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the

MainLine

magazine

the official journal of the

National Model Railroad Association
Australasian Region

NMRA Australasian Region Directory

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REGARDING ARTICLE CONTRIBUTIONS

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

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

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

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NMRA-AR Disclaimer

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

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

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

New Articles

Regular Features

the Cover Photo

6026 & 6039 on a Newstan Coal Train from our Feature Article on

Garry Glazebrook's 'Newcastle-Fassifern Railway'

Editor's Comments

The NMRA-AR committee elections have come and gone to kick off the start of the 'Twenties' decade and along with more than a few new faces as shown in the NMRA Australasian Region Directory above, you now have a new editor for the MainLine magazine.

On behalf of the members, I would like to thank our former editor for his long term contribution for keeping the guys and girls in our great Model Railroading Association,

up to date and informed of the activities within the AR division. I believe Rod had been at the helm for the best part of five years, but he had decided it was time to call it a day. So Rod, I hope the extra free 'modelling' time you now have will give you many more hours in each day to continue to build your model railroading empire and to remain active in the hobby in other ways, and of course, hopefully continue to write a few more articles for the MainLine magazine, in all the spare time you will now have.

So with a change in editor you may expect a change in format, well as you read through the magazine you will notice that is true. Rod had assembled the magazine in a program that I am familiar with, but which is not available to me, so I have had to make some changes to ensure that I can produce the magazine in the format that is easily workable by me and which I am comfortable in using. I hope that the new layout is acceptable to all members.

The magazine should continue to be looked at as a primary means for relaying useful information about activities that are happening in our hobby and across all 10 divisions around Australia and New Zealand, being the Australasian Region. The information in the magazine will aim to be relevant to what is happening in the forthcoming months, as well as recapping on what has transpired over the previous couple of months.

I am keen to highlight the modelling achievements of our many very talented members. The pinnacle of model railroading achievements in our organisation is to qualify and receive a certificate in one of the many categories in the Achievement Program. In the future editions, I would like to place more emphasis in covering what members had done to achieve their AP certificate as they work their way towards becoming an MMR.

I will aim to have 4 or 5 new articles in each edition covering members layouts, model railroading activities, the prototype scene and the promotion of our hobby in general, but that of course will depend on the amount of content material that is volunteered and sent to me by our members. I will encourage anyone and everyone to put pen to paper and share their achievements and stories in the form of a written article.

I would appreciate all articles to be sent to me in an editable format (such as Word, Pages, text, email - not pdf) and high resolution photos sized between 1 to 5 mb. Please send your articles to editor@nmra.org.au .

I am not averse to including links to video clips if they are relevant to your article, such as to your blog or web page site. If you would like to provide links to other external sites, then please write a short description of what we will be directed to and also please ensure that you have the necessary permission, if required, to post a link to the site.

As a matter of fact, I am not averse to incorporating any type of electronic or other advancement into the MainLine magazine, that is reasonable.

With that in mind, I was looking to incorporate a 'page flipper' into MainLine, to give the magazine a more modern look and one that would enhance usability and encourage more people to read the magazine.

I also believe in this day and age that many members, especially the younger generation, prefer to use their smartphones and read material at their leisure and at a location they are comfortable to read from, usually the couch!

Not everyone wants to tie themselves to a computer and then have to navigate the NMRA web site to find the latest edition of MainLine and then continue to sit at a computer to read it. This process is probably the reason for the statement I read recently from a prominent NMRA-AR member, that most members don't read the MainLine magazine.

I would like to change that!

The cost to purchase a commercial page flip program outright is excessive and not practical for me to purchase to get the job done. However it is possible to do and can be relatively inexpensive to set up if done right.

So for a trial run, the following link will work on any device to view the pdf in a comfortable reader format:
https://flowpaper.com/online-pdf-viewer/?theme=dark&pdf=http://www.railectric.com/NMRA-AR/MainlineNMRA-AR_37_3_2020_05.pdf

It should open this edition of MainLine in a booklet format. Click the arrows or swipe to turn the pages. (*Internet speed may be a factor, depending where you live.*)
You can then read MainLine on your smartphone while in the train on the way to work!

Of course you can still view and read the pdf copy of MainLine on the NMRA-AR web site, as well as easily print out any page, or the entire magazine on an A4 printer to compile a complete printed copy.

If you like these new page flip options for reading MainLine, then be sure to let your Divisional Superintendent know your views, and the Div Sup can feed your views back to the ARC members for further consideration and possible permanent implementation.

As I start to get my feet under the table and gauge what works and what doesn't work, there will do doubt be changes and adjustments to the format as we proceed, so bare with me as I get to know the role better and determine the best way forward.

I have included a recent photo so you know what I look like. If you see me wandering around at a train show, convention, Divisional

meeting or elsewhere once we are able to again mingle freely without the worry of catching this present insidious virus, then don't be backward in coming up and introducing yourself.

I am looking forward to the challenge of being the editor of this magazine and with your support by providing a constant input of railway related articles, photographs and information, then the magazine will continue to be what it was originally created for, a communication tool outlining what is happening in the NMRA Australasian Region…..

Merv Bagnall
Editor - MainLine On-Line

The PRESIDENT'S Report

The President reports on issues that the NMRA-AR membership need to be informed about from the local model railroading scene, as well as any news that is forthcoming from the NMRA head office in the United States.

As the NMRA conventions in both the US and Australia have been cancelled for this year, and club and division activity is at an all time low, news is in short supply.

Our president, Graham Young, has therefore opted to not provide a President's Report for the May / June edition of MainLine.

Breaking News

The Australasian Regional Committee (ARC) created a first for the Australasian Region in May 2020, by holding its first monthly meeting via a Virtual Conference Video internet connection between all members of the ARC, instead of using the previous tried and proven but outdated method of using Audio Conference Phone calls. By all accounts it was a huge success and our committee representatives are now able to communicate more freely and effectively around the Australasian Region by seeing who they are talking to and also allowing screen sharing of documents where required during the meeting, for the benefit of all NMRA-AR Members.

The NEWCASTLE - FASSIFERN Railway

Part 1 - by Garry Glazebrook

In 1965 I travelled with a high school friend to Sydney and the Hunter from our home in Brisbane, to railfan the action down south. From my first sight of the magnificent C38's on Newcastle Flyers **1** and AD60's double-heading coal trains **2**, I was hooked.

Many years later I built my first Newcastle-Fassifern layout in the attic of our inner Sydney Terrace House. This was a great "training" ground for a more serious attempt following retirement to the Southern Highlands.

This article provides an overview of the design, construction and operation of the current layout.

1 3830 Departing Newcastle

2 Garretts on a Coal Train

DESIGN GOALS

I was a transport and urban planner by profession, so my layouts were planned in detail using 3rd Planit software. The design had to satisfy both aesthetic and operational goals.

