

volume 39 - No. 1

January / February 2022



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 president@nmra.org.au
Vice President:	David North HLM (02) 9975 6436 vicepresident@nmra.org.au
Secretary:	Trevor Phillips 0402 926 930 secretary@nmra.org.au
Treasurer:	Geoff Chatwin 0414 702 755 treasurer@nmra.org.au
Pacific District Director:	Robert Peterson (02) 9871 4157 director@nmra.org.au

MEMBERS

Member	Peter McGuire (02) 4861 4032 peter@nmra.org.au
Member	Doug Wallace 0490 928 334 doug@nmra.org.au
Member	Al Harris 0412 608 817 al@nmra.org.au

PUBLIC OFFICER

Public Officer	Doug Wallace 0490 928 334 publicofficer@nmra.org.au
----------------	--

SUPERINTENDENTS

Division 1 QLD	Duncan Cabassi 0424 844 807 div1sup@nmra.org.au
Division 2 ACT	Stephen O'Brien (02) 6288 3614 div2sup@nmra.org.au
Division 3 VIC	Peter Kendall (0412 299 730) div3sup@nmra.org.au
Division 4 WA	Frank Godde MMR (08) 9253 3155 div4sup@nmra.org.au
Division 5 NZ	Kelvin Sherson (04) 234 8577 div5sup@nmra.org.au
Division 6 SA	David Orr 0420 885 669 div6sup@nmra.org.au
Division 7 Newcastle, Sydney Wollongong	Les Fowler 0411 266 196 div7sup@nmra.org.au
Division 8 / 9 Northern NSW	Ian West (02) 7903 0402 div8sup@nmra.org.au
Division 10 Tasmania	Pat Britton 0417 625 278 div10sup@nmra.org.au

REGARDING ARTICLE CONTRIBUTIONS

All 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 up to 2MB in size.

Please send your articles to editor@nmra.org.au

NMRA Inc. - Australasian Region Directory

(cont.)

REGIONAL VOLUNTEERS

A.P. Regional Manager	David O'Hearn (02) 9097 9903 ap@nmra.org.au
A.P. Assistant Manager ACT	Ross Balderson (02) 6238 1003 apviceact@nmra.org.au
A.P. Assistant Manager VIC (East)	Bill Black (03) 5968 309 apviceviceast@nmra.org.au
A.P. Assistant Manager VIC (West)	Peter MacDonald MMR (053) 67-360 apvicevicwest@nmra.org.au
A.P. Assistant Manager SA	Ray Brownbill 0417 849 630 apvicesa@nmra.org.au
A.P. Assistant Manager QLD	Arthur Hayes MMR (07) 3345 7887 apviceqldsth@nmra.org.au
A.P. Assistant Manager WA	Frank Godde MMR (08) 9253 3155 apvicewa@nmra.org.au
A.P. Assistant Manager NSW	Dennis Clarke MMR (02) 4390 2527 apvicensw@nmra.org.au
A.P. Assistant Manager Coffs Harbour	Ian Phemister (02) 6658 2626 apvicech@nmra.org.au

Librarian	David North HLM (02) 9975 6436 librarian@nmra.org.au
Regional Contest Chair	TBA contest@nmra.org.au
Editor - MainLine On-Line	Merv Bagnall (07) 4125 2360 editor@nmra.org.au
Web Master	Wayne Eagle (02) 9627 9892 webmaster@nmra.org.au
Web Administrator	Brad Anderson 0451 186 862 updates@nmra.org.au
Project Co-Ordinator - Web Upgrade	Duncan Cabassi 0424 844 807 div1sup@nmra.org.au
Education Chairman	TBA education@nmra.org.au
Social Media Manager	Martyn Jenkins 0407 637 607 ssm@nmra.org.au
Convention Chairman 2021	Peter McGuire (02) 4861 4032 convention@nmra.org.au
Membership	Al Harris 7 Mahogany Avenue Sandy Beach, NSW, 2456, Australia 0412 608 817 membership@nmra.org.au

NMRA Inc. - AR Disclaimer

Any 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

7	<p>The Great Northern Downunder Continued (Operations) Gerry Hopkins - MMR continues on with the description of his 'Great Northern Downunder' layout, and in this edition he outlines all critical aspects of an ops session, from 'PowerSupply' to 'Loco Setups' to 'Way Bills' and everything in between, and more.. <i>by Gerry Hopkins - MMR FNMRA</i></p>
14	<p>Dining Car on Westgate Arthur Hayes - MMR is our local expert scratch builder of QR rolling stock and buildings, and in this article Arthur describes the history behind, and how he built his QR 'Griddle Car', which he needed to complement the long distance passenger trains on his Westgate layout. <i>by Arthur Hayes - MMR</i></p>
18	<p>Operate Your Layout Over the Internet There has been a lot of advancement in recent times with operating other model railroader's layouts at remote locations and from the comfort of your lounge room via the internet. Erik Bennett has pencilled a great article, in which he outlines in simple terms, what is needed to get started with remote control of your layout. <i>by Erik Bennett</i></p>
24	<p>North Ridge One of the best outcomes of model train shows is when new people are given an introduction into model railroading. Al Harris has built a number of switching layouts and exhibits them at shows for that very reason and in this article he describes how he uses North Ridge for that purpose. <i>by Al Harris</i></p>

Regular Features

2	<ul style="list-style-type: none"> • NMRA Inc.-AR Directory • Regarding Article Contributions
3	<ul style="list-style-type: none"> • NMRA Inc.-AR Directory (Cont.) • NMRA Inc.-AR Disclaimer
4	<ul style="list-style-type: none"> • New Articles Directory • Regular Features Directory • The Cover Photo
5	<ul style="list-style-type: none"> • President's Report Dec 21 • Editor's Comments
25	<ul style="list-style-type: none"> • 100 % NMRA Inc.-AR Club Reports:- • <i>City Of Sails MRC (Auckland)</i> • <i>Adelaide Model Railroaders Inc.</i>
30	<ul style="list-style-type: none"> • Achievement Program Reports
33	<ul style="list-style-type: none"> • Divisional Reports
62	<ul style="list-style-type: none"> • Magazine Publishing Dates
63	<ul style="list-style-type: none"> • What's in the Next Edition

the Cover Photo

Switching at Great Falls, Montana. GN 1056, an F6 is the switcher today. It has come from Shelby, the divisional yard, and will go onto Sunburst when finished. It is spotting a flat car at the team track. In the background, Rail Motor GN 2320 is just arriving from Sweetgrass and will stop at the depot.

President's Report - December 2021

by Graham Young

As I write these thoughts it is less than a week to Christmas and when you read them it will be a New Year. I hope that you have had a wonderful Christmas and that 2022 will be a year of hope and a healthy one for you.

A news item was sent to you all by National in early December advising that there will be a digital of the NMRA Magazine available from April. I sent to you all a memo clarifying the position that your management committee has taken to "opt out" of the Region being able to access this option due to an increase in your fees, as so many of you do not model the American Scene. The hard copy of the Magazine will still be printed and is available to you for a cost from April 2022 of \$ 108.00 pa.

It was good to receive from members their comments about this matter and clarify further for a few members the reasons for our action. The matter of digital availability of the magazine will be an ongoing consideration by the Australian Regional Committee (ARC).

Around the middle of January, you will receive voting papers for the position of President for the period 2022 – 2024, there are two candidates' standing myself and Duncan Cabassi for this position. Neither of us is concerned as to who you vote for, that is your decision but what we do ask is that you vote. The Annual General Meeting is to be held in Sydney on 18th February 2022 following the Div. 7 monthly meeting. If there are any problems caused by the virus then this meeting will be a "virtual meeting" and all members will be advised as how to participate.

It is obvious that COVID-19 is going to affect our operations again in 2022 in several ways depending in which state you live. Whilst the Governments have advised there will be no border closures, there will be restrictions dependant on the number of people that need to be treated in hospital for the virus.

Editor's Comments

This edition of MainLine is another bumper edition with 63 pages (*it is the largest edition so far since I have been editor*), of informative reading to keep all of our NMRA - Australasian Region members informed about what is happening in your region. A big thank you from your MainLine editor to all concerned for the regular supply of information packed reports that I am receiving from each of the divisions, and now also from 100% clubs, outlining the activities that they have been up to in the last couple of months.

So for a brief outline as to what to expect in this edition, first up our AR President includes his Christmas & New Year message and report above on page 5.

Then we commence with articles on page 7 where Gerry Hopkins - MMR has continued the description of his 'The Great Northern Downunder' layout that he started describing in detail in the previous edition of MainLine. In this edition, Gerry focuses on all aspects of 'Operations' on his layout, outlining those aspects that need priority, from 'PowerSupply' to 'Loco Setups' to 'Way Bills' and everything in between.

Arthur Hayes - MMR is our local expert scratch builder of QR rolling stock and buildings, and from page 14, Arthur describes the history behind how Queensland Railways supplied meals for passengers on long distance trains and how that evolved from Dining Cars providing seated meals (for *Breakfast, Lunch and Dinner*) on selected sectors on our Trunk Mail Trains from around 1930 to 1970, to how Railway Refreshment Rooms (RRR's)

were located at various stations to provide light meals in the form of sandwiches, pies, drinks etc, before the advent of the 'Griddle Car'. Arthur needed a QR 'Griddle Car', to complement the long distance passenger trains on his Westgate layout, and in this article he outlines how he went about building such a unique and interesting car.

There has been a lot of advancement in recent times with operating other model railroader's layouts at remote locations and from the comfort of your lounge room via the internet. While it may not be something that all model railroaders may wish to pursue, there is a growing number of members who are exploring this aspect of our great hobby, which just adds another bit of diversity to model railroading. Erik Bennett has pencilled a great article which commences on page 18, in which he outlines in simple terms, what is needed for anyone to set up their layout in order that their friends could run trains on the host layout from anywhere around the world, by just sitting in front of their computer screen.

One of the best outcomes of model train shows is when new people are given an introduction into model railroading. Al Harris has built a number of switching layouts and exhibits them at shows for that very reason. A description of his layout, North Ridge, is on page 24. By having the layout at train shows and other events, it allows for a great introduction into showing the public how switching cars on a railroad is fun and allows for an introduction to a new dimension to the hobby that many people are not aware of. When visitors operate the layout, it also allows for an introduction into the NMRA.

It was great to see and hear that the Australian Model Railroaders Inc. club from Adelaide is one of the latest clubs to join the ranks of the 100% NMRA clubs. They have provided their first report for MainLine from page 27, which makes for interesting reading, and I look forward to receiving many more from the AMR. The regular report from 100% club, the City Of Sails MRC, is also included from page 25.

A new segment in MainLine is the 'Achievement Program Report' and it commences on page 30. New AP Manager David O'Hearn has provided his first report for this segment, & there is also a report on page 32 from the AP Assistant Manager, Div1 Qld, Arthur Hayes.

There are 29 pages of Divisional Reports which start on page 33, so there is plenty to read about on what is happening around the divisions, now that the keys to the locks at the borders are starting to be found again. Let's hope that's the last of the lockdowns and that we can all start to mingle freely again.

It was great to receive the first report in my time as editor, from a division that has a lot of talented modellers and who are keen to display their work at the 'Show and Tell' segments at their Divisional Meetings. You will need to read the reports to find out which division I am referring to.

The activity within the divisions is starting to flourish now and Divisional Reports are becoming more comprehensive, so hopefully there will be a flow on of interest in members wanting to write about and show their layouts in the pages of MainLine. If you are thinking about submitting an article or two about your layout, then now may be a very good time to send an article to me, and you may find it in the pages of MainLine in the not too distant future.

Christmas has past by the time this edition will be posted to the web site on the 3rd January, so I will send New Year greetings to all, and let's hope 2022 will allow us to catch up again at train shows and conventions in the near future.....

Meru Bagnall

Editor - MainLine On-Line

The Great Northern Downunder - "Operations"

by Gerry Hopkins - MMR FNMRA

In Episode One I reminisced about the design and building of my layout, now is the time to explain the setup of locos and rolling and the running of the layout for enjoyment.

Power

The layout is DCC and the Command System is by Easydcc (CVP) using legal Australian frequencies. The power is supplied by a Dual Zone Master, each zone is 3.5 amps with a



voltage of 14.6 volts. This is verified by two Rampmeters that give constant readings of the power buss. A computer is connected to the command station and runs a program JMRI which has many sub systems for model railroaders. I use one - Decoder Pro, this is for testing and programming the decoders in each of the locos. The computer is also connected to a programme track through a Sprog 3 unit.

