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the

MainLine

magazine

the official journal of the

National Model Railroad Association Incorporated
Australasian Region

NMRA Inc - Australasian Region Directory

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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

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New Articles

6 Signalling A Change To The Loewy Division

Yellow Position Light Signals are unique to the Pennsylvania Railroad and Charles Page wanted to include this type of signalling to give his layout a true 'Pennsy' feel. Charles describes how he sourced the signals and married them up to commercially available Block Animator PC boards, to achieve a workable signalling system on his layout.

by Charles J Page

14 The Modern Modeller

The new additions that we can add to our Model Railroads today by using a 3D printer, far outweighs what could be done only a decade ago. The younger (*and younger at heart*) modellers have embraced this new concept, as has Dave Whibley when creating many items for his G scale Railroad that are not commercially available.

by Dave Whibley

15 Scenery Basics - The Real Basics

Eric Coughlan likes to see some form of scenery on layouts and believes that anyone can add scenery when the procedure is broken down into simple steps. In this article, Eric outlines how easy the process is for any modeller wishing to add a bit of colour and texture to their 'plywood' layouts.

by Eric Coughlan

21 Base for Painting Clips

David O'Hearn, MMR® has found a useful way to hold small painted parts while the paint is drying, by using painting clips.

by David O'Hearn MMR®

22 Nine Years on the NSWGR's s

There are many in our hobby who at least at one stage, if not all of their working life, worked for a government railway in Australia. In this first of a four part series, Ted Freeman recalls some of the high and low periods during his time with the NSWGR.

by Ted Freeman

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the Cover Photo

A newly delivered
PRR Alco RS3 8591
is on a test run on
the West Ely branch,
while K4 3768 is
running express
westbound through
Mount Loewy.

Editor's Comments

I was recently very privileged to be cc'd in on an email from our National President, Gordy Robinson, MMR®, in which he responded to a very appreciative email which was sent to him by one of our longer serving Australian MMR®s. The member expressed appreciation for the excellent leadership shown by Gordy as the NMRA President, (*I won't name the member to prevent any potential embarrassment*). His email did bring closer to home the fact that we don't show enough appreciation to the large number of NMRA volunteers around the globe, including the members of our Australian Regional Committee (ARC) and the individual committees in each of our divisions, who's volunteer work and leadership greatly enhances our experience for being a member of the NMRA. So next time you meet up with one of those guys and girls who are involved in enhancing our NMRA experience by arranging monthly meetings, 'Zoom' meetings, clinics, conventions, excursions etc etc, don't forget to let them know their work is appreciated.

Along the same lines of thought, how many times have we approached a potential new member, or are looking to retain an existing member, and the subject of '*what's in it for me*' arises! I 'Zoom' into many of our Div1 meetings as the travel distance to attend some of our meetings in person is often a problem. In our recent February meeting which was held in Ipswich and which I zoomed into, I listened to one of our longer serving members, Al Cutmore, who spoke about this subject, and his words are very pertinent. What Al said was that without the NMRA we would not have the 'Standards', for track, running gear, scale, decoders, power, DCC etc etc. As a result of that foresight and reason for the NMRA coming into existence many decades ago, we can now buy rolling stock, track, decoders and more from different manufacturers in our preferred scale, which work in harmony with each other. So next time someone asks me what's in it for them for paying a relatively meagre sum for being a member of this great organisation, I will be making them aware that they are able to purchase off the shelf equipment for their model railroads, due to the standards that exist because of the NMRA.

In this month's edition, from page 6 Charles Page describes how he installed working Yellow Light Signals on his Pennsylvania Railroad, to give his layout a true 'Pennsy feel'.

Page 14 sees Dave Whibley outlining the advantages of using a 3D printer when creating the many items he has needed to make for his G scale Railroad, which are not commercially available.

Eric Coughlan likes to see some form of scenery on layouts and believes that anyone can add scenery when the procedure is broken down into simple steps. In this article which starts on page 15, Eric outlines how easy the process is for any modeller wishing to add a bit of colour and texture to their 'plywood' layouts.

On page 21 you can read how David O'Hearn, MMR® has found a useful way to hold small painted parts while the paint is drying, by using '*painting clips*'.

Ted Freeman has written a four part series capturing some of his experiences when working for the NSWGR. In part 1 of this series which commences on page 22, Ted recalls some of his high and low experiences when starting out in his career with the NSWGR.

I know that I have mentioned this before, but recent experiences have shown that it is probably timely that I mention again that the deadline dates for reports which are to be received by me, for inclusion in MainLine, are there for the reasons as I have previously outlined. If I don't receive the reports prior to the advertised deadline dates, then I may not have an opportunity to be able to include them in the present edition, and also have the magazine out on time. If this situation occurs, then I will opt to hold over the late received report for inclusion in the following edition in two months time. The deadline dates are advertised each month in the 'Magazine Publishing Deadline Dates' schedule, which I update and include in every edition of MainLine. So to have a report of your monthly divisional activities included in the latest MainLine, it is probably worthwhile being familiar with this schedule.

There's more interesting and informative reading as well as advertising for future events in this edition of MainLine, so keep turning the pages!

Meru Bagnall

Editor - MainLine On-Line

Signalling a Change To The Lowey Division

by Charles J Page

In the 1970's, thanks to a friendly engineer, I rode in the cab of a GG1 electric locomotive to Lancaster Pennsylvania. The view forward presented a railroad landscape dominated by rails, catenary and banks of yellow position light signals stretching across the multiple track mainline. As the GG1 effortlessly glided along at 70mph it was quintessentially Pennsy., even though the Pennsylvania Railroad had ceased to exist in 1968.

In 1915 the Pennsylvania Railroad began replacing their upper quadrant semaphore signals with the newly designed position light signals. A position light signal is one where the position of the lights, rather than their colour, determines the meaning of the aspect that's being conveyed to the Engineer.

The upper quadrant semaphore signals were prone to mechanical problems and required high maintenance, in addition, they were unreliable in bad weather.

The position light signal, which was developed by A. H. Rudd, chief signal engineer of the Pennsylvania Railroad, replicates the three positions of an upper quadrant semaphore signal by a combination of light sources using seven of the Dow company's newly designed 'fog penetrating' high intensity yellow bulbs. The complete signal is made up of seven of these light units, so when connected electrically to relays controlled by the track circuits, a combination of three lights illuminated at any one time gives the effect of a semaphore blade.



A prototype PRR position light signal head showing three horizontal lights, which indicates STOP.

The position light signals offered the following advantages:

1. the yellow colour offered little, if any, glare.
2. no moving parts.
3. they were much easier to see in fog and could not have their colour distorted by it.
4. distinctive rows of lights made them easy to distinguish in any environment.
5. even a burned out bulb in a signal row would not stop an engineer from reading the signal accurately.
6. They eliminated any and all effects of even slight colour blindness by the train crew. (The PRR realised that 1 in 3 engineers had some degree of colour blindness).

(The Philadelphia Chapter. Pennsylvania Railroad Technical & Historical Society)

The Pennsylvania Railroad and subsidiaries Norfolk and Western and the Long Island were the only railroads to fully adopt position light signals.



PRR M1a 6734 and M1a 6783

The two 4-8-2s ease through the cross-over at Atterbury as they move into the Atterbury yard. Both are brass models by Westside

More than 100 years after they were installed, the Norfolk Southern removed the very last position light signals from their system in 2022.

Ironically, because as they were removing the prototype, I was installing position light signals on my HO Pennsylvania Railroad layout.

Let me be clear, I'm not attempting to replicate a complete PRR signalling

system. I don't have the knowledge to do it, and I certainly don't have the resources to purchase so many custom made signals in the various configurations that would be required.

Certain key elements help define a railroad and shape its personality (if a corporation can be thought of in human terms): a crack passenger train, unique landscape, locomotive design, architecture and the type of signalling found along the right-of-way.

Signals are a system wide presence, there exists a symbiosis, signals and trains are inexorably linked, without them trains simply couldn't operate.

Position light signals are as fundamentally Pennsy. as a K4 locomotive, yet for much of its history my layout was devoid of such an essential component of the Pennsylvania Railroad landscape.



PRR E6 460 The famed Lindberg engine is back doing what it was designed for, hauling commuter trains. With the glory days a distant memory, 460 trundles a commuter train across the Merrick viaduct.

Broadway Limited Imports model

I'd always felt that for the layout to reach any level of completion it needed signals, but they seemed to be continually just out of reach.



PRR Alco RS3 8591 A newly delivered Alco RS3 is on a test run on the West Ely branch, while K4 3768 is running express westbound through Mount Loewy. On the prototype the two were in service at the same time for almost 3 years. However, in the parallel universe that is my layout, 3768 was not 'defrocked' in the 1940's, she kept her streamlining until scrapping in 1953.

*RS3 model by Bowser,
3768 is a Broadway Limited Imports model*

Even with the introduction of LEDs, models of position light signals were still far too thick and out of scale to look believable and the correct colour was always an issue, the 'fog penetrating' yellow of the prototype was elusive. Hence, finding suitable off the shelf models of position light signals has long been a challenge, life would have been much easier if I could have used colour light signals.

One exception was New Jersey International, who did offer a limited range of quite good models of position light signals, but only intermittently. Even if I could get them, the animation technology to operate them was also an ongoing challenge.

Two elements were required to achieve the standard of operating signals that I sought, accurate models of the signals and a viable way to animate them in order to replicate the functionality of the prototype.

I've often found that if you wait long enough things have a way of coming together.

In 2021 I needed a way of animating a pair of New Jersey International level crossing signals that I had acquired; these signals were reviewed in several magazines and online and rated the most accurate models of level crossing signals available. I searched extensively in the U.S., but because they had been out of production for several years and also because of their excellent quality they were sold out. Eventually, I found a set languishing in a hobby shop in the wilds of Canada, Strike Force Hobbies, a rather militaristic name that doesn't seem to equate with crossing signals.

To animate them I found a product called a *Grade Crossing Pro/2* made by a company in Houston, *Logic Rail Technologies* (LRT).

I did the installation and was impressed with how well the LRT product worked and also their technical support. While on their site I noticed that they also had a product called a 'Block Animator' and it was capable of animating various types of signals, including position light signals, which a lot of similar products didn't do.

Knowing that the technology was available to operate them, I once again started searching online hoping to find a stash of New Jersey International position light signals lurking undiscovered in yet another remote hobby shop, but my search proved futile. However, a site popped up advertising custom made position light signals or kits to make your own, so I contacted them. It turned out to be a one man show in Miami, looking at his web site they appeared to be excellent brass/LED models of PRR signals with contemporary LED technology, even the LED colour appeared accurate. So, I called and had a chat with Tim and eventually placed an order for eighteen custom made position light signals in various configurations, including a signal bridge, cantilevers and single head mast signals.



PRR L1 550 Beginning its day's work, the Mikado rolls under one of the cantilever signals at the western end of the Mount Loewy yard.

Brass model by United

Of course, this was in the middle of Covid and Tim was overloaded with orders from modellers in lockdown, "could be a six month wait" it turned out to be closer to twelve months.

The signals and nine Block Animators finally arrived at the end of March 2022. They were not plug and play, their installation would extend over the next two months.

There are three steps associated with installing these signals, preparing the signals, installing and connecting the Block Animators and making modifications to the layout sub-structure and scenery to install the signals.

Preparing the signals for installation

Each signal head has five wires that are enclosed inside the brass tube that forms the mast of the signal (except for the signal bridge, same wires but no tube), these very fine wires are connected to the LEDs in a set order, a dark red common wire and four dark green wires. Rather than use different coloured wires which would be far more noticeable, (especially on the bridge and cantilevers), Tim made them different lengths to identify which LEDs they were connected to. Three of the wires control two LEDs each, while the fourth one controls the centre LED which is always illuminated. These

four wires must have resistors attached to them, however as the wires are extremely fine, I decided to attach slightly heavier colour coded wires to them and then solder the resistors to those. This approach had other benefits, the wires were now colour coded making it far easier to identify their LED connection, and if I cut the five coloured wires to different lengths to match the signal wires all of them would now be the same length. I used small metal film resistors because they had to fit through a 3mm hole that would accept the brass tube of the signal mast that extends below the base plate of the signal, an easy way to mount them. Not so easy was the double track signal bridge, an impressive structure with four signal heads, that means twenty wires!

The wires weren't the problem, mounting it was! For obvious reasons it didn't have the extended brass tubes, the four 'legs' each had a small very thin brass base, too small for screws and I wasn't prepared to simply glue it in place. So, I made two 'concrete bases' out of 3mm styrene and then made eight retaining pins out of brass wire (*right*), I drilled the holes for them and glued them in place to fix the bridge to the styrene, I then located the bridge in place and screwed the styrene to the baseboard. I also pre-drilled the holes on each side for the wires to go through.



Fixing the signal bridge in its location required a sturdier way of installing it without depending on just gluing it in place.

Once preparation of all eighteen signals was completed, the wires could be connected to terminal blocks under the bench ready to be connected to the Block Animators, up to this point I had made 153 soldered connections, with more to come.

I used six core telephone cable (over 50 Meters of it, \$1 per Meter at Jaycar) to connect the signals to the BA units located in various parts of the layout. I also ran a separate power supply to them.

Installing and connecting the Block Animator

The LRT Block Animator is extremely well designed, the labelling for the various wire connections is clear and well laid out, there has been a lot of thought put into this product, both in its design and it's functionality.

Each Block Animator (BA) will operate two signals, however before it can do anything it needs to know where the trains are. You have a choice as to how that can happen using various forms of detection that the BA will work with. Because they are independent of the track circuitry, I chose the same method as I used with the crossing signals, photocells. (There is also an Infrared version if you run night ops.).

It requires two photocells (included) for each signal, the photocells are rectangular and quite small, just 4x3mm and when they are countersunk into the ballast between the

rails, they are almost invisible. One photocell is placed just past the signal and the second further down the track.

So, this is how they work, (For clarity, I'll describe it using a three aspect colour light signal rather a position light signal). As the train approaches the signal it displays green, when the train covers the first photocell the signal turns red, when the last car crosses the second photocell the signal goes to yellow. However, a second activation also occurs, the BA initiates a timing sequence (adjustable) that controls the time period before the yellow signal returns to green, that's how it replicates a train moving through blocks of various lengths, the placement of the second photocell also contributes to 'apparent block length'.

I chose to mount the BA's where I could easily access them rather than under the benchwork. I either mounted them behind a control panel or I made slide out drawers to mount them in. I made two such drawers (*right*) using 300mm drawer sliders from Bunnings. Each BA required twenty electrical connections, 10 wires from the signals, 2 wires for the power supply and 8 wires from the photocells (can be reduced by using common returns), there are also adjustments for the photocell sensitivity and the timer.

