MainLine

National Model Railroad Association Australasian Region

WINTER 2014 VOLUME 31 No 2

Print Post approved PP100003280

DIVISION MEETINGS

QUEENSLAND- DIVISION 1
FOR DETAILS MARTYN JENKINS (07)5563 7554
Meetings start at 10.30pm unless advised otherwise.

ACT- DIVISION 2
FOR DETAILS VIV BRICE div2super@nmra.org.au
Meetings start at 2.00pm

VICTORIA / TASMANIA- DIVISION 3
FOR DETAILS GRANT McADAM (03)9578 8685
Meetings start at 2.00PM

WESTERN AUSTRALIA- DIVISION 4
FOR DETAILS Rod Tonkin (08) 9309 5338
Meetings start at 2.00 pm unless advised otherwise.

NEW ZEALAND- DIVISION 5
FOR DETAILS Kelvin Sherson (04) 234 8557

SOUTH AUSTRALIA- DIVISION 6
FOR DETAILS PETER JACKSON (08) 8339 3922
Meetings start at 1.30pm unless advised otherwise.

SYDNEY - DIVISION 7
FOR DETAILS GERRY HOPKINS (02) 4329 0242
Meetings start at 2.00pm unless advised otherwise.

NORTHERN RIVERS- DIVISION 8
FOR DETAILS JOHN SKINNER (02) 6652 2919
Meetings start at 2.00pm unless advised otherwise.

MID NORTH COAST- DIVISION 9
FOR DETAILS CHRIS MINAHAN (02) 6559 3516
Meetings start at 2.00pm unless advised otherwise.

The inaugural Bundaberg model railway Expo was held in May this year and to all accounts was a great success. There were some excellent layouts on show and a favourite was 'Two up, Two down' a British mainline layout that featured long passenger and goods trains running through typical English countryside. In this photo a Southern Railway Passenger train runs over the viaduct that spans a road and canal that is quite busy. I am sure that a few scale ales have been consumed by the local residents at the popular Boat and Railway Hotel.

Photo: Robyn Taylor

The Official Publication of the National Model Railroad Association Australasian Region

EDITOR: Robyn Taylor

EDITORIAL ASSISTANT: Bill Cox

DISTRIBUTION: Bruce Kerslake

CONTRIBUTIONS:
All members of the NMRA are welcome to submit articles of a railway nature that are suitable for inclusion in MainLine. Contributions can include photos, drawings, modelling tips and historical information that would be of interest to fellow members. Please ensure that the material supplied is not bound by copyright or that written approval has been gained by the author to use any copyright materials.

Submissions should be in an electronic format ie: Word or PDF and photos must be original size and uncropped. Hand written or type written documents are also acceptable but should be legible to assist us in converting them to electronic format.

Cut Off Dates for Submissions and Advertising:
*** Winter 2015: 11 May 2015**
*** Spring 2014: 10 August 2014**
*** Summer 2014: 9 November 2014**
*** Autumn 2015: 8 February 2015**

Submissions and advertising copy can be emailed: editor@nmra.org.au or mailed to: 77 Englefield Rd Oxley QLD 4075

Advertising:
The National Model Railroad Association Australasian Region is happy to accept advertising in this magazine. For advertising rates and enquiries please contact the Editor.

MainLine reserves the right to refuse publication of material deemed to be inappropriate or offensive. The Editor and the NMRA accept no responsibility for the opinions or views expressed. Advertisers accept responsibility for advertising copy and must ensure that it complies with the trade practices act. Advertising in MainLine in no way constitutes endorsement by the NMRA.

Contents

Cover Photo

Lincoln Driver's Wallaville sugar cane railway layout was a popular exhibit at the first Bundaberg Model Railway Show. Lincoln's layout is a feature in this issue.

Photo: Robyn Taylor

FROM THE CAB

Ken Scales MMR - President NMRA AR

This will be my last column for the Mainline as President. Firstly I would like to thank all the members of the current committee and our Volunteers for their efforts over the last two years. I have enjoyed my time as President and I would particularly like to thank all the people who have helped and supported me during this period. For me the NMRA and the hobby is about having fun.

During the time I have been President my focus has been to make the Association more inclusive for all members in the region. We will have two members from states outside NSW on the next committee. All ARC meetings are now run using a phone conferencing system so everyone can have a say. I have also tried to ensure that every member gets as many benefits as possible from being a member of the Association. This can never be equal for the whole of the region because we live in a huge country and those who live in the population clusters around the cities will benefit the most, just by interacting with their nearby neighbours. As time goes on, technological change allow us to provide more benefits to the remote regions, but some of this will have to wait until our country moves out of the Stone Age with communication technology. For me the NMRA is a huge source of fun because I live in an area where I belong to Sigs, a 100% Club and I attend most of our region meetings. However it is also a case of the more I put into the Association the more enjoyment I seem to get out of it.

I would particularly like to thank Gerry Hopkins for all the work he does as both Division Superintendent and Website Manager. Very few commercial websites are as reliable and up to date as ours and this is all thanks to Gerry. The ARC has made a huge number of changes to try and simplify access to information about the region for all our members and when changes are required Gerry does these within a day. He has also done a lot of trouble shooting and quickly resolved any problems involving our website or generic email addresses. This has allowed us to capture all the data from the various programs started by previous committees and have it available on the Website and properly backed up on two computer hard drives.

There have been two Division Superintendents Meetings held over the past three years. These have brought the Association closer together but they cost a considerable amount of money. With improved communications across the region using a phone conference system at ARC meetings this will be one of the challenges for the next committee.

Rod Tonkin, our Division Superintendent from Western Australia and ARC Member Peter Burrows developed a brilliant Education Program covering most areas of the hobby. This may be used by the NMRA in the US to replace their existing education program on the main website. The program will be further developed using some of the techniques gleaned from the Charging Moose Layout which has been acquired by the Association.

I have asked Robyn to publish a notice regarding Estate sales in this issue of mainline to clarify the position of the association regarding these events. Except for the Estate Sale of items generously donated to the Association by the partner of the late Ian Hopkins, all the other estate sales held since have been run by friends of the deceased modeller. The NMRA has made the market place and web information services available at no cost to the families.

Once again happy modelling and thanks for your help, support and friendship over the last two years.

Ken Scales MMR

President NMRA Australasian Region

ESTATE SALES NOTICE

by Ken Scales

There has been some confusion over the last few years about Estate Sales. The only estate sale that the NMRA has run as an official function was that of the late Ian Hopkins. In this instance his partner generously donated his collection to the Association and it received the proceeds of the sale. All the other estate sales held since have been run by friends of the deceased modeller. The NMRA has made the market place and web information services available at no cost to the families. Any money it has received has been a donation after the sale. At times we have been criticised for the way these events have been run but the NMRA has no control over what is really a private event run by family and friends. The association has tried to help as much as possible, particularly in one case where there was a pressing financial situation for the member's partner. However it is not something we can do as an official service because of potential conflict issues and disputes which can put the Association in a difficult position.

DCC CV29 Calculator from Bruce Kerslake

Of benefit to all DCC decoder chip programmers. With thanks to the British 2mm Scale website, a CV29 value calculator is available to Vista and Windows 7 (it works fine on my Win7 system) users as a "Gadget" in the bottom RHS of the screen. I have found it very useful (and accurate) for changing values for CV29 such as reversing direction, 4-digit loco numbers, etc. Details can be found by following the link listed below, and the download link is detailed in the top of the page on the RHS beside the article. It works well on all Digitrax, Hornby and Bachmann decoders I have used it on.

http://www.2mm.org.uk/articles/cv29%20calculator.htm

EDITORIAL

Robyn Taylor

I am sure everyone has heard the cliché "A change is as good as a holiday" and in my last editorial I mentioned that we needed to make changes with MainLine in order to see it survive and prosper into the future. With the help of Ken Scales and our Div Supers we have had an influx of articles that will see this issue printed in full colour. It can sometimes be hard to accept change but there will be some major changes within these pages over the next few issues and these have been driven by comments I have received from subscribers. The first major change is that division news will no longer be featured in MainLine, the reasons for this are that it has been difficult to get information and more importantly information we did publish was out dated and in some cases already available on the NMRA AR website.

A large proportion of the comments I have received have been to run more 'How To' articles or layout features that can inspire or educate and that is the direction MainLine will take for the future. This will make our magazine a resource for learning that we can be proud of and we now have the vehicle to share our ideas and skills with other members. The changes will also make it easier to seek paid advertising to support the magazine due to the content that the magazine will have.

I look forward to getting feedback over the next few weeks and hope that you enjoy this issue of MainLine.

While in Bundaberg for the Model Railway Expo we were lucky enough to enjoy a ride on the Botanic Gardens Cane Railway. The Fowler loco called 'Invicta' trundles it's way around the gardens and the leisurely pace makes the journey quite enjoyable. Definitely a visit to add to your bucket list. ***Photo: Bruce Kerslake***

nmra.org.au

NMRA CONVENTION 2014 UPDATE

CLINICS – 2014 NMRA CONVENTION

Clinic 1 Colour Isn't Colour' - Geoff Langridge
Production Manager - Custom Hobby Decals
Follow-on Part 2 to my '**Colour Isn't Colour'** presentation from last year's Convention.

Clinic 2a&2b Modelling with Styrene and Modelling with card – Robyn Taylor (2 separate)
Clinic 2a Model making in styrene
Some simple tips and tricks on using styrene for making locomotives and rolling stock.
Clinic 2b Model buildings in card
Using cardboard to create model buildings for your railway.

