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

New Articles

6	<p>Introducing Opps Sessions to the Adelaide Model Railroaders After a rebuild of their Club layout, the AMR introduced operating sessions. In the final part of this two part article, Ken House outlines how the AMR achieved this for the enjoyment of both the novice and experienced operator. by Ken House</p>
20	<p>Containers Containers are an everyday part of moving goods on the railway in post 1960's era layouts. Arthur Hayes MMR® outlines what the different types of containers are used for and how to use them on your railroad. by Arthur Hayes MMR®</p>
26	<p>Bellerscalia If you live in a small home, it is still possible to have a layout with lots of operational interest and opportunity to add detail. Bellerscalia is a Z scale layout built in a sealed box for that purpose. by Ian Barnes</p>
28	<p>Wall of Trains Have you accumulated an excess number of trains that won't fit on your layout? Then don't hide your trains, display them around the walls of a room for all to see as this author has done. by Dave Whibley</p>
29	<p>VALE John Saxon MMR® FNMRA We were all sad to hear of the recent passing of John Saxon, MMR® FNMRA earlier this year. John was our 1st President for the Australasian Region, and I see that John's name is recorded as being a member 52 years ago in the 1971 NMRA edition of the Bulletin. Peter Burrows and Chris Hitchins knew John in the earlier days when the AR was set up, and they have both provided fitting tributes to John. by Peter Burrows and Chris Hitchins</p>
42	<p>Here is some information about the possible formation of an Operations Discussion Group.</p>
56	<p>Notice of a Special General Meeting of the NMRA Inc.-AR</p>

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the Cover Photo
If you live in a small home, it is still possible to have a layout with lots of operational interest, as well as the opportunity to add detail. 'Bellerscalia' is a Z scale layout built in a sealed box for that purpose. Read all about it from page 26.

Editor's Comments

Sometimes we all may need just a little bit of incentive to get things done on our layouts. Sometimes what can be normally achieved in 'Model Train Time', can be strung out to an unnecessarily long period of time, maybe because we don't have the discipline, or maybe, and probably more importantly, the stimulus, to get things done on our layouts.

I speak from experience here. Back in April this year I was in a dilemma. I needed to remove a significant amount of 'temporary' track work to enable the joining of the existing stage 1 of my layout, to a new stage 2 section. This would give me access to a 20 track staging yard and 6 tier double track spiral, three new stations/yards/passing tracks, and more than a half dozen new industries to service. The only problem... available time. I had thought it would take me the best part of 3 years to complete, but I had also put my hand up to host a Division 1 meeting to be held 6 months later. In my eyes, the layout HAD to be operational for that occasion. Should I do it now or..... Wait until after the meeting??? I decided 6 months was too long to wait.

So now I had the motivation, now I had to pretend I could still get into 'work mode', although I have been retired for over a decade. The motivation of completing the joining of the two sections before that deadline date, was all that was needed for me to complete the task. I made it with three days to spare. Have you ever been in that same situation and needed a stimulus???

In this edition, Ken House follows on from his article in the last edition of MainLine, with the second of the two part article from page **6**, describing how, after a rebuild of their club layout, the Adelaide Model Railroaders Inc. introduced operating sessions into their club for the enjoyment of both the novice and experienced operator.

Arthur Hayes MMR® describes the differences in container types and what they are used for, and how to realistically model them on your layout, in his Article called 'Containers' from page **20**,

Are you lacking a suitable space to build your layout? Then maybe Z scale could be for you! Read all about Peter Robins layout, 'Bellerscalia' from page **26** and see how much can be included in a layout using this smaller scale.

Instead of storing trains in a cupboard or in their respective original packaging, Dave Whibley shows how he displays his trains around the walls of a room on page **28**.

Following the passing of our founding AR President, John Saxon MMR® FNMRA, Peter Burrows & Chris Hitchins provide fitting tributes on page **29** by recalling past interactions with John.

Are you into operating your trains in a realistic manner? Then maybe you would like to listen in regarding the formation of an '*Operations Discussion Group*', which is outlined on page **42**.

On page **56** there is a notice of a Special General Meeting of the NMRA Inc.-AR, with information regarding some important matters that AR members need to vote on.

There are two more regular reports for September & October, from Page **30**, outlining activities that occurred at the Adelaide Model Railroaders Inc. Club, being a 100% club in Adelaide, as well as a report from the NGSig group on page **41**, to keep us informed of their activities.

A report from the 'Rails@Rosehill' convention can be read from page **43**, as well as a report from our AR President from page **46**.

Then there are over 50 pages of reports which outline what has been happening around the 9 AR Divisions during the last two months.

I did make mention in the last edition that my stock of articles which I have available for MainLine is rapidly declining, so we will need to replenish the number available very soon to ensure that we have quality articles available for our members to read. A couple of articles were sent in shortly thereafter, but we are still a long way off being able to have a backup of articles available for future editions of MainLine for 2024. So if you are writing or have written an article covering your layout or any aspect of the modelling or the prototype side of our great hobby, then don't be shy about sending it in for publication in MainLine. You never know, what you have written maybe just the information that one of our AR members is looking for.....

Meru Baguall

Editor - MainLine On-Line

Introducing Operating Sessions To The Adelaide Model Railroaders

by Ken House - Part 2 of 2

TOWARD OPERATING THE SCR *Part four* *Published December 2021*

In previous parts of this story, which are in the previous edition of MainLine, we have seen that the Southern Central RR is a bridge route that runs through a number of towns. Last month I described the towns and listed all of the industries ranging from a small pickle factory through a couple of mines right up to a massive steel works.

When designing an operating system for the SCR I have taken into account that the SCR needs to be available for our regular informal running nights so that equipment can be tested and to allow members to run their individually owned trains no matter what era or prototype. Also there are probably members who do not wish to be involved in formal operating sessions as well as members who are not capable of standing and operating trains for a period of two hours or more. I think that the operating system needs to be fairly simple to start with because we have members who have never taken part in a formal operating session before. The operating system needs to be flexible so that members who do not enjoy switching can just run passenger trains or other through trains with little or no switching as well as yard jobs and way freights with heavy switching commitments for those members who do enjoy switching. I hope that the system that I am about to present will fill those criteria and perhaps encourage those members reluctant to participate and join in.

I think that we need a system that will allow for the expectation that some cars and locos will get moved between operating sessions. To allow for things to be moved between sessions I believe that it would be best if we did not use the reporting marks on cars to identify them making it simpler and quicker to ensure that the layout is correctly staged prior to operating with the correct types of cars in trains and industry spots. When switching, say a box car, any box car in a train will do, to set out, that is, a box car is a box car and a gondola is a gondola any car will do as long as it is the correct type for the industry concerned. It is up to the operator to make his or her choice of appropriate cars in his or her train to switch. He or she can make the move as simple or complicated as they wish. The same goes for pick ups. Just as long as the correct type of car is picked up from the correct spot.

To my thinking preprinted switch lists would be better than car cards given that this system does not identify cars by number and road name just type of car e.g. 40' box car, chemical tank car, oil tank car, reefer, gondola, etc. Taking into account the number of industries on the SCRR and number of trains that will be run during a session the switch lists should not become too repetitious. Also two or three scenarios could be worked out.

Below: Is an example of a switch list for a through train. Crews will receive switch lists in clear document sleeves along with a loco card.

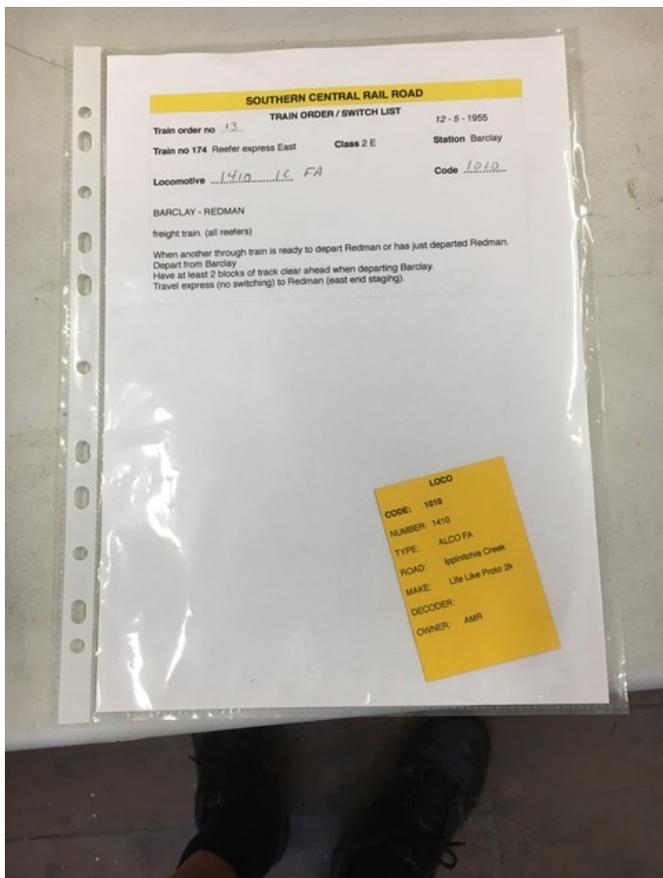
SOUTHERN CENTRAL RAIL ROAD		
TRAIN ORDER / SWITCH LIST		
Train order no		12 - 5 - 1955
Train no 174 Reefer express East	Class 2 E	Station Barclay
Locomotive		Code
BARCLAY - REDMAN		
freight train. (all reefers)		
Depart from Barclay Have at least 2 blocks of track clear ahead when departing Barclay. Travel express (no switching) to Redman (east end staging).		

- The train order number denotes each train’s order in the train sequence.
- Train no and name, will with the loco card, enable the train crew to identify their train
- Class tells the train crew the superiority of their train.

- Station tells the train crew where to find the train.

- BARCLAY - REDMAN tells the train crew where the train starts and finishes.

Below that are the instructions. Having two blocks clear ahead allows some spacing between trains so that trains are not travelling nose to tail. Finally travel directly to Redman with no switching. 174 is a through (bridge route) train.



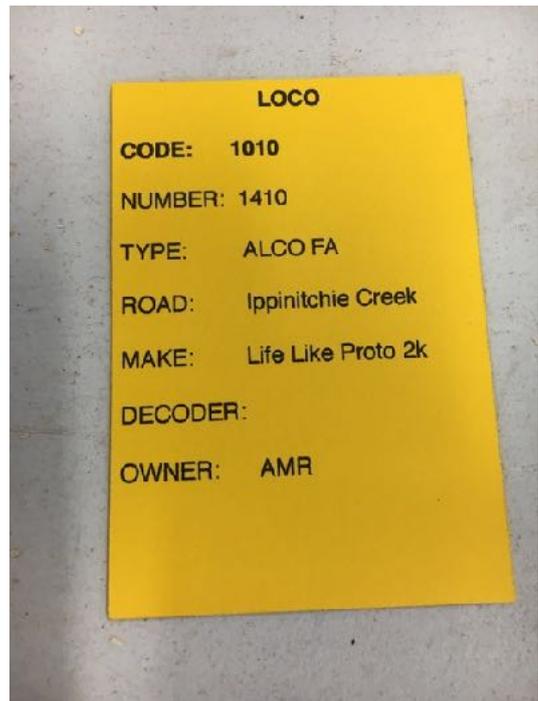
Left: A sleeve containing the Train order / switch list for train no 174, the reefer express east, and a loco card

Right: Loco card for Ippinitchie Creek RR Geep GP7 number 905.

Most stopping trains and mine runs will be run as turns, beginning at a location on the layout and travelling to a destination on the layout from where they will return to their original location.

Next Page: one of two switch lists for the Kingston turn which departs Houseman travels to Kinston and return.

The crew taking out the Kingston Turn will receive a sleeve containing two switch lists as well as a loco card. The first Train order/switch list is for 306 the Kingston Turn east which will take the train from Houseman to Kingston where the crew will change to the second Train order/switch list for 307 the Kinston Turn west which will return the train from Kingston back to Houseman.



Initially at Houseman the crew will pick up it's loco from the loco ready tracks. The Houseman Yard Master will have the train, ten cars and a caboose, made up and placed in the departure track. The train crew should first check that the consist is correct before departing Houseman for Kingston. The switch list lists all of the switching required of 306, the Kingston Turn east, on it's way to Kingston.

Set outs and Pick ups will be made direct to and from the industry spots at Zieglersdorf and Werkendam. If a spot is already occupied the car to be set out should be placed as near as possible to the spot and is said to be "off spot". If two cars are at a spot when picking up and only one car is to be picked up the other, "off Spot", car is then moved on spot once the pick up is made.

At Prattis the cars to be set out are merely set out as a cut of cars in the yard. The Yard Master at Prattis will have a cut of cars ready for 306 to pick up. The Prattis Yard Master will instruct 306's crew where to park their train and where to set out the cut of cars and will do the actual switching of the cars.

On arriving at Kingston the Kingston Yard Master will switch the arriving cars and will have the train ready for 307 the Kingston Turn west. The Kingston turn's crew will turn it's loco and couple the caboose on to the train that the YM has ready before departing for Houseman continuing the same process in reverse.

The other stopping trains, Houseman Turn, Ippinitchie Creek Turn, grain train and cattle train will run in a similar manner.

Next month we will put the trains all together in a sequence.

SOUTHERN CENTRAL RAIL ROAD

TRAIN ORDER / SWITCH LIST

Train order no 12 - 6.....1955
 Train no **306** Kingston turn East **Class 3E** **Station** Houseman

Locomotive **Code**

HOUSEMAN - KINGSTON

Pick up loco from Houseman ready track Pick up train in departure track.

Consist ,pickle, 40 box, 2x Gons (scrap), tank car, reefer, 2x 40 box cars, chem tank car, CABOOSE

Switch industries listed. At Kingston the YM will switch out the remaining cars.

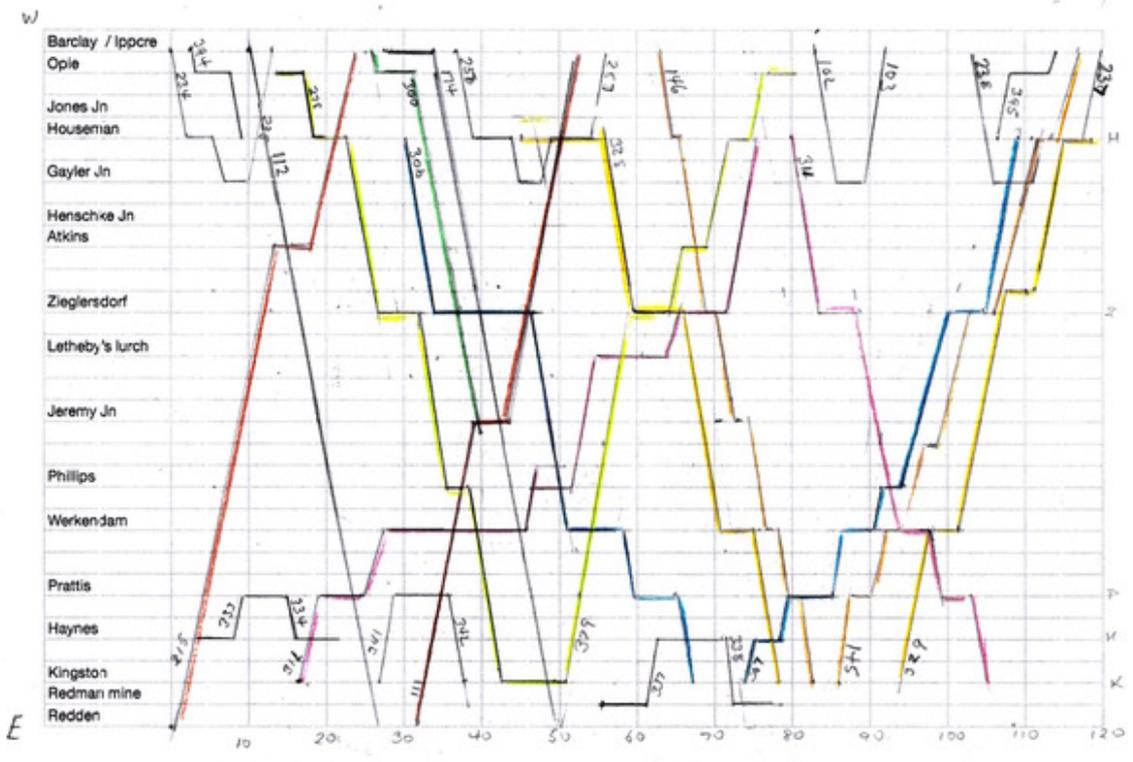
Turn 306's loco so as to return as 307 Kingston turn W

	SET OUT	INDUSTRY	PICK UP	
HOUSEMAN		Ready track	Locomotive	
		Departure track	train	
ZIEGLERDORF		Kirkland Coal	2 hoppers	
		Packing Co	1 reefer (to Kerry canning)	
	1 pickle car	Amy's pickles		
WERKENDAM		Wright stone cutting		
	1 reefer (ex K Peters Packing	Kerry canning 1		
	1 40' box car	Kerry canning 2		
		Kerry canning 3		
		Henschke wurst.		
PRATTIS		Ammonia sulphate		
	Set cars out in yard.	Ammonia		
		Coke bin		
	YM will have pick ups in yard ready	2 Gondolas (scrap metal)	Converter	
			Car shops	1 40' box (to Davenport Ltd)
		1 tank car	Wallage wells	
KINGSTON	1 40' box car (ex car shops)	Davenport Ltd		
	YM to set out Leave cars in track as per YM's instructions		Mikolaj fuel & oil	
		1 40' boxcars	Golden Valley Can	
		1 reefer	Jefferson abattoir	
			Warwick chemical 1	
		1 40' box car	Warwick chemical 2	
		1 chemical tank car	Warwick chemical 3	
		2 coal hoppers	Redman mine	

TOWARD OPERATING THE SCR *PART 5* *Published January 2022*

In part 2 of this series I identified the SCRR as a bridge route with a number of towns along it's route route and placed it somewhere in the south of the USA's mid west giving the SCRR connections with class one railroads east and west. In part 3 we looked at all of the industries along the SCRR and part 4 discussed the operating of individual trains using switch lists (**Train order / switch** list combined). Trains operating on the SCRR will be quite varied in type and length. Some of our staging tracks at Barclay are capable of holding trains of up to two or three locos 25 cars plus a caboose. It is possible to run trains of that length along our double track main line and around the reverse loop and return to Barclay. Trains running over the single track main line will need to be around 15 or 16 40' cars maximum and no more than double headed. Some trains will be further constrained by the length of the industry tracks that they serve.

The length of run will also vary considerably. Only six trains, three east and three west, will be able to run the full length of the modelled portion of the SCRR there being only three tracks in the east staging at Redman. The shortest run will be the iron ore train from Yorsen mine at Haynes to RHP steel at Prattis, just one town to the west. Getting to run several varied trains over different parts of the SCRR will make for interesting operating.



The above graph proved to me that we will be able to operate all of the trains envisaged.

The first thing that an operating system needs is some kind of schedule of trains. It was quite a challenge to bring the large variety of trains that the SCR would have into some type of schedule. So, the first thing I did was to draw a train graph with all of the towns

(distance) on the SCR on the vertical axis and time along the bottom of the graph. I was able to use real time considering that it takes about 17 minutes to travel from Barclay to Redman (*Redden on the graph*).

