

volume 38 - No. 6

November / December 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>
----------------	--

## 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	Peter Kendall ( ) <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	David O'Hearn (02) 9097 9903 <a href="mailto:ap@nmra.org.au">ap@nmra.org.au</a>	Librarian	David North HLM (02) 9975 6436 <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	TBA  <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	Brad Anderson 0451 186 862 <a href="mailto:updates@nmra.org.au">updates@nmra.org.au</a>
A.P. Assistant Manager QLD	Arthur Hayes MMR (07) 3345 7887 <a href="mailto:apviceqldsth@nmra.org.au">apviceqldsth@nmra.org.au</a>	Project Co-Ordinator - Web Upgrade	Duncan Cabassi 0424 844 807 <a href="mailto:div1sup@nmra.org.au">div1sup@nmra.org.au</a>
A.P. Assistant Manager WA	Frank Godde MMR (08) 9253 3155 <a href="mailto:apvicewa@nmra.org.au">apvicewa@nmra.org.au</a>	Education Chairman	TBA  <a href="mailto:education@nmra.org.au">education@nmra.org.au</a>
A.P. Assistant Manager NSW	Dennis Clarke MMR (02) 4390 2527 <a href="mailto:apvicensw@nmra.org.au">apvicensw@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 Coffs Harbour	Ian Phemister (02) 6658 2626 <a href="mailto:apvicech@nmra.org.au">apvicech@nmra.org.au</a>	Convention Chairman 2021	Peter McGuire (02) 4861 4032 <a href="mailto:convention@nmra.org.au">convention@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>

### 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>6</b>	<p><b>The Great Northern Downunder</b>                  Gerry Hopkins - MMR has outlined how he built his new 'Great Northern Downunder' layout, after a move to his new home in the early 2000's.  <i>by Gerry Hopkins - MMR FNMRA</i></p>
<b>15</b>	<p><b>Show and Tell</b>                  Paul Marrant - MMR outlines the advantages of going that extra step and actually presenting a model at the 'Show &amp; Tell' segment of your divisional meetings, and the rewards that you will obtain by going through that experience.  <i>by Paul Marrant - MMR</i></p>
<b>18</b>	<p><b>My Portable 'G' Scale Layout</b>                  Now you may think that a portable N scale layout may be a challenge to build, but how about a portable 'G' scale layout? Dave Whibley outlines how he has built his 'Portable G Scale Layout', as well as how he transports and sets up the layout in a relatively short timeframe.  <i>by Dave Whibley</i></p>
<b>21</b>	<p><b>A Couple of Quick Lighting Projects</b>                  Marcel van Eck has outlined the construction of platform &amp; exterior building lights, in what he calls his '5' and '25' minute projects, describing how he built his lights for a very low cost outlay.  <i>by Marcel van Eck</i></p>
<b>25</b>	<p><b>Railfest 2021</b>                  Rod Tonkin went along to the 'Railfest 2021' and has provided a report on what a good day it was, full of railway nostalgia, and records his experience of the day.  <i>by Rod Tonkin</i></p>

## ***Regular Features***

<b>2</b>	<ul style="list-style-type: none"> <li>• <b>NMRA Inc.-AR Directory</b></li> <li>• <b>Regarding Article Contributions</b></li> </ul>
<b>3</b>	<ul style="list-style-type: none"> <li>• <b>NMRA Inc.-AR Directory (Cont.)</b></li> <li>• <b>NMRA Inc.-AR Disclaimer</b></li> </ul>
<b>4</b>	<ul style="list-style-type: none"> <li>• <b>New Articles Directory</b></li> <li>• <b>Regular Features Directory</b></li> <li>• <b>The Cover Photo</b></li> </ul>
<b>5</b>	<ul style="list-style-type: none"> <li>• <b>Editor's Comments</b></li> </ul>
<b>19</b>	<ul style="list-style-type: none"> <li>• <b>Letters to the Editor</b></li> </ul>
<b>27</b>	<ul style="list-style-type: none"> <li>• <b>100 % NMRA Inc.-AR Club Reports:-</b> <ul style="list-style-type: none"> <li>• <i>Wide Bay Burnett MRC (Bundaberg)</i></li> <li>• <i>City Of Sails MRC (Auckland)</i></li> </ul> </li> </ul>
<b>32</b>	<ul style="list-style-type: none"> <li>• <b>Divisional Reports</b></li> </ul>
<b>50</b>	<ul style="list-style-type: none"> <li>• <b>Magazine Publishing Dates</b></li> </ul>
<b>50</b>	<ul style="list-style-type: none"> <li>• <b>What's in the Next Edition</b></li> </ul>

### ***the Cover Photo***

An Alco ABBA set waits patiently as the GN 2-8-8-2 starts the climb past Essex, with a set of reefers on its way to St. Paul, on the Great Falls Sub of the Great Northern Railway

## Editor's Comments

We have a good variety of articles to read in this month's edition of MainLine, with a mixture of experienced and newer members who are keen to outline a little about how they built their layouts. Also included are articles showing other modelling activities that make up other aspects of our great hobby.

It was very pleasing to see an upsurge in the number of articles that have been sent into the editor during the last couple of months, but don't hold back anytime soon if you have an article that you would like to be published in the pages of MainLine. Articles about members layouts are in '[HOT DEMAND](#)', so I look forward to receiving a couple of layout articles for the next edition.

Our feature layout for this month commences on page 6 and is one that most Division 7 and long term NMRA members may be familiar with. Gerry Hopkins - MMR has outlined how he built 'The Great Northern Downunder' layout, after a move to his new home in the mid 2000's. There is plenty of good advice in this article for any modeller looking to start building their new layout, or to extend their existing layout.

Have you ever wanted to show your latest 'creation' at a Divisional meeting, whether it be a new building or piece of rolling-stock, but lacked a little confidence to do so? Then maybe you would like to have a read from page 15 of the 'Show and Tell' article by Paul Marrant - MMR. Paul outlines the advantages of going that extra step and actually presenting a model at the 'Show & Tell' segment of your divisional meetings, and the benefits that you may acquire by having that experience.

A relatively new AR member but one who is certainly not new to innovation in our hobby, is Dave Whibley. Now you may think that a portable N scale layout may be a challenge to build, but how about a portable 'G' scale layout! Commencing on page 18, Dave outlines how he has built his 'Portable G Scale Layout', as well as how he transports and sets up the layout in a relatively short timeframe.

Marcel van Eck wanted to include some platform and exterior building lights on his layout and was keen to scratch build these lights to obtain the type he required. From page 21, Marcel has outlined the construction of the lights in what he calls his '5' and '25' minute projects and describes how he built his scratch built lights for a very small outlay in cost.

Some states across our great nation have not been subjected to the severe lockdowns which has been experienced elsewhere, with railway/railroading events still been able to take place in some states. Rod Tonkin went along to such a railroading event, the 'Railfest 2021'. Rod has provided a report of what a good day out it was, full of railway nostalgia, and he records his experience of the day from page 25.

This month we have reports of activities from two of our 100% NMRA clubs from page 27, with one club outlining the initial construction method used to build a new portable HO scale layout. The layout will be used for club running duties and will also be taken to model train shows and other events in the future. I look forward to receiving reports from other 100% clubs, so that our AR members can learn a little more about those clubs.

From page 32 to the end of this 50 page edition of MainLine, is solely allocated to the events and activities that have been happening throughout the nine divisions across the Australasian Region. It is always great to see and read about the diversity in modelling across our region.

Please note the revised 'Magazine Publishing Deadline Date' schedule as shown on page 50, which is applicable for all Divisional, 100% club and S.I.G. Reports .....

*Meru Bagnall*

Editor - MainLine On-Line

# The Great Northern Downunder

by Gerry Hopkins - MMR FNMRA

**B**ack in the middle of 2000 I moved from Terrey Hills in Northern Sydney to Narara on the Central Coast. For many years I had been an HOn30 modeller but wanted something a little more robust - the narrow gauge was mostly scratch built and would not take to the "handling" during an operating session.

I went back to an old favourite of mine - the Great Northern Railway in the north west of the USA. There were numerous locos and rolling stock coloured and labelled for the GN on the market **1**, so that started to give detail to my thoughts. I wanted a single main line with enough places along the route for switching. I have always liked switching not just running around and around and around.



After measuring around for available space, I had a concrete slab put down for a 5m x 6m (16.5'x19.8') shed. The shed was then built, in March 2001, and serious planning took place to fill the shed.

Following "normal" recommendations, the layout would go around the wall with two peninsulas in the middle. The width of the layout - from the wall - to be no more than 600mm (2ft) and aisle ways to be no less the 900mm (3ft). The curved parts of the track would have a minimum radius of 75cm (30"). Maximum grades would be 2%.

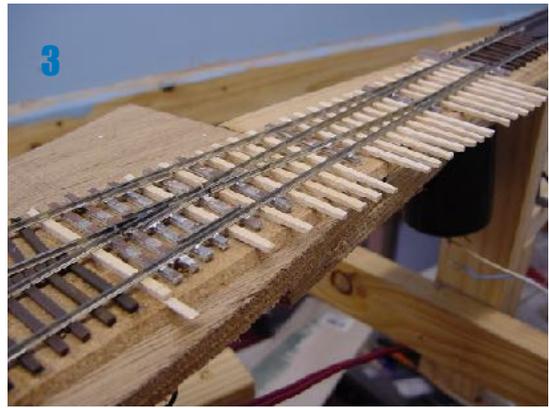


The first step was to put gaffer tape on the floor to mark out the limits of the framework. I have always had the narrow-gauge layouts at 123cm (48.5") so this was to be the "base" height of the new layout.

Before building the layout in the interior, 244cm x 122cm (8' x 4') sheets of 3mm ((0.12ins) ply were mounted on the inside

beams - the space between the inner and outer walls was filled with R3 pink bats. When it was being built, insulation was put under the roof sheets.

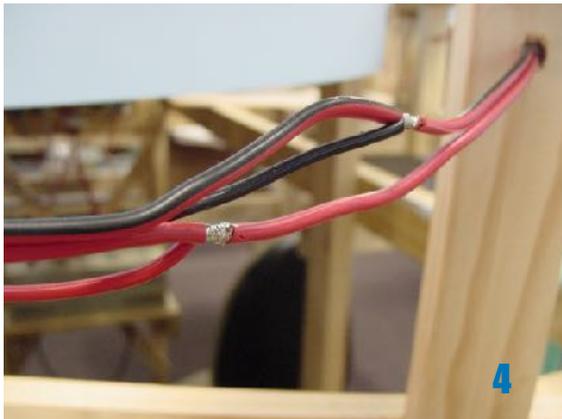
For the layout, all main uprights and major cross beams are made with 50mm x 76.2mm (2"x3") timbers and the base boards are 9mm (0.354ins) five ply. Intermediate cross bars are 25.4mm x 76.2mm (1"x3") timbers as you can see here in **2**. Once the road bed was in place, built from 9mm (0.354ins) five ply, the mainline was laid on 5mm (0.17ins) cork. The mainline is Railcraft (now called Micro Engineering) Code 70 flex track with all



turnouts **3**

hand laid. All other tracks are code 55 and again hand laid turnouts.

