

volume 38 - No. 4  
July / August 2021



the

# MainLine

magazine

the official journal of the  
National Model Railroad Association Incorporated  
Australasian Region

# NMRA Inc - Australasian Region Directory

## REGIONAL COMMITTEE

President:	Graham Young (07) 5479 0339 <a href="mailto:president@nmra.org.au">president@nmra.org.au</a>
Vice President:	David North HLM (02) 9975 6436 <a href="mailto:vicepresident@nmra.org.au">vicepresident@nmra.org.au</a>
Secretary:	Trevor Phillips 0402 926 930 <a href="mailto:secretary@nmra.org.au">secretary@nmra.org.au</a>
Treasurer:	Geoff Chatwin 0414 702 755 <a href="mailto:treasurer@nmra.org.au">treasurer@nmra.org.au</a>
Pacific District Director:	Robert Peterson (02) 9871 4157 <a href="mailto:director@nmra.org.au">director@nmra.org.au</a>

## MEMBERS

Member	Peter McGuire (02) 4861 4032 <a href="mailto:peter@nmra.org.au">peter@nmra.org.au</a>
Member	Doug Wallace 0490 928 334 <a href="mailto:doug@nmra.org.au">doug@nmra.org.au</a>
Member	Al Harris 0412 608 817 <a href="mailto:al@nmra.org.au">al@nmra.org.au</a>

## PUBLIC OFFICER

Public Officer	Doug Wallace 0490 928 334 <a href="mailto:publicofficer@nmra.org.au">publicofficer@nmra.org.au</a>
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## SUPERINTENDENTS

Division 1 QLD	Duncan Cabassi 0424 844 807 <a href="mailto:div1sup@nmra.org.au">div1sup@nmra.org.au</a>
Division 2 ACT	Stephen O'Brien (02) 6288 3614 <a href="mailto:div2sup@nmra.org.au">div2sup@nmra.org.au</a>
Division 3 VIC	Mark Bean (03) 9509 2462 <a href="mailto:div3sup@nmra.org.au">div3sup@nmra.org.au</a>
Division 4 WA	Frank Godde MMR (08) 9253 3155 <a href="mailto:div4sup@nmra.org.au">div4sup@nmra.org.au</a>
Division 5 NZ	Kelvin Sherson (04) 234 8577 <a href="mailto:div5sup@nmra.org.au">div5sup@nmra.org.au</a>
Division 6 SA	David Orr 0420 885 669 <a href="mailto:div6sup@nmra.org.au">div6sup@nmra.org.au</a>
Division 7 Newcastle, Sydney Wollongong	Les Fowler 0411 266 196 <a href="mailto:div7sup@nmra.org.au">div7sup@nmra.org.au</a>
Division 8 Northern Rivers	Ian West (02) 7903 0402 <a href="mailto:div8sup@nmra.org.au">div8sup@nmra.org.au</a>
Division 9 Mid North Coast	Chris Minahan (02) 6559 3516 <a href="mailto:div9sup@nmra.org.au">div9sup@nmra.org.au</a>
Division 10 Tasmania	Pat Britton 0417 625 278 <a href="mailto:div10sup@nmra.org.au">div10sup@nmra.org.au</a>

## REGARDING ARTICLE CONTRIBUTIONS

**A**ll members of the Australasian Region are invited to submit articles of a railway nature for publication in the 'MainLine' magazine.

I would appreciate all articles to be sent to me in an editable format, such as 'Word, Pages, text, email, but not pdf, and high resolution photos sized between 1 to 5mb.

Please send your articles to [editor@nmra.org.au](mailto:editor@nmra.org.au)

# NMRA Inc. - Australasian Region Directory

(cont.)

## REGIONAL VOLUNTEERS

A.P. Regional Manager	Gerry Hopkins MMR FNMRA (02) 4329 0242 <a href="mailto:ap@nmra.org.au">ap@nmra.org.au</a>	Librarian	TBA  <a href="mailto:librarian@nmra.org.au">librarian@nmra.org.au</a>
A.P. Assistant Manager ACT	Ross Balderson (02) 6238 1003 <a href="mailto:apviceact@nmra.org.au">apviceact@nmra.org.au</a>	Regional Contest Chair	Gerry Hopkins MMR FNMRA (02) 4329 0242 <a href="mailto:contest@nmra.org.au">contest@nmra.org.au</a>
A.P. Assistant Manager VIC (East)	Bill Black (03) 5968 309 <a href="mailto:apviceviceast@nmra.org.au">apviceviceast@nmra.org.au</a>	Editor - MainLine On-Line	Merv Bagnall (07) 4125 2360 <a href="mailto:editor@nmra.org.au">editor@nmra.org.au</a>
A.P. Assistant Manager VIC (West)	Peter MacDonald MMR (053) 67-360 <a href="mailto:apvicevicwest@nmra.org.au">apvicevicwest@nmra.org.au</a>	Web Master	Wayne Eagle (02) 9627 9892 <a href="mailto:webmaster@nmra.org.au">webmaster@nmra.org.au</a>
A.P. Assistant Manager SA	Ray Brownbill 0417 849 630 <a href="mailto:apvicesa@nmra.org.au">apvicesa@nmra.org.au</a>	Web Administrator	Lachlan McGuire 0432 468 566 <a href="mailto:updates@nmra.org.au">updates@nmra.org.au</a>
A.P. Assistant Manager QLD (South)	Arthur Hayes MMR (07) 3345 7887 <a href="mailto:apviceqldsth@nmra.org.au">apviceqldsth@nmra.org.au</a>	Education Chairman	TBA  <a href="mailto:education@nmra.org.au">education@nmra.org.au</a>
A.P. Assistant Manager QLD (North)	Rob McLear MMR 0418 773 048 <a href="mailto:apviceqldnth@nmra.org.au">apviceqldnth@nmra.org.au</a>	Social Media Manager	Martyn Jenkins 0407 637 607 <a href="mailto:ssm@nmra.org.au">ssm@nmra.org.au</a>
A.P. Assistant Manager WA	Phil Knife MMR (08) 9948 1067 <a href="mailto:apvicewa@nmra.org.au">apvicewa@nmra.org.au</a>	Convention Chairman 2020 (2021)	Peter McGuire (02) 4861 4032 <a href="mailto:convention@nmra.org.au">convention@nmra.org.au</a>
A.P. Assistant Manager NSW	John F Parker MMR 0415 841 000 <a href="mailto:apvicensw@nmra.org.au">apvicensw@nmra.org.au</a>	Membership	Al Harris 7 Mahogany Avenue Sandy Beach, NSW, 2456, Australia 0412 608 817 <a href="mailto:membership@nmra.org.au">membership@nmra.org.au</a>
A.P. Assistant Manager Coffs Harbour	Ian Phemister (02) 6658 2626 <a href="mailto:apvicech@nmra.org.au">apvicech@nmra.org.au</a>		

### **NMRA Inc. - AR Disclaimer**

**A**ny comments made and any photographs are included in the magazine in the understanding that the author has obtained any necessary permission regarding copyright.

All comments made in this magazine are the comments of the author and not the views of the NMRA Inc. - AR.

Articles are provided by members for publication in good faith and the views expressed therein are not necessarily those of the NMRA Inc - AR.

## *New Articles*

<b>5</b>	<b>Annual General Meeting</b>
<b>5</b>	<b>Significant Motions 2020/21</b>
<b>9</b>	<b>Financial Report</b>
<b>10</b>	<b>Declaration by the Committee</b>
<b>11</b>	<b>Statement of Income and Expenditure</b>
<b>12</b>	<b>Statement of Financial Position</b>
<b>13</b>	<b>Achievement Program Report</b>
<b>14</b>	<b>Membership Official Report</b>
<b>16</b>	<b>The Blackstone River Railroad</b> is a very spectacular HOn3 layout, depicting an imaginary short line set in Colorado's San Juan Mountains in early autumn in 1935. Brent Wood enjoys building detailed scenes and structures and improving the landscape on his layout, which keeps him in his train room for a good 30 hrs each week. <i>by Brent Wood</i>
<b>21</b>	<b>Shunt Up100 Train</b> Do you have a 'reason' to run your train? Do you like shunting ( <i>or switching</i> ) on your layout? Then this is an article you may like to read. Arthur Hayes - MMR outlines how to set up a 'Shunt Card' to inject more realism for operations on your layout, no matter what size your layout may be. <i>by Arthur Hayes - MMR</i>
<b>26</b>	<b>Making Searchlight Signals</b> Having difficulty finding suitable 'Searchlight' signals for your N scale Layout? Brian ' <i>Hutch</i> ' Hutchinson has the solution, as he describes how he scratch built working signals for his layout. <i>by Brian Hutchinson</i>

## *Regular Features*

<b>2</b>	• <b>NMRA Inc.-AR Directory</b> • <b>Regarding Article Contributions</b>
<b>3</b>	• <b>NMRA Inc.-AR Directory (Cont.)</b> • <b>NMRA Inc.-AR Disclaimer</b>
<b>4</b>	• <b>New Articles Directory</b> • <b>Regular Features Directory</b> • <b>The Cover Photo</b>
<b>15</b>	• <b>Editor's Comments</b>
<b>7</b>	• <b>The President's Report</b>
<b>28</b>	• <b>Magazine Publishing Dates</b>
<b>29</b>	• <b>100% NMRA-AR Club News</b>
<b>31</b>	• <b>Special Interest Groups (SIG's)</b>
<b>34</b>	• <b>Divisional Reports</b>
	• <b>What's in the Next Edition</b>
	• <b>Report On Train Shows</b> <i>(held over till the next issue)</i>
	• <b>Letters to the Editor</b> <i>(no letters received this month)</i>
	• <b>Achievement Program Awards</b> <i>(no reports received)</i>

### *the Cover Photo*

Mikado #461 heading a mixed freight through the canyon on Brent Wood's Blackstone River Railroad.

# National Model Railroad Association Inc - Australasian Region



## Annual General Meeting

The AGM for National Model Railroad Association Inc Australasian Region held on the 17th April 2021 was adjourned to be held on Saturday 22nd May 2021 at 11.00am at the home of Duncan Cabassi, 39 Edenbrook Drive, Sinnamon Park Qld 4073 . This will follow the Division 1 monthly meeting on that morning.

### **Agenda will be as follows:**

- Present:
- Apologies:
- Minutes of 2020 AGM: Approved by the ARC.
- Significant Motions Carried by the ARC in 2020
- President's Report
- Treasurer's Report
- AP Chair Report
- Membership Officer Report
- Result of Re-vote for proposed Changes to the Rules of Association. Email ballots received 17 yes 0 No. Mail ballots received 7 yes 0 No.

Attached are the appropriate minutes and report documents for your perusal.  
Trevor Phillips  
Secretary  
NMRA (AR)

## Significant Motions 2020/21

Date	Motion	Moved By	Seconded By	Passed Yes/No
24 March 2020	The ARC approves and promotes as a member benefit, the US Partnership Program. This is to include Mainline and AR Website promotion.	GY	DN	y

21 July 2020	Division 4 Superintendent Role – That NMRA accept Frank Godde’s nomination as NMRA AR Division 4 Superintendent	DN	DC	y
21 July 2020	NMRA AR Secretary Vacancy – Nominate Trevor Phillips for the vacant role of NMRA AR Secretary	GY	DC	y
29 Sept 2020	Mission Statement. "That the MISSION STATEMENT be renamed VISION STATEMENT, and that the VISION STATEMENT be reviewed yearly by the ARC"	DC	LF	Y
03 Nov 2020	Resignation of Stephe Jitts as Public Officer and Div Super Moved a vote of thanks to Stephe Jitts for his work in roles of Public Officer and Divisional Superintendent.	GC	DN	y
03 Nov 2020	ROA – Financial Year Motion to add Financial Year clause to ROA to comply with the legislation	LF	AH	y
02 Feb 2021	Membership Application Form Effective Immediately - Form be accepted by ARC for future use within NMRA AR	AH	TP	y
02 Feb 2021	New Sanction Application 2021.V1 Effective Immediately - Form be accepted by ARC for future use within NMRA AR	GC	TP	y
02 Feb 2021	Public Officer - Doug Wallace nomination for position of Public Officer be accepted.	GY	PMcG	y

Initials:

GC Geoff Chatwin      DN David North      GY Graham Young  
 LF Les Fowler      AH Al Harris      TP Trevor Phillips  
 DC Duncan Cabassi      PMcG Peter McGuire

# Presidents Report For The Year 2020

This report basically covers the period January to December 2020.

The year commenced on a period when various activities had been planned and dates set for these activities. The main one being the Regional Conference to be held at Rosehill in conjunction with the Great Train Exhibition at the Racecourse. There were other displays planned which were being organised by Divisions and 100% Clubs. These were either cancelled or deferred to another time due to Covid.

