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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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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

NMRA Australasian Region Directory (cont.)

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NMRA-AR Disclaimer

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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

9	Wyandra Modelling a country station in Outback Queensland <i>by Arthur Hayes - MMR</i>
17	The Newcastle-Fassifern Railway Modelling the steelworks around the Newcastle, Port Waratah and Sydney area. (Part 2) <i>by Garry Glazebrook</i>
24	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. <i>by Gerry Hopkins - MMR</i>
27	Getting Organised to Use Decoder-Pro Need a permanent set-up for using Decoder-Pro, this article will get you organised. <i>by Brent Wood</i>
29	'Modelling' in Lockdown Need to reduce the size of your Railroading magazine collection, this is how one member has done it but has still retained those important articles. <i>by Lynn Zelmer</i>
31	Members Only Content on the NMRA Website Need more information on Model Railroading, then check out the Members Only Content on the NMRA Website <i>from Al Harris</i>
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	• NMRA-AR Monthly Meeting Dates (for each Division) <i>(suspended due to Pandemic)</i>

the Cover Photo

"Wyandra is a typical country station with loading areas on both sides of the line. In turn, providing endless opportunities for operations for the railway modeller"

Arthur Hayes
'Wyandra'

Editor's Comments


The last couple of months while being locked away in forced hibernation, has given a new meaning to increased 'Train' time. I know many members have been tackling those jobs on the layout that have been put on the back burner for far too long, and some modelling jobs have culminated in the writing of some new articles that will be presented in MainLine in future editions, so there have been some positives with staying at home.

Last month I included an option of viewing MainLine with a page flip option and requested that members provide feedback to their Divisional Superintendents for whether they were in favour or not in favour of viewing the magazine on your preferred device with this option, or if you prefer to remain with the present option of scrolling down the page. Maybe both options are needed, that option is readily available and it is easily done. I believe the subject has been raised at the ARC meetings but no decision has been made yet on whether to implement. So if you have an opinion about which format you prefer the magazine to be presented in, then do yourself a favour and let your Divisional Superintendent know your thoughts, so that the matter can be discussed at the ARC meetings with the members wishes in mind.

There are a number of your committee members who would welcome the ability to know how many members are actually reading each edition of MainLine. One way of addressing the issue and finding the answer is if each member who reads this editorial could click on the editor's email address editor@nmra.org.au and just write "read it" or similar words, include your name, and press send. I will correlate the results and will include the numbers per division in the next issue of MainLine. This will give your committee members something to consider with the number of members reading MainLine and determine how we can cater for the needs of our members in the future.

In this edition we will read about the Wyandra Station on Arthur Hayes (MMR) narrow gauge Queensland themed railroad, and also complete Part 2 of Garry Glazebrook's Newcastle-Fassifern Railway. Gerry Hopkins outlines the basic tools you need for model railroading tasks, while Brent Wood gets organised to use Decorder Pro. Lynn Zelmer describes how he has culled his model railroading paper magazines and Al Harris describes how to use the NMRA members only website. There have been a few divisions who have been able to have face to face or virtual meetings during May and June and there is much to read about their activities. Towards the end of the magazine I have also outlined the subject matter that we would like to include in MainLine in future editions and a little information about how to obtain such subject matter for any article that the members would like to write about. So there is plenty packed into this edition of MainLine.

It has been suggested that a 'Letter to the Editor' section may be a useful inclusion. I am happy to open up such a forum and include such correspondence as it could possibly

be a means for members to express their views on the direction of MainLine and the NMRA-AR in general. I don't know where this could lead to or if I am opening up a hornets nest, but if it is useful and contributes to the growth of MainLine and the NMRA, then I will welcome such a column.....

Meru Bagnall

Editor - MainLine On-Line

THE PRESIDENT'S REPORT

NMRA-AR Presidents Report 2020-7-2.

Welcome to you all, I tried to include a few comments in the last edition of MainLine but owing to time constraints on the Editor's time I missed the cut-off.

This year has been a hectic and a strenuous time for this country as it started with bush fires then floods and from the beginning of March we saw the arrival of Covid-19, and how this has changed what we do around the place.

In March we had our AGM at which the Reports were received and accepted together with the Management Committees recommended alteration to our RoA. Most of the changes were to amend inconsistencies in terminology and duplications. On behalf of the Committee I thank you for your support in these matters.

Since I became your President two years ago I have encouraged a policy of "succession planning" for all positions both on the Regional Committee which includes Divisional Superintendents and also those Officials who are appointed to carry out support roles in the running of your Association.