All turnouts are "dead frog" - sorry Kermit - this means no extra wiring or switches for the frog. The "dead frog" is kept as short as possible to reduce the chance of power loss when the loco passes over it.



The turnouts on the mainline are powered by Switch Master motors which in turn are controlled by accessory decoders from CVP - they are still in use after 20 years. Most other powered turnouts are run by SG90 servos driven by Tam Valley units. All powered turnouts can be controlled by push buttons on the fascia, a computer or from a throttle.

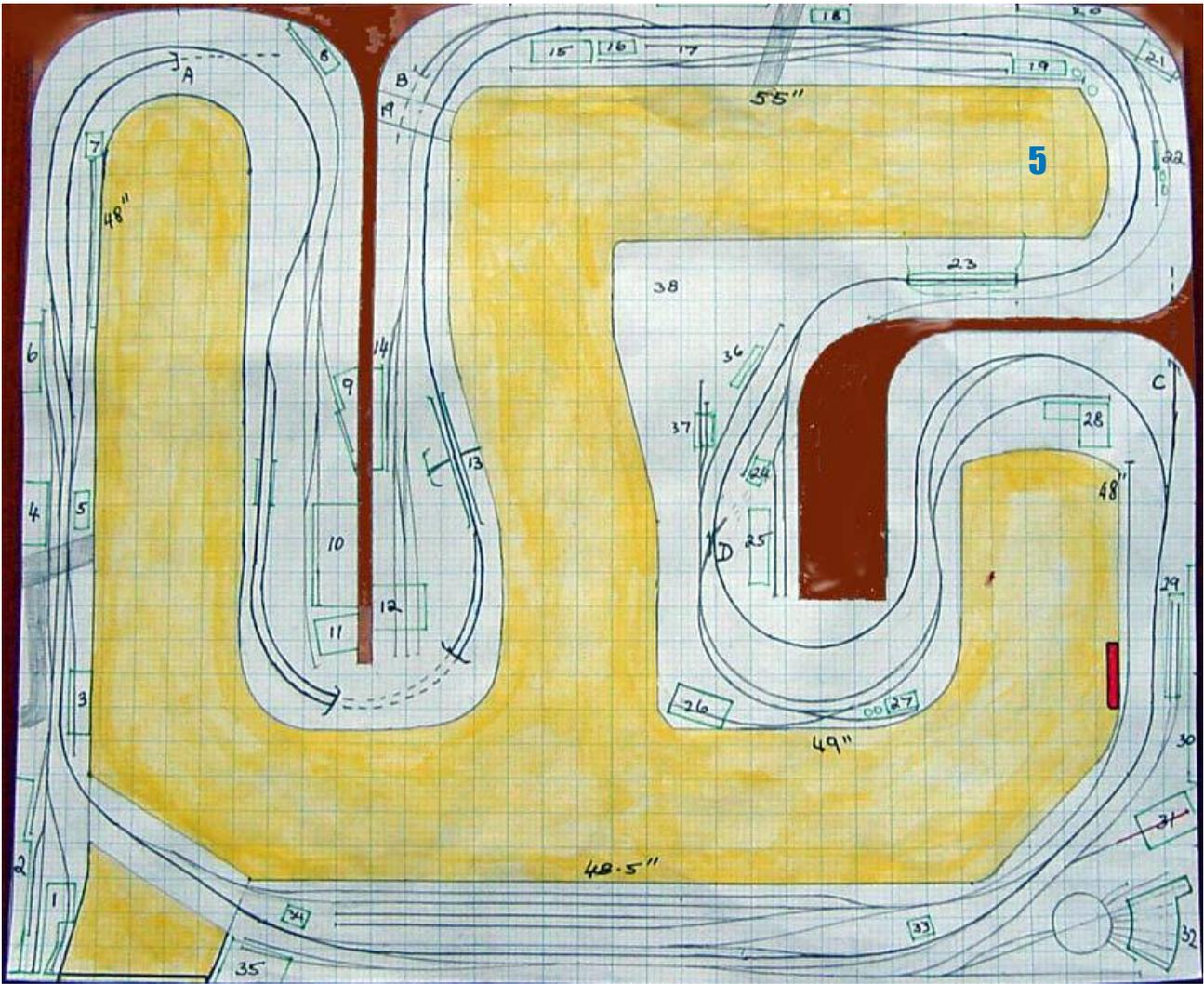
The main power buss is 12SWG (Standard Wire Gauge) and the droppers from the track to the buses are 22SWG **4**. Every piece of rail is connected to the bus.

The lower section of the layout was built first. All the mainline was laid into both ends of the main staging yard. The track in the staging yard is Peco Code 75 with modified Code 75 turnouts. The layout was run like this with buildings standing in some of their proposed locations. We had a number of "true" operating sessions - just to double check the track and turnouts.

Once I was happy with running characteristics of the lower half, a start was made on the upper layout.

This is the almost complete layout plan **5**. The parts not shown are the staging yards - all five of them! The tracks to the staging yards are shown by **Letters** at the entrance of each "tunnel". Area 38 is the theme park for the narrow-gauge line. All the tracks in the staging yards are on the pre-set routes so can be operated easily with the throttles.

The layout is split into two power districts each with a booster set for 3.5 amps. There is a Rampmeter on the output of each booster that shows both current and voltage of the power district. The command station is by Easydcc (CVP). The white disks on the fascia **14** are the plug-in points for the tethered throttles. There is also a 4.0 amp booster to drive all the servos and point motors, the buss for this is also 12 SWG.



The tracks have been laid through Great Falls **6** - the highest track on the layout -above the main staging yard. In the yard, the turnouts are operated by slide switches at the edge of the layout as shown here.

As this part of the layout is "raised" the switches are at the edge so that vertically challenged operators do not have to reach over the scenery. The structures here are just placed for safe keeping until their part of the layout is finished.

At this point the rest of the ties/sleepers are added and glued in place in the yard. Then the track was airbrushed the basic colour **7**. Plaster was hand smeared on the surface of the yard to give realistic texture.

Once the plaster is applied and coloured, the vegetation can be applied to the plaster and



finally weathering can be added to track and ties in the yard. The ballast is the last material to be added - as in the prototype.

Here Floquil Tie Brown has been used to get the base colour for the track.

### Adding the scenery

In the past I had tried a few different methods of adding the land form but was most comfortable with the method shown in these photos. A lattice of card and masking tape was attached to the framework with hot melt glue and the odd staple gun **8**.

The initial formation can be changed easily as it progresses around the layout - just to give the right 'feel.' If the formation you visualise interferes with the running of trains - it is easy to "rearrange" it.

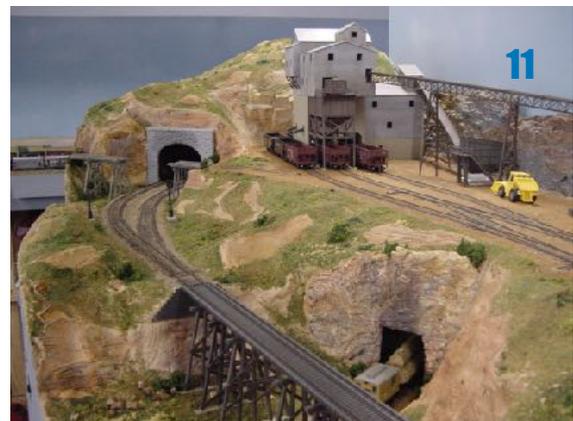
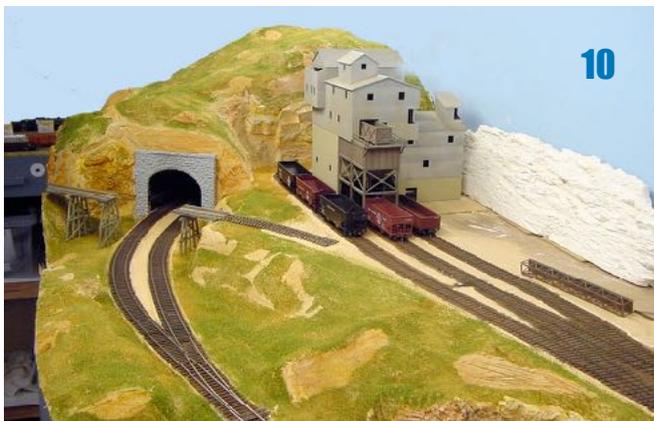


This view is from the other side of the trestle. The covering is being applied using Chux Super Wipes here **9**, but there are areas where cheese cloth was used.

Once the base was 'complete,' paper towel dipped in plaster was applied in manageable sizes and over lapped.

The Chux Wipes prevented the plaster solution from dripping down onto the

shelves below or the floor. As the plaster dried in the bowl it was scooped up and placed on the areas that were to be carved rockfaces or have castings applied. The plaster must be applied before any ballast is applied to the track. Throughout this part of construction, the track is protected with masking tape.

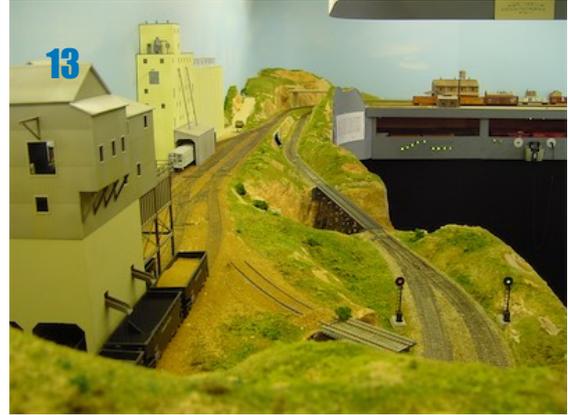


The scenery was done in sections - to make sure I was getting the effect I was after. Here the basic scenery is plaster soaked cloth applied over the cross hatch of the webbing, and some basic ground cover added to that **10** - mostly Woodland Scenics ground foam

used here. On the right you can see that some rock castings have been added and the gravel plant has been sat in position to check for clearances. OH, the three tracks shown leading to the plant are Code 40 hand laid.