## **Membership:**

At the beginning of 2020 we had approx 740 financial members and at the end of the year there were 800 financial members. It is good to see these increases with some coming thru the 100% Clubs. 100% Clubs:

There are now 14 of these Clubs whose members are also members of NMRA – AR. The number of individual members is 265 which is 1/3 of our members.

## **Retention and Recruiting:**

This is one of the Organisation's biggest concerns as to how to retain those that we recruit. On average we loose approx. 1/3 each year of our new members. This is a problem faced by all divisions of the NMRA. More research needs to be carried out on this problem both at National and Divisional levels.

## **Financial:**

Attached to this report is the Statement of Receipts and Payments for the year ending 31<sup>st</sup> December 2020. Even with all of the problems caused by Covid-19 we finished the year in a healthy position with a surplus of \$ 3696.41. It is anticipated that the year 2021 will also be as successful. I wish to thank the Treasurer Geoff Chatwin for all the hard work in compiling this report.

## **Magazines - MainLine and NMRA Magazine:**

During the year with the assistance of the editor and our web administrator we revamped the way the MainLine was prepared and presented via the web to our members. As you remember it was decided last year to discontinue with having a hard copy available. By the use of a program we were able to produce the magazine on line so that it could be read like a book, rather than having to bring individual pages up on the screen. A flow on from this has been the way we can advise you when the new editions are available and what items it contains. Thank you to Merv Bagnall as editor and Lachlan McGuire the web administrator for their efforts.

NMRA Magazine. This is a very good product but owing to its cost is not widely supported in Australia. The main reason here is the cost which includes a hefty postage component. There has been approaches made by us as well as Great Britain, Canada and Europe to have it available on the web. Unfortunately to date there has been reluctance in the US to go that way, but following the February

Directors Meeting they have agreed to consider the idea, which is good news.

### **Convention 2020:**

It was realised early in the pandemic that this would not be proceeding in June and the Committee agreed to defer it to 2021. However considering the slowness of improvement to the conditions it was decided to defer it again till 2022. It is currently scheduled to take place, together with the Model Train Exhibition at Rosehill Racecourse in June 2022. You will be advised of the full details as time gets closer.

There will be a virtual convention held in June over the period 11<sup>th</sup> to 14<sup>th</sup> which will be available for members to attend. The various clinics will be mainly held during daylight hours here in Australia. There will be several sessions where members will be able to operate layouts in both Australia and America. Full details will be advised by the end of May.

### **NMRAx:**

With the pandemic, it was necessary for the members world wide to be able to meet virtually, and therefore this idea was implemented where there could be clinics that could be seen by all. These workshops etc are available via Youtube, and the NMRA website. These are conducted on the last

Saturday of the month. These clinics have been enjoyed by those who have taken the time to watch. We need to thank the Team that have done this work namely Gordon Robinson in the Orkney Islands, Gert Muller in Texas, Martyn Jenkins, Brad Anderson here in Australia are the basic members.

### **National Elections:**

Again because of the pandemic, these elections which were to be held in 2020 were deferred to this year and the change over will take place in July. It was good to see that the President was elected from the Orkney Islands. Gordon Robinson will bring a new dimension to the Organisation and some of the pressing issues will be addressed. I congratulate Rob Peterson on his re-election as Pacific District Director. It was sad to see that only 10% of our membership voted in the important elections for President, Vice President and the Pacific District Director.

### **Committee:**

I need to thank all members of NMRA – AR for their support during the year and thank you for your tolerance caused by the pandemic.

In particular I wish to thank all of the members of the ARC for their work and in particular the Vice President – David North, Secretary – Trevor Phillips, Treasurer – Geoff Chatwin, Membership Officer - Al Harris. There are others also who have for various reasons decided to take up other activities.

### **Significant Motions:**

Attached to this report is a list of significant motions moved, seconded and approved by the ARC in 2020.

### **The Way Forward:**

Now that things are opening up again following Covid, what do we need to do to improve services to members, recruit more members and retain those that we have currently. To do these things the ARC, Divisional Supers need to know what you would like done to improve your time with the NMRA. Yes we provide Insurance both for individual members and 100% Clubs to attend and display at shows etc. We also set and provide standards for all manufactures to adhere to in the manufacture of items used in the hobby. There is also both a local and national magazine available either free or cost to all. Your suggestions are most welcome.

It is fully realised that we are all here to enjoy the hobby, but unfortunately to do that there are certain rules and obligations that need to met to protect you as members of the Organisation.

*Graham Young:- President. 16<sup>th</sup> April 2021*

# **Financial Report**

## **For the Period 1<sup>st</sup> January 2020 to 31<sup>st</sup> December 2020**

At the beginning of 2020 the Australian Region Committee made a decision to adopt Cash Basis Accounting. The Financial Statement herein shows the 2019 Balance Sheet as previously presented using Accruals Based Accounting but has several adjustments at the foot thereof in order to transition away from Accruals. 2020 is presented on a Cash Basis and this will be the method adopted moving forward.

No formal audit has been carried out as the Association's income is below the threshold that requires an audit.

I am of the opinion that The National Model Railroad Association (Australasian Region) financial statements provide a true and fair view of the Association's financial position.

Income was \$29,901 with expenditure of \$29,077, resulting in an operating surplus of \$824. You will note that the Convention Deposit of \$2,976.50 previously recorded as a prepayment has been taken up as an expense in the 2020 year. In reviewing the accounts we have ascertained that there is a potential overpayment to National for membership dues. Currently, the Committee is in discussion with National to clarify and resolve the matter.

### **Income**

There here has been a healthy increase in membership during the year resulting in an increase of \$1731 in overall income As expected, bank interest is negligible and has little impact on the accounts. Miscellaneous income represents a refund from our PO Box cancellation.

### **Expenditure**

Once again, our most significant expenditure is remittances to National for membership and the NMRA magazine. The sudden drop in the Australian Dollar to the US Dollar late in 2019 and early 2020, below the .6675 threshold, resulted in subsidisation of membership and magazine subscriptions during that period.

The Committee has introduced some cost savings by changing the Public Liability insurer and switching to Zoom for meetings rather than Chorus Call.

### **Cash Position**

As at 31 December 2020, the members funds are \$46,162.

### **Tax**

The taxable income of the Association was below the \$416 taxable income threshold, therefore no tax is payable.

### **Member's Subscriptions**

Providing there is no unforeseen increase by National in member's subscription and the current position of the Australian Dollar vs USD remains stable, we would expect subscriptions should be able to maintain at the present level.



Trevor Phillips  
Secretary - NMRA AR.

## Declaration by the Committee

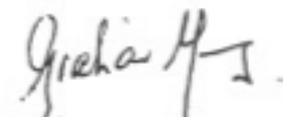
For the year ended 31 December 2020

In the opinion of the Committee of the National Model Railroad Association Inc. – Australasian Region, the accompanying financial statements:-

1. Present fairly the financial position of the National Model Railroad Association Inc. – Australian Region as at 31 December 2020, and the performance of the Association for the year ended on that date;

2. At the date of this declaration, there are reasonable grounds to believe that the Association can meet its debts as and when they become due and payable.

This declaration is made in accordance with a resolution of the Committee and is signed for and on behalf of the Committee by:



President



Secretary

# Statement of Income and Expenditure

For the year ending 31 December 2020

			<b>2020</b>	2019
			Cash Position	Accruals Position
<b>INCOME</b>				
Membership & NMRA Magazine Fees			29529.67	26751.17
Donations				61.00
Bank Interest			262.15	630.25
	Term acc.	240.66		
	Trade acc.	21.49		
Company Store Sales			12.70	728.00
Miscellaneous	PO Box		<u>97.42</u>	
<b>TOTAL INCOME</b>			29901.94	28170.42
<b>EXPENSES</b>				
NMRA USA Remittance			21539.33	19417.92
International Transmission Fee for NMRA USA			650.82	591.52
Shipping of Smugglers Cove to USA				6605.00
Trophies,Awards & Meeting Plaques			1201.10	745.24
Public Liability Insurance			555.58	924.80
	Postage	137.80		
	Freight	60.64		
Membership Administration	AGM	157.17	355.61	431.50
Bank Charges/ Credit Cards	Bank Charges	1 X Cards	89.00	524.70
		Merchant	390.00	
		Trans	45.70	
ARC Meeting Costs	chorus	71.04	354.51	630.55
		283.47		
Computer/Internet Costs				687.71
Office Expenses				123.85
NSW Government Fair Trading Report				46.00
Advertising & Promotion				483.80
Company Store Purchases			154.82	299.44
Audit Fees			568.60	150.00
Convention 2020 Costs Brochures	Brochures	210.10	3202.42	
	Chorus	15.82		
	Deposit Paid 2019	2976.50		
			29107.49	31632.12
add - Company store stock on hand 1/1/2020			605.90	
Less - Company store stock on hand 31/12/2020			-636.25	-605.90
<b>TOTAL EXPENSES</b>			29077.14	31026.22
<b>NET SURPLUS (DEFICIT) FOR THE YEAR ENDED 31ST DECEMBER 2020</b>			824.80	-2855.80

# Statement of Financial Position

As at 31 December 2020

	NOTES	2020	2019
		\$	\$
<b>CURRENT ASSETS</b>		Cash	Accruals
Cash at Bank			
- Cash Management Account		25,834.93	* 21,788.60
- Term Deposit - Due within 12 months		20,000.00	20,000.00
Prepaid 2020 Convention Expenses			*** 2,992.32
Stock on Hand - at Lower or Cost or Net Market Value		636.25	605.90
Interest Accrued			** 10.52
<b>TOTAL CURRENT ASSETS</b>		46,471.18	45,397.34
<b>NON-CURRENT ASSETS</b>		0.00	0.00
<b>TOTAL NON-CURRENT ASSETS</b>		0.00	0.00
<b>TOTAL ASSETS</b>		46,471.18	45,397.34
<b>CURRENT LIABILITIES</b>			
Credit Card Payable		309.03	120.51
<b>TOTAL CURRENT LIABILITIES</b>		309.03	120.51
<b>NON-CURRENT LIABILITIES</b>		NIL	NIL
<b>TOTAL LIABILITIES</b>		309.03	120.51
<b>NET ASSETS</b>		46,162.15	45,276.83
<b>MEMBERS' EQUITY</b>			
Opening Balance 1st January 2020		45,337.35	48,132.63
Add: Operating Surplus/(Deficit)		824.80	-2,855.80
<b>TOTAL MEMBERS' EQUITY - 31ST DECEMBER 2020</b>		46,162.15	45,276.83
	*	Closing Cash at Bank Adjustment	86.86
	**	Interest Accrued Adjustment	-10.52
	***	Convention Accrued Adjustment	-15.82

# Achievement Program

Manager – Gerry Hopkins MMR #177 FNMRA  
15 Narara Crescent, Narara,  
NSW 2250. Australia

[gerrymmr177@gmail.com](mailto:gerrymmr177@gmail.com)  
[www.greatnortherndownunder.com](http://www.greatnortherndownunder.com).

## AP Report to the ARC – March 2021

Due the on/off Covid restrictions and lockdowns, submissions for certificates have been slow over the past 12 months, but a few still coming through.

3 x Golden Spike  
2 x Cars AP  
4 x Scenery AP  
3 x Structures AP  
3 x Electrical AP  
12 x Volunteer AP  
3 x Dispatcher AP  
2 x Civil AP  
2 x Author AP  
1 x Motive Power AP  
2 x Prototype AP  
1 x Official AP  
1 x MMR

These have been forwarded to the relevant presenters for presentation to their members.

Regards



Gerry Hopkins MMR #177 FNMRA

# Membership Official Report

AGM 17/04/2021

Since the last AGM there has been a change of Membership Official and I would like to take this opportunity to thank Erik for his long standing service in the role.

Despite a lack of face to face meetings over the last 12 months membership has continued to grow. Overall there are currently 816 financial members up from 763 as at 23 March 2020.

In the last 13 months we have lost 3 members deceased and 15 who have elected not to renew their membership.

A new electronic Membership Application Form has been uploaded to the website.

## Al Harris

Al Harris Membership Official NMRA-AR



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Join us online starting July 6, 2021  
for high-quality video clinics  
via Zoom, live Q&A with top  
modelers and layout owners,  
pre-recorded video layout  
tours, a photo model show,  
and much more!

[www.nmra2021.com](http://www.nmra2021.com)



RAILS BY THE BAY  
NMRA 2021, SANTA CLARA, CALIFORNIA

# Editor's Comments

This month we have a bumper edition of MainLine covering 57 pages in all. It is clearly the biggest edition that I have assembled to date, so grab a coffee, sit back in your favourite chair and have a good read about what has been happening in our region.