From a train graph a timetable could be generated. I am not in favour of running all trains to a full time table. I have found that some operators take much longer to switch a town or industry than others. Also things happen like derailments and shorts. My experience with time tables has been that to take into account operators differing methods and skills as well as the occasional short or derailment there has to be plenty of spare time in the time table, so much so, that at most times we had operators standing waiting for departure times and not enough actual train running. The AMR ran a few time table sessions in the 1980s on the Mt Lofty layout, organised by secretary Peter Smith. In these sessions we synchronised watches and ran to real time. No switching was involved. They were only moderately successful and interest was not sustained. The other option is to merely run trains in a sequence. Allowing operators negotiate their way around the layout using signal indications, where we have signals, and by conferring with the other crews in adjoining blocks of track. A rule book will be drawn up to help crews decide whose train moves and when. The rule book will feature in a future episode of this story.

Right: An operating session on Ray Brownbill's Wild Creek RR. The guy sitting at the desk is the dispatcher. He has a control panel that controls all of the mainline turnouts and through detectors, LEDs, tell him where each train is on the layout. Train crews must ask him for permission



to pass through each block of track. On the SCR we have no such central control panel. Our operators need to throw all of the turnouts themselves as they travel round the layout.

Our train sequence can be made using the graph above. Each switch list (see December Booster) will be numbered in sequence then placed in a document tray marked "issued". At the beginning of an operating session road crews will take their switch lists in order at one minute intervals. When a road crew has completed a switch list, they will place the completed list in a document tray marked "fulfilled", then pick the top switch list from the "issued" tray. If the road crew does not want to run trains that involve switching and the top switch list is a stopping train, they will have to stand aside until a suitable train come to the top of the "issued" switch lists. For example in the sample sequence below if the crew not wishing to do any switching draws 11 & 12 Kingston turn, they will have to wait until another crew picks up the Kingston turn train order so that they can pick up number 13 reefer express.

SOUTHERN CENTRAL RAILROAD

TRAIN SEQUENCE 2		West odd	East even	23-5-22
T/O no	TRAIN NO	TRAIN NAME		DEPARTING FROM
1	234 & 235	Morning sweeper		Barclay
2	215	Merchandise W		Redman
3	394	Ippinitchie E		Ippinitchie Creek
4	112	West wind E		Barclay
5	341 & 342	Consumables train		Dent
6	333 & 334	Iron ore drag		Haynes
7 & 8	311 & 312	Houseman turn		Kingston
9	278 & 379	Cattle train		Opie
10	300	Tank train		Barclay
11 & 12	306 & 307	Kingston turn		Houseman
13	174	Reefer express		Barclay
14	111	West wind W		Redman
15	258 & 259	TOFC		Barclay
16	327 & 328	Coal drag		Dent
17	328 & 329	Grain extra		Houseman
18	166 & 167	Rail car		Houseman
19	102 & 103	Southern Belle		Barclay
20	238 & 237	Afternoon sweeper		Barclay
21	395	Ippinitchie W		Houseman
22	345	Steel train		Prattis
23	216	Merchandise train E		Barclay
24	225	Merchandise train W		Redman

To run the above number of trains would need 4 or 5 road crews. Also there needs to be a Yard Master at Houseman and Kingston who will have a separate list of instructions and switch lists. Road crews arriving or just passing through Houseman or Kingston will have to ask permission from the Yard Masters to proceed into or pass by their yard. This system would not require a dispatcher, but it would be useful to have a roving Train Master to help crews with advice.

TOWARD OPERATING THE SCR *PART 6* *Published February 2022*

In previous episodes I have shown how trains can be moved over the SCRR using switch lists and how a sequence of up to 24 trains could be operated. However this does not just happen. Trains need to be prepared and rolling stock needs to be placed in appropriate positions on the layout. This process is called staging. The SCR has only six designated staging tracks, three at Barclay, the western end of the layout and three at Redman, the eastern end. During operating sessions the SCR will be run point to point,

Barclay to Redman and reverse of course, no short cuts. To be able to run a further 18 trains we will need to be creative. The lack of staging tracks may turn out to be an advantage for the club layout because a number of trains will need to be made up from locos and rolling stock kept in yards and loco terminals during operating sessions. This will keep a few tracks at Barclay and Redman open to set up trains for casual running during informal running nights.

Let's have a more detailed look at how the SCR can be staged. Several members have nice passenger trains and the sequence calls for three express passenger trains. Hopefully members will bring them along and place two in the Barclay staging tracks and one in the Redman staging tracks. A TOFC train would start from Barclay. The club does not have any TOFC flat cars as yet so that train may also have to rely on members supplying TOFC cars. The remaining two tracks at Redman will be for merchandise freights made from club owned locos and rolling stock. Even though Barclay looks like it has passenger tracks and industry switching, 4 of those tracks will need to be sacrificed for more staging. In this way we can gain another 4 staging tracks, one of which will hold 2 trains. All of these tracks are at the western end. So where can these trains go? Cooke's Cut Off is redundant, no short cuts, so one train can run from Barclay to Jeremy Junction Junction from where it will go down Cooke's Cut Off and stop, effectively using Cooke's

Cut Off as a staging track, Cooke's Cut Off being considered a connecting rail road, say the Union Pacific.



Left: Creative staging: The tank train which departed Barclay staging and then picked up a further ten tank cars at the Opie Oil refinery has reached its destination in Cooke's Cut Off. Some cars are exposed because the train is too long to fit in the tunnel. It is considered to have gone on to points off line.

The other four trains will go round the reverse loop and return to their original track. The Reverse Loop like Cooke's Cut Off will be considered a connecting rail road, say the Pennsylvania RR. Using the double track main line and the reverse loop has the advantage for those four trains in that they can be longer than trains using the restrictive passing loops on the single track mainline and could possibly be up to 25 cars long. That gives us 11 trains in staging so far. All of these trains go off line into staging. Another staging track is the short Ippinitchie Creek branch going off over the trestle bridge over Jolliffee's Jump. The Ippinitchie Creek branch line turn will enter and exit the SCRR over the trestle bridge. One other train that will go off line is the steel train which carries product from the rolling mill at RHP steel. The steel train will leave Prattis

westward and head up Cooke's Cut Off from the bottom after passing through Houseman. Once again the bottom of Cooke's Cut Off will be considered a connecting rail road, say the Santa Fe. All of the other trains will remain on line and therefore will not require staging tracks.

Firstly the block commodity trains, coal, iron ore, and limestone. These trains will travel from mines to the power station or steel mill (Prattis) and back again empty. So no other staging is required, locos and caboose will be held in nearby spurs or loco depots.

Right: A SD9 and caboose held in the spur at Haynes ready for duty on the iron ore drag which will depart from the nearby Yorsen Mine.



Grain and Cattle trains will be handled similarly. The cattle train departing loaded from Opie picking up at Houseman and Zieglersdorf on the way to Jefferson Abattoir at

Kingston. Then returning with empty cattle cars. The grain train will depart loaded from Houseman and pick up at Zieglersdorf and Werkendam on the way to Murray Milling at Kingston. Then returning with empty boxcars. Two way freights, turns, are required. One will travel Houseman to Kingston and return the other Kingston to Houseman and return. Once again requiring no dedicated staging tracks.

I have drawn up a "Staging status report" which details what train goes in what track and what cars must be in place at industries, industrial sidings and yards ready for an operating session to begin. For the first operating session, even given that we will not to use car numbers, staging will be quite onerous but staging must be meticulously done.

All operators will need to be able to identify the various types of cars used e.g. boxcars, reefers, oil & fuel tank cars, chemical tank cars, covered hoppers and etc. Once the first session has been completed and between further operating sessions re-staging will not be onerous and can be an enjoyable process. All of the SCR's staging tracks are dead ends, so after each session all trains in the staging tracks will have to have their locomotives and caboose swapped to the other end so that they can be ready to depart next session. Trains in designated staging tracks will need to be taken off the layout so that those tracks can be used by members to put their trains onto the layout for running sessions between operating sessions. This is not as onerous as it sounds because operators who brought their own trains along for the session will want to remove them

to take home any way. The two trains left in Cooke's Cut off will need to be run back to their starting point and rearranged.

Below: The first page of the two page Staging status report.

STAGING STATUS REPORT 14 - 10 - 22 P1	
BARCLAY Cars to be set out to be at front of trains.	MERCHANDISE EAST. 12 random freight cars 174 REEFER EXPRESS EAST 12 reefers MORNING SWEEPER 12 random freight cars & 2 reefers, flat with machine load, tank car, 2 X 40' boxcar WEST WIND EAST express passenger (heavy weight cars AT&SF) SOUTHERN BELLE express passenger train (stainless steel cars) AFTERNOON SWEEPER 12 random freight cars PETROL TRAIN 4 tank cars TOFC train 12 cars plus 3 short TOFC, 2 long TOFC
IPPINITCHIE Ck	IPPINITCHICE CK TURN EAST 2 Cov Hoppers, reefer, 40' boxcar
OPIE	Spur 1 road switcher. 1 caboose (278 cattle train) TANK CAR RACK 10 tank cars SAW MILL 3 flat cars LOADED CATTLE PEN 4 cattle cars
HOUSEMAN	RAIL CAR SPUR doodlebug CATTLE PEN 2 cattle cars FREIGHT HOUSE 2 40' boxcar TOFC 3 short TOFC cars 2 long TOFC cars TEAM TRACK 1 empty flat car MATHEW'S MACH (1) 1 40' boxcar Spot 2 1 50' boxcar ORR LIMITED 1 40' boxcar GRAIN ELEVATOR 5 50' boxcars CABOOSE TRACK 5 caboose READY TRACKS 2 road switchers (Kingston turn, Grainy) 2 yard switchers YARD TRACKS 7 40' boxcars 2 chem tank cars 2 reefers 1 pickle car 2 tank cars 2 chemical tank car 2 Gons scrap loads 2 flat car MT 1 covered hoppers 1 coke hopper 2 stone flat cars 4 random cars
ZIEGLERSDORF	KIRKLAND COAL 3 hoppers 2 bay MT (Brown) PACKING CO 2 reefers AMY'S PICKLES 1 Pickle car CATTLE PEN 2 Cattle cars GRAIN ELEVATOR 3 40' boxcars
WERKENDAM	WRIGHT STONE CUT 2 short flat cars LOADED KERRY CANNING spot 1 1 reefer spot 2 1 40' boxcar spot 3 1 covered hopper HENSCHKE WURST 1 reefer GRAIN ELEVATOR 3 40' boxcars

To re-stage the block commodity trains they can either be run back to their respective mine or industry or if we make the loads removable just the loads will need to be removed and taken back to their starting point e.g. coal loads taken from hoppers at Northern Power taken back to the Redman Mining Co and placed in the appropriate empty hoppers.

The grain and cattle trains will not need any re-staging except for turning the locos on a turntable but that could be optional. The same applies to the way freights.

Because the operating sessions do not require the use of car numbers to spot cars and the same "Train order / switch lists" will be used over and over there is no need to turn way bills between sessions. Two or three scenarios can be made up by altering the sequence in which the trains are run so as to bring variation to the sessions so the sessions do not become too repetitive.

Re-staging can be done during the next work night or running night by two or three volunteers. It should not take too long.

TOWARD OPERATING THE SCR

PART 7

Published March 2022

By now all readers of this series should have a good idea of the SCRR and how it can be operated. So that operating sessions do not descend into complete chaos we need a few rules to enable the session to run smoothly with orderly and "safe" running trains running as near as possible to the sequence laid out.

Before each operating session the Chief Dispatcher will brief operators, reminding them of how the session should run, and of any problems that may occur, answer questions, assign jobs, make sure operators are familiar with their jobs and issue any "daily notices".

Trains will need to depart in sequence order. The pile of "Train Order / Switch lists" in the "issued" tray will denote each trains order in the sequence. Instructions about how each train should be run are printed on the "train Order / Switch lists", see Part 4 December 2021 "Booster".

These rules will help crews negotiate their trains over the layout. They will help crews decide which track to take and when they can cross or overtake other trains in a "safe" manner. Following the "General Rules" set out on the next page will help the dispatcher and crew's make the necessary decisions to get the trains to their destinations with out too much stress.

SOUTHERN CENTRAL RAILROAD GENERAL RULES

1. Have fun
2. Right hand running is conventional for double track and passing loops. The dispatcher or yard master may authorise running wrong track on the double track between West Houseman and the beginning of single track to allow west bound trains into Houseman yard and to reach the passenger station or switch the industries along the double track mainline. The dispatcher or yard master may

authorise running wrong track on the double track for trains switching at Opie. The dispatcher may authorise running wrong track in a passing loop while a train is switching industries at that station or is overtaking a train in that loop.

3. Crews must return all turnouts to mainline after running through a turnout on the mainline.
4. Superiority of trains A train is superior to another by right, class, and direction. Right is conferred by the dispatcher; class and direction are specified in the timetable. Right is superior to class or direction. Direction is superior between trains of the same class. First-class trains are superior to second-class trains, second to third. East bound trains are superior to westbound trains of the same class. Extra trains are inferior to regular trains.
5. An inferior train must clear the line of opposing superior trains in a reasonable time.
6. In dark territory all westbound trains must stop in each passing loop and ascertain that the line is clear to the next passing loop before proceeding if entitled to do so under rule 4 superiority of trains.
7. A Yard Master will be in charge at Houseman, Prattis and Kingston. Upon arriving at a station where a Yard Master is employed Road Crews must ask permission from the Yard Master to enter the mainline, passing track or yard tracks at that station.
8. The Chief Dispatcher can issue "daily notices" that can invoke new rules or vary the rules above.

LESSONS LEARNED

The series of articles in the club newsletter, "The Booster", were well received. Being monthly instalments meant that readers were not overwhelmed with information.

Right: AMR members operating at Houseman yard



Two months after part 7 of "Toward operating the SCR" was published in "The Booster", the Adelaide Model Railroaders held their inaugural operating session on Wednesday night June 8 2022.

Nine members arrived at 7pm keen to begin. The nine operators were divided into four road crews, two yard masters one at Houseman, the main marshalling yard, and the other at Kingston the large terminus station and, finally, a roving train master/dispatcher. The session did not descend into chaos. The advantage of being a club is that all of the operators had a good knowledge of the layout having worked on it and having run trains on the layout many times previously. Making for smoother operations than would

have been expected on a home layout that was not familiar to most of the operators. Operators began finishing around 9.15pm with the last train stopping at 9.30pm ready for supper of biscuits and a cup of tea or coffee before heading home around 10pm. This format has been continued for subsequent sessions.

During the first session nearly half of the sequence of 24 trains was run. Three trains were left in passing sidings around the layout. It was decided that the next session would begin from where we left off. This has proved to be the case during subsequent sessions. Running half of the sequence per operating session has helped to make re-staging between sessions easier than if we had run the complete sequence each operating session.

After subsequent sessions documentation has been refined. We found that there was no need to include a locomotive card with the switch lists, having the locomotive number pencilled on the switch list proved to be sufficient. The staging line up at Barclay and Redman was simplified and reduced after we found that it took two sometimes three sessions to complete the full sequence. The yardmasters lists and instructions were also rationalised once crews were more familiar with operations.

The AMR has so far been able to easily recruit four members to prepare and re-stage the layout on the Wednesday night before Operating Wednesday night. The one thing no one really enjoys is track cleaning, but knowing how clean track makes the sessions run smoothly encourages people to get the track nice and clean. The same goes for wheel cleaning.

As expected construction work on the SCRR has slowed but not as much as one would expect because we used the second Wednesday of the month for operating. This was previously informal train running night so not much construction happened then anyway. The third Wednesday is general meeting night followed by informal running. Unexpectedly, operating sessions completely killed off informal running. The four of us involved in setting up for operations on the Wednesday before has taken us away from construction so less gets done on the first Wednesday night of the month. Leaving the fourth, and fifth, in months that have five Wednesdays, as our only Wednesdays devoted solely to construction. Fortunately the SCR is now well advanced in construction so the now limited time available for construction is of no problem for the club.

The Adelaide Model Railroaders found that they would get the best attendance at operating sessions by converting a previous regular meeting night to operating session night. Some form of education programme may help to ease those uninitiated into model railway operations. When it came to it, members were not keen to provide their personal equipment for use in operating sessions. Possibly worried about damage to their locos and rolling stock. I have been the only one to provide a train, a Santa fe passenger train of 9 cars and F3A&B. Probably I am more relaxed about others driving my trains because I host operating sessions on my home layout. The AMR bought some TOFC flat cars and trailers to fill that deficiency and as well as a few passenger cars.

After eight months of no informal running due to mainly the sole interest in operating informal running has returned to the Adelaide Model Railroaders after our monthly

general meetings. It is good to see members again running their own trains of various eras and prototypes, even though members had to be coaxed into once again bringing their own private trains on the club layout.

Operating sessions have improved the camaraderie among club members. The AMR is a club of 20 members of which 12 were active. We now have one inactive member back on the active list and have attracted two completely new members because of our operating sessions. The two new members are not modellers, just guys who felt they would enjoy operating trains, meaning that so far we have introduced two completely new people into the model railway fraternity.

Right: The Southern Central has plenty of space for members to enjoy prototypical operations



Even though not all of the Adelaide Model Railroaders members will ever take part in operating sessions the introduction of operating sessions to the AMR has been enjoyable and worthwhile. The AMR has now achieved another of its aims.....

Model Train Market Place

On the NMRA Inc.-AR Web site, you will find a link in the 'Members Area', where any financial member who wishes to Sell, Swap or Give Away any Model train related items from their Private collection, can advertise those items.

The link to the location is as follows: <https://nmra.org.au/market-place/>

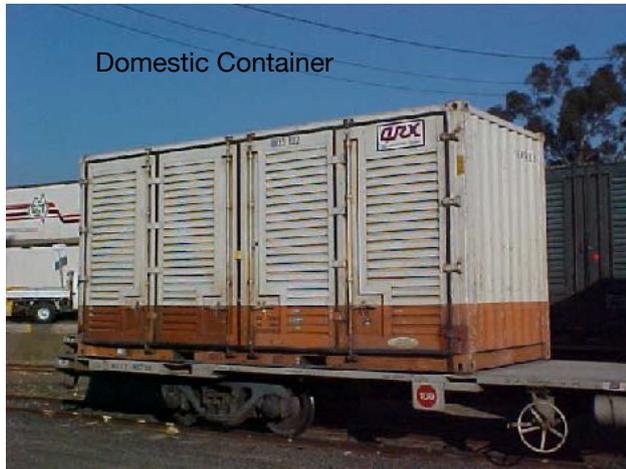
Should you wish to make use of this member service, then the procedure and rules that will apply for advertising your items, are located on the Web Site.

Containers

by Arthur Hayes, MMR®

Modelling today's railways there is a truck load of small modelling projects that just take a couple hours or a few nights to do. From time to time I look for small jobs to do while researching or waiting for parts/materials etc. to arrive.

Containers we see on our rail network these days are endless in types, size and colour. I group containers on our trains into three (3) groups, Overseas, Domestic, and Local. Overseas containers are containers that arrive by ship at our coastal ports, in the main they are standard box type containers. Walthers, Athearn, Atlas and the like cover these fairly well.



Domestic containers are the containers used by our Australian companies we see on trains running between our cities. In later years these are high cubic side door and refrigerated containers. Auscision,

SDS and Southern Rail Models have a great selection.

The local containers are containers that have been built for a specific job. Many travel between two set locations and do not leave that network. These could be conveying fuel, cement, coal, gypsum, molasses, timber, logs etc.



