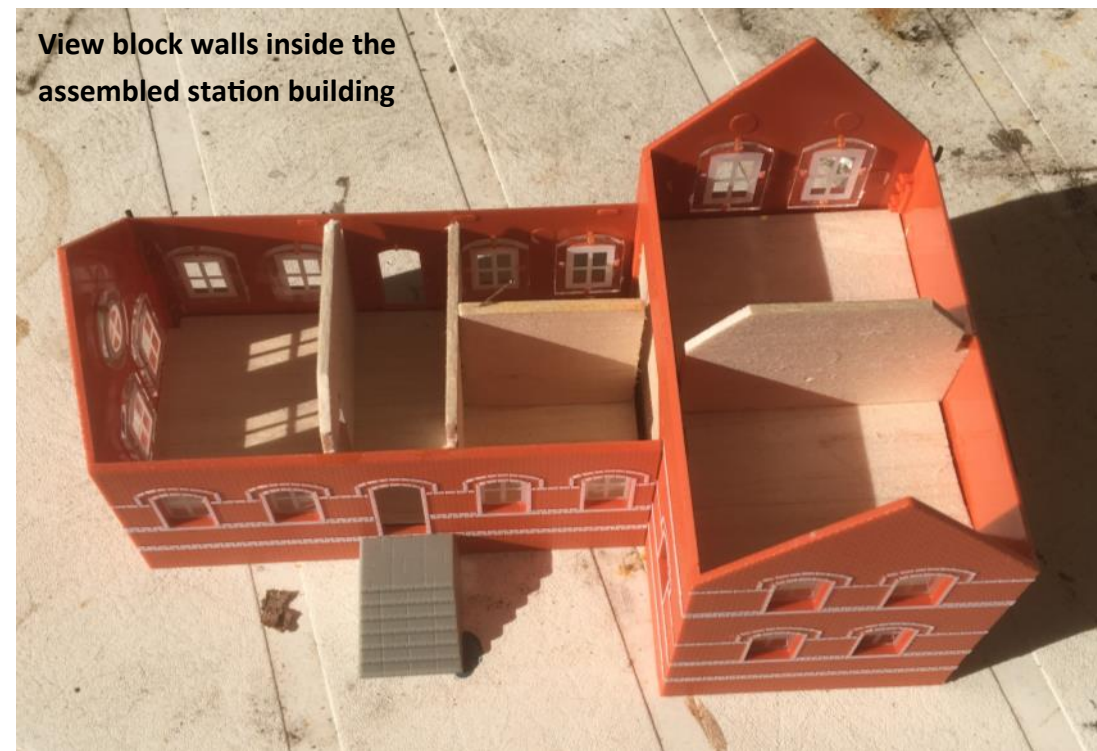
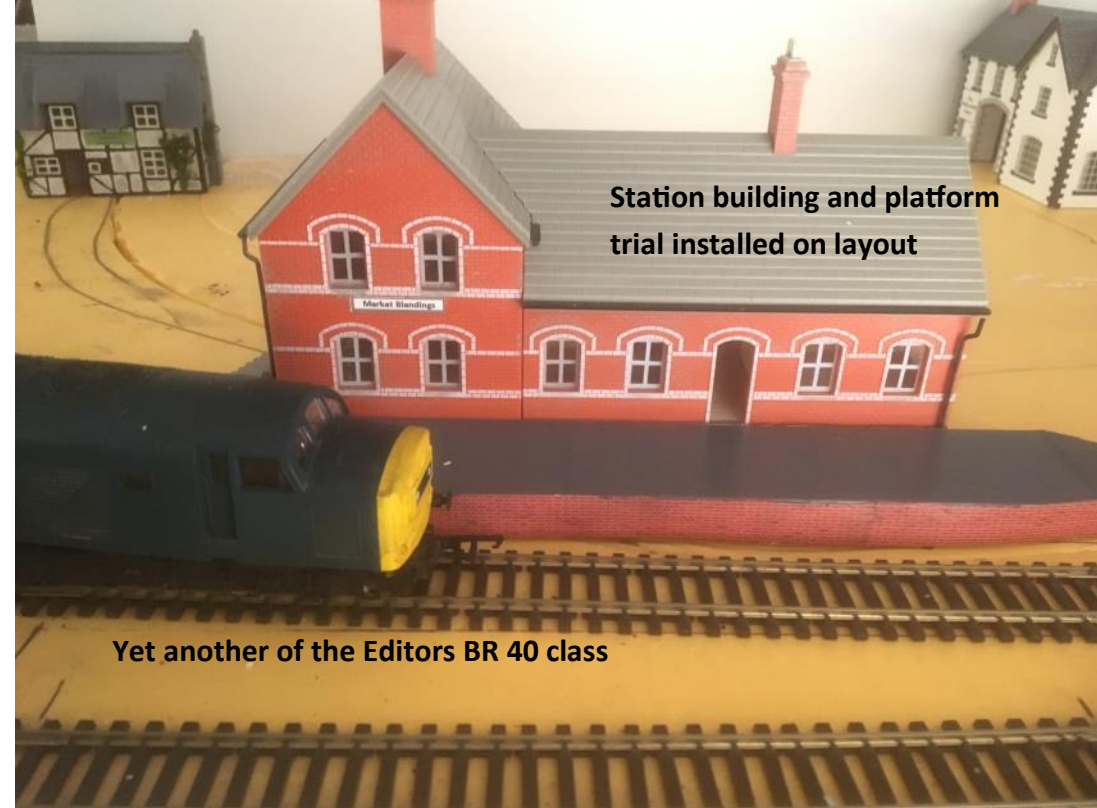
I trial clipped the model together to see how it would look in place on the layout, it fitted the scene neatly. One obvious visual defect was the lack of internal walls and floors. You could see right through the building from the upstairs windows and out the downstairs windows. I fitted the windows supplied with the model and the door on the two storey section so I could work out where the internal walls and floors would fit.