The AGM for the Australasian Region was recently held in the Brisbane area and so the relevant reports from our committee members, including the President's Report for the 2020 / 2021 year, are attached to this edition between pages 5 to 14.

Our feature layout for this month commences on page 16 and is "*The Blackstone River Railroad*", which is a superb HOn3 layout, depicting an imaginary short line set in Colorado's San Juan Mountains in the early autumn of 1935. Brent Wood enjoys building detailed scenes and structures and improving the landscape on his layout, and that is evident by the attention to detail that is shown in the accompanying photos. Working on his layout keeps Brent in his train room for a good 30 hrs each week.

"*Shunt Train 100Up*" is an article which I found to be a very interesting article from Arthur Hayes - MMR. The article outlines the way a real railroad works and shows how that can be replicated in a medium sized layout. The question is asked, do you have a 'reason' to run your train? Do you like shunting (*or switching*) on your layout? Then this is an article you may like to read, commencing on page 21. Arthur outlines how to set up a 'Shunt Card' to inject more realism for operations on your layout, no matter what size your layout may be.

Our third article this edition, "*Making Searchlight Signals*" is from Brian 'Hutch' Hutchinson. Hutch had difficulty in finding suitable N Scale Searchlight signals for his N scale layout, so he scratch built his own. From page 26, Hutch describes how he went about making his signals and what materials he used, should you like to build your own working N scale Searchlight Signals.

From page 29 to the end on page 57 in this edition, (29 pages), is solely allocated to the events and activities that have been happening throughout the Australasian Region divisions. It is great to see and read about the diversity in modelling across our region.

You may notice that I haven't included anything in the '*What's In The Next Edition*' box on the last page in this month's edition. There is an obvious reason for that omission!!! All I can say is that now would be a good time to send in those articles of your layouts or any railroading related subject, models or prototype, that you may have been holding off with sending in, for inclusion in MainLine. Remember that you will accrue points for your Author AP certificate by having your article(s) in the pages of your MainLine magazine. Now if that is not a good incentive, then I don't know what is!.....

*Meru Bagnall*

Editor - MainLine On-Line

# The Blackstone River Railroad

by Brent Wood

**T**he Blackstone River Railroad is an imaginary short line in Colorado's San Juan Mountains set in early autumn 1935.

The effects of the Great Depression are still being felt, the silver mining boom is over and many of the abandoned mine buildings are slowly decaying. Towns are simple, buildings often unpainted, roads unsealed and vehicles dirty and dusty. People live modestly and lead a hard life working at high altitudes which are covered in snow for much of the winter.

This is the background for the railroad.

The layout was started shortly after we moved to our present home in 2013. Earlier modelling efforts as a younger man was an HO layout, US midwest c.1970, but the train room in our new home didn't have room for realistic HO trackwork, hence the move to HO<sub>N3</sub> - a change which has never been regretted.



Earlier modelling efforts had matured into some concepts and theories which had become important, especially with advancing age and diminishing flexibility!

- Single deck, varying in width between 300mm - 600mm and a height of 1200mm with commercial backdrop and lighting valance. (Have you ever noticed that scenery "eats" light)?
- Track plan to be point-to-point with hidden return loops for continuous operation.
- Aisle width minimum 800mm

The primary motivation has always been an aspiration to build a landscape that "just happened" to have a simple single-track shortline railroad meandering through it.



Space limitations necessitated “realistic compression”.

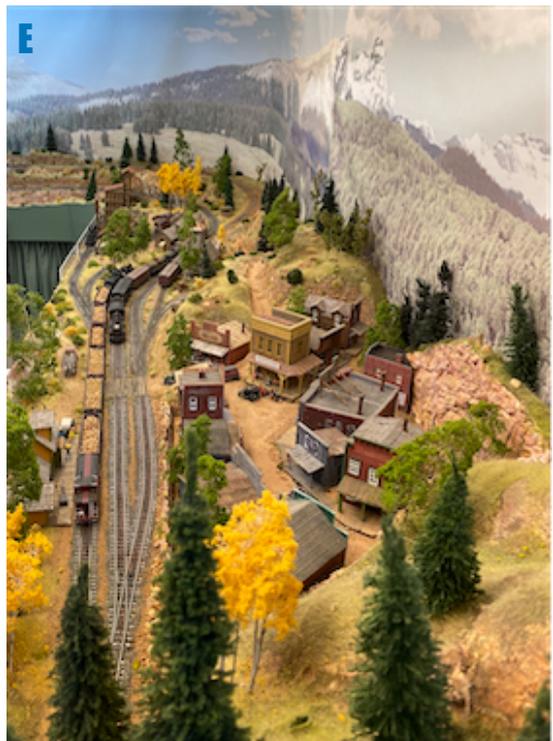


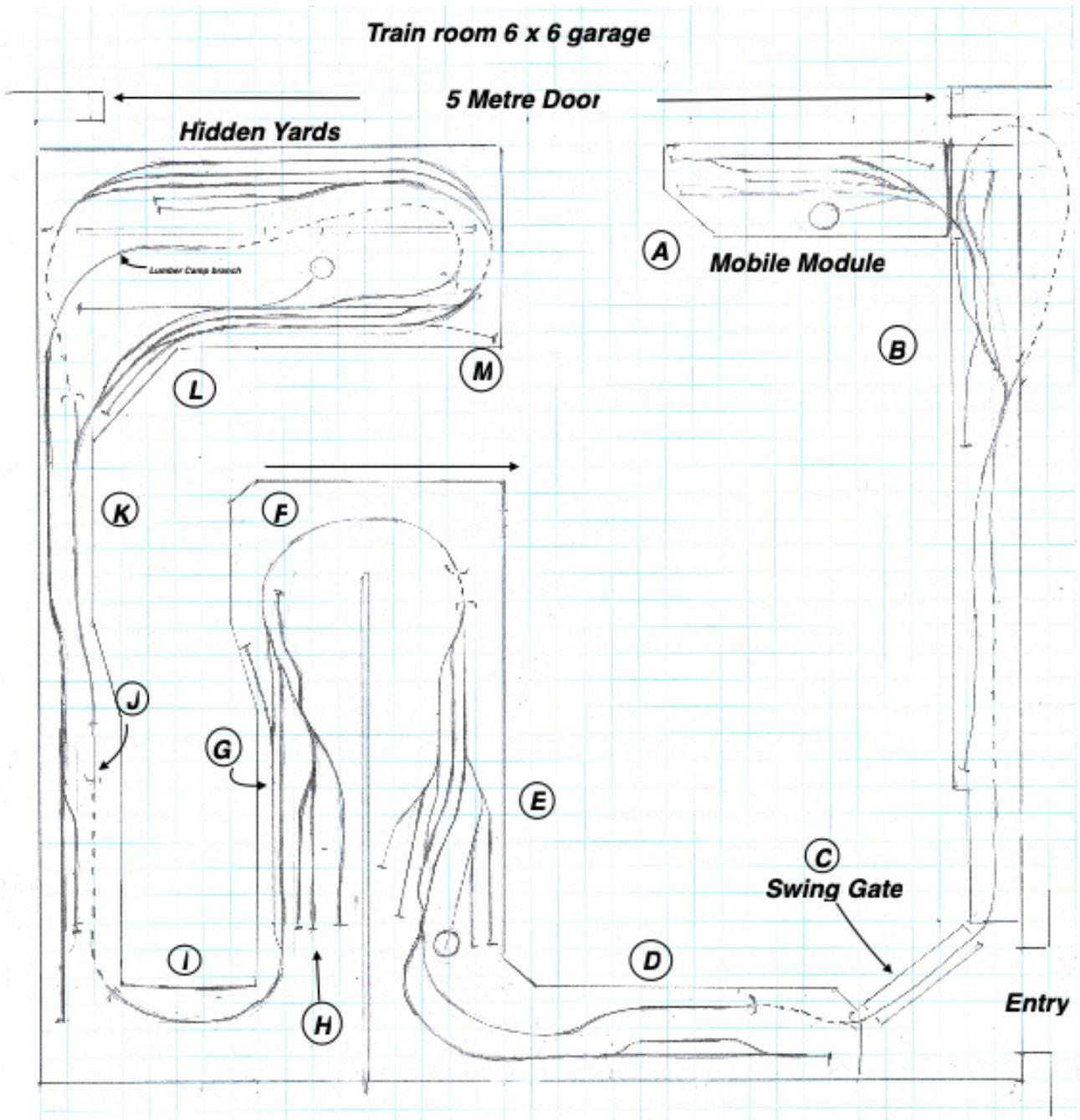
- *Passing loops limited to 6 car trains plus caboose and Loco. Buildings deliberately kept small so they don't dominate the landscape.*
- *Locos are Blackstone, speed-limited to 30mph. This is prototypical speed and also gives the impression of stretching the length of the layout.*
- *The flex-track is Code 55 Micro Engineering. Turnouts are a mixture of commercial and hand built, the latter using a Fast Tracks jig.*
- *Turnouts are switched using Blue Points, a commercially made manual push-pull system which also powers the frog. There are a few specialised turnouts that use Tortoise switch motors.*

- *NCE Powerpro with Cab 04 wireless throttles power the layout.*

Buildings are a mixture of kits, modified kits and scratch built. All are weathered and often dilapidated.

Vehicles are mostly Jordan's Highway Miniatures kits (choosing 1935 as an era to model has limited the range available, especially now Jordan have ceased production).





Conifers are the 'twisted wire' variety. Aspens and Cottonwoods are seafoam. Many of the bushes are sponges from our local beach, plus a selection of Martin Wellberg's bushes. The static grass is a mixture of various lengths and colours.

The landforms are the usual Plaster of Paris hardshell which are stained and coated with various layers of grit which is available a few minutes walk from our home.

The addition of people into the scenes gives



Women mostly wore mid-calf dresses. A bit of lateral thinking has meant that often the addition of a hat brim to a figure can change its appearance and make it more acceptable for a scene.

An important goal has been the creation of a series of scenes which hopefully tell a story. Some are street scenes with dirt roads and dusty vehicles. Others are conifer forests and groves of aspens with occasional herds of cattle grazing in high country pastures.

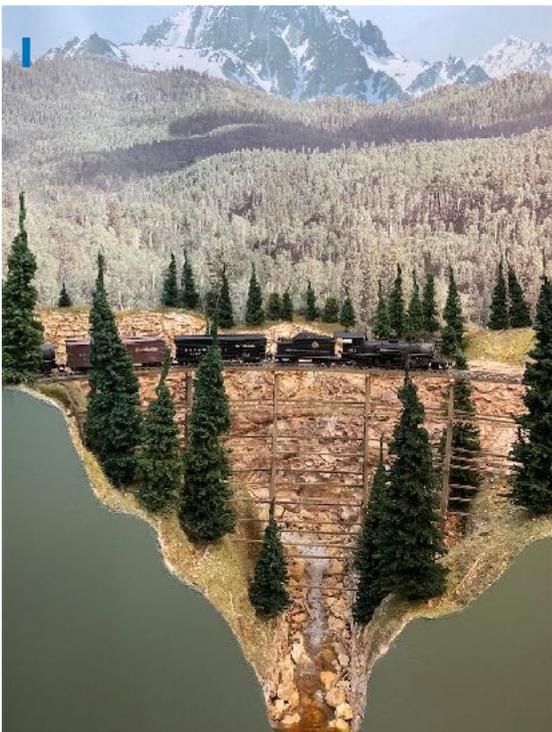
Many scenes are railroad focussed with loco

some context. One might think that this would be a simple exercise, but like vehicles, model people of a specific era are not always easy to acquire. The rail workers of 1935 Colorado dressed very differently to the rail workers 2020 Colorado. PPE and hard hats were not used much in 1935.



servicing facilities and rural depots, and of course, the ubiquitous abandoned silver mines.

The Mobile Module is a relatively recent addition.





Apart from visitors or the annual visit of the local modelling group, trains seldom run, the preference being to build structures and improving the landscape.

Lack of many skills mean that "competition quality" modelling is absent, in fact I often say, (somewhat tongue in cheek), that the 3 foot reference in HOn3 is the viewing distance!

What would change if starting

again? Very little.

Are there errors and mistakes? Sadly, yes.

Is the layout complete? Definitely not - photos always seem to highlight mistakes which need alteration.

The layout consumes about 30 hours per week and one wonders if it will ever be completed? .....



# Shunt Train 100 Up

By Arthur Hayes - MMR

**F**rom an early age I was fascinated by trains shunting. Living in western Queensland during the 50's and 60's, the train was the only way in and out of town for most people.