CLINIC 3. - Research resources for modelling Queensland's railways – Lynn Zelmer
Queensland's railways include mainline, branch line, industrial and municipal operations with a range of ownership and operating styles. This presentation will explore the readily available research resources, text and visual, conventional and electronic, rail and non-rail that enable the modeller to create more accurate models and model settings.

CLINIC 4. – HO Scale Modelling (2 separate clinics) - Rich Mahaney (USA)
Clinics that are generic in nature vs topics that are specific to model railroaders in the US or US railroad equipment. A great opportunity to hear of current US trends in Modelling.

CLINIC 5. - Moving good/freight on your layout - Arthur Hayes
"Moving good/freight on your layout". The presentation will be on the Loading & Securing on Freight based on Australian / Queensland Railway principal, and how I have modelled loads for my wagons using these principles.

CLINIC 6. - Computer Controlled Lighting and Sound - James Lampard
A presentation on the application of computer controlled light and sound for that day/night effect.

CLINIC 7. – DECAL HINTS & TIPS - Ted (Teditor) Freeman
I will give a bit of a run down on some methods of making decals, discuss handling decals so they can be applied easily, advise on the best tools for the decal application/finishing process, some hints and ideas for seeing especially white decals easier on the paper backing, along with methods to seal and hide the edges. Every clinic attendee will have the opportunity to select a free decal to take home and practice with.

CLINIC 8. – 3D Printing – Bob Claydon
Bob will bring his Makerbot printer and provide an active demonstration of this technology.

CLINIC 9. - JMRI and WiThrottle - Martyn Jenkins
JMRI and using new devices to control and automate your layout.

CLINIC 10 – Weathering Rolling Stock - David O'Hare
The topic will be "Weathering Rolling Stock".
I will address all of the commonly used techniques for weathering rolling stock. These techniques include:

Dry powders (reversible) - Using Pan Pastels - Tamiya washes - Acrylic tube paint washes and some airbushing techniques.

CLINIC 12. – Building to scale from photos – Bob Best
The idea of the clinic is for people who photograph a building and then try to scratch build it. This clinic will show how to get accurate measurements from the photo and alleviate the gestimation aspect of construction which we all have to be satisfied with. This will make us happier with the finished model and also we will be more likely to start the building in the first place.

Side Show Alley
Gerry Hopkins MMR Getting the best out of your DCC locos with JMRI Decoder Pro and how easy it is to use.

Side Show Alley
Paul Skehan DIV1 Modular SIG operations
The Div1 modular SIG group will explain the operations of the Wayne Branch layout and how they keep the crowds entertained at the Qld train shows.

Layouts on Display at the convention
Esk – HO 12mm Queensland Steam
Coorparoo – HO 12mm & HO Std gauge
Southport Station (1940's) – HO 12mm Qld
Div1 Modular SIG Wayne Branch – USA shunting layout

Traders invited.
Gwydir Valley Models
Aurora Trains
J&J Hobbies
Southern Models

TAKING A CHANCE

By Rob Nesbitt

Rob describes the challenges associated with online shopping and shows us how to restore a poorly made model.

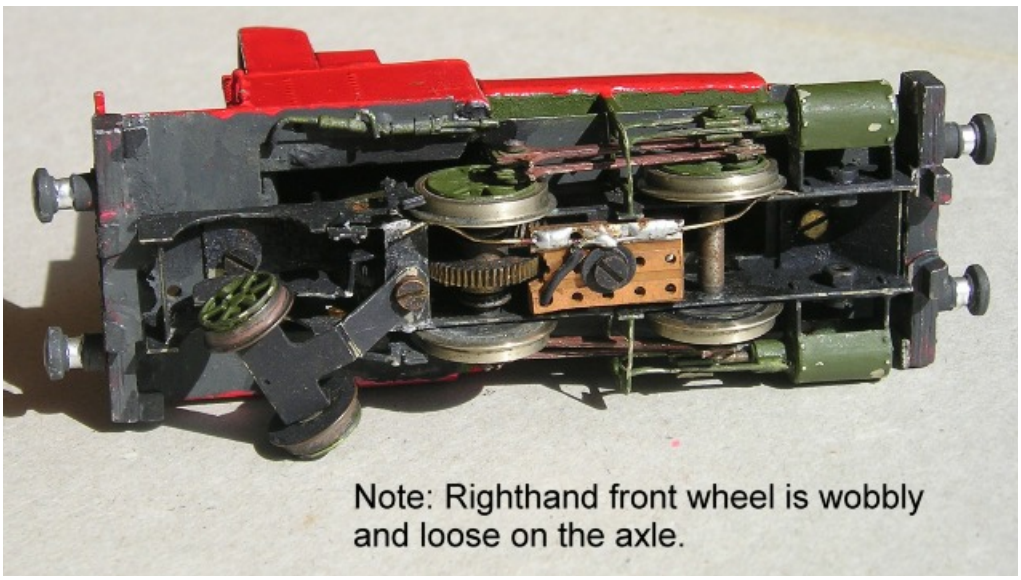
Should one spend time, and money buying broken models on ebay? Ebay listings can be hit-n-miss. At best one gets a good photo, and an accurate description. Sometimes though, information can be vague.

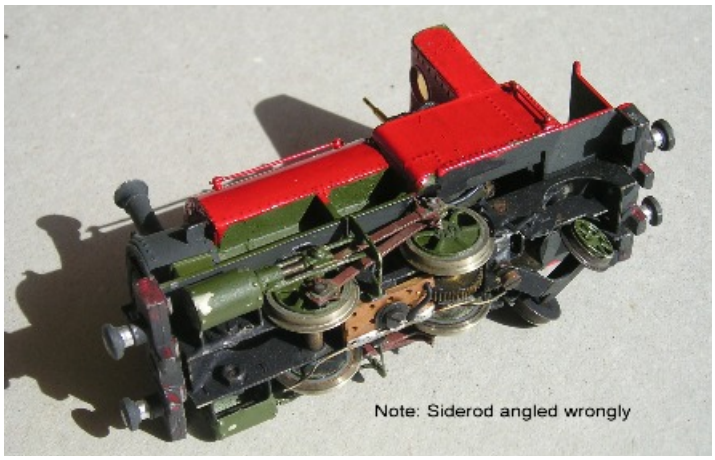
Just such a model was listed recently, from a seller who I have bought items before. The description was pretty standard – "On30 narrow gauge loco not working", but the photos and the low start price sparked my interest. The photos showed what appeared to be a British narrow gauge quarry locomotive, and the picture of the mechanism looked home built, rather than a commercial RTR mechanism. OK, definitely worth a bid. What is it worth?

Without having physically examined the model, the worst case would be that I would end up with a flat-car load – and thus I placed a modest bid. To my surprise, my bid was successful, and I had a $41 loco, which included postage from Queensland.

Inspection.

Upon unpacking the loco, I discovered 2 obvious problems with the mechanism. 1) One of the wheels was wobbly, and 2) the siderods on one side were disarranged.





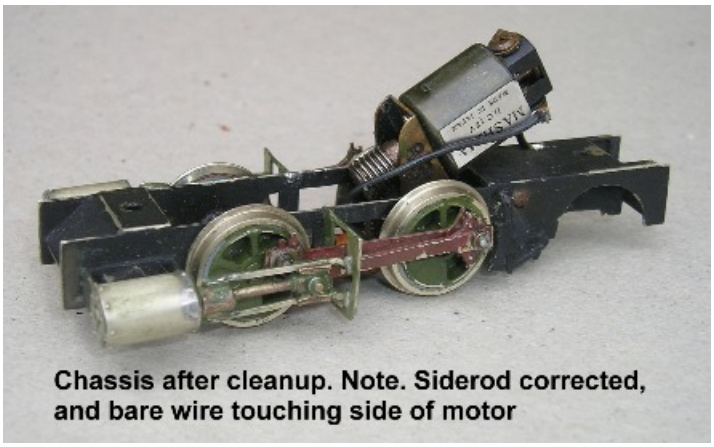
The good news was that the mechanism was a Branchlines (UK) mechanism, with can motor, gearbox, Romford wheels, and axles.

Getting the body off the chassis was simple – remove the pony wheel, and unscrew the 2 screws at either end of the chassis. The body was whitemetal, and I subsequently found that it had been offered as an On16.5 kit by Peco. The Peco adverts in the 1990s showed this loco should have a backcab, rather than it being open to the elements. Well this part was missing, but as many quarry locos did not have cabs, this did not seem to be a problem. (Note. The Peco model was based on "Talyllyn", on the Welsh slate railway of the same name)

Checking the chassis.

The wobbly wheel was the cause of this models failure. The Romford wheel nut had unwound, and the wheel had slipped off the axle, allowing the siderod to lock up. I also needed to check the motor, so I loosened the grubscrew on the axle gear, and applied power to the motor. The motor spun freely. OK, how to get the wheel re-attached? The original builder had assembled the chassis with solder, and major surgery would be needed to clear a path to the Romford nut for my Romford nut driver. I did not relish the prospect of this. Another way, was to reseat the wheel, then tease a small screwdriver at an oblique angle into the Romford nut slot, and tighten the nut by a succession of small pushes. The latter method appealed – and I would know in a matter of minutes if the major surgery could be avoided.