Containers have changed a fair bit since gracing our railway networks in late 1960's. Some have reached their use by date, others changed ownership, different company markings and colours. If an era modeller, these things will need further investigation.

Even with the choice available from the hobby shops, you can still add your own stamp to your train. By large, every train is different with its mix of containers in various colours,

types and sizes. The same train may run every day with the same wagon consist, but the placement of containers will be different on each train. Making some of your own containers is a good place to learn a new skills and to make a start into scratch building.

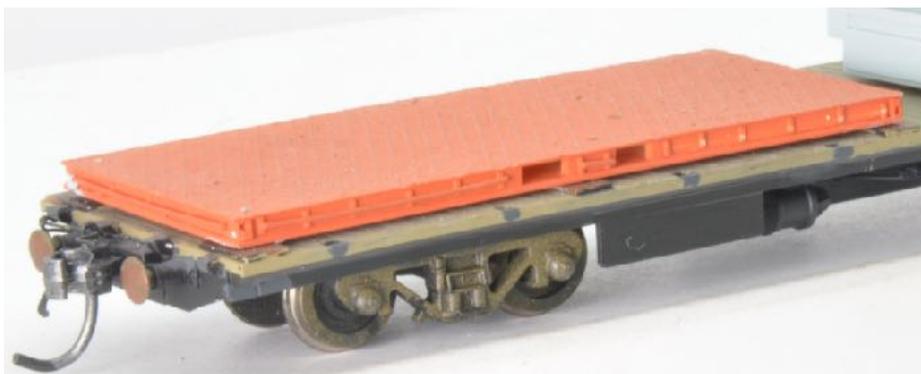
Of late I have been making flat racks and adding various loads. Half height container can also make a great little project. A quick search on google will uncover endless photos and diagrams.

The height of the base can very quiet a bit subject to type of container, some are self-supporting and can carry themselves by the corner post, others have bulkheads, collapsible ends or gates.



Most of my flat racks are 40 foot long and 8 feet wide. To

make our container, we need a base, sides and a floor to place the loading. The containers are built up from the base, a strip of 5 thou styrene sheet cut to scale size. The sheet I used came from a box of chocolates which was used to separate the trays. 10 thou would be OK too. For small sided containers I used Evergreen # 154 - •060" x •080", •060" being the height of the side. The larger based containers Evergreen # 169 - •080" x •156" was used, •156" being the side height. Before adding the floor/deck some consideration to weight may be necessary. Many of my wagons were scratch build



from styrene and being skeleton flat type wagons their weight was just 20 grams. A little on the light side, plumbers lead sheet was added to some before adding the floor. **Make sure you wash your hands thoroughly after**

handling the lead sheet. The top section for the smaller based container was slater's Plastikard # 046 Cheq plate, I've had this for some time, the website shows # 0446 - 4 mm chequer plate grey.

The larger based containers have a timber deck, strip and scribed styrene was used to make up the deck. Styrene strip was added to the corners to add detail for the corner casting. The load securing devices on the side vary from container to container, small styrene strip and rod was used.



The half- height containers were built using Evergreen # 154 - •060": x •080" styrene for corner post and the base sides I use the •080" side of the strip, •030" sheet styrene was used for the ends and

sides. Strip was used for ribs along the side. The amount of detail added is your choice. Paint your master piece with a colour of choice from the information you have found. .



So containers can be interchanged from wagon to wagon. When I built the standard gauge train back in the 1990's, I made a base template from shim brass sheet. Corner holes were drilled which give me a consistent position for drilling mounting holes on the wagon floor and container. •020" brass wire was glued into the container



base to hold the container to the wagon.

Some Australian manufactures have mounting holes in the container base to accommodate moulded twistlocks on their wagons. If you were not planning to move your containers around your wagon fleet, they can be fixed them to the wagon floor.

There are various manufactures of model containers, some have been around for many years. I found different manufactures have different lengths for the same size container. You may find some do not line up with mounting pads on the wagon. Some early 20ft containers are only 19ft on the scale ruler. I try and mount these containers in the same configurations as the prototype as much a possible, I.e., If a wagon takes 2 x 20ft containers that butt up together in the centre of the wagon, butt your containers up in the centre of the wagon, don't use the pins on the end of the wagon which would result in a gap between the two containers in the centre of the wagon. Some containers I used centre mounting pins, one each end to stop the container moving around during travel on the layout.

Once you have your container mounted on the wagon you have choice, run the container empty or loaded. To enhance a returning empty container, add a few lengths of dunnage or a few chains over the floor.

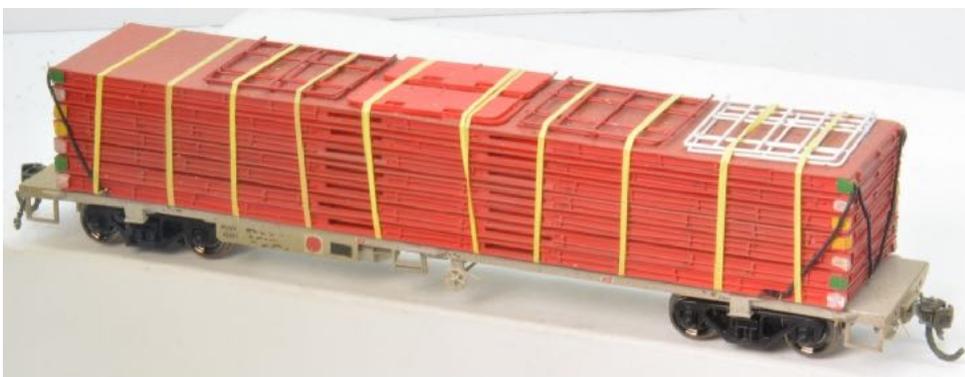


Empty Flat Rack containers returning to the depot were often nested together to save on freight cost.



These loads were considered as a loose loads and were restricted to 8ft. 6ins. high.

If scratchbuilding is not your cup of tea, milky bar kits are available from CDH Models on



eBay Patrick 8294. Both 20 ft. and 40 ft. Flat Rack containers are available in a couple of styles, decals can be purchased as well

Out of the box, Herpa Flat Racks containers are available from Etrains Perth on mail order.





These containers have fold down ends and are available in various colours and companies.

Painting the timber floor can give the container a more realistic appearance.



Once you have your containers, further enhancements can be made by adding a load. Next time we will look at loads carried and how to model them.

Trust you enjoy a small project that will enhance to railroad/railway.....

Arthur Hayes MMR.

Bellerscalia - Z Scale

by Ian Barnes

Even if you live in a small space such as a caravan, it is possible to have a layout with lots of operational interest and opportunity to add detail. Here is an example from Peter Robins, an active member of the Eurobodalla Model Railway Club, Division 2.

(Right) This fully enclosed Z scale layout measures 1.4 metres in length, under a metre in width, and just 300mm high. The resulting box sits on a table which can be electrically elevated to any operating height.



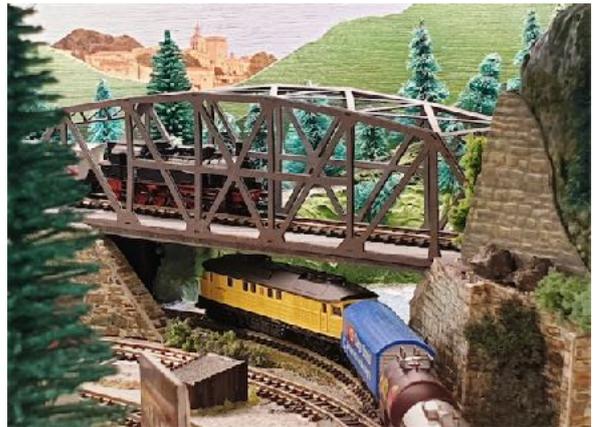
(Above Right) This is the creator, Peter Robins. His past as a precision boat builder and cabinet maker shows in his wonderful combination of aluminium, perspex and light timbers to neatly house Bellerscalia and protect it from the elements.

(Above Left) This dizzying aerial view of the layout shows a double loop configuration, with variation. The outer loop's rear trackage is partially hidden by a tunnel but has an alternative "high line" to the back. The inner loop has a locomotive and goods depot for shunting moves.



(Left) Bellerscalia's 3 track main station. The track, the trains and electrical control is all Marklin.

(Right) The layout isn't flat. The high line to the background adds topographical interest.



(Left) Bellerscalia is fully scenicked in a European theme. Even in this small scale (1:220), and for someone with failing eyesight, Peter demonstrates that detail, overall, enhances a presentation.

(Right) Peter is seen here enjoying yet another small operating session. Note the effective use of LED strip lighting within the cabinet frame.....



The Wall of Trains

by Dave Whibley

Our Division 4 Superintendent models in three gauges. He has a small train room but has all his models displayed in cases that are fixed to the walls in that room.

Having seen them displayed there got me thinking of how great they looked. In my existing layout room, I can't get access to the side walls as the G gauge layout is in the way, as the photos will show.

So, I thought I would build a workshop come office on the side of the train room.



Doesn't everyone NEED an office/meeting room as an essential part of the train room? And I have lots of material at home, the cost would be kept down to a minimum.

So, I planned out a room 3.6mtrs by 1.8mtrs, but then I got thinking. The size of the room grew a little to 3.6mtrs by 3.6mtrs with a door and a small window in one wall leaving the rest of the walls for display.

Away I went with the construction in its simplest form, to the point where

everything was plastered, painted and the lights worked. I removed the window and door to the existing train room which opened it all up, bought new carpet and sat back to admired the work.

I brought the internet cable into the room and connected my 3D printer to it. My daughter Ava is becoming a wizz with the computer at her age of 8 years old and my son Damien loves to increase his interest with the trains and comes to run his trains and ask questions about how it was all put together.



I toyed up with the idea of using timber shelving to display my trains, but came up with a better idea of using aluminum angle which I screwed to the studs. The angle is 10mm x 50mm and the equipment sits on it perfectly. It gives a strong, clean look to the whole wall, and I am very pleased with the whole project.....

VALE - John Saxon

MMR[®] FNMRA

From Peter Burrows

I first met John in 1985 when he lived at Pennant Hills so I knew John for just under 40 Years. There are others who knew John longer.

John Saxon was the founder and first president of the NMRA Australasian Region, Honorary Life member, Fellow NMRA and served on the ARC for many years representing our Division at US board meetings to ensure our interests were well represented. John was instrumental in shaping the Australasian Region and laying the foundations for what it is today.

He was a great friend to many and well respected as a man of principal and determination in helping build a worldwide organisation that serves all scale modellers of railroad prototype.

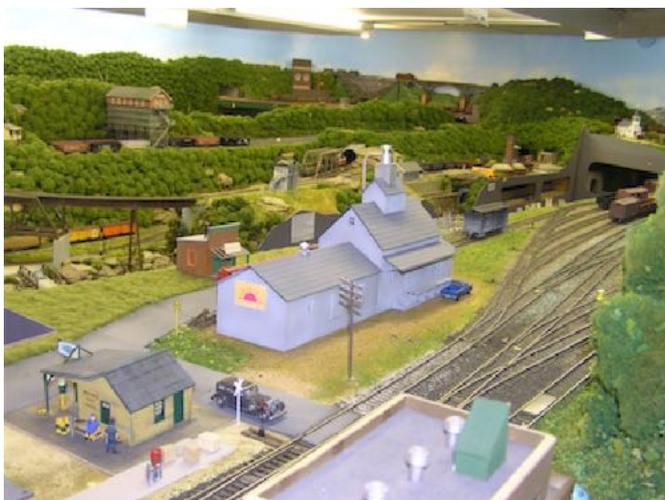
There will be many NMRA members in the USA, Canada and Britain that will also be saddened by his passing.

We will long remember John for his friendship, kindness, encouragement and dedication to our great hobby.



From Chris Hitchins

I met John when I first came to live in Sydney in 1976 (from New Zealand) and started a long-term appreciation of him and his help in so many ways. As you may know, at that stage he was getting AR set up. I was but a casual "helper" as I was in the NMRA then but I started traveling a lot and so became only infrequent catch up in Sydney when I was there, and at times in NMRA conventions.



However in more recent years, when in the area I did enjoy running trains on his impressive, Cedar Valley layout.....[M](#)

100% NMRA Inc.-AR Club News

Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - Operating Session & Running Night **September** 2023

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

Paolo Arman, foreground, and Peter Kirkland, at the rear, are in control of the Kingston turn east as it approaches Zieglersdorf during this month's operating session.

This month we welcome new member Paolo Arman to the AMR. Paolo has recently come back into the hobby and has joined the NMRA and, after hearing about the AMR, decided to join us as well.

Paolo has begun work on a double decked South Australian layout in a garage. He has completed the bench work and is currently working on a track plan to suit his bench work.



SEPTEMBER OPERATING SESSION

On Wednesday September 13 ten members turned up for the Operating session. We had two x two man road crews, Paul Atkins and Wayne Hoskin and Peter Kirkland and Paolo Arman. There were three one man road crews, Christiaan Werk, Warwick Graham and Mark Whibley. Paul Wright was yardmaster at Kingston. Tony Mikolaj was the Houseman yardmaster. Ken House was Trainmaster/roving dispatcher. .

Everyone enjoyed the session. Trains ran well.

Early on Christiaan arrived at Prattis yard with the loaded iron ore train. At the same time Peter and Paolo were approaching with the consumables train. To allow the Iron ore train to work at Prattis the dispatcher held the Consumables train at Haynes. To complicate things further the Houseman turn west, which also had work to do at Prattis yard, was not far behind. It had to wait at Haynes until the now empty iron ore train had departed Prattis yard and arrived at Haynes before proceeding to Prattis yard. At another point in the session we had three trains converging on Zieglersdorf. As the session ended Peter and Paolo just managed to complete the Kingston turn east's work at Zieglersdorf. While they were completing their work Christiaan was approaching Zieglersdorf from the east with the empty cattle train which had to wait at Letheby, the siding just to the east of Zieglersdorf. Wayne and Paul A were on the main heading to Zieglersdorf from the west with the Kingston turn east. So at the end of the session we had three trains wanting to be at Zieglersdorf. The dispatcher sent the Kingston turn east back to the loop at Atkins so that the Kingston turn east was not blocking the mainline.

Next session will begin with the Kingston turn east at Atkins, the Houseman turn east at Zieglersdorf and the Cattle train west at Letheby. The Houseman turn and the Cattle train both have work to do at Zieglersdorf. No doubt the dispatcher will be able to sort things out. One would expect that having five road crews we would have got through more trains, but this was not the case. Due to the frequent times trains had to wait for another train working the town they were heading for, meant that it took longer to run each train.

Even though operators are becoming more proficient and professional some operators are still not completely sure of the superiority of trains. Basically passenger trains are first class, hot through freights second class and stopping freights third class with east bounds of the same class superior to west bounds. To help operators the second line of each Train order/ switch list has the train's class printed eg **Class 2W**.

A set of rules for the SCR was published in the March 2022 Booster. (see newsletters on the AMR website). Rule number four reads.

Superiority of trains

A train is superior to another by right, class, and direction. Right is conferred by the dispatcher; class and direction are specified in the timetable. Right is superior to class or direction. Direction is superior between trains of the same class.

First-class trains are superior to second-class trains, second to third. East bound trains are superior to west bound trains of the same class. Extra trains are inferior to regular trains.



Above: Unicorn Timber & Mining Co Alco RS1 number 1000 from the Houseman turn picks up hoppers from the Kirkland Coal company trestle at Zieglersdorf while Peter and Paolo work the Houseman turn east.

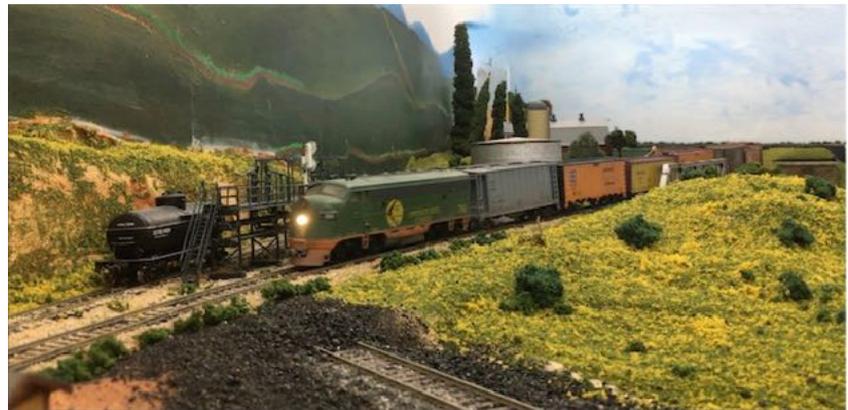


Left: Ippinitchie Ck consolidation departing Kingston with the empty cattle train west. First stop Zieglersdorf. The dispatcher held it at Letheby.



Left: Operator Christiaan Werk is bringing the iron ore train westward to Prattis yard. The train has not come into view as yet. The track in the foreground.

Right: F unit number 780 heads a hot through freight past Wallage Wells. This is a second class train. Found is the the steel mill slag dump track. Across the main line is the Wallage wells crude oil loading point.



Left The morning sweeper east: Ippinitchie Creek RR GP7 number 905 is about to set out a cut of cars in Houseman Yard before heading off line on to the Pennsylvania RR (the reverse Loop).

Right: Houseman yard: Foreground L-R Wayne Hoskin and Paul Atkins are a road crew. In the distance is Houseman yard master Tony Mikolaj.



WORKING ON THE SOUTHERN CENTRAL

In attempt to clear out surplus stuff the AMR had a table, manned by Tony Mikolaj, Mark Sellars and Ken House, at the SARMA swap meet on Sunday September 17. We sold items to the value of \$299 which was pleasing and worthwhile. But disappointingly we did bring a lot of rolling stock back. It seems that we will need to drop prices to rock bottom to move some items.

Right: Mark Sellars on the club's swap meet table as the swap meet began.



Tony Mikolaj has added an operations page to the clubs website. <https://www.adelaidemodelrailroaders.com/about/operations.html>

Tony is also making progress on the extension of the Ippinitchie branch line.

Warwick Graham and Peter Kirkland are now working on the approach to the car float at Pt Douglas.



Left: Kent Henschke has put some clear acrylic on the edge of the layout where cars are left close to the edge and where structures or signals are close to the edge to help prevent damage. He will do more as and when areas are identified as needing protection.

Right: Christiaan Werk is carrying on the with scenery along the lower main line in the Prattis yard area.



SEPTEMBER INFORMAL RUNNING

After the September 20 meeting Christiaan Werk drove the tank train down off Cooke's cut off and set out ten tank cars at O. P. refinery before placing the loco, remaining cars and caboose in the blue drawers.



Others to run trains were Paul Wright and Ken House. It is important to run the SCR as often as possible. The more you run a layout the better it will run.

Left: Crossing Joliffee's Jump: Ken House ran his Kodachrome Santa Fe U36c and yellow bonnet Santa Fe GP40 with a train of club rolling stock.

Right: Paul Wright actually drove the full size 3078, a SD40, for BHP in the Pilbara when working there. The train on the 20th had a varied and eclectic mix if cars. You-tuber Tom Edwards thought that it could be a Hazmat train.



ON MY WORKBENCH

By Ken House

I am currently working on two 1990s Atlas GP7s for the SCR.



Above: 436 is almost finished. The shell has had the first of two coats of Vallejo acrylic clear matt. The Soundtraxx Economi decoder has been installed along with a sugar cube speaker from OzRail. I removed the original printed circuit board that was fixed to the top of the motor cradles and replaced it with 1.5mm styrene with a stiffener and mounted the decoder speaker and LEDs on the styrene. I have test run the install in 436. Click video link below to see.