As a kid sitting on the fence watching I had no idea what was going on, the engine was pulling and pushing wagons, wagons were rolling down the track with a Shunter chasing to apply the hand brake, or they would just slam into the next wagon in the siding. So it is no surprise when I got a model train set, shunting was high on the "to do" list. My current layout is small by some standards, a circle of track with two stations with room to add a third one day. Having been to a number of operations sessions on larger layouts with a dozen or so blokes in attendance, the question was how was I going to put operations on my layout? I was looking for something that didn't put guys off with heaps of paper work, yet it was the real thing. I was looking for something I could do myself or with a couple of mates. Plus it could give non rail guys an insight into how things were done.

A few years back, most railways were a common carrier, thus were expected to carry most things to most locations on the network. Movement of goods and freight was managed in two ways. Wagon loads and less than wagon loads. The less than wagon loads on some systems was referred to as "less than car load", (LCL) traffic. LCL traffic is mainly handled through the goods shed or common loading area in the station yard. Each day some stations would allocated wagons for traffic. As much as possible, box wagons were used and 'cranky' or long and bulky loads were loaded into open wagons. Many stations have customers who loaded full wagon loads, these were ordered the day before and as much as possible these orders are supplied from wagons in the yard. If not in the yard the wagon(s) were ordered and conveyed on a suitable shunt. Generally, wagons going to and coming from private sidings were full wagon loads.

Having 45 years of railway operations under my belt, I came up with two different operational systems that could be used on a small layout. One was referring to the Working Time Table were a train is made up in station order. The second was working a shunt train to a station, detaching and placing wagons, and attached wagons as per orders.

The shunt train session is just one A5 card, so us older blokes don't need our glasses. The card showed the train marshalled leaving station "A", a Working Time Table, a list of where wagons on the train are to be placed at station "B", and a list of wagons to be attached to the train. The operation session can be made easy or harder by wagons in sidings called "Hold Backs", in other words, wagons on hand not listed to be picked up. There are various reasons for this, they could be wagons loaded in but not unloaded, empties required for orders the following day, could be employee camp and material wagons, wagons with defects waiting repair etc. to name a few.

**Shunt Card;** to make it easy, and similar to the prototype operations, the card is divided into sections. Top of the card shows train number and day.

<b>Westgate</b>				
<b>Train 100 Up</b>			<b>Wednesday</b>	
Loco	1723			
2 WH	Westage	Wyandra	Empty	Grainco
HSAT	Westage	Wyandra	Grain Bins	Grainco
HJ	Westage	Wyandra	Timber	Mitre 10
P	Westage	Wyandra	Water Tank	Pete's Tank
A	Westage	Wyandra	General	
ABG	Westage	Wyandra	General	
C	Westage	Wyandra	General	
BLV	Westage	Wyandra		

Station	Arr.	Dep.	Remarks
Westgate		12:00	East
Wyandra	12:15	3:45	Detach/Attach
Westgate	4:00		West

**Detach**

2 WH	Grain Siding	
HSAT	Grain Siding	
HJ	Saw Mill	Place on Blocks
P	Ramp Road	Place on Ramp
A	Goods Shed Road	
ABG	Goods Shed Road	
C	Goods Shed Road	

**Attach**

FG/ALG	Camp	Marshalled near Van
5 VJMG	Grain	Marshalled on rear
2 FJS, F, DF	Sleepers	
ALY, QLX, FJS	General	

8 Up Rail Car 13:10 - 13:15  
Main Line to be clear at 13:00 Hrs

**Part "1"** Is the Train Wire or List, it shows the marshalling of the train from its starting point, station "A". All trains have a list showing all wagons on the train in order of marshalling. The list also shows destination and load. The incoming crews need to check the list to ensure the train they are taking is correct, plus it helps to know what's on the train. Train Wires/List can be written one of two ways, in order from the engine to the rear or from the rear to the engine.

**Part "2"** is the Working Time Table. Departure time, time allocated to run the section, time allocated to shunt and arrive at your destination. When modellers are given something like this to do, they like to know how they went. They often ask about the number of moves to complete the shunt, "is that the lowest" etc. There is no correct or wrong way to do a shunt, wagons just need to be left in the correct location to be loaded or unloaded. Often other trains passing through the station during the shunting operations will add extra moves.

Back in the days when shunt trains were the norm, you would find three different ways to do the shunt. The Station Master would have his plan on how the shunt should be done, the Guard who will be doing all the walking will come up with his plan, plus the Driver will also have a plan to coincide with a billy of tea. There are two ways to go about a shunt, first is to stop and plan, and if you don't the second way is to wear out your boots which will take longer.

At stations in the sticks (*out in the bush*) the Guard did the ground work, it is his train and he is the boss. He decides where wagons go on his train. The Driver moves the engine under the authority / instructions of the Guard. The Station Master works the points. If the station has a cabin he would watch for signals from the Guard when wagons are

clear of points and the points need to be reversed. If the points are hand operated points, the Station Master will move from point to point as required for the moves and maybe assist the Guard cutting off. If the station is unattended (*no station staff on duty*), the Fireman will get off the engine and assist the Guard by holding points.

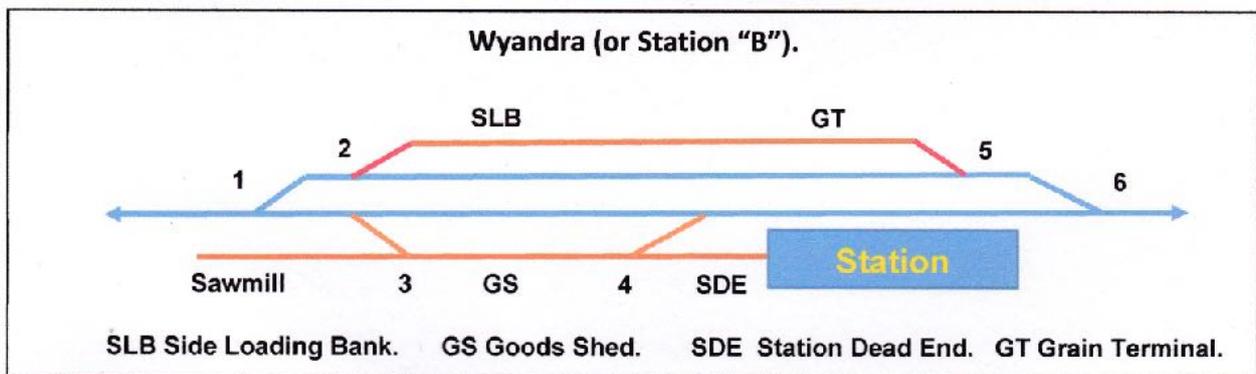
**Part "3"** is the where the wagons needed to be placed at the station so the goods/ freight can be unloaded or loaded. Sometimes due to what's in the siding and where the wagon needs to go, "Hold Backs" will be putted out and replaced to get the detaching wagon into its correct position.

**Part "4"** is the wagons ready to be picked up or attached to the train. This could be wagons loaded for another destination or empties not required.

**Instructions** about other train to pass through the station could also be added, this could say 8 Up Rail Car 13:10 - 13:15 requires the platform. Thus the Main Line need to be left clear for the passage of the Rail Car 10 minutes before the expected arrival.

**Westgate. Train 100 UP. Wednesday.** The Train Wire shows the following. Engine, 2 grain wagons, one open wagon loaded with grain bins, one open wagon of timber, one platform wagon with a water tank, three box wagons of general goods/freight and a Guard's Van.

The train has been made up by the station shunt engine, the engine working the train is attached, crew have checked their train and are ready to go. The fast clock is set and the crew waits departure time. 12:00 comes and the train departs for Wyandra (Station "B"). 15 minutes sectional running has been allocated. Arrival at Wyandra is 12:15. The Station Master admits the train to the loop and the fun starts.



All wagons on the train need to be placed as per the instructions. Two grain wagons and the open wagon with the grain bins are to be placed at the Grain Terminal (GT). The open wagon of timber needs to be placed on the stop blocks in the saw mill siding. A wagon of logs has not been unloaded, (*"Hold Back"*) at the log ramp **1**. The platform wagon with the water tank needs to be placed at the Side Loading Bank (SLB). Three box wagons of general goods is to be placed at the Goods Shed (GS). But, a camp wagon and material wagon located in the station dead end (SDE) are foul of (blocking) No. 4 crossover coming from the Main Line **2**. (*By the way, this is a bad practice and is not be allowed in the rules*). But at times it happens to allow loading.



**1** The wagon of logs is a "Hold Back", to be unloaded it needs to be beside the log ramp, plus the wagon of timer needs to be placed behind it.

In the siding there is a number of wagons listed to go out on the shunt. The camp and material wagons in the station dead end (SDE), has the employee travelling in his camp wagon, these two wagons are to be marshalled near the Guard's Van. Four wagons of sleepers from the saw mill, two box and one open wagons of general goods from the Goods Shed, and five 4 wheeled hopper grain wagon empty are to be marshalled on the rear of the train.

instructions, but that is not necessary, the type of wagon could be used. All up it a lot of fun and it replicates the real thing.

I model QGR railways and have used QR wagon classifications in the

It is something you can do on you own, or with mates. If there is two of you, one can drive the engine and the other works out the moves and shunts. If you have three, one drives the engine, (*Driver*), one works out the moves and couple/uncouple wagons (*Guard*) and the other can set the points (*Station Master*).



**2** Camp Wagon and Material Wagon in the Station Dead End is foul (*blocking access*) of No. 4 Crossover. Shunt engine needs to pick up using No. 3 Crossover

The same set of wagons offer 4 different activities. Wednesday as per the card, Leave station "A East", shunt station "B" and return to "A West", in other words the shunting continues in the same direction. On Thursday the same train comes back from "A East" to "B" and you reverse the moves, leave "B" as you found it on Wednesday and you have the same train as the card. Friday use the same train as Wednesday, but when leaving station "B", the train travels back the "A East, you go back the way you came. Saturday you come back from "A East" and do the same at Thursday and go back to station "A East" on the same section you came on.

Plus if you want to mix things up a bit, change the location of wagons in station "B", this would change your shunt moves. Also, there are times when wagons need to be moved



100 Up is ready to depart after waiting in the Loop for the Rail Motor Pass to arrive.

within the yard. An open wagon can come in on a train loaded with general goods and is placed at the Goods Shed, after being unloaded the Station Master receives an order to send a car. Thus the wagon needs to be moved from the Goods Shed to the Side Loading Ramp for loading. Another small job for the shunt train when in town.

To gauge performance, how did you go with the allocated time on the clock? Did you depart on time or late, how late were you getting back?

At first keep it simple, most locations have shunt trains going both ways (*one going north, an "Up" train and one going south a "Down" train*). The "Up" trains

comes from the city in the early hours of the morning detaching loading and continues on to other stations. This train may also pick up one or two wagons for destinations to the north. The "Down" train arrives late afternoon picking up loaded and empty wagons for the city. Each day the loading can be different changing the shunt moves required. Local "Working Time Tables" can assist in this area.

All up a lot of fun can be had performing prototype operation on a small layout with a minimum amount of rollingstock.....

*NMRA 2021 Rails By The Bay, NMRA's 2021 national online virtual convention on July 6-10, 2021, has several exciting announcements. The convention has booked a first group of 20 layout tours by video. Layout names, owners, and complete descriptions are here: <http://pcnmra.org/NMRA2021/layouts.html>. Join us in July to see all of these layouts during the week. Next, the convention has clinic presentation commitments from nearly 30 clinicians. Most will be pre-recorded, with live Q&A after the clinic ends; this allows the convention to maximize video quality while still offering interactivity. For a complete current list of clinics, visit: <http://pcnmra.org/NMRA2021/clinics.html>. Well-known actor, modeler and railfan MICHAEL GROSS will be offering a special video address during the week; Michael's past convention banquet talks have earned accolades. And, online all-electronic registration, with payment by PayPal, is available at: <http://pcnmra.org/NMRA2021/registration.html>. The all-inclusive fee for a full five days of video content, Q&A, plus other bonuses, is just \$49 or less than \$1.25 per hour. Video content will be available to registrants for at least two weeks after the convention. Register online today!*

# Making Searchlight Signals

by Brian "Hutch" Hutchinson

I wanted a method of making N scale two aspect searchlight signals using single unit two colour red/green two colour SMD chip LED's. This method is suitable for either single target or two target head types.

## Parts:

A pictorial summary of the basic parts to make one signal is shown adjacent. A parts list is provided at the end of this article.

## Procedure:

Cut the 1.5mm brass tube to a scale 28ft (55mm) long. This is the actual signal pole.

Cut the 4mm square styrene tube to a scale 10 ft (20mm long). This is the base section of the signal pole.