There are two twin buss wires each of 12 SWG for the running of trains. Each pair of buss wires should have a single twist every 24" to prevent noise. There is also

a DCC buss for the accessories such as signals and turnouts all controlled by decoders. There is another 13-volt AC buss for general power such as lights and sound effects on the layout. JMRI can also allow the running of the layout using smart phones when required. All mainline turnouts on the mainline are powered by Switchmaster motors which in turn are controlled by CVP Accessory Decoders.

All turnouts have dead frogs, the motors also use microswitches for the signal indications. The tracks in the staging yards are controlled by "Routes" that, in turn, can be controlled by the throttles.



Locomotives

As mentioned earlier Diesels have Tsunami 2 decoders and Steam locos have TCS WOW v4 decoders. All diesels have the functions assigned to the same sound or output to make things easy for visiting operators. All locos require the application and release of brakes when being driven. This simulates the prototype where possible.

All locos have been speed matched and have a maximum speed of 32 mph. There is no re-learning how to drive when you drive a different loco. This speed was selected after a number of tests on the layout. When there is an operating session with up to six operators

- it is the speed an operator, over 60 and carrying a little extra weight, can move past other operators without too much force. The driver has to stay with the train as it runs around the layout so that he may check signals, turnouts and for other trains.

F7A GN 314			GP9 GN 732			0-8-0 NP 1171			2-8-2 GN 3273		
Max	18		Max	18		Max	8 Cars		Max	8 Cars	
F0	Headlight		F0	Headlight		F0	Headlight		F0	Headlight	
F1	Bell		F1	Bell		F1	Bell		F1	Bell	
F2	Horn		F2	Horn		F2	Whistle		F2	Whistle	
F3	Short Horn		F3	Short Horn		F3	Short Whistle		F3	Short Whistle	
F4	Dynamic Brakes		F4	Dynamic Brakes		F4	Grade Crossing		F4	Grade Crossing	
F5	Start Engine		F5	Start Engine		F5	Cylinder Cocks		F5	Cylinder Cocks	
F6	Stop Engine		F6	Stop Engine		F6	Release Brake		F6	Release Brake	
F7	Brake on/off		F7	Brake on/off		F7	Apply Brake x5		F7	Apply Brake x5	
F8	Number Boards		F8	Number Boards		F8	Marker lights		F8	Apply Brake x5	
F9	Grade Crossing		F9	Grade Crossing		F9	Water Fill		F9	Marker lights	
F10	Class Lights		F10	Class Lights		F10	Johnson Bar Up		F10	Water Fill	
F11	Dimmer		F11	Dimmer		F11	Johnson Bar Down		F11	Johnson Bar Up	
F12	Rear Red Marker		F12	Rear Red Marker		F12	Johnson Bar Down		F12	Johnson Bar Down	



I enjoy the operational capabilities of the locos - the sounds add extra enjoyment. I have never heard the American locos so I cannot complain if they are not quite right.

All steam locos have had extra pickups added to ensure reliable running

at very low speed. All open frame and 3 pole motors have been upgraded to modern motors and in some cases new gearboxes. All wheelsets have had their gauges checked and corrected when needed. All wheelsets have RP25 profile, this in turn allows the clearances in all turnouts to be set to NMRA Standard.

Driving a steam loco can be great fun. Once in the cab turn on the class lights (F10) and check the firebox. You can now release the brakes (F6) and move the regulator. The loco will move with deep chuffs and as the



loco gets to the set speed the sound of the chuffs will drop back. As you pass over turnouts or change grades the chuff will also change. If you really want to control the chuff even further then you can use the Johnson Bar up or down. When you are coming to the point you want to stop - apply the brake (F7). If it is not stopping quick enough for you - you can press the brake another four times. To release at any point just press (F6).

Diesels are a slightly different kettle of fish. They all have all wheel pickup but those that have done a lot of running in the past 20 years have needed some TLC over the past year. The early Athearn type motors in the Proto 2000 locos (P2K) were starting to get a little current hungry - even after routine servicing. Their motors were replaced by motors known as "Kato Clones" which cut the current draw from 260ma to 70ma each and at \$3.85 each they were affordable.



All the P2K locos with 4 wheel trucks had the usual problem of split gears. These were originally replaced with Athearn SD40

gears. If they split now they are replaced by local Auscision gears that are 3d printed. As with the steam locos, all the diesels have their functions set up the same - for operator ease. There are a number of AB units, that have drawbars between the units. As these AB units have the same number they are in Basic Consists. That means they both have the same number. There is also an ABA set - these all have the same number.

Driving a diesel can be a new experience - if you have never driven a car! First thing to do when you get in the cab, turn on the number board lights (F8) then you have to start the prime mover (F5). Once the engine is running, turn on the class lights (F10) then release the brake (F7) - you will hear the air release and you can start moving the throttle.

When you are approaching the next stop, shut the throttle and let the train coast. You will hear the engine drop to idle and as you get closer to the position where you wish to stop, you can apply the brake (F7). You will hear the squeal of the brakes. If you are stopping too quickly then release the brake (F7). All diesels use the same functions - after 30 minutes of operating it becomes natural. When descending a grade you can use the Dynamic Brake (F4) - you can use this three times, you will here the cooling fan pitch change with each press. The brake will release on the forth press.

Of course, you need the right sounds at the right times - the bell and the horn - the other sounds are applied automatically by the engine - brake squeal, engine notch up and down, compressor and radiator fans.

Freight Stock

All real railroads need rolling stock - it can get expensive running locos around the country side without pulling anything and not earning money!

Much of my rolling stock are from kits, by P2K, Intermountain, Red Caboose and some Kato covered hoppers. They all have added detail not the "cast on" kind.

All wheels are metal - some are Code 110 and some are Code 88. The best rolling sets are the code 88 from Intermountain. Kadee couplers are both 5's and 58's, they never give any trouble as long as the they have been set to the right height.



All freight trains have a caboose on the back - I model the right period for this - 1960.



Some cabooses have old decoders to control the lights - internal and the red markers. Others cabooses have a bridge rectifier, a capacitor and a 1k0 resistor to supply the red markers. As time permits, decoders will be added to all cabooses.

Passenger Stock

There are two sets of passenger cars on the layout. One is the older heavy weight stock that used to be on the Empire Builder but is now used on the Cascadian which is steam hauled normally by the S2 class 4-8-4.



The second set is made up of the later streamlined cars and are used for the Empire Builder normally hauled by an E7 or and ABA set of F3's.



When coming from the east, the Empire Builder is hauled by one or two E7's - good for crossing the prairies. When coming from the west, there is normally an ABA set of F3's on the front. The power is normally swapped here at Shelby, so plenty of action on this part of the line.

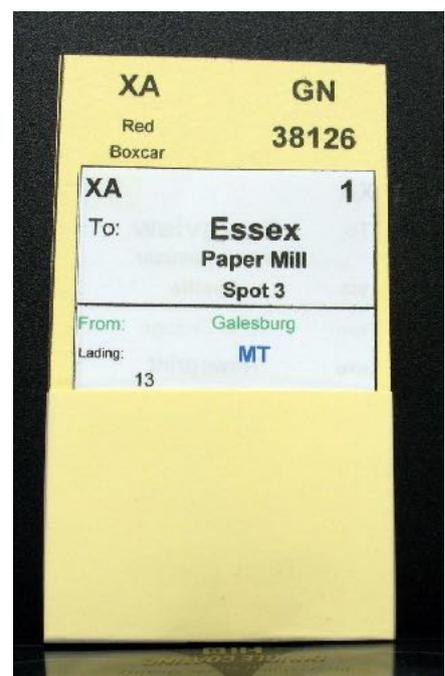


Car Cards & Waybills

My method of operating the layout uses Car Cards and Waybills to generate traffic on the layout. There are 86 "spots" at industries that receive cars - some cars arrive empty so that they can be loaded with goods to be taken elsewhere, other cars arrive with goods to be used at that industry.

I print the car cards on 200gsm card stock and the waybills on normal 80gsm copy paper. This system has been around for many years in various forms, my system is only a slight variation. Because my hand writing is so bad, I print the car cards and way bills on the printer. To get the right information in the right place, I use an Excel Spreadsheet to set up and then print the waybills.

The car cards are the easiest part and they are also setup



on a spreadsheet. All text the same way up, the reporting mark, AAR car type, car number, short description of the car, e.g. Brown Boxcar - in small print. The waybill spreadsheet takes a little more time to set up.

Car Cards represent the tack boards on the sides or ends of the rolling stock. The Way Bill was attached to these boards to show where the car was to go - the town and the industry. Of course, these are too small for us to see so we use the Car Cards which stays with the piece of rolling stock.

Peddler Freights are set up in the staging yards with 4 - 6 cars blocked for Shelby the complete train can be up to 20 cars. The waybill has a section [VIA] in red, this shows the next yard destination for the car. Shelby is the yard for this division, the other "VIA" destinations are staging yards for the 'run through' trains. The cars dropped at Shelby are then sorted into "locals" for each of the industrial towns on the division.



The local has 5 cars and caboose. The reasoning behind this is that it takes about an hour (real time) to travel to location, switch each industry, and return to the yard. Once at the yard, the loco has to return the caboose to the caboose track and then get its self to the loco yard for service and refuelling.



As each car is set out, a car is removed from that exact location. This stops the industry or yard being swamped with cars. There are 86 industry "spots" on the layout. This means there can be 86 single car

movements in a session, not counting run throughs or passenger trains.



The cars returned to Shelby are placed in trains going to staging. If a peddler drops off 4 cars, it can take 4 cars to staging. This ensures that trains are not too long for staging. Limited space -limited staging. Some of the operators have problems identifying types of car - their own layouts may be Australian so their terminology is different. Once they get used to the system after a few sessions, things become natural.

A session would normally last about 3 hours with a ½ hour break for refreshments. As most of the switching areas are off the mainline, there is no pressure on the operator to “get the job done”. The Mainline is clear for through trains or other trains returning to Shelby.

There are eight locations on the layout - these towns and areas have assorted industries and some require a little thought before starting the switching.



One of the towns has a theme park called “Maineville” that has a Two Foot Gauge railway with some of the restored locos and rolling stock from The Sandy River & Rangeley Lakes Railroad. That is a story for another time!

Dining Car on Westgate

By Arthur Hayes - MMR

Dining Cars provided seated meals (Breakfast, Lunch and Dinner) on selected sectors on our trunk Mail Trains from around 1930 to 1970. Railway Refreshment Rooms (RRR) at various stations would provide light meals in the form of sandwiches, pies, drinks etc. Some larger locations provided sit down meals for sectors not covered by the dining cars.

Passengers not having meals in the dining cars need to wait for these stations for something to eat. Plus, many of these RRR had bars attached. In 1969 I worked Homestead (Mt Isa line, 73 Km's west of Charter Towers) which had a RRR, the manager lived on site, and her quarters were included in the RRR. It was privately run and I know a



cup of tea and a pie was not on the menu. When I arrived soft drinks were added to the menu. Mixed trains heading west, about one a day with five or six passengers would stop for

refreshments. It was more the local watering hole, most night around 10 o'clock you would be picking up the locals that went base over apex over the signal wires. Most were not in a condition to be able to return to their feet without assistance.

RRR managers a couple of hours before the due arrival of a train required train information, expected time of arrival and the train CANA. CANA was in the telegraph code was for number of passengers on the train. Hot drinks were served in china cups, the passenger would pay a deposit and be given a ticket which allowed the passenger to take the cup onto the train. At the next RRR the passenger could return the cup with the ticket and receive a refund. If a train was running late, the time at the station was reduced.

In 1970 all dining cars were converted to Griddle Cars which provided both meals and refreshments reducing the time required at stations, these cars were on the train for the entire



journey. Food Bar Cars were converted from first class seating cars for the western trains allowing the converted dining cars to work the Sunlander services.

The plan book does not show many Dining Cars, prior to the arrival of the Sunshine Cars, most appear to be conversions from other carriages. All up three Sunshine Express Dining Car were built, two (1255/1256) were built with first batch of cars and a third (1376) with the second series. Carriage 1376 was similar to other two carriages except for the windows in the kitchen end of the carriage. Car 1255 is in the current heritage fleet, Car 1256 became part of a Cooroy Restaurant in the butter factory siding and car 1376 was converted to a CW 74 camp wagon in April 1965.



In 1970, cars 1255 and 1256 were converted to Griddle Car. The kitchen area was extended to make a servery, gas bottles were added reducing seating from 30 to 22. These wooden cars were used on special trains that ran and

second division of mail trains running during holiday periods.

My model is a carriage from the first batch and is a 3 foot 6 model kit. During construction the only photos I had was of 1255 as a Griddle Car. Some features of the carriage were questionable as a dining car.