There has been new Divisional Superintendents approved for Div's.3, 8 and the new Division 10 being Tasmania, which has separated from Victoria. I take this opportunity to express thanks to those who have done the work in Victoria and North Coast NSW, it is appreciated.

With the advent of Covid-19 your Committee has had to look for and implement new ways of communicating with our members within both Divisional and Management. This has resulted in a couple of the Divisions holding virtual meetings by using Zoom also doing the same with the Committee Meetings. Those who have participated have been enthusiastic about using the program.

Through the assistance and perseverance of the Communications Group within the Organisation a total new field of information has come around with NMRA-X. The website started a few years back and had approx. 450 regular visits, now with NMRA-X the number that look at different parts of the presentations now exceeds approx. 1300.

With this article is a policy that has been given by the Management about Coming out of Covid. Whilst it was prepared to help the 100% Clubs going about reopening, it is also recommended for all Members to use when they are inviting other members over to your home. The rules are the same for all but can vary slightly from state to state.

At this time, we are hopeful that the Convention that was to have been held last month will now go ahead in June next year. The venue is booked so let us be optimistic that all will go well.

Coming out of Covid-19 Lockdown

This is a Policy Document for all 100% Clubs, Members, Divisional Superintendents and SIG co-ordinators to implement at all NMRA-AR sanctioned activities.

These recommendations have been made following consideration and input by the Clubs concerned and members of the ARC.

These Instructions will remain in place until such time as there is eradication of, or a vaccine to control COVID-19.

In support of these instructions listed herewith there is also a General Statement with regards to Public Liability Insurance reflecting on a definite plan in dealing with the public in regarding to COVID-19.

Regardless of what is here, it is necessary that State Government Regulations in the which you reside need to be observed, otherwise you could face penalties for breaches of the law.

RECOMMENDED CONDITIONS.

Protocols in place and non- negotiable are;-

1. If you are feeling unwell and have a sore throat, cough, fever, shortness of breath then STAY HOME.
2. Members only, until such time as there is an easing of Social Distancing regulations.
 - Visitors should not be encouraged until there are further improvements of relaxation of shutdown conditions.
 - Individual Clubs will decide if it is necessary to book a time for attendance, this will be dependant on numbers attending.
3. All members MUST sign in, together with arrival and departure times, including having a listed current phone number and address on file for potential contact tracing.
4. Hand sanitiser or hand washing upon entry and exit.
5. Wipe down of hand tools etc upon completion of use of item with members encouraged to bring their own along.

6. Social distancing to be maintained, with a maximum of --- members at a time dependant on distancing rule requirements. (*Appropriate numbers will be determined by available space and social distancing regulations*)

7. Members to be asked to use their own DCC controllers. The purpose is to limit possible cross contamination.

8. Show and Tell & items demonstrated are not to be handed around, but only handled by the demonstrator. They may be placed on a viewing table for general observation.

9. Where afternoon teas/coffees are provided, they will need to be served by one person behind a table/counter rather than a help yourself/smorgasbord arrangement.

All the recommendations will be reviewed by the ARC at appropriate times in relation to Government Regulations.

It is also worth following the information given by all the State and Federal Chief Medical Officer's that all persons over 70 years of age, together with other younger persons who have pre medical conditions, should not gather in groups due to the increased chances of contracting the virus and having severe reactions or possibly even dying.

General Statement - Public Liability Insurance (Provided by the NMRA-AR's Insurance Broker)

Assuming NMRA has a significant amount of close interaction with the public, you will be required to develop a clearly defined COVID-19 plan and to have that plan in place and active when dealing with the public. If not, or if your plan is clearly deficient, then you run the risk of facing personal injury claims by affected persons in the event your lack of precaution results in infection.

Public Liability policies protect organisations against third party bodily injury claims resulting from exposure to harmful conditions. We expect general liability policies to provide protection for bodily injury claims brought by third parties who have been infected by COVID-19 in circumstances where the organisation has failed to exercise reasonable care in guarding against or warning of the risk of exposure to COVID-19.

Cover under general liability policies is typically limited to where such a claim for personal injury has been made against the organisation, rather than simply where the disease has been contracted by a third party.

Subject to your policy's terms, conditions, and exclusions we believe your policy will respond, assuming you follow all of the essential information as required by the Australian Government and you are legally liability.

Graham Young

President.