<https://www.youtube.com/shorts/MpVxT5G-Rs4>



Left: Painting is finished on 437



Right: After I began work on 437 I discovered that the motor had burnt out wirings. Fortunately Peter King found a Canon motor amongst the club's spare parts. The canon motor is somewhat larger than the the original motor so I did away with the cradles that held the original motor in and stuck the canon motor in with Blu Tack. To mount the decoder, speaker and LEDs I made up a styrene mount which I glued to the top of the motor with super glue leaving almost 4mm air space above the motor. I still have the speaker and rear LED to fit and the decoder to programme.....M

SEPTEMBER VIDEO PAGE



Left: September operating session. GP7 no 930 is picking up tank cars at O.P. oil refinery.

Right: September informal running night.



100% NMRA Inc.-AR Club News

Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - Operating Session & Running Night **October** 2023

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

OPERATING SESSION OCTOBER 11

Eight members attended this months operating session. Paul Wright was the Kingston yard master and Tony Mikolaj the yard master at Houseman. The five road crews were Paolo Arman, Warwick Graham, Wayne Hoskin, Peter Kirkland and Christiaan Werk. Ken House was train master / dispatcher.

Peter, Christiaan and Wayne picked up from where they finished last session. Either at Zieglersdorf or heading to Zieglersdorf. Peter had completed the Kingston Turn east's work at Zieglersdorf so he departed Zieglersdorf for his next stop, Werkendam. First Peter met Christiaan's train of empty cattle cars waiting in the loop at Letheby, the next siding east of Zieglersdorf. As they crossed the empty cattle train proceeded to Zieglersdorf where it took the mainline, from which it was a simple trailing point move to set out two empty cattle cars. Wayne was the crew on the Houseman turn east waiting in the Atkins loop for the Kingston turn east to finish it's work at Zieglersdorf. As soon as the Kingston turn east departed Zieglersdorf the dispatcher cleared him to proceed to Zirglersdorf where he arrived in the passing siding just as the locomotive on the cattle train was coupling up to it's train.

Warwick's first train was named passenger, the West Wind west which encountered each of the three freights out on the line. Then he ran the coal drag from Redman mining co at Dent to Northern power at Haynes. Followed by the Southern Belle, a streamlined passenger train. Warwick was the only operator to run more than two trains.

Paolo drew the Pt Douglas trip train from Houseman to Pt Douglas and return. Being the AMR's newest member he was given instructions by the dispatcher and the Houseman yard master. Still it took Paolo over one and a half hours to complete the round trip. After the session Paolo's comment was "Now I can believe the You-tube videos that say they can get a couple of hours operations out of a small switching layout". Pt Douglas is a small switching area on the Southern Central. The loco assigned to the Pt Douglas trip train was, sound equipped, Bachman Atlantic Coast Line GP7 number 109, which has a large amount of momentum programmed into it, forcing Paolo to run it at a very realistic switching speed to get smooth operation.

Christiaan was the last operator to be running a train as the session wound up. After he completed setting out three empty box cars at the Werkendam grain elevator he left the Grainy west parked at Werkendam. The only train left out on the Southern Central at the end of the session.

Also the session ended with five trains left to run to complete the sequence. In the November session we will run those five trains and re-introduce another seven or eight trains to make a full session which will bring us back to the beginning of the sequence at the December session.

Right: Paolo Arman switching Pt Douglas



Left: Peter Kirkland was the crew on the Kingston turn. The Kingston turn had work at Prattis yard.

Right: Christiaan Werk had the privilege to drive the new, to the SCR, GP 7 number 436. 436 is an Atlas GP7 fitted with a Soundtraxx Econami decoder. The sugar cube speaker gives excellent quality sound. Here 436 is hauling the grain train east.



Left: The local passenger makes a stop at Jeremy Junction. Wayne Hoskin was the driver.



Left: Warwick Graham is working the coal drag at Haynes. Setting out and picking up hoppers at Northern Power.

Right: 436 has arrived at Zieglerdorf with the Grainy east. It will pick up three box cars at the grain elevator



Below: Tony Mikolaj looks on while



Christiaan Werk picks up a further three box cars of grain for the Grainy at the Werkendam elevator. The grain will be delivered to Murray Milling at Kingston.

Right: One of the first trains run this session was the empty cattle train west. It has just met the Kingston turn east at Letheby and is on the move again heading to Zieglerdorf where it will set out two cattle cars at the cattle pens before moving on to set out more cattle cars at Houseman and Opie, it's final destination.



TRAIN RUNNING NIGHT OCTOBER 18

Paul Wright. Warwick Graham and Tony Mikolaj ran trains.



Left: Paul Wright ran a NSWGR 44 class that had a newly fitted speaker.

Right: The club's mikado. Peter King has fitted it with a TCS Wow steam sound decoder. During running night Tony Mikolaj fine tuned the decoder using JMRI decoder pro. Then Tony test ran it. The mikado ran smoothly and the sound was good. Not bad for a 1970s Mantua loco.



Warwick Graham ran his New York Central 2-8-2 mikado.

WORKING ON THE SOUTHERN CENTRAL

Tony Mikolaj is progressing with the tunnels and scenery around Henschke Junction and Port Douglas.



Left: G&K Fisheries seafood processing factory is the main industry at Pt Douglas apart from the wharves.

Right: Track is getting closer to the rolling mill at RPH steel. The track going round the back of the rolling mill is the connecting track that will go across the lift up to the blast furnace and converter across the aisle from the rolling mill and coke plant.



Left: Christiaan Werk is making progress on the cliff behind the mainline to the east of Atkins.....M

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 5 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;-
January / February 2024

Deadline date for All Report Types = 21st December, 2023

Date for Reports of Div Meetings that occur after the Deadline date = 26th December, 2023

Publish Date on Web Site = < 5th January 2024

March / April 2024

Deadline date for All Report Types = 19th February, 2024

Date for Reports of Div Meetings that occur after the Deadline date = 24th February, 2024

Publish Date on Web Site = < 5th March, 2024

Special Interest Groups (SIG)

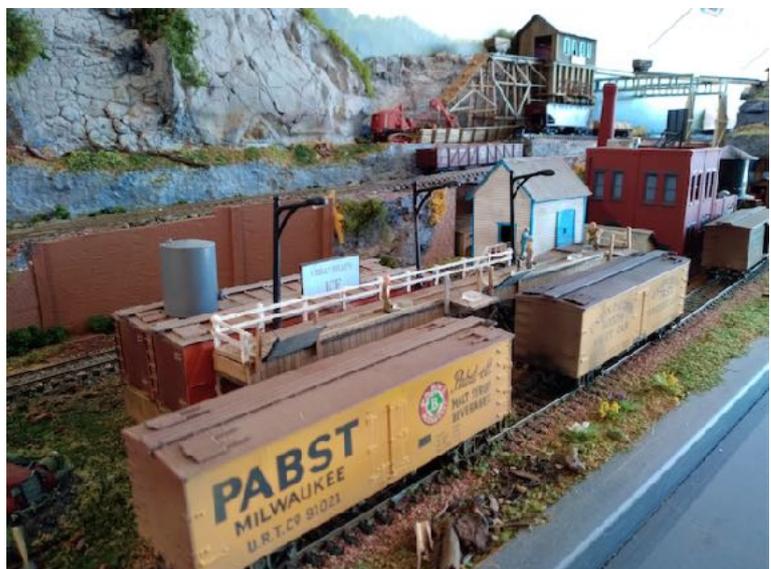
Narrow Gauge Division 7

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

A gathering of nine keen Narrow gaugers was held at Bob Best MMR residence to view his new revamped layout. Much smaller than his old layout but plenty of operation fun could be had using his system. Looks Really nice Bob!

The usual discussion was had on most modelling subjects, discussion was also held on future meetings. A great day was had by the attendees a truly enjoyable time was had by all.

Meeting closed at about 3.30pm. Thanks again Bob Best for hosting NG-SIG meeting.....M



Operations Discussion Group

By Ian Barnes
(Interim Co-ordinator)

Announcing:

The formation of an Australasian Region Discussion Group on model railway operations.

Following on from the recent AR convention, at 7pm on 17th October, 2023, seven NMRA-AR members met by video conference on Interchange to form a **new Regional discussion group**. The interest is in **model railway operations**, particularly operations relevant to this Region and focusing on Australian prototype.

The group will use the NMRA's **Interchange** platform (it's free, it works, no booking required, available to only NMRA members, and at any time!). Any NMRA member in the Australasia Region is invited to participate.

The group's next meeting is at **7pm (AEDST), 6pm (AEST) on 16th November 2023.**

No RSVP is required, just "turn up" on Interchange, either video or audio, and enjoy the conversation. If you have neither video or audio, text based communication will also allow you to participate.

Ian Barnes
Interim Convenor
Ph: 04 1577 4810

Convention Report

By Ian Barnes

NMRA AR 2023 Convention - Rails@Rosehill

Some Observations by an Attendee

Preamble

I decided to attend this convention for a number of reasons:

- As a recently joined NMRA member, it was an opportunity to see “who’s who in the zoo”
- I had not previously attended an NMRA convention and I wanted to see what others were achieving
- I would probably learn something to improve my modelling
- The last convention was quite some years ago (a victim of Covid) and the opportunity might not arise again, especially since:-
 - Geographically, Sydney was convenient for me, and
 - The cost was reasonable, \$330 for a full registration

Pre Convention Activity

Although it was dubbed a “National Convention” and was open to members of the public, this convention was aimed at all 800+ members of the Australasia Region of the NMRA.

Division 7 (central NSW centred on Sydney) hosted the responsibility and it was immediately apparent from their first newsletter in January they were well organised with a full committee busily organising a program.

The intention was clear – clinics, contests, layout tours and a partner program. The convention was held at the Rydges Hotel, Parramatta (but actually in Rosehill). I gather the location, although not ideal for some, was originally well conceived but became a residue of the Covid turmoil and could not be avoided. Nevertheless, it proved to be quite suitable.

Over the ensuing 9 months, as the convention program developed, we were kept up to date with 8 newsletters. Those newsletters also included information on other concurrent rail events and model shops in Sydney. The clinic program appeared to come together quickly and that helped prospective registrants decide on the value offered. We were urged to book early.

When the clinics and layout tour programs became available, it was both comprehensive and interesting. The on line booking system for both clinics and layout tours worked well but the layout tours required a bit of research beforehand on geography and drive times between offerings.

The Convention

The Venue

As mentioned above, the venue was quite suitable and comfortable and it worked well. The food and facilities were very good. For those who could afford to room at the hotel it was obviously very convenient, but alternative accommodations were nearby.

The Program

Upon arrival, registration was straightforward. We were given a useful booklet containing the program, an ID tag and a show bag of goodies. I was told there were about 100 delegates, a healthy proportion from Division 1 (Qld). A listing of delegates attending would have been useful.

Over two days, 33 interesting clinics were delivered in 11 sessions, three clinics concurrently. Booking a seat beforehand required some careful thought on personal preference to maximize value and avoid missing out on favoured subjects.

The topics ranged across all scales, and mostly of modelling technique. Some topics were traditional, such as layout planning, building construction, weathering and operations. But others covered more recent techniques, especially in electrics such as decoders, LCC and Blunami. There was something for everyone. It was evident most clinicians spent quite some time and effort to prepare their material.

Everything ran on time. I believe the clinic material will soon be on line for attendees so we can revise and reflect on what was delivered.

Between sessions, in a separate room, one could visit two trade stands (thank you Bergs and Casula!) and at our leisure we could view a number of excellent shelf style layouts from local Sydney modellers.

A small room, perhaps too small, held the contest entries - dioramas, locos, rolling stock, structures and photography. I have no way of knowing how popular this section of the convention usually is but, considering it represents



an important part of our hobby, modelling, I assumed there would be more entries.

A pleasant Saturday night dinner was well attended at which a number of awards and presentations were made.

An interesting Partner Program ran concurrently with the convention. Harbour tours and live steam events at Sydney Central Station were tempting offers. The feedback I

overheard was positive. On the Sunday afternoon a Grandkids event at the hotel was available.

Layout Tours

The layout tours spread across the encompassing Friday, Monday and Tuesday were a highlight. We had 35 home layouts available to us across the greater Sydney region between the Central Coast and the Southern Highlands. Car sharing enabled many delegates to visit up to 10 excellent layouts in the time and geography available.



Prior on line booking was available which I'm sure helped spread the burden. Some layouts invited hands on operation which was a real treat. Thank you to everyone who volunteered their layout and sacrificed time to help us enjoy your modelling!

Summary

I'm glad I went. The venue and the program worked well. There was always something interesting to attend. For at least four days an enthusiastic and talented group of Australasian modellers swapped stories and generally had a good time. Successful all round!.....

Ian Barnes



NMRA Inc.-AR



President's Communication

by Duncan Cabassi - NMRA Inc.-AR President

PRESIDENTS UPDATE TO AUGUST 2023

So what's been happening:

Generally, I expect that the Division Superintendents give you updates at your divisional meetings about the goings on in the NMRA Inc.-AR, but I do understand that not all members can get to meetings so here is a summation of events so far this year.

Divisional Activities:

All division have been tracking well with divisional events for the membership, and most divisions are coming up with unique ways to make a difference at each monthly gathering.

Division 1 and Division 7 are growing at a nice rate and this shows the value of active "visual and communicative promotion" of what we have to offer as an association. Both of these divisions have actively promoted the association at their local model exhibitions and have reaped the rewards of new membership.

Taking a leaf out of big brothers' book, Division 10 dipped their toes in the water with a promotions table and also signed up a new member.

Each division is finding unique ways of providing the fellowship that our association is renowned for and this combined with interesting and entertaining divisional meetings sets us apart.

National Model Railroad Association Inc.- Australasian Region:

It is pleasing to see that we are also bringing older x members back to the association. This is called re-railing and I have seen some re-rail memberships recently.

If you have not participated in an NMRA Inc.-AR Divisional meeting yet, I suggest you give it a go. You might just find what a great social event it is.



Right: Division 1 running a promotions table earlier this year

ARC Executive Level:

January - April were reasonably quiet months for the AR region. We held 4 ARC committee meetings in the period with only minor issues dealt with at each meeting.

However in June the ARC executive got notified by our then Public Liability insurance (PLI) provider that they would no longer be able to provide PLI for our association. This was a big curve ball and the ARC executive had to work extremely hard to find an alternative Insurance provider.

The ARC secured a two-month extension of the existing policy to give us breathing space to source a new provider. Whilst it went down to the twelfth hour, we ended up with three insurance provider policies and quotations and I'm pleased to report that we were able to secure a PLI policy through a new provider.

I would like to congratulate those members of the ARC and in particular the executive who worked hard and tirelessly to achieve this result. Failure would have had significant implications on our association. It is things like this that our general membership do not necessarily hear about so I want to ensure you that we work silently and hard in the background to ensure you get fulfilment from our association.

The ARC executive has completed a review of the Australian Region Rules of Association (ROA). Recommendations were made to the ARC committee and these were approved. The next step is to take the recommended changes to the membership for approval. This is planned for late October 2023. This will require an executive general meeting to vote on the policy change.

Due the hard work of the ARC the Australian Region was able to issue to the membership, access to improved purchasing power at one of Australasia's leading electronic suppliers, Jaycar. This entails significantly discounted purchasing power for you as a member of this association.

Our association is coming under increasing financial pressure as our costs to run the association are increasing (*Note the new PLI insurance was a significant cost increase on the previous policy*). We have maintained a low membership fee for a significant period now and it is becoming unsustainable to continue this. This is under review by the ARC committee at present.

100% clubs:

The AR region lost two 100% club in the first half of 2023 with the Western Suburbs Model Railway Club (WSMRC) (Division 1) folding up their organisation and the Taree Model Railway Club (TMRC) (Northern NSW Division) deciding to go its own way.

We have had some TMRC and WSMRC members remain as NMRA AR members.

AP Program:

The AP program continues to flourish with many members enjoying AP certification as a significant recognition of the skills they have and an education tool to learn more skills. The AP team across the divisions are doing a great job in ensuring our members who

take on the AP program are ably assisted towards their end goals which is an AP certificate of recognition of skill.

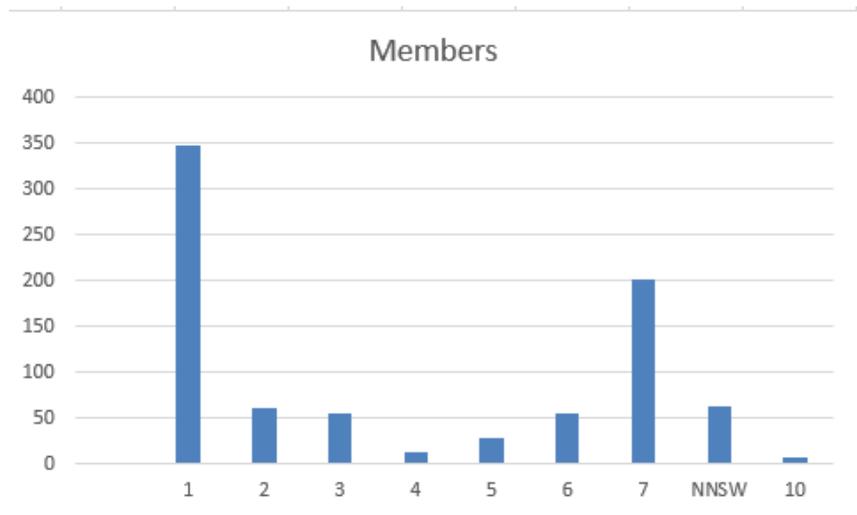
MainLine Magazine and NMRA Inc.-AR Website:

Both these NMRA Inc.-AR products continue to turnout excellent information for you the membership. The MainLine magazine is a second to none quality read (Great work Merv) and the NMRA Inc.-AR website has a wealth of available information for our membership to access (Great work Wayne).

Statistics:

Here are some Australasian region membership statistics:

Division	Members
1	347
2	60
3	55
4	13
5	28
6	55
7	202
NNSW	62
10	6
Totals	828



Special Mention:

In June I took the opportunity to go to New Zealand and meet with some of our NMRA Inc.-AR members as well as promote the association at a Bi-Annual New Zealand Model Railroad event called AMRA (American Model Railroaders Association).

Further I had the absolute pleasure of presenting the Hopkins - Bone award to Kel Sherson for his long service to the NMRA Inc.-Australian Region. Well done, Kel. (See photo on the *Right*, Kel on the left)



Closing out:

In closing out this update, there continues to be much work to be done on every front.

Our challenge is to ensure the future of this association and indeed this hobby by enticing the younger generation to join and participate in what a great association and group of people we have. To share this hobby with camaraderie and mentor others to improve skills is all part of our DNA.

Your Division Superintendents in conjunction with the executive continue to challenge the boundaries to ensure an optimistic future for us all.....M

Divisional Reports

Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)

19th August 2023 meeting:-

Meeting Attendance and Apologies:

39 members

5 On-Line (Zoom)

21 Apologies

0 Guest

ARC Report:

Nil

QLD Membership:

378 current members, 5 resignations.

Clinics:

1. Were gunna need a bigger boat - All Wright
2. B Prototype Train Handling - David Skelton

Excursions / Visits:

Nil

Division 1 Feedback:

See below

Next Gathering: 16th September 2023, Paul Rollason's Residence

Report:

The monthly gathering was hosted by Darren and Kathryn Lee, 36 Galen Court, Cedar Vale. Qld. 4285 and opened at 10.30am.