As per Norn, when finished you find the answers you were looking for, I located a John Armstrong photo of the carriage 1256 in 1964. My educated guess turned out to be correct.



The carriage body was painted with PGC "QR Passenger RED" lacquer paint. The dining area

was scratch build for styrene, very simple construction as only the top of the tables are visible. Seating was much the same, just blocks with backs made of styrene. The figures were given to me by Ken, an eBay purchase for a few dollars. I think the scale could be



1:100. The pack contained about 100 figures, with many repeats and not much detail. That would be OK given they were inside a carriage. The figures were hand painted with Model Colors. I find a drop of paint goes a long way and dries within a few minutes. The two cooks in the kitchen and the two waitress were Preiser figures.



From time to time some carriages had white wall types on the wheels, I don't think it lasted all that long, one of the Griddle Car photos shows the carriage with them. To give the carriage a smart look I added them with the view if I don't like it I can repaint them black.

The 1970 Supplement to Working Time Tables shows a 1720 locomotive can haul 510 tons on a passenger train consisting of ordinary carriages from Charleville to Brisbane. The maximum of vehicles must not exceed 15. The same locomotive can haul 370 tons between Murphy's Creek and Toowoomba in the UP direction heading west, that is about 12 carriages.

My second division of 13 down is marshalled similar to the Westlander at that time.

Loco, AL first class seating car, 2 DAS first class sleeping cars, dining car, 2 FBS second class sleeping cars, 3 BL second class seating cars, baggage car and mail van.

In the 1960/1970's a second division of the mail trains would run at Christmas, Easter and start and finish of school holidays. Roads around the state were not that good, many were just corrugated dirt roads that wrecked your car. Train was the way to travel, on holidays, kids to boarding school etc.

2ND WESTLANDER 15TH January 1975. DEL 1525, FBS 1245, AAS 1318, JCS 1175, FBS 1320, BL 1336/1246, MV 1059. (*Sunshine Express*)



Looking at the timetable, timing at Refreshments Rooms stops, staffing and the number of dining cars in service, plus the information in the *Sunshine Express*, I think having a dining car on train 2nd 13 would of been luxurious and most likely did not happen in real life. Management on the SWR looks after their passengers and goes the extra mile for their comfort, thus a dining car on my 2nd 13 down.

The train can be viewed running on the layout on YouTube <https://www.youtube.com/watch?v=4VAPDH29-eo>

Extra information on the operations of Dining Cars can be found on my blog <http://westgateswr.blogspot.com/2020/07/dining-cars.html>

Trust the information was helpful and assists with your modelling.....

Operate your layout Over the Internet

i.e. - Let friends run your trains from their lounge room

by Erik Bennett

These days, most people have participated in Zoom, Whereby, Skype or other video conferencing sessions, so the first requirement is easy to achieve.

The second item turns out to be fairly straightforward; the hardest thing is coming to grips with the terminology used.

This article will explain what needs to be done in layman's terms.

Introduction

For remote operators to run trains on your layout over the Internet,

- they need to be able to see and hear trains on the layout, and
- you need to set up the methodology.

The article presumes that you have a computer running DecoderPro connected to your layout and that the computer is on to your home network, connected to the Internet.

You also need to have a roster in DecoderPro containing at least the locos you want to be used for the session.

(It's outside the scope of this article to cover DecoderPro, roster setup and connectivity to your layout.)

The remote operators need a computer for the video conferencing (VC) session and a smartphone (or another computer) for the cab/throttle.

Video Conference

Here you've got to put yourself in the shoes of the remote operators trying to see and hear trains, see turnout alignments and know where to go.

If your train room computer is a desktop, you need a webcam, connected by a USB cable. You can buy inexpensive ones or good quality ones. An excellent webcam is a Logitech C922 which you can buy for about \$139. It has a good directional microphone and comes with a tripod which is very convenient.

Most modern digital SLR cameras and camcorders can be used as a webcam. You need to check the manufacturer's web site for instructions on doing this.

If you are using a laptop, you can get by with the in-built camera on smaller layouts but on larger layouts, the coverage is a bit restrictive. Also, their microphones are short range. A webcam is a better option.

You can also use smartphones to add to the vision. You log them in to your VC and use their camera.

Whatever you use, before a session test, the coverage by running the Camera app and looking at the coverage on the screen. This is what your remote operators will see. Optimize the position of your camera(s).

DecoderPro

DecoderPro is going to provide the throttle/cab capability for your remote operators. Check it in your train room by making sure you can open a throttle and run a loco selected from your roster.

You need to have the JMRI Web Server is running. "Webserver" is buzzword number one. A webserver is a program that listens for and answers requests from a browser.

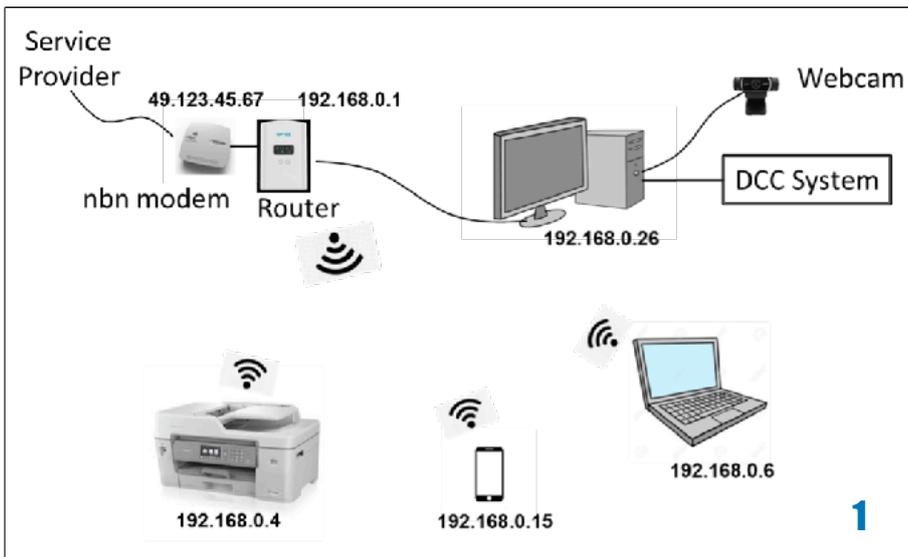
It's worth getting DecoderPro to start the JMRI Webserver every time you run it, so put it in the Startup routine. In DecoderPro, go to Edit/Preferences/Startup. On Add, drop down to Perform action. On Perform action, scroll down to Start Web Server. Click OK , then click Save. DecoderPro will restart and will be listening for browser requests, either from you on a computer on your network or from over the Internet.

Network Overview

Here are a few more buzzwords.

IP Address

Your home network is one of millions of networks on the Internet. It has a unique address, called its External IP address or Public IP address, which looks something like 49.123.45.67. This address uniquely identifies your home network to all people and computers outside your home network.



Inside your home network, each device connected to it has a unique address called its internal IP address. Because your network is using version 4 of the communications protocol, you often see it labeled IPv4.

Your router is the "base station" and has a unique internal IP address which is

usually 192.168.0.1. (Yours may be different. See below.)

The router's job is to safeguard your network by controlling who and what can access it.

Each device on your network will have an IP address 192.168.0.n where n is a number from 2 to however many devices that have ever been connected.

1 shows a typical home network, with a desktop connected to the layout. It is shown connected to the router by Ethernet cable. (Ethernet is a cable communications system for computers. Ethernet cable is usually blue.) The desktop could be connected by Wifi. Also, you may use a laptop rather than a desktop, connected by either Wifi or Ethernet.

The network IP addresses are for a router with an internal IP address of 192.168.0.1. If yours is different, the network IP addresses will increment from the router address.

Ports

“Port” is another buzzword.

For this article, I’ll call all items that are sent between the Internet and your network “messages”. Messages include emails, programs, files, browser requests, browser responses, etc.

An additional security measure for the transfer of messages is a thing called port number. Your router, firewall and some programs won’t accept or let through a message unless it has a port number attached to it. Not only that, even if it has a port number your router won’t let a message through unless you authorise it.

The process of you telling your router to let through messages with a particular port number is called “port forwarding”.

Bottom Line

If you tell someone or something your Public IP address, they can get as far as your router. Your router won’t let anything through unless you authorise it to. If you tell your router to let through messages addressed to a particular internal IP address and a specific port number, your router will let them through.

This system works by you authorising your router to let through messages addressed to the IP address of the computer DecoderPro is running on, with a port number that DecoderPro recognises. You then get your remote operators to key into their browser your Public IP address, so they can reach your network, and the valid port number so they can get through your router to DecoderPro.

Network Setup

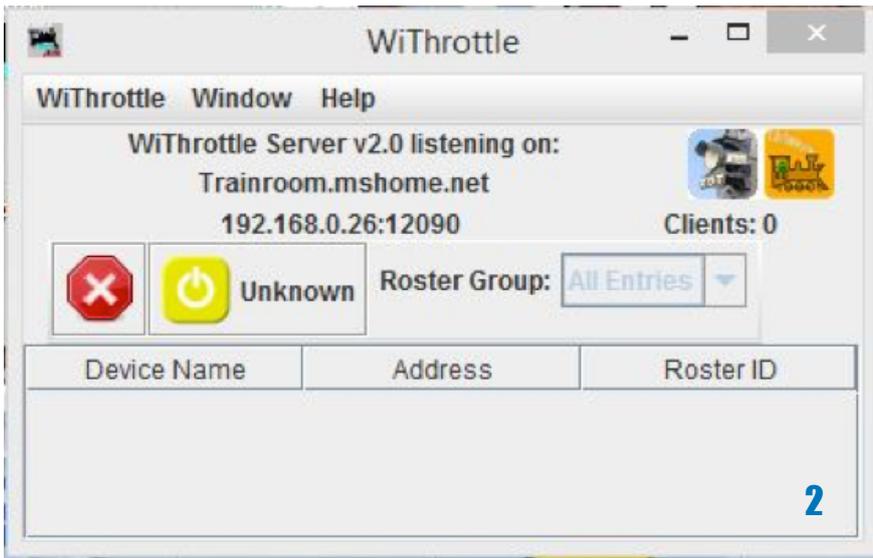
DecoderPro IP Address and Port Number

You get the IP address of the computer DecoderPro is running on from a part of DecoderPro that is not needed for this exercise. You start the JMRI WiThrottle Server **2** (used by smartphone apps such as Engine Driver).

Click on Actions/Start WiThrottle Server.

A window appears saying “WiThrottle Server v2.0 listening on: your train room computer”.

Below it is displayed the complete network address of the WiThrottle Server. The IP address of the computer is the portion to the left of the colon. The port number is the



portion to the right of the colon and is the one for the WiThrottle server.

The JMRI documentation tells us that the port number for JMRI Web Server is 12080.

Write down the IP address and port number 12080. (You can leave the WiThrottle Server running. It doesn't play a part in this activity.)

Public IP Address and Router Setup

The following is the process for the router supplied with Optus nbn, which is a Sagem FAST5366LTE-A. Other routers will be very similar.

Having read your router instruction manual, log in to the router. In the case of Optus nbn, the username is Optus and the password is your network password - as printed on the side of the modem.

Select Modem Settings and scroll until you find Public IPv4 Address. Write it down.

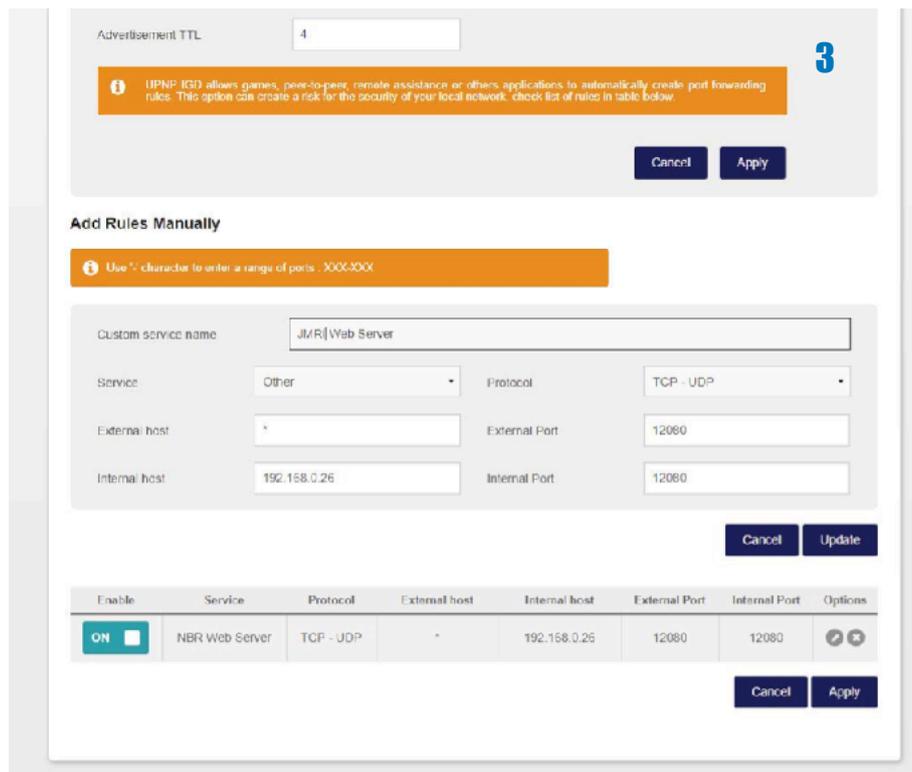
Select Network Settings. It displays tabs for Parental Control, Port Forwarding, Firewall, DMZ, etc.