I wanted to be able to recreate some of the locations I had explored in 1965, and to simulate the incredible variety and density of traffic which I witnessed.

My interests have always been focused on urban modelling, especially industrial scenes, rather than rural branch-lines with a couple of trains a week. The Newcastle area was thus a natural choice. Key "signature scenes" would include:-

- Broadmeadow, with its double roundhouses
- Newcastle Station and City Centre
- Port Waratah and the BHP steelworks **3**
- The climb up to Tickhole tunnel from Sulphide Junction
- The Fassifern Bank - Newstan Colliery area.

3 Overview of the Port Waratah – BHP Steelworks area, with Newcastle in the background. August 2019

After developing and evaluating a range of alternative plans, I came up with one which best met my objectives and started construction in a 10m * 7.2m shed in 2014. The plan was then improved when my wife and I moved house in 2015, enabling an even larger space of approximately 100 sq. m. to pursue my dream **4**.

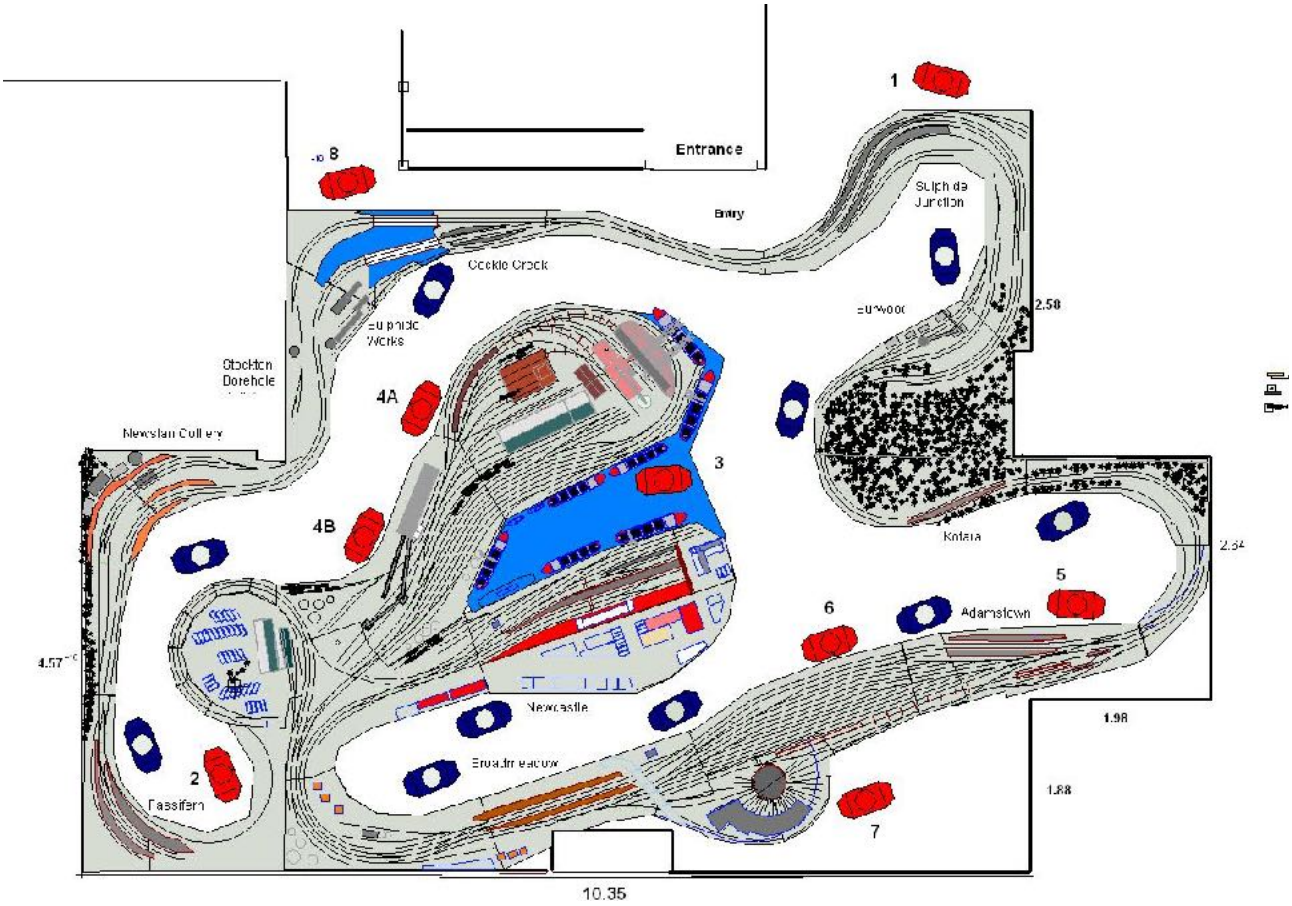
The plan only shows the visible tracks. Three hidden staging yards with return loops under Broadmeadow (Sydney Staging); Newcastle (North Coast Staging) and Port Waratah (Main North Staging), accommodate up to 20 trains.

CONSTRUCTION

Having had to junk my first layout when we moved from Sydney I was determined to build my subsequent layout using light-weight modules, which could be moved if necessary. Indeed, this happened after the first ten modules were built **5**, with the help of some trusty volunteers.