Success! I was able to roll the chassis now by hand, although it was still a bit stiff. Some Labelle oil applied to all joints, and bearing surfaces improved this. Retightened the grub screw on the axle gear, apply power and we now had a running chassis. Clean the wheels, reattach the body, and successfully test the loco on the track

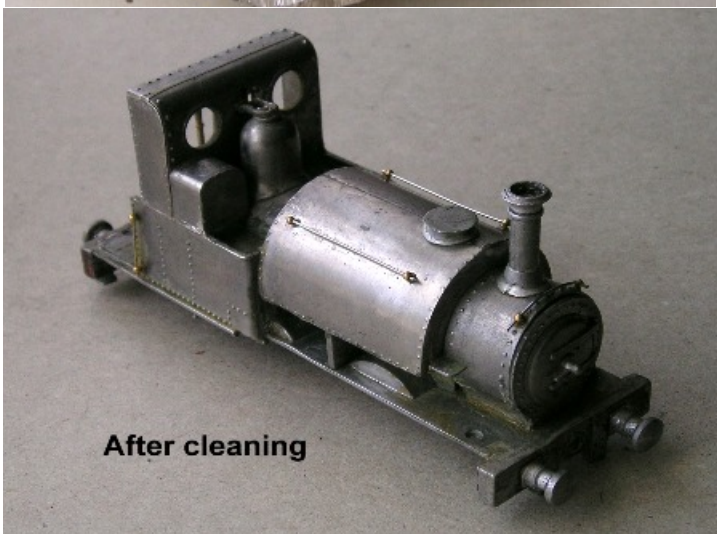


Chassis after cleanup. Note. Siderod corrected, and bare wire touching side of motor

Bodywork and painting

Apart from the smokebox, the body paintwork was ugly, The red coat had been poorly applied, and the cab interior colouring was at best amateurish. It had to come off. A metal loco allows use of commercial paint strippers. Wear protection, apply stripper thickly, wait for 15 minutes, and then clean off with water, and a stiff brush. Repeat as needed. Unfortunately, certain parts appeared immune to the stripper. A cotton bud, dipped in acetone got into otherwise inaccessible spots. The acetone process was also used on the chassis cylinder and crossheads.

Paint Stripping. Messy. Wear rubber gloves, and eye protection. Rinse off with water



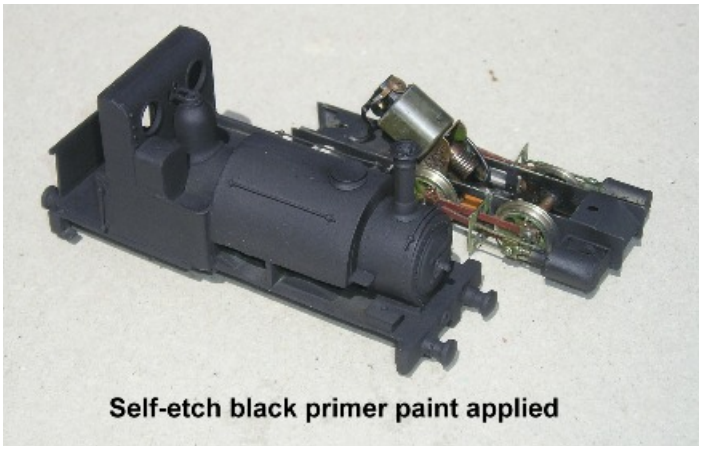
After cleaning

One of the discoveries during paint stripping was that the model had originally been painted olive green, and as this colour was still present on the wheels, I made a decision to return the main colour to olive green.

During the cleaning process, a number of parts had come loose. The original builder used a combination of soldering, and epoxy glue. I reattached these parts with low-melt solder. A few areas of excessive glue was also cleaned up. The most difficult part though was the removal of the coal load. This has also been stuck down with an epoxy glue, and it had to be chiselled out

Prior to painting with self-etch black, I cleaned the body with cream cleanser, and water.

Spray paint etch black. Allow a full day to air dry. Mask the model. The etch black is a great colour for the smokebox, and footplate, and it was this area that I protected with the masking tape



Self-etch black primer paint applied

Spray paint Tamiya Olive Green. Remove the masking tape. Again allow a day to dry.

I brush painted the cab interior (Tamiya JN grey). Handrails were carefully cleaned back to metal with a cotton bud dipped in acetone.

Tamiya flat paint is far too dull, being primarily designed for military modellers. Fix this with Tamiya clear gloss over the green, keeping the spray away from the smokebox, and footplate as much as possible. Continue with detail painting in the cab, bufferbeams, and elsewhere.

Masking and olive green paint applied

Finishing details.

After attaching the chassis to the loco body, and test run. Imagine my annoyance as the loco remained stationary, and the power pack had a dead short.. After a few minutes of cursing, I found the cause – the attachment of the chassis motor wires was done poorly, exposing some of the wire enough so it touched the motor case. Simple when you know where to look.

I added a coal load with diluted white glue. The real Talyllyn was lined, but I chose to leave my loco unlined for now. Please note, the gloss coat should make lining possible with decals prior to weathering. The open cab really needs a crew. DCC, and kadees will be required prior to entering service.

Conclusion

Was the loco worth $41. Generally yes. Whilst the refurbishment took around 12 hours, a time fairly equivalent to the time needed to construct a kit, the original builder had been fairly sloppy with the construction; it was missing a major part of the cab; axles had some rust, and there was considerable wear on the wheelsets. However, the cost was well under the price for a new kit. And whilst this ebay purchase has been a winner for me, I have also been on the losing end of a number of basket-case projects in the past. One has to take the good with the bad.

Happy modelling

Photo: Robyn Taylor

WALLAVILLE

WALLAVILLE IS AN EXCEPTIONAL HOn2.5 LAYOUT THAT IS A CREDIT TO IT'S MAKER. IT CAPTURES THE ATMOSPHERE OF THE SUGAR CANE RAILWAYS THAT ARE SUCH A LARGE PART OF THE QUEENSLAND RAILWAYS SCENE.

Text and photos by Robyn Taylor

Lincoln Driver has built a miniature representation of the sugar cane marshalling yards in a quaint little Queensland town called Wallaville. The layout is 6.5 metres x 1.5 metres taking around five years to construct and has gradually been updated with rolling stock over the last ten years. Wallaville is a small town in Queensland 43 kilometres south west of Bundaberg and is a sugar cane producing area. Wallaville has a population of 182 most of whom are employed in the sugar industry. Currajong Creek runs through the town, flowing into the Burnett River and the Currajong Creek Railway bridge is a feature on Lincoln's layout.

The area portrayed is the former Queensland Railways Wallaville station which was on the Bundaberg to Morganville line. Due to the closure of the Gin Gin mill in 1974 the cane was transported to Bingera Mill. The line was plagued with heavy grades and in a co-operative effort Bingera Mill, SRI and E.M.Baldwin and son developed the first remote controlled slave locomotive which was capable of hauling up to 100 cane bins to Bingera.

During the cane crushing season from July to December the population of the town doubled with people as mill workers and cane cutters moved into the area to work. The town has two general stores, a bakery, a butcher shop, post office, garage as well as the Bellevue Hotel, which is still trading. In November 2009 the Wallaville State School celebrated its 100th anniversary and Lincoln proudly displayed Wallaville the layout at the event to the great delight of the locals.

Lincoln became interested in railways because his father was a train driver at the Bingera mill, in fact the whole family has an interest in railways and it was inevitable that Wallaville would come to life. The locos and rolling stock are mostly hand crafted and fitted to various American N Scale mechs. The quality of Lincolns' modelling ability is evident in the photos shown here, there is also two photos of the real Wallaville that highlight the attention to detail that has been imbued into this exquisite model railway. It was a pleasure to see this layout again and to have the opportunity to capture the images and put together this brief story, my thanks to Lincoln for his assistance.

The Marshalling yard at Wallaville

The real Marshalling yard at Wallaville

Kolan crosses the Currajong Creek bridge with a rake of empties heading to Wallaville yard (inset: The real bridge)

MACHINERY

Like most agricultural ventures the cane industry has mechanised a large portion of the tasks that were once done by hand. Heavy machinery such as the harvester shown on the left now move in and cut the cane feeding it into the tractor hauled bins that have a tipping facility to load the cane into wagons. Probably the most amazing thing I have seen is the narrow gauge track maintenance machine shown on the right. We were fortunate to get photos of the actual unit parked in a siding at the now dismantled Fairymead Mill. The machinery modelled on Wallaville adds to the overall accuracy of the layout.

WALLAVILLE

Kolan cautiously makes the road crossing with a rake of empties heading to a farm in readiness for the new seasons harvest.

Oakwood passes the old station master's house with a rake of full bins on their way to Bingera Mill

Oakwood crosses Currajong Creek heading to Bingera

Shunting the yard proudly wearing the Bundaberg Sugar logo

Operations on the FSRR

By David Latham

'The Crew' LtoR back row Glen Coventry, Rob Peterson, Richard Roth, Laurence Nagy, John Martin, David North front David Latham - the dispatcher

Back in the early 21st century, the layout in my previous residence was showing signs of some sort of operational possibility. Unfortunately, before I could get any sort of regular operating sessions together, my family moved home, in 2003. In July the next year, I began construction of the Garridge Division of the Fanta Se RR and now in 2014, it is nearing 'completion'.

