



October 2005

Next Meetings

5 November 2005 - Mark Ward, Toowoomba

22 January 2006 - Post-Christmas Gathering, Information Centre Picnic Area, Fisherman's Island

In a weak moment, or perhaps during a touch of "the guilts", I volunteered to edit this Newsletter. For a long time I have felt that Glenn was doing too much for our Division and that the workload should be shared. Never forget, it was Glenn who made something out of this Division where we now meet regularly, where we are building a display layout, where we have made many solid friendships, where we help each other in all sorts of ways and where we are beginning to have an influence on the model railroad scene in Queensland. There will be no sudden dramatic changes to this Newsletter. However, I would like to hear what you are up too. Your latest modelling triumphs, your ideas and "kinks" will be published when space permits. An example of what I am after was that track cleaning method from Tony Reidpath of using graphite to rub the rails. But I also want to hear about the progress on your layouts, or what you have recently purchased or made and how it fits into your scheme of things. Please tell me of problems encountered along the way and how you overcame them. Or if you didn't overcome them, then perhaps another member will know a way and that can be published so that we all share the good news. Send your ideas to Ian Venables.

Report of Visit to Ian Wellings

The Division 1 get together for September saw 11 members plus 2 guests journey to the sunny Sunshine Coast and the home of Ian & Helen Wellings. We were able to see Ian's layout progress as well as run several lengthy trains. In addition to our host's Great Northern trains, Graeme Prideaux brought an Aussie flavour with his Austrain's S.A. loco and rolling stock. Much comment followed the showing of the first loco painted for Ken Leith's Shasta Pacific RR, a Kato AC44. A new Athearn SD45T-2 (tunnel motor) in Kodachrome colours was also shown.

Mid afternoon, we adjoined to the patio for the official meeting and afternoon tea. Acting organiser, Bob Brown, thanked our hosts for allowing us to invade their quiet suburban home as well giving a brief report on the progress of the NMRA display layout.

Discussion then turned to future meeting venues. Due to two operations holding up building a layout room for Graham Emery's layout, the November meeting will now be held at Mark Ward's Oma Belt RR in Toowoomba.

Suggested venues for next year were discussed and planned as follows:-

February	Graham Emery (if ready) otherwise Garth Frazer
April	Bob Brown
July	Ken Leitch
September	Allan Harland
November	Mark Ward

It also was agreed to hold our 2005 "Christmas" breakup at Fisherman's Island on January 22 to avoid the busy pre-Christmas rush.

Show & Tell followed with Charles Clarke talking about a kitchen device for making corrugated sheets that he purchased cheaply at Crazy Clarks, then he showed some butane powered soldering irons. Bob Brown showed various club shirts, suggesting that we could consider our own shirts to sparkle up our image. Following some discussion, it was decided to bring samples to Mark's in November for further consideration. Geoff Aldridge then spoke about how he had been helped and enthused in his layout planning by the advice and comradeship of the Qld NMRA group.

After a great afternoon tea where we all gained a few kilos, it was back to the layout shed for more train operation.

Ken Leitch

Display Layout Progress

The display layout is now at the stage where all of the road-bed is laid. The yard and some running track is laid. The bridges are now being considered and soon we will at least be able to theoretically run a train. Grahame Davis has agreed to spend some time with us to plan the scenery and in particular the transition from one module to the next.

It would be remiss of us if we didn't stop and ponder the enormous help Bob Brown has been. Not only have we taken up his carport, used his electricity, wiped out his Sundays, used his tools but we have progressed largely because of his labour and his skills. Added to all of this he has provided distraction when we needed it on his own layout, played decent background music and provided a comfortable and clean setting for cuppas and lunches. And I'm sure his neighbours will be relieved when all of that hammering and yabbering stops and Viscount Street returns to a quiet haven for the residents. A special thanks too for

NMRA DIVISION 1 (QUEENSLAND)
(www.Zelmeroz.com/anmra-1)

the loyal supporters who have turned up on so many weekends to slave away on the Carolina Pacific.

Ron Bennell Departure

While thinking about those who should be thanked, let's not forget Ron Bennell who has left to take up a job in Denver. Yes that's right, a stone's throw from Caboose Hobbies. Ron donated the locking devices, (unobtainable in Australia) we are using on our display layout. He has also given other goodies along the way and told us of some of the methods used by module builders in the U.S. that we have made good use of here. Besides, we are rather proud of the fact that one of ours is showing them how to make light rail transportation in the U.S. Thanks Ron for your help, friendship and generosity and may your future bring you great satisfaction and rewards.

Layout Judging - Gold Coast Show

At the request of organisers, Division 1 conducted the layout judging at the inaugural Gold Coast Model Railways Workshop and Exhibition held 17/18 September. The judging panel consisted of Division 1 Superintendent Glenn Stevens and member Bob Brown. An initial review of all layouts displayed was done for the purpose of reducing the number of contenders to five or six for formal judging. Reducing the numbers proved extremely difficult with so many shown. Eventually, the judges settled on five finalists. In alphabetical order, the finalist were:

Ashworth – British Railways O scale

Haswell - British Rail N scale

High Splint – North American N scale

Moelfryn – 9mm Welsh Tramway

Python Creek – Australian On30.

Using the AP Scenery Award scoring guidelines as the formal judging mechanism, the judges then proceeded with deliberation. Again it was a close outcome with all contenders of very high calibre. The top four layouts all had a final score within 10 points, and the judges would be the first to admit that it would have been much more difficult without the use of guidelines.

Grahame Davis, Division 1's AP representative, conducted the award presentation at the exhibition dinner on the Saturday night. Grahame introduced the five finalists and presented them with their Finalist Certificates. He then presented the Best of Show to Python Creek.

The idea to present all finalists gives each recognition of their expertise. This will be done at our awarding ceremony in Toowoomba next year. It provides more interest in the awards and acknowledges the ability of those often so close to winning.

Visit to Caloundra and District MRC

At the invitation of the President, Division 1 Superintendent Glenn Stevens attended the Board Meeting of the Caloundra and District Model Railway Club. On the evening of 19th September. The purpose of the meeting was to provide a briefing on the advantages of NMRA membership, and in particular, the public liability insurance aspects of membership.

The discussion went well with two questions being taken away by Glenn to provide answers. The upshot is that the Board will be presenting a proposal to their club members that membership of the NMRA is advantageous to all their members and to the long term operation of their club. It should be noted that seven members of C&DMRC are current active members of Division 1.

Glenn Stevens

A Quick Quiz

1. What were steam locomotives with a Whyte classification of 2-4-2 called in the U.S.?
2. For what reasons were B & O diesel-electrics originally painted blue and grey?
3. Which American railroad was known as the Delta Lines?
4. How did the EMC/EMD diesel-electrics type E get that designation?
5. What is the meaning of the designation 'XM' class of freight car?
6. An approaching train displaying green flags or lamps near the front indicates what?
7. On what railroad did "The Flying Ute" run?
8. What is the Whyte wheel classification of the Mastodon steam locomotive?
9. Freight car hand brakes are attached by chains and rods to what part of the braking system?
10. The Varney "Dockside" locomotive was modelled on how many locos of the B & O system?

The answers will be given in the next edition of Newsletter. You may cheat as much as you like. Just think of all of the other interesting things you will learn while doing so!

Well that's my first Newsletter but I would expect that I have forgotten to mention something or should do something better. Please let me know if there are things you feel we should print to better inform our members of Division 1 happenings.

Ian Venables