Gathering consisted of 39 members, 0 visitors and 5 linking in via Zoom.

Paul opened the Gathering and thanked Darren and Kathryn for hosting this gathering.

Darren welcomed all to residence and went through housekeeping procedures (Exits, Toilets, Emergency Meeting Points etc.).





Presentation #1 - Al Wright

“We’re Gunna Need a Bigger Boat”

Al talked about filling empty spaces on your Layout using lots of different items particularly non-railway items.

He mentioned items like Water, Boats etc. He is doing an area of “Dover Harbour” to fill a space on his layout and describe how to utilise kits, scratch built boats and the ease with which you can obtain a very interesting scene.

I had a picture in my mind of exactly what I wanted.....



SS Venture, as seen in the Peter Jackson's 2005 movie remake 'King Kong'

So, time to look at a different option!



How about a conversion project of Sylvan Scale Models Laker Class Ocean Freighter?

Then I stumbled across this.....

H e



Getting around the issue of two dimensions



provided links to various kits, methods etc. to build your scene:

Scale Scenes - <https://scalescenes.com/railscenes/>

Sylvan Scale Models - <https://www.sylvanscalemodels.com/>

Slater's Plastikard - <https://slatersplastikard.com/>

Al mentioned a book that is also an excellent resource for scenery etc.:

“Extreme Reality 5 - The Beauty of Old & Weathered” available for £24.99

Online from BookWorld - <https://www.bookworldws.co.uk/product/extreme-reality-5-the-beauty-of-old-and-weathered/>

Al is going to send out a pdf version of his presentation.

Presentation #2 - Dave Skelton

“Prototype Train Handling”

Dave spoke about using JMRI and in particular “Decoder Pro” to program Locomotives for real prototype sound in relation to speed, acceleration, braking, dynamic braking etc. He demonstrated Locomotives going through the process of being programmed and then running showing the exact correlation between sound and movement.

Dave also spoke on how he became interested in model trains and how the choice of layout he wanted from life experiences.



Dave has volunteered in the future to do a clinic on Programming using Decoder Pro.

Lunch Break:

Photos of Darren Lee’s HO NSW Layout





Paul's Div 1 Report

- Paul provided information moving forward for the remainder of the year with a possible Layout Tour to Peter Sanderson in November and Xmas Party in December.
- There was a lot of discussion and ideas put forward for future clinic, something everyone agreed that was need in the future. Some of the ideas are:
 - Soldering
 - Air Brushing
 - 3D Printing
 - Maintaining Locomotives
 - Maintaining Wagons, Handrailing etc.
 - Weathering Locomotives, wagons, buildings etc.
 - Scenery
 - Operations - Arthur Hayes has a PowerPoint Presentations
 - Module Systems
 - Free-Mo Construction and Standards
 - DCC Clinic
 - Wiring
 - How to create PowerPoint Presentations
 - Track Superelevation and general Track Engineering
 - Have a Projects Day
 - Repeat Clinic from the upcoming Convention.

- Paul gave a list of 39 RSVP's, 21 Unable to attend and 5 on-line.
- Updated Gathering on the progress of "Stream" - mentioned also that James is going well and apologised for not being here today but will become a member of NMRA-AR, welcome James. More Stream Clinic in the future.
- Free-Mo Modules will be at Redlands Show, MTCGC Show and RMCQ Show. Darren asked to coordinate. Aurora Trains will sponsor 4 Free-Mo modules.
- Costs of Shirts have had to be increased due to manufacturing costs - now \$40 and the same for Jackets which are now \$85.
- Next Gathering is now at Paul Rollason's due to Darren Starkey unable to hold the Gathering due to circumstances beyond his control.
- Sydney Convention - 86 people so far registered, the beak even mark was 80. If you are interested in going you need to register as soon as possible but more importantly you will need to book your accommodation very soon as this is Grand Final long weekend and rooms are going fast. Ridges is most likely booked out already. Registrations close 16th September.
- NMRA-AR are looking for new Insurance as the current Insurance will expire 31st August 2023 and Keystone are not continuing to provide this type of insurance any longer.
- NMRA Membership will be \$35 in 2024, an increase of \$5.
- NMRA-AR Div. 1 membership now 371, unfortunately there were 5 resignations in the past month.
- Paul reminded 100% Clubs that they are required to submit Annual Reports and that ALL 100% club members MUST be NMRA members.

SIG Reports:

Nil.

100% Clubs Report:

Glen McCarley reminded guests that the Miniature Train Club - Gold Coast Inc. is having their first Show since Covid, 23rd & 24th September, 2023 at the Nerang Bicentennial Community Centre, 833 Southport Nerang Road, Nerang.

Mark Bailey informed the Gathering Logan District Model Railway Club Inc. is having an Open Day Buy and Sell at their Clubrooms, 76 Springlands Drive, Slacks Creek on Sunday 29th October, 2023.

Charles Clarke reminded the Gathering that the Toowoomba Carnival of Flowers is on 16th - 17th September, 2023.

Craig Mackie mentioned that RMCQ are having a Show on 25th - 26th November, 2023 at the South Pine Indoor Sports Centre, Cribb Road, Brendale.

Paul spoke about Regional Trips:

Future Trips include:

- 21st October to 22nd October 2023 Hervey Bay Weekend (Bus Trip) - includes accommodation, Layout Tours and Gathering. Still some places are available.

Ideas for future trips include:

- a Northern NSW (Lismore) Bus/Layout Weekend Trip March/April.

Show and Tell:

- Craig Mackie talked about Darren's (host) Wattle Flat and a few aspects of a new School on the Layout. It consisted of a couple of de-mountables in vary degrees of placement and construction.
- Glen McCarley talked about the construction of a newly acquired DJH Models NSWGR 32class Steam Locomotive he is building with the aid of another NMRA-AR member..
- Arthur Hayes talked about modelling Qld Street Lights. The trials and tribulations of finding the right materials and construction methods employed.

Raffle:

1st Place - Glen McCarley

2nd Place - Phil Mooney

3rd Place - Geoff Cosgrove

Fellowship:

Members socialised throughout the afternoon with much camaraderie shared. Members also spent time looking at Darren's (host) extensive HO Scale layout.

Gathering Recording:

Please click on the link below for a Zoom recording. Apologies for the disjointed recording however this was out of our control due to poor internet on the day.

https://us02web.zoom.us/rec/share/Lmd_mYvjX6Stacs_xo5ADFiLDKj7L-SmBixEQoCuQueU66zVPqKXPMPs61D_WV6I.YhGqs1qsbWQ2c4XI

Passcode: ird08=DT

Gathering Closed @ 14.10

NMRA ATTENDANCE AT REDLANDS MODEL RAILWAY SHOW - SATURDAY 26TH AND SUNDAY 27TH AUGUST 2023.

Ambassadors:

Glen McCarley

Den Candlin

Greg Keliher

Phillip Mooney

Paul Rollason

Demonstrators:

Craig Mackie
Darren Lee
Jonathan Boswell

The Ambassadors were kept busy for the majority of the day talking to a large diversity of modellers and a number of younger modellers who were very interested in the STREAM Clinics Day sessions to be held in March/April 2024.

Craig demonstrated techniques of using styrene to build wagons and loads for wagons.

Darren was kept busy adding scenery to the Free-Mo layout. He placed foam to the layout, shaping the foam to form hills, valleys and a rock outcrop. He directed visitors to the Clinic Layouts that were built during last year's Clinics Weekend to show how the finished scenery can look.



Jonathan demonstrated how to add decoders, lights etc. to a locomotive. He also demonstrated how to make trees.

The demonstrators were very busy modelling and answering a huge selection of questions relating to what they modelling.

Overall, the weekend was extremely well attended with a number of strong leads for new members for the NMRA and interest in STREAM/Clinics weekend. Sixteen people left their details for future contact and 12 of those were happy to be on a mailing list to invite them as a guest to upcoming Division 1 gatherings with the view to becoming a member. At the time of writing, 3 of these people have joined the NMRA and this was under 7 days since the show. An additional 3 people are coming as a guest to our September gathering.

A sincere thank you to our ambassadors and clinicians for volunteering for the shows. Without you guys, our stand would not be as interactive as it is. It is an absolute honour to work with dedicated people like yourselves and comradery is absolutely awesome.....

**Notice of Meeting of Members of the
National Model Railroad Association Inc – Australasian Region**

The Australasian Region Committee confirms that a Special General Meeting of Members is scheduled, via Teams, for 7.30pm NSW time (6.30pm QLD) on Monday the 27th November 2023. The sole purpose of the meeting will be to accept the results of the membership ballot conducted for the following matters:

- a. PROPOSED CHANGES TO THE (NMRA-AR) RULES OF ASSOCIATION**
- b. INCREASE NMRA-AR MEMBERSHIP FEE TO \$40 PA EFFECTIVE 1st JANUARY 2024.**

Ballot paper and supporting materials are being emailed separately to members of the NMRA–AR by the Returning Officer and we urge you to take the time to participate in the vote on these important matters.

Microsoft Teams is now widely used and available so we will issue a Teams' invitation via email to members within 24 hours of the Special General Meeting to be held Monday 27th November 2023. You will be able to login to the meeting from 7.15pm (NSW) 6.15pm (QLD). It would be lovely to have a significant number of members join this meeting and be a part of the process. This is the first time we will have attempted this so it will be historic for our association.

**Trevor Phillips
Secretary
National Model Railroad Association Inc – Australasian Region**

Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)

17th September 2023 meeting:-

Meeting Attendance and Apologies:

44 members

3 On-Line (Zoom)

15 Apologies

3 Guest

ARC Report:

Nil

QLD Membership:

378 current members, no resignations, 3 new members.

Clinics:

3 x Presentation style

Excursions / Visits:

Nil

Division 1 Feedback:

See below

Next Gathering: 21st October, 2023, Merv Bagnall, 29 Ocean St, Hervey Bay. Qld. 4655

Report:

The monthly gathering was hosted by Paul and Jody Rollason, 9 Greentree Cres., Forest Lake. Qld. 4078 and opened at 10.30am.

See list above for the numbers of members, visitors and those linking in via Zoom. There were 47 attendees (44 members plus 3 guests), 15 apologies and 3 via Zoom.

Paul opened the Gathering and welcomed all to his residence and went through housekeeping procedures (Exits, Toilets, Emergency Meeting Points etc.).

Presentations & Clinics

Presentation #1 - Malcolm Jenkins

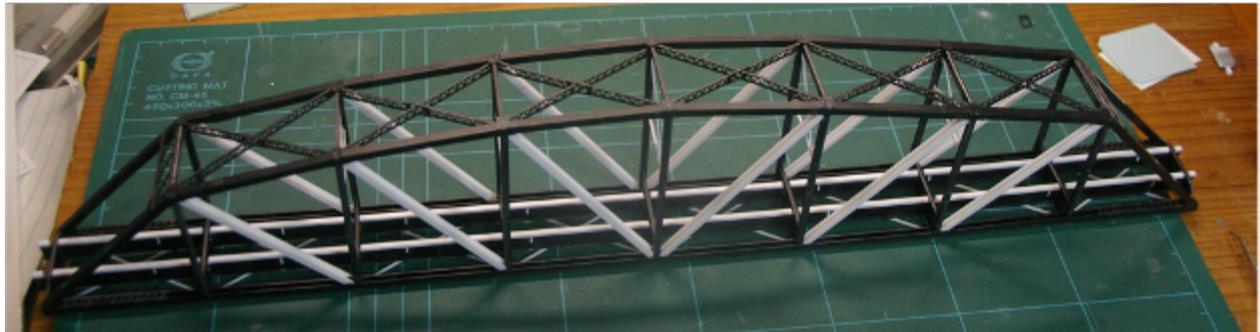
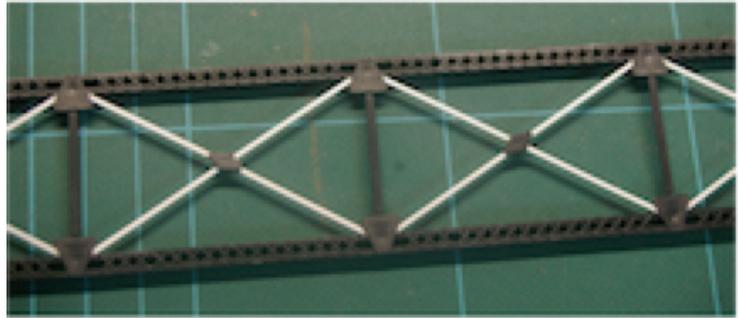
“Prototype Modelling - Murray Bridge”

Malcolm started by informing all how he developed the idea for his layout which is based on a real location in “Murray Bridge” which is near the mouth of the Murray River.

Malcolm then went on to give a PowerPoint presentation on the method of modelling a real location,



describing how you prototype model a layout using such items as drawings of different structures, photographs of these structures and aerial photography for track and road layout and building locations etc.



Presentation #2 - Bob Tisdall

“Introduction to ESP and IOT - a Wi-Fi Method of Controlling a Layout”

Bob introduced the Gathering to the new computer concepts that allow a different method of controlling a Model Railway Layout.

ESP - Espressif Systems

- Chinese Company,
- ESP32 Chips - inexpensive &
- ESP1 & ESP2 - controls 1 item at a time.



IOT - Internet Of Trains

- Small embedded systems,
- Generally linked together in a Network,
- Commonly but not necessarily using Internet Technology &
- Parts - Core Electronics <https://core-electronics.com.au/> **NOT** from Jaycar.

Presentation #3 - Justin Walker

"Air Brush Cleaning"

Justin introduced a couple of Air Brushes to the Gathering:

- Iwata Air Brush
<https://www.iwata-airbrush.com/>
- Sparmax <https://www.sparmaxair.com/>

Justin demonstrated the careful taking apart an Air Brush for cleaning and informed the Gathering about Cleaning Kits, Mats etc. from Iwata to assist in the cleaning of Air Brushes.



Paul's Div 1 Report

- Stream Update - there will be a Clinics Weekend in April/May 2024 which will incorporate STREAM.
- Redlands Model Train Show - 16 visitors were interested in STREAM / Clinics Weekend - interest is from newbie to advance.
- Free-Mo - progressing well with Landscape work completed by Darren Lee at the Redlands Show.
- Shirts / Jackets - please place your Order if you need before 31st October.
- Track Gauges - Div 1 will need to obtain from National.
- November Gathering - owing to the low uptake of Layouts on the northside for a Layout Tour (2), then the alternative maybe adding a Tour of the Tramway Museum (if open) with a BBQ lunch and tours of the 2 Layouts being offered.
- Paul spoke about the new Insurance Policy for 100% Clubs and the increased cost of the Policy and the fact that NMRA Fees will increase next year by approximately \$10 in 2024.
- Future Gatherings:-
 - o Casino and Lismore 16-17 March 2024 or 20-21st April (to be confirmed) - planning underway
 - o Bowen Oct 2024 - Whitsunday Tour (Scott Whitakker - O Scale hand built Victoria - 450m2 shed)

Mod Sigs Report

Graeme Prideaux spoke of the need to complete urgent maintenance on the Modules due to among other items "track creep" which is a very intensive project. As a result the Mod Sigs Group will not be able to attend the next RMCQ Show at Brendale but may be ready for the ARMA Brisbane Show in May 2024.

Graeme expressed his keen interest in bringing the Modules to the Gathering to be held in Bob Tisdall's Hangars for a Gathering in 2024.

100% Clubs Report

Glen McCarley reminded visitors that the Miniature Train Club - Gold Coast Inc. is having their first Show since Covid:

23rd & 24th September, 2023 at the Nerang Bicentennial Community Centre, 833 Southport Nerang Road, Nerang.

Glen also informed the Gathering that following a very long and exhaustive process MTCGC finally have a Clubroom at Pimpama.

Mark Bailey informed the Gathering Logan District Model Railway Club Inc. is having an Open Day Buy and Sell at their Clubrooms, 76 Springlands Drive, Slacks Creek on Sunday 29th October, 2023.

Show and Tell

- Glenn Graham spoke about his Yeerongpilly Depot Layout and the construction of his 75' Turntable which is in progress.
- Kevin Frost demonstrated some Fine Point Tweezers (Weeding Set from Spotlight for \$11).
- Merv Bagnall demonstrated "Bullfrog Snot" for Track Adhesion - available from Australian Modeller for \$43.55.
- Dave Skelton expanded on Decoders and Decoder Pro demonstrating
 - o Power
 - o Sound
 - o Lighting
 - o Auto Horn when moving Locomotives.
- John Burt demonstrated the building of his 2 track Locomotive Shed.



Raffle

1st Place - Craig Mackie

2nd Place - Phil Mooney

3rd Place - Glenn Graham.

Fellowship

Members socialised throughout the afternoon with much camaraderie shared. Members also spent time looking at Paul's (host) progress of his HO Scale layout.

Gathering Closed @ 14.30

Promotions Display at Miniature Trains Gold Coast Show

NMRA Division 1 was invited to have a promotions table at the Miniature Trains Gold Coast model train and hobby show on 23-24th September.

We were fortunate to have a prime position at the front entrance and members of the public could watch our master clinicians at work and we could chat to them how they could achieve this and one way would be for them to learn more would be join our clinics weekend. 9 people expressed interest in attending.



Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)

21st & 22nd October 2023 meeting:-

Meeting Attendance and Apologies:

28 members

- On-Line (Zoom) (Not available)

? Apologies

3 Guests

ARC Report:

Nil

QLD Membership:

359 current members, 21 people didn't renew their membership no resignations, (this has been a process of clearing out those people who didn't renew).

Clinics:

2 x Presentation style

Awards:

Nil this month

Excursions / Visits:

2 day Hervey Bay Excursion, meeting and layout tours.

Division 1 Feedback:

See below

Next Gathering: Brisbane Northside Layout Tour and lunch at Brisbane Tramway

Report:

The monthly gathering was hosted by Merv and Cheryl Bagnall, 29 Ocean Street, Torquay and opened at 11.30am.

Hervey Bay Bus Excursion 21-22 October 2023

Getting Up!

It was a 5 am start on Saturday. I was reminded of the words in my school song - "Some go forth with an athlete's grace, some with half-closed eyes". Paul, I am glad to say, was in the 1st Category as he was the coach driver. Everybody got on board, and after a quick headcount by cabin manager Stephanie, we were on our way to Hervey Bay. ETA was 11 am.



Layout One

We arrive at Merv and Cheryl Bagnall's house to hold the Division 1 meeting and look at Merv's excellent layout.

There is a lot of scenery, and this layout's topography is imaginative and well-executed. The NSW layout gives an immediate impression of looking into a mountain terrain with track woven into the mountains at various levels.



The layout is in two halves, with the first half complete and the second half a work in progress. Merv completes a section to a high level of detail before moving on to the next, but always has a working model. The impressive collection of APs on the wall represents Merv's skill.

Div 1 Meeting

By this time, the coach party was joined by local members and others who had travelled to HB by car. The meeting started with a quorum of 25. A presentation by Stewart Norton followed a welcome tea break. Stewart outlined what and why he had taken up the hobby and his journey so far. Stewart is an engineer and researches and plans his work accordingly. He has an interest in all aspects of the hobby but a particular interest in the command-and-control aspects. He has joined MERG as well as NMRA and built several of the kits available from that source.