A few years ago, as the layout was beginning its third era of expansion, several NMRA members were suggesting I have operating sessions on the FSRR. I eventually gave in and on 29th January, 2011 the first session was held. There were six operators, including me acting as 'dispatcher'. We assumed 4 hours would be enough to act out a base session I had developed and to iron out some wrinkles. We operated for 2 hours, had a discussion and then repeated our previous efforts with better success. An engineer and brakeman were placed for each train and this has proven successful for each subsequent session. (Now a full-time yard master is also employed with one or two assistants.) The seeds had been sown.

It wasn't smooth sailing and we all knew it wouldn't be. An early suggestion was to place rubber mats on the floor to reduce leg fatigue – Bunnings has large rubber mats which jigsaw together. The problem of trying to 'balance' the layout for car movement is an open-ended science, one that I still can't achieve but, hey, it all adds to the fun (except when you are waiting for the yard to be cleared!). Obviously, there was pressure for me to ensure all wheels and track are clean and any faults with turnouts, etc and other minor but irritating problems are to be rectified.

The first and second sessions were run just by using hand-written directions, attached to a clipboard. Subsequently, car cards and waybills have been used, to much greater success and bringing more prototypical movements onto the layout. For this system to be successful, each car has a card with the lower half having a pocket into which a four-way card (the waybill) showing the directions for travel are inserted. The card indicates the car's number and road, its car type and colour and a small photo (for easier recognition). Each side of the waybill is divided into two with instructions for town destination, the particular industry, the loading (or empty) and the type of car the waybill is to be associated with. After each operating session (and on occasion during a session) I turn the waybill to reveal a new destination for that car, allowing for up to 4 different destinations in a cycle. These were time consuming to set up but once used they almost take care of themselves when the time comes to begin a new session. To help balance the movements, I first just rotate the 4-way cards to the next number and examine the consists and then try to determine the likely results during the next session. If I feel that certain industries could be busier or quieter I move cars to other trains and/or rotate the car card. Each brakeman is given a clipboard to which are attached the train's operating instructions, including any local rules and the consist's car cards. A schematic of the FSRR is on the reverse side, showing all industries and yards.

We don't operate on a slow clock or any form of time-keeping. A lineal schedule of departure for each train's origin is applied and it is at my discretion (as dispatcher) to make the crews work harder, by introducing these trains more frequently from staging, or easier, by letting the crews finish their switching without the burden of over-crowding.

Sessions were progressing smoothly but then came the suggestion which I knew would eventuate.

DL checking the validity of a car card at Smithtown

Why don't we extend the yard, making it double-ended? (Thank you, Richard) There certainly was enough room to add three more tracks between the aisle and the depot at Garridge but I was hesitant to do it because that meant three more tracks traversing the hinge-break (that area of the layout hinges down when not in use). A couple of months later the crew was introduced to the new three track yard (Thor Yard) which curved around the front of Garridge flowing through three scratch-built curved turnouts and joining to the end of the old yard. Now the yard's tracks hold 15 cars each (up from 6) plus one original stub track for waycar storage or overflow. And it works!!

The new yard has completely altered the operating dynamics. Now all trains entering Garridge must call at the yard to deliver and pick up cars, and all these consists are organised by a full-time yard master and one (or two) assistants. The east and west ends of the layout are double-tracked reversing loops which can provide continuous running of trains (through spring-switches at the throats) but during operating sessions they are purely for storage. Trains leave and arrive from the yards only once per session. A total of seven trains complete the sessions but three of these work the branch between Garridge and Ayre Junction.

I've hosted 11 sessions now on the Garridge Division of the Fanta Se. I try to keep moving with structures, new locos and cars and scenery to prevent any monotony creeping in. This has had the effect of reducing my own 'stall' periods to keep on top of things.

Three years later and I have amassed enough hours on my own layout and some hours at other modellers' layouts to qualify for my Dispatchers AP award. I would like to thank my regular bunch of crew members – David North, Richard Roth (after whom 'Thor Yard' was named), Robert Peterson, Laurence Nagy, Glen Coventry and John Martin. Along the way there have been other interlopers who have enjoyed the sessions. Without these blokes nudging me in the right direction, I doubt if I would ever had organised regular operations on the Fanta Se RR.

Sessions are held about every 2 months, in Sylvania (in Sydney's southern suburbs). If you wish to join us, send me an email at lathamd@optushome.com.au

Cheers & have fun!!

JM and LN also switching at Bells Camp

GC and RR switching the branch at Bells Camp

DN and RP coming to terms with Thor Yard

THE GREAT OUTDOORS

What could be better than enjoying the great outdoors ? Fresh air, great friends and a collection of large scale model trains that huff and puff, rumble and trundle their way around the garden.

Col Foulkes, Weekly reporter for the LHGR . CEO of the LRR. Photos by members of the LHGR

I have been reading the NMRA MainLine magazine, a good publication with plenty of interesting articles but I felt left out. The magazine is about railroad modelling, but it seems that most of the modellers prefer HO with a sprinkling of O gauge, this is where I feel unconnected because I belong to a group of people who run 45mm Garden Railways, the big stuff.

Our group is known as LHGR, Lower Hunter Garden Railways. We currently have a choice of six privately owned Garden Railways on which to run and we do this every Wednesday and one Sunday a month, not in any set order but dependant on weather and availability.

Our interests are not in modelling scenery, our layouts are pretty bare by MainLine's standards but our common thread is the running of live steam locomotives.

Running live steam is a bit more complex than just switching on a power point and turning a knob to go. To get a live steamer out and running properly can take up to half an hour if things just do not work right, so our modelling is in the building and running of live team models and associated consists, a lot of which are scratchbuilt, in some cases from whatever happens to be lying around spare at the time.

The actual running of live steam requires stocks of consumables, first distilled water, second steam oil and this is a special oil which mixes with water, third is the fuel, either alcohol (metho) or butane gas, but for the really dedicated, coal is the preferred fuel. Replenishment of all of these is a constant requirement, while checking pressure and water level during running is essential. This is a lot more work than running track power in any form.

Within the group we have available a wide range of live steam locomotives, ranging from small 0-4-0 tank engines from Accucraft and Roundhouse etc. right up to Aster AD60 Garratts and we have four of these.

Our layouts vary in size and shape depending mainly on space available but a second and possibly over-riding opinion does apply in some cases.

We have no dual gauge tracks but one layout has a separate parallel O gauge track and another has concentric HO, O and two G gauge tracks and it is not unusual to see the same loco model running in three different sizes at the same time.

The group is not limited to live steam, anything is acceptable. Three of us have track power and there is a mix of diesel, steam outline and electric locos likely to turn up at a gathering, including on board battery, trailing battery car and radio control, which is all current 2.4Ghz format.

The pleasant garden surroundings of our starting point 'Dunwerken'.

I use a six channel TX and for live steam utilise channel 2 for regulator 4 for steam whistle and 6 for direction. This can be duplicated on 1, 3 and 5 so two locos are being controlled. This is simple DC radio control, not DCC.

At this time we are all located in Lake Macquarie, NSW but there are another two layouts being built by group members which will spread our running into Newcastle and Port Stevens areas when they come on line.
Wednesday training is what we do and have been doing now for at least 10 years, starting on the Dunwerkin layout and then moving around as others became available, first the LRR (Lymington Ridge Railway) then the NNR (No Name Railway) followed by the TGR (Teralba Gartlee Railway) the SPR (Speers Point Railway) and the BPR (Booragul Ponds Railway)
The Lower Hunter Garden Railway Group numbers about 12 but any two present forms a quorum at any time and it is not unusual to call in to see a friend and end up running trains. A major requirement here of course is that most of us are retired. Our monthly Sunday steam was implemented to keep the as yet still employed on board and interested.
A brief report with photos of the day's running is circulated by email after each gathering so those not present can see what they missed.

The original Dunwerkin Layout is still in situ and we visit that a couple of times a year to keep it in shape. Even though the trainer left us several years ago, his wife still keeps all in order.
There is one other layout available to us and that is the Garden Railways In The Hunter portable track, which originated within this group and was indirectly responsible for the current yearly Steam Ups at the Southern Highlands and the Great Southern Steam Up in the Puffing Billy area east of Melbourne. All three are both G and O gauge running and are full weekend events intended for Live Steam locomotives by pre registration only.
No public access.