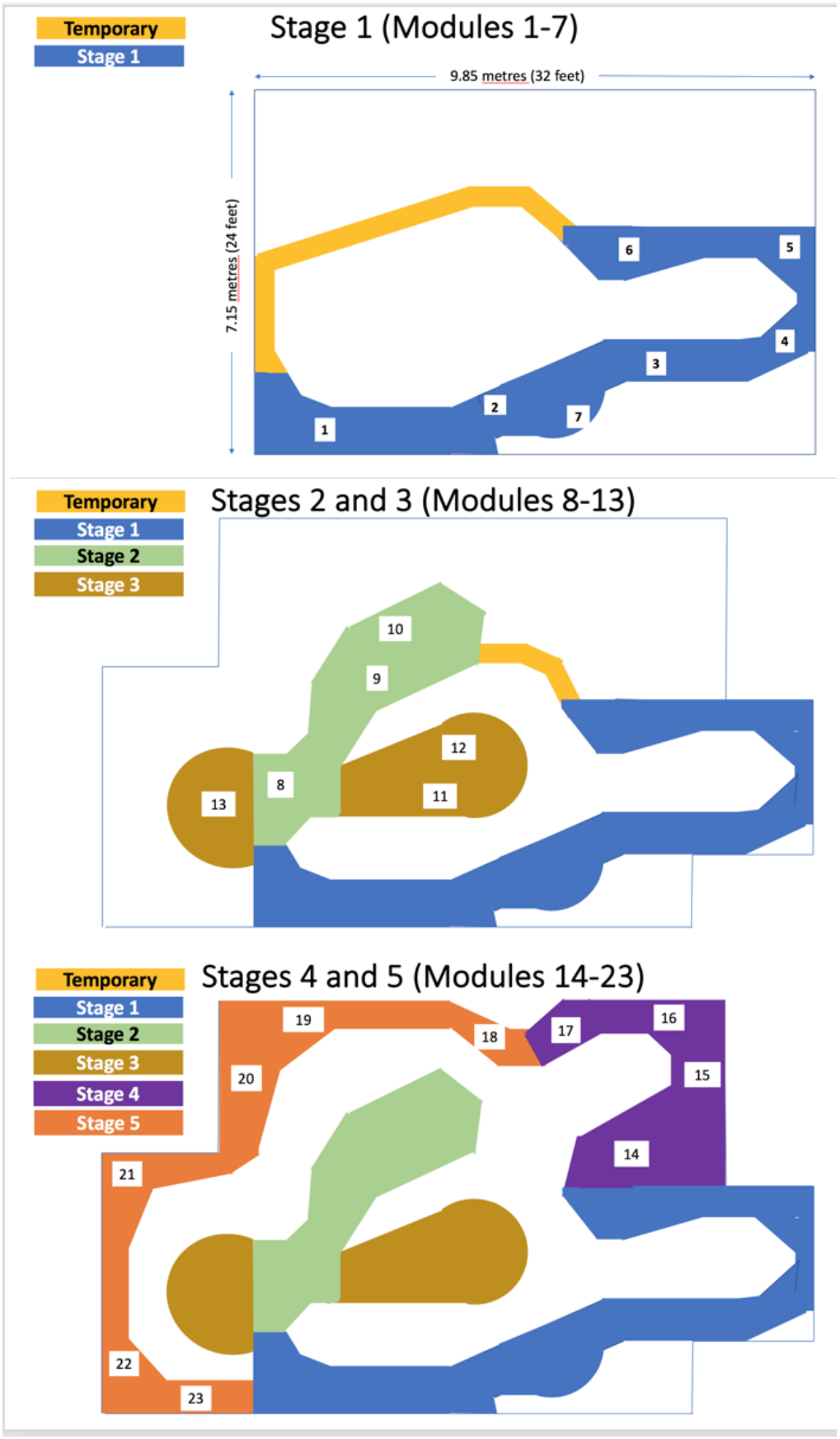
The layout was also designed to be built in stages **6**, with operations possible at the completion of each stage.

The layout now has a total of 23 modules with a few more yet to add (the second Roundhouse at Broadmeadow, and the Belmont Branch beyond Burwood Colliery).



4 Layout Plan as at 2016. Some changes have been made since. Overall Dimensions 12.33m by 8.15m

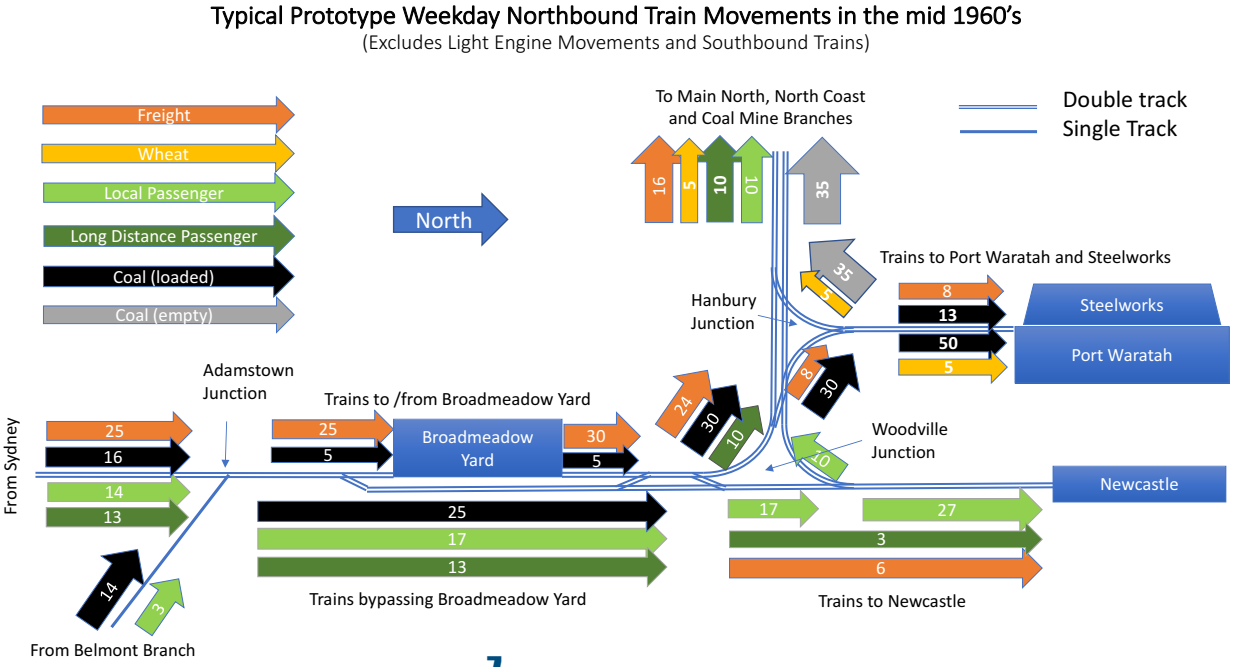
5 Moving the Modules



6 Stages for building the Modules

PROTOTYPE OPERATIONS

As mentioned, the prototype in the 1960's was a very busy place, with up to 300 trains and light engine movements on a typical weekday moving through the Broadmeadow / Newcastle / Port Waratah area **7**.



7 Prototype Train Movements

8 Broadmeadow Loco Depot

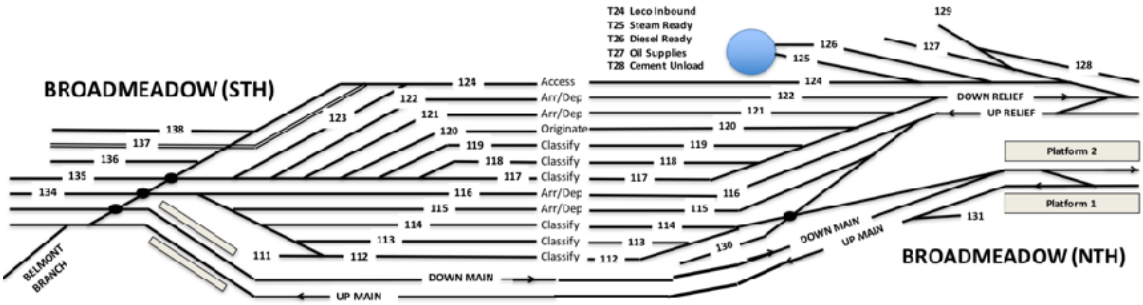
Around 100 locomotives were based at Broadmeadow and Port Waratah depots **8**, including up to 20 Garratts as well as C38 Pacifics, with up to 15 classes of steam and early diesels altogether.