The nods and murmurs of agreement suggested that the triumphs and setbacks he described were familiar to many starting this journey. However, as is always the case in these discussions, the takeaways were insightful.



Arthur Hayes gave an express run through the options available for operations on a small layout. Arthur's professional experience and expertise added to the wealth of ideas he presented for making the limitations of a small layout a virtue.

Paul dealt with AR/Div1 business, commenting on the excellent National Conference organised by the NSW division and the need for volunteers for the Pine Rivers show.

Lunch followed.

A big thank you to Cheryl and Merv for letting the NMRA circus land at their place and for the warm welcome we received.

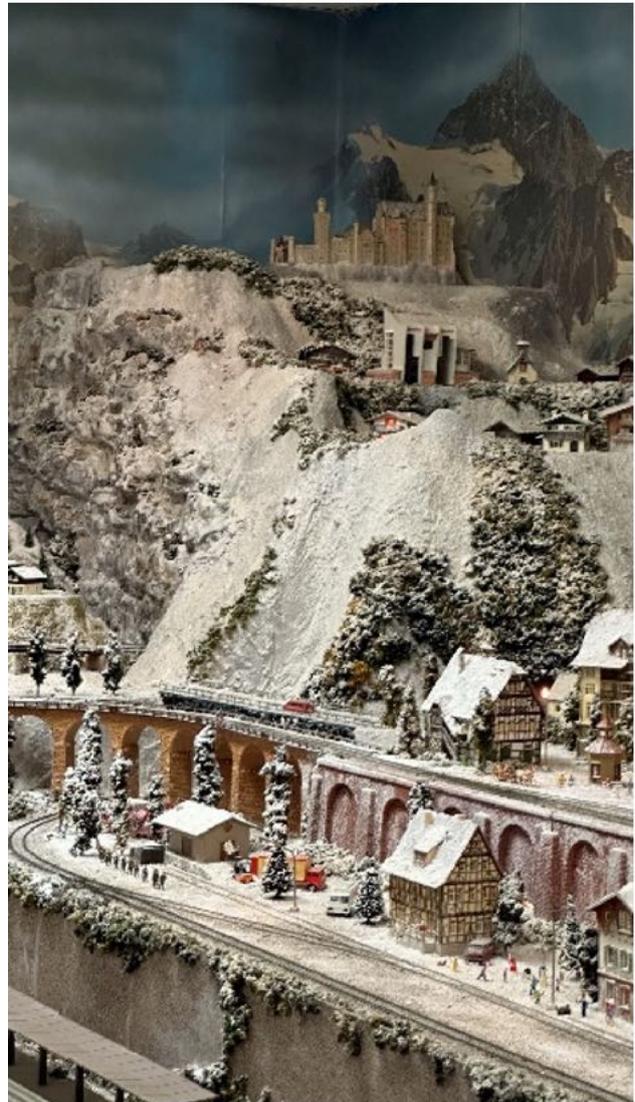
As is usual with the Division, the fellowship is a significant feature of these events.

Layout Two

M&K Model Train shop provided the second venue of the day. The shop features railway and Scalextric layouts and is as much a tourist destination as a shop. The Major HO layout is based in Germany and features cityscapes and mountains. It is reminiscent of Wonderland in Hamburg. The scale is HO and controlled by an automated DC system.

In addition to the HO layout, there was a garden system featuring two scales. The tracks for this were integrated into several flower beds; happily, co-existing with plants and the irrigation system, The shop offered a discount to members, and many bargains were struck with the Div super taking away a pile of boxes.

The shop provided afternoon tea. Thanks to the team at M&K for making everything available for our welcome.

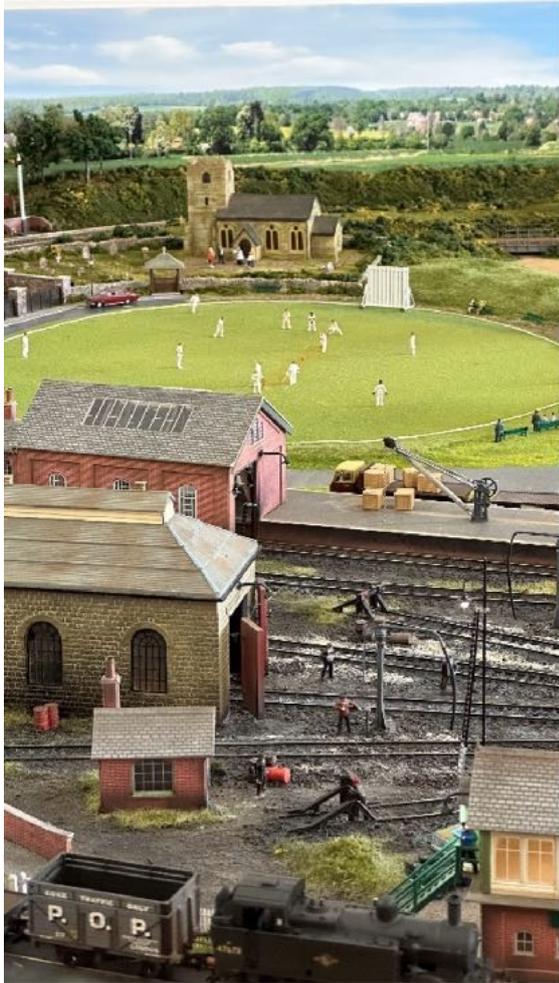


Evening

Off to the motel to freshen up and get set for an excellent dinner at the Boat Club.

Day 2 starts with a pie.

Setting the alarm for a 7:30 pm start, everybody boarded the coach for our first stop at the local bakery. Coffee and meat pies for breakfast!



Layout Three

Les and Joan Griffith greeted us to view the Southern Layout that has been Les's "magnum opus" for the last three years. Arthur Hayes had already arrived and was quietly driving the S16 locomotive around the track. This layout features many cameos for English Rail about 1950 (post consolidation but before Beeching). The storytelling was outstanding. Natural and synthetic materials blended to achieve an authentic picture of the Axminster region. The weathering of rolling stock and buildings added to the atmosphere of this great layout. I think everybody learnt a bit from seeing what Les has achieved.

Layout Four

Stewart Norton bravely opened up his layout to us. Here, we saw the start of a well-designed and executed layout. It is very early days for this, but seeing how Stewart had

taken the challenges of a layout under an old Queenslander and using modern materials was a source of much discussion.

Lychees

A visit to Lychee Devine Winery was fascinating—so many things to do with lychee. I had a Lychee Milkshake, and much lychee ice and ginger ice cream was ordered. Then a wine tasting of the various wines and liqueurs resulted in the happy chink of bottles being loaded into the coach (this seems to be a feature of these field trips).



Homeward bound

Paul, aided by Steph, kept us on schedule and delivered us to Brisbane with minimal delay. The experience of these trips is always convivial and informative. The reception of our hosts is always warm and friendly, and everybody is ready to share knowledge.

If you have not been on one of the field trips, you are missing out on a lot of fun and exposure to brilliant layouts you will not usually see.

GATHERING NOTES

1. Div Super Report

- STREAM / Clinics Weekend
 - Ø Committee decided to have a combined clinics weekend and STREAM clinics weekend in March/April 2024. Date to be advised
 - Ø Aimed at all levels from beginner to advanced and will have many hands on sessions/clinics and not just lectures
 - Ø Have 27 EOI from the public already as a result of the Redlands and Gold Coast Shows
 - Ø Sponsored by Modeller's Warehouse
 - Ø First committee meeting to be held over next 2 weeks
- FREE-MO layout
 - Ø Progress at RMCQ show
 - Ø Sponsor is Aurora Trains (for first 4 modules)
- NMRA shirts and jackets. Taking orders for next batch. Shirts now \$40 and jackets \$85 due to increase in production costs. Next batch 30th October 2023
- Track Gauges (arrived)
- Calendar out for 2023 is on the website
 - Ø Changes to calendar
 - Ø 18th November - Layout tour of Brisbane North side
 - Only have 2 layouts to date. Both in morning
 - i. Peter Sanderson (Samford) - 1924 to 1964 Steam and 1974 to 1985 Diesel NSWGR, QR and VR
 - ii. Bob Whinterbottom (Clayfield) - based on the Railways of the Eastern coast of Australia
 - Then to Brisbane Tramway for a BBQ lunch, tram rides and visit museum
 - \$20pp (includes lunch and entry into museum and unlimited tram rides)

2. AR Report

- NMRA AR Convention - Huge success
- Membership fees to go up in 2024 by \$10 (to \$40)

3. Membership

- 359 current Qld members
- 4 new members last month
- 23 guests looking at possibly joining (a result of Redlands and GC Show - very successful)
- 21 not renewed membership
- 0 Gone Home
- Some members struck off as not paid their membership
- **REMINDER** to all 100% clubs that EVERY member MUST be an NMRA member otherwise your club cannot be considered as a 100% club and are not covered by insurance.
- 100% also to put in their annual report to NMRA AR

4. AP Awards

- Nil

5. Reports

- SIG
 - Ø Modular SIG group
- 100% Clubs
 - Ø Action MRC
 - Ø Ipswich MRC
 - Ø Gladstone and District MRA
 - Ø Logan District MRC
 - Ø Miniature Trains Gold Coast
 - Ø Northern Rivers MRC
 - Ø Southern Downs Steam Railway MTA
 - Ø Wide Bay Burnett MRC

6. Events for the Year

- Shows
 - o RMCQ Model Train and Hobby Expo - 25-26 November 2023 - South Pines Sports Complex at Eatons Hill
 - o Bundaberg Model Train and Hobby Show - 23-24th March 2024
- Other future events
 - o Casino and Lismore 16-17 March or 20-21st April 2024 (to be confirmed) - planning underway
 - o Oct 2024 - suggestions?
 - o Bowen Oct 2025 - Whitsunday Tour (Scott Whitakker - O Scale hand built Victoria - 450m2 shed) - Decided to delay until 2025 so that Scott will hve most of the layout complete

7. Future Gatherings

- Next Gathering - Northside layout tour and Brisbane Tramway Museum
- Christmas Lunch - Sat 2nd December 2023 - Monier Hotel
- Seeking people to run clinics for 2024.....

Division 2

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

July 2023 meeting:

Over Twelve months ago Stephe and Karina Jitts moved from Old Linton in Yass NSW to Murrumbateman. With the move was the relocation of the Kangaroo Valley Railway KVR. The KVR occupies a space of 12x8m that has allowed for wider isles. Seeing the layout now setup is like looking at an open plan office but back scenes will change that.

Twenty two members from across the division attended, with Raymond Sullivan from division 7 driving from Parkes NSW. Three visitors locally attended.

John Gillies and John Martin reported on the recent American Model Railroad Association AMRA Convention in New Zealand with encouragement for members to consider attending future events run by AMRA.

With twenty six potential Show n Tell items it took some time to work around the circle.

A better way of Show N Tell is required to maximise the meeting !

The July Flimsy will provide a more detailed coverage of member modelling.

Our host Stephe, provided a presentation on JMRI that looked beyond Decoder Pro.

The hardest part looked like loading all of the information that would assist operations in the future. A railway the size and amount of rolling stock like KVR will benefit these apps within JMRI.

Time was spent running trains on the KVR and for members to catch up.

Afternoon tea closed the meeting with Karina's secret recipe scones and all the usual fare.

Thank you to Stephe and Karina for hosting the July meeting and members who travelled some distance to attend.

Division 2

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

August 2023 meeting:

Back to Bemboka, was the venue for Division 2 's August meeting at the pole home of our hosts Rob and Jenny Anderson. Eighteen members including potential new members attended with a number of partners making it a weekend away. Car pooling also played a good part with members sharing the journey.

Members were advised of registering for the coming convention and booking



places at both the clinics and the layout tour program.

A question from a member was asked why the NMRA 100% clubs are not listed on the National website, to which there was no answer. The superintendent advised that he would put the question to the next ARC meeting.

The September meeting will be hosted by Jon Bailey and he will show his basement size layout which has not been seen for many years. Jon's layout will be well worth seeing.

Show n Tell, a number of items were presented and displayed, to which more detail will be seen in the August issue of The Flimsy.



Our Host, Rob gave a very informative powerpoint presentation.

“Permutations on Operating a Model Train Layout” A Very Vexing Question !

Lots of helpful information from Rob's experience with his previous layout in Canberra and the new layout in a 9x6m shed at Bemboka.

Again these member presentations are suitable for a clinic convention or an article for the MainLine magazine. With conclusion of the meeting it was time to get back to running trains.



The meeting was an early start and Rob and Jenny kept all of us well feed with a great BBQ lunch on their front deck with the sun shining and great scenery.

The day ended with afternoon tea before members headed for home or enjoyed the rest of the weekend at the coast.

Division 2 members thank Rob and Jenny for hosted another great day at Bemboka.

Division 2

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

September 2023 meeting:

The September meeting was an opportunity for members to see a layout that has not been shown for many, many years that is breathtaking in its size and complexity.

Our host Jon Bailey built the original layout under the house but years ago the home was destroyed by fire. Fortunately the layout and rolling stock was not destroyed but saved by the floor above.

Out of the ashes a new home and a layout transpired over the last thirty years.

The layout would what could be called a basement empire but at ground level and is inspired by the doyen of track planning, John Armstrong. See all those Kalmbach books.

So twenty members attended the meeting and a number of modelling efforts were presented during Show n Tell. Better coverage and pictures can be seen in Division 2's newsletter, *The Flimsy* September issue.

Jon made members aware of his display of OO scale British locomotives that covered the beginnings of steam to locomotives of the present day, along with a collection of bus and trams.



Jon's layout maybe large but isles limit the number of members who can view so groups took the tour.

Sterling and Clyde, Jon's grandsons ran trains for members to watch and take in the amount of rolling stock and track on the layout.



Afternoon tea and with Madeline a family friend, Clyde and Sterling doing the honours there was plenty to enjoy.

Members travelled from across the division to see a layout that photos do not capture the space. A drone would be the answer. How big is the layout, how much track, locomotives and rolling stock, who knows !



Thank you to Jon for hosting, Sterling, Clyde and Madeline for assisting and those members who attended.....M

Division 3

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

(Report provided by Peter Kendall & Rod Hutchinson)

September 10th 2023 Meeting:-

Meeting Attendance and Apologies:

20 members

0 On-Line (Zoom)

2 Apologies

ARC Report:

- New name badges to be ordered
- Exhibitions at Sunbury & Shepparton
- Garden Railway operating display
- Reminder of NMRA Convention in Sydney
- Display of locomotives, structures, rolling stock, modelling materials and reference material

Next Exhibitions:

- Kynton Small Traders Sept 16-17
- NMRA Convention Sept 29-Oct 2
- Sunbury Oct 21-22
- Shepparton Oct 21-22

Next Meeting: 15/10/23 Host: Bob & Myra Thornton (Skipton)

Report:

The September meeting was held in the bowling club rooms at Palms Lake Resort in Truganina, west of Melbourne. Our host, Geoff Truman, is an avid VR HO Modeller. Geoff is associated with Broad Gauge Models and will often be seen on the BGM stand at shows around Victoria.

The bowling club is part of the facilities at the gated community in which Geoff lives. In addition to providing an all weather venue with facilities, the community has a G scale



modellers group who were on hand to present and demonstrate some of their models. Geoff's culinary hosting arrangements were ably assisted by Myra Thornton.

The day was very cool and overcast with some showers, however the venue provide a pleasant haven to while away the day talking all things trains. Hot soup, roast vegetables, salads and an assortment of sweets were made available to guests. Around 20 members and guests attended this wonderful venue. Models on display were quite disparate, which may pique some interest to readers. Members of the G scale group at Truganina powered up their locos in a demonstration of LGB prowess.

TOMA Model Works have small N/HOn chassis in 9mm and 10.5 mm gauges which are sold as a "Slow Runner". <https://tomamw2.com/>

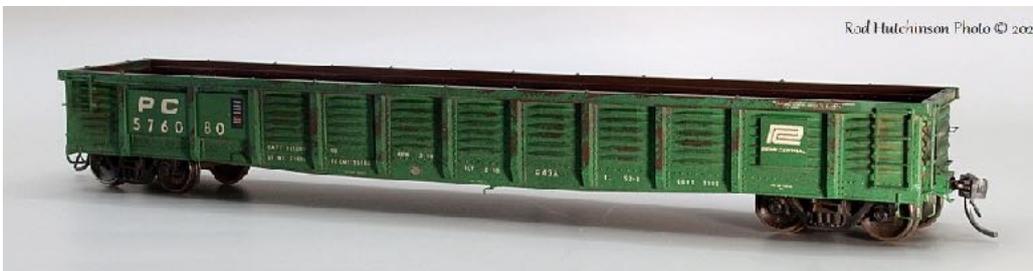
Iowa Scaled Engineering "Proto Throttle"
<https://www.iascaled.com/store/ProtoThrottle>

All in all a fabulous day with new and old friends. A thank you plaque was presented to Geoff

Next Meeting is at Bob & Myra Thornton's, Skipton, west of Ballarat. 15th October 2023.

Models on display:

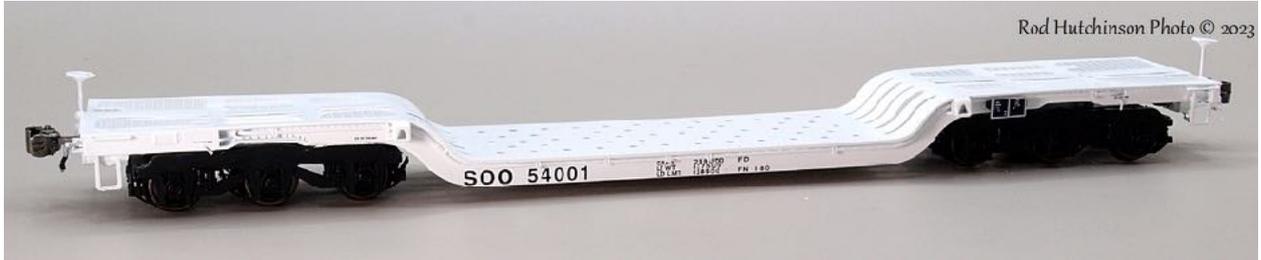
*Bob Thornton:
G Puffing Billy NB, NC & NT stock.*



Graham Stockfeld HO 3 x Gondolas, 1 x Flat Car, 1 x Well Wagon.



Rod Hutchinson Photo © 2023



Rod Hutchinson Photo © 2023

Graham Stockfeld Proto Throttle



Rod Hutchinson Photo © 2023



Rod Hutchinson Photo © 2023

John Wotzko LGB Vertical Boiler Loco with Scratchbuilt Cab and Scratch log car



Rod Hutchinson Photo © 2023



Rod Hutchinson Photo © 2023

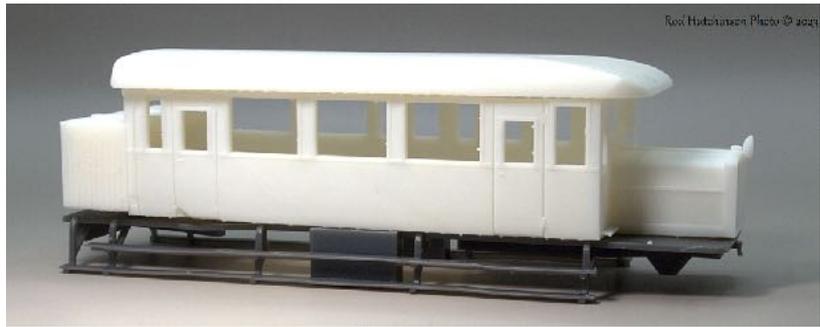


Rod Hutchinson Photo © 2023

Paul Ritchie: HO scale "Tell House" by Berkshire Valley



Paul Ritchie: HO3 4 wheel chassis by Toma Model Works, Japan.