The next photo **11** shows more vegetation and ground cover around the tracks. The rock castings have been painted and more foliage added - starting to look busy - trees yet to be planted!

Looking the other way from the trestle, you can see how things started to take shape **12 & 13**. We even have a signal here. Still some small trees to be added yet.



More scenery was added over a 12 month period. The left side of photo **14** shows the first layer of paper towel/plaster has been added. The base here is cheese cloth, easier to apply than Chux in this area.

When an area had been plastered, I went back to an area that was done earlier and added some detail and "life" to the scene. This is a photo of Havre **15**, a bit of weathering on the buildings along with some advertising and a few pedestrians. Some buildings had interior lights but the exterior lights on the buildings and in the yards have yet to be added. Looking west in Havre.





The drivers view going through Havre **16**. The signal red over green shows we will be climbing the hill.

### Motive Power

While the scenery was being added to and detailed, I was busy building my fleet of motive power. My preference is steam **17** but first generations diesels are appearing, I have set the period of the layout as 1960.

From the year 2000 onwards, Proto 2000 were bringing out the right models in the original Great Northern paint scheme so I started building the fleet with these and adding decoders to them. Steam locos were rarer but were of great quality, and, some had to be re-decaled for the Great Northern.



All the steam locos now have TCS WOW v4 decoders while the diesels have Tsunami 2 decoders, except one RS2 which has a WOW V4 - just to be different. All the steamers have the usual headlights but I have added the classification lights to most and some have firebox flicker and cab lights. The diesels have headlights, number board lights and classification lights **19 & 20**. They do look good at night!



With all the lights at the front of the trains, each caboose has the red marker lights **18**. Some of these also have interior lights controlled by old loco decoders so the lights can be turned on and off. There were very few suitable cabooses around so a number were repainted and the "old" Athearn cabooses had

their roof walks corrected and the correct handrail detail added.

There are 24 steam locos and 21 diesels on the layout. So there is plenty of power to choose from. Some operation sessions are totally steam and some are totally diesel – this keeps the operators on their toes.



Loco cards are there for all locos so the operators learn what to press and when. As there are only two decoder types, the functions are common for steam locos and are common for all diesels. All locos are speed matched with a top speed of 32mph – this means that the loco speed can be shown on the throttle display. Any group of diesels can be consisted easily.



As most people know steam locos cannot be consisted. That said, in all op sessions there is a steam helper parked near the yard that can be beaded to the rear of any train that has a problem with the big hill. It has a modified coupler that can push without coupling so that at the top of the hill it can drop from the train and return to the yard.

### Overall Appearance

The overall appearance was lifted when I did the backdrops **21** – some are painted onto the rear boards, some are printed cut outs and then some were painted on to strips of wallpaper and then glued to the back boards.



The trees are still covered in mist in this early morning shot at Essex, near the paper mill. No

detail in the shot that would detract from the trains as they travel by.

The hills behind the gravel plant **22** are assorted cut outs and fit in with the theme in this area. Just enough vegetation to break up the scene.





The distant hills behind Shelby yard **23**, were painted on two lengths of wall paper and then laid one on top of the other. The scene based on photos in the area and from memory of a visit there.

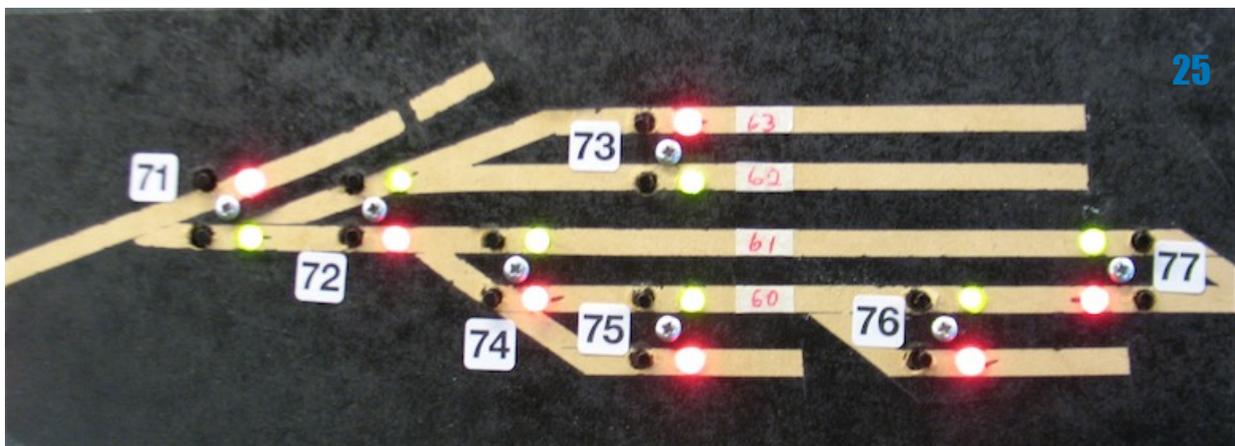
The station building is yet to be added to this section. The rolling stock in this photo is waiting to get weathered. Weathering is done with air brushes and thin washes of Floquil and Polly S paints. A brush was used to add small detail such as wear rust on steps and hand rails.

The round house and its area **24** are detailed and weathered appropriately. The turntable was not powered but did have an auto reverser wired in so the operator never has to worry about the polarity of the track on the turntable.



### The Extra Bits

I have tried to keep the control panels **25** at each location as simple and clean as possible. Push buttons are used to change turnouts in most cases. The staging yards are controlled from the throttles or command station - some of them the operator just selects the route required.





Lights were added to buildings as well as yard lights and other assorted places **26**. Even now 20 years after the start, there are still many lights to be added around the layout.

I enjoy night operating sessions - operators must observe the signals and stop on RED signals.

Yard lights around the yard at Shelby **27** helps to keep the train moving.

The building in **28** was scratch built in 2006 - but - the lights were not added until 10 years later. I now have to add the interior details.



Operations on the layout use Waybills and Car Cards but that is a whole different story for a later date.....**M**

# Show and Tell

By Paul Marrant - MMR

I joined the N.M.R.A. 8 to 9 years ago and at the first few meetings I met John Montgomery who was the Division 7 Super at that time. John was a very keen supporter of the 'Show and Tell' at the monthly meetings. He was one of the very few that regularly brought along structures/models etc for 'Show and Tell' at these meetings.

Very soon I was infected with John's enthusiasm so I started bringing some scratch built model structures to the meetings. At the appropriate time John would give a few words



My first Show & Tell - A little Bark Roofed Hut

on how he went about constructing the model (I wimped out on that part and John did the talking on my model as well). I look back on the early models that I put on the table at these meetings and I really shudder. The models were, to say the very least, very, very ordinary. Nevertheless, I continued to bring models along and over a period of time small improvements started to show in my work. This encouraged me to continue. By this time the support from most of the other members for the 'Show and Tell' had all but dried up but John continued to push

for it and a few would bring things along for a meeting or two and it would soon dry up again. By this time I was gaining more confidence and belief in myself and taking on more ambitious projects to the point that it was suggested by someone to maybe think about the APs. A short while later, I approached Gerry Hopkins, the AP chair, and I showed him what I considered the best of my structures and bridges. Gerry examined and gave me my AP Structures.

Along the way I was very fortunate to get advice and encouragement



A Couple of years later - The Engine House



A Moment of Madness - A very Run Down Stable

from Geoff Nott, John Montgomery, Steve Pettit, MMR, Gerry Hopkins MMR, George Paxon MMR, Mick Flack and many others. Keeping in mind the very ordinary quality of these early models, the comments/suggestions etc were extremely kind, but the fact remains that if these models had not been on the 'Show and Tell' table, all this very



A series of B.T.S Master Kits that I put together for David Howarth's magnificent Layout

valuable advice and comment would not have been possible and therefore I truly believe I would not be at the standard that I am today.

Not one of us with the ambition to become a modeller has any real idea of our ultimate potential. I am absolutely convinced whatever it is you want to do in life, you will get there a whole lot faster by putting your work on show and seeking out comment from other modellers in the your field of interest with say APs or MMRs. You will find as I did that you will not get any negative answers as the holders of APs and the MMRs are obliged to give you all reasonable assistance like they did for me.

Remember these recipients of APs and the MMRs did not construct a real contest winner with their first try. They had to do the hard slog like everybody else has to and like the rest of the mere mortals, they had to go through a certain amount of disappointment and learning before they made it. With a little determination like them, you will make it as well.

At a meeting some years ago there was a rather nice model building on the table. One of the onlookers said to me that he thought it was a very nice model which we agreed to and then he made



the comment that "I could not build anything like that". The truth of the matter is that with the attitude of "I could not build that" he more than likely cannot build such a model because he is not even going to try. Unless he shakes this negative idea he will never ever find out what his potential was or is!

The 'Show and Tell' table is not and should not be considered a contest table. Try to be INSPIRED but not INTIMATED by some other model that you consider better than yours. Pay attention to how that modeller has got the result and ask him questions. Most modellers are only too happy to tell how they did it and are rightly flattered that another modeller likes their way of doing a certain procedure.

I hear people say "the whole model was a mess so I put it in bin". Most of the time some part of the model was O.K., say 20%, so the next one you do, try to lessen the errors and make the ok bit more than 20%. In no time with a bit of perseverance, listening to advice and above all, asking questions. You may never finish up in the top 5% of modellers in the modelling world, but if you give it your best shot I am sure you will definitely be a much better modeller. Positive attitude is the key.....

# My Portable 'G' Scale Layout

by Dave Whibley

I suppose it was going to be inevitable that I would get into the G gauge scene, knocking around with the other guys who have the larger trains and rolling stock displayed on the shelves in their train rooms. Climax' Shay's, articulated loggers and an assortment of small six and eight wheeled locomotives, well it really got into my blood.

I decided to build a portable G gauge layout **1** with some bridges incorporated in it, and was hoping to show it off at the "Western Australia AMRA" show BUT, alas, Covid put an end to that. But I will still keep working on it. Covid has to finish some time right?

I used LVL's as the modules had to be light and strong **2**. Each module is 2.4mtrs long by 800mm. Each of the modules have legs that fold up inside. During transport, the legs are held up in place with a bolt and then it is a simple job to remove the bolt and pull the legs down for the module to be free standing. This is a two-man job.



I have made two transport cradles on wheels, each holds 5 individually stacked modules. All the dioramas are removed from the modules for transport **3**. The cradle is then rolled along the path, then up a short ramp into a covered trailer. When I reach my destination, then the procedure is reversed. Where the modules join, I have put a screw

under the track and soldered the track to the head of the screw. This holds the track in place when the modules are apart. So once unloaded, my display railroad is approximately 9mtrs x 4mtrs, displayed in a rectangle which has space in the middle for the operators to work in.