26th June 2020

WYANDRA

by Arthur Hayes (MMR)

Wyandra is the other station on the QR narrow gauge network on the SWR (*South West Railway Company*). A few years back when you could travel by train from Charleville to Cunnamulla on the Westlander, the first stop for safeworking (Staff & Ticket System before 1980's) was Westgate, the junction station to Quilpie Line. Travelling 77 kilometres south towards Cunnamulla is Wyandra. The crossing loop is a shorty at 39 units.

Wyandra on the SWR is nothing like the real one between Charleville and Cunnamulla.



1 Wyandra looking west showing the various sidings

SWR Wyandra is a basic crossing station with a couple of sidings for operations **1**.

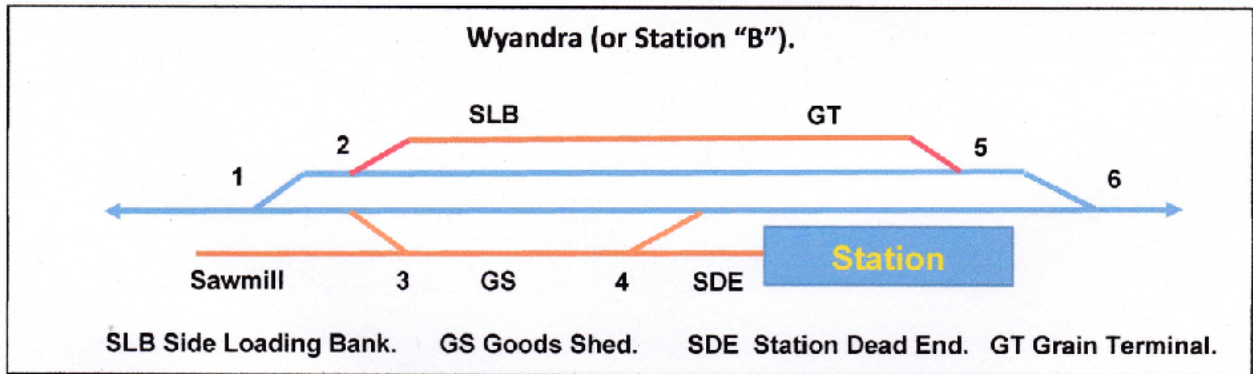
Station platform is located on the Main Line and a Loop Line is available for crossing trains. Off the loop is a run through siding with a side loading bank at one end. The other end can be used for grain traffic or general freight. Running off the Main Line is a siding serving a standard Goods Shed with a crane and a sawmill. On the station end of the siding is a short dead end that can be used for visiting camp wagons.

The loop points were laid on the curve for two reasons, one was to have a yard that was all straight track. The other reason was to give a longer yard with curves. The diagram below gives an overview of the station **2**.

Wyandra is an area on the layout that was not completed to the standard I was looking for, it looked completed. I used what I had or had been given many years ago. Plus, I wanted to use it before I finished it off completely. As built the station platform was a shorty, it could accommodate two carriages. That was OK for rail motors, but with the increase in passenger number, more engine and car working and a longer platform was required.

Each year after holidays with the rollingstock still packed away I spend time refreshing, cleaning, dusting, cleaning track, and vacuuming the layout. It's a plan to have the next

12 months with trouble free operations. I also use the time to make any alterations or repairs needed.



2 This Diagram Gives an Overview of the Wyandra Station

This year I decided to extend the platform. Plus during operations the short dead end could be a little on the short side **3**, and often wagons were foul of the crossover. Yes, it does add more to the operations session, but I do not want to make it too hard for new operators. You can always add wagons if you wish to make it tougher at a later date.



3 The Short Dead End



4 The Station before extending the platform.

Before extending the platform, the station had two or three stops were required for passenger trains worked by Engine and Cars **4**.

This was less than ideal, creating poor customer service. Plus, it shoots holes in the Time Table.

Many stations with low level platforms also have a short length of high platform. This feature doubles as a side and end ramp for unloading vehicles **6** & **7**. Another use is loading/unloading small consignments of livestock, horses etc **5**. The local grazier drops the door on the wagon and leads this animals to his truck. This is quicker than shunting the wagon off the train, plus their is less down time for the wagon being out of traffic.



5 Loading and Unloading Livestock



6 & 7 Ramp double as a side and end ramp for unloading Vehicles



The extended platform **8** now brings the Guard's Van on a stopping train, to be at the clearance point for the Loop Line.

8 Extended Platform

The vehicles parked at the station are new from Road Ragers Cooee Classics Models **9** & **10**.

R.029 1958 FC Taxi Yellow Cab

R.030 1961 EK Special Sedan Twilight Turquoise

R.034 EH Premier Sedan Kalgoorlie Gold / White two-tone.