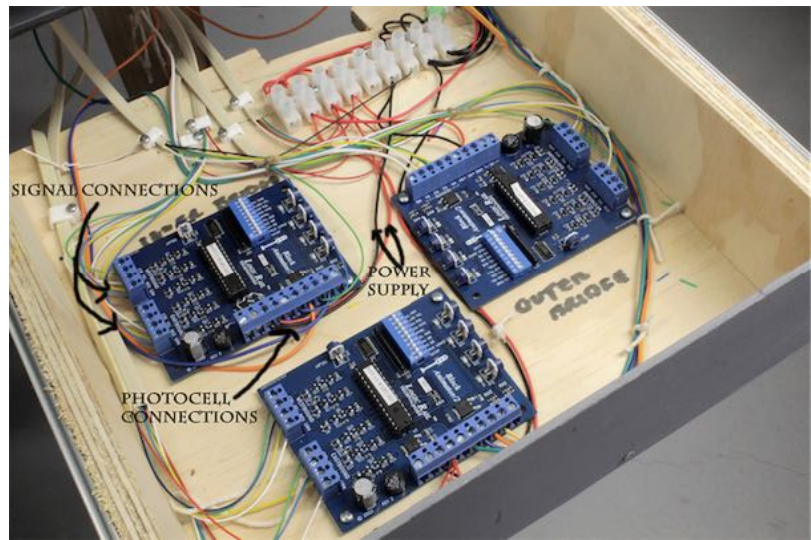


Image 3 The block activators needed to be easily accessible, not only to facilitate connecting all the wires, but also to fine tune the settings for the signal timing and the photocell sensitivity.

Modifications to the layout sub-structure and scenery



Fortunately I had plenty of 19mm scrap ply and cork left over from when I extended the layout.

Signals mounted along the mainline required widening of the ply/cork roadbed so that I had a solid base on which to install them (*left*). I screwed a 3mm ply plate under the roadbed to connect the required additional sub-structure to the existing sub-structure, which then placed the signal in the desired position and at the correct height. Fortunately, some of the signals were in locations where the sub-structure was wide enough to accommodate them. Of course, some areas of

scenery had to be remodelled to accommodate the modifications.



PRR T1 5500 With a westbound train of heavy-weight cars the T1 is rolling down grade under the four head signal bridge.
Brass model by Key

With the installation of the position light signals the final element of the railroad landscape is in place, the animation of the position light signals (and the crossing signals) have added another dimension to the layout, and at last a feeling of coherence that was always missing. I'm still intrigued by how the character of the layout has been transformed.

Even though it turned out to be the largest and most demanding project that I've

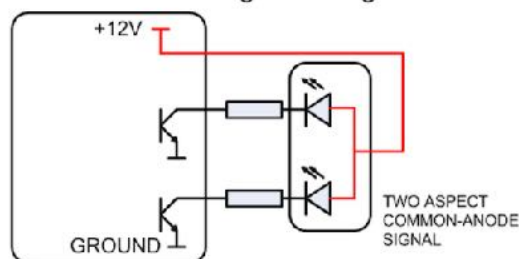
undertaken since I built the extension in 2013; it is also the most transformative. Every time a train activates those signals, I feel the cost and the effort was certainly worth it.

In the article I referenced the BA's ability to animate a variety of signal types. There is one caveat, and that is that the signals must be wired Positive Anode. Before purchasing signals, it is important to determine how they are wired. When a manufacturer designs a model signal using LEDs, unless they common either all the anodes or all the cathodes they will end up with an excess of wires, which may not fit down the tube, depending of course on scale.

Also, the different manufacturers design their animation products to work with only one type of circuit, either a Common Anode or Common Cathode.

If you go to the Logic Rail Technologies site <https://www.logicrailtech.com> there is a lot of

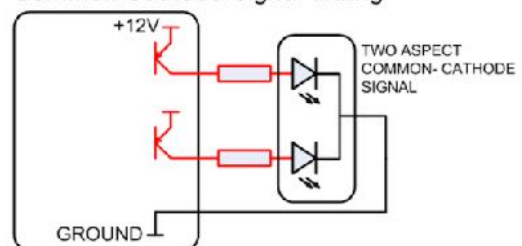
Common Anode Signal Wiring



Common anode signals have each of the positive (anode) side of their leds connected together (commoned).

These are designed to operate with modules which have channels which switch to ground.

Common Cathode Signal Wiring



Common cathode signals have each of the negative (cathode) side of their leds connected together (commoned).

These are designed to operate with modules which have channels which switch to the positive supply.

information and also the instruction manuals for all of their products. Don't be put off installing signals by the amount of work I had to do, it was mainly because I was dealing with a custom made product; off the shelf signals (e.g., colour light, search light or semaphore) would be much easier to install, because a lot of the work I had to do has already been done for you. In most cases the resistors are already attached.



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The Modern Modeller

by Dave Whibley

As you all know, the hobby has moved ahead in leaps and bounds, the electrical systems have gone from analogue to digital, the motors in trains have all improved from three pole to five pole, and so they have a lot more functions available, it's a wonderful life.

I want to tell you about my latest project using my 3D printer. I have found on the computer a section that involves the program that prints out scale people that I like. You can alter the size to the scale you wish. They are old fashion and will fit on my layout to enhance the ambience of the whole scene I am trying to show.



They need to be changed to G scale which is no problem with the 3D printer, but they are all the same so some changes have to be made, and that is also quite easy to do.


With the aid of paper towels, baking soda, and super glue it is possible to change the appearance of the ones that look alike. I also print out different hats and boots so I need to cut

off their heads and legs then super glue the parts back in place, the paper towels become the coats, skirts and dresses and with the paint bottle they all change.



I have also found that you can buy various pens that produce colours like gold and chrome, which I use to put buttons on their coats and gold watch chains to their pockets. Because they are plastic, you can cut off their heads and arms to turn them to the position required to give them action stances.

I print out a lot more products like G gauge arch bar boogies, tanks, tools, and now have moved into wheels. I click on the program and the machine does its work overnight. Furniture in any scale is also possible.

I have attached some photos to give you some ideas.....

Scenery Basics - The Real Basics

by Eric Coughlan

I have seen many layouts that are basic plywood – really good layouts to operate, but just no scenery. The owners often state that scenery is not their “thing” so they do not do it. Some do not even have any buildings on the layout, just a quick rectangle drawn on the board, with the type of industry that the track is servicing. Some do have some basic buildings, but that is all. As a person who loves doing scenery, as well as operations, I have trouble with these types of layouts as I feel that something is missing.

Recently, I was talking to a fellow modeller about scenery. He was telling me that while benchwork, trackwork and wiring were no problems for him, he just could not get his head around scenery. He continued that he had attended many clinics on scenery, watched YouTube videos, but felt that they all started on the basis that you had an idea as to what you wanted for your scenery, so they were just showing different techniques on how to build the scenery.

I realised that even some articles that I had written for my club’s newsletter, including a couple on basic scenery, did assume that you knew what you wanted but did not cover how to get there.

So, the real basics are how do you identify what you want?

I should add, here, that there is no one way to do scenery. It is a form of art, but there are a number of simple steps that you can take to get just the very basic scenery on your layout. Who knows, once you get some of the basics, you may be tempted to try some of those techniques that everyone shows off. I have included a couple of basic techniques through this article, just to illustrate how easy it is to get started.

So how do we start?

Well, let’s go back to that bare layout that you have put together. When you were designing the layout, you probably had some idea as to what industries you wanted for your railroad to service. You may have drawn the rectangle on the board indicating where each of these industries is going to be. So, to me, the first step is to put some buildings in for each of these industries.

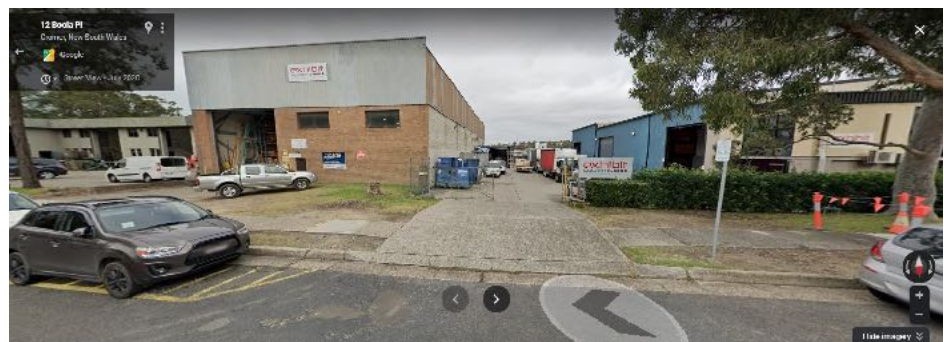
But, before you run off to the hobby shop to buy some kits, do a little research to identify which kit will fill each block of land. And, as part of that research, you need to measure out the actual space you have for the building. There are some great kits around, but it is no use buying and building a kit that needs a space of, say, 150mm by 300mm, when you only have a space that is just 50mm by 75mm. Take a look at Walthers Cornerstone web site, or Faller’s web site – every building shown also shows the dimensions for the building. Most other kit building suppliers do the same thing.

Now we come to problem No 1. You cannot find a suitable kit to fit your available space. What can we do? There are a few options:

1. Consider changing the industry to one where there are more options for buildings that will fit the available space. You may have wanted to have an oil refinery, which I can assure you takes a lot of space, but consider changing that to an oil distributor. Still needs tank cars, but takes a lot smaller footprint to represent the industry.
2. Leave the site bare – not a great option, but it is one that I have done on my layout until I found the right building. Be prepared to do some real searching. There are so many suppliers of building kits around the world that you most probably will find a suitable building some time later.
3. Make a cardboard mock-up of the building. Nothing fancy, just 4 walls with some windows and doors drawn on them and a simple roof put on top. This is a better option than the bare site, as you get the feel for the scene. Who knows, you may decide that the type of building you wanted really does not feel right, and thus you may need to go back to option 1.
4. Kitbash a building to fit. This is actually a more advanced option, as you still need to picture how you want the building to look before you start hacking away at a kit and not an option I would recommend when you are just getting the basics sorted out.

So now we have some buildings, but this is only the start. We now need to fill in the picture around the buildings. But how do we fill in that picture?

Simply by taking some pictures. Nearly everyone now has a camera – if you have a phone, you have a camera. All you need to do is take some photos of industrial buildings, especially the area around the building. In fact, you do not even need to go and take the pictures – there is this fantastic source on the web called Google Street View. If the building is not part of an industrial park, it will probably have a fence around it. It will have a road access, maybe a parking area. There is most likely to be some bins nearby, maybe some pallets, maybe some pieces of product that they have stored outside, maybe a forklift waiting to be used, and, most likely, some junk. I have included a couple of street view snaps that I have used for inspiration. [\[Above\]](#)



By adding these details, you turn a simple building into a scene, and in doing that, you have started along the path to making scenery. When you take the photos, you may notice that, in the majority of cases, there is nobody visible. The people are inside, working. There will be some people around, either working on loading/unloading a truck, or standing in small groups talking, but not many. So when you model the scene, you do not need a lot of people.

Let's look at what is needed to turn a simple building on the layout into an industrial scene.

First, we need some road access. Most areas around a factory, warehouse, freight shed, or that oil distributor, will have either concrete or asphalt road access. From a modelling perspective, it is easier to make asphalt road covering. Doing concrete takes a little more care, but is still relatively easy. The simplest way to represent asphalt road is to paint the board around the building with some grey paint. You can improve this by using one of many methods people use to represent asphalt, the easiest being:

1. Glue some fine grit sandpaper down. You can even get black coloured sandpaper, so do not need to even paint it, although covering the paper with a thin wash of grey/black paint just gives it a better look.

2. Squeeze some pre-mixed coloured grout (readily available from Bunnings or any hardware store) down and smooth it out with a flat piece of plastic. This is a real simple way to make roads, and you can even smooth it over your track to make a level crossing. I used a small



screwdriver to scrape along the inside of each rail to make the flangeway. Again, no real need to paint the finished surface. [\[Above\]](#)

I have used many more different techniques to make roads, and whilst I now prefer another technique using some artist paste, these two methods are probably the easiest to use. A simple technique to represent concrete is to use plastic sheet and scribe the joins into the plastic. You do

need to paint the plastic, and I recommend that you apply the paint using a piece of makeup sponge. Just dab it on to get a reasonable looking bit of concrete. [\[Above Left\]](#)

Once you have your road surface down, put a fence around the property. There are lots of pre-made fences available in all scales and I am sure that your local model railway shop will have some in stock. You do not need a lot of fencing, just enough to make it appear that the property is separate from the next door property.



Adding all the other details that you see in your photos is again just a matter of buying the detail parts from the shop. [\[Left & Below\]](#)

Just adding these bits of detail make the whole scene come alive, and your layout will look much better than that plain plywood look. And, most

importantly, it is easy to do. In addition, you can now say that you can do scenery.

Of course, a layout is not just a set of industries clumped around some track. There is bound to be some parts of the layout that you want to appear as non-industrial. It may be just some waste ground near your buildings. You may want to hide a piece of track in a tunnel or cutting. It may be something to hide an incline in your track, or create a valley.



We have now reached the second stage of basic scenery work.

I am going to deal with this stage in three steps.

Step 1 is identifying what bit of nature it is that you want to model. This is probably the hardest task in all scenery. How do you design a hill? The answer is simple, you cannot. Accept that fact. You can look at a stack of photos of an actual hill or mountain, and every one of them will look different, even though they may be of the same hill or mountain. All you can do is make an approximation of the shape, which really means that whatever shape you make your hill, it will be OK. As long as you like the shape all is good.

Step 2 is doing the basic bit of ground cover. I am using that bit of waste ground as the example, but the following guide is all you need for any ground cover. Simply put, we have a piece of board that we want to put some grass, and maybe some bushes and trees, on it. For this, you will need some basic scenery material. To start with, I

recommend a mix of Woodland Scenics products, a bag of blended turf, Earth Blend, a bag of fine turf, Burnt Grass, and a bag of coarse turf, medium or light green. You also may want to buy a bag of Woodland Scenics Forest Blend bushes. There are lots of different ground cover manufacturers, but Woodland Scenics are available in most hobby shops. If you want to add some trees, you can also buy these, a reasonably expensive way, or make your own. I make my own, and have produced a number of YouTube videos on these, but making trees is way beyond the scope of this article.

You will also need some basic acrylic paint, I recommend a Burnt Umber, Black, White, a Neutral Grey and maybe another brown tone, as well as a means to fix the scatter material. I recommend using Mod Podge Matt Medium (available at Bunnings and at craft stores), but most people use any PVA glue. You do not need the expensive scenic glue that the manufacturers suggest. Finally, you will need a paint brush (I use a basic 10mm flat brush) and a pipette, or eye dropper.



To make that waste ground, paint the board with a mix of the Burnt Umber and brown paints, These can be thinned down with water if required and you can mix in the other paints to make a varied ground colour. Allow to dry and then coat the surface with the Matt Medium, or PVA, then sprinkle the turf materials over the glue. Finally, use the pipette to apply a 50/50 mix of Matt Medium and water over all the turf material to lock the turf to the surface. When

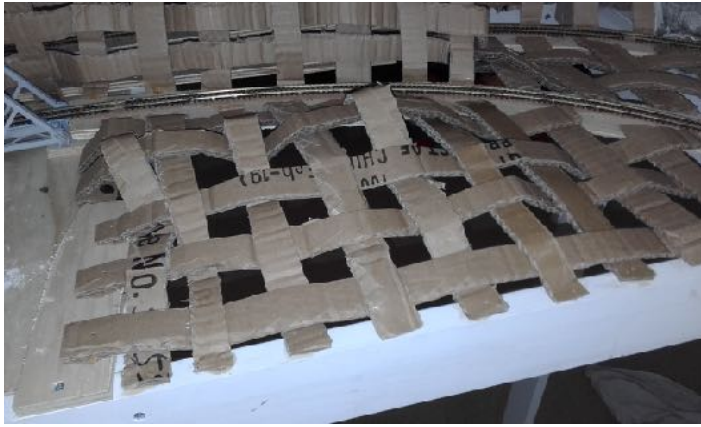
dry, use PVA to glue some of the bushes into the ground and glue in the trees. [\[Left\]](#)

The end result is a grassed area with some bushes and trees. It is really that simple. Who knows, once you have tried the basics, and seen how it adds life to your layout, you may want to experiment with some of the other techniques like adding static grass.