The GRITH Portable

We are fortunate to have a mix of very valuable talents available to us, as problems and difficulties and breakdowns are always rearing their ugly heads. One member is very accomplished on the lathe and mill and is our steam boiler inspector, (a necessary requisite as public liability is closely tied to the safety of steam boilers) A second who has been playing in the sheet metal forming and fabrication business for a large number of years and has retired with his workshop still intact and who also has some insight into the electric and electronics industry. The third is a builder of all things live steam, like ride on traction engines, and is an excellent scenery modeller also. Then we are fortunate to have another who spends a lot of his spare time mechanically repairing or installing DCC in other people's locos, usually HO.
The list goes on.
We encourage visitors but as the railways are in private ownership we would appreciate that contact be made with our Events Co-ordinator several weeks in advance so that we can advise the operator of the relevant Railway and get permission to allow visitors. We prefer only 3 at a time and it is self-catering for Wednesday lunch but Morning and often Afternnon Tea is provided

and good conversation guaranteed. Sunday afternoon tea is provided and occasionally a twilight sausage sizzle is arranged.
We welcome all visitors to bring their G Scale Locos and rolling stock and enjoy a great day's running, and if you are lucky enough to be invited to the three gauge layout then bring whatever scale you wish to run, we can even set up DCC in the Great Outdoors if you need it.
As we operate live steam it is unfortunate that we cannot allow young children to attend but with planning, an all electric running day could be arranged and this does happen often enough simply by chance, depending on who feels like doing what. There are no rules as to what is run and some of our group do not always bring a train but simply attend for a chat with like minded people.
One annoyance in running G gauge is the incompatibility of the couplers of different manufacturers. Some stay with the originals but I prefer Kadees and most of my rolling stock has these fitted along with replacing plastic wheel sets with decent and more accurate metal ones.
We are not nut and bolt modellers and it happens that with the different scales available to run on 45mm track that you may see a 1:32 locomotive pulling a 1:20.3 consist, noticeably different scales but we do not always take our own consists to other layouts but rely on the owner to have something available to be hauled as we all have an adequate amount of rolling stock and this is where the coupler differences becomes a nuisance.
To overcome this I have made up a set of coupler converter cars using HLW mini gondolas and this seems to be an acceptable answer to the problem. The gondolas themselves make up a good enough consist so there is always something to pull, and Live Steam likes a load and works better pulling a train.
The scales available in G gauge can be quite confusing as they vary from 1:32 - 1:30 - 1:29 - 1:24 - 1:22.5 - 1:20.32 - 1:19 and even 1:13.7 which is getting quite large. This ranges from 9.525mm /foot to 22.225mm or 3/8"to 7/8"per foot and varies the perceived rail gauge from the standard 4'8 1/2" to narrow gauge 2 foot.
I am getting into a bit more complexity than intended so Enough for now and back to the track.

The SPR

The TGR

The BPR

A D&RGRR Bumble Bee rounds a bend on the LRR

Live Steam Radio Controlled 'Lyn' on the NRR

Scratch built A Class Climax on an LGB Flat car, the log cars are also scratch built, the logs are real.

We look forward to more articles from the garden railway group in future issues of MainLine, if you would like any further information on Garden Railways or large scale model trains here is a selection of web sites you may find of interest.

www.gardenrailways.com

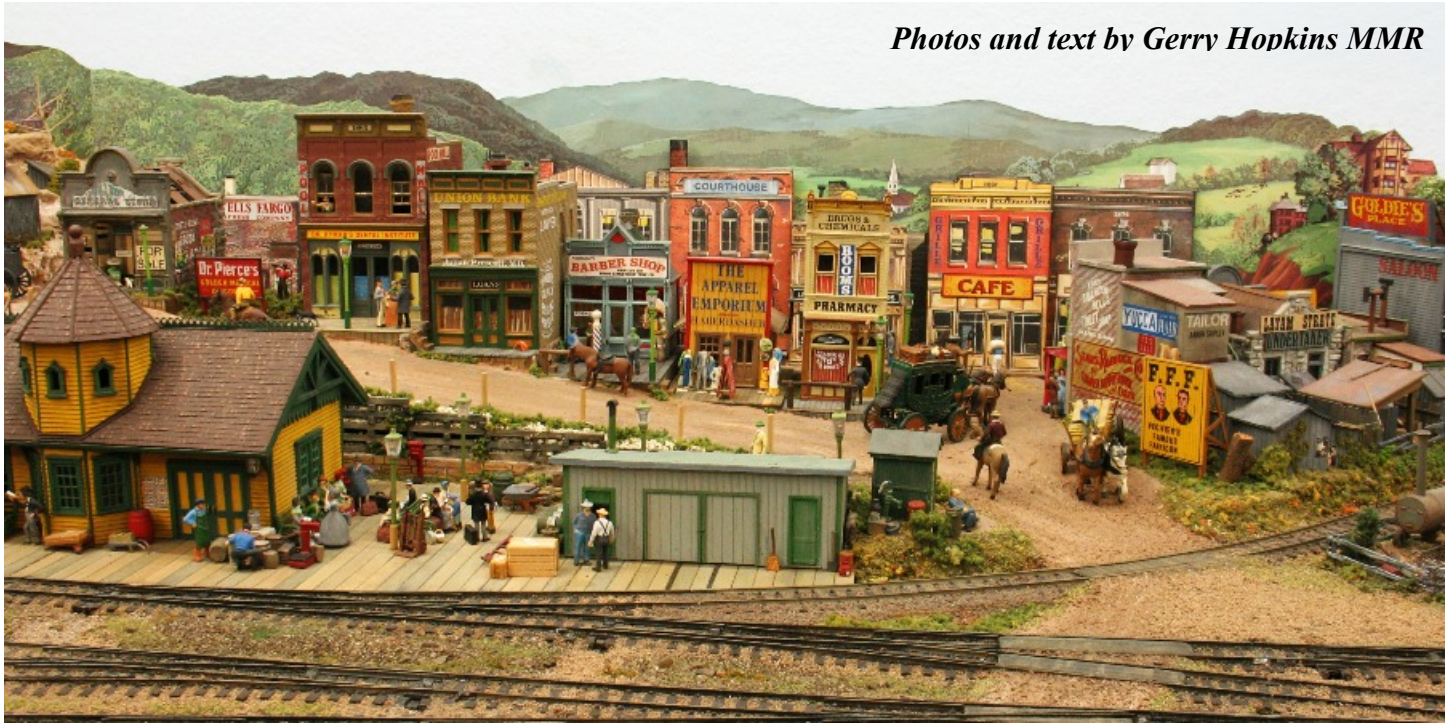
www.atlanticpublishers.com/magazines/garden-rail/

www.16mm.org.uk

THE DIAMOND VALLEY LINE

This is the first of a series of articles about Modellers who are no longer with us but left a big mark on the NMRA - Australasian Region. In this issue we look at the HOn3 Diamond Valley Lines of Fred Gill MMR

Photos and text by Gerry Hopkins MMR



The Australasian Region lost one of its pioneers when Fred Gill MMR passed away in August 2007 after many years of bad health. He was aged just 79 years. Fred was one of a small group of members who successfully petitioned the NMRA in the early 1980's to allow the formation of a new region to again represent the membership in Australia and New Zealand. He went on to serve in many roles as Vice President, Newsletter Editor, Achievement Program Chairman and Contest Chairman. He had to retire from NMRA duties after a few short years due to failing health but continued to support the hobby with other local model railway organizations and continued to act as a mentor to many budding Model Railroaders. Fred was a superlative scratch-builder in HOn3 with his Diamond Valley Lines being featured in many model railroad magazines, the Walther's annual HO catalogues and even on Sydney television.

Fred was awarded his MMR in 1992 and was specially honoured by Rick Shoup MMR in 1994 for his achieving all 11 categories in the Achievement Program.

CONTROLS

The layout has three control boards which can be controlled by any one, two or all the boards. The boards are interlocked with rotary switches so the layout can be operated from one controller by an individual or with two persons on the other two controllers. Upper levels have switch motors on all switches whilst the 'Port' area had recently been altered to manual slide switch operation. Controllers are by EDA, (these are Australian produced) which so far have been trouble free.

THEME OF THE RAILROAD

The main freight handling is coal, ore and lumber. The top level of the layout has a coal mine which ships coal to other industries on the layout, plus to Port Sendham for loading into ships. Also on the top level is a large scratch built sawmill (over 1000 parts) where logs are received by rail and flume into a log pond. In the same area is the loco shed and repair shops where all Am logging cars, etc, are attended to. A small township exists, Passenger depot etc, and the balance of the town is painted on the backdrop.

As the train descends it passes a coal mine and a small battery of coke ovens – this is situated on one side of a large mountain - lower still on the other side of the mountain is an Ore mine and flotation mill. The track then winds down and around sharp curves, over small bridges and through 'short tunnels till it

reaches the large town of Diamond Valley (which is baseboard level) (42" above the floor).

In Diamond Valley all geared locos are changed over to rod locos (C's) which then take over the hauling of trains to Port Sendham. The railroad's biggest customer 'THE PASTURE PRIME MEAT PACKING CO' has its operation here, along with the Heinz Pickle Works, a large General Store and Warehouse. The township has a large Passenger & Freight Depot, two main streets of shops and at the south end of town has a Loco Depot and Turntable with full service tracks.

Trains leave Diamond Valley in a southern direction and enter a large mountain and eventually emerge just south of Port Sendham. The Ore Floatation Mill overlooks the town and port and is the main employer in the area. Again there is a Passenger Depot and full loco servicing facilities, including an 'A' frame turntable. A track leads out to the Sassen Vinegar Works in the south whilst another track goes north onto a steep grade to the 'WHEAK BRICK CO' and the coal unloader which loads coal into small ships and barges.

The brick company is situated on a wharf which has another track (on wharf) where bricks can be loaded into the railroad's cars.

The northern part of the Port is not serviced by the railroad and consists of a Ship Repair Yard (with a boat on the slipway) and a large Fish Cannery and associate structures. At the rear of the cannery on a hill is a tall lighthouse which sets off the scene. There is also a two track railroad car ferry that holds four cars and the tracks from it join the main line near the Passenger Depot. All boats on the water are scratch built and some are stern paddle-wheelers built from plans obtained from the USA.