9 New Vehicles from the Road Ragers Cooee Classics Range **10**

Platform lights were added to bring the scene to life. These were scratch built using K&S 1mm brass tube. Grandt Line shades and the lights are from DCC concepts (*protowhite Nano LED-NLPW*) **11** & **12**.

A light pole was also added near the rear of the Rail Ambulance to make life much safer for the ambo's at night **13**.



11 Platform Lights bring the scene to life



12 Scratch Built Platform Lights



13 Light Pole near Rail Ambulance Shed



14 Scratch Built Goods Shed

The Goods Shed is scratch build from styrene with foil CGI added. The crane is a Peter Boorman's Workshop NSWBR brass etch **14**.

The sawmill **15** & **16** is scratch build largely based on Grandchester, the steam boiler is Unique # 472 and twin steam machine is also Unique # 475. The derrick **17** is a VR 6 t yard crane that came from The Buffer Stop.



15 Scratch Built Sawmill



16 Scratch Built Sawmill with Scratch Built Goods shed in the rear



17 The Derrick is a VR 6 ton yard crane



18 Loading VJMG grain wagons with scratch built grain augers

Construction of the Grain Augers **18** can be found in the NMRA MainLine Magazine Vol 33. No 5. November - December 2016 issue. <http://nmra.org.au/mainline/index2015.html>



19 NSW Grain Wagons in Wanko Yard

On the Loop Line side of the yard there is a single man quarters for visiting Track Inspector and a Trolley Shed for the local fettering gang.

The standard gauge sidings for loading NSW grain wagons **19** is part of the Wanko Yard.

The next part of the project is to add a new station building. I'm looking for something like Landsborough or Yandina without the cabin attached with an outside entrance into the waiting room. Will look through a few photos to see what I can find out in the SWD. Maybe Chinchilla, Miles, Mitchell, Morven may fit the bill, Oakey is something different and is still there for some photos!

The station is used in two operations plans using a switch list type of arrangements with a fast clock. The station can be attended with a Station Master on duty or as many were on the QR as an unattended station in accordance with QR Rules 229 & 442. In short, the Guard of the first train to arrive become the Office in Charge until his train leaves. May be more on that at a later post.

Full photos can be viewed on my Blog WestgateSWR <http://westgateswr.blogspot.com/>



The NEWCASTLE - FASSIFERN Railway

Part 2 - by Garry Glazebrook

(To read Part 1 of Garry's 'The Newcastle - Fassifern Railway', go to the May-June 2020 edition of MainLine)

I have regular operating sessions with up to 18 people. Six to eight operators are required to handle the "fixed location" jobs, including Despatcher, Shunters and Yardmasters at Broadmeadow **18**, Port Waratah **19** and the Steelworks, Loco Depot Foreman and Woodbury Junction Signalman.