In addition, the BHP Steelworks had its own standard-gauge and narrow-gauge industrial network, with its own fleet of 25 diesels and hundreds of dedicated freight cars **9**.

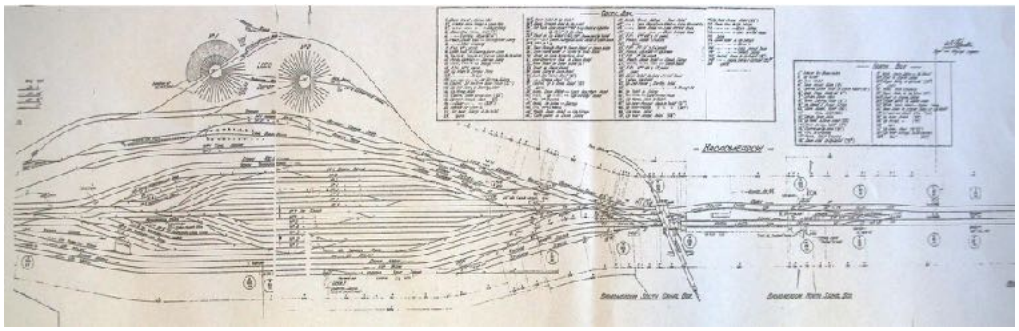
9 BHP Shunters at the Steelworks

LAYOUT DESIGN ELEMENTS

As mentioned, the track-plan aimed to create a number of "Layout Design Elements" based as closely as possible on the prototype. For example, **10** shows the modelled version of Broadmeadow yard and Roundhouse No 2, while **11** shows the real track plan.



10 Model Track Plan for Broadmeadow



11 Actual Track Plan

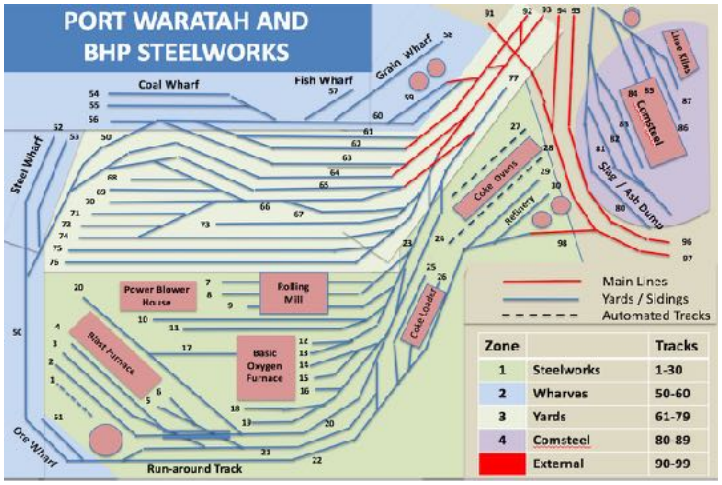
12 6026 & 6039 on a Newstan Coal Train

12 & **13** show the signature scene of the Fassifern Bank, with double Garretts on a coal train near Newstan Mine

13 Garretts on the Fassifern Bank

14 Port Warratah Yard & BHP Steelworks

15 The Model Version



16 Final Steelworks & Port Waratah Track Plan

The biggest challenge was to reduce the enormous scale of Port Waratah (with 200 sidings) and the BHP steel-works. **14**

The final version has 65 sidings capable of holding at least ten coal, steel, grain and other trains **15** & **16.**

Some of the steel-works structures **17** are scratch-built (such as the gas holder and high line); some are built from kits (for example the blast furnace and ore bridge); but others are merely mock-ups at this stage. Ballast, weathering and other details have yet to be completed……

17 Close up of Blast Furnace Area (Aug

Part 2 will conclude this article in the next edition of MainLine, where Garry will outline how he conducts realistic Operating Sessions on his extensive Newcastle-Fassifern Railway.

Decoder Installs – Hints and Tips

by Gerry Hopkins - MMR

A few Hints and Tips about very basic decoders. In my opinion these happen to be the best non sound decoders – the TCS T1 or M1 or Z2. The install and programming of these 3 decoders is identical, the only difference is the physical size of the decoders.

There are seven wires hanging out of these decoders and they are all a different colour. The colour code is standard across all NMRA compliant decoders of all brands. The first 2 are Red & Black, these are the pickup wires from the track – the red wire goes to the right hand side of the loco and the black goes to the left hand side. In brass locos this comes down to red on the loco and black on the tender, but, as you will see extra pickups are a must – but that is another clinic.

The next two wires are the Orange and Grey wires these go to the two motor terminals. At first try it is not important which wire goes on which motor terminal all that will happen is that the motor will go in reverse.

You can try the above – on the bench – without a loco or layout.

Next are the three lighting wires, the white goes to the front headlight and the yellow goes to the backup light. Now, the last wire the blue one is the common for all functions and is connected to both the front and rear lights.

Sound good so far, but we have a small decision to make – are the lamps 12 volt lamps or 1.5 volt lamps or LEDs?

- If they are 12 volt lamps then just wire as above – warning when lamps stay on they can get hot – melt plastic.
- If they are 1.5 volt lamps then you will need a resistor for each lamp – and plenty of spare lamps as they blow very easily. The resistor value will depend on the current of the lamp – get it wrong and the lamp is too dull, or, you blow another lamp.
- If they are LEDs you will need a 1000 ohm resistor rated at ¼ watt (1K0 / ¼ w) for each LED. The blue wire is + (positive) and is connected to the longer of the two legs on the LED.

Always put the resistor in the function wire, in this case the White or Yellow. I will explain the reason for this later.

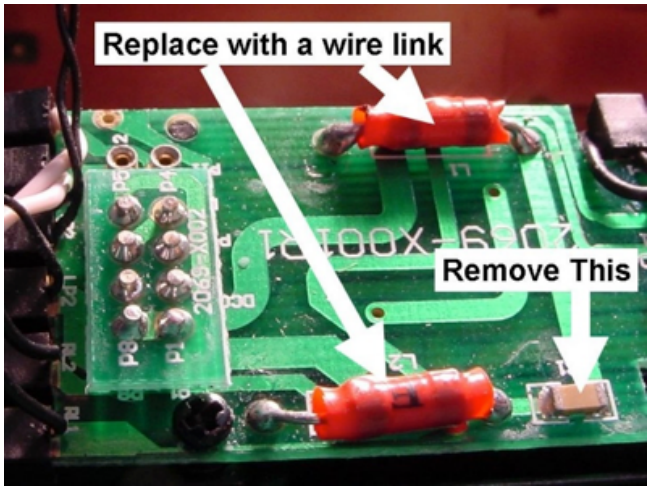
The above applies to all decoders - non sound and sound. In HO scale locos there is often an 8 pin plug and the decoder can plug straight in to this.