Gerry Hopkins MMR
The Diamond Valley Lines

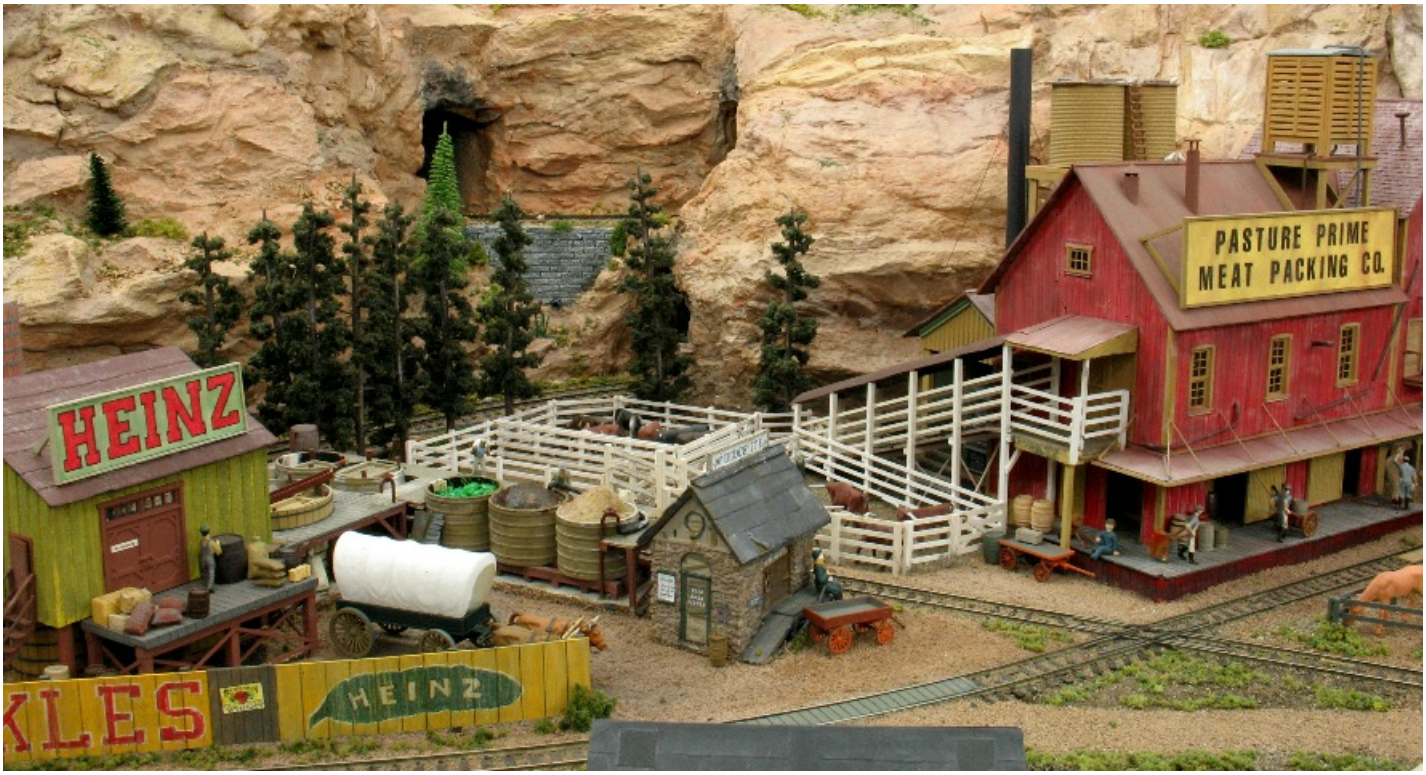
Gauge=Hon3
Size =13' x 8' – U shaped
Period=1880 – 1910

Locos
Lower Level
C16, C18, C21, 0-6-0
Upper Level
B2 Climax, T Boiler Shay, Dunkirk, Ali San Shay, 2 x CN60 Shays, 2 x Mich Cal #2 Shays.

Railcars
5 x assorted Mack Railbusses, Hetch Hetchy Railbus (SB), Inspection car (SB), Railtruck, (SB), and Roadbus remodelled to Railbus.

Passenger Stock
4 x Brass San Juan Cars, 4 x E & B Valley Coaches, Edna and Rico Brass Cars

Freight Stock
20 odd scratch built cars, 6 x D & RGW Long Cabooses and over 40 kits to assemble.



IN HONOUR OF FRED GILL MMR


GRILLE
1874
LAYAM STRATE
UNDERTAKER
CAFE
GOLDIES PLACE
ENTERTAINMENT
GAMES of CHANCE
HAMBURGER
HOT DOGS
PORK STEAKS
CAFE


Smoke
Melo-Crowns
LEVI STRAUSS & CO.
DVL
1

LIGHTING FOR A WALTHERS FLOUR MILL

By Bernie Benson

The location on the layout where I had sufficient depth to locate a Walthers Flour Mill kit (HO) was up against a sky board which meant that the rear of the mill would not be visible. The front of the building faces the tracks and the rear services road transport.

So as not to waste the detail on the rear of the structure I decided to double the length of the building by joining the back wall on the end of the front wall. Access to the truck loading dock was achieved by setting the extension back by one third the width of the building. There are three bays of windows on the end of the mill so this was divided into sections of one bay and two bays. Using the one window bay section to offset the loading dock gained sufficient space for road vehicles to access the loading dock without interfering with the rail. The only extra work was to make a rear wall the length of the building and a roof section for the extension.

As I intended lighting the mill I thought if I used one light source it would look too un-natural as there are forty six windows and doors that would be throwing out light and it would look more like a oil refinery than a manufacturing building. The idea was to partition the building so as different sections could be lighted at any one time to give a less imposing effect. I also wanted to light under each of the awnings over the loading docks and have a flashing light above the loading dock doors to be activated with train movement and also a flashing light on top of the fork-lift. To keep the size of the flashing lights small enough I am using 1mm fibre optic filament fixed to a 3mm flashing led. I now had ten individual led circuits and I wanted to be able to control them however I wished at any particular time. First thought was a bank of ten toggle switches - this would do the job but I wasn't keen on the appearance on the facia, there are circuits on the internet to control building lighting to switch lights on randomly but I didn't see this as an answer so there had to be a better way!

The mill sat unfinished for some time and I got distracted with looking at the Arduino micro-controlled boards and after reading about them and trying some simple led circuits I thought that maybe an Arduino board and a keypad could be the answer to controlling the lights in the flour mill. As I already had a keypad mounted in the facia which controls the turntable I considered another would definitely look better than a row of ten toggle switches. I must point out that at this time I had no previous experience with the Arduino boards and I had no idea what they were capable of. Having seen them mentioned on various lists that I subscribe to made me look at what they were about. So if you have read this far don't be discouraged thinking it is too difficult as this is my first attempt at putting an Arduino to work on the layout and hopefully it might work for you. A good starting point is www.arduino.cc.

The Arduino platform:

This article is not about learning a computer language nor is it a lesson on learning how to use an Arduino board.
All the programming is supplied with the article and the cost of components should be under $20.00 (all parts are available locally) plus a power supply. A warning on the code - if you are entering it from this article it is important that you enter it exactly as shown. = and == mean different things and capitalisation is important such as capitals in the middle of a word. {} [] and () are all used in the code.

The parts I have used are as follows and they are specific to the code supplied:
Arduino Leonardo (I used a compatible version) $15 Supplier: www.core-electronics.com.au
Keypad 12 button COM-08653 $4 : www.littlebirdelectronics.com
You will also need some jumper wires to connect the components (7 from the keypad to the Arduino, 10 from the Arduino to the leds and 1 from ground on the Arduino to the leds.
A power supply 7 - 12 volt.
A computer is necessary to load the software IDE (integrated development environment) to the Arduino. The cable to connect the Arduino board to the computer is supplied with the Arduino board on purchase. The program to load the operating software to the Arduino is a free download from Adruino and a version is available for Linux, Mac & Windows.
Go to www.arduino.cc
Select: Downloads
Select: Arduino 1.0.5
Select from the following to suit your operating system:
Windows Installer (XP or higher)
Mac OSx
Linux: 32bit, 64bit
Then go to Next steps
Getting started for details on installing the software.

There is also a library that has to be downloaded from the Arduino site and it is the keypad library.
Go to: playground.Arduino.cc/code/keypad
scroll down the page to Download, install and import
Select Keypad.zip to download.
The instructions are also included on how to install the library.

Now that the software (IDE) is installed on your computer it is time to install the sketch (Arduino talk for program).
These are the instructions that teach the Arduino the steps it has to take to accomplish the task of controlling the hardware. This sketch is saved in the Arduino and a computer is no longer needed to control the project.

Power to the Arduino can be supplied either through the USB port on your computer or by a power supply plugged into the battery jack on the Arduino board. If the Arduino is left plugged into the computer then the USB port on the computer will supply the power needed to control the project. (As I don't know the consequences of having the Arduino plugged into the computer and also supplying power through the power socket I suggest you don't try it and use one supply or the other but not both at the same time).
Each of the output pins on the Arduino can handle 40ma. If you require more than 40ma on any one pin that can be achieved by paralleling pins or by using an additional transistor - but that is beyond this article which is limited to operating ten outputs with a maximum of 40ma per output.

Wiring:

Using jumper wires connect the keypad to the Arduino as follows:

Keypad	Arduino
1	8
2	7
3	6
4	5
5	4
6	3
7	2

The keypad has nine terminals and the two external pins are not used. Looking at the face of the keyboard the number one pin is on the left.

The Arduino pin numbers are printed on the the circuit board.