The two storey section received a wall beneath the chimney from the base to above the tops of the upper floor windows. I've fitted removable floors in the two story section to block the view from the upper floor windows down to the lower floor windows. The removable floors would allow me to install internal details at a later date.

I fitted a floor into the single storey wing flush with the external doorways. I've left the as supplied doors off this part of the model. The passage between the two doorways separates the ticket office, safe working room and parcels room from the passenger's waiting room.

To kill the plastic shine and provide some age to my station I brushed on a thin wash of grey PVA artists paint.

The platform has a 5 mm thick foam core board surface white glued onto a core of Corflute. The platform face is Metcalf brick sheet. The platform height was made to suit the station building floor level.



The NMRA's Data Sheet Project

Philip Sharp

Background

Late August this year I was appointed chair of the NMRA's committee on data sheets. Richard Turton who is a senior professor in chemical engineering at West Virginia University agreed to be the assistant chair. The data sheets are part of the NMRA's education program and I report to Bruce de Young who is the NMRA's education manager.

As many of you will know, the data sheets are available on the NMRA website in the membership area. Each data sheet gives information on a specific topic or a set of instructions on how to do a specific task. One hundred and sixty-two data sheets are available on the website (at least two other sheets that are not on the website have been published). The 162 sheets are divided into nine areas entitled general, scenery, trackwork, motive power, rolling stock, structures, electrical, operational, prototype information.

The project

The data sheet committee has been tasked with bringing the existing sheets up to date and adding new sheets. This work is known as the data sheet project. Although Richard and I will be revising some data sheets and have already started doing so, our main role is to manage the project.

Except for the data sheets entitled "Alco HH-series Switchers" and "One Room Milk House" which were published in 2009 and 2010 respectively, all sheets on the website were published last century and last edited 1999. For many sheets, the editing was just a reformatting and the information on the sheets was last updated many years before 1999. This means the revision of some sheets will be substantial.

Most people would likely find it more interesting to write a data sheet on a new topic than to revise an existing sheet. The part of the project that involves writing new data sheets is open ended because a large number of new data sheets could be written, for example, one new sheet for each type of locomotive. To help ensure the revisions are done, we plan to complete most revisions before we start adding new sheets.

As part of the revision, we will consider eliminating sheets, merging others, and redistributing the information among the data sheets. We will also be checking the status of any copyright-

ed material in the sheets and adding author attributions as required.