The only other variation to the above lighting connections is to follow N Scale or European principles. This means that the blue wire is not used but instead the + leg is connected to the frame (direct to track pickup) – **hence the resistor in the function wire.**

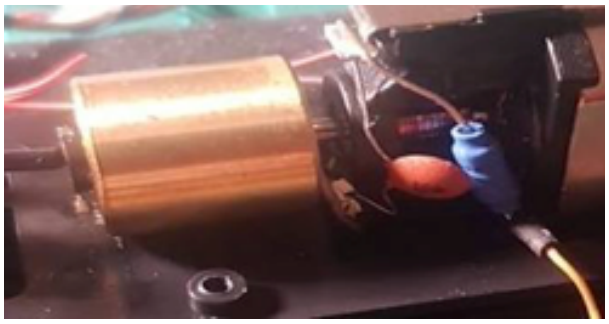
DCC Ready – Plug & Pray

Remove the loco body and look for these bits. **1** Remove the plug on the left and plug in the decoder of your choice. The red components and small capacitor are only required if you take your loco on holiday with you – to Eastern Europe. They are NOT required in Australia or the USA.

Here is another view **2** of the same components there are 2 of the "blue" bits.



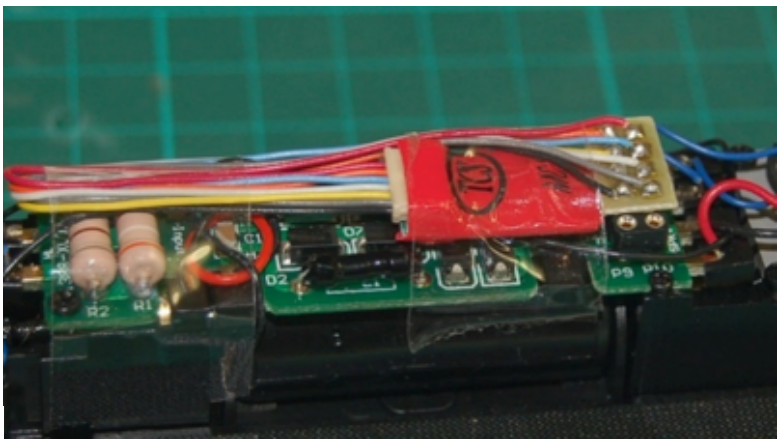
1 Remove the 8 pin plug (on the left).
Remove the two red components resistors)
and replace with a wire link.
Remove the small capacitor as indicated.



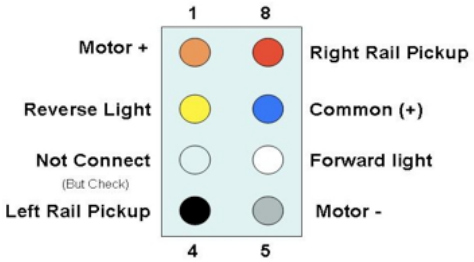
2 Remove the blue components and replace with a wire link

There are many shapes for decoders, use the Plug & Pray Decoder that best fits the space. When you plug the decoder in and the lights do not work unplug and turn the plug 180 degrees and try again.

3 This shows the TCS MC2 decoder – almost the same as an M1 but has the plug on the decoder. Programming is the same for all the above decoders. There is also the DP2X – a decoder the size of the plug – it just plugs in – no leads.

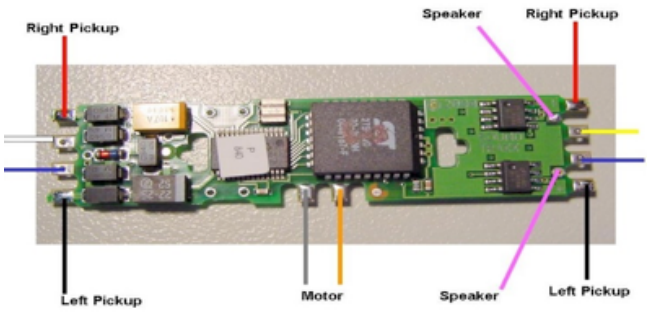


3 TCS MC2 Decoder



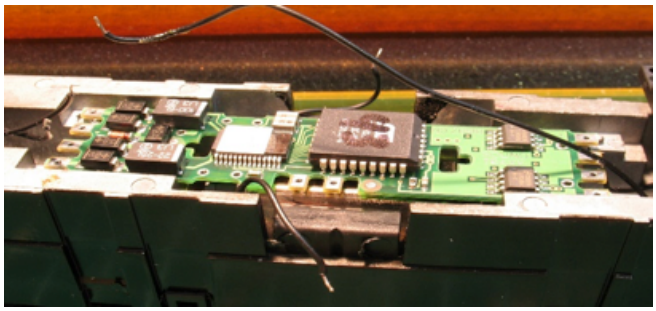
To the left;- this shows the pin arrangement and their assignment and colour.

REPLACING THE BOARD
(Known as PNP)



Some decoders replace the whole board, these are the connections. Use double sided tape under the decoder to hold it in place – for both methods.

Same physical size and main connections are the same – but this one has six output functions.



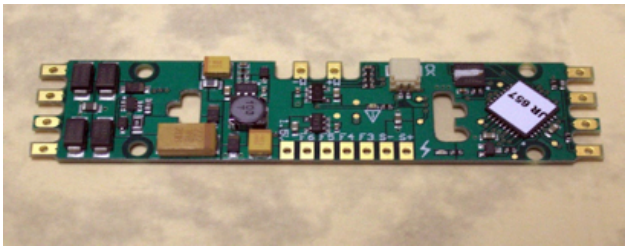
TSUNAMI 1 Decoder

It is always good to test your decoder on a decoder tester before you install it. ALL decoders have a default address of [3] when you take them out of the packet.

It is also a good idea to do the basic programming at this point. Set the address (the number on the side of the cab) and CV3 = 10, CV4 = 6. The rest of the programming can be done "On the Main" = "OPS Mode".

The straight 9 pin plug has standard connections. Normal connections are in this order:

- Green – Extra function – normally F5 (-)
- Black – Track Left
- Grey – Motor (-)
- Yellow – Backup light (-)
- White – Headlight (-)
- Blue – Common (+)
- Orange – Motor (+)
- Red – Track right
- Brown – Extra function – normally F6 (-)



TSUNAMI 2 Decoder

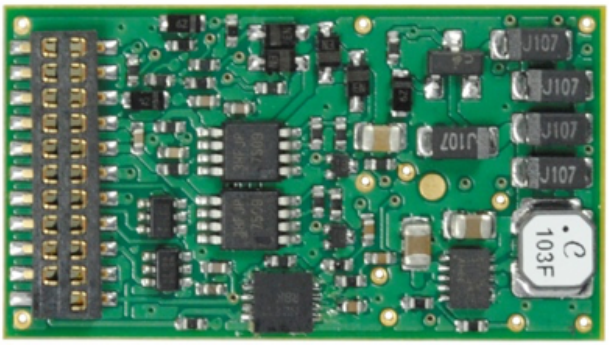
With LEDs the long leg is (+) and goes to the blue wire. Unless you have a peculiar application use a 1K0 ohm resistor in series with each LED. This normally mounted on the short leg.