How the connection from the Arduino to the leds is made through a resistor is dependant on the distance between the board and the location of the leds as to the wire used. I have used cat 5 cable and the maximum wire length on my set-up is about one metre. The value of the resistor is dependent on the type of led and the intensity of light required. I used 560 ohm resistors in my set-up. A resistor must be used as 5 volts is being applied to the Arduino output pin.

I don't like to rely on jumper pins to complete the circuit on a permanent set-up and find that a Screw Shield is a worthwhile investment at approx $9 (Core Electronics) it plugs into the Arduino and breaks out the pins to screw terminals which give a much more secure connection.

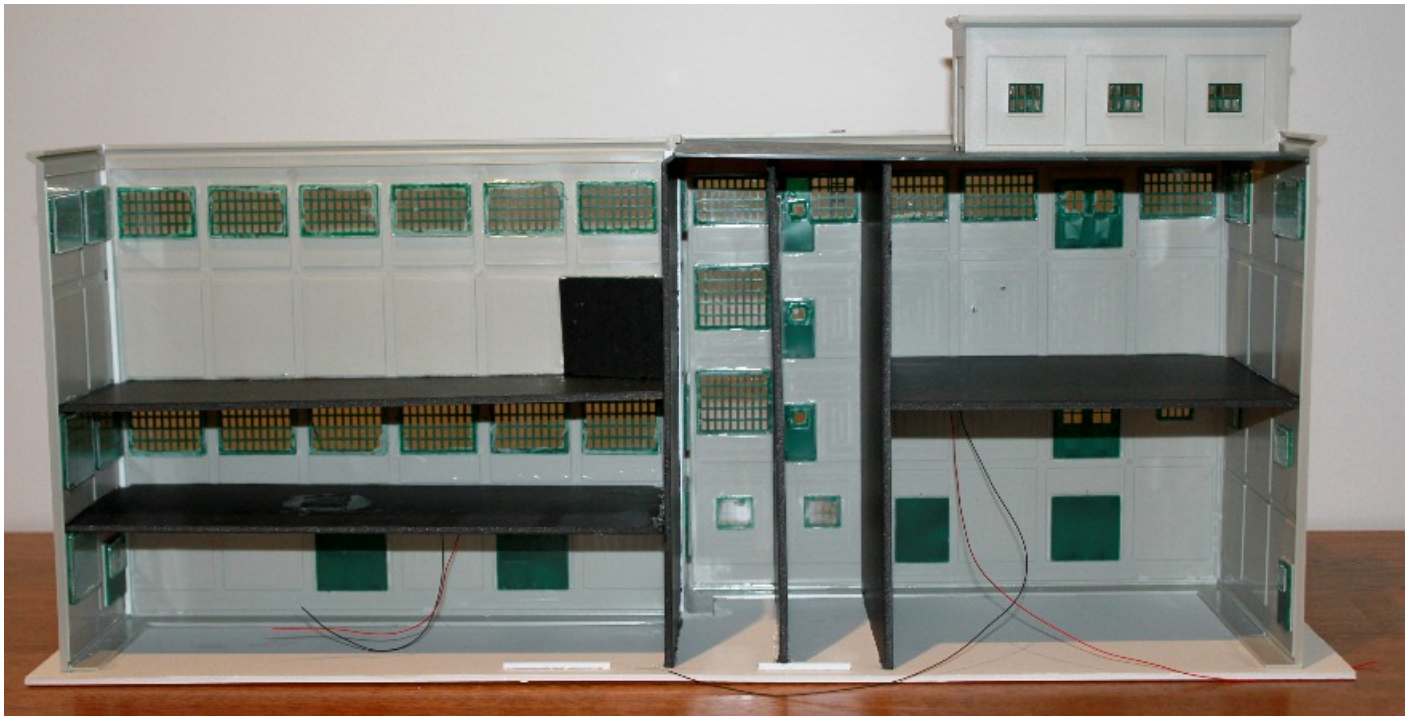
Arduino	Led number
A0	0
A1	1
A2	2
A3	3
A4	4
A5	5
9	6
10	7
11	8
12	9

The connection from the Arduino is to the anode of the led (long leg) and the gnd pin from the Arduino is common to the cathode of each of the leds (short leg).

Connect power to the power socket on the Arduino or use the USB cable connected to the computer.

Pressing a key will turn the corresponding led on and a second press of the same key will turn the led off.

That is all there is to it.



The rear of the Flour Mill, the fitting of partitions and LED's has started

The code required is as follows:

```
// Project = BGB Keypad for
building lighting


#include "Keypad.h"

// keypad type definition
const byte ROWS = 4; //four
rows
const byte COLS = 3; //three
columns
char keys[ROWS][COLS] =
 {{'1','2','3'},
  {'4','5','6'},
  {'7','8','9'},
  {'*','0','#'}};

byte rowPins[ROWS] = {
  7, 2, 3, 5};
//connect to the row pinouts
of the keypad
byte colPins[COLS] = {
  6, 8, 4};                    //
connect to the column
pinouts of the keypad

boolean 0lit = false;
boolean 1lit = false;
boolean 2lit = false;
boolean 3lit = false;
boolean 4lit = false;
boolean 5lit = false;
boolean 6lit = false;
boolean 7lit = false;
boolean 8lit = false;
boolean 9lit = false;

#define Led0 A0
#define Led1 A1
#define Led2 A2
#define Led3 A3
#define Led4 A4
#define Led5 A5
#define Led6 9
#define Led7 10
#define Led8 11
#define Led9 12


Keypad keypad = Keypad(
makeKeymap(keys), rowPins,
colPins, ROWS, COLS );


 // End of necessary code

void setup()
{
  Serial.begin(9600);
          pinMode(Led0,
OUTPUT)
          pinMode(Led1,
OUTPUT)
          pinMode(Led2,
OUTPUT)
          pinMode(Led3,
OUTPUT)
          pinMode(Led4,
OUTPUT)
          pinMode(Led5,
OUTPUT)
          pinMode(Led6,
OUTPUT)
          pinMode(Led7,
OUTPUT)
          pinMode(Led8,
OUTPUT)
          pinMode(Led9,
OUTPUT)

}
void readKeypad()
{
char key = keypad.getKey();
  {


switch (key) {
case 0:   //key o
if (0lit == true)
{
(0lit == false)
digitalWrite(Led0,LOW)
}
else
{
digitalWrite(Led0,HIGH)
(0lit = true)
 }
break;
case 1:   //key 1
if (1lit == true)
{
(1lit = false)
digitalWrite(Led1,LOW)
}
else
{
digitalWrite(Led1,HIGH)
(1lit = true)
}
break;
case 2:   //key 2
if (2lit == true)
{
(2lit = false)
digitalWrite(Led2,LOW)
}
else
{
digitalWrite(Led2,HIGH)
(2lit = true)
}
break;
case 3:   //key 3
if (3lit == true)
{
(3lit = false)
digitalWrite(Led3,LOW)
}
else
{
digitalWrite(Led3,HIGH)
(3lit = true)
}
break;
case 4:   //key
if (4lit == true)
{
(4lit = false)
digitalWrite(Led1,LOW)
}
else
{
digitalWrite(Led4,HIGH)
(4lit = true)
}
break;
case 5:   //key 5
if (5lit == true)
{
(5lit = false)
digitalWrite(Led5,LOW)
}
else
{
digitalWrite(Led5,HIGH)
(5lit = true)
}
break;
case 6:   //key 6
if (6lit == true)
{
(6lit = false)
digitalWrite(Led6,LOW)
}
else
{
digitalWrite(Led6,HIGH)
(6lit = true)
}
break;
case 7:   //key 7
if (7lit == true)
{
(7lit = false)
digitalWrite(Led7,LOW)
}
else
{
digitalWrite(Led7,HIGH)
(7lit = true)
}
break;
case 8:   //key 8
if (8lit == true)
{
(8lit = false)
digitalWrite(Led8,LOW)
}
else
{
digitalWrite(Led8,HIGH)
(8lit = true)
}
break;
case 9:   //key 9
if (9lit == true)
{
(9lit = false)
digitalWrite(Led9,LOW)
}
else
{
digitalWrite(Led9,HIGH)
(9lit = true)
}
break;


                    }
          }
}

void loop()
{
          readKeypad();
}
-----
```

DON'T USE THIS CODE AS IT CONTAINS ERRORS PLEASE CHECK WEBSITE FOR CORRECTION.

PHOTOGRAPHY FOR MAINLINE

SOME TIPS AND HINTS ON HOW TO PRESENT PHOTOS FOR MAINLINE

In the time I have been editing Mainline we have had difficulty in trying to 'doctor' photos for inclusion in the magazine and sadly some photos have been left out because they are not suitable for print. This isn't due to the shots being inappropriate but more importantly they are of such poor quality that it would be impossible to print them with any clarity. In the next issue of MainLine I will present an article that will guide you through the photography process and how to get the best out of your camera, however, for the time being it is important to offer some tips on helping us to present your work in the best possible way.

Resolution and image size:
One of the most difficult issues has been the resolution and image size of photos that have been sent for inclusion in the magazine. What looks good on a monitor or a mobile phone screen makes people believe that there is no problem but when we try to enlarge to photo for printing the results are a disaster. The photo below has been reduced to 300 x 200 pixels at 65dpi and this 30kb image is the result.

At full image size and resolution this is what the original looked like.

GIF and Internet photos:
Besides being an issue with copyright most web and internet photos are reduced to small sizes to make them easier to download, the trouble is that these images are rarely suitable for printing. I have one article in the archives that I cannot use simply because the gif files used to support the article are so poor that when I test printed them you could not figure out what the image was. Don't use these types of photos as they just don't work. The image below is a GIF file and highlights the poor quality of these images.