Step 3 is adding terrain. We are now moving away from the simple flat earth that exists around your industries. The techniques for creating that three dimensional aspect of the layout are, generally, very messy. It does not matter if you are creating a hill, and embankment, or a valley, the techniques can be used in all cases.

To me, the simplest method to create hills is to use Insulation Foam Board. This can be easily cut and shaped to form the hill outline and the board can be glued together to increase the height of the hills. Unfortunately, it is also the most costly solution. Another down side of this is that it is not easy to make tunnels where you want hand access to the track.

In talking to other Australian modellers, most appear to use a variation of a paper/ cardboard weave over either timber or cardboard forms. You still need to cover the



weave with something, such as paper towel, brown paper, or even newspaper. I recommend brushing an exterior PVA glue/water mix over the paper to form a hard surface and to glue the pieces of paper together. Be warned that the glue will drip, so make sure that you cover anything under the hill that you do not want gummed up.

[Above, Right & Below]

These two methods provide the basic hill shape. We then need to give it texture. As with all scenery techniques, there is a multitude of ways to do this, but my recommended solution is to use a product called Sculpt-It (available from OfficeWorks). It is a mixture of



paper and plaster that is easy to apply and shape, and is also lightweight. I just mix up a batch in an ice cream container and smear it over the basic hill shape. It can be carved, although I do not recommend it for rock walls. To me, the best product for rock walls is plaster of paris. Again, applying the Sculpt-It is messy, so make sure

you put down some drop cloths to avoid spills. *[Right]*

In building hills, there is no right or wrong. The way a hill looks can be as different as the number of hills in the world. Once you have built the hill, it is then just a matter of applying the ground cover in the same way as the waste ground example above.

So, now we have placed buildings around our layout. We have



created little scenes around each of these buildings. We have created hills and covered them in grass, bushes and trees. Once you master these very basic skills, you will find that your layout will really come to life, and you will realise that doing scenery is not difficult. You may even be encouraged to try a different technique suggested in a clinic or on YouTube.

Not all of us can form a picture of how a scene should look on a layout, I know that I cannot do this, but anyone can look at photos and take inspiration from them. Not everyone can build that perfect scene, although I am always trying to improve my scenes, and in doing so, improve my modelling.

Just remember that scenery is an art form. Building a model railway is creating 3 dimensional art, and scenery is only part of that art form. You do not have to be a master at it, but adding scenery really helps bring your layout to life.....M

Base For Painting Clips

By David O'Hearn, MMR®

I use painting clips to hold small parts for painting and while the paint is drying. These painting clips consist of a skewer (or stiff steel wire) with an alligator clip clamped on one end. I originally made them using kitchen skewers and alligator clips bought in quantity at Jaycar. I now find I can buy them ready-made at hobby suppliers such as BNA Model World (just search for paint clips). A pack of USAR brand 20 clips with steel sticks cost \$13.95.

To hold these sticks, I used to insert them in a block of wood or polystyrene but they often fell over so I searched for a better solution and found cat scratch trays. These trays have two layers of corrugated cardboard to a depth of 50 mm which provides lots of support. The overall scratching tray measures length 510 mm x width 210 mm x depth 55 mm. I purchased the



scratch trays at 3 for \$25.16 at www.modernpets.com.au

These pads will also be handy for holding trees that have wire spikes on their bases while you are making them.....M

Nine Years on the NSWGR's

Teditor's Tales - Part 1 of 4

by Edward (Ted) Freeman

FOREWORD: Teditor's Tales was run in Train Talk many years back, it was also available on the Toowoomba club's website, the series also exists in the South Australian Library Archives. Although these means to read Teditor's Tales exist, discussion with some members brought about the fact that reproducing the stories in a Booklet form may be worthwhile - so here we go!

Please Note; *Photographs have been acknowledged where possible, many came from the www, no ill intent occurs in the use of them, they fit the story admirably and photographers should be pleased to see their efforts made use of in a non-commercial manner.*

THE DREAM GETS INSTILLED IN MY MIND

Steam was still alive and well in the early 1960's on the New South Wales Government Railways, although the internal combustion diesels and electrics had begun the march to favouritism, a steam fan could still get plenty of action. What then to fulfil a dream and become a driver of a steam locomotive in those days.

I would like to take you back in time to when, as a lad, I achieved such a dream, but alas, it was all too near the end and my dream was relatively short lived. However, I feel sure you will glean some interest from some of the happenings I recall. My biggest failing, I was not a photographer, or jotter of notes, so all comes from memory.

I enjoyed a 9 year career on the NSWGR's, many things good, bad and indifferent occurred during that period and although I was not one to keep records of events, my feeble memory should allow me to relate many events to you through these pages of Teditor's Tales! I hope you enjoy the journey with me!

As a youngster, I was fortunate to have a father (Norm) who was interested in trains, dad did not work on the railway though, although he was a skilled and prolific scratch builder of 'O' gauge brass and white-metal NSWGR steam loco's. I well recall a model of a streamlined 38 class that was well under construction and a magnificent model of a 'P' 32 class 4-6-0. Along the way, dad took me to 'O' Gauge House at Ashfield, where I marvelled at the wonderful big trains, I can recall that the layout was set fairly high and I was given a vantage point on top of a tall stool on one occasion, I promptly fell off and was shy to get back up on to my unstable perch to resume train watching.



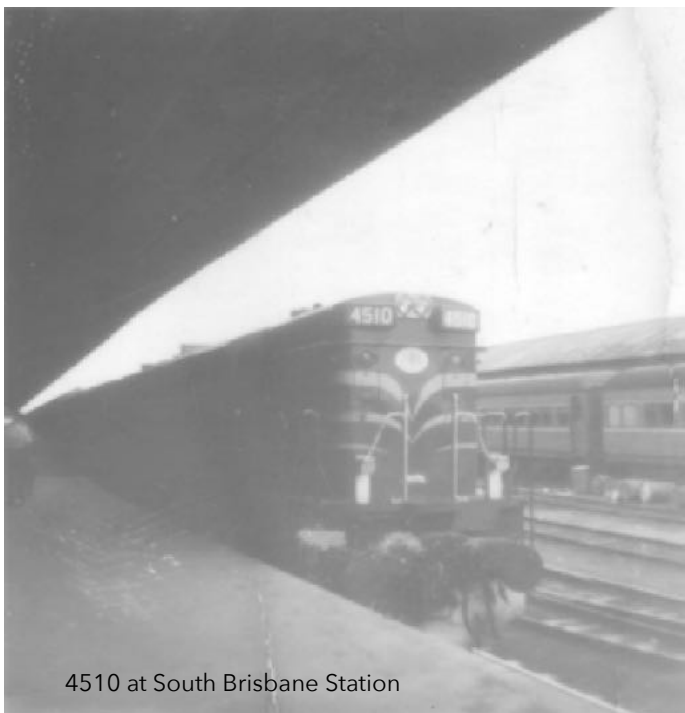
Robilt Spirit of Progress O gauge tin-plate set

Along the way, I can recall owning a Robilt Spirit of Progress 0 gauge tin-plate set ([above](#)) as well as some Ferris trains, but for my eleventh Christmas, my interest in trains really soared when I received a Tri-ang HO/00 train set from Santa. When I eventually pried my father and brother-in-law away from the trains, I was hooked.

It was about then that I also benefited from dad's employment as a tram conductor, he would receive an annual rail pass and felt I was old enough to take away for a train adventure. As best I can remember, the first, excursion was to Melbourne, the second to Broken Hill, I remember this one a little better, staying with relatives at Orange, travelling on the Silver City Comet with kangaroos attempting to pace us as the wheels felt like they were dropping into enormous cavities in each rail at each track joint. And finally succumbing to lousy water induced queasiness at Broken Hill itself. (As I recall, we drank Coke to try and avoid the problem, but it was made with local water anyway).

The trip that really sank in though, was the last one Dad and I made together to Brisbane.

On this occasion I became a bit of a shutter bug and took photos of our sojourn to the northern state. I well remember our long train of non-airconditioned wooden coaching stock headed by a modern 45 class Alco hood unit #4510. While most of the trip is fairly vague, the site of that diesel locomotive leading our snake of coaches has sunk in my mind.



4510 at South Brisbane Station

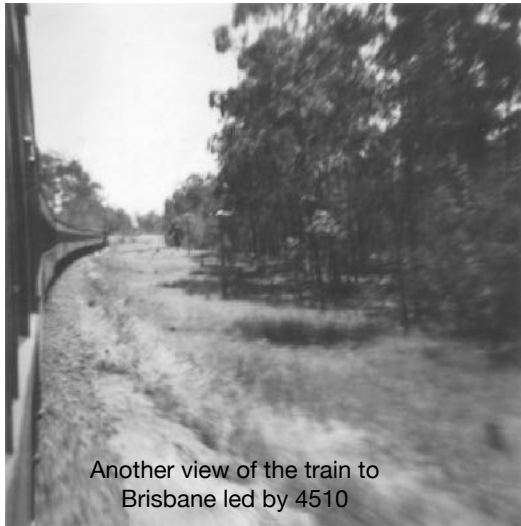


The train to Brisbane led by 4510

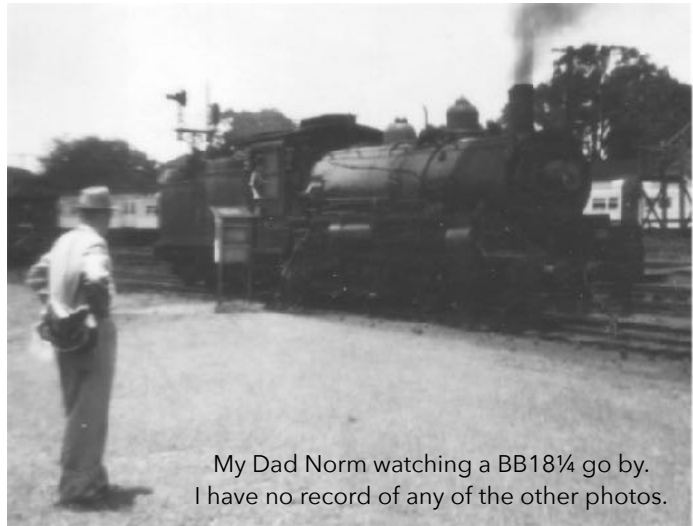
Queensland was a real eye opener, at Roma Street we saw hoards of steam locomotives on suburban passenger trains, locomotives with smoke and steam drifting across the horizon as the sleeping behemoths (*I was still a kid you know!*) awaited their turn of duty.

It was this railway adventure that cemented in my head that I wanted to be a train driver.

These photos below are from my own private collection, the quality is rather poor, considering they are more than 60years old, I guess I am lucky they have survived at all.



Another view of the train to
Brisbane led by 4510



My Dad Norm watching a BB18 1/4 go by.
I have no record of any of the other photos.



**MY WISH CAME TRUE THE
JOURNEY BEGAN,**

**NOW ALL I HAVE TO DO IS
REMEMBER IT AS BEST AS I
CAN!**

I left school at the ripe old age of 14 and took on a job as a truckies off-sider with my brother-in-law (Barry) on his Sharps Soft Drink run. I enjoyed this vocation and we changed a couple of times to Mayne Nickless and then TNT, Barry's old F100 Ford flatbed receiving a new paint job each time.

My eventual intention though was to become a train driver.

In those days, education wasn't everything like it is now and all I had to do was wait till just prior to my 16th birthday, apply to the NSWGR's and do the entry exam (which I knew wouldn't be too hard). One obstacle I faced was the medical, I had been involved in a serious car accident at age seven and received a fractured skull (*now you all know what's wrong!*) that had left me with a few problems health wise.

Eventually the big day arrived, I sat for the entry exam and was notified in due course that I had passed. Now onto the medical, this obstacle was also overcome without any major dramas and I was accepted to the position of a shop-boy to commence work at Eveleigh Loco Depot on the 14th January 1963 at the grand sum of 4/- an hour (*40 cents in the new language*). This appointment (a six month probation period) was to ready me for the job of a Junior Trainee Engineman once I turned 16.

The job of Shop Boy entailed working in the large erecting shop in the Eveleigh Locomotive Depot



Eveleigh Large Erecting Shop



Large Davey Press

complex. Like all new employee's, I had to cope with the local jokes, one of which was when I was sent to collect the Davey's Press.

Of course, I was a gullible young newcomer and diligently took the trolley suggested to pick up what I believed to be the Employee's Newsletter.

Arriving at the designated place, I innocently asked for the Davey's Press, that I was to pick it up on the trolley and return to my department with it.

Bursts of laughter indicated that I had been well and truly had, and when the foreman pointed towards a huge monster of a machine sitting in the middle of the floor and stated (intermingled with his, and everyone else's laughter) "there's the Davey Press, do you want a hand to put it on the trolley?".

The Davey Press was of course a bit more robust than several sheets of paper; it was a 1,500 ton metal stamping machine!

My time as a shop boy was an interesting one; I got to see the workings of a large erecting shop and was amazed at the self sufficiency of the complex. Major overhauls of steam locomotives were still well and truly being performed and there was even a large foundry where parts were cast. Steam locomotion was here to stay and I was going to fulfil my dream of becoming a steam train driver.

Teditor's Tales continues as the Boy from the Bush (actually from Kingsford in Sydney's Eastern Suburbs, but that doesn't sound very poetic), moves up a rung on the ladder to being a train driver!

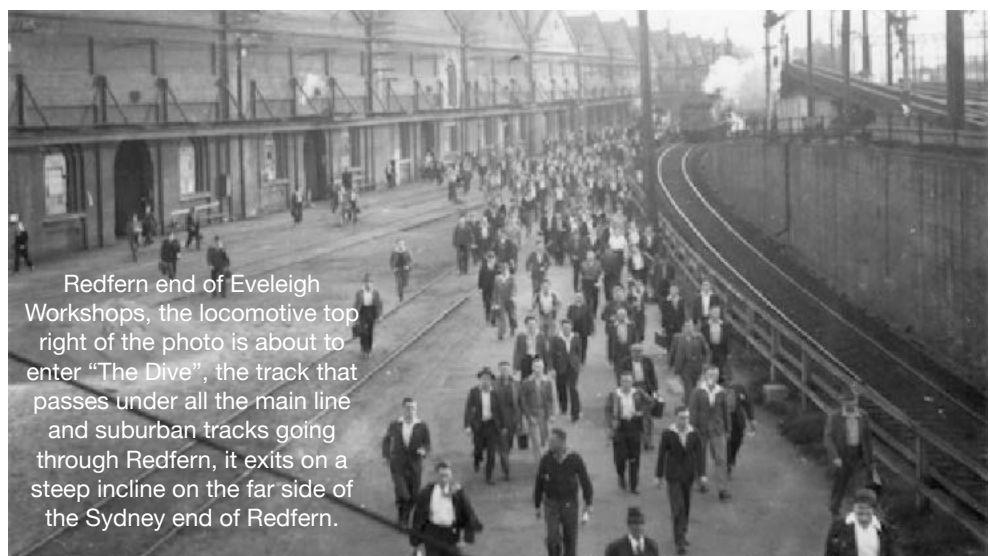


Being removed from the relative security of a large imposing brick erecting shop and being thrust out into the reality of a fully active steam locomotive depot was an unnerving experience for this still naive 16 year old.