The latest form of connection is the 21 pin decoder. There are basically two types - the NMRA and the NEM. The difference is with the output functions – the NMRA has 8 normal outputs and the NEM has 4 normal outputs and 4 signal level outputs.

All the locos I have come across are labelled NEM capable – BUT – nearly all the Australian locos only use the white and yellow outputs so either can be used. The first loco with more functions is the Auscision 48xx class – it uses all 8 outputs.

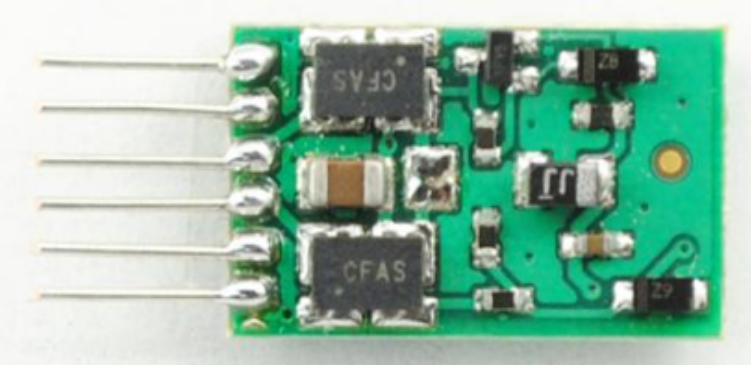
All brands of the 21 pin decoders are virtually the same size. As you can see there is one blank pin on the corner, always make sure you mount the decoder correctly.

TSUNAMI 2 Has 6 output Functions



TCS WOW Has 8 output Functions

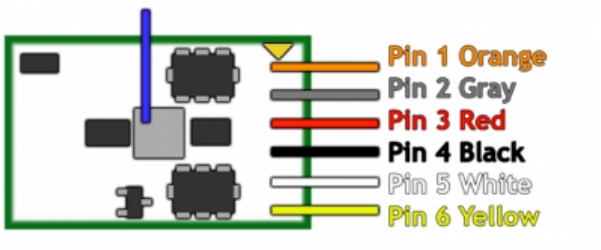
For those who want a non-sound 8 function 21 pin decoder – the TCS 8/21 is the way to go.



Not to be outdone, N scalers have the 6 pin decoder. A six pin decoder brings the Question – does it have the usual 2 light outputs white and yellow. The answer is "YES" and it is pointed out that there are only 6 wires. 2 = track pickup, 2 = motor connection and 1 for the headlight and 1 for backup light. In this case the "positive" side of the function is connected to one of the track pins.

CONNECTIONS FOR 21 PIN DECODER

There is an optional solder pad for the +12 if needed but the + side is connect to one of the loco pickups – IN THE LOCO.



This sort of connection comes in handy for models in other scales. The Blue wire can be left unconnected and the + side of the function is connected to a track pickup – this is why I always put the resistor for LEDs in the function control wire. This requires running one less wire between loco and tender when installing in a brass type loco……

Impressions of

Bachmann's OO Scale BR 40 class - re tooled

by Rod Tonkin

My Bachmann OO Scale BR 40 class in blue **1** with split head code boxes, arrived by mail a couple of days after seeing a review of the model in an English magazine. The reviewer concentrated his review on the appearance of the model. Never having seen a real 40 class I can't comment on the specific details listed in the review. What I wondered would my impression of the model be?

1 Model of Bachmann Loco 40141

My impression out of the carton was 'WOW'. The model certainly looks impressive, then so did the real thing. Most of the bits visible on photos of in service 40 class locos are on the model. The model has the two arrows of indecision logos on its sides, the prototype photo **2** show the real 40141 did have these logos. The lettering is superb even down to the tiny panel below the number needing a good magnifying glass to read giving the all up weight, braking force and maximum permitted speed. My model is as Bachmann terms it in "Pristine Finish". i.e. do your own weathering.

Bachmann have made major changes to the mechanism and running gear. Unlike previous Bachmann 1-Co-Co-1 wheel arrangement models (BR 45 and 46 class) all the driving wheels on the new 40 class model are powered. The bogie pivot is now over the centre driving axle as per the prototype. The 36-030 couplers fitted to the model allow closer coupling than the couplers fitted to the 45 and 46 class.

The real test of a model locomotive is on the layout. Out of the box 40141 ran superbly. The model effortlessly sailed around the fifteen inch radius (381 mm in French) curves of the crossing loops on Wombat Gully. The instruction sheet supplied with the model

recommends curves no sharper than Hornby's number two radius curves (438 mm radius), but my model not being able to read doesn't know this.

On the kitchen scales 40141 weighed in at a healthy 605 grams. Using my Micro-Mark tractive effort tester I was able to measure the models tractive effort. 40141 recorded a tractive effort of 95 grams. The measured tractive effort is almost identical to the tractive effort I've measured for my Bachmann 45 and 46 class models. The extra two powered axles don't appear to have increased the haulage capability over the previous bogie design.

My model is DCC fitted. The decoder operates the motor, head and tail lights and the cabin interior lights. I personally can't see the point of the cab interior lights; at night locomotive cabs are usually darkened to preserve the crew's night vision. A neat feature is a pair of switches beneath the fuel tank. These switches allow you to turn off the cabin interior and or the head and tail lights.

All up a beautiful looking, superbly operating model of an impressive locomotive.

The photos show my as delivered model of 40141 **1** heading a passenger train on my indoors layout and the real 40141 **2** double heading on a passenger train……

2 The Prototype BR 40 Class Double Heading a Passenger Train 40141

Unusual Frogs

By Arthur Hayes - MMR

When touring Washington a few months ago, we stayed at Alexandria VA. Behind our hotel was a disused industry branch Line. The level crossing signs etc on the main highway into the area still has all the signage as if still operational, a bit like another country I know!