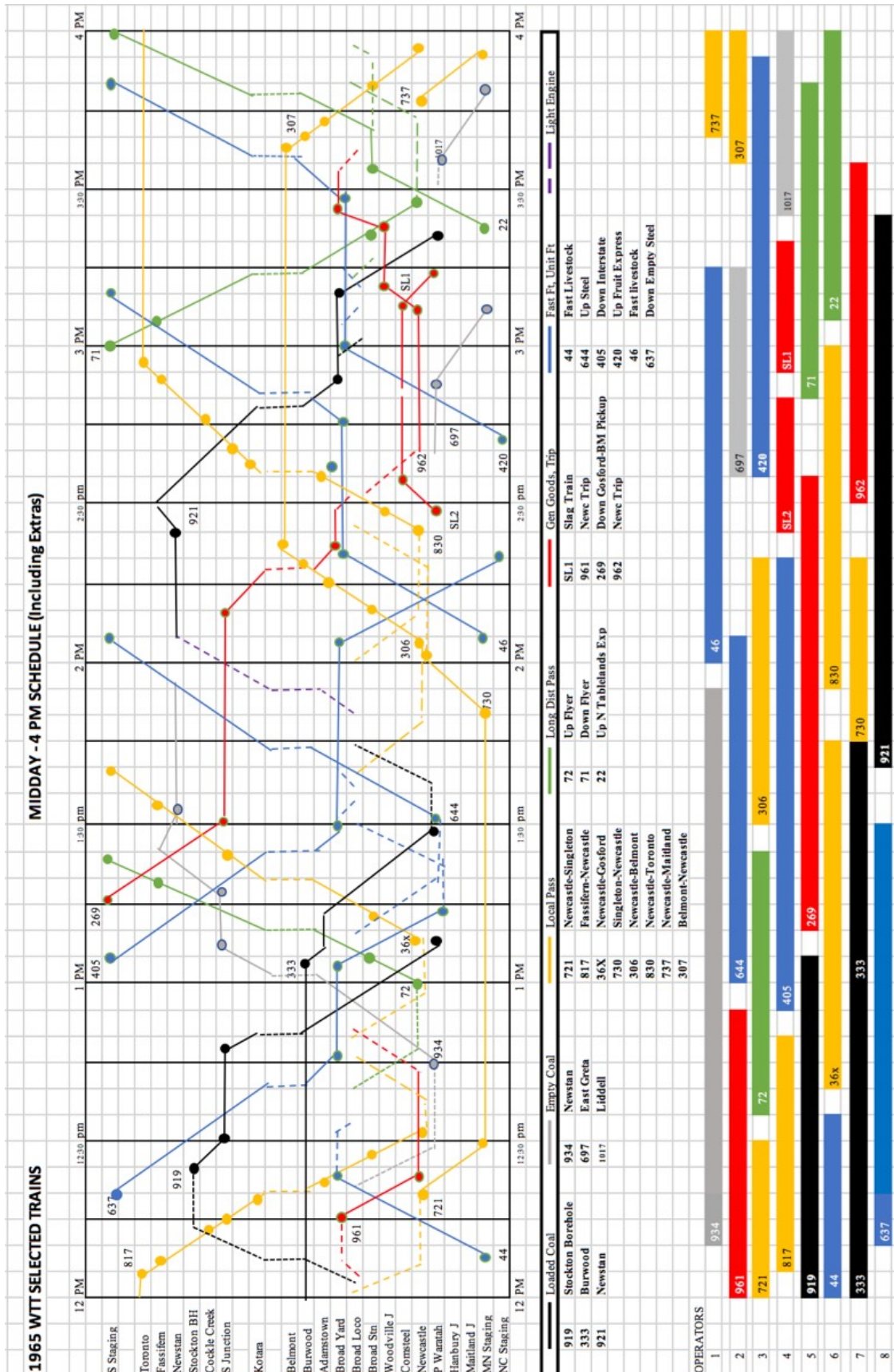
18 Broadmeadow Yard during an Op Session

The remainder of the crew handle a variety of passenger, freight and coal train assignments during typical sessions **21**.



19
Alan Birse
shunting
Port Waratah,
2019

For "formal" operating sessions, I now use a 2:1 fast clock, with two hours to run a four-hour segment of the timetable, closely based on the 1965 working timetable **20**. Typically, 25 or more trains are run during a session.



20 Midday - 4pm Timetable (based on 1965 Working Timetable)



21 Allan Garbutt and Peter Baron at Sulphide

Train Crew are provided with Train Cards, which specify details of the assignment, including locomotive(s) assigned; train consist, timetable, and detailed instructions. The reverse side of the card indicates which cars are to be picked up or set down at specific stations or sidings **22**.

Additional documentation is provided to assist various fixed location operators, including:

- Switch lists for the shunters at Broadmeadow and Port Waratah, showing which cars are to be detached from or added to freight trains
- A list of locomotives to be despatched from or arriving at Broadmeadow Locomotive Depot
- A list of assignments with detailed shunting instructions for the Steelworks shunter
- Documentation for the Woodbury Junction Signalman

The trains selected for the timetable are closely based on those in the actual working timetable, although only about half of the actual trains in the prototype timetable are operated - there is simply not enough space for train crew or for storing trains to run any more. As it is, sessions can be intense.