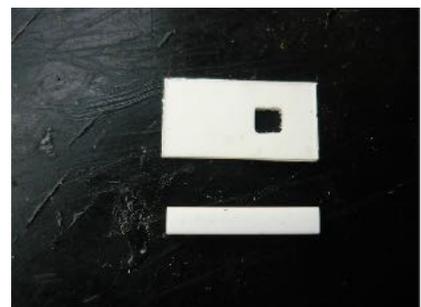
Cut the 1mm thick styrene sheet to a scale 10ft x 5ft (20mm x 10mm) size. This is the base on which to mount the signal and will be covered with dirt etc.

The 3mm pop rivet is used as the target (an idea that came from Robin Sandercock of the SAR N Scale Detailers). Knock out the pin of the 3mm pop rivet. File or cut the hood at an angle to suit. File the back of the target flat, then countersink the hole to allow the LED to sit down into it.



Glue the brass tube into the styrene tube flush with the bottom.

Cut a square hole towards one end in the styrene sheet base. Drill two very small holes for the ladder.



Glue the base on to the square tube at a height that is suitable.



The next step is to solder the wires to the LED's. Firstly the wires and the pads on the back of the LED's have to be prepared. Some enamel needs to be scrapped off the wire ends to allow the solder to take to the wire. Pre-tin the wire by dipping it into liquid flux first then tinning. Put a drop of flux on the LED pads but do not tin. Solder the enamel wires to the LED's, one each side, on to the two pads on the back of the LED. Use a spring heat sink to hold the LED whilst soldering the wires (see Picture). Quickly touch a hot iron to the join, waiting a moment, then check the wire is holding.

The LED is now tested to see if it works before mounting it into the countersunk hole of the rivet head. The LED is tested by placing a 560 ohm resistor in the line of one of the wires to a 12 volt supply. If all is OKAY, glue the LED into the countersunk hole. If you wish, the four corners of the LED can be filed off to allow the LED to sit lower into the countersunk hole. Use clear contact glue, making sure the wires are facing to the top of the target. Once the glue is dry, drop the wires down the brass tube. If you are having two targets, drop four wires down. Glue the target(s) to the brass tube at the right height for your railway, again using contact glue.

Solder thicker wires (eg colour-coded ribbon cable as used in computers), to the enamel wires to the desired length needed to connect to the power switches. It is preferable to use different coloured wire to connect to each enamel wire. Solder a 560 ohm resistor to the end of one wire at the non signal end. If making a two-target signal, make sure to keep the wires from each LED separate and that each LED has a resistor on one leg. Make sure to keep the wires separated. Use staggered joins and use a small size heat shrink tubing to cover the joins. Then cover the lot with heat shrink tubing that will fit over the square base to hold everything in place.

Paint the signal to suit. Mine was painted grey for the pole, black for the target and concrete colour for the base.

I powered my signal from a 1/2 amp 12 volt wall plug power supply. The colour change was done by two SPDT 37mm lever type micro switches, ganged together and with the wiring crossed over so that when the switching is done the polarity changes - green on top target and red on the bottom target or vice versa, depending on main or siding right of way.



Such a signal is a very simple and effective way to add realism to your layout. In addition, it can help an operator from over running a point, which in turn can prevent a layout shutting down if electro-frog point and / or DCC operation is being used.



The LED's, enamel wire and micro-lever switches are available from any good electronics store, the rivets from any hardware store and the other parts from your favourite hobby store.

Parts List:

1. Lengths of 1.5mm brass tube
2. Lengths of 4mm square styrene tube
3. Sheet of 1mm styrene sheet
4. 3mm x short length aluminium pop rivets
5. SMD's - 2mm x 1.5mm two colour red/ green LED's
6. 560 ohm resistor (used with 12 volt power supply)
7. Etched brass N Scale ladder
8. Very fine enamel copper wire (as from old telecom relays)
9. Two sizes of heat shrink, tubing - the larger size is for the bottom of the signal post under the base board to protect the wiring and the small size is to separate the wires. ....M



### Magazine Publishing Deadline Dates

If you are submitting An Article for MainLine, your article may be submitted at any time and it will be included in a future addition where the subject matter will allow for a balanced number of differing subjects in MainLine, where the number of available articles will allow that to occur.

If you are providing a Divisional Report, it needs to be submitted prior to the cut off date of the 5th of the month of MainLine issue, to ensure the editor can complete the edition in the required time frame prior to release.

100% Club & SIG Activity Reports can be submitted at any time but preferably well before the cut-off date of the 1st of the month of MainLine issue, to ensure that their report is included in the next MainLine edition.

The following are the deadline dates you may need to know for the next two editions:-  
September / October 2021

For 100% Club & SIG Activity Reports = 1st September, 2021

For Divisional Reports = 5th September, 2021

Publish Date on Web = < 15th September, 2021

November / December 2021

For 100% Club & SIG Activity Reports = 1st November, 2021

For Divisional Reports = 5th November, 2021

Publish Date on Web = < 15th November, 2021

# 100% NMRA Inc.-AR Club News

## City of Sails Model Railway Club

### Auckland, New Zealand

#### A 100% NMRA Club

By Phillip Sharp

#### February Meeting

Our February meeting was a hands-on clinic that had members practice painting small metallic items commonly found at a rural petrol station cum mechanic's workshop. Such items include oil drums, gas welders and petrol pumps. As well as giving practice at painting small metallic objects, the clinic was intended to encourage members to think about adding details to their models and layouts.

The clinic was run as a collaborative effort. This had two consequences. Members who did not have all the required tools such as fine paint brushes for painting small details could borrow tools from other members. And members greatly enjoyed the clinic. So much so that it went one hour past the normal finish time of 9pm.

Photograph **1** shows three items being painted. On the left is Craig painting a compressor. At the top is Stephen with a display rack for holding oil cans for sale (the rack is on its side, **2** is an enlarged view of the rack), and on the right is James with a petrol pump. In the bottom right is a tank for cleaning and looking for leaks in inner tubes. The tank was later painted red on the outside.

The painters found Tamiya paint dried a lot faster than the other paints. This enabled people to handle the painted item a lot sooner than with other paints.



#### March Meeting

The March meeting was a visit to Mike Tolich's double-deck layout in west Auckland. Mike is a well-known American modeller in New Zealand. This was my first visit to Mike's layout and I found the layout was significantly smaller than I expected.

There is an ante-room and the layout room. The ante-room has a workbench, some memorabilia, and a Free-Mo module Mike is completing. In addition, part of the spiral between the two decks and some track for both decks extend into the ante-room.



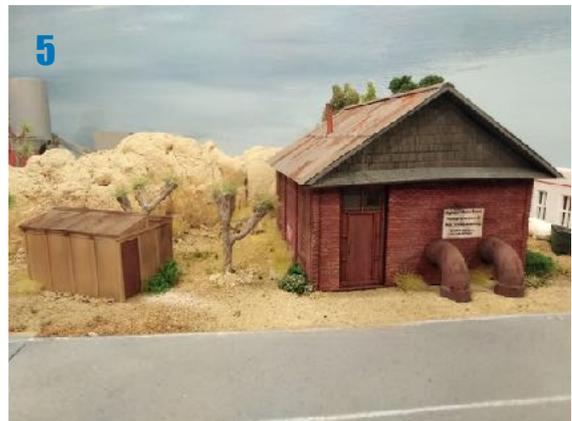
The layout room is about three metres square with a narrow lift-out across the door way for each deck. **3** was taken from one corner of the layout and has I-r Mike Tolich, Anthony Earnes, Craig Mayall, and Stephen Coleman. Anthony, Craig and Stephen are each running trains and Mike is answering a question from Anthony. Part of the narrow lift-out section for the upper deck can be seen between Mike and Anthony. Part of the spiral between the two decks can be seen on the left of **3**. **4** was taken from a similar position to **3** and has I-r Anthony, Mike Hill, the CoSMRC president, and Stephen. Shortly after **4** was taken, Mike Hill passed his throttle to Philip and joined James Kelso and Mike Tolich in the ante-room. **5**, shows scenery on the layout.

After 45 minutes of playing trains, we retired upstairs for a supper provided by the host and then watched webcam fed of US trains, yards and stations for half an hour.

## April Meeting

The April meeting was held in the president's garage surrounded by racing cycles and many models of varying degrees of completion. I was concerned before the meeting that there would not be enough model railway activities to keep members occupied for the entire meeting. I was happily proved wrong.

The concept for the meeting was simple. The president Mike Hill had a small shunting layout, about 2.5 x 1.5 metres, see **6**, set up in his garage. Although small, the layout had at



least ten industries. The challenge, which most members presence accepted, was to spot the three cars in a train and to pick up three new cars. The order of the cars in the re-formed train was decided by throws of a dice. There was a rule that a train could not go beyond prescribed shunting limits; this rule was relaxed as necessary.

Although the challenge was for individuals, typically several members offered assistance and it was this that made the meeting work.

As can be seen from **6**, the layout is low and people operated seated. This was the first time I had operated this way. It was very comfortable but my reach was not as far as when I am standing.

The layout will be set up at the venue for the AMRA meeting in June for attendees to test their skills. Our April meeting served as a dress rehearsal for June and highlighted the need to have clean track and turnouts that operated very reliably.

### **It is Official**

The CoSMRC does not have clubrooms and is unlikely to in the new future. Fortunately, the club has been able to use the clubrooms of the Western Districts MRC (WDMRC) in West Auckland on a semi-regular basis. About half of the CoSMRC's monthly meetings have been held there. In essence, the WDMRC clubrooms have served as those for the CoSMRC. This use was an ad hoc arrangement and has now been made official - the WDMRC committee has given permission for the CoSMRC to use the WDMRC clubrooms for its monthly meetings.

### **Other Activities**

CoSMRC members James Kelso, Michael Hill and Philip Sharp continue their work on the organizing committee for the 2021 AMRA. I hope some Australian modellers attend but appreciate the large uncertainty over border restrictions and the Australian-New Zealand travel bubble may mean no Australians attend.

What do you do for a hobby if you are not playing trains? CoSMRC member Craig Mayall drives as an amateur in races for production muscle cars. This season he competed in the Auckland Car Club Summer Series. He had 12 races spread over four meets. He never had the fastest car in a race but through completing all 12 races, he finished second for the season on 221 points, 14 points behind the season winner. A good example of the value of consistency.....**M**

## Special Interest Group (SIG)

### The 2021 AMRA Convention in Auckland

By Phillip Sharp

**T**he 2021 AMRA convention was held at the Northcote Rugby Union and Sports Club in Birkenhead, Auckland, June 4 to 7. This coincided with New Zealand's Queen's Birthday Weekend for which Monday is a public holiday.

Just over 100 people attended the convention, a good turnout given there is residual concern in New Zealand about Covid-19 in Auckland. The attendees included three junior modellers, six partners and several one-day attendees.

The convention followed the standard format for AMRA conventions. People arrive Friday evening, register, meet up with old friends, and start buying. Saturday and

Sunday have clinics in the morning and layout tours in the afternoon. Sunday also has the banquet. The convention ends on Monday morning with a business meeting, final buying and the pack-up.

There were five clinics. This is fewer than is typical for AMRA conventions. This reduced number permitted more time for talking and buying. Two clinics had an electronic flavour. Despite being of a technical nature, these clinics generated a significant amount of discussion. One of



these clinics was co-presented by City of Sails MRC member Michael Hill. A third clinic was on using XTrakCad to design layouts. This was presented by City of Sails MRC member James Kelso. The clinics were rounded out with photograph presentations on

the Cajon Pass and current freight cars. One interesting fact I learnt from the Cajon Pass clinic is that the trainspotting location Hill 582 is maintained by volunteers. This work has included planting trees for shade.

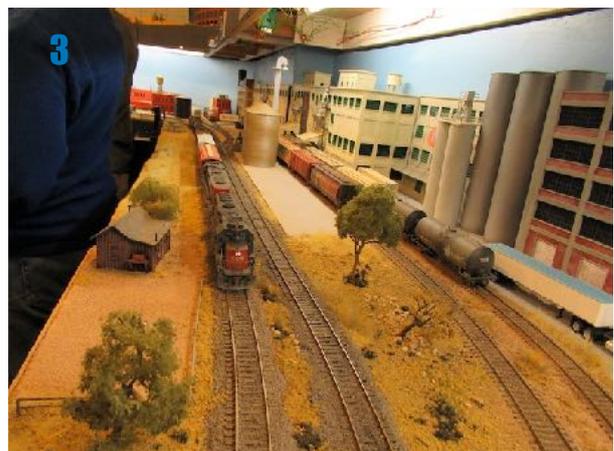


In the smaller New Zealand centres, it is possible to have five or even six layouts on a tour. Not so for Auckland. Having five layouts would lead to rushing between layouts and the AMRA organizing committee wisely decided to have just four layouts

on each tour, **2, 3, 4, 5 & 6**. After the tours I asked some people which layout they enjoyed the most. No one layout was seen as clearly more enjoyable than the others, indicating the organizing committee had selected the layouts well.