It was the 1st of April (*that dates got to have some significance*) 1963 and I was about to embark on the part of my career that was my sole purpose for joining the NSWGR's, to become an engine driver. Of course, I didn't consider at the time that the trip was not going to be an all romantic one. I didn't know that to have the honour of firing, then driving my beloved steam engines was going to entail a much closer relationship with the mighty machines than I could have ever envisioned.

A TRAINEE ENGINEMAN, musical sounding words for what turned out to be a gopher, a labourer, cleaner of all things dirty and the `promise of, well! Nothing - really, it would all depend on one thing - me!

Harry Schaefer was Head Cleaner, Harry had been with the railways for some time, and it showed in his well matured features, years of grit and grime had become a permanent part



Redfern end of Eveleigh Workshops, the locomotive top right of the photo is about to enter "The Dive", the track that passes under all the main line and suburban tracks going through Redfern, it exits on a steep incline on the far side of the Sydney end of Redfern.

of Harry's appearance, and he was a man that I would learn to respect, a man that would expect you to earn his respect.

Harry's off-sider, Bruce Fletcher, was a fairly young fellow, probably late twenties/early thirties. and he had a menial nature. far removed from Harry's sternness, yet really expecting no less than 'the boss' himself. From these two masters, I was to learn the trade of locomotive care and appreciation before I was ever to swing a shovel in earnest.

Eveleigh steam locomotive depot was an expansive place, even in this late stage of steam, diesel's had really begun to make their presence felt, even to the disdain of having them shedded right next to (within-in fact) the steam domain. Supplying motive power for all the Sydney departing passenger trains, as well as shunt engines for Alexandria Yard (right next door), Darling Harbour and Darling Island and the ubiquitous 'S' class tank engines for Sydney terminus shunting, Eveleigh was still a beehive of steam activity.



From the smallest, 10 class crane locos to the gargantuan high stepping 38's, Eveleigh played host to just about every type of steam locomotive that existed on the system at the time. For not only was Eveleigh the home to so many of these living beasts, but it played host to visitors from Enfield as well as further outlying depots when locomotives required heavy overhauls, or in fact rebuilding.

My first encounter with this sprawling steam metropolis was one of total awe, the 10 class crane Jinties would putter around the depot, removing ashes, lifting seemingly impossible loads with their panting and puffing and moving their bigger brethren around the yard.

The Head Cleaners office was right smack bang in the middle of all this controlled mayhem, and one soon realised that this was no place to relax your attentiveness, steam locomotives may be big and noisy, but they can sneak up on the unwary and/or foolhardy and whisk away your life without even knowing you were there.

So what was to be my glamorous fate to begin my journey? Was I going to be taken on a glistening green 38 class and race through the night on the Southern Highlands

express?, Maybe work a long goods train with one of those monstrous Garratt's? "Reality!", Cotton waste, black-oil and kerosene, go clean 1919- WHAT!

Normal practice was to place two cleaners (big step-down from the status of Trainee-engineman, but that's what we were in reality - cleaners!), One would assume this to be a safety factor, as you could watch out for one another. Black locomotives were cleaned with this obnoxious oil/kero mix, the kero being the basic cleaning agent and the black oil leaving a glistening sheen on the paint and bare metal (that obviously just attracted more grease and grime!).

This was definitely not the romance of the rails I imagined, roaring along, envied by all, waving to the girls, no! This was reality, and the strange thing is - I loved every minute of it. Cleaning the likes of a 19 class shunting engine was dirty, but they were a relatively small locomotive and there was a time allocation to complete the job. Get the honour of cleaning a big black 38, and you got more time, but cleaning one of these behemoths seemed to never end, now chuck in some green paint, such as 3801, 3813 or 3830 (all active Eveleigh engines at the time) and you had the privilege of not only cleaning the running gear, but you were also allowed to WAX THE BOILER and all the other green bits.



Now this 'wax' was a thick white sludge, that when applied to a hot boiler would give off a rather obnoxious, pungent pong, not unlike that of an extremely bilious drunk, and as quick as you

put the stuff on the hot boiler lagging, it would want to dry out, but you still had to buff it. Basically it was a two handed job, "Buff on - Buff off" in a continuous motion, otherwise, the sludge would be nigh on impossible to remove. Pride was still strong amongst enginemen though, and fail to clean a locomotive properly and Bruce would request you rectify the situation OR Harry would 'demand- it!

Safety was always of prime importance around the depot, I well remember being chastised on one occasion for walking around with my hands in my pockets, this was soon pointed out to me as a total no-no as if you should happen to slip (highly likely given all the oil/water/grease mixtures you would encounter) you would not be in a position to save yourself from a face down collision with mother earth (or a rail head or other such immovable object). By the same logic was the requirement to always step over rails, and not 'on' them, these two things have always stuck with me and I still regard them as good practice whenever I am around a railway situation.

The black-oil/kerosene mixture was good as a cleaning/enhancing solution for the running gear of locomotives, but I wasn't quite so sure of its value in cleaning my own running gear when I was subjected to the normal initiation of having one's own 'running gear' "lubed" with this disgusting mixture, my mother wasn't overly impressed either when presented with rather black and slimy undergear to be washed. I knew from this moment on, I was in the thick of it – literally!.

We continue the journey with Teditor's Tales progressing to the hot bits!

This was an exciting part of my life, not only was I getting to work on my passion, but I was getting paid to fulfil my dreams, at five shillings tuppence halfpenny an hour, I would soon be rich (52 1/2 cents in today's money).

Something that I learned early in the piece, steam engines, regardless of the weather, have a lot of hot bits to get your attention very quickly.

Steam, one of the main elements of steam locomotion (strange that!), Can be very unforgiving and in this environment, steam was everywhere. A steam burn is a strange phenomena, it basically melts the skin and continues to blister severely, immediate immersion in cold water is essential, steam can escape from a locomotive without warning such as the time I was cleaning out the cab of a 32 class with the locomotives hot water hose.

I had done this very same thing on numerous occasions by now and thought nothing of it. All of a sudden, ka-whoomp!! And steam was gushing out profusely, filling the cab with its obnoxious hot steam and water conditioner stench. Unable to see, recourse was to stay low and head for the gangway. Fortunately, an experienced engineman was nearby and promptly climbed aboard and fumbled his way to (what I learnt later) the shut off cock to one of the gauge glasses. As was brought to my attention on this occasion, not only was escaping steam a hazard, but the shattering of the gauge glass sent fragmented glass missiles flying about the cab. And, as I was also made aware of, was the reason for the half inch thick glass protection cover surrounding the gauge glass.



Was this to be a regular occurrence? Fortunately no! But I did experience it once more whilst on the road, and was able to quickly apprehend the problem myself, still a frightening experience though.

Water in this glass was of course an important asset to the locomotive, as it indicated the level of water available in the boiler, if there was no water showing in the gauge glass, you needed to establish if it was too low, or too high. At the bottom of the gauge glass assembly was a test cock, by opening this carefully, you could tell just what you did have, if you opened it and there was no water bobbing up and down in the gauge glass, it meant the boiler water level was getting dangerously low.

There were two options for this, "run for your life" or "get some water into the boiler by operating the injector" if the steam pressure was too low to operate the injector, resort to action one - "run", or you may have to drop the fire.

On the other hand, if the water level were way up - out of sight, the boiler would be safe from explosion, but it was essential to watch that the engine did not 'pick-up' the water if it was moved and prime profusely (this could result in extreme damage to the locomotives rods and/or cylinders, not to mention the runaway potential of a priming locomotive).

Climbing up on the footplate of a locomotive in steam is an experience all its own, 'everything' is hot, some touchable, some not, you soon learn where to hang on and what not to touch, leaking joints in steam lines and hot water lines are another hazard, and dripping hot water is extremely uncomfortable, but sometimes you would be in a position that it was almost impossible not to get at least some sort of minor scalding.




I well remember being on the side of a 38 class, waxing away merrily on the glistening green paint, the handrails were hot, the boiler jacket was hot and I was now getting towards the Smokebox. If the engine was to be moved, it was a safety precaution to check around the engine and give the whistle a 'pop' to warn any workers on or around the engine that it was going to move. In NSW, the drivers station is on the left hand side of the cab, on the 38's, the whistle is on the right hand side of the smokebox. ~ Yes! - you guessed it, the raucous blast of a 38 class whistle right next to your ear-hole was quite a shock. The first reaction is to cover your ears, then as you start to waver losing balance, the second reaction is to save yourself from a ten foot drop to mother earth, so you grab randomly for a handhold, yep! Guessed it again - grabbed something too hot to hold and immediately

let go again - waver, grab - yell! Waver, grab - yell! It seemed like an eternity in what was a matter of agonising, fearful seconds. Did I abuse the culprit, no! By the time I had got my composure back, the guilty had realised what they had done and fled the scene! (Maybe this was another of those initiation thingies, if you survived, you passed?).

The old 19 class 0-6-0 shunting engines were of a British design and had inside cylinders and motion. It was necessary to climb up in amongst this maze of axles, rods and counterweights to clean and lubricate the moving parts. Locomotives would have a warning flag placed on them as well as wooden chocks placed under the wheels, all very reassuring when squeezed up into the confines of inner hell trying to confidently do your job.

As well as the ever present hazard of becoming instant valve motion fodder, there was our old friend back again - drip! drip!, hot water and steam everywhere.

If heat was such an ever present problem, why would you want to get into the firebox of a steam locomotive? For the fitters, it was a necessity to strip the brick-arch and rebuild it or replace burnt fire bed grates, but the locomotive would have the fire dropped and stand for some considerable time before any work was undertaken. For the Junior Trainee Engineman, the firebox of a gargantuan Garratt was the ideal place to hide during quiet periods or if you got ahead with your work.....

Part 2 of 'Teditor's Tales - Nine Years on the NSWGR's' continues in the next edition of MainLine.

Magazine Publishing Deadline Dates

If any member wishes 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 any type of report, then **All Report Types** can be submitted at any time with a deadline date being as shown below, which is 10 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.

If you are providing a **Divisional Meeting Report**, please submit your report as soon as possible after each monthly meeting, with the deadline date being as shown in All Report Types below. If your meeting is scheduled after the deadline date, then the cut off date is three days prior to the end of the month as shown.

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;-

May / June 2023

Deadline date for All Report Types = 20th April, 2023

Date for Reports of Div Meetings that occur after the Deadline date = 25th April, 2023

Publish Date on Web Site= < 5th May, 2023

July / August 2023

Deadline date for All Report Types = 20th June, 2023

Date for Reports of Div Meetings that occur after the Deadline date = 25th June, 2023

Publish Date on Web Site = < 5th July, 2023



Welcome to our first RAILS@Rosehill Newsletter!



My name is **John Arrowsmith** and I am privileged to lead a team of volunteers tasked to bring you **RAILS@Rosehill**, our Australasian Region 2023 Convention.

This Convention has been 'a long time coming'! Our previous Convention was in Queensland back in 2018! Our Division 7 Convention Team have reviewed the early planning from the cancelled 2020 Convention (due to COVID), and are putting together an exciting and invigorating program to get us all *back on track*!

It is not a matter of just dusting off previous arrangements and getting on with it! Times have changed. Modellers needs have changed...and are continually developing into all kinds of new areas! Our Convention program is being developed to present a variety of content that we hope will match and support the changing times we find ourselves in.

Our Newsletters will bring to you more detail regarding the program: clinics, onsite layouts, traders who are supporting the program content, a chance to sit down with an MMR and work through some of your modelling 'road-blocks', enjoy a fabulous dinner on Saturday evening, watch and run trains with your grandkids on the Sunday morning. There is quite a lot on the program!

Partners will be offered an exciting two day event including visiting some of Sydney's iconic sites. Maybe it is just a catchup and cuppa...and of course, *shopping*!

Naturally, the program will develop as the weeks go by. Please keep referring to the Australasian Region website for the latest information at www.nmra.org.au

Our plan for future newsletters is to send you an email with a link to our website where the newsletters can be viewed and downloaded. In the meantime, as we put **RAILS@Rosehill** in place, we are very aware that this is *your event* and we do want to hear from you:

- ◆ Do you have a clinician you would like to hear from; or
- ◆ Is there a clinic topic of specific interest to you; or
- ◆ Maybe you would like to volunteer to do a clinic; or
- ◆ Have a SIG we could form into a 'clinic' session; or
- ◆ Maybe there is something you would like to see changed...

...please be quick on this as time is racing by! Your constructive email is welcome and should be sent to rails@rosehill.org.au

Action: It is now time to '**save the date**', tell your crew - noting that this event is for *all* modelers - NMRA and non-NMRA! All interested modellers are welcome!

Yours sincerely
John Arrowsmith
Convention Host
Div 7 Super



Key Information

Dates: **29 September—2 October**

The Venue: **Rydges Parramatta**
116-118 James Ruse Drive
Rosehill NSW 2412

Main Program:

Friday Evening: Welcome

Saturday: Clinic Program

Sunday: Clinic Program

Monday: Layout Tours

Clinic Program: **Topics and clinic formats to support modellers new to a specific topic through to emerging topics and techniques**

Consult with an MMR: **One-on-One chat with an experienced hand on Saturday**

Convention Dinner: **Saturday evening, at Rydges**

Bring Your Grandkids! **Sunday morning...**

Partners Program: **Two day program**

Layout Tours: **Tour program covers south of Sydney, general Sydney area, and north of Sydney**

Accommodation: **Available at Rydges, and other venues nearby**



Host Venue: Rydges Parramatta



Super Chief, East bound Train #18 left LAUPT at 8pm (P.T.) December 1953, passing through Kingman, AZ, around 4.00am (N.T.). Tonight's consist has an EMD F7 quartet #37LABC 6000hp A-B-B-A configuration and 14 cars, consisting of baggage, RPO, 2x10-6 Palm Series Sleepers, 2x10-6 Pine Series Sleepers, dome bar lounge, 36 seat diner, lounge-dorm, 2x10-6 Pine Series Sleepers, 2x4-4-2 Regal Sleepers and Vista series observation. It will arrive at Chicago's Dearborn Station 1:15am (C.T.) the following morning.

100% NMRA Inc.-AR Club News

Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - Running Night **January** 2023

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

The year 2023 marks the 75th anniversary of the AMR. Hopefully it will be a year to remember as we build on the operating sessions commenced in 2022. Operating sessions have helped bring the club together.

We can also look forward to more progress being made on the SCRR. Such as scenery done between the lower main in front of Prattis yard all the way round to the level crossing. More signals. Port Douglas up and running and track laid and running on modules 1 and 2 of the steel mill. Operating sessions do cut into work nights but at least two members Christiaan Werk and Tony Mikolaj have the ability to come to the club during the day to work on the SCRR thus helping us to progress the layout. Thanks Christiaan and Tony. Paul Wright and Ken House take projects home to be done. This is also a help.