In my back yard I have two sheds, one for the HO layout and the other for the G gauge layout. The G gauge shed had a dividing wall in it, so the shed needed a few alterations such as taking the cladding off the dividing wall so I could join the modules together to



lay the track. I cut my own sleepers, hand laid new brass track which is fixed down with offset shoe tacks. I use the scrapings from my plaster scenery stained in a dark colours for the ballast and made my own points.

Points are quite expensive to buy and I enjoyed the challenge of making my own. I also discovered that the two wheeled pony truck on one of my locos, dropped into the frog and derailed the train

on all the handmade points. I then had a problem to fix. I overcame this problem by putting blu tac into the frog and covered it with super glue. This went as hard as a rock and stopped the pony truck from falling into the frog. I was very proud of myself !!!

I designed and made a trestle bridge for one end of the layout **1** and a washaway bridge for the other end as features which make the layout look quite spectacular. I used some Meranti pallet material which Frank gave me to cut into beams and posts for the trestle bridge. Frank has been a great inspiration for me and he makes a good "sounding board"

G gauge has got to have large Pine trees especially around the trestle bridge so I made some from polystyrene and swamp Cyprus was used for the branches and leaves. These trees are roughly 900mm to 1mtr tall. I used gap filler to simulate the bark of the trees which sets the whole thing off

It is a big project but the best part is the making of the buildings, but finding the right materials is a big problem. I found that having friends in the model railroad fraternity who have been collecting good junk for years the best place to find just the right stuff for all sorts of scenery. They have old timber door frames, buckets of clay, thin aluminium, rock castings, shale, and anything else my heart desires. All these things are invaluable for building models and making scenery that looks like the real thing. It's a perfect reminder that "one man's junk is another man's treasure".

My first project for this layout was a G gauge engine shed **4** with a side lunch room. I made all the doors and windows on steel pins so that they could open. It has a lift off roof, so that the interior can be seen. I made tables, chairs and benches and other items



from modelers clay. I have also made the tools and machinery to go onto the benches. And as I enjoy the challenges, I have made most of the parts by hand.

My second project was a station with a lift of roof, a water tank with pump house and a dunny on sloping ground and at the other end is a huge fig tree, (an article on that will come later).

And the third project was a coal tower **5**. Frank lent me his scratch built ON30 coal tower as a pattern to use. This was quite involved and all built of wood, he also gave me a heap of cedar door frames which I have cut down for material to build my new masterpiece. Building something like this you have to think of how would they have done it way back then, coal usually comes in hoppers and is dumped into a pit which is sloped and the bucket elevator picks it up takes it to the top and dumps it into the coal hopper.

I made a tractor motor from modellers clay. This sits on the ground and drives the bucket elevator. Of course, you also have to have sheds, lights, rubbish piles and the odd rat or two on to the ground around the coal tower to enhance the whole thing.

For more inspiration, Frank has lent me two of his photo albums so I can peruse these for my next project.



Of course, a layout is never finished and new ideas and changes will always happen. The story will continue.....

*Acknowledgement: Photos by Frank Godde*

# A Couple of Quick Lighting Projects

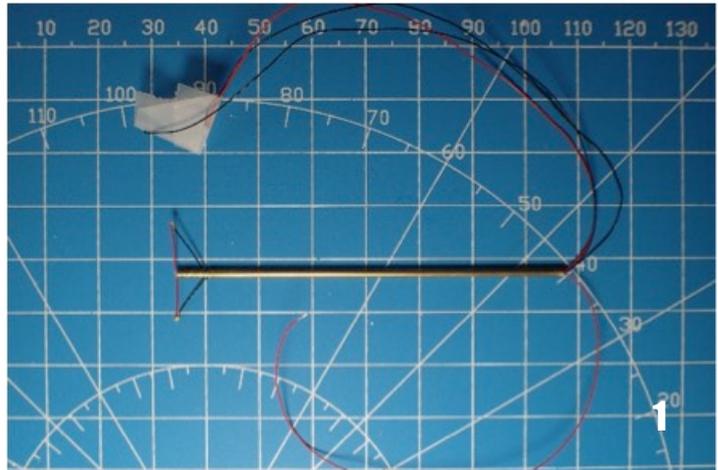
By Marcel van Eck

**M**arcel describes how he scratch built some lamp posts in a 25 minute project. His project is included here. He followed that up with a description of how he built some gooseneck lamps for outside of buildings as a 5 minute project. That project is also included below.

## **A 25 Minute Project:** HO Scale Goods Platform Lamp Post with Two Lamps

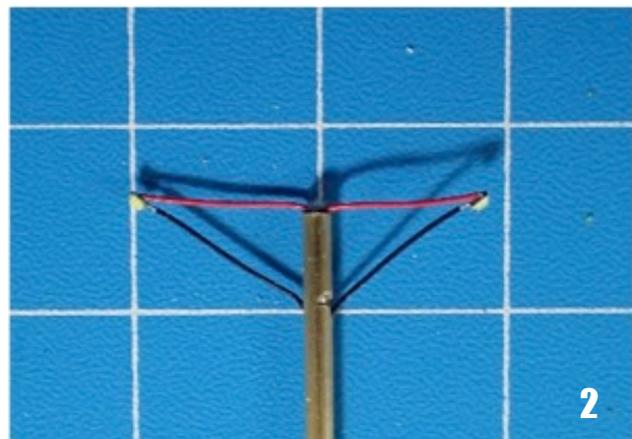
### **Construction Materials:**

- 1.5mm OD Thin Wall Brass Tube
- 2 x Pre-wired 0402 LED (warm white)
- Spray primer (light grey)
- IsoPropylAlcohol (IPA - 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)



10mm squares shown

## The Story Begins

A completed two-lamp post is shown above in **1&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 **3**). 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, drill at a right angle completely through the brass tube.
3. Again, using the 0.5mm drill bit, this time at an angle towards the bottom of the brass tube, ream out both holes, one at a time. This will make it easier to feed two of the wires.
4. There will now be brass dags inside the tube so use the 0.8mm drill bit to remove these (it is not necessary use the motor tool to do this). Removing the dags will allow safe passage of the LED wires through the tube.
5. 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).
6. Use the needle end of the square file to clear the cut-off dags inside the end of brass tube, and the flat file to smooth out the cut. Repeat as needed.
7. Each LED has a black and a red wire. Since the black wire is secured below each LED, thread this through one drill hole until it appears at the bottom of the tube. Leave about 10mm showing at the top. Repeat for the other black wire in the other hole.

8.Thread the red wires, one at a time, through the top of the post. If they jam inside, pull the black wires through some more. Leave about 10mm showing at the top. The extra time allowed on this project is for getting all four wires (especially the black) through the brass tube!

9.The red wires now become the horizontal lamp "supports". Decide on how long you want these to be. Bend them **gently** to 90°. Straighten the wires as much as possible.

10.The black wires become the lower, angled lamp "supports". Pull the black wires through (if needed) so that it leaves the red wires at 90°. Straighten the wires as much as possible. You may need several small adjustments to get a satisfactory result.

11.Use super glue to fix the wires in place at the drill holes 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 the apply a little more. Repeat as needed.

12.Add the lamp shades. A small, folded rectangle of aluminium foil was one option.

13.Clean the brass tube with IPA and spray with primer **4**. Don't spray the LED itself.

14.When dry, apply brown weathering powder.



## **A 5 Minute Project**    HO Scale Outside (Over-door) Lamp Shade with LED

### **Construction Materials:**

- Tichy Trains **6** "Light Fixtures #8170"
- Pre-wired 0402 LED (warm white)
- Spray primer (light grey)
- IsoPropylAlcohol (IPA - to clean items before painting)

### **Tools Used:**

- Dremel Motor Tool
- 0.7mm drill bit
- Small square file with a needle-like end
- Super glue
- Pin (to apply super glue)



## The Story Continues

A completed over-door lamp is shown above **5, 9 & 10**.

My previous **15 Minute Project and 25 Minute Projects** produced illuminated lamp posts for goods platforms. This time, I wanted a few outdoor lamps to hang over the doors of a laser-cut shed kit. Although I had used commercial gooseneck lamps on another project, I found their lamp shades just a little too bulky.

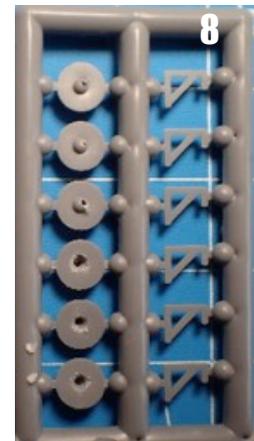
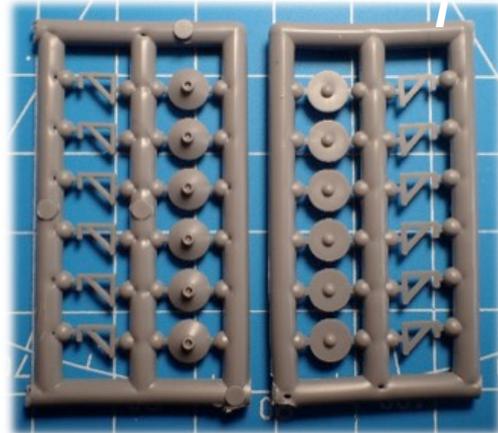
### Construction Method

1.The plastic lamp has a short, open cylindrical section on top, and a small hemisphere on the bottom that represents a light bulb **7**. Using the 0.7mm drill bit, drill at a right angle completely through the lamp, starting in the cylinder. This will basically destroy the hemisphere **8**. I found it easier to drill the lamps while still in their plastic sprues. This way, you can drill six in succession.

2.With a sharp, pointy blade, clean out the remainder of the hemisphere, and open the hole to accommodate the LED **8**.

3.Thread the black and red LED wires up through the opened hole and out through the cylindrical section. Make sure that the LED faces the correct direction! A drop of superglue into the cylinder will keep the LED and wires in place.

4.Job done!



## Beyond 5 Minutes

To mount the LED lamp assembly above the laser kit doors:

1. Bend the wires to 90° at the top of the plastic lamp cylinder.
2. Clean the wires with IPA, allow to dry. Coat the 15mm of wire adjacent to the plastic cylinder with super glue. A few coats may be needed.
3. Paint the coated wire and the top of the lamp shade (I used black).
4. Drill a 0.7mm diameter hole in the desired location above a door. Push the wires gently through the wall and adjust the amount of exposed black painted wire to suit.
5. Use super glue to fix the wires in place on the inside of the wall.