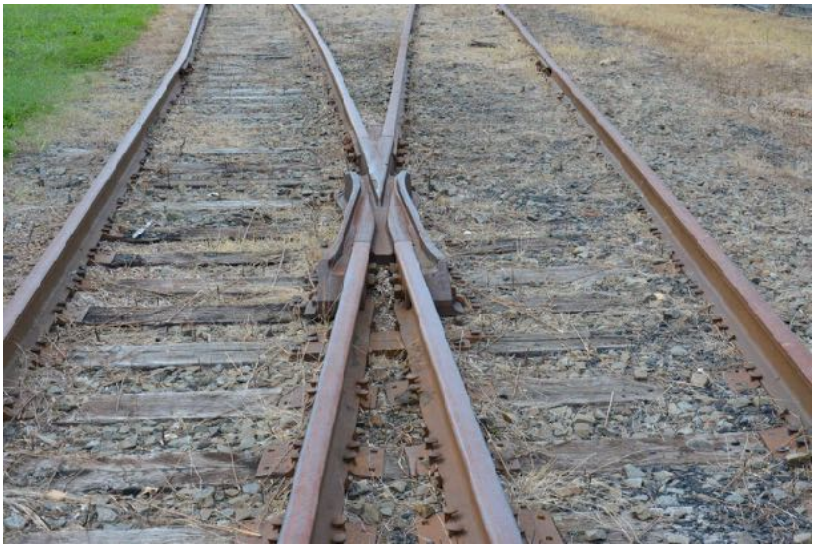
A block away on the river was a disused power station.

This type of turnout was used for the various sets of turnouts in and around the power station.

Side and Plan views of the Turnout's frog. The check rail is integrated into the construction of the frog

The check rail is part of the frog (*vee crossing*) At first you look and something is missing. I guess it's another way of doing it……

(Ed.) This could be a good talking point for the larger Fine Scale modellers to build a similar style turnout and then to actually get it to work reliably. I look forward to receiving an article on the construction method used for those who aspire to the challenge to build a reliably working turnout of similar construction.



Module Clamping System

By Brian 'Hutch' Hutchinson

Over the last 30 odd years I have seen many ways to get modular layouts to stay together, "G" clamps, dowels, you name it. To me, most of these ways of joining modules take a lot of the time and are not very accurate.

The idea is to make joining modules together simple, easy, quick, and accurate.

The items required to join both ends of one module **1** are as follows ;-

- 4 x 8mm x 50mm long bolts. (*length will will be determined by the thickness of the end plates and ensure there is no thread near the head of the bolt*)
- 8 x 8mm "T" nuts to suit. (*ensure they fit the thread on the bolts and are easy to turn*)

1 Bolts and Tangs required

Take 4 of the "T" nuts and drill out the threads just enough so the 'T' nut can pass over the thread and slide up to the head of the bolt.

Clamp the end plates of your modules, together two at a time and drill two suitable holes for the bolts. (*a jig to place the holes in the same place every time on the end plates is a must for accuracy*)

Put a drilled out "T" nut on a bolt with "T" nut tangs facing away from the bolt head **2**.

Slide the bolt into the hole through both end plates.

Put the threaded "T" nut on the bolt facing in and using a suitable spanner tighten the bolt till the "T" nuts are pulled tight on to the wood.

2 Example of Bolt and Tang placement on End Plates

That's it, your done!!

You can use epoxy glue on the tangs of the "T"nuts if you think it is needed……

Achievement Program Awards

(Ed), In a recent email to all members I outlined how I would like to process the information supplied for reporting the members who have qualified for their AP Certificates. For those members who haven't caught up with that email yet, here are my suggestions for giving the accolades that each AP certificate recipient deserves and once normality returns, I look forward to acknowledging all AP certificate recipients in the future editions of MainLine.

Achievement Program *(half page in length for each AP recipient)*

- I would like to include an Achievement Program Awards' section in each edition to give the recipients the credit they deserve for achieving any AP certificate and not just include this as a notification and photo of the recipient in the Divisional Reports. Now I know the first question that will be asked is who is going to do it?
    - My thoughts on who should write the acknowledgement is simple, it should be the recipient of the award. For example, I know that while submitting information for my 'Golden Spike' certificate as well as for the other 4 AP certificates that I have received, I had to write plenty of information and provide descriptions and photos etc on the subject as was applicable to my layout.
    - So for any recipient of any AP certificate, they have already done the work, they would just need to reword and shorten to a couple of paragraphs for what they have already provided to their AP assistant Manager.
    - It would also be preferable if the recipient provided a photo relative to the certificate and also a photo of themselves being presented with their certificate by their Divisional Superintendent or their AP assistant manager. Aim for a couple of brief paragraphs of around a half a page in length in total including the two photos.

I have been advised that there is one member from Division 6 who achieved their AP Electrical Certificate recently, so if he would like to supply the brief overview and photos that I have noted above, I will save the acknowledgement of this model railroader's high achievement in the AP program until next edition. …..

Divisional Reports

As all members are aware, there have been restrictions for having Divisional meetings due to the current heath considerations, so there are limited divisional reports to include in this edition of MainLine, actually, there are no reports.

However, all may not lost if the meeting restrictions continue for too much longer. Technology has come to the rescue with some divisions considering reverting to On-Line conferencing to continue having their monthly meetings with members '*beaming in*' from the comfort of their train rooms. A worldwide pandemic isn't going to stop these model railroaders from not having their monthly meeting!

Hopefully I will have a couple of '*On-Line Monthly meetings*' to report on in the next edition.

(Ed), In a recent email to all members I described how I would like to progress with obtaining information supplied for divisional reports. For those who haven't caught up with that email yet, here are my suggestions for outlining to all members what has been happening within each division via their monthly Divisional Reports.

Divisional Reports *(half to 3 pages for each Division)*

- There should be plenty to report from each division in each edition and I would like to encourage each Divisional Superintendent on the Mainland, New Zealand and from the latest new NMRA-AR Division of Tasmania, or their representative, to provide a report for each of their monthly meetings.
    - The content could be a rundown of what has occurred at the last two monthly meetings or report on any extra model railroading or other relative activities.
    - The report could also outline any future activities that are planned, such as NMRA displays scheduled at future train shows or 'show and tells' or promotions at local shopping centres etc.
    - Also to be included is what was discussed at each monthly divisional meeting.
    - Aim for between half a page to 3 pages for each divisions report, including photos.

100% NMRA Club News

The members who have read through my recent outline of the new subjects that I wish to include in MainLine, will be aware that I am keen to include the opportunity for any NMRA 100% club to promote their club in this column. If you haven't caught up with it yet, what I outlined in regard to 100% clubs is as follows;-

100% Clubs *(half to 2 pages in length for each 100% club*

- I believe there are thirteen 100% NMRA-AR clubs at present and with many model train clubs now becoming 100% NMRA clubs to have access to the many advantages of being a part of a National Model Railroad Association other than just the insurance aspect, I would like to think that there is a place for the 100% clubs to promote their activities through the MainLine magazine. They just need an official from the their club to send in regular input to the MainLine editors mailbox. Anywhere from half a page to 2 pages including photos for each club would be sufficient and I will promote their clubs by including their information supplied..
    - 100% clubs could promote their open days and sale days or promotional days that are planned.
    - 100% clubs could describe improvements to their club layouts or describe their new layouts as they are being built. Hopefully this should encourage more participation if their club is promoted in the MainLine mag.