The one down side to holding operating sessions is that informal running has come to a halt. At this month's club meeting informal running on the SCRR was encouraged. The club's scheduled informal running sessions are on the third Wednesday after our general meeting is over and on the first Saturday of the month. Informal running is available at other times as long as it does not interfere with work on a work night, fourth Wednesday, or ops set up on ops set up night, first Wednesday. There will be at least two tracks left empty at Barclay and one track empty at Redman to set up in. Club locos and rolling stock are available for informal running but please when using club locos or rolling stock for informal running see that they are returned to exactly where they came from so that they will be ready for the next operating session. The ideal being to use locos or rolling stock from the blue drawers and return them to the drawers when finished. Please be encouraged to engage in informal running, I for one love to see and hear our member's nice locomotives and varied era and prototype rolling stock running on the SCRR.

Other news is that S.A. NMRA Achievement Program chairman, Ray Brownbill, will be at our February meeting to give a talk about the NMRA's Achievement Program.

Tony Mikolaj has reported that our portable layout has been accepted for the Adelaide model Railway Exhibition on the June long weekend.

JANUARY OPERATING SESSION

I was an apology for the January session. Because we finished about three quarters through our sequence in December a hybrid session was designed for this month

consisting of the last few trains of the sequence plus not prototypical coal and consumables trains which returned loaded hoppers to the mines thus setting those industries up for the next session and a few through trains that would be easy to re-stage. On hand to operate were Matt Redden, Tony Mikolaj, Warwick Graham, Peter Kirkland, Mark Whibley, and Christiaan Werk. For this truncated session there was no



need to have yard masters at Houseman and Kingston. The layout ran pretty well. there may be just a couple of areas needing attention. It was reported that at one point the layout clogged with four or five trains trying to get through the same area at the same time. All seemed to have enjoyed the session.

Above: A Unicorn timber & mining co Alco RS3 is taking the steel train west on the mainline through Werkendam while the empty grain train west is in the siding about to set out three empty box cars at the Werkendam grain elevator.

This was the first run for the club's new Walthers bulk-head flat cars. The steel train ran into Cooke's Cut Off where it is finally staged. The RS3 had trouble getting up Cooke's Cut Off due to the fact that the caboose used has very stiff electrical pick ups that would



not allow it's wheels to rotate freely. The purpose of the steel train is to take steel from the rolling mill at RPH Steel to the end user. These flat cars will eventually carry slab steel or RSJs. Being a heavy train the steel train will eventually be double headed.
photo: A Mikolaj

Above: The doodlebug ran passenger service Houseman to Kingston and back, seen here passing Yorsen mine, it is travelling westward on the return trip to Houseman. The doodlebug had not been run for months. It ran well this session.
photo: C Werk



Left: One of the re-stage trains. SD9 # 953 has picked up empty hoppers from Redman mine and is about to pick up more empty hoppers at Atkins Aggregates and take them to Prattis yard where 953 will set the empties out and pick up a train of loaded hoppers

which will be returned to Atkins Aggregates and Redman mine ready to go out next session. photo: C Werk

WORKING ON THE SOUTHERN CENTRAL RR

Tony Mikolaj is continuing to advance the layout signalling as well as preparing the portable layout for the June exhibition. Christiaan Werk is continuing with scenery work. Warwick Graham and Peter Kirkland are working on Port Douglas. Ken House is laying track at RHP steel.

Right: Christiaan Werk's latest scenery. He has ground cover over the landscape on the remaining corner of this yet to be named peninsula and a road that will go over the road bridge to Wallage Wells. The farm scene is coming together while the river has a long way to go.

photos: C Werk & K House





Left: Memorial Park at Werkendam is by Christiaan Werk.



*Left: Ken House laying track in front of the coke ovens at RHP Steel.
photos: C Werk.*

VIDEO PAGE

Tony Mikolaj has uploaded four short videos from the January operating session on the club web site. Link to one below.

<https://adelaidemodelrailroaders.com/AMRgal/index.php/Tony/Operations-videos/Empty-steel-train-through-Inge-Bridge>

For the other three videos look at operations videos.

OPERATIONS ON KEN HOUSE'S LAYOUT

Click image below to view video.

Right: On the K&EFR Penstone Quarry is next to Five Mile creek. Penstone Quarry crusher is a Walthers kit, the quarry is quartz crystals I collected set in plaster, and Five Mile creek is envirotex two part epoxy.

Video: K House



.....M



RAILS @ ROSEHILL

Australasian Region National Convention 2023
National Model Railroad Association
29 September - 2 October 2023

SAVE THE DATE

September 29—October 2, 2023

Rydges Parramatta
116-118 James Ruse Drive, Rosehill NSW 2412

**Featuring clinic streams to suit the beginner, the more experienced
and all modellers interested in emerging technologies.**

Systems: DC / DCC / LCC *Scales:* O / OO / HO / N
Modelling: AU / NZ / USA / CA / UK / EU *Prototype / Non-Prototype*

**Trade stands, layouts, advice, conversations, fellowship,
partners program and layout tours!**

Convention Information and Registration

Convention Information, Program Details, Newsletters
and Convention Registration will progressively be added to

www.nmra.org.au/railrosehill

Friday Evening: Welcome Canapés

Saturday Day: Clinics, Consult with an MMR, Contest Judging,
Partner's Program, On-Site Layouts, Traders

Saturday Evening: Convention Dinner

Sunday Day: Clinics, Bring Your Grankids, Partner's Program,
On-Site Layouts, Traders

Sunday Evening: Own Program

Monday Day: Visits to local layouts

Actively participating in the greatest hobby!

email: rails@rosehill.org.au



100% NMRA Inc.-AR Club News

Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - Running Night **February** 2023

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

OPERATING SESSION: FEBRUARY

Thanks Paul Wright for your help in re-staging the layout on the Wednesday prior to our op session. On the same night, Feb 1, Murray Dent drove the track cleaning car around the layout and Tony Mikolaj and Warwick Graham cleaned all of the yard tracks. Thanks the three of you as well. It is nice to see various members helping set up for operations.

We had a good crew for this session. Tony Mikolaj bagged the Kingston Yard master job, Warwick Graham had the Houseman Yard Master job foisted upon him. Leaving Paul Atkins, Paul Wright, Peter Kirkland, Mark Whibley and Ken House as road crews. We ran without a Train master/dispatcher.

Mostly trains ran fairly smoothly with perhaps, despite our track cleaning efforts, a couple of dirty spots through Kingston and a smaller one on the passing siding at Pratts.

On to the session itself. I assisted Mark Whibley switch the Ippinitchie Creek turn at Opie. So many of the turn outs in Opie are dead right through, not just the frogs. It can get a little frustrating switching Opie on your own. Before next op session I am going to try cleaning the offending point blades with powdered graphite where they contact the stock rails and see if we can not get power through somewhat better.

The other problem was during the session one of the turnouts going to the Kingston turntable stopped working. That will need attention before next time.

Despite the few problems the session went well and all operators enjoyed themselves and trains ran well enough.

On arriving at Zieglersdorf, the first station east of Houseman, with the Kingston turn east Paul Wright complained that the pickle car to be set out at Amy's Pickles was in the middle of his train instead of being conveniently at the front of his train. When questioned, Warwick, the Houseman yard master who marshalled the train at Houseman, replied "Do I need to put the cars in order". This was Warwick's first time as Houseman yard master and was learning on the job.

Trains should be marshalled in station order so that cars to be set out by the road crews are easily accessible.

As well as running the Ippinitchie Creek turn Mark also ran the Cattle train. Paul Atkins ran the merchandise west and the reefer express, Paul Wright ran the Kingston turn,

Peter ran the iron ore drag and Ken ran the Houseman turn. Those are a few of the trains run during the evening.

We finished operating at about 9.30. Then enjoyed supper and a chat before leaving near 10pm.

Christiaan Werk produced an excellent video of the occasion, see the video section at the end of this Booster. Five of the following photos are stills from Christiaan's video.

Right: February operating session saw the first use of the steel mill trackage. Ken used the new track as Prattis yard switching lead while switching cars in and out of the Houseman turn at Prattis. The coke ovens can be seen in the background.



Left: Paul Atkins ran the reefer express. Seen here approaching Zieglersdorf behind Alco FA number 1410

Right: SD9 number 953 will set out four empty hoppers here at Kingston for the yard master to spot at Atkins Aggregates limestone quarry. The hoppers are in the empty consumables train driven by Paul Wright. The remaining empty hoppers will go on to Redman Mining co's coal mine.





Left: I hope that Warwick enjoyed being Houseman yard master. His switcher, a black and yellow SCRR Baldwin SW1200 can be seen coming out of the caboose track with its headlight on. Mark has just arrived with the cattle train. The funnel and smoke box of his consolidation can just be seen at the far left. Warwick looks to be in thought

as he decides how best to handle the cattle train pick ups.
photo C Werk

Right: The golden spike monument is in the foreground as the loaded consumables train, driven by Paul Wright, passes Yorsen mine, the iron ore mine. On the lower level Paul Atkins has a west bound merchandise train coming out of the Zieglersdorf passing siding.



Left: The western end of Zieglersdorf is on the lower level and Haynes on the upper level. Both towns named after former club secretaries. The SD9 in Haynes has picked up iron ore jennies from Yorsen mine and will run around them to prepare for the journey west to Prattis, also named after a former club secretary.
photo C Werk

Right: The roar of SD9 number 392 disturbs this bucolic scene as it passes by, driven by Peter. The "loaded" iron ore jennies will go on for a short distance to Prattis yard. At Prattis 392 will pick up a train of empty iron ore jennies for the return trip to Haynes and Yorsen mine.
photo C Werk





Left: On the left Ken is switching the Houseman turn west at Werkendam. On the lower level the left hand track is the return loop back to Houseman. The right hand track is the main line which will enter Atkins, the longest passing siding on the SCRR. On the right Peter has dropped the iron ore jennies off in Prattis

yard. Below the main line can be seen exiting Atkins. Next station Zieglersdorf.
photo: C Werk

CHRISTIAAN WERK RECEIVES SCENERY AP CERTIFICATE

Right: Ray Brownbill, right, presenting Christiaan Werk his NMRA Achievement Programme certificate for Master Builder - Scenery.



Ray Brownbill, the SA NMRA Achievement Programme chairman, was invited to this month's general meeting to talk to AMR members about the NMRA's Achievement Programme. Ray explained that the NMRA introduced the Achievement Programme to help members master the many skills and crafts needed to become a competent model railroader. The AP is divided into four categories, model railroad equipment, settings, engineering and operation, and service to the hobby, each category having two or three certificates. On collecting seven certificates, at least one from each category, a member will be awarded Master Model Railroader, MMR. To find out more about the AP look at the following link.

<https://www.nmra.org/education/achievement-program>

Ray left copies of the relevant forms which Warwick will put in a folder.

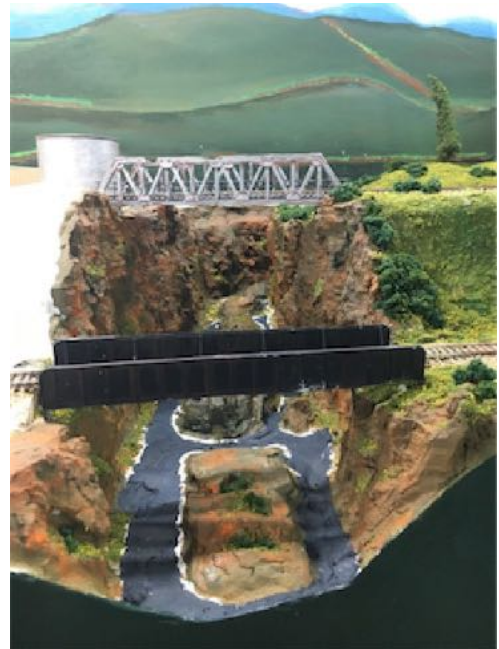
While at the meeting Ray presented Christiaan Werk with his scenery AP certificate for his excellent scenery work on the SCRR.

Christiaan is the first AMR member to receive an AP certificate since the AMR became a 100% NMRA club. I hope that he has inspired other members to have a go at the Achievement Programme.

WORKING ON THE SCRR

Progress is continuing to be made on various projects around the club. Jeff Barclay has been decalling and weathering hoppers and other cars for the SCRR. Tony Mikolaj is continuing to improve the portable layout. Warwick Graham and Peter Kirkland are making progress on Port Douglas. Christiaan Werk has been doing the farm scene and nearby river gorge scenery. Ken House has gone as far as he can with track laying on the first of the steel mill modules. As soon as he has soldered droppers on to all of the rails Ken will turn the module upside down to wire the track. At present the track is powered by just two droppers from Prattis yard for test purposes.

Right: Christiaan's river gorge. Both the lower and upper mainline cross this gorge. Christiaan used rock moulds to create the gorge and coloured them with acrylic paint.

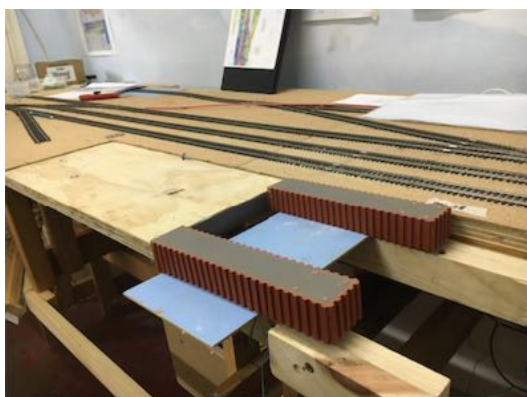


Left: Christiaan's farm scene blends in nicely with the scenery from across the aisle.



Right: Christiaan built all three Walthers structure kits in the farm. The post and rail fence is a Kerroby models cast pewter kit. The tall pine trees were made by Peter King from plants in his garden covered with Woodland Scenics clump foliage. The club had the other trees

in storage ready for use some where. Christiaan put them all together for this scene as well as doing the road, ground cover and bushes.



Left: Warwick Graham and Peter Kirkland's Pt Douglas. Turn outs are currently being wired. The car float dock is temporarily put in it's spot to give some idea of what it will look like.

ON MY WORK BENCH

By Ken House

Right: The car float and apron are now finished. The apron at the far end will go into the dock shown in the photo above. The apron simulates being able to raise and lower the track onto the float according to the rising and falling of the tide.



INFORMAL RUNNING: FEBRUARY

After a lapse of seven months informal running returned to the SCRR. The first session being held after the general meeting on February 15.

Ken House began the session by running the tank train out of Cooke's cut off returning 10 tank cars to the Opie Oil loading docks and the rest of the train to the blue drawers for use in the April operating session.

Christiaan Werk brought a steam loco and a modern six axle Union Pacific diesel both sound equipped but neither would run. Ken House brought a locsound equipped Auscision Australian National 830 class diesel and a train of AN hoppers and brake van and also could not get them to run. Warwick Graham fared a little better with his sound equipped Eirie Lackawanna Alco Fa & b units. The A unit ran but not the B unit. Seems we have a problem to solve.

Tony Mikolaj brought two english tank engines with goods trains, no sound and experienced no problems in running them.

For informal running sessions we are leaving some convenient empty tracks in Barclay and Redman staging. Often there may be a two or three trains left in passing sidings around the layout.



I suggest that everyone run their trains clock wise, left to right, around the single track so those trains do not have to be moved. By everyone running the same direction we can all get the maximum amount of time with our trains on the layout.

Left: Tony Mikolaj's 2-6-4 LMS tank engine with a train of coal wagons is passing the retuning tank train in front of Matthews Machine company limited at Houseman.

Right: Warwick Graham's Fa, running reverse, is crossing the through girder bridge over Christiaan's new river on the lower mainline.