Rod Hutchinson: 3D print of QLD 45hp AEC Rail-motor RM28

Division 3

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

(Report provided by Peter Kendall & Rod Hutchinson)

October 16th 2023 Meeting:-

Meeting Attendance and Apologies:

7 members

0 On-Line (Zoom)

9 Apologies

ARC Report:

- Planned activities for exhibitions at Sunbury & Shepparton
- Reminder that the Nov Meeting will now be 12th Nov, one week earlier than original plan. Location at Jack Gringlas in Toorak.
- Display of Bob and Myras' layout, structures, modelling materials and reference material
- Initial discussion of plans for the 2024 Meeting Schedule.

Next Exhibitions:

- Sunbury Oct 21-22
- Shepparton Oct 21-22

Next Meeting: New Date: 12/11/23 Jack Gringlas in 189 Kooyong Rd Toorak

Report:

Models on display:

Bob Thornton: Layout and reference material
Glenn Pope: 3D Printed locomotive, shipping container diorama
Peter Kendall: Tropical plants
Paul Ritchie: HO3 by Toma Model Works, Japan.
Paul Ritchie: On30 Annuals and current railway magazines



Division 4

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

August 20th Meeting:-

Meeting Attendance and Apologies:

5 members

0 Apologies

ARC Report:

Frank told the members that the NMRA membership fees were going up next year.

Awards:

Frank presented Dave Whibley with his third AP certificate for the work he did for his Cars Certificate.



Report:

This meeting was held at the AMRA club rooms. Irene Burrough had excelled herself with goodies for us to eat, thanks Irene.

The certificate that AMRA presented to the NMRA was copied by Dave's wife and Hilary laminated them which were then presented to the members who helped at the AMRA show.

Next Meeting:

For the next meeting on September the 19th we will be meeting at the Swan View Tavern for lunch about 11.30am and then off to Whiteman Park for a tour through the "Bennett Brook" railway workshops at 2pm lead by Simon Mead.

Frank's phone number if there are any queries 9253 3155

Supplement to the August 2023 report.

There was no meeting in the July month as the divisional superintendent Frank Godde was away.

The August meeting was held at the "Australian Model Railway Association" (AMRA) club rooms. This was organised through the courtesy of Alan Burrough. It was classed as a general chat about model railroads.

Frank mentioned that the NMRA fees were going up next year, at the moment it is a \$5 dollar increase.

The conversation did get round to the money that AMRA made or didn't make at their recent show. Frank was unhappy that AMRA didn't help with the cost of transport to the show for all the exhibitors as they had done in past years. Previously, this payment had been in part, to say thank you for helping to make the show a success. Frank also said that he personally would not be making anything for future shows, but would support any NMRA member who wanted to continue displaying at their shows.

Frank told the members that he was in the process of applying to the local Shire to have built a new 6mtr by 10mtr insulated train shed. It was then suggested that another paint fest be held to apply an appropriate colour to the inside of the MDF!!

Dave Whibley was thrilled with his AP Cars Certificate. This is his third certificate so he is well on his way now too. He joins Alan Burrough and Rod Tonkin with multiple certificates

Division 4

From Frank Godde, MMR® (NMRA Inc.-AR Div4 Superintendent)
September 17th Meeting:-

Meeting Attendance and Apologies:

7 members

1 Apologies

ARC Report:

Nil

Awards:

Nil

Report:

See Supplement.

Next Meeting:

Next meeting 15 -10 -2023 at 2pm at 5 Willesden Avenue Kingsley at Rod Tonkin's place. Topic will be on weathering and layout appreciation and building inspection on Rod's layout.

Phone: Frank if you have to on, 9253 3155

Read report supplement also

Supplement to the September 2023 report.

Our September meeting was held at Whiteman Park with a tour through the "Bennett Brook" railway workshops which I had arranged with Simon Mead the engineer in charge of that enterprise. We first went to lunch at the "Swan View Tavern", which is a very good meal. Hilary picked up Peter Scarfe who joined us too for lunch. Then we made our way to the park. I kinda stuffed it



up by not telling the guys where to meet, and we lost three quarters of an hour finding them all.

"Whiteman Park" was started by Lou Whiteman who bought land there which



had a fresh water pool. This he called "Mussel Pool" due to the abundance of mussels there. He developed the land into a picnic area for his family and friends, later selling it to the WA government. They saw the potential for a much larger picnic and recreational area for the public of Perth. So, now this park is home to many other attractions, which include a wildlife park (which is much better than the Perth Zoo), motor and



tractor museum, railway memorabilia and of course the standard gauge railway which runs around the park taking people to all the different places. The railway scrap yard is worth a tour on its own.



The light rail work shops are full of small locos that were acquired from the gold mines that are scattered around the country, the sugar cane industry and some small diesels from all over Australia. All of these locos run on either standard gauge or 2 foot gauge track. They also have steam locos from South Africa and Queensland all requiring work to be done on them, by a small team of volunteers.

The WA government is bringing the new light rail to a new station very close to the park. This will certainly make it easier for the tourism market to enjoy this amazing park.

Our grateful thanks to Simon Mead for organising this visit. It was very successful.....

Division 4

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

October 15th Meeting:-

Meeting Attendance and Apologies:

7 members

2 Apologies

ARC Report:

Div 4 super supplied the report to the members there, first, that next year's fees will be \$40 .00 per member and any monies left over will be forwarded to the division The discount at J-car requires a loge in number when you make a purchase, also discounts available at Road Teck Marine. The ARC is working towards a discount card at Bunnings, this if you use it will pay for your NMRA fees if you buy enough at bunnings so be smart about it.

Awards:

Nil

Report:

See Supplement.

Next Meeting:

Next meeting 19 - 11 -2023 at 2pm at Matt Brook's place, 10 Blackall Drive Greenwood. The topic will be on the back bone of the NMRA here in The west.

Phone: Frank if you have to on, 9253 3155.

Supplement to the September 2023 report.

We met at Rod Tonkins place on a warmish day, most of the guys brought along something to show off, the topic was Rod's demonstration of his weathering skills. Frank



brought along his G gauge two truck shay weathered with Floquil and the spray gun, Alan brought along his new pocket money spend on two locos from Broadway, E8s. Alan likes em big and in the passenger line.

Dennis who has just come back from the USA going to three conventions and winning a door prize a HON3 brass D&RGW box car, I asked if this unit would affect his view on his N scale empire, to which he replied no. Brad was item less, Dave brought along his latest makings, for Dave is now into his tank era bringing along two 36-foot tankers on flat wagons and also his super tanker built out of 80 mm PVC.



Then it was up to Rod to impress us with his skill, Rod uses water paint which he coats on to the model and allows it to dry. You can see that they are dirty but I like the sprayed version better.....

Division 5

From Philip Sharpe (NMRA Inc.-AR Div5 Superintendent)

Activities for September, 2023:-

Superintendent's Car

Several years ago, a poster suggested on a Facebook group the NMRA extend the achievement program by adding a certificate for software. The poster's justification for this extension was that software is widely used in model railways.

Although this suggestion was not taken up by the NMRA, it does raise the question of how much the NMRA should promote greater use of software in the hobby.

Promoting greater use has several potential advantages.

Since software is ever present in our daily lives, not promoting software use can make the hobby appear out of date and unappealing. The argument goes that if something appears out of date and unappealing, it will fade away.

Younger members of society have grown up with smart phones and are very familiar with a myriad of different apps. Promoting greater use of software could tap into this knowledge and lead to a significant increase in the number of NMRA members.

Another advantage is that some NMRA members will gain new skills and knowledge.

And let's not forget why calculating machines and computers were invented: to save people time by automating processes and completing tasks in far less time than a person or a group of people would take.

The promotion of the greater use has at least two difficulties to overcome.

A non-trivial amount of time can be required to learn to use software effectively and modellers might not have the time. Or they might have time but prefer to use the time running trains or building models without using software.

Another difficulty to overcome is that implementing software to achieve a result may take more effort than using a non-software method to achieve a similar result (similar but not necessarily the same). One example is using car cards instead of JMRI or Ship It! Another example is using manual throws for the turnouts of a crossover instead of programming an Arduino board to throw the turnouts at the flick of a switch.

Calendar of Events

The dates for the overseas events in the calendar of events below are local dates. If you know of other events you think should be added to the calendar, please email me the details of the events or the URLs to them.

3 - 5 Nov. 9 Mill Gathering. Havelock North Wanderers Football Clubrooms, Guthrie Park, Brookvale Rd, Havelock North. bernieofthebay@xtra.co.nz Paul Berntsen.

20 - 22 Jan, 2024. 14th NZ Garden Railway Convention. St Marks Church Hall, Richmond Rd, Carterton. Lloyd.dickens@wise.net.nz Lloyd Dickens.

15 - 17 Mar, 2024. Mini-AMRA. New Plymouth Bridge Club Hall, 70 Hobson St, New Plymouth. miniamra2024@gmail.com, Bob Schumacher 027 7568064

26 - 28 Apr, 2024. NZAMRC convention, Corban Estate Arts Centre, West Auckland.

4 - 11 Aug, 2024. SurfLiner NMRA National Convention and National Train Show, Long Beach, CA. <https://www.surfliner2024.org/>.

30 May - 2 Jun, 2025. AMRA. Porirua.

13 - 19 July, 2025. Station No. VI. NMRA National Convention and National Train Show, Novi, MI. <https://nmra2025.com/>

New Members

Over the last month, Division 5 has gained two new members and I would like to welcome them.

One member is John Nelson from Dunedin. I met John at the Christchurch area meet this year. John said he used to belong to the NMRA and that he would rejoin.

The other new member is Arthur Redditt from Christchurch. Arthur will be known to many of you as the secretary of the revamped New Zealand Association of Model Railway Clubs.

I also welcome back Stewart Hainsworth. I look forward to the continuation of the many contributions he made to the hobby.

And while I am on the subject of membership, as of last week there were three Division 5 members from the previous membership year who had not renewed their membership. If you have since renewed, well and good. If not, and you would like to discuss whether it is worthwhile renewing, you can email me. Given the Jaycar trade discount is now working, I believe that discount alone means NMRA membership is effectively free.

Upcoming New Zealand Conventions

The first convention is the fourteenth New Zealand Garden Railway (NZRC) convention. This will be January 20 - 22, 2024 and based in Carterton. I know garden railway conventions are not a core convention for most Division 5 members but I do know some members, including me, attend such conventions as the opportunity arises.

In contrast to AMRA and NZAMRC conventions, NZGR conventions consist mostly of layout tours. There will be at least 15 layouts on the tours for the 2024 convention. There will also be one session of clinics and a running session.

Next is the mini-AMRA convention in New Plymouth, March 22 - 24. I believe most of you received the registration form and the first newsletter for the convention from Bob Schumacher in mid-September. If not, you can get the form and newsletter by emailing Bob at miniamra2024@gmail.com

I had planned to attend the mini-AMRA but it clashes with volunteer work I will be doing for the Milton Rotary Tramping Club (MTRC) - my wife and I will be two of four leaders on a tramp of the Kepler Track in Fiordland National Park organised by the MTRC.

One month later is the 'All Aboard NZAMRC National Convention'. The convention will be April 26 - 28 at the Corban Estate Arts Centre in West Auckland. The 'All Aboard' in the convention's title is intended to emphasize that the convention is open to modellers of all prototypes.

The core days of the convention will be Saturday April 27 and Sunday April 28. Friday April 26 will be used for set-up, the AGMs for the NZAMRC and New Zealand Model Railway Guild, and possibly clinics and an operating session.

Meeting October 4

The NZAMRC will be holding an on-line meeting on October 4. The meeting is open to all in the hobby.

The meeting will discuss several NZAMRC activities. Chief among these will be the preparations for the 2024 NZAMRC national convention and the NZAMRC modelling competition at the convention. Michael Hill who is the chairperson of the convention plans to talk about the convention at the meeting.

I believe the recent changes to the NZAMRC are moving the organisation in the right direction and I encourage modellers in New Zealand, no matter which prototype they model or which aspects of the hobby they are interested in, to attend the meeting.

Morrinsville 2023

The 2023 Morrinsville FreeMo event was held at the Morrinsville Event Centre September 15 to 18. Kel Sherson, the editor of *The Highball*, is writing a detailed report on the event. The report will contain many photographs. To avoid duplication of effort, I will restrict this article to some personal observations on and impressions of the event.

Large. The layout was the largest ever for this FreeMo group. I was told different values for the amount of track and the number of modules. I believe there were 196 metres of mainline and branchline track, and 127 modules. Despite this large size, the layout easily fitted into the Event Centre and there was room for at least another 20 modules.

Yards and passing loops. My impression was that the layout had more passing loops and yard tracks per yard of mainline than in 2022. The extra passing loops made it easier for trains to pass, although this advantage was partly countered by there being more trains running.

Scenery. Another impression I had was that a higher percentage of modules were scenicked than in 2022. The three photographs below are of the three modules Adrian ("Buddy") Hansen and Neil Denby had in the layout. Adrian made the scenery and Neil installed the electronics. As an unintended effect, the photographs show the size of the layout, although the camera has made the layout appear bigger than it was.





Stability. When taking one photograph using my phone, I steadied the phone by putting my two index fingers on the edge of the module formed by the baseboard and the fascia. The module wobbled more than I expected. From then on, I did not touch any part of the modules and stopped ducking under a module to get to another part of the layout - instead, I walked the long way round.

Voltage. When I arrived at the venue late Saturday morning, I saw people, particularly Division 5 members Alex Shepherd and James Kelso, determinedly making running repairs to the layout. A combination of at least two reasons meant the voltage at some parts of the layout was too low to ensure a reliable detection of the Loconet signal. The running repairs were mostly completed by 1pm.

Morrinsville: 2024 and beyond

During and after Morrinsville 2023, I discussed with event attendees how the Morrinsville FreeMo group could build upon the success of Morrinsville 2023. Many suggestions were made during these discussions. This article is a summary of some of these suggestions. Except for one suggestion, I have grouped the suggestions under the categories of Technology, Help, Scrutiny, Roles, and Running.

Technology

There were two suggestions about technology. One suggestion was to buy some LNRPXTRA LocoNet Repeater Modules [1], commonly called repeaters. Repeaters are intended for large layouts. The description of the repeater at [1] states

'If a wiring or signal problems occur on any "standard" LocoNet section that the LNRP Xtra is connecting and monitoring, the LNRP Xtra will act to internally disconnect the faulty "standard" LocoNet segment so that the "protected" LocoNet can continue operating.

If the fault is removed, the LNRP Xtra will typically automatically reconnect and resume operations on the "standard" LocoNet segment.'

The second suggestion about technology was to convert the layout from partly Wi-Fi to totally Wi-Fi. This change would likely be more significant than introducing repeaters.

Help

The help referred to here is mostly for modellers how are new to FreeMo.

One suggestion was to refine the Morrinsville FreeMo standards document by a) putting more emphasis on the essential parts of the standard, and b) adding an appendix that gave instructions on making modules (this changed was suggested in 2022).

Another suggestion was to run local meets. These meets would be mainly for people who had new modules and wanted to ensure they worked as required. If a person had more than one module (as distinct from sections), the modules would not be contiguous in the layout for the local meet.

The layouts for these meets would not need return loops (unless return loops were being tested). The absence of return loop means a double garage or a small hall such as a scout hall would be sufficiently large. This small space requirement means the meets should need little effort to organise.

Scrutiny

There was one suggestion about scrutiny - check (scrutinise) that each module meets the Morrinsville FreeMo standard before adding it to the layout. The scrutinising would be done at the venue. If a module did not meet the standard, the module would not be added to the layout.

If followed, this suggestion would greatly reduce the likelihood of non-standard modules being included in the layout but could mean last minute changes to the layout's track plan and the use of valuable time at the start of the event.

An alternative to doing the above scrutiny is to use local meets to check if modules meet the standard. This alternative avoids a modeller expending significant time and money getting to the venue without the reward of their modules being used (because their modules failed the scutinising).

Roles

The larger the layout, the more time must be spent on administrative tasks. This leads to the suggestion of spreading the tasks across more people.

Running

The suggestions in this category are intended to making the running of trains more enjoyable for the module owners.

One suggestion was to have rules on when people could run their trains, the maximum number of trains and locomotives with sound decoders that could be on the layout at once, and the maximum length of trains. The aim of these rules is to reduce the amount of time a train waits for other trains to pass.

A second suggestion was to extend the number of hours of running time by starting earlier in the morning and finishing later in the evening.

There was one suggestion that does not fit neatly into the above five categories. This suggestion was based on the observation that increasing the size of the layout will usually mean more effort must be expended ensuring the layout works, thus reducing the time available to actually run trains.

The suggestion was to put a limit on the size of the layout, maybe 150 metres of mainline and branch line track, and to have more frequent FreeMo events, such as one every six or eight months and not the current every 12 months.

[1] https://www.digitrax.com/products/loconet_testers/lmrpxtra/

Superdetailing

The first sentence of the NMRA's definition of superdetailing (SDing) states

To be considered "Super Detailed" it is necessary that a model have considerably more detail of excellent quality than is usually expected.

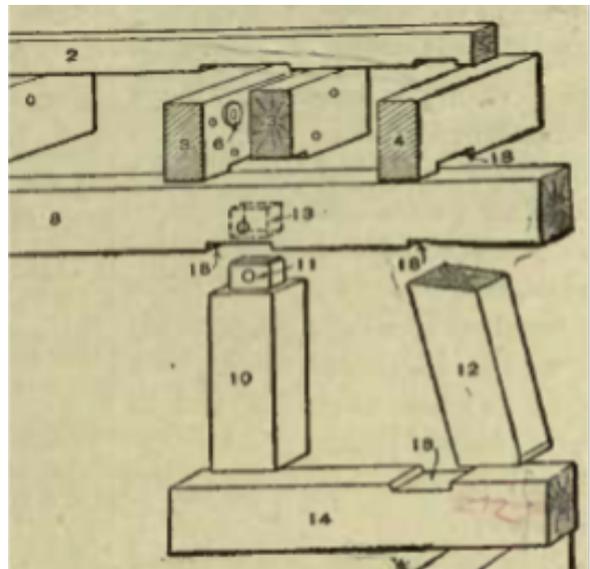
This definition refers to the amount and quality. Another aspect is the visibility of the SDing. I divide the visibility into three types and refer to these types as visible, obscure and hidden.

Visible. With this type of SDing, someone viewing the model can see the SDing. This type is undoubtedly the most common type - the newspaper stand outside a general store, the weathering on a locomotive, and a lonely pine seedling on a cliff face. Another example is placing a freight car on a mirror to enable judges to see the underbelly of the car.

Obscure. In this type, the person viewing the model has to move the model or part of it to see the SDing. Common examples of this type are the viewer turning over a freight car to see the car's underbelly, and lifting the roof off a building to see the building interior details.

Hidden. SDing of this type can not be seen by someone viewing the model. An example is the mortice and tenon joint between the top of a pile and the cap of a wooden trestle bridge. This joint is shown in the enlarged image taken from page xvii of Foster's book "A Treatise on Wooden Trestle Bridges and their concrete substitutes", 4ed, John Wiley & Sons, 1913.