The current version of the data sheets will remain on the website for at least the foreseeable future. There are two reasons for this. The obvious reason is that people are still using the current version. The second reason is that the sheets contain historical information about the hobby and the NMRA, and we want to keep this information available to members.

The committee discussed whether the data sheets should be written primarily for use on-line or for on-line and hardcopy use. We decided on-line and hardcopy use because some sheets will be used by the modeler in the layout room or on the workbench and many modelers will not have a suitable screen at those places.

How you can help

There are two ways people can help with the project. One way is to provide feedback on the project, particularly on the following aspects.

- Among the existing data sheets what material especially needs updating and what material can be deleted?
- Desktop publishing will be used to produce the revised and new data sheets. How high a quality should this publishing be? Would documents produced using MS Word be of sufficiently high quality or should desktop publishing software such as Adobe InDesign be used? The higher the quality, the longer it will take to complete the project.
- What changes would you make to the formatting and typesetting. For example, do you want a smaller or larger font? Do you want more or fewer diagrams and photographs (I find some indistinct).
- What new topics would you like to see data sheets for?

The second way you can help is by offering to revise existing data sheets. So far, people have expressed an interest in revising the data sheets on soldering, turnout types and terminology, bumping posts, minimum radius and general aspects of bridges.

You can contact me at

pwsharp101@gmail.com

Modifying a kit to fit a prototype

Robin Nesbit

Prototype modelling provides a challenge to the modeller, to recreate prototype scenes. I have recently started building a NSW Government railways layout, based on the main line around Wagga Wagga, but also incorporating the branch line to Tumbarumba. Timeframe is approximately 1970.

Many decades ago, I started taking photographs of structures, and scenes on the line. One of the buildings on the branch line was the Ladysmith Station. The station was built in 1917, and was a standard NSW A4 station design.

I decided to make a model of the station. The Greg Edwards "Data Sheet" range covers the design, and it would be possible to scratch build just from these plans, although Walker Models have a laser cut kit of the NSW A4 station. I decided on the kit. I reasoned that having a kit would save a lot of time. Another reason was that Walker Models also makes a kit of the Tenterfield station, which is a similar style, only smaller to the Wagga Wagga station building. The Wagga Wagga station is potentially a model I could build from the Tenterfield kit, and I wanted to assess the quality, prior to purchase.

The A4 station building kit was ordered, and arrived quickly. First impression were generally favourable, but there were discrepancies compared to the data sheet, and photographs I had. The positioning, size and shape of the Ladies powder room, and toilet windows were the most visual problems. It was best to fix these problems as soon as possible. I cut out the new window openings, relocate the existing wall sections, and filled the gaps with putty. I also scribed on extra weather boards on the end sheets and added vents, where the kit had plain sheeting. The other main problem, being the pitch of the main roof would have created too many issues, so I left that one. All other problems did not require surgery, just enhancements, or part replacement.

After basic assembly, I looked at fabricating parts. The kit did not include the rear awnings, the correct pattern door for the station master office, guttering, downpipes, or the water tanks – all of these were needed to recreate Ladysmith. And I also had to fabricate the 2 windows for the Ladies area.

The awnings were built in situ with North Eastern stripwood. I drilled holes for the main awning supports, and filled in the vertical supports, before adding the corrugated iron. It is

possible to buy the awnings from Shapeways, although there is more fun in scratch building

The Guttering was made with suitable "L" shape styrene. The downpipes were rather tricky. I used soft solder to make up a pattern, which I then used to make the bends in brass

rod. The downpipes were then secured to the sides of the building using fine wire, wrapped around the brass, twisted and then inserted into holes drilled in the building walls.

The rain water tanks were visible in my photos, so they would need to be made. I constructed a pair of platforms out of suitable strip wood, and then fabricated the tank from disposable aluminium tray, using the Brunel Models Corrugated Iron forming jig. The resultant iron shape can then be wrapped around a dowel, and thus forms the tank.

Windows for the Ladies were made again with strip wood, and patience, although it is possible that modifying an existing Grandt Line window might have yielded a finer result.

The last thing was the station sign, made with a laser printer, cut to size, and secured to a styrene backing.

In summary, my Ladysmith station now has the characteristics of the real structure. And knowing that I have learnt new skills, and techniques during the kit's modification is a bonus.