Then the afternoon finished off with coffee, etc & nibbles.....

# Railfest 2021

From Rod Tonkin

**T**he 10<sup>th</sup> of October 2021 dawned bright and sunny, a perfect Perth Spring Day. A great start to Railway Heritage WA's Railfest 2021 at their Bassendean Railway Museum. The event celebrated 150 years of railways in Western Australia. Western Australia is currently Covid-19 free so many of us took the opportunity of the days outing.

A good sign was a sizeable crowd had gathered before the event opened at 10.00 am. The venue was thronged with visitors, many with young families. The sausage sizzle was well patronised with long lines of hungry attendees lined up for refreshments.

I was able to inspect the restored signal box **1** and vintage block instruments **2**. The colour of the signal box lever frame levers ceased to be a mystery to me. On Western Australian railways they are:-

- Black for turnout control
- Red for signal control
- Blue for turnout locks
- White for spares





Also on display were a pair of Mackenzie and Holland electric staff machines used for safe working on single track lines **3**. This information will considerably aid my signal box project.

Trader's stalls filled the spaces between the rolling stock exhibits. After much thought I became the proud owner of a cupola fitted combine for my logging line and some BR cattle wagons to transport beasts to the meat works on my layout.



Lunch appropriately was a cup of tea and a railways pie **4** eaten in the restored buffet car of the "Australind" .....**M**

There was also an information plaque **5** adjacent to the buffet car. ....**M**

**A railway pie and a cuppa?**

**540**

**AYD 540 – 'Australind' buffet car**

IN NOVEMBER 1947 AN EXPRESS TRAIN WAS INTRODUCED TO RUN BETWEEN PERTH AND EUNBURY. IT WAS NAMED THE 'AUSTRALIND' AND INCLUDED FOUR SALOON CARS AND TWO BUFFETS.

All the cars were built at the Government Railway Workshops in Melbourn and it on a return trip to Eunbury six days a week. On Sundays it was often hired by groups for school train trips.

By the 1950s the train was getting very tired and the decision was taken to replace these wooden carriages with a new railcar set, also called the 'Australind'.

After the final 'old' 'Australind' ran on 14 November 1987, the old cars were rebuilt and in August 1990 were given to Rail Heritage WA for preservation. Now you can hire it for a function and once again it caters for people.

**Working the 'Australind' buffet**

We wore a green uniform and when we were on the train we had to wear a little peaked hat as well.

A lot of the girls didn't like the 'Australind'. I was a bit of work. We would get scores of us in the dining room on Perth station to eat and they were very choosy and fussy and hard to please. We sold pies and cakes and sausage rolls and made sandwiches and cream scones and coffee. I was a very shy boy but it was nice.

I did see working with the 7000s. Mrs Murphy, she was on there for years and years. She would look after all the passengers - mothers with babies. DUCKIE that may feel a little bit sick. You never ever heard anybody say it cross words about her.

ALPHEE HANSTON 2009

**Did you know?**

The 'Australind' carriages were the first in Australia to have fluorescent lighting installed.

**Can you?**

First the locomotive that were used to haul the 'Australind' carriages: the L1 and W class steam locomotives and the P class diesel locomotives?

lotterywest supported

# 100% NMRA Inc.-AR Club News

## Wide Bay Burnett Model Railway Club Inc.

### Bundaberg, QLD - Layout Construction Update

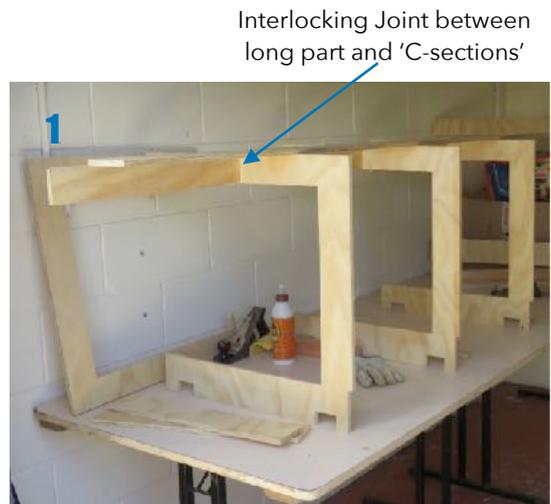
#### A 100% NMRA Club

By Stephen Reeves - President WBBMRC

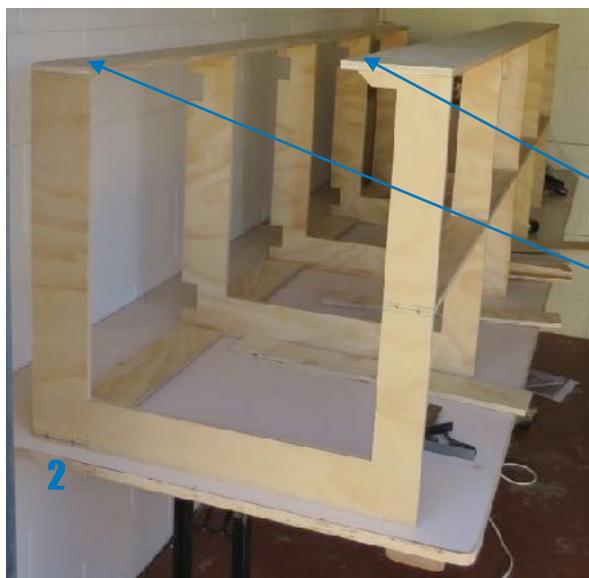
Since the previous update in the September-October edition of MainLine, we have been busy commencing construction of the layout featured in our last report. On Saturday 18<sup>th</sup> September we arranged for a working bee. It got off to a bit of slow start as we clashed with another meeting that some club members attended. I arrived at the clubhouse and moved all the pieces to an annex room on the outside of the clubhouse.

After sanding the edges of the pieces to ensure they would fit together and to avoid splinters I started gluing them together. After an initial mishap, when I broke one of the main longitudinal interlocking members (luckily we had three, one for each module), I realised that by applying gentle pressure using F-clamps to each of the three cross joints I was able to successfully assemble the framework. I glued the pieces together using Gorilla Wood Glue.

I was able to place the framework on a table in the room to enable me to work at a comfortable height. After completing the first joints as shown above in **1**, I moved onto attaching the other long pieces which helped to further stiffen and strengthen the framework. The pieces were glued and screwed to the "C-sections" using gyprock screws which worked reasonably well and didn't split the plywood when screwing into the edges.



Interlocking Joint between long part and 'C-sections'



Lighting Pelmet

Valence

Photo **2** shows the intermediate, or centre module sitting on its back, or rear, with the lighting pelmet on the right and valence on the left at the top of the picture.

The other members had arrived by the time I was adding the other long pieces and the photo below **3** shows them looking at and discussing the progress of the construction.



After the others arrived, we began making up one of the end modules. Both of the end modules have a solid piece of plywood on one end with a hole to allow the trains to enter and exit the layout where the tracks will connect to the fiddle yard.

By measuring the long parts I found those that butted against the solid end section required cutting to fit and not protrude past the "C-section" on the other end. I easily and

quickly trimmed these to size using my drop saw shown in 4, on a stand that I purchased at Aldi (some time ago).

Before leaving we were able to glue and "splice" together the broken piece 5 and put it under some timber to apply pressure and keep it straight.

Between the September and October Working Bees Graham Nicolson contacted the designer of this framework, Lincoln Driver, to clarify finer details, such as adding and connecting the legs, which will fold up for transport, and where all the other parts go.



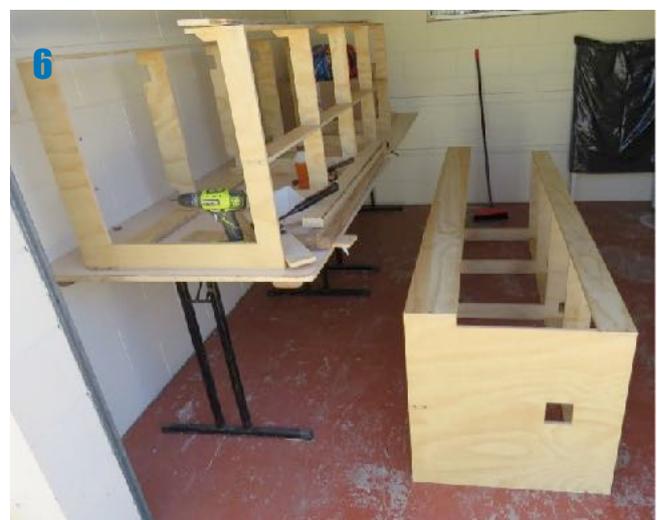
Broken piece being repaired



After the progress achieved at the first working bee, we arranged for the next one to take place on Saturday 16<sup>th</sup> October.

We completed the first end module, shown here on the floor next to the intermediate module 6.

We then constructed the Right-Hand end module, as the one shown above goes on the Left-Hand end of the complete layout, looking from the front of the layout.



Unfortunately I made an error in assembling the last module and realised as I was completing the screwing of the module that I had mixed up the ends! Thankfully I was able to change the ends around, with some minor damage as the Gorilla Wood Glue is well named, i.e. grips like a Gorilla!



Also, I installed some brackets to strengthen the joint on the piece that I had damaged during the first working bee. The piece glued together successfully and didn't break during building.

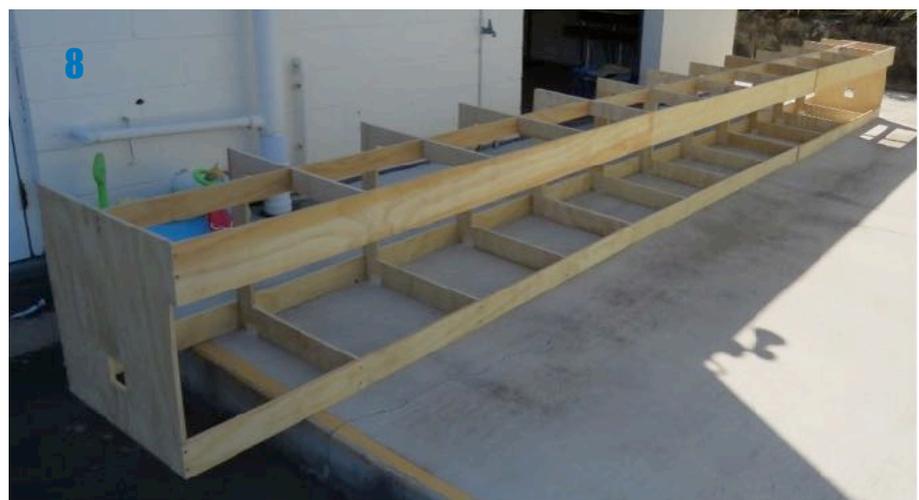
The photos in **7 & 8** below show the modules placed next to each other to provide an indication of the overall length of the layout.