Select Port Forwarding and refer to **3**.

Make sure NAT (Network Address Translation) is On.

Scroll down to Add Rule.

Enter Service Name, which might be "JMRI Web Server". Make sure the Protocol is TCP/UDP. Leave External Host as is, enter external port number 12080.



In Internal Host, enter the internal IP address of your train room computer, eg, 192.168.0.26, and internal port number 12080. Press Add and Apply.

Test your Setup

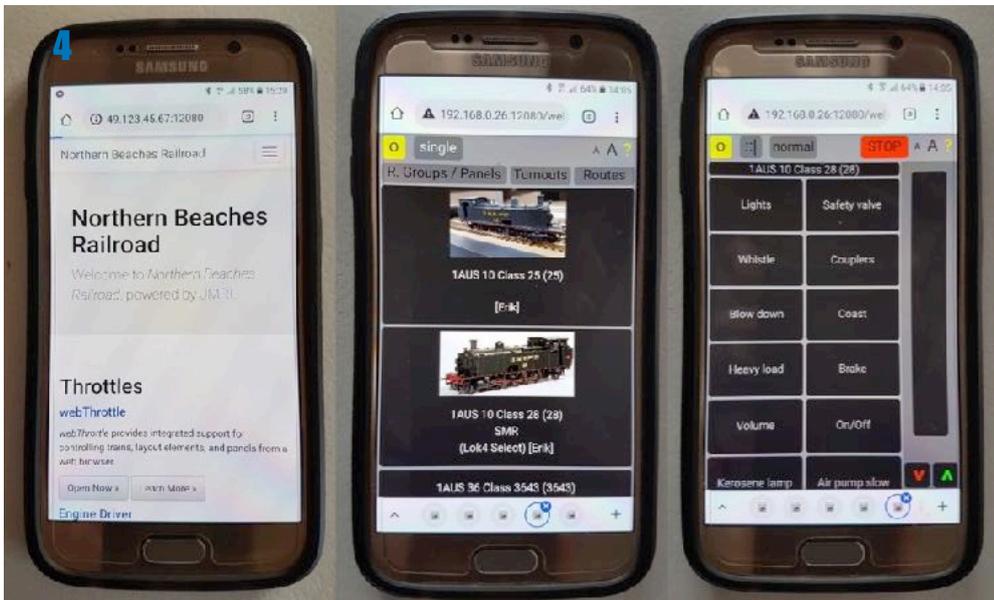
You should test that it all works. This also gives you the opportunity to see what the remote operators are going to experience.

You need an Internet service that is not on your home network. The easiest thing is your smartphone with Wifi switched off. This makes it use the 4G or 5G network which is external to your home network.

Call up the browser and key into the address line your external IP address and 12080, separated by a colon. It should look something like 49.123.45.67:12080.

After a while you will get a menu screen from your JMRI system, shown in 4. If you don't, make sure everything is on and connected, your DecoderPro has JMRI Webserver running, and you have keyed the numbers correctly.

On the menu screen go to Throttles and tap **webThrottle**. A throttle will open, showing tabs for Panels, Turnouts and Routes across the top and the locos in your roster listed down the screen. If you have images of your locos and their function labels in JMRI, they will display. Select a loco and verify that you can control it. Tap and drag the slider on the right. The two arrowheads bottom right are for reverse and forward. The green one is currently active. Tap to change.



If you have panels, turnouts or routes stored in JMRI, they can be activated via the tabs.

When you have verified that it all works, you are ready to run an Internet session.

Managing a Session

Schedule a VC meeting and invite your participants. They need to be able to both see and hear the layout.

Set up your camera(s) to show the desired section of your layout and trains involved. Check it with the Camera app. If using a webcam, make sure you have its microphone enabled (not the built-in microphone).

Important

Video conferencing programs optimise the quality of speech during a conference by filtering out background noises and abrupt sounds (like dogs barking). The problem is that this filters out the sounds of locos running and horn/whistles blowing.

Therefore, you should disable the filter in the VC audio settings on the device that is picking up the sound of the layout. (Remote participants don't need to do it.)

To do this in Zoom, click on the drop-down arrow near the microphone icon and select Audio Settings. Under the heading Suppress Background Noise, select Low.

Also check that Automatically Adjust Microphone Volume is ticked. This prevents distortion if, eg, a horn is blown near the microphone.

When participants are all signed in, make sure that each has the window showing the layout as the large window. How to do this depends on the VC but usually it's by selecting the gallery window of the layout and either double clicking or pinning, etc. The objective is to make the video of the layout as big as possible.

It's best to either assign locos to operators or invite them to pick one from a pre-published list. They need to know which loco they will control and where it is on the layout. Perhaps have cards to display loco types and numbers in large letters.

You should be in front of your camera to welcome participants. When ready, get those who will be running trains to prepare to enter your address details into their browsers. Hold up a card with your Public IP, colon and JMRI port number on it, eg, 49.123.45.67:12080. Or use the chat function of the VC to message it to operators.

When they have their JMRI throttles ready, you can start to control proceedings.

Remembering they have a reduced view of things like turnout alignments; stand by to take action in the event of some impending disaster.

When the session has ended, disable access to your network. Log back in to your router and either disable the port rule or delete it.

Bandwidth

With multiple VC sessions and multiple remote operators accessing your JMRI Webserver, you generate a fair bit of network traffic. You need to make your network/Internet connection as good as possible.

If you are using Wifi, perhaps open doors or otherwise give your computers as direct access to your router as possible. If your train room computer is not connected by a network cable, consider temporarily running one from it to your router. (Note that this will change its IP address.)

Having said that, experience has shown that a 50Mbps nbn plan, with Ethernet to the train room desktop and reasonably clear view to two laptops adequately supports six operators and a dozen watchers with very little latency.....

North Ridge

By Al Harris

North Ridge is a small modular layout depicting the switching operations of the local turn at a mid-sized US town.

Concept:

The layout was constructed to demonstrate that an operational layout can be built in a small area - 2400 mm x 400 mm. The modular design allows the layout to be dismantled for storage or transportation. It also allows the layout to be expanded by the addition/construction of more modules at a later date when space, time and funds permit. The layout was also designed to be interactive to promote the hobby of model railroading.

Construction:

The module size of 1200 mm x 400 mm was selected by the availability of pre-cut 7 mm 5 ply from a well-known hardware store. The base board frames were constructed from 90 mm x 19 mm timber. The legs are commercially available bench supports.

Track:

Peco code 100 points and flex track were laid on 3 mm cork road bed. The points are powered by Peco point

motors mounted under the base boards. Strips of 10 mm wide single side copper clad PCB were mounted on 3 mm acrylic to provide better track security at the module joins.



Structures:

The industrial buildings on the layout are a mix of DPM and Walther's wall modules and Walther's Cornerstone kits.

Control:

The control panel is constructed from 3mm acrylic sheet mounted on a timber frame. Train control is DCC via an NCE Cab06 and Powercab controller.....

100% NMRA Inc.-AR Club News

City of Sails Model Railway Club

Auckland, New Zealand

A 100% NMRA Club

By Philip Sharp

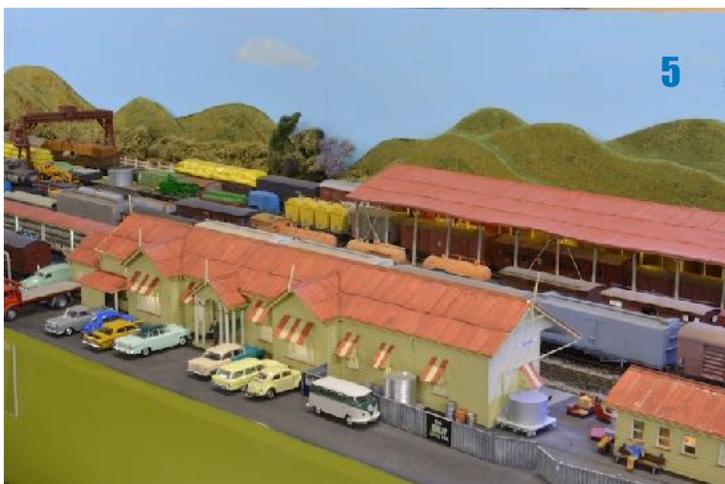
The club members anticipated late October that Auckland would be in lockdown until December (it was) and decided the club's November meeting would be virtual.

November Meeting

Ten people attended the meeting, including Arthur Hayes MMR, Steve Waugh and Rob Askew from the Paeroa Free-Mo group, and Kel Sherson, the Division 5 Superintendent. As with the October meeting, James Kelso hosted the meeting using his subscribed version of Zoom.

Almost the entire meeting was devoted to an engaging round-robin of "What's on my work bench". All ten attendees were actively doing something in the hobby. More interestingly, and as the table below shows, there was a large variation in what the something was, clearly demonstrating the variety the hobby offers.

- Steve Anderton - Steve is building ten Free-Mo modules. The track has been laid and Steve is now wiring the modules. See [4](#).
- Rob Askew - Rob has been gaining experience weathering locomotives and freight cars without using an airbrush.



•Stephen Coleman - Stephen has been experimenting with the Trains simulation software.

•Arthur Hayes MMR - Arthur described his layout and touched on the scratchbuilding he is doing. See [5](#)

•Michael Hill - Michael described a Tichy water spout he has just completed, see [2](#)., and a hydro dam he has started scratch building.

- Paul Hobbs - Paul is writing two new clinics entitled "Belt Line and Terminal Railroads" and "Oregon Trunk Railway Passenger Service". The inaugural presentation of the second clinic is scheduled for the SP&S convention, Bend, Oregon, September 2022.
- James Kelso - James is building a booster pack and deciding whether to strengthen or replace two double slips on his layout. Two attendees advised James to replace the



3

double slips.

- Philip Sharp - Philip is scratch building an accurate model of a five-span trestle bridge used by his prototype. See 3.



2

- Kel Sherson - Kel is partway

through adding a comprehensive signalling system to his HO layout and modifying O scale modules. See 1.

- Steve Waugh - Steve described the 60 foot long, three-deck home shelf layout he is making.

December Meeting

Our December meeting was the club's first in-person meeting since July. Seven members attended and had an enjoyable evening painting HO motorbikes and small piles of junk. Earlier in the day, Michael Hill had



6

primed the models using black paint. We had to add colour to such things as the petrol tank, headlights and mudguards; not an easy task for the optically challenged.

6. shows five members busily painting.



1

Other Activities

Paul Hobbs continues his work for the organising committee of the 2022 National Convention. This convention will be held August 7 to 13, 2022 in St Louis, Missouri. Philip Sharp was recently elected to the ARC as a member representative. He takes up the position at the 2022 AGM.....M

Adelaide Model Railroaders Inc.

Adelaide, South Australia

A 100% NMRA Club

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

Warwick Graham, Tony Mikolaj, John Prattis and Ken House ran trains this month. The night seemed to go well even though Ken found a number of spots on the layout where dirty track caused the ICRR 2-8-0 to stop.

DECEMBER RUNNING NIGHT

Warwick Graham's Atlas New York Central Fairbanks Morse H-16-44.