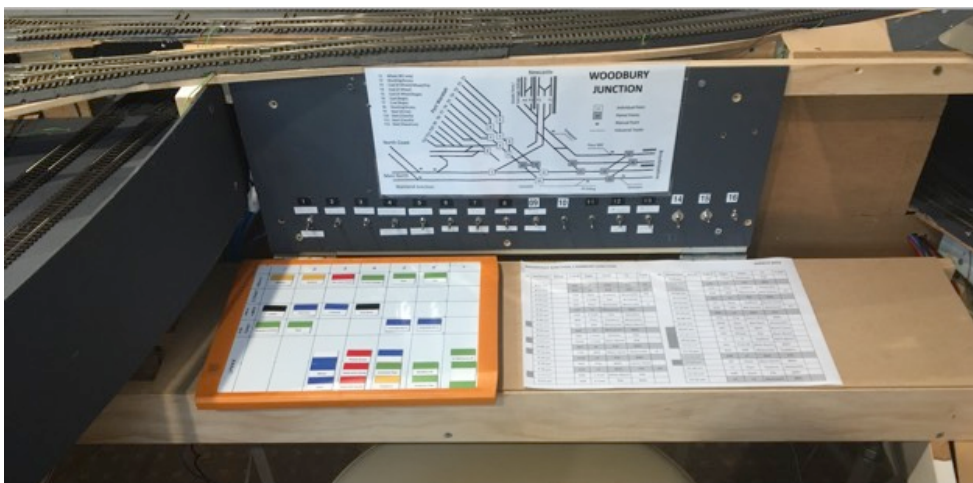
SIGN ON	10:05	Min	Station	Time	TRAIN NO HMS1				
NUMBER	HMS1		S Staging		SHUNTING INSTRUCTIONS: Note - Cars to be picked up or set down represent the maximum number; actual pick-ups and set downs are limited by availability				
TRAIN	UP Hot Metal Slag		Toronto						
FROM	Port Waratah		Fassifern						
TO	Comsteel		Newstan		AT	PU/SD	CARS	FOR	
LOCO(S)	48 class		S Borehole		BHP	PU	Loaded Limestone cars	Comsteel	
SET	Hot Metal Slag		Cockle Ck		BHP	PU	MT Lime cars	Comsteel	
SCHEDULE	Trip		Sulphide J		BHP	PU	Hot metal cars at BOS	Comsteel	
INSTRUCTIONS			Sulphide J		BHP	PU	Slag cars BOS & B F	Comsteel	
Assemble train in Morandoo / Steelworks including loaded Limestone wagons, empty lime wagons, loaded slag wagons, loaded hot metal wagons, loaded ash wagons. Run to Woodbury Junction (wrong line) under control of Signalman, then back into Comsteel yard. Shunt wagons into appropriate sidings, emptying slag and ash wagons.			Kotara		BHP	PU	Side Dump cars BOS & BF	Comsteel	
			Belmont						
			Burwood		Comsteel	SD	All of above		
			Adamst'n		Slag Dump	SD			
			Broadm Yd	10:08	Lime Kiln	SD			
			Broadm Yd	10:30					
			Broadm L	10:05					
			Broadm						
			Broadm Sn						
			Woodbury	10:32					
			Woodbury J	10:42	SPECIAL INSTRUCTIONS				
			Newcastle	10:44	* Taken on return 966 Trip Train.				
			Port War						
			MN						
		NC							

22 Typical Train Card

For example, there is a train or light engine movement through Woodbury Junction every three actual minutes, and many of the routes through the complex junction conflict.

In addition, the Woodbury Junction Signalman controls movements to and from all

three staging yards. 23 shows the control panel for points (top), the magnetic board for recording track allocations in staging (bottom left), and the list of trains through the junction (bottom right).