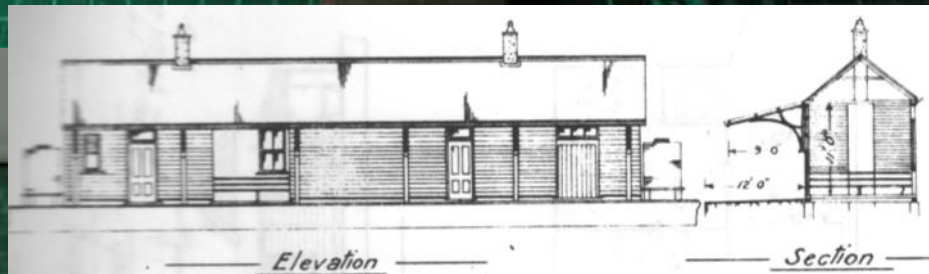
Ladysmith Station building today



Another view of Ladysmith station building



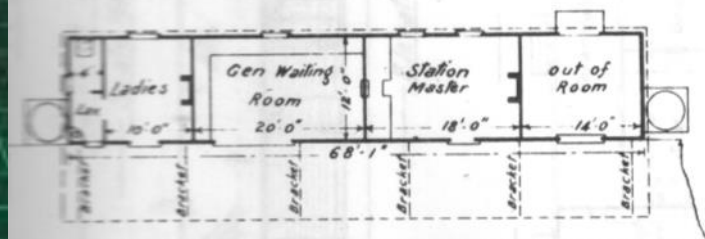
Robin Nesbit's HO Scale Ladysmith station building under construction



Elevation

Section

The official New South Wales Railways 1917 A4 station drawing



Plan



A Tale of Two Mikes

By Charles Page and Warren Cameron

I was aged 13 and had built a modest HO layout under the family home located in Fairfield, a suburb of Brisbane. I guessed my dad thought he needed to provide me with a significant incentive to obtain a good mark in the year 8 exam (then known as scholarship). As an incentive he offered to buy a Brass Steam Locomotive if I obtained a good marks in the exams. I cannot remember the mark I needed to reach, but I do remember my favourite locomotive was a Tenshodo Great Northern 2-8-2 Mikado.

At about that time one of my teachers Fr John Mc Glone was going to the USA and returning via New York. He offered to purchase the loco from America's Hobby Centre in New York in March 1960

Of course this model was my pride and joy.

However the normal life cycle took its course:

- Finishing College
- Parents selling the family home – which included my layout
- Joining a rock band
- Meeting Madeleine and getting married.

At about the time of my parents selling the family home, a school friend Remo Navoni, who was also interested in model railroading, expressed an interest in buying the GN 2 8 2. It must have been a moment of weakness; I sold it to him in 1963. However he must have realised I regretted parting with this model so he returned it to me as a wedding present in February 1969.

Although I always retained a dormant interest in model railroading, it was not until early 2014 when I came across the loco and tender together with about 10 freight cars put away in a cupboard where they had languished for 45 years. They were still in their original boxes and upon initial inspection found both units had been slightly damaged by the deterioration of the foam.

During the course of the past few years I have met a number of dedicated and very helpful model railroaders, particularly through the N.M.R.A., who have been very willing to offer advice and assistance. Especially Bob Cuffe, who returned the loco to good running order, including the installation of a can motor making it ready for DCC. Charles Page took me through the installation process of a Tsunami 2 Sound Decoder. A big learning curve and fortunately Charles was able to resurrect the unit after my initial attempt.

A very pleasing outcome for a model purchased 57 years ago.

I've previously written about Frank's layout, which was the first model railroad I'd ever seen and also my subsequent involvement with it during my teenage years.

One morning in the summer holidays of 1960 I rode my bike over to Frank's place because he was on holidays, as of course was my school friend David. I'd spent so much time there that I could simply enter through the back door with a 'good morning' to announce my arrival.

The two of them were sitting at the kitchen table obviously fixated by something on the table. As I got closer I realised that amongst the salt and peppershakers and the sugar bowl was a model of a steam locomotive, but it was very different to anything I'd seen before, far removed from my Triang train set.