Left: Warwick Graham's Erie Lackawanna Alco Fa and Fb units in Redman staging.



Below Left: Passing the heritage station building at Houseman Tony Mikolaj's British Rail 2-6-2 tank engine is pulling a train of mixed goods wagons. Kirkland, Paul Atkins, Matthew Redden, Christiaan Werk. Christiaan included John Gayler on the cattle train. I was dispatcher/train master come videographer/photographer. Making a total crew of seven. It was good to see members having a go.....M

Videos



Above: Video of Feb operating session by Christiaan Werk. The Kingston turn has just crossed the Phillips viaduct, next location Jeremy Junction.



Above: Ken House's video of the Feb informal running. Santa Fe A & B EMD F3s on a passenger train pass the new farm scene. Ken House has loaned this train to the club for use by all members. The DCC code for the locos is 1820.

Divisional Reports

Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)

November 18th 2022 meeting:-

Meeting Attendance and Apologies:

38 members

3 On-Line

12 apologies

AP Awards:

Merv Bagnall - Association Volunteer

NMRA Regional Feedback:

Nil

NMRA Division 1 Feedback:

Queensland Membership; 353 current members, 5 new members and 2 resignations. Paul mentioned some old memberships would be deleted as memberships have not been renewed.

Next Gathering: 18th February 2023, Ipswich Model Railway Club

Report:

The monthly gathering was hosted by the Railway Modellers Club of Queensland (RMCQ) at Brendale, Queensland.

See list above for the numbers of members, visitors and those linking in via Zoom.

Craig Mackie welcomed all to the RMCQ Club rooms and went through housekeeping procedures (Exits, Toilets, Emergency Meeting Points etc.).



Presentations & Clinics

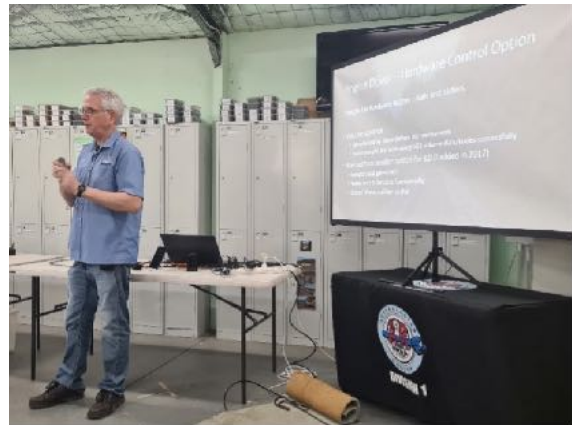
Presentation #1 - Greg Beal - "Modelling RM55 in G Scale"

Constructing "QR RM55", the "Red Fred" - where his design came from (the prototype vehicle), methods of building including 3D printing parts etc., the electronics to enhance the model and to drive it. *(Photos below)*



Presentation #2 - Peter Akers - "Homemade DCC WIFI throttle that fits in your hand"

Peter talked about the making of a simple open source, DIY, handheld controller that talks to a wiThrottle Server (JMRI, DCC++EX and many others) using the wiThrottle protocol to control DCC model trains. The controller uses only four inexpensive, off-the-shelf, components; an ESP32 (With inbuilt LiPo charger), a rotary encoder, a 3x4 keypad and an OLED display, plus a battery. *(photos Below)*



Presentation #3 - Laurie McLean MMR "Animations demo in On3 and HO"

Demonstrated his expansive talents in DCC building, in particular moving functions, lighting functions and spoke about the importance of buying quality speakers and the enclosures to put them in to enhance the quality of the sound. Laurie's skill and expertise is second to nothing.





Lunch Break

RMCQ provided a sausage sizzle and drink for the NMRA members for a small cost. Congratulations to the chefs for the lunch.

Paul Rollason's Div 1 Report

- Welcomed newest member David Skelton.
- Introduced the AR and Div 1 Management Committees &
- Reported on monthly meeting for STREAM (Science Technology Research Engineering Arts Maths)

o Al Wright is now the coordinator and on the STREAM Team is Paul Rollason, Duncan Cabassi, Anthony Palmer, Bob Perren and Martin Dixon.

o Pilot program to test proof of concept to be run on 6th May 2023 for 5-6 youth and their parent/guardian (essential)

o Will consist of clinics, hands on module making, basic operation session etc. Details to be finalised.

o Please start looking for eligible youth members (10-16-year-olds) amongst your families and railway friends.

- New England Model Railway Convention was a huge success and a large number of Qld participants. Convention was well run and supported. NMRA ARC had a promotional table.

Duncan Cabassi gave AR Report

"Office 365/Teams" roll out progress,

Website update

o Need more contributions

o Continually developing

National Convention for 2023 - to be held at Rydges Parramatta, Rosehill

on 29th September to 1st October 2023.

100% Clubs and Special Interest Groups (SIG) Updates

Modular SIG

o Graeme Prideaux gave an up date on the group's activities and when they meet

o They have an issue of attracting new members and getting people interested.

Wide Bay Burnett Model Railway Club

o Stephen Reeves gave an update on the group's activities

o He mentioned the Bundaberg Model Train and Hobby Expo on 25-26th March 2023

o At the show the NMRA will have their normal meeting and a social function for 1-2 hours on Saturday afternoon/evening so encourage social interaction.

Regional/Social Trips – Paul Rollason

Report on Warwick Bus/Train Trip - was a tremendous success and bodes well for many future trips. The wineries and lunch were a huge success. The visit to SDSR was also a highlight. The best part of all was the coming together of NMRA members and partners to have a fun social weekend away.

Future Trips include:

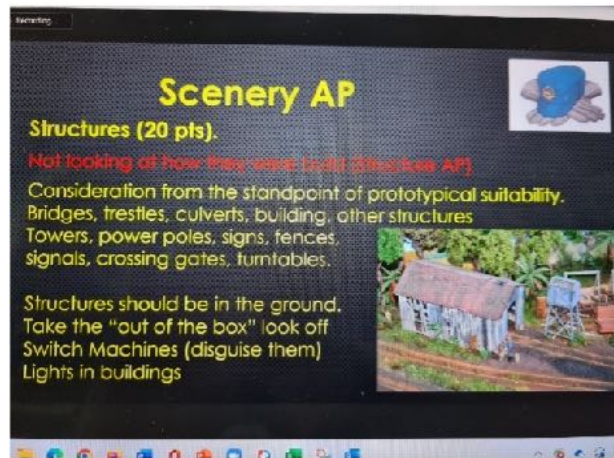
- 27th January to 29th January 2023 Gladstone Weekend (invite coming)
- Make own way to Gladstone (train/fly/drive) and own accommodation
- Bus hired for around Gladstone
- 4 private layouts, club layout, winery
- Partners tour
- 21st October to 22nd October 2023 Hervey Bay Weekend (Bus Trip) – includes accommodation, Layout Tours and Gathering.
- **Ideas for future trips include:**
- a Northern NSW Bus/layout Weekend Trip, Social Weekends (specifically to include partners and to include things like wineries, food etc)
- Regional Tour Weekend.

Presentation 4 - AP Awards - Arthur Hayes MMR

Arthur gave a talk on further information for AP Program - Scenery.

Arthur also talked about the 1 Foot Challenge from the Armidale Convention and showed some excellent examples from NMRA member entrants were on display.

At the convention Arthur Hayes got 1st place, Martyn Jenkin 22nd place and a special mention (*aka 4th place*) went to Craig Mackie. Well done guys; 3 of the top 4 were NMRA Div 1 members which show the quality of the talent we have in the NMRA Div 1.



Show and Tell

Mark Bailey - spoke about some products he is making available to members:

- CRC 2.26 Electrical Spray,
- "Simple Green" Cleaner &
- Loctite 406 Glue - he mentioned not to get it on your hands as it is INSTANT

BONDING.

Stephen Reeves – had Cake to celebrate 56th birthday.

Fellowship

Members socialised throughout the afternoon with much camaraderie shared.

Members also spent time looking at RMCO's (host) extensive HO, N & G Scale layouts.

Gathering Closed @ 14.25





Other Activities in November

Regional Tour to Warwick

One of the highlights to the year was the NMRA Div 1 bus tour to Warwick. The purpose was to visit one of our 100% clubs, the Southern Downs Model Railroad Club (SDMRC).

The tour started from my place (Paul Rollason at Forest Lake) in Brisbane where 31 people boarded a 57-seater coach Paul hired and drove the group to Warwick. After 2 pit stops and pick up of 2 more members in Warwick, the group continued to Ballandean. First was lunch and wine tasting at St Judes Café. Lunch was alternate drop Barramundi and Chicken, and the meals were a huge hit and second to nothing. Next was more wine tasting at Ballandean Estate Winery for some more fantastic wines. All in all, 32 cartons of wine made its way back on the coach which took up nearly a third of the cargo hold. We never knew we had so many wine connoisseurs amongst us.





Later that afternoon we headed back to Warwick, checked into our motels and got ready for the Southern Downs Steam Railway (SDSR) dinner train trip to Clifton. Dinner was at one of the local pubs.



Sunday morning saw us drive down to the SDSR Rail Precinct to have a BBQ breakfast put on by the SDMRC. Following breakfast, we had a tour of the SDSR facilities (loco she) and the SDMRC layout. At breakfast Merv Bagnall was presented with his AP Certificate - Association Volunteer for all his does as editor of Mainline (and rightfully deserved).



The weekend was a huge success and a comment by Bob Harding summed it all up when he said, "When's the next trip and when can I book in." I guess that means we will be doing 2 or more trips a year (both layout tours and purely social trips).





On a personal note, the most satisfying thing was to sit back and watch the entire group, including partners, get along so well and enjoy each other's company. This is so indicative of the NMRA Div 1 where all members, from all walks of life, ages and regardless of what they model, all come together to share skills, friendship and help grow the hobby.

Division 1 Christmas Party

To wrap up the year, the NMRA Div 1 had their Christmas breakup at the Monier Hotel on the 26th November. 41 NMRA members and their partners attended for a lovely lunch and catchup.

To this end I would like to take this opportunity to wish you all a Very Merry Christmas and a prosperous and safe New Year.📧

Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)

January 27th - 29th 2023 Excursion:-

Excursions / Visits:

1 to Gladstone (20 attendees plus the Gladstone MRC members) 3 On-Line

NMRA Division 1 Feedback:

Queensland Membership; 353 current members, 1 new member and 1 member passed away (Mr Bill Cox) .

Next Gathering: 18th February 2023, Ipswich Model Railway Club

Report:

January is a traditionally quiet month for Division 1, so this year we decided to ramp it up a little.

There was no official gathering/meeting as such, however as part of our strategic plan, we plan to get out of the South East corner of Queensland more and visit some of our regional centres.

In 2022 we visited Toowoomba, Gold Coast and our weekend trip to Warwick.

To kick off 2023, the first visit was a trip to Central Queensland to visit the Gladstone and District Model Railroad Club (GDMRC) on the weekend of the 27-29th January.

In total we have 20 people join us for layout tours plus a visit to the GDMRC layout. 11 were from Brisbane, 3 from Wide Bay Burnett region, 2 from Mackay and 2 from Rockhampton.

All participants made their own way to Gladstone by various means. Duncan Cabassi (NMRA AR President) and I flew from Brisbane to Gladstone. After 1 engine failure on our first aircraft and then Qantas sending my baggage on a 2 day holiday without me, we picked up a mini bus from the airport so that we could all travel together on the weekend.

Upon arrival in Gladstone, we picked up 3 members that travelled up to Gladstone via QR Rocky Tilt train. That evening we picked up participants from their respective accommodation and had dinner at the Gladstone Yacht Club.

On Saturday morning, Brad Huston, President of GDMRC, met us at the hotel to be our tour guide for the day. We structured the day so that half the group went to one layout and the other half to a second layout and then we all swapped. This was repeated twice in the morning.

Our first stop was Brad Huston's home to see his HO layout loosely themed around the Cumbres & Toltec scenic line. This compact 2400x1200 layout was effective and a great example of how to use space wisely without cluttering it with track.



Layout 2 saw us visit Neville Ward to view his N scale American layout in his garage plus his small T Track layout on his patio.



Layout 3 was at Peter Wadge home where he had 2 layouts on display. An N Scale British layout which was fairly well detailed plus his smaller double loop British HO layout. His DCC sound locos were brilliant.





Our last member layout was at Anthony Sophios' home. This layout was a layout to be seen (no offence to the other members). Anthony has a American N scale layout in a custom built 40 foot air conditioned donga and was over 3 levels. His modelling skills are outstanding and it is a credit to what he have put into that space without it looking cluttered.

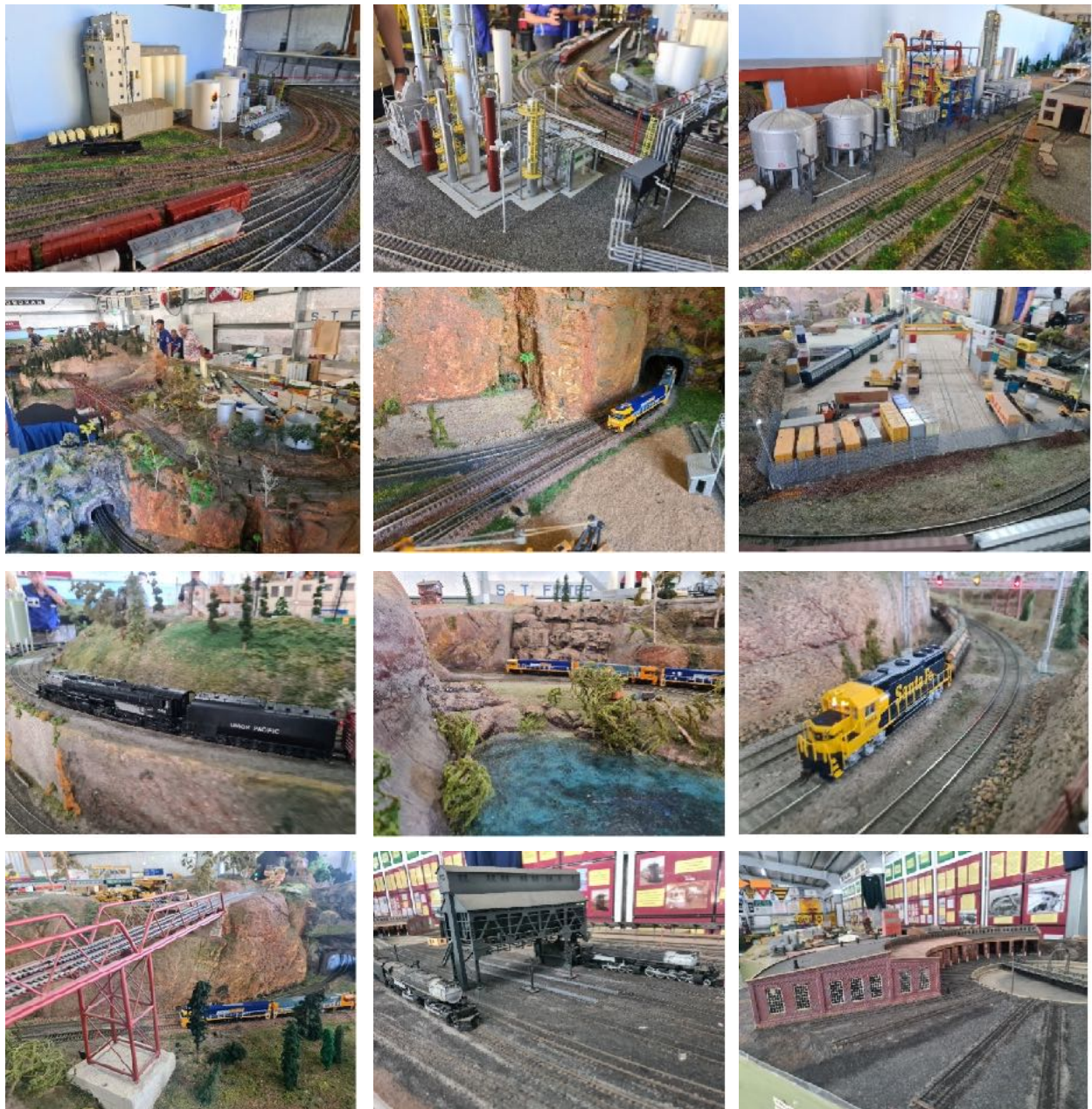


Next stop was to Calliope Historical Village where the members of the GDMRC had prepared a BBQ lunch for us to enjoy. The Club has about 16 members including some youth members and a highly supportive partners group. From the outset the hospitality from the Club was second to nothing and it was very obvious the members were delighted to host us. I can assure you the pleasure was all ours.