Not a lot of activity to write about for this edition due to the obvious restrictions due to the virus reeking havoc on club activities, but hopefully as the 'curve' continues to flatten, we may get to meet up with our fellow model railroaders at the club in the not too distant future and there will be plenty to read in this column in future editions.

Magazine Publishing Dates
For future issues are as follows;-
July / August -
Content Submissions, 10th July, 2020
Publish Date on Web;- 20th July, 2020
September / October -
Content Submissions, 10th September, 2020
Publish Date on Web:- 20th September, 2020

The table below shows the list of model railroaders who participated in the NMRA-X 'Virtual Facebook Convention', that was run over a 24 hr period between the 24th & 25th April. Those who have Facebook accounts would have been able to view the presentations live and also view them anytime now via their Facebook accounts.

All presentations have now been converted to videos and they can be viewed on You Tube for those members who are not Facebook users. Just click on the link below and select the clinic or presentation that you wish to view.

There is also a link with over 3 hours of video recorded from the 'Ask the MMR' segment , with four MMR's discussing a range of subjects. This NMRA-X segment was run over the following weekend.

I have also included a link to a shortened version of Gerry Hopkins presentation which Gerry has provided, being a 47.38 minute video showcasing some of the best model railroading layouts in Australia. Well worth a look with a cup of coffee in hand.

NMRA-X

Virtual Facebook Convention 24-25 April 2020

Clinician	Location	Clinic	Link to You Tube
Ralph Renzetti	ON, Canada	Weathering - A Touch of Yesterday	
Kaylee Zhang	CT, USA		
Clark Kooning MMR	ON, Canada	Model Railroading 101	
Joesph Guinto	AL, USA	Weathering for Beginners	
Ron Marsh	MO, USA	My Home Layout, Virtual Layout Tour	
Kevin Marks	WI, USA	Track Building tips with Fast Tracks Tools	
Neil Erickson	HI, USA	On30 Oahu Railway Wahiawa Branch & Dead Rail	
Darren "Daz" Lee	QLD, Australia	Wattle Creek' NSW Railway HO Scale Virtual Tour Layout	
Duncan Cabassi	QLD, Australia	UPBNSF Sub Downunder N Scale Virtual Layout Tour	
Gerry Hopkins MMR	QLD, Australia	Selection of Australian Virtual Layout Tours https://tinyurl.com/yb8b3ym8	
Craig Mackie	QLD, Australia	Cassino' HO Scale, Virtual Layout Tour	
Martyn Jenkins	QLD, Australia	Raspberry Pi SPROG Clinic	
Bill Frankenfield	NI, USA	Quick and Easy Scenery	
Mike DeSensi	OH, USA	Ohio Valley Lines MR Club, T-Trak Subdivision	
Rob Clark	ENG, UK	Is Model Railroading Art?	
Peter Brown	ENG, UK	How to Weather Locomotives and Freight Cars in less than 5 minutes	
Perry Lamb Thomas Gasior	GA, USA	Utah, Colorado & Western Developing a History	
MMR	Min, USA	Split Rock Mining Company - HO Layout	
Chris Adams	CT, USA	Modelling The Valley Local: The New Haven Railroads Connecticut Valley branch in HO Scale	
Michelle Kempema	CO, USA	Virtual Layout Tour of Colorado Model Railroad Museum	
Tony Cook	MO, USA	Prototype to Model SD50 / SD60's	
Seth Gartner	NC, USA	NYC Piney Fork Branch Virtual Layout Tour	
Mike Mackey MMR	TX, USA	Details make the difference	
Walker Embry	OR, USA	Big Turn & Southern Railroad Virtual Layout Tour	

Link to

YouTube

To View All NMRA-X Clinics and Presentations

https://www.youtube.com/playlist?list=PLBbDHVLodgxn8otpnudMsHdQMucCzcTWD

Photo Gallery

D&RGW #360 (a C-21 On3 loco) is switching EVNGR Coach #2 in front of the Eureka Depot located just outside the gold mining town of Eureka - located at the western end of the Eureka Valley Narrow Gauge Railroad

Photo provided by Peter Jackson MMR for which Peter outlines that the depot is based on a photo of the Horseshoe Meadows Depot that he first saw in Model Railroader magazine many years ago - October 1990 issue, in fact! The structure is built from card strips (painted and grained to imitate weatherboards) applied to a foam core frame. The decking is made from coffee stirrer sticks. The signs were made on his computer and the figures are a mixture of Arttista and Phoenix - all 'O' scale, of course.

Branch Goods, 8 Up carries out roadside duties on the platform at Wyandra as a grain special waits for loading.
Westgate Layout

Photo Provided by Arthur Hayes MMR

NMRA-AR MONTHLY MEETINGS DATES

This meeting schedule is posted so members are aware of the next <u>two</u> scheduled monthly NMRA meetings in all Australasian Regions. Handy if members are travelling and would like to attend a meeting in another division.
You will need to check with the Divisional Superintendent and the host to ensure it is appropriate for guests to attend the meeting.

OK, so the above info is for when we get back to moving around town in a similar manner to what we were doing at the start of the year. We will get back to normal, eventually, but in the meantime, look out for the on-line conference type meetings that some Divisions are intending to trial over the next couple of months.

If a nominated person from each division would like to regularly let me know of the details for the next two scheduled monthly meeting dates in their division, then I will record them below for all members to see.

Div	Month	Suburb	Name	Phone
1 QLD	June	Online meeting?	Duncan	0424 844 807
	July	Online meeting?	Duncan	0424 844 807
2 ACT	June	To Be Advised		
	July	To Be Advised		
3 Vic	June	To Be Advised		
	July	To Be Advised		
4 WA	June	To Be Advised		
	July	To Be Advised		
5 NZ	June	There are No regular Monthly NMRA meetings Scheduled in New Zealand		
	July	There are No regular Monthly NMRA meetings Scheduled in New Zealand		
6 SA	Aug	To Be Advised		
	Aug	To Be Advised		
7 New Syd Wool	Sep	To Be Advised		
	Sep	To Be Advised		
8 Nor Rvrs	Oct	To Be Advised		
	Oct	To Be Advised		
9 Mid Nth Cst	Nov	To Be Advised		
	Nov	To Be Advised		
10 Tas	Dec	To Be Advised		
	Dec	To Be Advised		

What's in the Next Edition

- ***Wyandra;*** Modelling a country station in Outback Queensland
- ***Part 2 of the Newcastle - Fassifern Railway;*** Operating the model railway layout as per the Prototype.
- ***Do You Have The Tools;*** Ever needed to do a job at a friend's home and not have the right tool for the job! You may want to read this article.

<u>And So Much More</u>.....