It had arrived from Japan that morning, a Tenshodo factory painted Great Northern 08 Mikado. Now there were three people sitting fixated on it, it looked stunning as the morning sun was catching the jewelled marker lights and they seemed so real. It was the first brass locomotive I had ever seen close-up and of course I wanted one. However my Triang budget i.e. pocket money and selling rolled up newspapers to the fish and chip shop would never stretch to a model like this and it would be a long time before I could ever afford one. We subsequently sat admiring it and talking about it through numerous cups of tea.

I never did own one and never saw one again after I moved away from Frank's layout, but the impact it had still resonates. I do have 2-8-2s, but they are Pennsylvania ones.

Fellow member Warren Cameron recently mentioned that he had a brass locomotive that his father had given him and he would like to install a sound decoder in it. So I offered to have a look at it to see what would be involved. He subsequently brought it over and of course it was a Tenshodo GN 08. With some help from me Warren installed and programmed a Tsunami 2. This was the first time that I've had a chance to evaluate the Tsunami 2. Even with an expanded range of functions now installed in the one package, the two is considerably smaller than its predecessor, but it is also more complex to work with. However it does have so much more to offer once you get your head around it.

So after almost 60 years an 08 re-entered my life and ran on my layout; it really did bring back some wonderful memories. As I write this it's sitting on the ready track in front of the coaling tower waiting for its owner to test run it and take it home. There is something very comforting about being able to look at it: even the marker lights still twinkle.

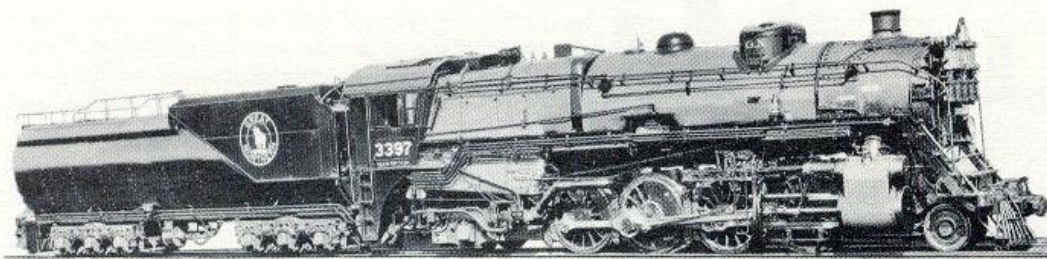
The intriguing aspect to this story is that we have two people in different parts of the country that early in 1960 had an encounter with the same model at almost the same time.

Mine was fairly brief but impressionable, while Warren's connection with the 08 has continued throughout his life.

Charles J. Page



Great Northern 3399 fitted with a can motor, the speaker installed in the boiler, a current keeper and a Tsunami 2 decoder crosses the 3rd street viaduct on a test run on the West Ely branch. Photo by Charles Page.



A photo of a real GN 08 2-8-2 copied from <http://www.ngoat.org/>

Division Four Highlights

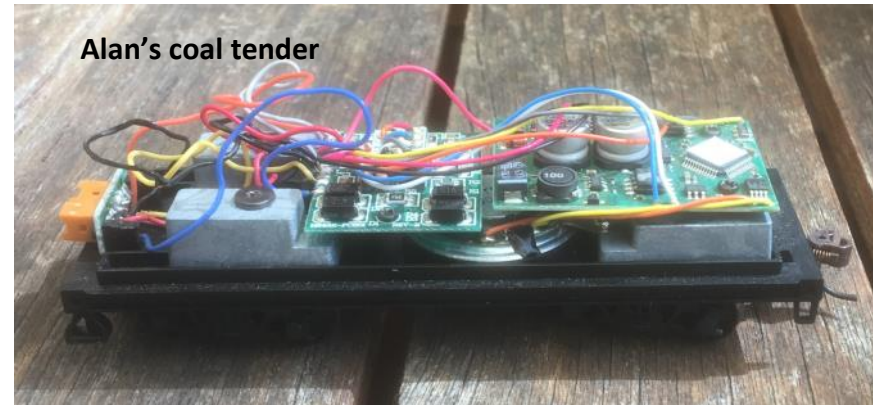
The October meeting of Division Four was held at Rod Tonkin's in Perth's northern suburbs.

Peter has put his modelling on hold until he sorts out his back yard.