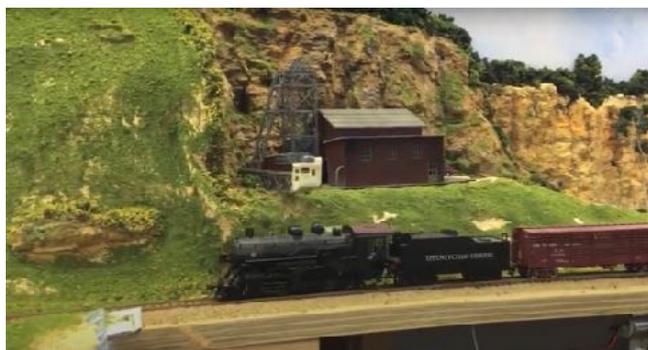
<https://www.youtube.com/watch?v=EaSqvCAVpt0&t=14s>



John Prattis pulled his NSW passenger cars behind one of the club's Atlantic Coast Line geeps. Seen here crossing Ippinitchie Creek number 28 at Phillips.



Tony Mikolaj's C&O berkshire 2-8-4 crossing Haynes bridge.



Ippinitchie Creek 28 passing Frenda mine. Christiaan Werk has nestled Frenda mine into the mountain that he has recently created just to the west of Werkendam. Christiaan's well executed rock moulds nicely blend the mine building into the scene.

WORKING ON THE SOUTHERN CENTRAL RR.

This month I can report that we have completed the task of relocating the late John Holland's layout, rolling stock, books magazines, and general model railway paraphernalia. The layout complete with structures and DCC system went to Jeff



Barclay's shed. Jeff having bought it from the club for a fair price determined by the club executive. Locos, rolling stock, magazines, books and paraphernalia came to our club rooms. It took the group three days to pack all the loose items and transport them with Jeff doing a couple more trips on his own. On one full day we cut all of Johns layout into transportable sections except for the peninsula. Then we spent a long day transporting two loads of four sections each from Colonel Light Gardens to Brahma Lodge. On the last day we got the three most awkward sections (the peninsula) into the removal trailer and up to Jeff's.

The sections varied from

between 2.5 metres long to 3.2 metres long. Thanks to all that helped during this mammoth job, John Prattis, Tony Mikolaj, Christiaan Werk, Paul Wright, Peter Kirkland, Graham Redman, Matthew Redden, John Gayler, Ken House, and Jeff Barclay.



Above Left - Loading the last trailer load at John Holland's.



Above Right - At Jeff's. Jeff Barclay, Paul Wright, Tony Mikolaj, John Prattis, & Christiaan Werk unloading the last load. *Photo: Ken House.*

The Ippinitchie Creek & Unicorn Timber & Mining Co finally in Jeff's shed. Jeff was so pleased with the group's efforts that he made a further generous donation to the club. Thanks Jeff.

The club will benefit for

many years to come because of John Holland's generous bequest. We now have sufficient locos and rolling stock to have formal operating sessions. There is a lot of scratch building materials and detail items that will eventually be used on the club layout. Funds raised by selling surplus ruling stock and other items will earn funds for the club.

The Ippinitchie Creek & Unicorn Timber & Mining Co finally in Jeff's shed. Jeff was so pleased with the group's efforts that he made a further generous donation to the club. Thanks Jeff.



The most noticeable progress on the SCRR is the scenery work that Christiaan Werk has done on the section between Phillips and Werkendam. Christiaan came to the



clubrooms on several days other than normal club work sessions to get these results so quickly. Well done Christiaan. Christiaan Werk's scenery is made from a web of cardboard strips covered with "Chux" then covered with tinted plaster. Christiaan has used rock moulds to make cuttings, cliffs and rocky outcrops. Finally covered with scatter material to add greenery and bushes.

Paul Wright has installed a bridge to the east of Haynes and is now working on scenery that will eventually fill the area in the photo. Paul has also used a web of cardboard strips and Chux.



John Prattis has begun wiring the two new spur tracks at Houseman.

Tony Mikolaj is making progress with the signals. Tony has taken on a massive job that will take a long time to complete. All members are appreciative of Tony's efforts.

Ken House is helping out with drawing the track diagrams on the fascia for turnout control.

Warwick Graham and Peter Kirkland are working on the Pt Douglas bench work.....

Layout progress video <https://www.youtube.com/watch?v=xJqwYEV80tE&t=852s>

NMRA Inc.-AR

Achievement Program Reports

by David O'Hearn

My name is David O'Hearn. I have recently been appointed as the Achievement Program (AP) Manager for our Australasian Region of the NMRA. I will use this section of MainLine to provide information for those considering or undertaking APs. I will also list those who have been awarded a Golden Spike or AP since the last MainLine.

What is the Achievement Program?

In simple terms, the Achievement Program (AP) is a travel guide, to help you on your journey through the world of model railroading. The AP also provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading. With the completion of each category, you will be issued a certificate acknowledging your achievement.

The AP requirements are a set of standards, but they can also serve as a set of guideposts for those who are new, near-new, and not-so-new to the hobby. Not because they lead to some sort of official pat-on-the-back, but because they are a source of ideas for projects that can help us learn to become better modellers.

I encourage anyone thinking of undertaking the AP's to talk to the AP Assistant Manager in your Division (*listed in the front of this magazine*) before you start, so that you understand what is required and so that you gain tips in how to use your time and efforts most productively to achieve the award of the relevant certificate.

Recent Changes to Model Railroad Author and Association Volunteer

Due to the move to virtual meetings during the Covid lockdowns throughout the world, the US has made the following changes that have an impact on Author and Volunteer:

Author - clinics can be either in-person or virtual and count as long as there is a hand-out available in some form - paper or electronic reference.

Volunteer - layout tours can be in-person or virtual, but they must be narrated and not just a camera on a car running around the railroad. Think about a visit to a layout - you see the railroad and the owner addresses the questions and talks about the railroad. Those who video the layout for the visit are considered volunteers and not authors. (Author is more about educational material).

The forms and website will be updated by National over the next few months.

Recent Awards

I would like to congratulate the following members who have attained awards in the Achievement Program since the last MainLine issue:

Golden Spike

Division 2: Pat Cagel, Queanbeyan, NSW,
Division 7: George Lane, Warragamba, NSW

Master Builder - Structures

Division 1: Craig Mackie, Parkinson, QLD
Division 7: David O'Hearn, Valentine, NSW

Model Railroad Engineer - Civil

Division 7: David O'Hearn, Valentine, NSW

Model Railroad Engineer - Electrical

Division 7: John Arrowsmith, Bowen Mountain, NSW

Association Official

Division 1: Duncan Cabassi, Sinnamon Park, QLD

Association Volunteer

Division 1: Ted Freeman, Toowoomba, QLD
Division 8: Al Harris, Sandy Beach, NSW

Model Railroad Author

Division 2: Ian Barnes, Batemans Bay, NSW
Division 1: Duncan Cabassi, Sinnamon Park, QLD
Division 1: Malcolm Jenkins, Seven Hills, QLD
Division 8: Stephen Ottaway, Red Rock, NSW

NMRA Inc.-AR

Achievement Program Reports - Cont.

by Arthur Hayes - MMR

NMRA AR Division 1 Achievement Program Report - Dec 2021

It's great to be able to report lots has been happening since the last report, some members are seeing fruit for their hard work. Over the last couple of meetings, a number of certificates have been awarded and work is in progress on a number of other certificates. Currently, we have around six members keeping me hopping with their activities as they work towards their certificates. Working on this report reminds me I need to make a couple of phone calls to.

A couple of months ago a new Regional AP Manager was elected, David O'Hearn. David has been in the association for over 20 plus years and is no stranger to regional office. He is currently working on certificate No. 7 towards his MMR, Cars.

This week the AP team of divisional assistant managers, that's guys like myself, came together for a virtual meeting with David. It was good that we could put faces to names, and chat about a way forward with some direction for the program. I'm sure you'll hear more in the coming days.

As I indicated at the last divisional meeting a couple of weeks ago, the program is about acknowledgement of work completed no matter how long ago. It's also about encouraging and assisting members with their projects and learning new skills. A recognition of your individual advancement of skills in the hobby. At large we are creatures of habit and mostly we do things we like doing and putting off activates we might think are harder to do. As you move along the program, with assistances and encouragement you will tackle some of these harder activities, in doing so you will learn new skills and gain additional knowledge in the hobby. I'm sure you will become a better modeller for taking the journey and will develop a new vision and appreciation for the hobby we love to do.

Having said that, you may ask when is the best time to start participating in the program. You can start at any time, right now is fine regardless of where you may be with your modelling projects or layout. If you are new on the block or starting a layout even better.

If you would like to start your journey or have any questions on the Achievement Program (AP's), please don't hesitate to contact me at meetings or give me a call on the phone. We are here to help you.

*Arthur Hayes MMR
A.P. Asst. Manager Div. 1 - Qld.*

Divisional Reports

Division 1

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

October 23 Meeting:-

The NMRA AR Division 1 October meeting was an absolute blast. There was a real vibe in the atmosphere from the 40 members present and this was complemented by some superb skills clinics, Show and tell items and presentations.

The Brisbane weather did its bit by providing a warm and at times humid atmosphere. But these issues were soon dissipated by a nice breeze and a fellowship of commonality and enthusiasm from the members present.



The day started at 10 am with the usual meet and greet, and many discussions between members who have not seen each other for a period of time. Then we got into the nitty gritty of the day, the clinics.

Clinic 1: Carving rocks in Styrofoam.

Duncan Cabassi, presented this clinic. He firstly articulated the various Styrofoam's that he has worked with then the tools he uses.

From there Duncan described the colours of choice and the methods he uses for both carving and colouring. This was then followed by a live display with Duncan carving a blank piece of medium density Styrofoam, showing and



describing to the members the methods and techniques employed to create a very plausible rock face. There was time for Q&A and then we got straight into Clinic 2



Clinic 2: Making silicon moulds and casting parts

Garry, a regular clinician, presented this clinic.

Garry walked the members through the process involved in making a silicon mould. This was subtly done as he actually fabricated and poured a mould whilst describing the





requirements. Members asked questions along the way and some conversations about variations to methods ensued.

Firstly the silicon mould was poured and set aside to dry.

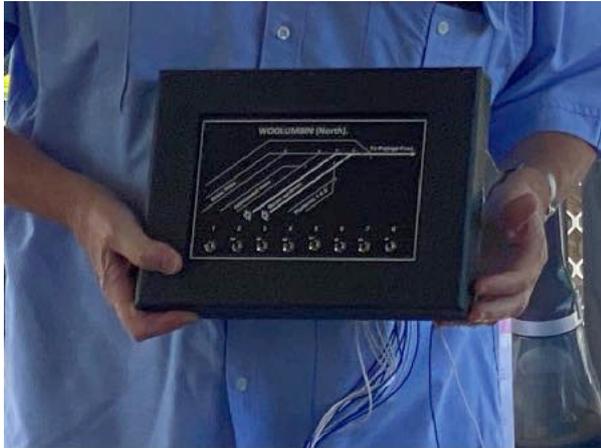
Then Garry set about getting an old mould and pouring a resin into said mould to make a cast. The photos show the process.

The Division super held the formal NMRA AR Division 1 meeting and then we all had a well-earned lunch and drinks break. Oh did I mention the owners layout was open for members to see!!!!



Next on the agenda and now a standard for the Division 1 gatherings was Show and Tell:

Jack Schmidt stepped up to the plate and showed off his newly designed control panel. This is 1 of many on Jacks' layout and is an example of what you could expect to see attached to the fascia if/when visiting.



Jack drafted the track diagram using Excel and then had his local engraver engrave the control panel accordingly. The black on white is amazing. This allows pre wiring of the control panel at the tool bench and makes for easier under the layout installation.

Super innovation Jack!

Mark Bailey displayed and described a variety of Super Glues, there applications and a fine tip - If you glue your fingers together then you are in a world of trouble. Who would have thought!!!!

I personally found the explanation of the application of the super glues very interesting.

Mark also articulated information on one of his latest acquisitions however I'm still thinking about the catastrophic event that may have happened if the item hit the floor as he lost control of it momentarily!!!!!!



Our 25 year man Phil Morrow displayed and described his latest brass acquisition. This steam engine was exquisite.

There is a story to the acquisition of this locomotive however far to detailed to go into this report. Suffice to say when ordering stuff from OS you may not always get what you originally ordered.