You can see from the photos that there is still some bowing and distortion in the plywood members. We hope as we progress that we will be able to correct this as more support and bracing pieces are added.

The overall length will be approximately 6.3 metres long as each module is about 2.1 metres long, thus it will be quite impressive when complete allowing prototypical length trains to be possibly displayed.

The next step we believe will be to fabricate supports from square hollow section steel and attach them to the layout. These will be to

prevent the "open ends" of each module from sagging due to the weight of the pelmet, lighting and the "sky" or "ceiling" being fitted to each module. Lastly once we have the details on connecting the legs to the modules we will need to determine the height of the layout, which will allow us to cut and construct the legs from Square Aluminium Tubing.....



## 100% NMRA Inc.-AR Club News, Continued:-

### City of Sails Model Railway Club

#### Auckland, New Zealand

##### A 100% NMRA Club

By Philip Sharp

As explained below, the on-going lockdown in Auckland has disrupted the club's activities more than initially expected.

#### **July Meeting**

The July meeting was held at the home of Philip Sharp. Despite the good turnout, there was enough comfortable seating, something Philip had been concerned about.

The meeting began with a short celebration of Joshua Hill's fourteenth birthday. Elizabeth Mead baked a cake for the celebration. Joshua is our youngest member and possibly the youngest NMRA member in New Zealand. He attends almost all of our meetings and actively participates in the club's activities. The club is very supportive of Joshua's modelling endeavours and has been encouraging him to earn his Golden Spike Award. His other activities such as competitive cycling reduce the time he has for modelling.

It was then on to the main part of the meeting, watching the videos of two NMRA clinics, an activity Paul Hobbs suggested. The first clinic was on scratch building in wood and the second on making open loads. Everyone enjoyed both clinics and the club will likely now have one or two clinic evenings each year.

#### **August and September Meetings**

Our August meeting was scheduled for the 25<sup>th</sup>. Five days before Auckland went into a Level 4 lockdown in an effort to eliminate the Delta variant of Covid-19. Our August meeting was immediately cancelled.

I expected Auckland would be out of lockdown in time for our September meeting which was tentatively scheduled for the 29<sup>th</sup>. However, like the Energiser Bunny, the lockdown kept "going and going" (*and at the time of writing this report is "still going"*) and the September meeting was cancelled.

In hindsight I should have organised a virtual meeting for September since I know from my experience in other hobbies that the lack of regular activities and contact between club members can weaken a club.

#### **October**

By mid-October it was clear the lockdown was going to continue a while longer. Not wishing to repeat the mistake of the previous month, the club president Michael Hill and I organised a virtual meeting for October.

This was held three days ago and was the club's first virtual meeting. The meeting was successful in the following three ways.

1. Steve Anderton who rarely attends our meetings because of other commitments and Alex Shepherd who lives in Hamilton both attended.
2. While there was enthusiastic participation by the attendees there was no instance of two people dominating the meeting and talking about their favourite topic. This meant we were able to cover several interesting topics in the 90 minutes allocated for the meeting.
3. There were no technical hitches, probably because many people have now experienced virtual meetings. We were using the subscription version of Zoom provided by club member James Kelso.

The meeting began with a "What's on your workbench" round-robin. Among other things I learnt Steve Anderton, a long-time N scale modelling, has started building 10 HO Free-Mo modules, and Joshua Hill plans to build a scale stationary steam engine.

The round-robin was followed with short presentations by Philip Sharp and Alex Shepherd. Philip spoke about the Achievement Program. The main idea he presented was for modellers not to read too much into the requirements for the certificates. Alex, well-known for his work on the NMRA's LCC project, gave an interesting introduction to LocoNet.

The meeting was so successful that at the end of it we decided to hold our November meeting as a virtual meeting (*we anticipate the lockdown will continue until at least early December*). We also decided to invite the members of the American Central Model Railroaders to attend. The invitations have been sent and accepted. And given the increasing interest in Free-Mo in the upper North Island, we will be inviting Free-Mo modellers to attend and present their work.

Since the October meeting the club has decided to hold one or two virtual meetings each year. Doing so will add variety to our meetings and give more opportunities for distant members or those with conflicting commitments to attend (*the travel time is eliminated*).

### **Other Activities**

James, Michael and Philip were on the organising committee for the 2021 AMRA convention which was held in Auckland early June. The final accounting for the convention has been completed and the convention made a small profit. This profit was distributed evenly among the six members on the organising committee. Unlike the national convention for the New Zealand Association of Model Railway Clubs (NZAMRC) which is underwritten by the NZAMRC, AMRA conventions are underwritten by the organising committee for the conventions. If a convention loses money, the committee members are out of pocket.

Over the last two months, James and Philip, as president and secretary respectively of the NZAMRC have been involved in a proposal to streamline and modernise the NZAMRC. This proposal is one of three about the future of the NZAMRC, the other two being to convert the association into a non-charitable trust and to dissolve the association and distribute the money as provided for under New Zealand's regulations for incorporated societies. The proposals will be voted on at the next NZAMRC AGM..M

# Divisional Reports

## **Division 1**

*From Duncan Cabassi (NMRA Inc.-AR Division1 Superintendent)*

September 18 Meeting:-

### **NMRA AR Regional business feedback:**

- Works are progressing to select a contractor to overhaul the NMRA AR website
- October should see the NMRA AR release the nomination paperwork for the 2 yearly Executive committee elections
- Combining of Division 8 and 9
- Relocation of the Division 1 boundary to encompass the Northern Rivers of NSW including the Lismore 100% MRC



The September Division 1 gathering was hosted by the Toowoomba Model Railway Club (TMRC). 17 members of the NMRA from locations other than the Toowoomba area travelled to Toowoomba to participate with the Toowoomba NMRA members. Some of these travelling members and partners took advantage of the timing of the gathering

and used this as an opportunity to site see the Toowoomba 'Carnival of Flowers' which is held during the month of September each year.



A few members including yours truly hired a Mini bus (Large vehicle) and travelled to Toowoomba as a group. I personally participated in this and it was fun to be locked in a vehicle for a couple hours with fellow model railway enthusiasts. This helps builds the camaraderie of the members.



Arriving at 4:00 pm we were greeted by the TMRC President Ben Martin and welcomed to the club rooms. Members spent about an hour catching up chatting and checking out the several layouts across a variety of scales that the TMRC has on display at their club rooms.



We then proceeded to a dedicated area where there were chairs set up and a table at the front. This is where Gary Sardoni from the TMRC presented his clinic "Building Downloadable Card Kits".

Gary had all members enthralled as he ran everybody through his processes, tools and tips for printing and building card kits. Gary is a retired school teacher and is very adept at talking to classes and his articulation was fantastic. I'm sure all those who participated took something out of the clinic. We then proceeded to check out the plethora of "Gary Sardoni built buildings" on the TMRC HO layout. There were many questions and Gary answered all of this in great style. I look forward to Gary participating in our next Division 1 Clinics weekend to perform a similar clinic (watch this space!!!)

The clinic was followed by a BBQ dinner and then general chat amongst the members and partners until it was time to make the trip back down the range to Brisbane. Some members stayed on in Toowoomba and no doubt enjoyed their sightseeing on Sunday.





On behalf of Division 1, I would like to thank the TMRC for hosting the September gathering and believe it was a great success. There were discussions held with the TMRC committee members around the potential of this being an annual event. This is something we will consider going forward.

This also brings me to the point that when I started as the Division 1 Superintendent one of my goals was to take gatherings to outer areas and not just do the Brisbane, Ipswich and Gold Coast areas. This year we have now achieved gatherings at both Bundaberg and Toowoomba. I would like other 100% clubs who are in the country areas of QLD and NSW (Div 1) to start considering how you could host an NMRA gathering. I would like to hear your thoughts. The NMRA AR wants to support our 100% clubs and grow this into a bigger and wider fellowship of Model Railroading / Railways. Let's face it we all have the same hobby, and it is the world's greatest hobby!!!

I would also like to thank Arthur Hayes for coordinating this event with the Toowoomba club, well done mate.

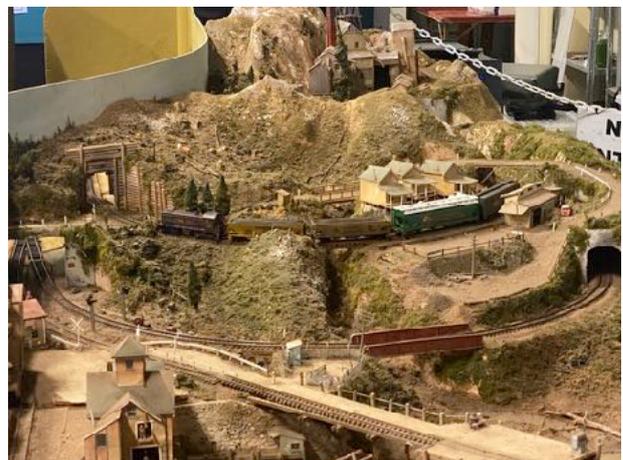
On an NMRA AR perspective:

- Brad Anderson our fellow NMRA member (Division 1 as of today) has been elected by the ARC as the new Website Administrator. Welcome to the team Brad and congratulations!
- David O'Hearn has replaced the retiring Gerry Hopkins as the NMRA AR AP Regional manager
- The decision on the NMRA AR website "upgrade" contractor is pending! The steering committee formed to push this along has reviewed all of the submissions and will be making a recommendation to the ARC at the next monthly meeting.
- The NMRA AR is reviewing how it can provide a "virtual meeting room" for you our members to access and use to hold catch ups, group discussions etc. The rules around the use of said forum are being discussed at the executive level at present. Once this is determined then the NMRA AR will look to have a virtual room made available.

- Communications from the ARC will be issued soon regarding the upcoming elections for the NMRA AR committee. This is a two-yearly term and the nominations for positions will be called for soon. The transition aligns to the February AGM every two years and the next one is due in Feb 2022.
- By the time you receive this report, NMRA members who live in the Norther Rivers of NSW will report into Division 1. Communications from the executive was issued to all the membership recently. I would like to personally welcome those members into the Division 1 and am happy to hear from you at any time.
- Also Division 8 & 9 have now been combined into one Division - Northern NSW. The reasons were explained in the recent communications.