Alan showed us the coal tender of his DCC controlled sound equipped 2-8-0. He thought it

was faulty. Tests now show it is working so the locomotive appears to be the problem.

Rod showed us progress on detailing his OO scale vintage Triang ex Great Western Railway 20 ton goods brake van (a TOAD in GWR speak), using a drawing he downloaded from the internet as a guide and the unnamed Hornby OO Scale British Pullman car he is going to name after the one he rode in this year.



Alan's coal tender



Rod's ex GWR Toad brake van



Rod's as yet un named OO scale Pullman

Chicagoland 2017

Railroad Prototype Modellers

Convention

Thanks to Mike Skibbe and his team for organising and running such a successful RPM Conference, the presenters and those who brought their models.

I wasn't able to photograph all of the wonderful models on display, the vendors or manufacturers. The attached photos are included to give those who couldn't make it a chance to see some of what was on display.

It was great catching up again with some old friends again, putting faces to names and talking to many modellers over the three days of the RPM Conference.

Cheers,

John Gillies Canberra, Australia



N scale CPR Red Barn SD40-2F



Grant McAdam's O scale figures

Division Three

The December meeting was held in Ormond at the home of Grant McAdam. Grant retired as Div3 Superintendent at the close of 2016. Grant is a keen O scale structure builder, particularly Australian period homes.

An overcast and cool day with occasional showers followed a few days of heavy rainfall and flash flooding throughout Victoria and parts of NSW. Because of the weather many members stayed away with a few on flood watch in their respective communities. Around 14 members and guests moved into Grant's garage to avoid the occasional showers of rain.

All items for display were scratch built. A barbeque lunch and salad lifted the spirits of all despite the weather.

Our Superintendent, Allan Ogden, presented Grant with the meeting plaque. A very pleasant afternoon was had by all despite the foreboding weather.

Grant McAdam stepped down as the Division 3 Superintendent at the end of 2016. He has been awarded the NMRA President's Award for service to our Division. The citation reads:

**NMRA President's Award
for Service to the Division in Model Railroading
The AR acknowledges the following member for outstanding
service to the local Division**