I have found these joints can be made in HO scale. (I need more practice to ensure the faces of the joint are at right angles and the joint is snug.)



Although every modeller is free to choose how visible their SDing is, a model with hidden SDing but no visible or obscure SDing would be rare. This leads to the notion of implied hierarchy. If the model is to have a small amount of SDing, use visible SDing only. If the model is to earn a merit award, use visible and obscure SDing. If you are going all out, use all three types of visibility for the SDing.

This hierarchy does not necessarily give the order in which the SDing is done. For example, hidden SDing will likely need to be done before visible or obscure SDing, necessitating the need to plan ahead.

[1] <https://www.nmra.org/definitions#super>

Author, contacting

Unless stated otherwise, all articles were written by Philip Sharp, the Division 5 Superintendent. You can email Philip at div5sup@nmra.org.au

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Division 6

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

Meeting Attendance and Apologies:

8 members

AP Awards:

Nil

ARC Report:

See comments in report.

NMRA Regional Feedback:

See comments in report.

NMRA Division 6 Feedback:

See comments in report.

Next Meeting: 14 October 2023, David Orr's 53 Rawlings Rd, Modbury North. .

Details:

8 members gathered at Ray Brownbill's residence for our September meeting. Ray chaired the meeting in David Orr's absence and welcomed the members to the home of

the Wild
Creek
Rail
Road.





Ron Solly presented Ray with the Meeting Host Plaque.

Finance:

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

Achievement Program:

AP Asst Manager, SA, Ray Brownbill, advised the meeting that July was a good month for certificates issued but nothing in our group.

Library Report:

The meeting was reminded that we still have a number of DVDs available for purchase.

Rails@Rosehill:

Nothing to report.

ARC:

Membership will most likely be increased to \$35 pa with \$2 pa per member being returned to the division.

NT Junction:

Nothing to report.

Modules:

Nothing to report.

Clinics:

Nothing to report.

AMRE:

Ron Solly, the Layout Coordinator for the Adelaide Model Railway exhibition, advised the meeting that the AMRE Secretary had been appointed. All layout stands will be required to have an RCD box for power. Some interstate layouts and new layouts may be present in 2024.

Round the group:

Bob Bevan

Bob has been wiring up his new quarry area that Ray Brownbill put track down for last month, and just a few other bits and pieces.

Ron Solly

Ron has been working on his new extension on the D&S, the Tiverton station and yard, with new boards and electrical work.

David Teague

David reminded the group of the train show at The St Johns Church, Salisbury, in early December. Pamphlets have been sighted by one of our members. David will liaise with David O. On his layout, David has been "fiddling" and some scratch building.

Paul Amman

Paul said he 's done nothing on his layout but has been learning some electrical stuff from Tony at AMR.

Rod Stewart

Rod has done nothing on his layout either as he has family over from UK.

Vern Cracknell

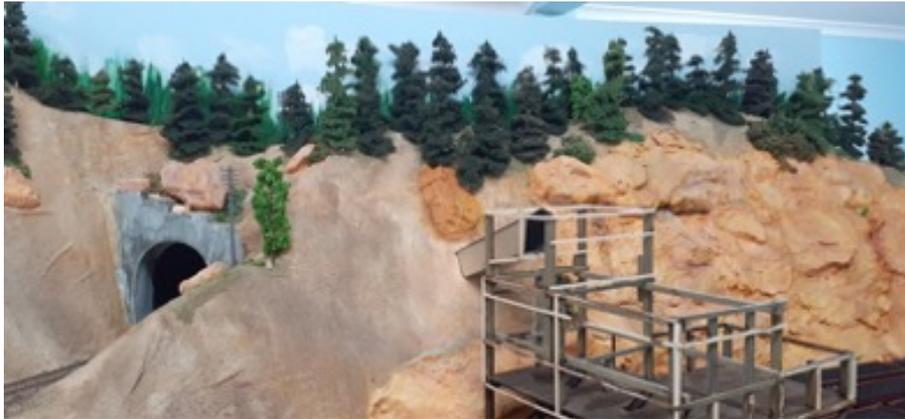
Vern told us about fitting an LGB sound module (not a sound decoder) to an existing log wagon, which is pulled by a diesel loco. The wagon has phosphor bronze wipers to each wheel and is connected to the diesel which also has wipers to each wheel, thus giving eight wheel power pickup. As there was no room within the diesel loco he decided to use the wagon as the base. The logs were built around the sound unit. In the top photo, three logs are shown beside the wagon; these logs are a cap which fit into place as a cover. This system allows access to the wiring and connecting points. The sound unit seen in the top photo simply needs to be connected to track power. It has a volume control which is the black knob seen poking above the logs at the rear end. The second photo shows the cap logs in place. The third photo shows the figures in their setting; these were on the first form of the of the wagon but their arms have been reshaped to fit the new setting (it didn't hurt them). The final photo shows the log wagon behind the diesel, sitting on the spur line on Uphill Logging. The final result is a grumbling, groaning sound, just like a diesel.



Ray Brownbill

Ray told us he spent yesterday making trees [34 in 3 hours.] Trees were planted at Forter above the mine.

He changed his lifting bridge at the doorway to lift higher so some of his operators wouldn't have to duck heads when entering. During the process of cutting and extending the existing slides, one was slightly different to the other creating a major issue by jamming up and down. So it's back to Bunnings for larger items to rebuild it.



Ainslie Brittain

Ainslie's 12 tracks in his storage yards are now all powered, and he showed the group the details recorded in his folder. On his turntable, power was working OK but in the next session there was no power. So it's check the wires and transformer and to work out why. After disassembly, he found a solder pad had lifted off the PCB. Fault found and re-soldered. He then secured the transformer to module legs by cable ties.

Scott Taylor

Scott showed the initial test print of detailing parts to go on the FRN wagon, that is based on the CLTB underframe he had 3d printed. There were brake pistons, an air reservoir, a CLTB bogie, and wheel sets. Because some of the smaller, fine parts were breaking off, he's going to have these finer parts individually 3D printed.

The 1:29 scale GE44 Ton ANR loco (ex Union Pacific) has had modifications to the underframe, engine hoods and cab and is now painted in former CR colours, ready to be lettered, have the power unit fitted and final detailing.

Next meeting

Our next meeting will be on Saturday 14th October 2023 at David Orr's 53 Rawlings Road, Modbury North.

Meeting closed at 2:40 and adjourned for afternoon tea and some running on the Wild Creek.....

Division 6

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

October 14th meeting:-

Meeting Attendance and Apologies:

14 members

AP Awards:

Nil

ARC Report:

See comments in report.

NMRA Regional Feedback:

See comments in report.

NMRA Division 6 Feedback:

See comments in report.

Next Meeting: 11 November 2023, Jane & Michael Robinson's 60 Bolton Court, Flagstaff Hill.

Details:



14 members gathered at David Orr's residence for our October meeting. David welcomed the members to the home of the McLean County Rail Road.

Finance:

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

Achievement Program:

AP Asst Manager, SA, Ray Brownbill, advised the meeting that there had been no local activity this month but there was some new MMR's in the US. Ray also advised the meeting that there was some concern amongst AP Asst Managers with the costs of travel for them. Division 6 has taken the approach that Ray will be reimbursed for his fuel costs when travelling to assess for the Achievement Program.

Library Report:

The meeting was reminded that we still have a number of DVDs available for purchase.

Rails@Rosehill:

The meeting was advised that the Convention had been a success. David read the comments from John Arrowsmith, the Convention Host.

"Convention a complete success. Over 100 attendees. Ladies also expressed positive responses in regard to their involvement. Clinics first class.

Thanks to the Div 7 team for their outstanding efforts in helping with the convention planning and execution.

At end of the day, the consensus was that it was a great time. Hotel set things up well. The food was spot on. Upgraded meals to Buffet for lunch, at no extra cost, for both days.

Layout tours- Feedback was that these were resounding success. Facebook posts noted were very positive."

ARC:

David reminded the gathering of the discounts available to NMRA members from Jaycar.

The ARC is looking to make sure it has an up to date list of all recipients of the Hopkins-Bone Award.

The 2025 NMRA AR Convention is coming. Consider if it can be held in Adelaide.

The ROA is being reviewed to ensure our wording meets ATO requirements.

Membership fees for the Australasian Region will be increased by \$10 to \$40. An increase in insurance costs and the subs paid to National have driven this increase.

All positions in the ARC become vacant next year.

NMRA AR now has 852 members, 56 in SA.

Modules:

The group was advised of the 2 Freemo groups in NZ. David will forward the group's standards to the division. Graham Cocks advised the group about the Australian Freemo groups.

NT Junction:

NT Junction’s next outing will be at the St John’s Model Train Show at St John’s Anglican Church, Salisbury on Dec 2-3, 10:30-4:30 each day. We’d like to have a sales table there and, if we have enough members, a modelling table. Let me know if you’d like to participate.

Clinics:

Nothing to report.

AMRE:

Ron Solly, the Layout Coordinator for the Adelaide Model Railway exhibition, advised the meeting that the AMRE invitations will be posted soon. In the past, groups like NMRA received the required trestles from AMRE at no charge. 2024 will see charges for all trestles.

Christmas Lunch:

Christmas Lunch will be held at Club Marion, Sturt Rd, Marion, on November 11th, prior to our November meeting at Jane & Michael Robinson’s at Flagstaff Hill. You need to get your name on the list NOW if you plan to join us for lunch.

Cutting track:

One of our members who couldn’t be with us today would like to know what track cutter is recommended for Peco Code 100. His Xuron 2157 has broken a jaw. The group recommended either a replacement Xuron or a Dremel with cutting disk.

Division 6 Super:

The Division 6 Super’s position becomes vacant 30 March next year. I plan to stand down so if you’d like to take it on, let me know.

Round the group:

Peter Jackson

Peter explained to the group that, after trialling JMRI Operations, he wasn’t satisfied so he’s changed his operation style to car cards & waybills and showed his new cards.



Ray Brownbill

Like some of us, Ray has provided a means of controlling electrical short circuits on his layout using lights, switches and a siren. Ray uses a Dispatcher to control the turnouts going from the mainline in to the various towns’ tracks. The turnouts in the

towns are controlled by the engineer. If a short circuit occurs in the town, (a fairly common occurrence), it results in stopping all activity on that town's mainline. Ray is now changing that. He's fitting separate short circuit controls for each town's mainline and yards so that any short on the town's tracks doesn't affect the mainline through the town.

Ray told the group about a recent trip to Victoria to visit relatives. One particular part was most enjoyable. Four of the party, Ray's daughter, his grandson, his step granddaughter and the geriatric himself, travelled from Geelong into Spencer St, then caught a tram to Glen Huntly. Ray told his travelling companions to expect a crossing of the railway line but was surprised when the railway line started to duck under the tram line. Things have changed. Then he pointed out where he used to play as a child and where his parents had their shop. A wonderful time was had by all. And the cream on the top? The total fare cost was a measly \$27 for all!

Another enjoyable day was a trip to Puffing Billy, which now goes all the way to Gembrook.

Bob Bevan

Bob tells us that progress continues with his electrical work.

Rod Stewart

Like Bob, Rod's wiring continues.

Ron Solly

Ron has completed his Tiverton extension but suffered some relay problems. It seems they need a better power supply so Ron's now waiting for a regulated power supply from overseas.

Paul Wright

Paul asked the group on the best way to make windows for a Victorian Railways BCE passenger coach. He was of the opinion that the window space would be too big for Crystal Clear but the group thought otherwise.



Scott Taylor

Scott continues to work on his South Australian Railways MBT van.

Vern Cracknell

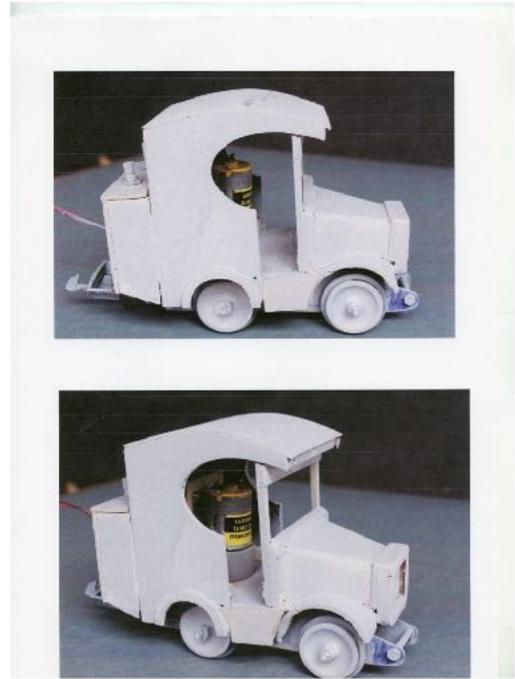
Vern is building a log truck, "Lorry Loghauler" to be precise. "Lorry" not finished yet. Vern explained how he's built the mudguards. I'll let Vern tell you.

Making mudguards for a G Scale Truck

Methodology described and used by David Skertchly - regular writer for Garden Rail magazine. UK. Make a jig using a hole attachment on your drill. The circular cut-outs will be needed



as part of the



process.

You need strong clamps, timber for the jig, smaller clamps, backing sheet of ply, aluminium foil and the circular cut-outs

Assemble the jig. Cut cereal packet cardboard into strips. Insert the strips pressing them into the shape. Add glue on the second strip. About five strips will be needed. Use the circular cut-out from the jig making to press into the cardboard. After the fifth strip is in place hard press the cutout into position and apply the small clamp, and leave until the glue is set.

To release the model mudguard release all the clamps and break the jig open and the new mudguard will fall away.

Use a water based wood putty to fill in any gaps on the model.

Use superglue on the ends to prevent any fraying of the cardboard whilst applying the mudguard to the model. Paint as you normally do on your models.



David Teague

David has acquired an N scale BL2, which, although runs very well, he considers to be an ugly locomotive. Some disagreed with him.

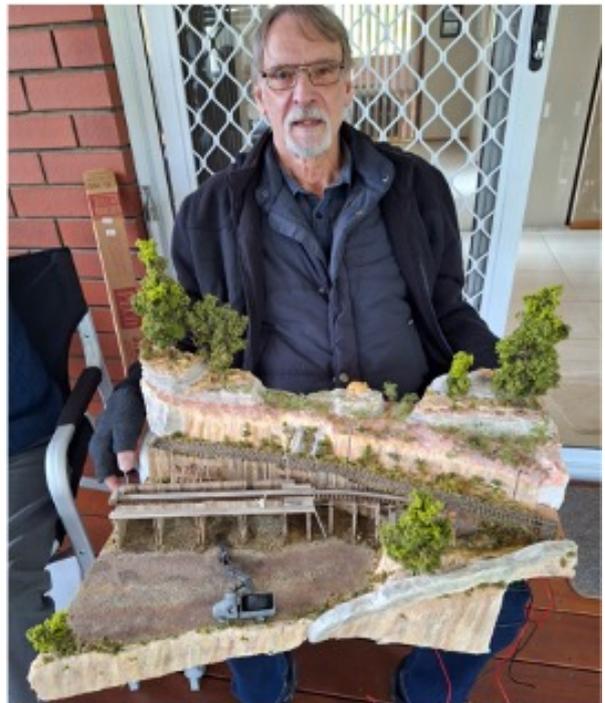


Ainslie Brittain

Ainslie has finished altering his layout modules. He's now fitting decoders to Bob Bevan's 2 x 830 classes. These are old kits from AR Kits. The 1st 830 fitting went without a hitch but the 2nd has problems with 4 of the 6 gears. Ainslie tried superglue, which he tells us worked with previous gear problems but not this time. Paul Wright advised In Front Models has made replacements.

Marcel van Eck

Marcel showed us his completed ore dump, a very fine model, indeed.



Next meeting

Our next meeting will be on Saturday 11th November 2023 at Jane & Michael Robinson's 60 Bolton Court, Flagstaff Hill.

Meeting closed at 3:30 and adjourned for afternoon tea.....

Division 7

John Arrowsmith (NMRA Inc.-AR Div7 Superintendent)

Regarding September / October meetings:-

There has been no report received for the Sept / Oct period from Division 7, but then they have been fully occupied during that period.....

Division 8 / 9 Northern NSW

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

September 26th 2023 meeting:-

Meeting Attendance and Apologies:

- _ Members
- _ Apologies

NMRA Division 8/9 Feedback:

Nil

ARC Report:

Duncan Cabassi sent out a President's update in August please let me know if you didn't receive it. [*Ed: you can read the President's Report from page 46 in this edition of MainLine.*]

Next Meeting: Sunday 1st October at the home of Paul Baker, 1 Palm Tree Drive, Boambee East at **1.30pm**. (Please note the change of time.)

Report: Northern NSW Meeting Overview:

Rails@Rosehill:

I hope some of you will/have been able to attend the Rails@Rosehill Convention. The team in Division 7, led by John Arrowsmith, have done a wonderful job organising the convention. Including visiting member layouts, the convention runs from this Friday 29th September until Tuesday 3rd October.

NMRA Bi-monthly Meeting:

A reminder that the meeting is on Sunday 1st October at 1 Palm Tree Drive Boambee East at 1.30pm for those not attending the convention.

Coffs Coast Railroad Modellers Inc Update:

The team at CCRMI have been putting in a great effort to progress the renovation of their shed. After a break last weekend to fundraise at a Bunnings BBQ, they were back on the tools this weekend. The front of the shed had the joins of the blue board sealed and then the paint rollers came out to complete the job. The front window will be inserted later.

Jamie Goolmeeze is once again on the tools ably assisted by Chris Mayon.





Left: Al Harris, our resident sausage sizzle chef, John Skinner, Bob (Bob's Tuck Truck) Wilkins, Tony Armstrong and Chris Mayon enjoying a well-deserved smoko break on Saturday 24th September.



Above: You can see the progress on the facade: the mini orb sliding door has been replaced by a glass door and to the right of the glass door is now painted blue board, not mini orb. This makes the building more in keeping with the other buildings in the showground.

Mainline Magazine:

I hope that you have all been keeping up to date with the **MainLine** magazine. A huge amount of effort goes into this bi-monthly read and I hope that some of you have added to its content. All the divisional monthly reports are included so that you can keep up to date with all our Australasian information.

Member Input:

I would love to hear from you about your layouts and what you are doing. You must be so tired of seeing my latest updates. As my layout is now complete I now look closely at



my layout to fine tune. I recently purchased trucks from USA as I was unable to source them locally. I am particularly pleased with this effect.

Next Meeting:

As I mentioned earlier, I hope to see you at our meeting on Sunday if you are not in Sydney. Please RSVP by email (westmond@internode.on.net) or message me (0429 099 470) if you can attend to help with catering for afternoon tea.

I look forward to seeing you there and to catch up with Paul on the progress of his latest layout.....

Division 10

Pat Britten (NMRA Inc.-AR Div10
Superintendent)

September Report:-

Details:

The Division 10 Superintendent did provide a report which indicated that no formal meeting had occurred during September.....



What's in the Next Edition

- *Way back in my 1st edition as Editor of MainLine in May/June 2020, the feature article was Garry Glazebrook's layout, 'The Newcastle - Fassifern Railway'. The inspiration behind Garry's layout was the former BHP Steel Works @ Port Waratah. In the next edition of MainLine we will read more about modelling this iconic steel plant in Garry's article, 'Modelling a Steelworks Downunder'.*
- *Gerry Hopkins, MMR[®] is well known for his sound decoder installations in a variety of steam and diesel locomotives. In this article, Gerry gives more insight into how BEMF works in a Sound decoder.*

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