The convention included a 200mm x 200m diorama competition. There were three entries and the winner, decided by popular vote, was one of the junior attendees. He received \$40 for winning.

The convention will also be remembered for the large number of items on the trade tables. One regular attendee of AMRA conventions opined that this was the most items he had seen at any AMRA convention.





1 shows some trade tables after two days of sales. Still a lot of items left. When it came to the pack-up, several convention attendees helped the traders carried their boxes of unsold items to traders' vehicles.

As it has been so for the previous AMRA conventions I have attended, the business meeting was mercifully short, 15 minutes this time. The meeting confirmed the 2022 mini-AMRA would be in Waikanae and the 2023 AMRA in Palmerston North.

**The Division 5 superintendent Kel Sherson made a pitch for joining the Australasian Region. He said there were many benefits of being a member. Kel explicitly mentioned fellowship and the achievement program, and pointed out that the annual membership fee is just AUS\$30.**



Unlike the NZAMRC conventions, the AMRA conventions are not backed by an organisation.

This effectively means each AMRA convention is underwritten by the members of the organizing committee. If the convention makes a loss, each member of the organizing committee is generally out of pocket. I believe there were enough attendees that no one will be out of pocket.....



Acknowledgements:-

Photo 1  
'Trade tables' courtesy of Phillip Sharp

Photos 2 to 6  
From layout tours, Courtesy of Ramon Lewis.

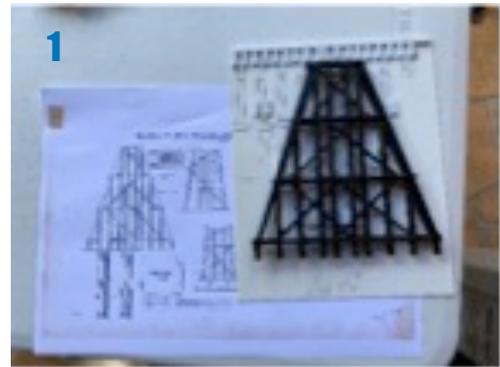
# Divisional Reports

## **Division 1,**

From Duncan Cabassi (NMRA Inc.-AR Div1 Superintendent)  
May 25th Meeting:-

The May meeting was held at the residence of Duncan Cabassi. The day kicked off with a clinic run by Martin Van Doren from the Logan District Model Railway Club (100% NMRA AR). The clinic was about the use of electronics for animation and sound. This was a very interesting clinic for those who want to take that next step in modelling levels.

Arthur Hayes showed his jigs for building trestle Bents **1**.



Justin Walker brought a module he has built from aluminium. This was an exceptionally detailed module with some innovative concepts **2**.



Mark Bailey is never short of a word at our meetings. He displayed his vacuum attachments that he has procured from Godfreys **3 & 4**.



These are quite interesting as you can use your vacuum cleaner and the attachments to get into some really tight locations.

The NMRA AR AGM that was postponed from the previous meeting was completed. This took a total of 8 minutes and then we continued the Division 1 activities.



After lunch we held an informal operations session on the UPBNSF Joint Division:

[upbnsfjointdivision.blogspot.com.au](http://upbnsfjointdivision.blogspot.com.au)

The following are photos taken at the meeting:-

- Members gathering for the Division 1 gathering 5 & 6;-
- Tim is so excited to be here 7;-
- Justin Talking about his Module 8;-
- Justines module, the level of detail is excellent 9 & 10.....



## **Division 1 Promotions**

May saw the NMRA Division 1 hold our promotions table at 2 events.

1. Brisbane train Expo
2. Toowoomba train and hobby show

Our promotions table is fast becoming a regular at some of the local and not so local shows. It is an excellent way of promoting the NMRA AR and attracting membership.

Since our first table which was at the 2019 Bundaberg train and hobby expo, our table has become somewhat more professional. Back then it was a single table two seats and a TV monitor. 2 of us sat behind the table and chatted with the public. Now our table is decked out with nice attire we have a data projector and a big screen where we generally play how to clips or NMRA Promotion materials.

We display the NMRA magazine and frequently have someone doing a skill at the table just to attract people to check us out. We engage in conversation and when the opportunity is right we issue brochures, flyers etc.

The next level is to get our curtains screen printed with the NMRA AR emblem and the Division # on the front.

I do encourage **All** Divisions to take this approach to grow your membership. **1** shows the table at the Brisbane Train Show 2021



At the Toowoomba train and hobby show 2021 **2**, you can see that the standard of the promotion getting more professional. Okay, and lets not forget one of the joys of going away to run promotions tables is our partners get to tag along as well **3**. Here we are socialising after a hard day at the promotions table.

### **Division 1 Clinics Weekend Report:**

What started out as a conceptual idea came to fruition on the weekend of the 29<sup>th</sup> & 30<sup>th</sup> May 2021. As you know I'm not one for standing around and letting things just idle over. I'm always on the lookout to "value add" to you being a member of the NMRA-AR Inc. and also promote directly what relates to the core values of the NMRA Inc.

In January I took the concept to a small group of NMRA AR Division 1 members and ran my ideas by them. This instigated an inaugural meeting and soon there after a sub committee was formed to manage, coordinate and execute the delivery of a "Clinics weekend" for our Division 1 members.

What transpired on the 29th and 30th of May this year was the culmination of 4 months of hard work by a small team. The execution of the weekend was exceptional and to be honest, things flowed very smoothly and only minor hiccups were experienced. This is in no small part due to the significant planning that went into the weekend.

As they say in the project management field that I work in:

**Poor planning leads to poor performance!**

It's also conversely stated that:

**Preparation, Planning and Performance can be very successful when it is done from the outset with a clear goal and a clear set of deliverables.**

Our Goals and deliverables:

- Run a series of clinics on a broad range of techniques and skills that we use in the hobby of Model Railways
- Ensure that we have a range of clinics that are Hands-On for the participants and not just presentations
- Ensure that our registrants get to take something home with them
- We must have fun
- Must all be in one venue and have the capability for outdoors clinics due to WH&S (Spray Painting, Soldering, etc)
- Ensure we have a weekend of great fellowship
- Run at a profit so that the profit can be put back into equipment to support the Division going forward including more clinic weekends
- Have the same clinics run on the second day so that the registrants don't miss out on competing clinics (Clinics being run in parallel)
- Ensure that we have clinics for the varying skill levels of our registrants.

At the outset, the weekend was always going to be a trial to see if we have the interest within the group to do this type of activity. Interest would be determined by the number of registrants for the weekend.

I'm very pleased to report that we ticked all of the above deliverables and goals. The weekend was an outstanding success. We now have the template and tools to deliver these weekends going forward.

I would like to take this opportunity to thank those fellow members who worked very hard and contributed to making the weekend a major success:

Garry Paper; Paul Rollason; Bob Tisdall; John Ballantyne; Arthur Hayes; Darren Lee; Geoff Burns; Bob Harding; Malcolm Jenkins; Martyn Jenkins; Glen McCarley; Luke Towan; Alwyn Cutmore; Bob Cuffe.

I would also like to thank the Registrants who participated. We had people from as far as Bundaberg, Maryborough, Toowoomba, Warwick and Coffs Harbour participate in the weekend.



In the coming weeks when I get my personal computer back online, I'll issue a Highlights DvD of the weekend.



**Photos:**

Martyn Jenkins running his Arduino / Rasberry Pi clinic **1**. Luke Towan walks by Geoff Cosgrove as Garry Paper runs his weathering hands on clinic **2**.

Garry showing participants some quick methods to speed up drying **3**. Weathering example **4**.



Darren Lee running his layout module construction clinic **5**.

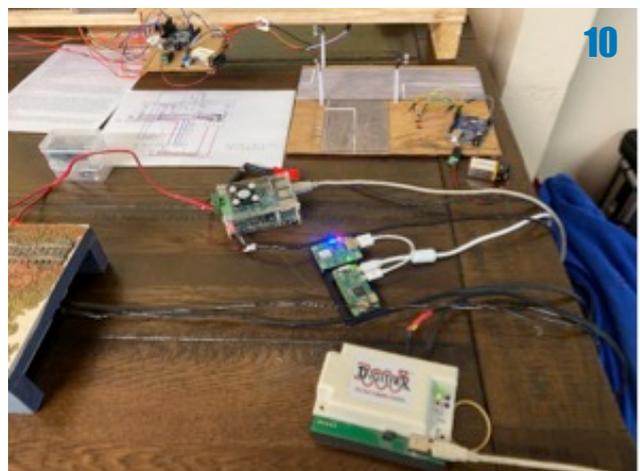
This was the lead into the build a diorama series of clinics where the participant got to build a diorama.



Geoff tutoring people on backdrop painting **6**, - in the Build a diorama clinic.  
Diorama shaping **7**, - Run by Luke Towan.



Individual dioramas **8**.



Arduino control samples **9 & 10**

From Duncan Cabassi (NMRA Inc.-AR Div1 Superintendent)

June 26th Meeting:-

On Saturday 26<sup>th</sup> June the NMRA AR Division 1 meeting was held at the residence of John Kennedy. It was brisk overcast day by QLD standards but that did not stop 32 people **1** from attending what was another great gathering.

John entertained us with a presentation **2 & 3** on his backdrop photo file to which he has hundreds of backdrop scenes (Mostly buildings) that when printed off make for great backdrops and building flats. As is the prints when printed are HO scale so for other scales some scaling of the picture will need to take place.

At this meeting we introduce two new activities:

1. Meet the host - which is a Q&A with the host and;
2. Ask the editor - Q & A with the mainline editor Merv Bagnall (Quarterly activity)



Both these activities went great, and much conversation was stimulated once the initial nervousness was addressed. I personally felt that the interaction between the members and the interviewee was great and look forward to doing this again.

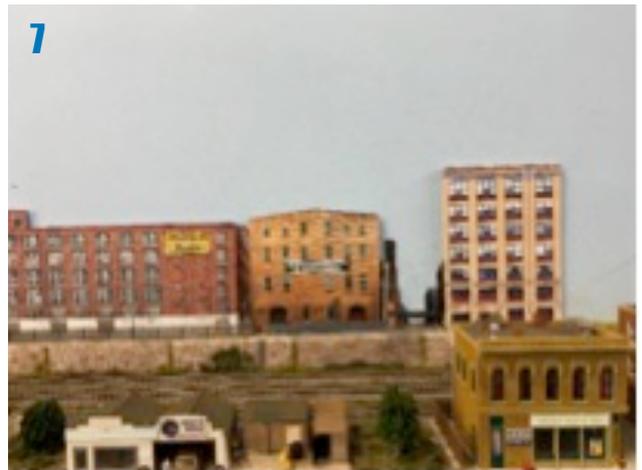
John Kennedy the host was presented with his Golden Spike award so well-done John. We look forward to presenting you many more AP's in the future.

We spent the best part of the afternoon looking at Johns Layout and chatting. John has a significantly sized double deck HO layout and runs operating sessions with a small group of friends. Ross one of Johns mates was around to help out with running trains. It was great to see the Digitrax Wi-Fi in action as I have one but have not installed it yet.



The NMRA AR Division 1 team would like to thank John and Ann Kennedy for hosting the day and making us all feel very welcome.

You will have noted in the Report that there was a certificate issued to Ted Freeman from the Toowoomba Model Railway Club. This was the "Volunteer AP certificate". This was presented to Ted at the Toowoomba train expo at the end of the Saturday's proceedings. There were about 50 people present at the award and I congratulate Ted once again for his outstanding services to the NMRA AR and the Model Railway hobby in general. The following photos 4 to 12 are of Johns Train Shed and Layout.....





From Duncan Cabassi (NMRA Inc.-AR Div1 Superintendent)  
Division 1 Visit Report on Visit to Cairns NMRA 100% Club:-

Two weeks ago, I had to fly into Cairns for my work. During this work commitment I took the opportunity to connect up with some of the members of the Cairns Model Railway Club a 100% NMRA membership club.

Before flying to Cairns, I emailed the club president Ian Macleod-Carey and indicated I would like to visit the club and catch up with members. Ian responded to my email and arrangements were made.