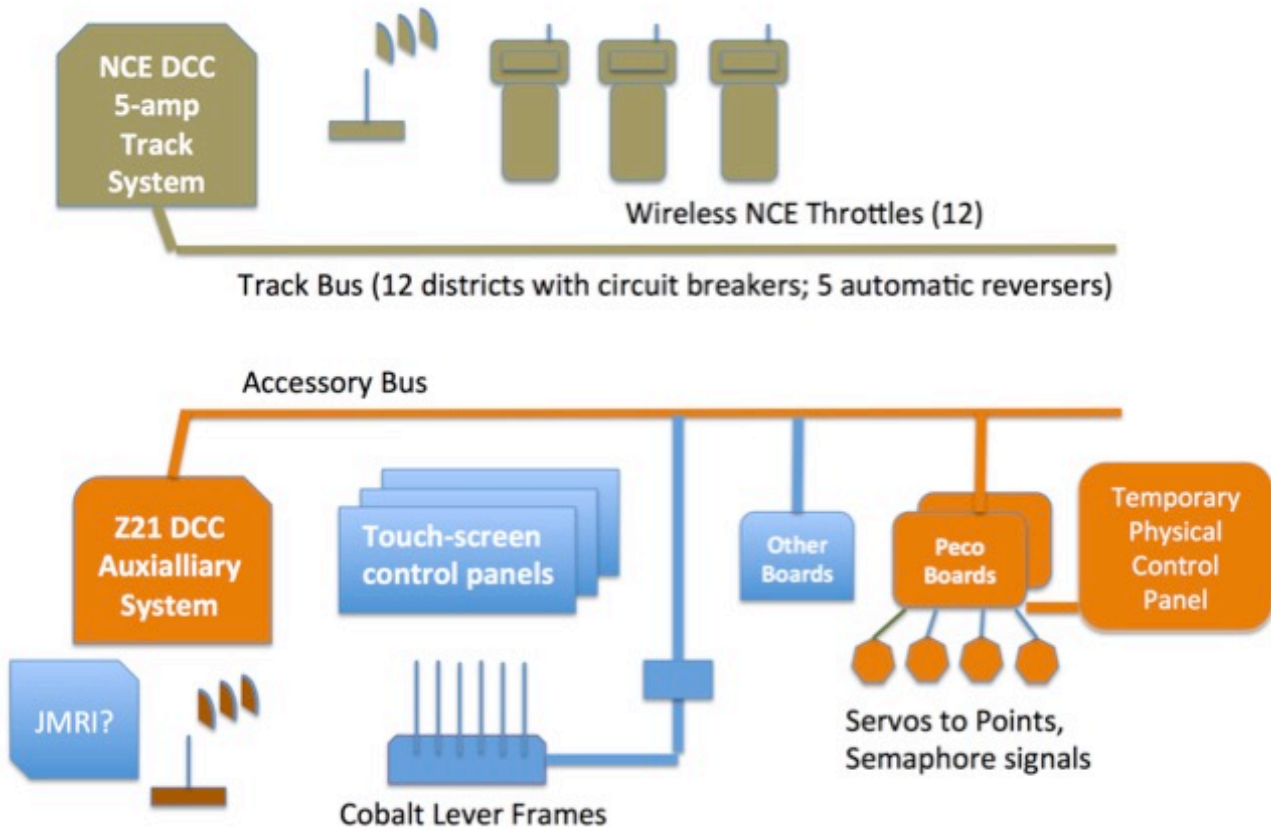


23 Control position for Woodbury Junction

NEXT STEPS

Trackwork and baseboards for the layout are now 95% complete, with around 24 of over 250 points in total now being powered by servo motors, controlled from local panels and/ or touch screens. Roger Tuck has also built some operating and interlocked semaphore signals. **24** shows the System Architecture.

System architecture....



24 Control System for Layout



25 Scene at Newcastle, August 2019

The layout uses NCE DCC for powering the track and a dozen radio throttles (plus additional throttles brought by train crew) for locomotive control. Most bugs have now been sorted out, and an additional 5-amp booster has been added. Operators are becoming more familiar with the layout

and timetables, so sessions are starting to run fairly smoothly, with up to 80% of trains running on time (as good as the prototype?)

The next steps are to extend the scenery (currently only 10% complete) and to add buildings, bridges and details. At present a couple of mock-ups - the Customs House and Great Northern Hotel - have been built **25**, but most buildings are simply cardboard boxes.

Eventually I plan to have over 40 scratch-built buildings in Newcastle based on actual buildings present in the mid 1960's, most of which are still in existence **26** and **27**.

I also want to eventually scratch-

build a number of freighters, tugs, ferries and other vessels for Newcastle harbour **28**, such as the MV Noongah, which sank off northern NSW in 1969 in a storm with a load of steel from Newcastle.



26 Great Northern Hotel



27 Customs House in Newcastle
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28 Ship at BHP Steelworks

CONCLUSIONS AND ACKNOWLEDGEMENTS

The Newcastle - Fassifern Layout has kept me busy and interested for the last five years, and I expect it will take at least another decade to complete.

I am lucky to have had extensive assistance and advice from many people, including Lachlan

McGuire, Roger Tuck, Peter Baron, John Briggs, Marcus Ammann, Laurie Moses, Alan Garbutt, Brian McWilliam, John Zubrickas, Alistair Gilmore, Peter McGuire, Allan Birse, Dick Day and many others.

I have also had inspiration from a number of modelers in the US, some of whose layouts I have been privileged to visit, and in some case operate on, including the late John Pryke, David Parks, Seth Neumann, Bernie Kempinski, Bill Kachel, Mike Rabbitt, Tony Koester and others. Without this the layout would be far from where it is today. Hopefully it will provide an opportunity for my operators to relive their memories of the last great holdout for steam in Australia, or at least to just enjoy running some trains....

REFERENCES AND SOURCES

All images are by the author except as noted below:

2: ARHS Archives **9:** Photo by Leon Ober **13:** Photo by Dennis Rittson **14:** Photo by Robert Kingsford-Smith **18:** Photo by Earl Rutz **28:** BHP Muster Point Site. **29:** Photo by Bill Ruddick



29 Basic Oxygen Smelter at the BHP Steelworks

Do you have the Tools?