It was brass locomotives galore as Ken Edge-Williams presented his C17 QR railway steamer. This loco has significant



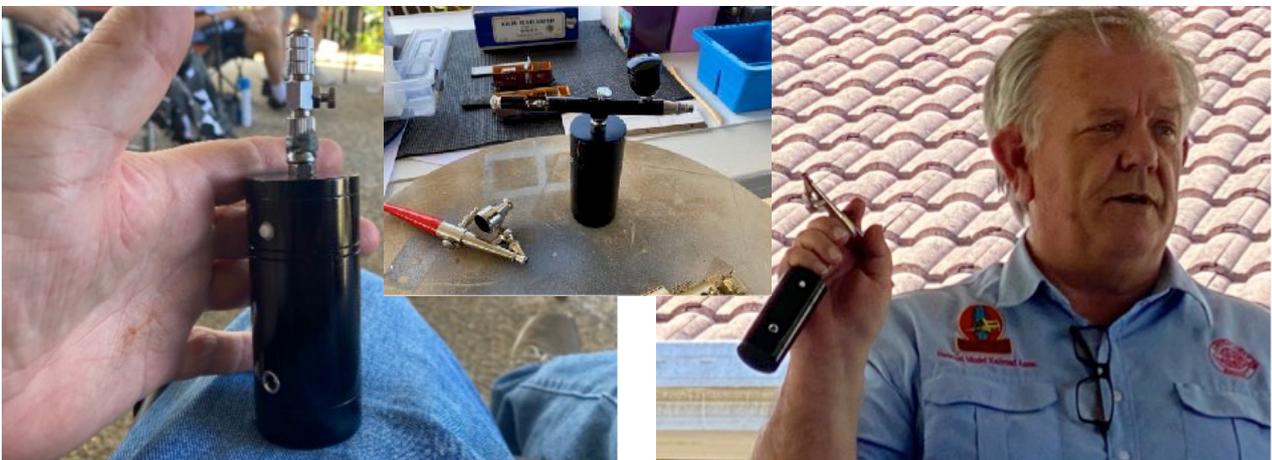
emotional value to Ken as his father drove the very same prototype locomotive in Townsville and Bowen when Ken was a tacca.



I love these human relation emotional connection stories as its one of the things in the hobby that we all can assimilate too. SO beautiful to be able to connect an object to our very own personal history. Well done Ken!

Martyn Jenkins brought to our attention the following:

You may very well ask what this is?..... Well, it's a mini compressor that you can use with spray guns. This model puts out about 20PSI perfect for spraying our models.



There is most certainly a purchasing dilemma attached to this story but far too much to write here. Suffice to say that when you order stuff from ebay please do your research!!!

Arthur Hayes our awesome Master Model Railroader (MMR) presented another one of his hand-crafted wagons.



This is another example of scratchbuilding that goes over and beyond expectation. A wonderful guards van that has a lot of detail hidden behind the scenes. The NMRA has an awesome skills recognition program called the Achievement Program (AP). I encourage all you members and modellers out there to have a read of the criteria and seek recognition for your efforts. It feels great to receive a certificate that recognises a skill.

The AP program criteria can be found on our NMRA AR web site.

With the activities now out of the way the members stayed behind and discussed in groups many of the learnings of the day, they shared the fellowship of what we are about and took the opportunity to enjoy the hosts layout.



A beautifully created NSW layout that represents areas that our host Glen worked at in his real-life railway career.

This brings to mind the fact that I've often heard from non-members "but you're an American prototype organisation".

Please, look at the subject matter of this report, 90% Australian orientation, Skills development via clinics, Fellowship, Recognition of Skills by certification, Access to see an exceptional private layout that not many outside of you as NMRA members get to see. Boy oh Boy there is some value in that!!

I encourage all NMRA AR members to get active and invite other model railway / railroad people you know to join the organisation. There is a lot of value packed in that \$30 a year and the above nominated values are just the starting point.





I'll finish this report off with many photos taken on the day.

Worlds greatest hobby !!!

Thank you Glen and Vesna.....



From Duncan Cabassi (NMRA Inc.-AR Division1 Superintendent)
November 27 Meeting:-

On 27th November we held the NMRA AR Division 1 meeting at Kevin and Margaret Frost residence in Kuraby. 26 members rolled up to take in a reasonably low-key affair but non the less a very rewarding meeting. Low key due to the fact that we did not hold any clinics at this meeting but the camaraderie was still as awesome as usual. It was great to see some members who have not been able to attend meetings recently and catch up on what's been happening.

The NMRA AR Div 1 would especially like to thank Kevin and Margaret's hospitality on the day and making your home available for the members to gather and have fun. It was truly rewarding sitting on the veranda taking in the fern garden and lovely surrounds.



Proceedings started earlier than normal due to Arthur Hayes having to leave early for other commitments. Arthur led the way with some Achievement Program certificate handouts.



Craig Mackie being the recipient of 2 x APs on the day:

- Scenery
- Structures

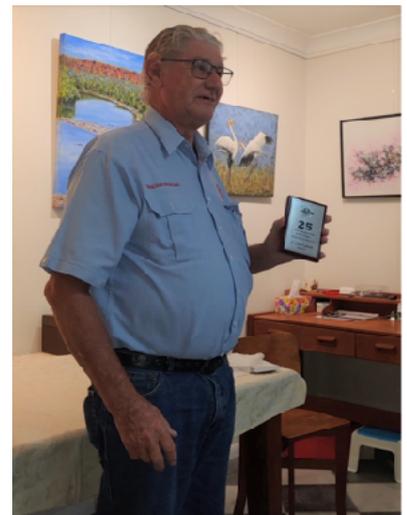
Following that Duncan Cabassi was also the Recipient of 2 x APs:

- Author
- Association Official



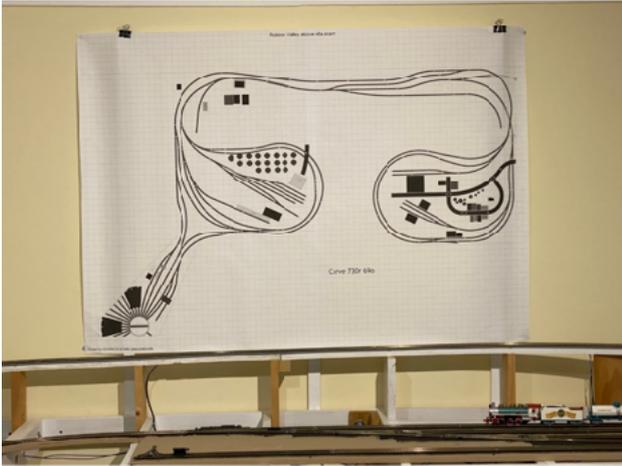
- Association Official

From the AP presentations, Duncan Cabassi the Division 1 Super had the pleasure of awarding Colin Upton his 25 year membership presentation. This is a significant achievement and it was with great pleasure that I issued Colin his plaque. Congratulations Colin and



we look forward to you being a member for another 25 Years and some.

Upon completion of the presentations a review of ARC business was discussed and then members commenced their visit to the Frost layout which was downstairs.



Kevin is building an empire and has quite the area to utilise. Whilst the layout is in the early phase of construction you can see that there is a clear plan ahead for what Kevin



wants and is progressing towards. In fact there is a design of the layout to be printed and hanging on the wall. This HO beast will surely be something to behold once completed.



As you can see from the photos, Kevin has quiet the workshop area. This would be the envy of many a modeller. There is much to be said for a workshop that has room for a layout owner to express themselves in!!!!

After everybody had their byo lunch we moved into show and tell or as some people refer to it "bring and

brag".

Kevin our host was first to go and he displayed three items of interest whilst explaining each in detail and in particular the concept behind them.



1: Was an artist's box procured from Aldi which has been turned into a storage box for the carrying of locomotives and rolling stock when Kevin attends exhibitions with his local club (Logan District Model Railway Club).

KP explained how he made the internals by using rubber procured from Clarke rubber.



2: Kevin then discussed how he had made a bigger base for a modeller's saw. This base included a fence, and a stop that he made to ensure that when cutting multiple pieces the same length, that you get the perfect length each time. This also brought about the topic of one of the values of being a member of the NMRA: Kevin had initially been loaned the cut off saw by another NMRA member. He

liked it so much that he has now purchased his own to use. He built the base to enhance the tools effectiveness and if it hadn't of been for the generosity shown by the fellow NMRA member to loan Kevin the modellers saw, none of this may have eventuated.

3. Kevin then displayed a small wooden shed he was scratch building from plans of the original.

It was Craig Mackie's turn next. Craig discussed the "Tuesday Nighters", a group





of modellers who.....you guessed it, get together on Tuesday nights and do modelling activities of various types. Craig discussed some of the loads that he had built as part of tutorials during the Tuesday night program.

Mark Bailey was last to have a say with a retake / review of different superglues and their applications. Again, this was very informative for the members in attendance.

The gathering continued on for another hour or so with members heading back home at their leisure.

Again, I would like to thank Margaret and Kevin for their hospitality and to Margaret in particular who entertained the wives of members who also turned up to this gathering.

Well, this brings the gatherings for the year of 2021 to a close. Whilst we will be holding an Xmas function on the 11th December, our Membership gatherings are now complete. We were fortunate this year that we only had one gathering postponed due to covid. The rest all went ahead as planned.

Thank you to all the Division 1 members and thank you to all those who hosted our gatherings throughout the year.

Next year's calendar will be released soon.....

From Duncan Cabassi (NMRA Inc.-AR Division1 Superintendent)
December 11 Meeting:-

On 11 December the Division held its traditional Xmas function. This was attended by 34 members and their wives / partners.

The function, as has been the norm in recent years, as a low key get together at the Monier Hotel. All reports are that the food was great and that the function was a fun for all those who participated.



Perhaps it is now time to reflect upon the year of 2021.

A year that we were fortunate to have minimal covid interruptions compared to last year. Outside of the July meeting which we had to postpone due to a snap QLD Govt lockdown, we held all other monthly gatherings.

We managed to take two meetings to regional QLD this year, Bundaberg and Toowoomba. These were great success's and we look forward to extending this again next year.

I've always tried to get a blend of club and home layouts for our monthly gatherings. We managed to do this again this year, with 3 clubs (4th one postponed until next year) and 6 home layouts visited. To all the hosts, your efforts are appreciated for opening your doors up to the membership and holding a monthly gathering.

This year saw 5 new layouts never visited by the NMRA previously. The generosity of the hosts has been spectacular and you as NMRA members should feel privileged to have seen some top-notch model railways out there that not a lot of others get to see.

This reminds me that I'm still looking for hosts for next year, in particular the 2nd half of next year, so if your up for hosting an NMRA gathering please let me know ASAP.

The division held a clinics weekend in May which proved to be outstanding. Some 40+ members attended a weekend of clinics and learnt new skills. These clinics were delivered by experienced modellers. Some Members even had dioramas to take home to show for their efforts. Whilst we had planned to maybe do a second one in the latter part of 2021 the organising committee were pretty busy with their individual lives and as such, we have not held a second weekend. However, rest assured that it is firmly on the agenda for next year and the organising committee will be reformed early next year to coordinate. We intend to have some new and exciting clinics for you to attend.

This year also delivered a relocation of the Division 1 boundary to encompass the Northern rivers of NSW. These members are geographically and logistically closer to the Brisbane hub and it was a logical choice to change the boundary. Whilst we have done this, the existing border closures have not helped any of our Northern Rivers members avail themselves of attending any NMRA events. With the border relaxation from the 13th Dec, let's hope that in the new year we can catch up with these members many times. I even envisage a tour down to the Norther rivers area visiting our members homes and seeing some of the great layouts in the area.

The NMRA AR is not far away from replacing our existing website. This is being worked on in the background at present and the site is close to being available for testing, before release to you the members. The existing website has not been upgraded in many years and the new site will offer many exciting advantages to the old one and in particular for our 100% clubs, as you will have an area to put in any club information you would like.

Division 1 is also trialling a virtual room at present. There have been two evening two hr sessions thus far. It would be great to see some of our country membership avail themselves of the opportunity to use this site as it is really aimed at getting your

involvement. If you can't make meetings and see our wonderful clinician's teach skills and techniques, then this will be your next best option. You will certainly meet like minded individuals and have a great chat. At this stage the trial has pretty much been adlib and freelance thus far but at some stage we will dedicate some sessions to TOPICS of choice.

We set up NMRA Division 1 promotions table at 3 events this year and from this we have managed to create interest from the general public to the point that we have gained new membership.

To the small group of members that have helped out during the year, the clinics weekend coordination team, the treasurer of the division, the promotions table helpers, Garry Paper who work with myself to coordinate shirts, hats, stickers etc, Paul Rollason who brings the esky full of cold drinks to most meetings, I personally thank you. Without your efforts the division would not be as proactive as we are.

To the clinicians who give up their time, materials, tooling etc to show and teach new skills to members I thank you all again for your efforts in this area.

Arthur Hayes our Achievement Program Assistant Manager, keep up the great work mate.

On those notes above, I would like to take this opportunity to thank you the members for supporting the NMRA. I wish you and your families a safe and Merry Xmas and look forward to seeing what we can collectively deliver next year.....

Division 2

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

Regarding November & December meetings:-

There has been no report received for the November / December period from Division 2.....