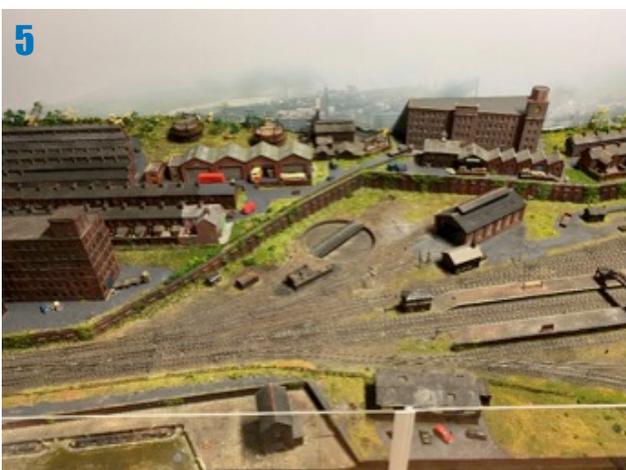
So on Thursday 17<sup>th</sup> June when I got back into Cairns from my site visit I caught up with the available club members at one of their facilities. I must say I was made feel very welcome by the members and we quickly set about chatting about all thing model railways. What a great bunch of people.

There is a small but very well detailed N scale show layout (Photos **1 to 5**) at the facility. The detail is fantastic, down to clothes hanging on the cloths lines in the courts yards of the cottages **4**, it speaks 'Industrial England' **2 & 5**. Gunnar and Ian **3** in front of the N Scale show layout. Both with their NMRA Hats!!!!



This scene **1** has forced perspective with the buildings towards the back being sized smaller than the front buildings. I was privy to the layout running two trains and was told that the layout has a significant history up to and including being built in England by a professional model builder for a person who lived in Dubai. Not sure how it ended up in Cairns but it has found a great home with the Cairns club.

On the Friday I was shown around the second facility (**6, to 11**), which are the current clubrooms and would be the envy of any club for sure. There were three HO layouts at this facility all gifted to the Cairns club so they are doing something right.

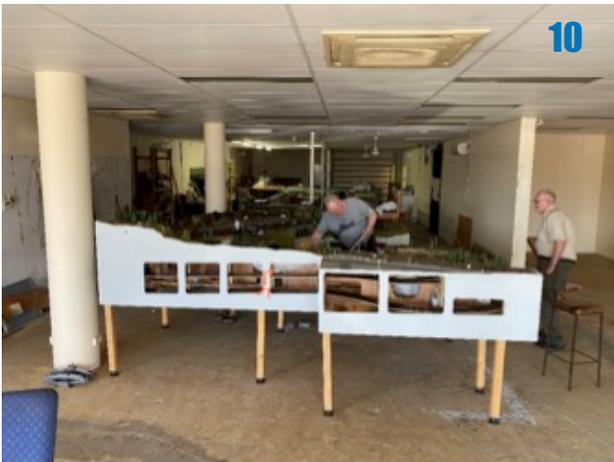


Each layout is at a varying degree of construction with the latest acquisition being a mind blowing fully detailed European layout that is fully automated. Whilst not fully operational yet I was privy to the first powering up of the system (Timing is everything).

Note; It was a Friday and there were 3 people devoting their time to layout construction and a couple of other people came in whilst I was there. I have to say our northern 100% club is kicking goals in all directions with a great clubhouse and a strong membership. Well done to Ian, Gunnar and the gang in Cairns.

A special shout out goes from me to the people I met on this visit:

- Ian MacLeod-Carey (president)
- Gunnar (John) Neander (treasurer)
- Rob Drew (secretary)
- David Ogden (committee)
- Laurie Coyne (committee)
- Darren Johnson (member)
- Ken Dixon (electronics & computer control)
- Glen Cumine (electronics)
- Paul Simpson (scenery)
- Dan Rutley (archiving)



It was an absolute pleasure and privilege to meet you all and I look forward to seeing you all again in the not to distant future.

Ian the club president has invited any NMRA AR member that is travelling to and through Cairns to reach out to the club and take the time to have a visit as you will be more than welcome. The clubs details are on the internet.....[M](#)

## **Division 2**

From Stephen O'Brien (NMRA Inc.-AR Div2 Superintendent)

No Meeting held in May:-

The May meeting: was cancelled because of no venue or host.

The DIV 2 June Meeting is being hosted by members of the Eurobodalla Model Railway Club on the South Coast NSW. This a full-on weekend, almost like an NMRA convention but light on with clinics!

July Meeting, something different is a meeting held at the Southern Cross Club, Philip ACT. I will make a submission to the club for the use of a meeting room on the 3rd Saturday of July. Some local members are also members of the SCC.

Proposal is lunch in the dining room from 12:00pm, followed by our meeting. Afternoon tea will take advantage of the club facilities.

New paint!.....For all those still mourning the loss of our beloved Floquil, there is a new Australian made paint now on the market.

New to me anyway - the paint wizard at Super Toy World Fyshwick mentioned SMS paint as an alternative. It is an "acrylic lacquer". I have had a go and I really love it. It is solvent based and ready to go in the airbrush as is. It dries quickly and is extremely tough, much tougher than the water-based acrylics. I've tried to damage it with my fingernail, but had no visible effect. This colour, German Red Brown, is not a bad match for the NSWGR Indian Red.& at \$10 for a 30ml bottle (vallejo \$5 for 17ml), I'll be going back for more! .....



## **Division 3**

I have not received any report of Division 3 meetings having been held during the months of May & June.....

## **Division 4**

From Frank Godde - MMR (NMRA Inc.-AR Div4 Superintendent)

May 16th Meeting:-

The meeting was held at Frank's place in Forrestfield.

Members present: Frank Godde; Rod Tonkin; Dave Whibley; Alan Burroughs and Dennis Turner (all the way from Mandurah)

Correspondence to NMRA: Rod asked about a letter he had sent to the NMRA re membership thoughts

Rod brought an English 4 wheel sausage wagon to show **1**.

Alan brought his electronic switch indicator which is still being worked on (photos hopefully when it is finished).

Dave brought his G gauge coal tower diorama **2** and Frank provided the 4-6-0 loco for show.



Frank supplied an HO and an ON30 coal tower. The ON30 tower is what Dave used as a template

Next Meeting on 18th July 2.00 pm.....**M**

## **Division 5**

Please refer to the SIG report on page 31 above for content for the Division 5 meeting .

### **My Experience of a Remote Operating Session**

By Philip Sharp, City of Sails MRC

I participated in the remote operating session held as part of the recent AR virtual convention. This was the first time I had done remote operating and I thoroughly enjoyed the experience. The experience was a highlight of the convention for me.

The operating session was at Silicon Valley Lines, an HO scale model railroad club in San Jose, an hour's drive southeast of San Francisco. The club's layout is 72 feet by 23 feet. It has two main decks and a third deck for staging. I registered on-line for the session four days in advance. The registration took all of one minute. I received confirmation of my operating time of 1-2pm AEST the day before the session. This confirmation was later

than I expected and I had wondered if my registration had gone through. A needless concern. The modellers running the session were well organised.

I logged into the operating session a few minutes before the appointed hour. Duncan Cabassi, Division 1 superintendent, logged in shortly after. Our host was James. He answered our questions and assigned us our trains. We then had to open an app for controlling the locomotive. I could not get the app to open from my Chrome browser. I switched to Firefox and opened the app without difficulty.

The app has simple controls but these were sufficient for our operating session. There are two arrows, one for forwards and one for backwards, and a slide bar that controls the speed of the locomotive. I typically used one-quarter to one-third throttle.

We started our trains at about 20 minutes past the hour. Our task was to drive the trains around the layout. There was no switching and the signals were not used. In addition to James, Jeff, Tom and Bob were in the layout room. These four watched the trains, threw turnouts as required, filmed the trains for other uses, and interacted with us.

Each train had a camera mounted on a car in front of the locomotive. The bandwidth of the wi-fi in the layout room meant the video feed was a little jerky, causing delays in the feed. We were told about these delays before the session started. They did not affect my enjoyment of the session. If anything, the delays increased my enjoyment.

Duncan and I completed our circuit of the layout before our session ended and started on a second circuit. During the second circuit Les and Justin joined us for the next hour of operating. Les and Justin were the only operators for this hour and Duncan and I were permitted to continue operating. We stopped our trains briefly while the trains of Les and Justin were integrated into the session.

Did the train driving go smoothly? No. Duncan and I both encountered difficulties. At one point the video feed showed my train was going backwards. A turnout had been set incorrectly and someone in the layout room was rectifying the situation. Another time I passed Duncan's train coming the other way. As I was passing, I saw either a box or refrigerator car on Duncan's train rock my way. I expected a collision. Instead, the car rocked back the other way and derailed. Duncan was asked to stop his train while the car was re-railed.

Later on, after a longish delay in the video feed my screen was filled with an out of focus image. It took me several seconds to realize I was seeing the front of a diesel locomotive. I asked if I had picked up a locomotive. I was told I had picked up a train and was pushing it backwards. This situation was quickly corrected by someone in the room.

As I said at the start of this report, I thoroughly enjoyed the operating session. I would like to thank Silicon Valley Lines for arranging the operating sessions and to thank James, Jeff, Tom and Bob for the devoting some of their discretionary time to ensure the trains kept running. ....

## **Division 6**

From David Orr (NMRA Inc.-AR Div6 Superintendent)

May 13th Meeting:-

18 members attended as well as our visitor at last month's meeting.

Several items arising from last month's meeting were finalised. The foam box for library use was deemed a success. Purchasing a replacement Joe Fugate's Siskiyou Line: Vol 2 DVD was confirmed by the meeting. And the meeting decided not to proceed with annual subscriptions to AMRM and NGDU magazines.

The Div 6 Christmas Function will be held at the Albion hotel on Saturday 6<sup>th</sup> November.

Module progress - unfortunately, 3 of the 4 members of the module committee are currently busy with other projects so no progress was reported. It was decided that the committee will hold Zoom meetings in an effort to move this forward.

Ron Solly advised that the Adelaide Model Railway Exhibition has 290 exhibitors and "staff". David Orr advised that preparation for the second hand stall was half way through and was still looking for helpers to complete the task. Helpers were also required to man the stall during the exhibition.

Ray Brownbill advised that the Achievement Program pages in the January edition of the NMRA Magazine recorded several of Div 6 members' achievements. Marcel Van Eck for Golden Spike and Master Builder - Scenery, Ray Brownbill for Master Builder - Scenery, John Prattis for Chief Dispatcher and Michael Robinson for Association volunteer. Well done guys!



Members Attending



David presenting Vern with his Hosting Plaque

Members that borrowed items from the Div 6 library have been encouraged to critique their borrowings;

- Ainslie Brittain advised the meeting that he was very impressed with the comprehensive coverage of Diesels in Australia. He also like the NRM Film Collection 2 for its branch lines of SA and recommended A Train Spotter's Favourite Spots.

- Now that Jane Robinson has so much more time on her hands and can't go international travelling, she decided to watch overseas railway travels and recommends The World's Greatest Railway Journeys - Peru and Ecuador.
- David Orr recommends Railroad Australia with good footage and storylines but the dramatic narration detracts.

Although unsuccessful, John Prattis thanked the members for the support they gave him during the election of the Pacific Director.

Following is a collection of pictures taken of Vern's multiple layouts and a link to a video of Vern's layouts taken by Ken House.....

<https://www.youtube.com/watch?v=2gXvMgz8Q8Q>



David Presenting John with his 25 Year Achievement award



Ray Brownhills very informative session on the singling circuit used on his & Vern's layout



Geoff Chatwin showed some very fine 2mm finescale models he 3d printed use Fusion 3D

A Collection of Photos from Verns Multiple layouts, here and below





From David Orr (NMRA Inc.-AR Div6 Superintendent)  
June 19th Meeting:-

Div 6's June meeting is usually held on the same weekend as the Adelaide Model Railway Exhibition so Div 6 normally forgoes its June meeting. However, this year, due to Covid-19, members of Div 6 decided not to attend the Adelaide Model Railway Exhibition so instead, decided to have a delayed June meeting on the 19<sup>th</sup> June. Numbers were down due to other activities and illnesses occurring but 11 members managed to attend this unusual meeting at Bob Bevan's address at Mallala.

Bob's home is across the road from the main line between Pt Augusta and Adelaide so every opportunity is taken to watch the various mainline freights hauling their loads to Perth or Adelaide.

The Adelaide Model Railway Exhibition - David advised that, although Saturday's attendance was down compared to previous year's, Sunday, the "normal" family day and Monday were excellent days resulting in the 2021 exhibition being a success, even more so, considering the COVID-19 restrictions.

The Secondhand Stall at AMRE - the weekend commenced with a total of 1802 items for sale, valued at over \$35k. An excellent Saturday and good Sunday and Monday resulted in total sales of approximately 1200 items at a value of just over \$19k. Many NMRA Div 6 members assisted both during the preparation and the exhibition weekend.