Grant McAdam

Division 3 Victoria / Tasmania

In grateful appreciation of your contribution of time and talent to your local

Division of the Australia Region

Presented on August 5th 2017

nmra.org

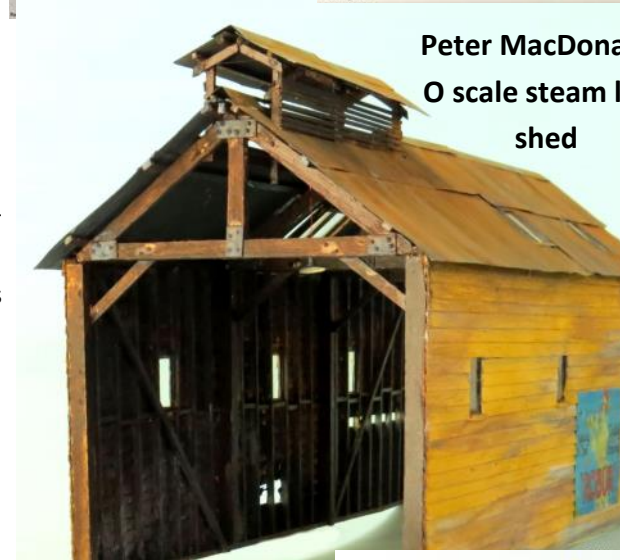
Charlie Getz

President

Photos by Rod Hutchinson



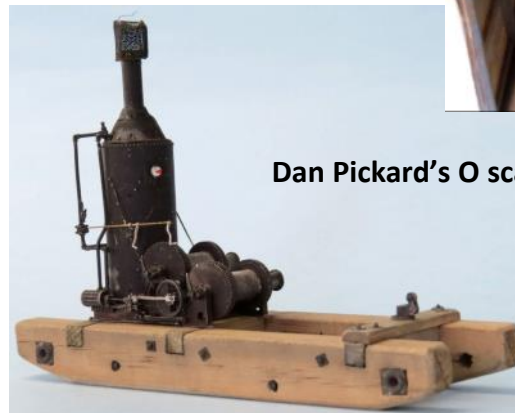
Bob Prevett's mock up On30 coach



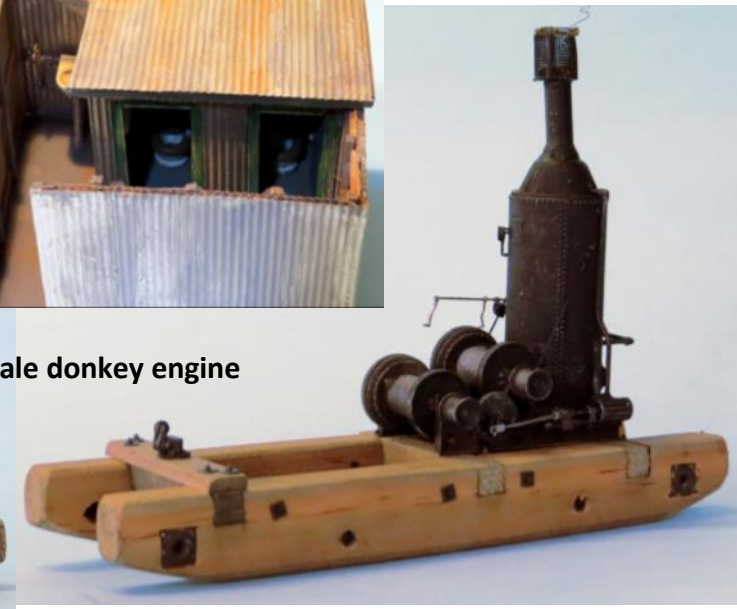
**Peter MacDonald's
O scale steam loco
shed**



**Peter Macdonald's
O scale two hole
Lavatory**



Dan Pickard's O scale donkey engine



Photos of Rod Hutchinson's HO_n30 Reagans Tramway

Photos by Rod Hutchinson



Division Six Highlights

November 2017

The November 2017 monthly meeting of Div 6 was held at the home of Vivienne and James Tate. Max thanked them for their hospitality and presented the meeting plaque.

A final mention of the Convention was made and Ron Solly passed on some comments from AP Manager Ray Brownbill, who was an apology.

Some general conversation about AMRE followed and Max reported progress on the upgrading of the back boards.

Trev Seddon talked to the proposition of having some clinics on electrics, but there wasn't sufficient interest, due mainly to the variety of levels of progress within the group. Max showed an Arduino board that Trev made for him. Trev is working with Ray Brownbill on making block detectors for his layout, and with Hutch on another project.

The discussion blended into Show and Tell, with Vern showing his scratch built G scale cattle wagon, complete with scratch built cattle. Trev had brought along some photographs of progress on his new layout. Peter Jackson MMR brought along some excellent framed railway photographs which are surplus now his renovations are complete, together with some railway related books; which went to good homes.

The discussion was lively and interesting and covered various topics until an excellent afternoon tea, courtesy of Viv and James.

During afternoon tea, Michael presented a DVD which he has made of the Convention. It was excellent and included footage of the opening ceremony, parts of the day's activities and the superb dinner speaker, Paleontologist Professor Paul Willis – who is also an excellent fine scale rail modeler.

Afterwards, we repaired to James' train room, where everyone inspected progress on the building of James' large North American style layout. James won the raffle.

Photos courtesy of Michael Robinson.

Regards
Max WRIGHT JP MMR 578
Division 6 Superintendent



Division Six 2017 Christmas Barbeque

What a lovely Christmas Barbie/monthly meeting we all had at Jane and Michael Robinson's place for our December 2017 meeting. Jane and Michael had been slaving away for weeks preparing the festive board. It's hard to say which was the topper – although Jane's chicken kebabs went down a treat! Ray Brownbill was Chief Cook and the meat was excellent!

After the main course, we had a break and dealt with some business matters. Ray presented AP plaques to John Prattis and Ken House. Bob Bevan will be presented with his next time we see him. The Hopkins Bone 2017 award was presented to Vern Cracknell MMR, and Peter Jackson MMR gave an oration on Vern's service to the hobby.

We resolved that Div 6 would again be attending the Adelaide Model Rail Exhibition next year. Max reported that the back board framework is being re-engineered and would be ready in time for AMRE.