Well as you can see it has been an active time in the division as well as the AR.

The following pages of this report is dedicated to photos taken of the different layouts at the TMRC club rooms.....



## **Division 2**

From Stephen O'Brien (NMRA Inc.-AR Division 2 Superintendent)

Regarding September & October meetings:-

Division 2 held its last meeting in July before the ACT went into lockdown.

No meetings were held in August and September again cancelled because of continuing lockdown which also affected Div. 2 members in NSW.

ACT may come out of lockdown on Friday 15th October with restrictions limiting people visiting a household. Again the October meeting looks like being cancelled !

Robin Foster, the editor of The Flimsy a newsletter from Div. 2 has just completed the latest issue detailing submissions from members of their modelling activities.

Division 2 Superintendent has kept members up to date as much as possible and encouraged the submission of articles relating to their home layouts and modelling subjects to the MainLine magazine. Their efforts can go towards the Achievement Program. Maybe some members are waiting for the Big Bucks when their layout features in Australian Model Railway Magazine.

A number of members have very worthwhile Blogspots that detail a lot of information, pictures and modelling. For all this effort a wider audience may enjoy these posts.

Highball from NZ is emailed to Div. 2 members with some replies....

## **Division 3**

From Mark Bean (NMRA Inc.-AR Division 3 Superintendent)

Regarding September & October meetings:-

When I put my hand up to take over as the Div. 3 Super, I was looking at retiring from full time work and beginning a small business to keep myself busy and bring in a few bucks.

Life, however, had other plans. Without getting into any details, I find myself working more hours and having greater responsibilities in my "down" time which has caused me to neglect my responsibilities as Div. Super. I sincerely apologise to all of the division members and especially to those who have joined our ranks during this extended season of lockdowns. I haven't been a very good representative of our organisation.

I will be resigning my position as soon as it is feasible to hand over the responsibilities. One member has expressed an interest in becoming the new Super and I will work with him to ensure a smooth transition.

I have no plans to leave the NMRA, I'm simply becoming a "back-bencher" again.....

## **Division 4**

From Frank Godde - MMR (NMRA Inc.-AR Div4 Superintendent)  
September 19th Meeting:-

WE went Rod's place for our September meet North of the river with six active members present, Frank, Dennis, Peter, Alan, Dave and our host Rod.

Nothing to report from NMRA, but we did talk about cancer that happened in people. A very informative talk about that subject.

Frank said that he would like to go to a Narrow gauge convention to see what the other members were up to.

The topic of the day was on log wagons and there were a few placed on the table, HO, On30 and G Gauge with the larger logs.

Since then I have turned another page in my life and am heading up towards the digger numbers in life.

Mrs Tonkin supplied us with some lovely eats and coffee, milo, also. Thank you the Tonkin's.

Now we are going to Dennis Turners place for our November meeting, Dennis lives down towards Mandurah way and works in N gauge

He has been very busy to put on a good show since the family moved from Queensland to over here.

For those that might want to come with me, give an email to the Superintendent.

Next meeting at Dennis Turners on the 21<sup>st</sup> November 2pm at 62 Balwina Road Greenfields.....

## **Division 5**

From Kel Sherson (NMRA Inc.-AR Div5 Superintendent)  
Regarding September and October meetings:-

Re Div 5, nothing to report. Covid related lockdown in NZ means meets have been postponed or cancelled.

## **Division 6**

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

September 11th Meeting:-

Before the formal part of the meet, Ron Solly discussed the changes on his layout that have occurred since they last visited & the basis of operation. Thank you to Ron for hosting.

Due to Covid-19 restrictions, member numbers were down. 7 members attended. Vern Cracknell, Ken House, John Prattis, Ron Solly, Rod Stewart, David Teague and Marcel van Eck attended.

Reports

AMRE - done and dusted, a very successful outcome.

Achievement Program - no changes.

Library

New additions

- Narrow Gauge Down Under April 2021 - this copy has an article on Peter Jackson's Eureka Valley Narrow Gauge Railroad.
- Australian Model Railway Magazine April 2021 - this copy has an article on Ken House's Kanunda & Emu Flat Railway.
- NMRA Magazine July 2021.
- DVD - Freight Trains in the North of Adelaide Part 1.
- DVD - Freight Trains in the North of Adelaide Part 3.

Weekend Workshops

Marcel van Eck reported that he had asked for guidance on soldering & Ainslie Brittain helped & now Marcel is not so left-handed. Vern Cracknell would like how to program DCC locos - all depends on what system he will be using. Marcel indicated he can offer advice on scenery.

Module progress:- John Prattis has started & showed some photos:





A discussion on module electrical connectors followed. Ray Brownbill has been working on endplates and Peter King has wood cut to size for modules.

**Bring & Brag**

Vern Cracknell donated some H0 buildings ex a layout he had built years ago & the owner no longer requires them & plus plenty of building parts (windows, doors, stairs, etc).

He also mentioned he uses Aquadhere Quick set.

Vern displayed a thin plastic packaging product that can be used for windows to give diffused appearance.

John Prattis first mentioned about him visiting Moonta museum & saw the H0 Layout Copper built by Vern (it was displayed at AMRE a few years ago). Vern then mentioned he has built a diorama for the Wallaroo museum.



John P has sold his early NSW layout Eskbank to the museum in Lithgow who are building a new rail line & importing a Shay from USA. He also displayed two NSW Guards vans of 1940-50 era LHO & VHO still to be completed together with Sydney Railway Co, coaches & brake van from the 1850's.

Marcel then displayed his platform lights with LEDs that are SO small, if one breathes too heavily, they will blow away!! Even fitting them into plastic light shades from Tichy.





A building with outside lights - far better looking than the "traditional" 3mm LEDs

Then Marcel showed a freight platform with a balsa base, covered with strip wood, building & lights again using very small LEDs.

Marcel also described how he scratchbuilt some lamp posts in a 25 minute project. He followed that up with a description of how he built some gooseneck lamps for outside building.

A description of his projects are included above starting on page 21.

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

October 16th Meeting:-

NMRA Div6's meeting was held on the 16<sup>th</sup> October at Bob Bevan's home in Mallala. 13 members attended the October meeting at Bob Bevan's home; Ron Solly, Ray Brownbill, Marcel van Eck, John Marsh, Geoff Chatwin, Neil Tonkin, Liz Kiroff, Casey Tonkin, Vern Cracknell, Rod Stewart, David Orr, David Teague and of course, Bob.

On ARC matters, the meeting was advised;

- The Adelaide Model Railway Exhibition for 2022 will go ahead.
- Gerry Hopkins has resigned as AP Chair AR and David O'Hearn has stepped in.
- The Div6 Library has received the September 2021 NMRA Magazine.
- Phil Knife, MRR is resigning as AP Chair, WA.
- All members should have received a letter from ARC advising of the changes to Divisions 1, 8 & 9.
- NMRA AU contracting with website design company to re-design [NMRA.org.au](http://NMRA.org.au).
- ARC is investigating the possible opportunities for the AR Convention 2022.

On Div6 matters, the meeting was advised;

- The Christmas lunch will be held on 13<sup>th</sup> November followed by the Div6 November meeting.

On module progress;

- David Orr has taken over the storage of NT Junction with the intention of building adaptor pieces between NT Junction and modules.
  - It was suggested that the module builders could gather at a member's garage to build modules and achieve some progress.

- David brought some set track from the Ray Applebee estate and offered to anyone interested in building a module.
- The meeting agreed that Div6 should consider buying its own DCC system rather than relying on a member's DCC system.
- Marcel spoke about electrical connectors.

Weekend Workshops; nothing yet.

### **Bring & Brag** (*what we call Show & Tell*)

David spoke about NT Junction. The intention is for this to be used at both exhibitions to encourage public participation and to be married up to modules that NMRA Div6 members will be making and using at gatherings.

Vern offered a collection of HO buildings from a previous layout. David suggested that Div 6 accept these for use on modules. Vern also showed a 45rpm record called "Trains". And a Micro Mark jeweller's scissors.



Casey showed off her latest acquisitions, a Kato CN&W passenger set and a Great "Norman" caboose, a present from David Teague.

Marcel showed off his latest builds including Chatty's Creative

Accounting, Jackson's Photography and Saloon Del Sol.

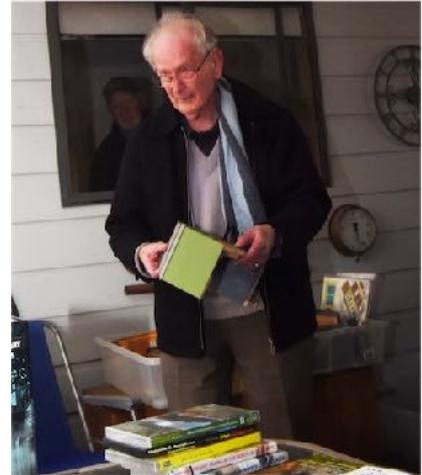
John Marsh advised his carport and shed have been contracted and construction starts on Monday 18<sup>th</sup> Oct.

### **Photos:**





*NT Junction*



*Vern showing the buildings he's gifting to Div6*



*Marcel explaining the building method of his latest scratch built buildings*



*A close-up of Marcel's scratch built buildings*



*Casey with her latest acquisitions*

## **Division 7**

From Gerry Hopkins - MMR, FNMRA  
(Les Fowler, NMRA Inc.-AR Div7 Superintendent)  
September / October Virtual Meetings:-

Ladies & Gentlemen, as stated in my last report, many of our planned meetings in the division are still being cancelled due to Covid Lockdown right across NSW. Being so long without a meeting is both good and bad. Bad because we are not getting the social benefits of meetings. On the other hand, we are getting a lot more time to spend on our model layouts - railway and railroads.



To bridge the social gap, we normally have two virtual meetings a month on the first and third Saturdays of each month. We start at 2.00pm, and at 2.30pm we have a 10 - 15 minute clinic by a member on a modelling subject. Then back to chatting until 3.00pm when we have a virtual tour of a member's layout. This can be live, or just photographs or even a short video with a voice over from the host.

We now have a number of different chat groups using our chat rooms. The Central Coast Wednesday Night Model Railway Club - they meet on the Wednesday Afternoon. We also have the Narrow Gauge SIG meeting on Sunday afternoon. The Brisbane Water OP SIG meet on the 2<sup>nd</sup> Saturday and the GNDU OP SIG meet on the 4<sup>th</sup> Saturday. There is also an Australian Modellers Group that use a different Chat Room. So, the chat rooms are popular with a number of socialites!

Both the September meetings were well attended with up to 28 members calling in.