Cropping and enhancing:
It is far better to forward your photos as taken, uncropped and definitely no photoshop or enhancing. The reason for this is that your efforts may not suit the layout of the magazine or may change the photo in such a way that it is difficult for us to readjust the shot to make it suitable for printing. We can make the adjustments here and save you quite a lot of time and effort.

Cameras and phones:
The quality of today's point and shoot cameras is quite exceptional and you don't have to be a professional to get great shots. Simply ensure you have sufficient lighting of the subject and use a tripod or camera support and if possible a shutter release cable and the results might just amaze you. On the other hand phones are variable in the photography department and can be anything from 3mp up to 12mp and the shots from these vary greatly. The other problem is that if you email a photo from your phone they are usually reduced in size and resolution and the quality of the image at the receivers end is usually ok to view on a monitor but not suitable for printing. Download the original image to your desktop at full resolution and email the image from there.

Name your image:
It is wise to save your image with a description to make it easier to identify when it comes to placing it within the article. To do this simply go to save as and then name the file such as: Loco on test track.jpeg or Image-1.jpeg You can then place a tagline in ( ) within your text document, the bracketing will help to identify where the image belongs. I get so many images that are simply tagged by the camera such as image00234.jpeg and you would be amazed how many photos I seem to receive that have the same or similar numbers which creates all sorts of problems and requires the renaming and saving of the file to avoid conflicts. The image below shows the method I use to tag my photos .

Two up Two Down - 6.jpeg

Sharp and clear:
The final but not least important item that I need to talk about is to make sure that your photos are sharp and clear. Blurry or fuzzy images are not a pleasure to look at and although we can do amazing things in editing software some things are beyond help. The usual reason for unclear images is camera shake or movement at the time the shutter is pressed. The simplest solution is to use a tripod or rest the camera on a rigid surface.

In summary:
There are numerous internet based learning opportunities that you can use to help develop your photography skills. It is important to realise that your best first point of call for information is your cameras manual. Every camera manufacturer provides a wealth of information within the pages of your manual and the best photographers know their cameras inside out. I cannot emphasize the importance of knowing how your camera functions and all the bells and whistles that can make your photography come alive. We are also fortunate that we have some very good photographers within our ranks who I am sure would be happy to offer advice.

This photo by Gerry Hopkins is clear and sharp and a delight to allow the eye to look at the detail of the model.

ACHIEVEMENT AWARDS

In simple terms, the Achievement Program is a travel guide, to help you on your journey through the world of model railroading. The AP also provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading. With the completion of each category, you will be issued a certificate acknowledging your achievement. The AP requirements are a set of standards, but they can also serve as a set of guideposts for those who are new, near-new, and not-so-new to the hobby. Not because they lead to some sort of official pat-on-the-back, but because they are a source of ideas for projects that can help us learn to become better modellers. Briefly, the AP is a system of requirements for demonstrating a superior level of skill in various aspects of our hobby. It covers not only building various types of models, but also building other things which are important to the hobby, such as scenery, structures, track work, and wiring. It also recognizes service to the hobby and the NMRA, which are important as well. I hope that you will soon find just how easy it is to participate in the Achievement Program, and if you are not yet involved start you off on the right foot.

It is now my pleasure to announce our 22th MMR for the Australasian Region – Sowerby Smith FNMRA MMR #535. Many of you are familiar with Sowerby's work and with his enthusiasm for modelling. I hope he can inspire others to join the Achievement Program – the trip can be fun and rewarding.
Gerry Hopkins MMR

Here is a list of Achievement Awards presented from January 2013 to March 2014

Golden Spike
Colin Eggleston, Bill Black, Richard Grinyer, Barry Turner, Doug Kirby, Peter O'Rourke, Spencer McCormack, John Meredith, Ian Phemister.

Official
Paul Morrant, Rowan Mangion, Kel Sherson, Kelly Loyd MMR, Phillip Anderson, Ian Venables, James Wyatt, Richard Roth, Bruce Seddon, Bob Nelson.

Volunteer
David Swinfield, Geoff Chatwin, Keith McCarron, Michael Flack, Rob Peterson.

Author
Rob Barker, Peter Jackson, Stephe Jitts , Ian Phemister, Sowerby Smith.

Master Builder Cars
Paul Morrant, Stephe Jitts, Bob Best, Ian Phemister.

Master Builder Motive Power
Dennis Clarke, Ian Phemister , Sowerby Smith

Civil Engineer
Ray Brownbill, Peter McDonald.

Electrical Engineer
Paul Morrant, Doug Wallace, Rowan Mangion, Jeffery Ritchie, Mike Bartlett, Martin Cronk, Bill Oakes, Michael Peters.

Chief Dispatcher
Ron Solly, David Latham.

Master Builder Scenery
Steve Magee, John Brown, Bill Black, Barry Turner, Doug Wallace, Brian Hutchinson, Ian Phemister, Dennis Clarke.

Master Builder Structures
John Brown, Bill Black, Peter Dinham, Dennis Clarke, Sowerby Smith, David Latham.

Prototype Modeller
Dennis Clarke.

Master Model Railroader
Paul Morrant, Stephe Jitts, Dennis Clarke, Peter McDonald, Sowerby Smith.

Viv Brice presents Stephe Jitts with his MMR certificate

FIND OUT ABOUT BEING A PART OF THE ACHIEVEMENT PROGRAM BY VISITING

nmra.org.au

Dennis Clarke receives his MMR Plaque

David Latham with his master Builder Structures while Gerry is about to present the Chief Dispatcher Certificate

Sowerby Smith is presented his Master Builder Motive Power Certicifate

Sowerby Smith receives his MMR Plaque

Robert Peterson is presented with his Volunteer Award

CONGRATULATIONS TO ALL THOSE WHO HAVE ACHIEVED AWARDS

AUSTRALASIAN REGION DIRECTORY

www.nmra.org.au - NMRA Inc. 27 Whitehaven Drive, Lakelands NSW 2282

REGIONAL COMMITTEE

President	Ken Scales MMR	(02) 4390 8110	president@nmra.org.au
Vice President	Rowan Mangion	0416 113 588	vicepresident@nmra.org.au
Secretary	Kelly Loyd	(02) 4956 5793	secretary@nmra.org.au
Treasurer	James Wyatt	(02) 4751 1596	treasurer@nmra.org.au
Pacific District Director	Mike Bartlett	(02) 6553 6227	director@nmra.org.au
Public Officer	Sowerby Smith MMR	(02) 9411 5726	publicofficer@nmra.org.au
Member	Graham Young	(02) 5479 0339	graham@nmra.org.au
Member	Peter Burrows	(02) 4344 7439	peter@nmra.org.au
Member	Paul Morant MMR	(02) 4959 6683	Paul@nmra.org.au

DIVISION SUPERINTENDENTS

Division 1 QLD	Martyn Jenkins	0407 637 607	div1sup@nmra.org.au
Division 2 ACT	Viv Brice	(02) 6254 8204	div2sup@nmra.org.au
Division 3 VIC / TAS	Grant McAdam	(03) 9578 8685	div3sup@nmra.org.au
Division 4 WA	Rod Tonkin	(08) 9309 5338	div4sup@nmra.org.au
Division 5 New Zealand	Kevin Sherson	(04) 234 8577	div5sup@nmra.org.au
Division 6 SA	Peter Jackson	(08) 8339 3922	div6sup@nmra.org.au
Division 7 NSW	Gerry Hopkins MMR	(02) 4329 0242	div7sup@nmra.org.au
Division 8 Northern Rivers	John Skinner	(02) 6652 2919	div8sup@nmra.org.au
Division 9 Mid Nth Coast	Mike Bartlett	(02) 6553 6227	div9sup@nmra.org.au
Taiwan TSD	Ivan Yih		ivan_yih@anemodel.com

REGIONAL VOLUNTEERS

A P Manager	Gerry Hopkins MMR	(02) 4329 0242	ap@nmra.org.au
A P Asst. Manager VIC	Laurie Green MMR	(03) 9744 5188	apvicevic@nmra.org.au
A P Asst. Manager SA	Ray Brownbill	(08) 8389 1045	apvicesa@nmra.org.au
A P Asst. Manager QLD Nth	TBA	TBA	apviceqldnth@nmra.org.au
A P Asst. Manager QLD Sth	Laurie McLean MMR	(07) 5471 0212	apviceqldsth@nmra.org.au
A P Asst. Manager WA	Phil Knife MMR	(08) 9459 4506	apvicewa@nmra.org.au
A P Asst. Manager ACT	Stephe Jitts MMR	(02) 6226 5695	apviceact@nmra.org.au
A P Asst. Manager New Zealand	TBA		
Librarian	Warwick Fox		librarian@nmra.org.au
Contest Chairman	Gerry Hopkins MMR	(02) 4329 0242	contest@nmra.org.au
Editor MainLine			editor@nmra.org.au
Web Master	Wayne Eagle	(02) 9627 9892	webmaster@nmra.org.au
Web Updates	Gerry Hopkins MMR	(02) 4329 0242	updates@nmra.org.au
Education Chairman	Peter Burrows	(02) 4329 2541	education@nmra.org.au
Membership	Denise Bennett 33 Kananook Ave Bayview NSW 2104	(02) 9997 7971	membership@nmra.org.au