The Club has 2 layouts; one HO and 1 N Scale and they share an extensive shed with the QR Historical Society.

The HO Club layout was a sight to be seen. Over multiple levels and very good scenery made this layout one of the best club layouts that we have seen.

What was very impressing to see is that everyone just gets along for the betterment of the hobby and better still the time and patience taken to nurture the younger members was very impressive and we all need to take a leaf from their book.





Later in the afternoon it was time to depart Calliope Village and head back to town for a tour around town. Brad once again was tour guide and we visited the coal terminals, harbour area, QR yards, the Gladstone lookout and QAL (Qld Alumina Ltd). When you drive around Gladstone you realise how much the town is based around industry and you realise what an excellent town it would be to model especially with all the rail network.



That evening both the participants plus the members of the GDMRC all gathered for dinner at the Reef Hotel where friendships continued to develop.

Division 1 has now decided that we will return to Gladstone later this year to run a clinics weekend for them and other regional members who wish to join us.

On behalf of the members of Division 1 who had the pleasure of partaking in this weekend, I thank Brad and his awesome team for putting on such an amazing weekend for us all to enjoy.....

To continue with the exciting part of our strategic plan which entails getting out of the South East corner of Queensland more and visiting some of our regional centres, Div 1 plans to hold a Divisional meeting, combined with layout tours and social interactions, in October 2023. The flyer showing what is planned is attached on the following page and attendance is open to all NMRA-AR members and guests. Interstate visitors should contact the Division 1 Superintendent, Paul Rollason, for more details.....



NMRA AR Division 1 Hervey Bay Bus Excursion 21-22 October 2023 Itinerary and Booking Form



Dear Members

On behalf of the NMRA-AR Inc Division 1, I am delighted to announce we have organised a bus tour to Hervey Bay on the weekend of 21-22 October 2023.

The purpose of the trip is a social function for members and partners and to visit some of our members in the Fraser Coast area (Maryborough and Hervey Bay). As an association traditionally we rarely involve partners in our activities however we have decided to have more of a social outing amongst enthusiasts and friends with a railway theme as well as taking the chance to visit our country cousins.

The holding of an NMRA-AR Inc. Division 1 meeting in the Fraser Coast area will allow many regional members exposure to a formal Division 1 meeting at a location which is closer to where they live. It will make travelling to a meeting a viable and attractive option for members of the two 100% clubs in the region, these being the 'Wide Bay Burnett Model Railway Club' and the 'Gladstone Model Railway Club', as well as other regional NMRA members, and also members from the Brisbane and the Sunshine coast areas.

A huge thank you goes to Merv Bagnall for helping pull this trip together.

Itinerary (timing to be confirmed) **Saturday 21st October 2023**

- 0500hrs - Arrive Paul Rollason's – 9 Greentree Crescent, Forest Lake 4078
- – Coach departs
- – Pickup Chermide area
- Pickup and comfort stop – BP Morayfield (on Highway)
- Comfort stop United Petroleum at Gunalda
- 1100hrs Arrive Merv Bagnall's residence – View his HO NSW layout (early 70's)
- 1130 -Commence NMRA Div 1 gathering
 - 1130hrs - Welcome
 - 1135hrs – Presentation 1
 - 1200hrs – Presentation 2
- 1230hrs – Lunch (Subway platters)
- 1300hrs – Division 1 general business and show and tell
- 1345hrs – Depart Merv's home
- 1400hrs – M&K Model Railways
 - View outdoor model railway
 - View indoor model railway
 - Roam the model train shop for some bargains
 - Partake in afternoon tea
- 1630hrs – Depart M&K Model Railway
- 1645hrs – Arrive Kondari Resort, Urangan, and settle into accommodation (accommodation included in price)
- 1830hrs - Departs accommodation for dinner at the Hervey Bay Boat Club (meal at own cost)
- 2030hrs (or thereabouts) – return to accommodation

Sunday 22nd October 2023

- 0830hrs - Coach departs accommodation
- 0915hrs – Visit private layout – Venue to be confirmed.
- 1000hrs – Depart venue
- 1015hrs – Arrive Stewart Norton's residence – View his Freelance HO NSW (modern era) layout.
- 1100hrs – coach departs Stewart's home
- 1115hrs – Arrive Lychee Divine Winery for wine tasting (morning tea at roadhouse for those that wish to)
- 1200hrs – Depart Lychee Divine
- 1325hrs - Lunch and comfort stop – Puma Kybong
- 1400hrs – Coach departs for Brisbane
- 1515hrs – Arrive BP Caboolture South (drop off only and quick comfort stop)
- 1600hrs – Arrive Chermide (drop off only)
- 1645hrs – arrive Forest Lake

FOR THE PARTNERS - Within a short 10-minute walk from the Bagnall's home, there is:-

- The Saturday Morning Torquay Markets from 0700 to 1300 hrs.
- Numerous Gift shops
- Restaurants, Coffees shops etc
- Walks along the Esplanade
- and also, there is the Beach, safe swimming waters in front of the Hervey Bay Surf Lifesaving Club, which is a 5-minute walk from the Bagnall's Home.
- Whale Watching Tour on Quick Cat II (\$115pp departs 1pm and returns 5pm. Those wishing to partake please book independently)

Cost \$175 per person (based on twin share and a single supplement is available at an additional charge). Whale watching additional \$115pp (as of 31/12/22)

What is included:

- Coach hire
- 1 night's accommodation Kondari Resort (based on twin share. Single supplement is available at an additional cost)
- Lunch Saturday at Merv Bagnall's home (Subway platters)
- Afternoon tea at M&K Models
- Transport to all layouts and to dinner at the Hervey Bay Boat Club (meal not included)

NMRA AR Division 1 will be taking bookings on a first in first served basis and numbers will be limited to 50 people. If you wish to join us, please complete the attached form, and return it with payment to secure your seat on this tour. Please note your seat will only be confirmed upon full payment and receipt of the booking form.


Please note that the early reply date is so we can secure the accommodation as they require payment up front for a group booking and getting multiple rooms at any hotel is difficult, so our options are limited.

Please return your forms and payment receipt to div1sup@nmra.org.au no later than **14th March 2023**. Interstate members should contact the Division 1 Superintendent at div1sup@nmra.org.au for the booking form and more information.

Division 2

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

Regarding January / February meetings:-

There has been no report received for the Jan / Feb period from Division 2..

Division 3

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

Regarding January / February meetings:-

There has been no report received for the Jan / Feb period from Division 3..

Division 4

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

December 11th Meeting:-

Meeting Attendance and Apologies:

5 members

1 On-line

3 Apologies

ARC Report:

Nil

NMRA Regional Feedback:

Nil

NMRA Division 4 Feedback:

Nil

Report:


The meeting was held at Dennis Turner's home in Mandurah. We brought the date forward by a week, due to it being the busy time of the year for everyone.

We had 5 members present and one on Zoom. This is a great way to include our country members, who otherwise would have up to a six hour return trip. My grateful thanks to Dennis who is our technical guru as he organizes the computer and Zoom links.

Dennis runs N scale and it was exciting to see the trains running on his large layout. Dennis raised the question at the meeting if the members would be interested in a "paint fest" on his layout at some time in the future and this seems to have been widely accepted

As this was the final meeting for the year, we didn't have any planned topics. Peter Flower, who was our Zoom member, said that the conversation was a little long for him. I did ring Peter a few days later to apologise and during that conversation we decided to make the Zoom part of the meeting more concise to keep interest for those not physically present. We will now start the meeting with showing the layouts or other interesting items first and then have the more formal part of the meeting after that.

Dennis has produced a flyer for us to use in the promotion of our Division using NMRA Division 1's format and thanks to Duncan Cabassi for helping out with that. We have an exhibition coming up in June 2023 and wanted to be prepared so that when the public come along, we have something professional, colourful and pleasing to read. We have asked local Hobby Shops for permission to put the flyer on their window or counter to advertise our group.

I thank Anne Turner for the lovely afternoon tea which she produced and all in all, it was a good day.....

Division 4

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

January 15th Meeting:-

Meeting Attendance and Apologies:

5 members

1 On-line

3 Apologies

ARC Report:

Nil

NMRA Regional Feedback:

Nil

NMRA Division 4 Feedback:

The upcoming AMRA WA exhibition was discussed at length

Report:

NMRA Division 4

January 2023 Meeting

The main topic of discussion was the upcoming AMRA WA exhibition over the June long weekend, 3,4,5 June 2023

Set up is on Friday, then the exhibition runs from Saturday through to Monday afternoon. Knock down is from 4pm Monday

We discussed who would be available to man the display; who was bringing items to display, and general organizing of the weekend. Dave will bring the main display on a trailer and we will probably take a couple of hours to set it all up

Michael offered to take our flyers to his local hobby shops; Dave will show his Coal Hopper; passenger car, "Hector the Horrid" coal wagon; Frank will take a ON30 scale bridge; Dennis will bring some N scale items

The idea is to present a choice of scales to model rather than show yet another layout. We will have N, HO, ON30 and G gauge track and rolling stock all running at the same time while we are talking to the public. It's a different way of promoting our hobby and we are hoping that it will create an interest in bringing in some new members

We had a lot of interesting subjects for show and tell. Dave is busy doing the Cars Certificate for the AP. He brought his amazing Pulman coach to show, which has been totally hand made. His son Damien, wanted him to build his favourite "Thomas the Tank" item which is "Hector the Horrid". As Dave said, it's not his favourite item, but he wanted to prove that he could build something that interested somebody else, and not just for his own pleasure. He has built this from sheet copper and brass.

Alan brought along an electronic devise using LEDs which he has produced to show the direction of a set of points. This invention has been received with great interest at his other club (our opposition AMRA !!) Sometimes the best things are the simple things. It is a very interesting idea



Michael brought along some great historical items from "L and N" railroad in the USA. Michael has a great knowledge of American history, both railroad and in general. A friend of his in America sent him flyers, cards and time sheets and they were really interesting to see. Michael is a reasonably new member and it was wonderful to have him happy to share his memorabilia with us.


While all this was going on, Peter was happily listening in on Zoom and I must say that we are getting better at including him in the conversation. It's a new way of doing things which we all have to get used to. We took the laptop outside to show him the AMRA exhibition display too.

<https://www.youtube.com/watch?v=925w3cEC1pk>

Show & Tell:

Dave brought his latest models that he is making for his "Cars Certificate" for the AP. Alan brought an electronic devise to show the direction of travel through a set of points. Michael brought some magazines, flyers, "bad order cards" and employment forms used with the L and N railroad.

Next Meeting:

19 February 2023 at Dave Whibley's place 4 Heslop Rd, Lesmurdie at 2.00 pm.....

Read the Division 4 February report on page 75

Division 5

Philip Sharpe (NMRA Inc.-AR Div5 Superintendent)

Regarding January / February meetings:-

There has been no report received for the Jan / Feb period from Division 5..

Division 6

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

January & February meetings:-

Meeting Attendance and Apologies:

10 members

AP Awards:

Nil

ARC Report:

Nil

NMRA Regional Feedback:

See comments in report.

NMRA Division 6 Feedback:

See comments in report.

Report:

10 members gathered at Ray Brownbill's home for our February meeting. (*The January meeting was cancelled due to extreme weather.*)



David welcomed all to the meeting, and presented Ray with the Meeting Host Plaque.

David reminded the meeting that, prior to each meeting, our Div Super sends out an email reminder of the meeting timing and location and requests every member attending to advise both the Div Super and the host if they plan to attend.

Treasurer, Ron Solly, advised the meeting of our current financial state.

AP Asst Manager, SA, Ray Brownbill, was pleased to present Graham Cocks

with his Structures and Author AP Certificates. Well, as it turned out, the Author Certificate hadn't arrived in time for the meeting so Ray created a facsimile". The real Author Certificate will be presented to Graham shortly.

Our Librarian, Michael Robinson, couldn't make this meeting but did advise that a couple of the recently donated DVDs don't play so he has removed them from the library.

Ron Solly advised the meeting of the status of the Adelaide Model Railway Exhibition.

- NMRA division 6 will be at the same location, ie, upstairs in the NE corner. We will be accompanied by the Adelaide Model Railroaders and the DCN T track layout.



- Apparently, the AMRE website is not operational at the moment.
- The AMRE location, Greyhound Park, has been painted and has new lighting.
- Sunday dinner will be limited to 75 tickets.
- The Secondhand Stall is progressing but there will be a limit of 75 items and a minimum price of \$5 for all sellers.

Division 6's layout, NT Junction, is currently stored at Ron Solly's. It will be used once again at the Adelaide Model Railway Exhibition and we'll be looking for some volunteers to run it and encourage exhibition attendee participation.

There's been no activity on modules since our last meeting.

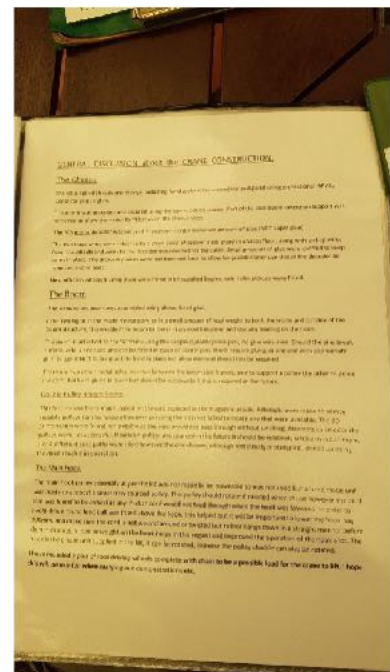
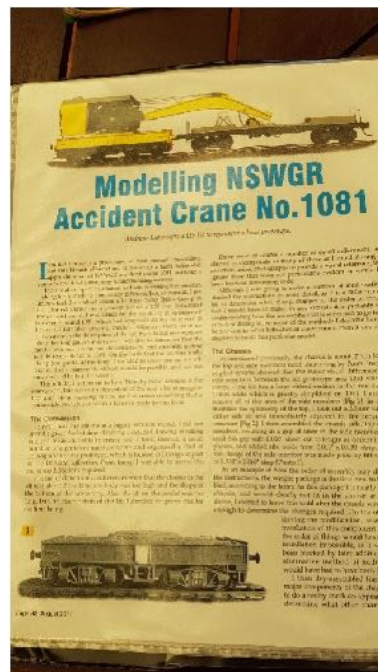
In a recent discussion with John Arrowsmith, the Division 7 Div Super, John advised our Div Super, David, of this videos he's made of his layout and his Youtube channel. David had planned to show one of John's videos at the meeting but circumstances didn't allow it. So here is a link to John's Youtube channel.