It was to much acclaim that Max was able to announce that following the completion of his two years of service as Division Super, on 31st March next year; he will be succeeded by Jane Robinson. This is breaking new ground for the NMRA AR, having a woman as Division Super. Jane will be supported by the usual management team. Jane is a single mum who supports her son Michael, in his hobby of model railways. She has been an active NMRA member for several years and already has accumulated AP points. A retired nurse, Jane will bring to the role her usual energy, enthusiasm and attention to detail.

The desserts were polished off quickly – a testament to their excellence! Mary Jackson presented a cake to Hutch as it was his 79th birthday on the day.

The raffle wasn't drawn as there were still some tickets unsold.

Afterwards we adjourned to Michael's train room to check on the progress of his Australian outline layout.

The photographs are courtesy of Michael and Jane

Happy Christmas and a prosperous new year to all.

Max WRIGHT JP MMR 578 Division 6 Superintendent



As well as administering the AP in div Six Ray Brownbill is a dab hand at the BBQ



Hutch with birthday cake



Vern Receiving his Bone Hopkins award from Max.



Peter Jackson's oration on Vern's award



Michael's three truck shay



Michael in his train room



Roundhouse on Michael's layout

Prototype Observations

Spring Bluff.

Arthur Hayes MMR

On the 25th of February 1864, the construction of the line Ipswich-Toowoomba commenced. The project was tackled in five stages. The last section Murphy's Creek to Toowoomba was known as the "Main Range". This section of the line consisted of steep grades of 1 in 50, nine tunnels, 47 bridges, 126 curves with most being 5 chain radius, cuttings, embankments, culverts in just under 18 miles (32km). The rise over the section was almost 1200 feet. The first train to Toowoomba ran on the 12th of April 1867.

By 1879, the station had a 7000 gallon gravity fed water supply, station office with waiting room, porter's cottage and station master's house. The existing station and night officer's quarters date back to 1880's.

Highfields Station, commonly know as the Main Range Station in its early days, was the principal crossing and watering station. In February 1890 the station was renamed Spring Bluff. The station served as an outlet for timber, diary and other produce. After the construction of a dance hall in 1907, the station played an integral role in community life. In 1913 more than 5,500 passengers used the station.

The crossing loop was extended in 1911, 1959 and 1968. By 1963 the station had a signal cabin, single men's quarters, fettler's quarters and a loading bank. Electric staff safe working system was used until 1992 when CTC commenced controlling trains from Brisbane. The fettling gang was withdrawn in



Station name spelled out in gardens

1993. In March 1994, the station was listed by the National Trust of Queensland.

Around 1914 Queensland Railways launched a garden competition to encourage railway employees to beautify stations and grow vegetables. During the 1930s and 1940s Station Master Ralph Kirsop, his wife Lillian and Night Officers undertook extensive improvements to the gardens.

After a period of post war of neglect, it took 3 years to remove lantana to restore the garden and picnic grounds. From 1960 onwards, employee posted to the station were required to assist with the gardens. Various QR employees continued cultivating the gardens, planted native and exotic vegetation, and lawn grasses. A pavilion and cricket pitch was also added to the area.

2000 Class rail motor working an ARHS tour



Afternoon excursion train ready to leave for Toowoomba



Excursion train arriving at Spring Bluff





Spring Bluff Station

The restored gardens were very successful in the QR competition winning 11 consecutive Firsts. The gardens also had considerable success in the Chronicle Garden Competition held each September during the Toowoomba Carnival of Flowers.

Since 1995 the Spring Bluff Railway Station Trust Management Committee, (Local Councils and QR) manage the site. Today, the Station Master's house has been made into a café and the complex remains a well-patronised tourist attraction open to visitors all year round to enjoy a picnic or barbecue.

Since 1970, QR has been running excursion trains from Toowoomba to Spring Bluff during the Carnival of Flowers. Two trains run daily during the week long carnival departing Toowoomba at 9:00am and 1:00pm. The trip takes about 40 minutes each way, passengers have approx. 80 minutes to inspect the gardens before returning to Toowoomba. For some time now, a QR SX set is used on the train.

Down coal train crosses the excursion train



Spring Bluff station electric staff machines



Spring Bluff station lever frame



Empty coal train headed for Toowoomba