Division 3

From Peter Kendall (NMRA Inc.-AR Division 3 Superintendent)

(Report Supplied by Rod Hutchinson)

November Meeting:-

2021 November

After an 18 months hiatus due to restrictions on assembly because of the Covid-19 pandemic Division 3 finally met in November 2021 at the home of Rod Hutchinson, your divisional reporter. Rod & Julie Hutchinson hosted the meeting in their home at Mooroolbark, east of Melbourne.



Limited by Government restrictions 10 members and guest attended. The weather was wet with gusty winds, however the rumpus room provided perfect shelter and the train room next door provided entertainment. Everybody was snug as a bug. Julie put on a perfect lunch with many items to eat individually wrapped to reduced cross Covid spread.

Rod's home is the stabling yards for HOn30 "Regnans Tramway" layout and

On30 "The Points" diorama, which will be included in Rod's new layout "Redgum Siding".

Both layouts maybe viewed here.

Regnans Tramway HOn30 - <https://ibb.co/album/dwChJ6>

The Points On30 - <https://ibb.co/album/BKTH5j>

Two members, Bob Backway & Grant McAdam, received their 25 year membership award. Both members have served with distinction. Bob was involved with the development of NMRA DCC standards, and Grant who has been Div 3 Superintendent a;most forever, organiser of the 1st and subsequent Narrow Gauge Conventions and all round protagonist promoting NG railways.



Whilst a small group attended modelling show & tell was a very high standard with quantity and quality on show. The photographer (Rod) had a busy afternoon in the studio.



Items were on display included:

Bob Backway – Post Office with analogue clock witch can be switched to a fast clock.

Marc Bean – 3d printed Controller Holders.

Robert Goslin – 1:48 Fishing Boat.

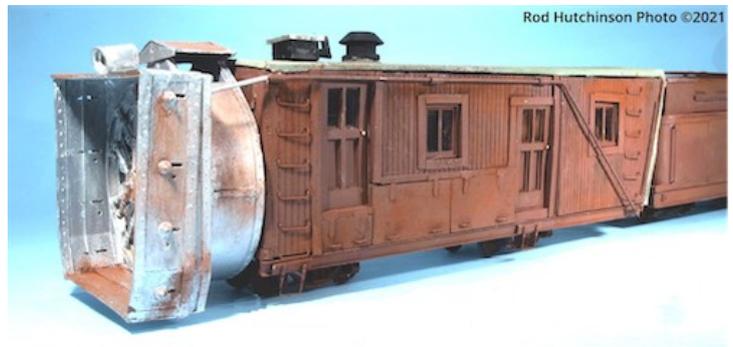


Laurie Green – On30 Denver and Rio Grand C17 #42.

Laurie Green – Backwoods Motor Power Depot.



Laurie Green–On30 scratch built static rotary snow plough.



Laurie Green – On30 Refrigerator Car.



Peter Kendall – 1:87 Sawmill.

Grant McAdam–1:48 Laser cut Garage, petrol pumps & furniture from Interaction Hobbies, Canada.



Grant McAdam – 1:48 Laser cut Australian Post Office from Outback Model Company, Australia.



Peter MacDonald – On30 scratch built Dunkirk Class A steam locomotive.

Div 3 members would like to extend their thanks to Marc Bean who retires as Superintendent and welcome onboard Peter Kendall as our new Superintendent.

From Peter Kendall (NMRA Inc.-AR Division 3 Superintendent)

(Report Supplied by Rod Hutchinson)

December meeting:-

On a perfect summers day the final meeting of 2021 was held at the home of Grant McAdam in Ormond. Being centrally located, members from afar as Belgrave to Ballarat attended our Christmas meeting. Changes to government restrictions associated with Covid19 epidemic meant that we could host anyone who wish to attend. 23 people attended including Tony Harris from South Australia and Allan Ogden former Superintendent. 4 non member ladies joined the celebrations with the 13 members in what was perfect day in perfect weather. A day in Grant’s garden under the cover of shade cloth and surrounded by trees, an enjoyable day was had by all.



As typical with Grant his home made sweets capped off a perfect day, with many a lucky one able to take home extras to share with their family.

Items were on display included:



Dan Pickard – Eucalyptus Tree made from Sedum “Autumn Joy”. A 1 metre background section.

Robert Goslin – Three 1:48 Fishing Boats.



Peter Kendall – 1:48 Fruit Co-Op Store.

Grant McAdam – Two styles of 1:48 Grain Sack castings from scratch built masters (above).



Peter MacDonald – On30 Boulder Valley Dunkirk Class A steam locomotive.

P e t e r
M a c D o n a l d –
B a c k w o o d s
M i n i a t u r e s R a i l
T r u c k

Peter MacDonald – Scratch built On30 van

Rod Hutchinson –
R e s i n s e a t s

painted to look like polished hardwood.



Peter Kendall our new Div 3 members issued NMRA thank you plaques to this and last meetings hosts. A quick cleanup and all scattered home during the late afternoon.....

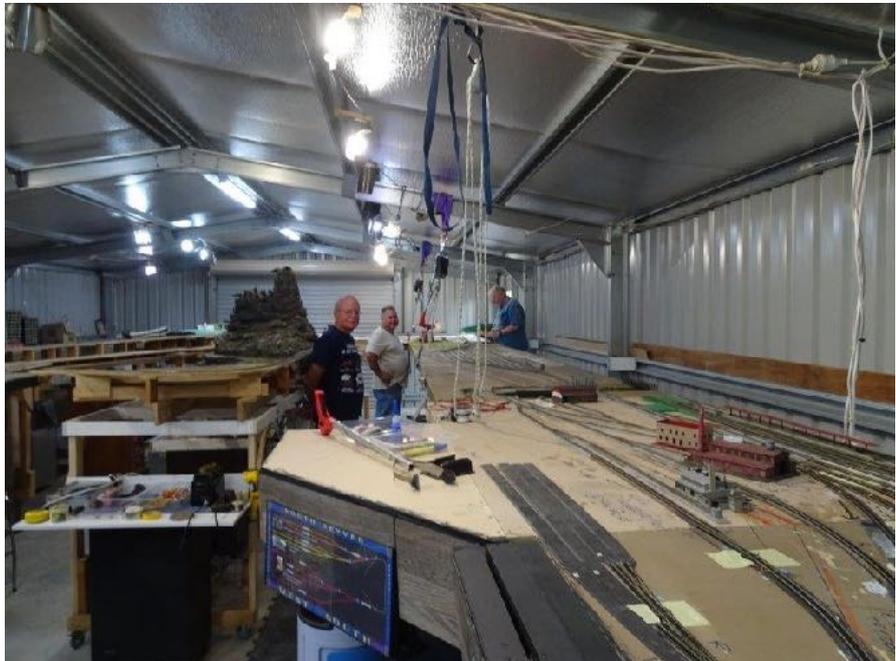


Division 4

From Frank Godde - MMR (NMRA Inc.-AR Div4 Superintendent)
November 21st Meeting:-

I seem to have lost the meeting report template, so until I get a new one, this will have to do.

We met at Dennis Turner's home about one hour's drive South of Perth in Greenfields. He has purpose built shed of 12 metres X 5 metres with an insulated ceiling. At this moment he has a problem with dust coming in at the bottom between the wall cladding and the concrete floor. We had a few suggestions for him to alleviate the problem.



There were 5 of us present (Dennis, Dave, Allan, Peter and myself Frank). We had an apology from Rod. This is our usual group as the most of the rest of the group are country members and it is a



long drive for them. Dennis is an N scale modeller and most of his modules were in place. He ran some locos on an 8 metre module, but had a problem at one of the double slips. No doubt that will be fixed next time we go down there. Dennis said that we were his first visitors to the layout.

I realised that the base work for N scale has to be spot on, so he has his work cut out for him over the Christmas holidays.

Dennis' wife Anne put on a lovely afternoon tea for us all which was really appreciated. We talked about the latest progress for the digital magazine and the proposed membership fee increase. All the members present said that they already subscribed to the magazines that interested them and no-one gets the



NMRA magazine by choice. They were all happy with the ARC decision to not have the magazine as part of the membership fee.

As no-one else in our group models N scale, we didn't have a bring and show but Dennis' layout certainly kept us busy and entertained for the afternoon. We are all looking forward to our next meeting at Dennis' home.

The meeting dates for Div 4 2022 will be:

- 16 January 2022 at 2.00 pm at Frank Godde's place in Forrestfield
- 20 March 2022 at Dave Whibley's place in Lesmurdie
- 15 May 2022 at Rod Tonkin's place in Kingsley
- 17 July 2022 at Dennis Turner's place in Greenfields

If you would like more address details, email Frank at: shay404@bigpond.net.au or phone 08 9253 3155.....

Division 5

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

Please refer to the 100% NMRA City of Sails MRC club report from Phillip Sharp on page 24.....

Division 6

From David Orr (NMRA Inc.-AR Div6 Superintendent)
November 13th Meeting:-

NMRA Div6's meeting was held on the 13th November at John Prattis' home in Greenwith. 14 members attended. Ron Solly, Rod Stewart, David Teague, Marcel Van Eck, Geoff Chatwin, Ainslie Brittain, Noel & Casey Tonkin, Liz Kiroff, Bob Bevan, Brian Hutchinson, Peter Starr, Ray Brownbill and of course, John.

It was intended that this meeting would be held at Ray Brownbill's home but a recent hailstorm put some serious holes in Ray's roofing to scupper that plan.

On ARC matters;

Geoff Chatwin spoke at length about a Zoom meeting held recently with NMRA President Gordy Robinson (in Scotland) and the AR committee. The President advised that if NMRA proceeded with a digital version of NMRA Magazine, there would be a cost and most likely, all members would have to contribute due to issues with the current printing contract. Geoff explain the issue with the current printing contract and suggested that costs for membership here in Australia could rise substantially. Several members spoke and a number said that they would not remain a member.

John Prattis proposed, seconded Ray Brownbill that *"The Division expressed its concern with the possible introduction of the digital NMRA magazine being part of dues as it could lead to a reduction in the number of members within the Division."*

All members attending the meeting voted in favour.

The biggest news for this meeting was that Ray Brownbill advised the meeting that the Adelaide Model Railroaders club had resigned its membership of the Adelaide Model Railway Exhibition Inc and was in the process of becoming a 100% NMRA club. This will take Div6 numbers to 52. (Ed - Great News Guys)

On Div6 matters, the meeting was advised;

- The Christmas lunch was held at the Old Spot Hotel and the 13 attendees all had a good time.
- Ron Solly had 3 regional DVDs which were available for viewing before heading back to the Librarian.
- The latest NMRA Magazine, Oct 2021, had arrived and was available to borrow.



On module progress;

- The module builders had held a Zoom meeting with a number of decisions made.
- John Prattis has offered to cut some 19mm ply he has into endplates.

Weekend Workshops; nothing yet.

Bring & Brag (what we call Show & Tell)

- Hutch discussed some new push ends for electrical connections from Trevor Seddon being made of brass - could be expensive.

- Marcel showed the buildings from last month and base with basic scenery

Please also refer to the 100% NMRA Adelaide Model Railroaders report from Ken House on page 26.....

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

December 11th Meeting:-

15 members and 1 visitor attended Jane & Michael Robinson's for the Div 6 December meeting. Jane and Michael put on a sausage sizzle before the meeting which was greatly appreciated and "went down well".



Ron Solly advised 56 AMRE invitations been sent out. The Division confirmed that Div 6 would attend the 2022 Adelaide Model Railway Exhibition with NT Junction.

Ron reminded the meeting that applications for AMRE 2022 must be received by him by December 31st 2021.

Ray Brownbill advised no changes to AP within Div 6. A video conference between the AP Chairs was held recently. Out of that video conference, there will be a drive to revitalise the AP program.

There were some new additions to the Div 6 library. Michael Robinson advised that a copy of the missing August 2021 NMRA Magazine had been received as had the latest issue, November 2021.

Ainslie Brittain reviewed Great Model Railroads Vol 31, Ray & Renee Grosser's Soo Line. Ainslie advised that this is a sectional layout of 34' x 18', designed for train shows. It has a huge array buildings constructed mainly by Renee Grosser. She gives many practical ideas and suggestions on the techniques used and starts from measurements, mostly scaled from photos. The lady also provides many hints & ideas on making trees, and a practical demonstration on decoder installation.



Ainslie also reviewed Great Model Railroads Vol 36, John Grey's UP Cheyenne Division. This is a home layout of 46' x 26' of the late 30's to 50's in HO scale, featuring long trains

using both steam and diesel power. The layout features many tunnels, bridges and a large working roundhouse in which every bay is utilised. The video also features a segment on weathering and steam locomotive maintenance.