<https://www.youtube.com/@1stArizonaSub>

[@1stArizonaSub](https://www.youtube.com/@1stArizonaSub)

Round the Group.

Ainslie Brittain brought the group up to date on the saga of *The Crane* that he's building for John Prattis. It is still with Paul Wright applying the decals. Paul wasn't happy with the first attempt and is re-doing them. It's expected to be finished by the time you read this. Ainslie said, although the project took a long time, he was pleased with the result, that it will do as intended. Ainslie is providing John with some documentation regarding *The Crane*.



Ron Solly is deep in the process of re-designing and re-wiring his panels.

Graham Cocks has been busy working on the specs for a T track style of TT scale.

Rod Stewart has been continuing with his wiring. He's found some water-based flux and a fibreglass pen/pencil by Eurotool in Germany, available for OzRail.

David Teague visited the TTG Library which was hosting a SARMA layout. He also mentioned a SANGS layout being shown at West Thebarton Community Centre - a good show, says David.

Bob Bevan enjoys having Ray Brownbill and Ron Solly visit to help him with his trackwork. It's nearly finished, said Bob.

Ray Brownbill has been working on scenery and electrical. He found that operators were inadvertently knocking over scenery items at Forter with their sleeves when they were uncoupling cars at the mine so he put up some clear acrylic protection.

He's also breathed life into his dead frogs. No more stalling.



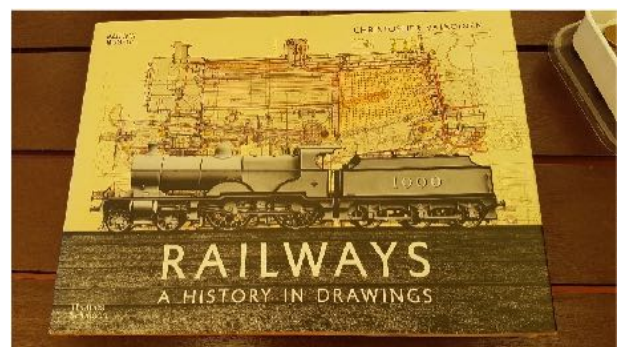
Vern Cracknell showed the group the "rivets" he purchased from Spotlight that he told us about in the previous meeting.

Lately, he's been working on making fern trees from an article in Narrow Gauge Down Under. He described how he made the trunks from a piece of dowel and



some copper wire.

Vern celebrated his 90th birthday recently (congratulations Vern) and showed us a book of railway architectural drawings he received.



Peter Jackson attended the layout of a friend's friend and saw a prototype throttle in action. The operators were having a whale of a time. Peter's been working on JMRI's Operations and is very impressed. He then showed us a product called NO-OX-ID that is put very sparingly on your track to improve electrical connectivity.

But be warned, too much causes slippage. And it can't be used if your locomotives have traction tyres. Peter advised that the Youtube channel, Ron's Trains N Things, has details about this subject. <https://www.youtube.com/watch?v=IBYxjcTWCB0>

Peter then showed us a G scale "President Jackson" that was given to him by Vern Cracknell. Peter had painted it and showed it to Vern. Hopefully, it passed muster, Vern!

To finish things off, the meeting was told about the upcoming 15th Australian Narrow Gauge Convention, to be held in Carwatha College, in Noble Park North, a suburb of Melbourne, Victoria, April 7th - 9th, 2023.

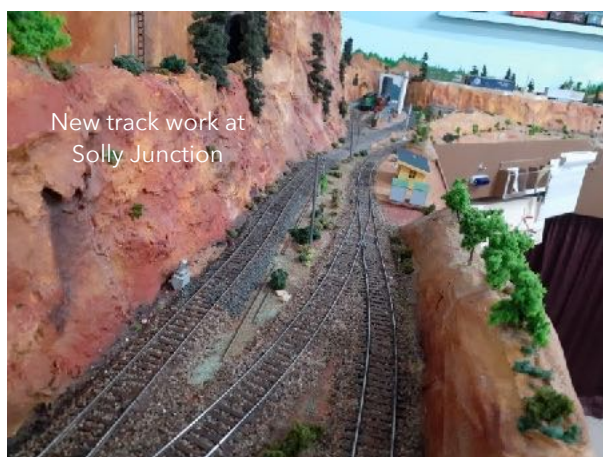
<https://www.austnarrowgaugeconvention.com/>

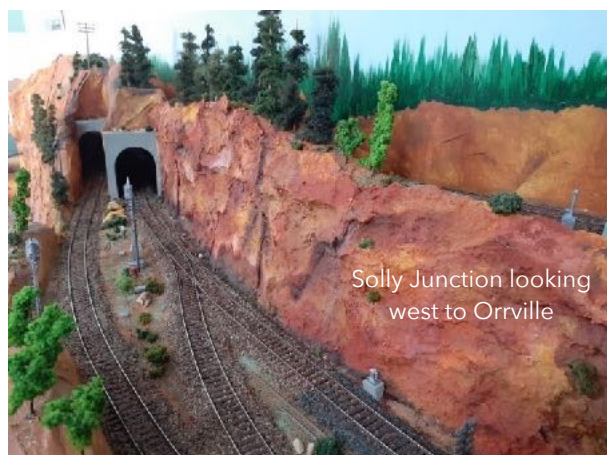
The meeting concluded with afternoon tea and a look at Ray's layout.

Next month's meeting will be 11th March at Peter Jackson's, 4 Sharon Court, Aldgate...



Some photos of Ray's layout:






Division 7

John Arrowsmith (NMRA Inc.-AR Div7 Superintendent)

Regarding December & January meetings:-

Due to issues with accessing data, there is no report from Division 7 included in this edition. The December & January meeting reports will be included next edition.....

Division 7 SIG Report

Steve Chapman, MMR® (NGSIG Regional Meeting Co-ordinator)

February meeting: Refer to page 77... ..

Division 8 / 9 Northern Rivers

Ian West (NMRA Inc.-AR Div 8/9 Northern NSW Superintendent)

January 7th 2023 Meeting:-

Meeting Attendance and Apologies:

members

On-Line

apologies

AP Awards:

Nil

NMRA Regional Feedback:

Nil

NMRA Division 8/9 Feedback:

Nil

Next Gathering: 19th February 2023 at the home of Ian and Wendy West. 4 Amadeus Place, North Boambee Valley.

Report: Northern NSW Meeting Overview:

The Coffs Harbour Branch (Coffs Coast Railroad Modellers Inc) held their Annual Exhibition from 7th-8th January in the Norm Jordan Pavilion in the Coffs Harbour Showgrounds. They were very pleased with the weekend. Visiting exhibitors and traders came from Brisbane, Taree and Sydney.

The exhibition was officially opened by State Member, Gurmesh Singh. A paper ribbon, declaring the exhibition open, was broken by Gurmesh driving a model train through it. He then chatted to members while running a train around the CCRMI exhibition layout.



Gurmesh Singh MP with CCRMI member, John Skinner

Visiting Exhibitors and Traders:



The Hills Group, set up and ready, before the exhibition began on Saturday morning.



Matt Ward came up from Taree and brought his selection of ballast for enthusiasts to purchase.

Al Harris and Rob Stokes are sitting behind at the "Thomas" layout in readiness for the visitors to arrive.



Col Rough (in white shirt) came down from Brisbane again this year with his huge selection of second-hand goods.

Visitors to the exhibition had a lovely time browsing through his goods.

DCC Concepts came on Saturday to show railway buffs a new way of controlling their trains.

With their product you can control your trains with your phone or iPad.



Dennis Bailey (Brisbane) and Rob Head (Gold Coast) came with their "Country Dales" layout and a small trade stall.

Ian West is watching Dennis run his layout.



Greg Landbridge and Derek Halliday brought their German layout down from Brisbane to attend our exhibition.





Our local CCRMI President, Paul Baker (pictured at right), set up his "The Trainman" stall. Paul's friend, Mike Joyce, was on hand to help supervise the shop.



Paul is working on the second-hand layout that was for sale.

Coffs Coast Railroad Modellers Inc Layout:

Stephen Rae is pictured above running his train on the club layout that only comes out for exhibitions. It is hoped that eventually the CCRMI group will have enough funds to get a large shed to house it permanently. Some of our earliest visitors are enjoying watching the trains in action.

Our members worked two hour shifts to run their trains. Derailments can occur if you get distracted and don't follow your train. The layout is a large rectangle with a fiddle yard in the centre.




Friends Tom Fish, David Cruickshank and John Tribe ran the sausage sizzle for us, and their efforts were really appreciated as we didn't have enough members for this task.



Katie, Erica, Vicki and Julie worked tirelessly on the door all day Saturday. Erica and Vicki came back on Sunday to do it again. They collected entry fees, sausage sizzle plus drinks money and sold raffle tickets. They also handed out "can you find?" sheets for the CCRMI exhibition railroad.

Allan, with the help of Tony, Richard and other members kept the N-gauge layout running all day.

Meetings dates for 2023:

NMRA get-togethers will be held bi-monthly. We are considering changing them to a Friday night, depending on the preference of the host. Meetings are held in February, April, June, August, October and December. Please let me know if you will help as a host.....



Division 8 / 9 Northern Rivers

Ian West (NMRA Inc.-AR Div 8/9 Northern NSW Superintendent)

February 19th 2023 Meeting:-

Meeting Attendance and Apologies:

15 members

2 apologies

AP Awards:

Nil

NMRA Regional Feedback:

Nil

NMRA Division 8/9 Feedback:

Nil

Next Gathering: 29th April

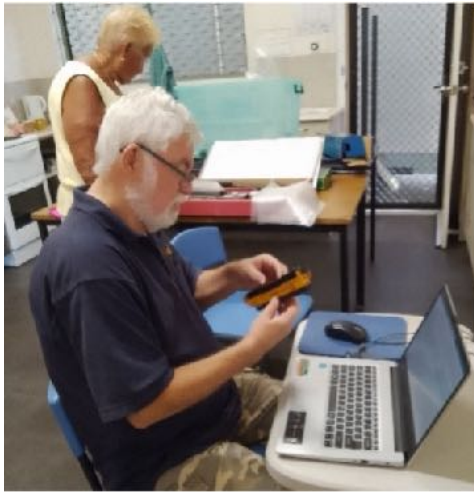
Report:

General Meeting on 19th February 2023.

We changed the venue of our meeting, to the Toormina Girl Guides Hall, as the Coffs Coast Railroad Modellers, our local 100% club, had a working bee to repair their exhibition layout, register members trains to take to exhibitions and training of members who hadn't run their trains on the layout before. As most of you can appreciate, there must be certain protocols followed so that no accidents occur. Hopefully one day we will have a large enough space of our own to permanently set up this exhibit.



Trains were checked before they were allowed on the rails.



Al recorded Rhonda's trains and carriages information



Jim supervising Jamie and Richard.



Bob and Jim setting up their trains for a trial run.



Paul scored the job of cleaning the rail joins.

Members came and went throughout the weekend and fourteen were available to attend the meeting with two formal apologies.

General business included:

Meeting dates for 2023 are as follows:

April 29th - Possibly Ian West's

June 9th or 11th


Sunday 20th August - Paul Baker's

September - Hopefully a visit to Taree

Sunday 22nd October - Keith Morrison's

These dates, times and venues will be updated closer to time.


Members were informed that the NMRA AGM was in April.

Al Harris updated members on the Rails at Rosehill Exhibition on the October long weekend.....

Division 10

Pat Britton (NMRA Inc.-AR Div10 Superintendent)

Regarding January / February meetings:-

There has been no report received for the Jan / Feb period from Division 10....

Division 4

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

February 19th Meeting:-

Meeting Attendance and Apologies:

7 members

1 On-line

3 Apologies

ARC Report:

Nil

NMRA Regional Feedback:

Nil

NMRA Division 4 Feedback:

Clinic:

The upcoming AMRA WA exhibition was discussed at length. Frank informed the members on the progress of the display.

Next Meeting: Will be at Michael Lee's home at 1 Thornhill Way, Greenwood on the 19th of March so wait for my email with the information

Division 4 Report:

The February meeting which was held at Dave's place, looked more like the Lesmurdie bake off rather than a meeting of like-minded train modellers. Dave had done his very best with his cooking skills and no photos were taken of the amazing supply of food for fear of the rest of the Australian modellers wondering what is happening over here in WA.

Frank told the guys that the ballasting had been finished except for the painting on the display for the AMRA show in June 2023, and



all four tracks were working and running trains. The set up of the display was discussed and most of the guys were willing to help set up and pull down.

We discussed the possibility of all of us wearing the same type of NMRA polo shirt, for Div 4. Dave would acquire some costs.

Frank told the members that he had dropped off some of the advertising sheets that Dennis had produced, to "Maylands Second Hand", which is our local hobby shop specialising in only trains, Michael also received a couple of copies for his local hobby shop in the Greenwood area.

Frank is to go to "Hobbytex" in the Myaree area and to introduce himself. He will be armed with some more of the flyers, and ask if they would display them in their shop




Show and tell:

Dave showed his latest model that he is making for his "Cars Certificate" for the AP. A small, very weather-beaten caboose will be the next model out of Dave's workshop, no photos until it's finished.

There will be a series of photos sent to the editor in the near future to show the scratch-built models made by Dave to achieve his cars certificate.

Also on display was Dave's big metal bender. This was used to make "Hector" from the "Thomas the Tank" series, and used to bend the copper sheets for the body work

Frank brought in a small electric, 110 volt drop saw for cutting scale timber. He has a 110 volt transformer which he purchased from an American mate some years ago.....



Special Interest Groups (SIG)

Narrow Gauge Division 7

By Steve Chapman, MMR®
(NGSIG Regional Meeting Co-ordinator)

Ten keen narrow gaugers had a gathering at Ray Walter house to see his fine collection of On2 models.




Pic-2 and 3 show two different views of Ray's fine layout.

A healthy show and tell started with Gary Norwood displaying his research on the RGS.

Doug Wallace showed his recently acquired 3D models, and looked really good.

Greg Hiley showed us his five stall Roundhouse kit as per Pic-1, looks really promising. This kit is not for a beginner.

A prospective new member Phil Kellaway showed us his fine collection OO9 Gauge Model Trains. The Details were really nice to see. Meeting closed at about 4pm.....



What's in the Next Edition

- *Erik Bennett shares his knowledge of utilising the many functions of Arduino's, to set up an inexpensive method for controlling Accessory Decoders and Servo Drivers on your layout.*
- *Ian Barnes has built a Concourse for his Woebegone Station which will allow passengers who are disembarking from the station, to have a safe exit point when leaving the station.*
- *Stephen Reeves outlines a practical approach to understanding Configuration Variables and the support programs and documents that are available to give the modeller a better understanding of CV's.*
- *In the second part of his four part series, Ted Freeman recalls some of the more interesting adventures he had while being a Trainee Engineman during his time with the NSWGR.*

plus a lot more reading as well.....