Library Critique - Ainslie Brittain described in some detail the fabulous footage shown on The Triumph of Steam, the spectacular QJ steam locomotives of southern Mongolia, celebrating a decade of the Ji Tong line, the last great steam railway in the world. Definitely worth watching.

ARC - the meeting heard how NRMAx is becoming an excellent source of information. Div 6 members feel that, although NMRAX still needs a little polish, it is a valuable component of the NMRA, enabling those members that can't get to meetings to still participate and not feel excluded. Members hope that this will become a permanent feature of NMRA.

Module progress - the module committee has been able to hold 1 Zoom meeting at which time discussions regarding the design of the end plate were held. Ray has taken on the task of providing drawings. The 2nd Zoom meeting, scheduled for Thursday, 17th June was cancelled due to illness. David reported that a friend, assisting at the AMRE second hand stall, has a website, <http://ozfreemo.com>, with some specifications along the lines of Freemo.



## Bring & Brag

Marcel described how he scratchbuilt some lamps in a 15 minute per lamp project **1**. His project is included here.

## A 15 Minute Project - HO Scale Goods Platform Lamp Post

### Construction Materials:

1.5mm OD Thin Wall Brass Tube

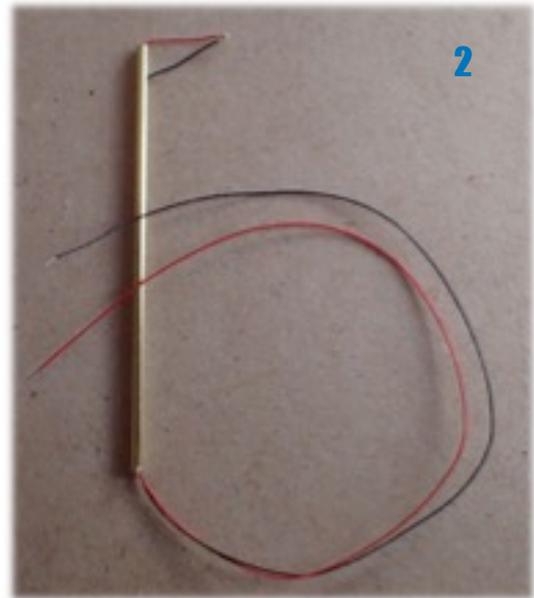
- Pre-wired 0402 LED (warm white)
- Spray primer (light grey)
- IsoPropylAlcohol (to clean the brass before painting)
- Weathering powders

### Tools Used:

- Dremel Motor Tool
- 0.5mm drill bit (to drill the hole!)
- 0.8mm drill bit (to clean out the internal brass dags)
- Motor tool cut-off wheel
- Small square file with a needle-like end
- Small flat file
- Super glue
- Pin (to apply super glue)

### **The Story Begins**

An almost completed lamp post is shown above **2**. Aspects of the construction are **not new**. My previous attempt at making lamp posts for a goods platform used the same brass tube and a



commercial goose neck lamp (with pre-wired LED).

### **A view of the goose neck lamp posts**

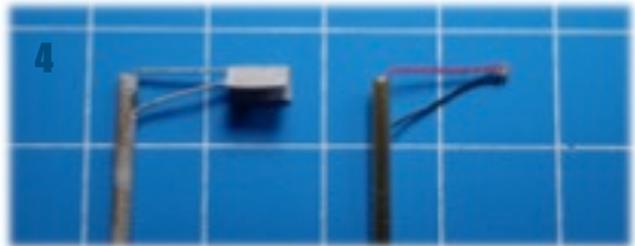
This time I wanted to use some newly acquired, tiny, pre-wired LEDs. Since the goose necks were self-supporting at the top of each lamp post I needed to work out a “support” method suitable for the very thin LED wires. A separate horizontal support fixed to the top of the brass tube was a possibility. Why not use the wires themselves to simulate an angle bracket?

The materials, tools, and construction steps below, outline the methods and measurements I used. Your own measurements may differ, depending on your requirements.

### **Construction Method**

- 1.Using a full length of brass tube measure 3mm down from one end and score this point with an edge of the small square file. This will help with starting the 0.5mm hole. A full length is used because it is easier to handle.
- 2.Using the 0.5mm drill bit, hold the motor tool at an angle and drill through into the centre of the brass tube.
- 3.There will now be brass dags inside the tube so use the 0.8mm drill bit to remove these (it is not necessary to turn on the motor tool to do this). Removing the dags will allow safe passage of the LED wires through the tube.
- 4.Mark a position 55mm from the drilled end and cut off your first lamp post. I marked the position with the square file and used a diamond cut-off wheel. This length gives me around 10mm below a platform deck to secure the post (and still be clear of the baseboard).

5. "There be dags here". Use the needle end of the square file to clear the cut-off dags inside the brass tube, and the flat file to smooth out the cut. Repeat as needed.
6. The LED has a black and a red wire. Since the black wire is secured below the LED, thread this through the drill hole until it appears at the bottom of the tube. Leave about 10mm showing at the top.
7. Thread the red wire through the top of the post. If it jams inside, pull the black wire through some more. Leave about 10mm showing at the top.
8. The red wire now becomes the horizontal lamp "support". Decide on how long you want this to be. Bend it **gently** to 90°. Straighten the wire as much as possible.
9. The black wire becomes the lower, angled lamp "support". Pull the black wire through (if needed) so that it leaves the red wire at 90°. Straighten the wire as much as possible. You may need several small adjustments to get a satisfactory result.
10. Use super glue to fix the wires in place at the drill hole and at the top of the tube. Once dry, run some super glue along each "support". When dry, this will help to stiffen the "supports". Super glue tends to bead on these plastic-coated wires, so wipe off some excess and then apply a little more. Repeat as needed.
11. Add a lamp shade. A small, folded rectangle of aluminium foil was one option.
12. Clean the brass tube with IPA and spray the assembly with primer. Don't spray the LED itself.
13. When dry, apply brown weathering powder



Finished lamp post with shade 4. 10mm squares shown.

Vern described his life with Chrysler and his introduction to air brushing and his home made tank.



Vern's home-made tank 5. Showing the fine detail Vern achieved with his 1st air brush 6.



He then showed off some of the figures he was making at AMRE. Others

at the meeting reported that Vern's display at AMRE was very well attended.



Scott showed the meeting one of the 1/24th under frames he had scratch built whilst waiting for his order to arrive from the French manufacturer **7**.

He also showed some parts he had scratch built for his next wagon, SAR no 3, a narrow gauge passenger carriage **8**.

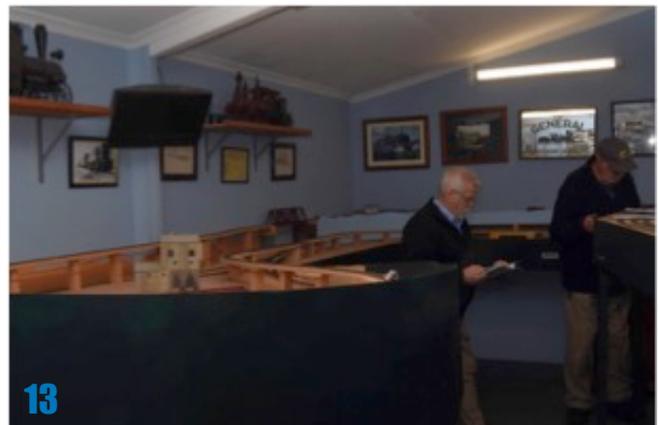
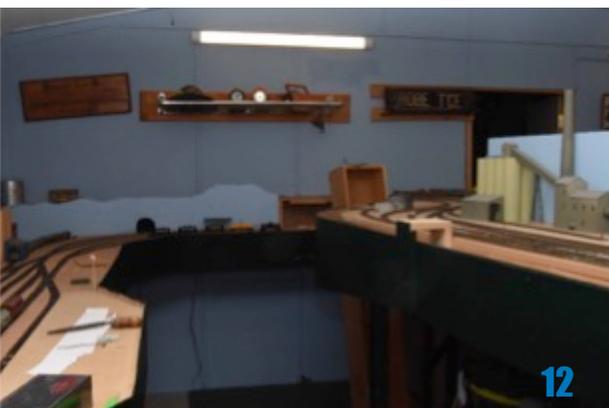


Scott also showed the meeting progress on the 1/24th F Class SAR loco he's building **9**.

Other Photos from the meeting are as follows;-

- Ainslie describing his latest DVD viewing **10**
- Bella says "Hello" to some of the members at the June meeting **11**

•The members then enjoyed some afternoon tea and viewed the latest progress on Bob's layout **12, 13 & 14**.





## **Division 7**

I have not received any report of Division 7 meetings having been held during the months of May & June.....

## **Division 8**

From Ian West (NMRA Inc.-AR Div8 Superintendent)

May 16th Meeting:-

Show and Tell:

George brought his latest model, which is nearing completion, along to show us. Ian had some photos of his billboard and four other members discussed what they had been working on.

Clinic:

Col and John had organised a detailed activity which entailed five pairs working together to assemble a train, drop off and pick up both goods and carriages, follow a set itinerary and not collide with other trains. It took a great deal of concentration!

Due to the delayed meeting date, it was decided to put back the next meeting as well. It was decided to have the next meeting coincide with the CCMRI working bee which is to be held over the school holidays in the Coffs High School Auditorium. The next meeting date will now be on Sunday 27<sup>th</sup> June at 12 noon. Lunch, yet to be organised, will follow.



Ian thanked Col for Hosting the Meeting

Sanctions: CCRMI are having an exhibition on the October Long Weekend plus a running day on the weekend of 11<sup>th</sup>-12<sup>th</sup> September at Col South's. Do we require one for the next meeting that will be in the Coffs High School Auditorium?

We were very pleased with the members input into Show and Tell, a vast improvement from last meeting. Keep up the good work guys .

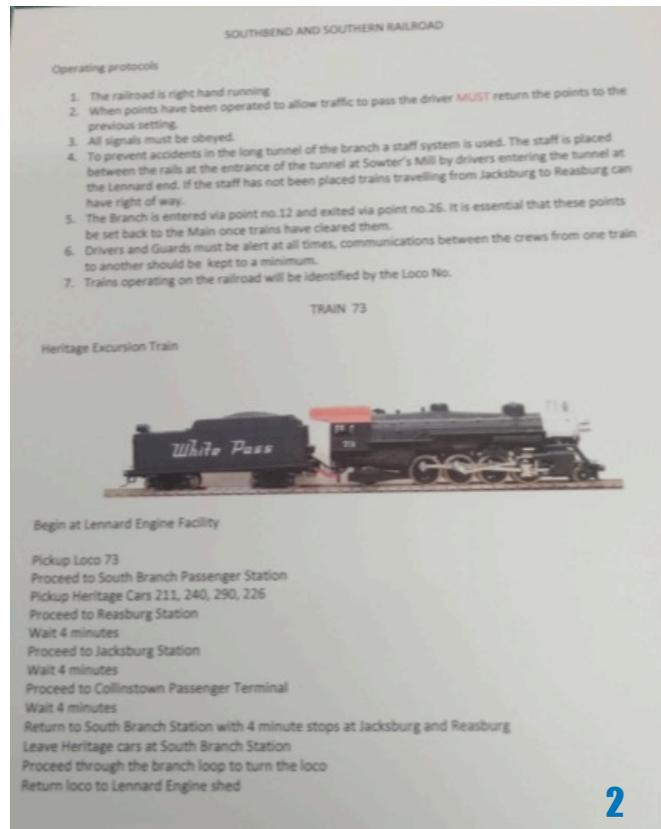
We were pleased to welcome George Stainlay, who had travelled for an hour to join us.

George brought his latest model to show us. Ewan and Lynda Skinner were visiting from Forster.

Ian is still waiting to hear back about his Golden Spike application.

Ian thanked Col for hosting the meeting.

I have attached the task **2** that Ian was given to do. He has a long way to go before he can get his Chief Dispatcher in the Achievement Program! This was the simplest task. Others were a few pages long and required many pick-ups and drop-offs.



This photo **3** shows Ian's finished train, and the concentrated faces of fellow members who were working on their trains. There was a driver and an engineer for each train. Just after this photo was taken there was a near miss collision as someone had failed to change a signal correctly! Our thanks must go to Col South and John Skinner for spending many hours designing this program so that members can learn all the ins and outs of running a large layout.



Next Meeting is the 27th June @ 12.00 noon in Coffs High School Auditorium.. .....**M**

## **Division 9**

I have not received any report of Division 9 meetings having been held during the months of May & June.....

## **Division 10**

I have not received any report of Division 10 meetings having been held during the months of May & June.....

**What's in the Next Edition**

*Refer to the Editor's Comments!*