The Div Super spoke about the latest NMRA Bulletin and the fact that all members would receive a copy of the new NMRA digital magazine. If this will entail a rise in membership fees is still not yet decided but members of Div 6 expect that this will be the case. David also advised the meeting that the current Australasian membership stands at 816 of whom 23 are Life Members.



Ray Brownbill spoke on module progress, showed the template to the members present and advised that after discussions, the module endplate would now be 120mm deep.

Weekend Workshops - it was felt that with other activities taking place and the Covid-19 restrictions which seem to come and go, this activity should be shelved for the moment.



Vern showed another collection of parts, including 2 boats, which he is donating to module builders through Div 6. A round of applause to show our appreciation.



Michael showed some glue called Super-tac available from Spotlight, Masonite flooring underlay turned upside down for pavement bricks, pine trees from Cheap as Chips and a Top Side Creeper from Truck Tools in Victoria. This item allows a person to reach those difficult places to work on the layout. Michael is in the process of rebuilding his layout with his friend and



fellow member Ron Dunkley. Amongst other goals, this was to remove a duck-under. Here's some photos of progress so far.





After the meeting closed, members enjoyed a resplendent after noon, with Jane providing an excellent array of sweet food. Sugar overload coming!.....

Division 7

From Gerry Hopkins - MMR, FNMRA
(Les Fowler, NMRA Inc.-AR Div7 Superintendent)
November and December Meetings:-

Our restrictions are being lifted - slowly but surely so we are starting to move around a little. The CCWN MRC 100% Club had the first meeting of the month - also the first meeting for many months.

On the first **Wednesday 3/11/2021**
We visited the home of David O'Hearn and looked at the progress on both his layouts. The upper layout is of the Newcastle area in HO - complete with assorted sounds as you move around the layout.

The main feature is the Steel Works with sounds and the flicker of the molten metal. Many of the buildings have illuminated interiors.





The lower layout is of Puffing Billy on On30 almost totally scratch built. I look forward to operating on both layouts.

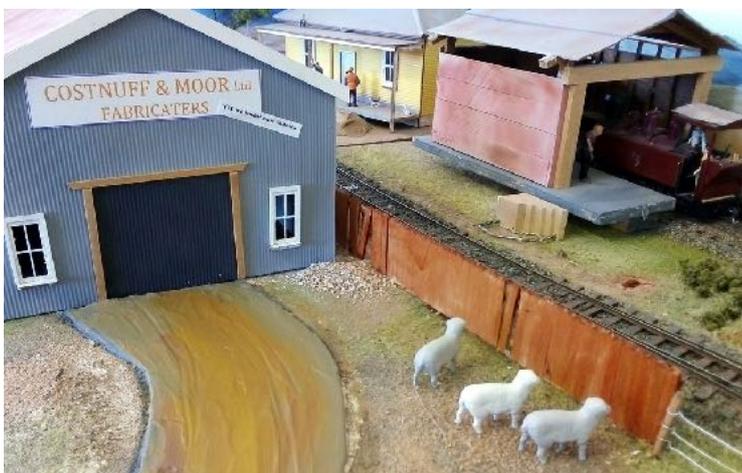
The second meeting of the month **6/11/2021** was a Chat Room meeting for Division Seven. Members spoke of their intentions once the restrictions are totally lifted early in 2022. We had 20 plus members dial in for this one. They were all keen to visit new layouts in 2022.

Wednesday 10/11/2021 the CCWN members met at the home of Peter & Barb Jensen. Most of the buildings in Bellows Falls now have complete interiors and full lighting effects. It takes a lot of time just to view the layout before you start looking at the trains.

Richard Bradley demonstrated his new SQ23 camera - similar to earlier cameras used for "on board" video - but - this one sent the images back via WiFi to your phone or tablet. Just before Christmas I got to "play" with my SQ23 Even took some video. Getting closer to remote ops.



Wednesday 17/11/2021 the CCWN members had their weekly chat in the Chat Room. We had the usual 12 local members with a couple of ring ins from outside the Central Coast - the more the merrier. Numerous projects were discussed and the projects that were about to be started. With the end of restrictions in sight, members are building their enthusiasm for their new projects.



Saturday 20/11/2021 was a very a busy day - we had the Chat room open for the Division Seven meeting AND we had a visit to Spencer McCormack's layout, the

Short North. Ken Scales MMR hosted the Div 7 chat room and 10 of the CCWN members went to Spencer's layout.

A lot of work done since our last visit as you can see by the photos.



Wednesday 24/11/2021 Spencer's layout was discussed for the benefit of those who could not get there.



The layout above is being taken down due to the ill health of the owner - we have had some good operating sessions on this one.

Sunday 28/11/2021 An early morning start for the NMRax Virtual Convention. Besides the brilliant clinics from around the world, there was a 45 minute Australian Layout tour featuring the great layouts seen at Conventions and Exhibitions around NSW prior to the infamous lock downs.

Wednesday 1/12/2021 we visited the layout of Ken Scales MMR - Santa Fe Ontario & Western Railroad.

We have had many great operation sessions over the years on Ken's layout. As you can see Ken likes bridges. Coal is a major industry on this layout - from the mine, to the wharf and onto the power station. There are also numerous industries along the line.

The wharf itself is a work of art, as is the coal badge moored at the front of the loading shoots.



Wednesday 8/12/2021 - this was a day that members of the CCWN were waiting for - our annual **Christmas Lunch**. This year it was held at the Ourimbah/Lisarow RSL and we had 26 people attend. Great food and great company with plenty of chatting to catch up with those we have not seen for a long time. We had missed out on our "Christmas in July" dinner - so a little hungry for this one.

Wednesday 15/12/2021 - Today was a "warm" day - we had 28c on the Central Coast today. We had a good group of locals as usual and Max a guest from Bathurst. Some may remember Max from our visits to Brewongle and the terrific layout there. The layout was donated to the Bathurst Council and is on permanent exhibition in the transport museum.



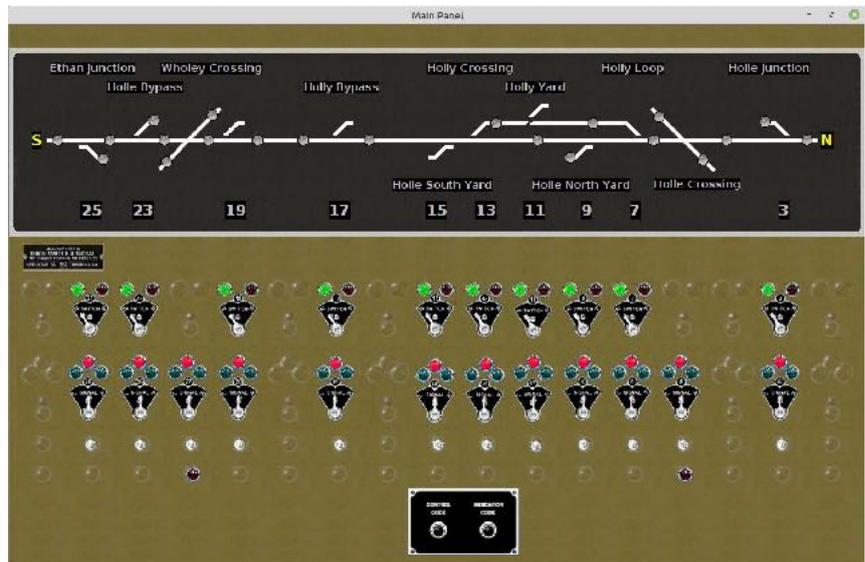
We had a lot of talk about 3D printing and Laser cutting technology from those who know. Very interesting for those of us who are less knowledgeable on these subjects. I have used a number of laser cut kits and use a number of 3D printed parts such as the replacement muff gears for both American and Australian locos.



Saturday 18/12/2021 - today was A Division Seven Chat and although the attendance was a little down, we had members from the Blue Mountains, the Southern Highlands, Helensburgh, Central Coast, Western Suburbs and the Sunshine Coast. We blamed the low attendance on the weather - some places around Sydney 35c and some rain and thunderstorms - a fun day!

Throughout the afternoon we were shown some rolling stock kits they were being put together. Even a stock car that was only full of sheep from one side! There was also a resin CPH under construction. While chatting I re-motored an N scale GP chassis ready to fit under an HOn30 Box Cab.

Our **Division Superman** gave some great information about Panel Pro with online demos of CTC panel and signal diagrams. You will be able to see some of when "on line" train driving is started. This one is his.



We also spoke of the possibility of an **NMRA-AR Convention in May 2022** - same weekend as the Epping Club exhibition at Rose Hill. It would be a two-day convention - a convention is something new for some

of our new members. As is usually the case, there will be some home layouts to visit on your way to the convention and on your way home. These would be open on the Friday and the Monday. There will be layouts in the Southern Highlands and on the Central coast as well as a few in between.

The convention will be across the road from the Epping Expo so plenty to see



there as well - layouts, demos and dealers - enough for everyone.

Division Seven member - Spencer McCormack (above) overseeing the NMRA AR Self-drive layout - built by Al Harris, our Membership Officer at the 2018 Epping Expo. Allowing members of the public to do some switching on the layout.M

Merry Christmas and a Happy New Year to all our members

Division 8/9 (Northern NSW)

From Ian West (NMRA Inc.-AR Div8/9 Superintendent)
November 15th meeting:-

We were very pleased to be able to hold our meeting at the Coffs Coast Railroad Modellers Inc's new Club House which was officially opened just before our meeting. The Club is using an excess building of the councils in the Coffs Show ground as they save to build a purpose built shed. The CCRMI is a 100% NMRA Club. The club have been very successful in having most of their club needs donated. The layout is now being used as a training layout with members assembling, rewiring, and renovating it.

Ian Phemister was able to come along on the day and present AP



Ian Phemister with Paul Baker



Al Harris Receiving his award



Ian West receiving his certificate

certificates to some members. Ian is our AP intermediary. Paul Baker, Ian West and Col South all successfully achieved their Golden Spike. Col was absent on the day and will receive his certificate at the next meeting.

Al Harris impressed everyone by gaining his Association Volunteer Certificate. Ian has applied for his Master Builders Structures and is waiting for a result.....M

Division 10

From Pat Britton (NMRA Inc.-AR Div10 Superintendent)

Regarding November & December meetings:-

There has been no report received for the November / December period from Division 10....M

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, and 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 each monthly meeting that occurs within your Division. The cut-off date for all Divisional reports for the following two editions of MainLine is shown below and is the last day of the month prior to the month of publication.

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 & All Other 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 6 days prior to the end of the month of publication.

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.

File Types:- For all submissions, text files saved as MSWord, Pages or Open Office files are preferred with limited text and page formatting. Please don't send pdf files, they are unsuitable for use in this publication.

Photo Types:- For all submissions, photographs are preferred as jpegs or png file types and to be under 2MB in size. Should you prefer to send larger photo files, then please consider sending them via Dropbox or Google drive or a similar 'Cloud' storage program, or alternatively send a disk or flash drive via a postal service.

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

March / April 2022

For 100% Club & SIG Activity Reports & All Other Reports = 23rd February, 2022

For Divisional Reports = 28th February, 2022

Publish Date on Web = < 5th March, 2022

May / June 2022

For 100% Club & SIG Activity Reports & All Other Reports = 25th April, 2022

For Divisional Reports = 30th April, 2022

Publish Date on Web = < 5th May, 2022

What's in the Next Edition

- *The cupboard is very bare with regards to the availability of articles about MEMBERS LAYOUTS, that could possibly be used as the 'FEATURE ARTICLE' in future editions of our Magazine. So if you have ever wanted to see your Model Railroading Masterpiece, 'on the front cover', and shown between the pages of MainLine, then here is your opportunity. If you could submit it to me during January, it may be in the next edition!*
- *Arthur Hayes - MMR has a passion for members to show what they have been working on, but not necessarily just at the Show & Tell segment of your local Divisional meeting, but showing their work to ALL members of the NMRA-AR. Arthur has kicked off what is hoped to be the start of a new and regular segment in MainLine for 2022, 'What's on the Workbench', with a short article titled 'Building Tank Cars'. Hopefully this article will encourage other members in our region to show what they have 'On Their Workbenches'. I look forward to receiving your article.*
- *When it comes to finding a home for your Model Railroad, there are many things to take into consideration, for example, the budget, the location, the available space, the family needs, etc. etc. Stephen Reeves weighed up all these needs and options before preparing his train room, and in his article, Stephen outlines all the priorities he needed to consider before building the room for his Model Railroad.*

& there will be So Much more