As we have 4 rooms open they can attend whatever group that takes their fancy. The Narrow Gauge room is always attended well, so is the N Scale room. In the N scale room Trevor James demonstrated his new portable switching layout - it can be quite a challenge.



During this meeting we had a good look at the new super detailed section of John Parker MMR's extension to his layout. A good presentation with plenty of photos.

These two photos above show part of the "new" junk yard. The old box car doors hinge up to reveal the four coloured slide switches used to operate the turnouts at the back of the yard. The Coloured switch match markers along side the turnout throw bars.



During the second September meeting, John Montgomery gave a short clinic on researching railway topics to help in your modelling. This clinic was well attended. We also had a presentation on "Remote Operation" of a layout by Eric Bennett. A member somewhere in Division Seven drove a loco on Eric's layout to demonstrate the simplicity of the set up.

**On the 26<sup>th</sup> of September**, some of us got up early to view a virtual convention by **NMRAX**. These are a worldwide event with two of the four "organisers" being Australian.



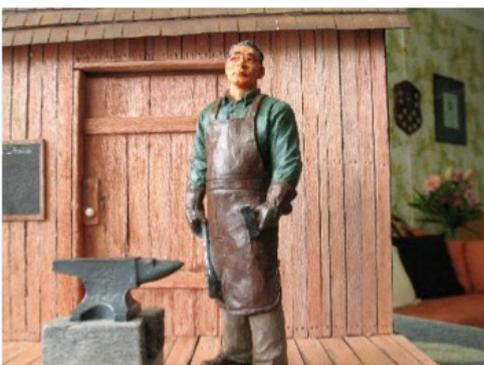
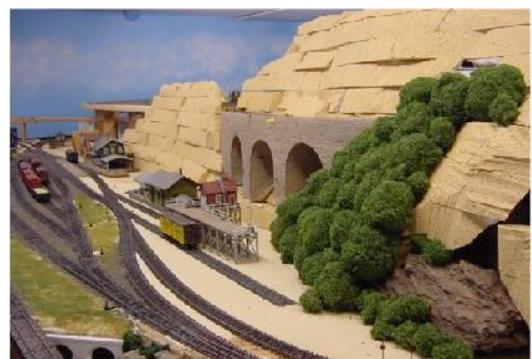
The clinic we were interested in was the one about "remote operations" - we had been talking about this and had a demo the week before at our Division Seven meeting. More about this project at a later date.

**Meeting Saturday 2<sup>nd</sup> October.**

Another good virtual meeting - we talked about many modelling ideas and a member showed photos of the latest projects and updates. Each of the four rooms had its own variety of things to talk about.

We had 24 people join in - some arrived late some left early, just like any other meeting. Each time we hold a meeting, we get some new comers, this day was no exception.

We get a little less of a turn up for the Sunday and Wednesday meetings but these are normally just the locals.



The subjects often cover how members started their layouts and often the number of layouts they built before the current one.

We will talk of a number of layouts during these meetings and cover Australian, British and US layouts both past and current. Many of the members learn little tips and some big tips. We never stop learning in the hobby. We cover all



subjects from scenery constriction, scratch building rolling stock, painting people and some basic techno stuff.

It is surprising the number of train people who are building or have built boats for their layouts, and, just for the fun of it.

**Meeting Saturday 16th October.**

A very windy day today - but - we did not have to drive to a meeting. We had a good turnout for the meeting and at 2.30pm David O’Hearn gave a great presentation on 3 D printing. We learnt about the different materials used and the different printers that use them. Dave also showed us the items that can be printed and how to change the size - for different scales, including an O scale French Bulldog! Many Thanks David.

We also had a visit from Laurie McLean MMR who gave us a tour of part of his layout and matching photographs of the prototype he is modelling. Thanks again Laurie.

There was more - John Dever showed us the kits of NSW passenger cars he is putting together for a 4 car train and a 3 car train - they were looking great. Many thanks John.



In the background on my layout, there was a repaired **Garrett** running for its final test. It was pulling a 12 car train of hoppers up and down the 2% grades. It had just had all its pickups adjusted so that they actually touched the backs of the wheels. It ran for half hour, over my dead frog turnouts - normally the best test for pickups.

On the bench I was pulling an **ARM 38 class** apart to add lights, sound and pickups on the tender.

**October has FIVE Saturdays** so we will have an extra meeting day this month. Leading up to the last meeting of the month we had a CCWN chat on Wednesday.

For a few months the CCWN has been split across two Local Govt Areas and a lot of talk was about our first meeting in November. For the same amount of time, the division has been split and every one is waiting/hoping that the bans will be lifted at the beginning of November.

**Meeting Saturday 30th October**

The days started well, 10 degrees cooler than the day before. Members started logging in at 1.50pm we also had a new



NMRA join us. People had not been on for while so the usual greetings were exchanged. The four rooms were opened and members moved to their desired room. At around 2.30pm Eric Bennett introduced us to his new camera - the SQ23. It was like the many SQ11 that we have but this one also has WiFi so that the image can be transmitted to a base unit - a smart phone. This in turn can be shared over the internet in numerous ways. He sent a train around his layout and we could sit back and enjoy the ride.

Eric then asked if anyone would like to drive the train. The first member with his hand up got the job. He was told how to call up the IP address of the system, then the loco and then drive the train. He drove the train back and fore and sounded the bell and the whistle. The next step - maybe next time - will be to drive the train and view the track ahead as you go. You would watch for signals and change turnouts with your smartphone or tablet. Maybe in the next meeting. Keep an eye open for the Eric's article in MainLine explaining how to set up your system to do the same.....

## **Division 8/9 (Northern NSW)**

From Ian West (NMRA Inc.-AR Div8/9 Superintendent)

Regarding September meetings:-

As you can see from the last report, we have had a name change. The discussion about the top corner of NSW being closer to Brisbane, as well as the combining of divisions 8 & 9 has led to this. It becomes official as of 04/10/2021. Duncan Cabassi is to be thanked for the amount of effort he put in to organise it.

Our meeting, which was to be held this weekend to coincide with the CCMRI display weekend, did not eventuate as the display was cancelled due to covid restrictions making the running too difficult.

Our name change, due to the changes of the division borders, comes into effect on Monday, 4<sup>th</sup> October.

Hopefully soon we will be able to visit Port Macquarie and see some of our new members layouts. With luck, some will answer the call and send some photos for *The Branchline*.

Wendy is working on updating the mailing list and will send out a welcome as soon as possible.

I have been working on a few small, scratch built projects - filling in the holes now the bulk of the layout is complete..

.....



From Ian West (NMRA Inc.-AR Div8/9 Superintendent)  
October 17th Meeting:

While not having an official meeting, we did meet on Sunday 17<sup>th</sup> October to attend the official opening of Col South's *The Southbend and Southern Railroad*. The day was attended by many Coffs Harbour club members, who are all also NMRA members, and their wives.

The attached extract of Branchline shows off Col's layout.

### **The Southbend and Southern Railroad:**

Why Southbend and Southern Railroad?

- South- Col's surname
- Bend - because there is a large bend in the track
- Southern - after the American Southern trains that Col runs
- Railroad - not railway as Col runs American trains.



### **Col has supplied some facts about the railroad:**

- 1.Room size: 13 x 6 metres.
- 2.Layout size: 11 x 6 metres.
- 3.Scale: HO 1/87 full size
- 4.Mainline track length: 90 metres.
- 5.Branch line track length: 25 metres approx.
- 6.Number of points: 144 with 79 being electronically controlled while the others are manual.
- 7.Number of tunnels: 17
- 8.Number of bridges: 12
- 9.Number of buildings: 139
- 10.Number of cranes: 2
- 11.Number of vehicles: 52
- 12.Number of animals: 39 cows, 11 horses, 3 camels, 4 polar bears, 7 dogs and 3 cats.
- 13.Number of astronauts: 1

•All the buildings have detailed lighted interiors. The lights are powered by 14, 12-volt 2.5-amp transformers.

•The jetty is handmade and is based on the

construction details of Coffs Harbour Jetty.



•The structures on the layout are a mixture of plastic, timber, resin cast kits, 3D printed structures plus scratch built wood and plastic structures.

•All the locomotives are equipped with DCC decoders that control movement, sound and lights.

•Some of the rolling stock units are also lit.

•All rolling stock units are equipped with automatic couplers that allow realistic operations.

•The operating system is NCE digital command control, which complies with Australian Standards in regard to radio frequency.

We will be holding a short meeting on Sunday 31<sup>st</sup> October after the CCMRI AGM and before the official opening on the Coffs Coast Railroad Modellers Inc Club House. A BBQ will follow and an RSVP is required by Friday 29<sup>th</sup> to help with catering.....



## **Division 10**

From Pat Britton (NMRA Inc.-AR Div10 Superintendent)  
Regarding September & October meetings:-

There has been no report received for the September / October period from Division 10....

## **Magazine Publishing Deadline Dates**

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

If you are providing a **Divisional Report**, the report needs to be submitted as soon as possible after the monthly meeting occurs within your Division. The cut-off date for all Divisional reports for the next two months is as shown in the schedule below, with the extra three days at the start of the publishing month allowed only for meetings that are held in the last days at the end of the previous month. This criteria is requested to ensure that the editor has sufficient time to complete the bi-monthly edition of MainLine in the required time frame.

**100% Club & SIG Activity Reports** can be submitted at any time during the next two months with a cut-off date being as shown in the schedule below, which is 5 days prior to the end of the month. As noted above for Divisional reports, this criteria is requested to ensure that the editor has sufficient time to complete the bi-monthly edition of MainLine in the required time frame.

**The following are the deadline dates for the next two editions of MainLine;-**

### **January/ February 2022**

**For 100% Club & SIG Activity Reports = 27th December, 2021  
For Divisional Reports = 3rd January 2022  
Publish Date on Web = < 8th January, 2022**

### **March / April 2022**

**For 100% Club & SIG Activity Reports = 24th February, 2022  
For Divisional Reports = 3rd March, 2022  
Publish Date on Web = < 8th March, 2022**

## **What's in the Next Edition**

- *Gerry Hopkins - MMR continues on with the description of his layout, and in the next edition he describes the setup of locomotives & rolling stock and the running of his 'GNR DownUnder Layout' for enjoyment.*
- *Dining cars were essential on selected sectors on trunk Mail Trains from the 1930's to the 70's. Arthur Hayes - MMR outlines how he built and uses such cars on his Westgate SWR layout.*
- *Operating model railroads over the internet is becoming more common now, and Erik Bennett outlines how he sets up to let friends run trains on his layout from the comfort of their lounge rooms.*

*& Much, Much more .....*