By Gerry Hopkins - MMR

I often visit a layout and get asked to adjust or fix something. This is perfectly OK in most cases - BUT -there it is again, that word - when I ask for a simple tool - - -

In my opinion, modellers should have a basic tool set, but what is that tool set?



1.A jeweller's screw driver set - flat blade and Phillips. **\$3.50**



2.Tweezers - NOT the plastic ones in the Coles first aid kit but nice stainless ones that have been well looked after. **\$3.50**



3.Wire cutters - two sizes one for small wires like those on decoders and a larger one for buss wire and droppers. **\$3.50**



4.Needle nose pliers. **\$3.00**



5.Some micro brushes. **\$5.00 per 100**

6.Solder - 0.7mm 60/40 is plenty big enough N, HO, OO, O scales. **\$17.00**



7.Liquid flux - the paste type normally requires you wash off the residue when finished. **\$6.00**

8.Soldering Iron - 40 watt minimum - with fine tip. Temp would also be good. You would need to set it at 280C. **\$60.00**



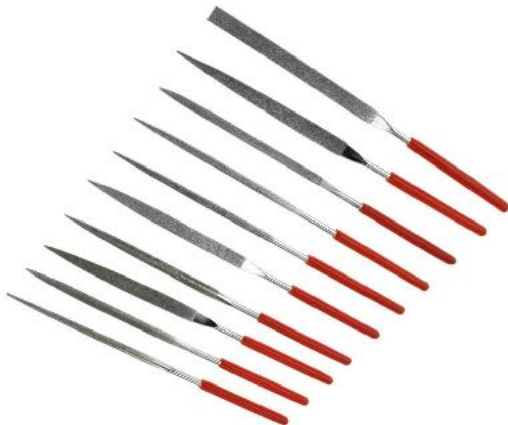
9.NMRA Track Gauge **\$12.00**

The above is the **basic list**, there are few other tools to make life much easier.



1.Assorted Pin Vices - with a few small drills. **\$17.00**

2.Dremel style motor tool **NOT** mains powered. **\$60.00**



3.Assorted fine files. **\$6.00**

4. Self-closing tweezers. **\$8.00**



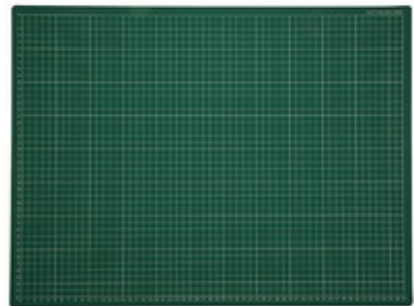
5. A good light - LEDs preferred. **\$50.00**



6. A foam cradle for holding locos and rolling stock upside down. **\$12.50**



7. Digital meter. **\$15.00**



8. Plastic cutting mat (dark green) A2 size is best. **\$20.00**


9. Xacto style craft knife \$6.00
OR Scalpel **\$3.00**



10. Metal Scale Rule **\$13.00**



There are other personal things like Opto Visa **\$30.00**, Digital calliper **\$20.00**, Metal square.

I hope the above list helps you get things together. Many of the prizes were obtained at the "\$2.00 shop" at Wyoming, NSW or at other local shops with web sites.....

Getting Organised to Use Decoder-Pro

by Brent Wood

Some time ago I was faced with a triple dilemma - lack of space in the Train Room, obsolete Wireless Throttles and a place to install a dedicated DecoderPro Computer and Program Track.

Lack of space is a common problem for many modellers, so it was simply a matter of finding a solution which addressed all three.

Issue 1. Obsolete Throttles: My DCC system is NCE PowerPro which controls the layout with 3 wireless Cab04's (plus the "Hammerhead" throttle). The Cab04's need occasional repair and Marcus (who is Australia's NCE Guru) has repaired them when necessary, but when the last one needed attention he advised that the Cab04's were essentially obsolete and were difficult to source parts for and I should consider an alternative.



1 Unit in Programming Mode

*Upper cable is to NCE Power Pro Program Track outlet
Lower cable is mains power + Serial Cable to NCE Power
The white device to the right of the Program Track is a Re-railer
Keyboard is recessed flush*

Issue 2. Programming

Locos: I don't have room for a permanent DecoderPro computer and program track, so setting up for programming was always a hassle involving an old unreliable laptop, a portable program track and tangles of wires.

(I like to program my Locos to a top speed of 35mph, some momentum, speed matched for consisting and reduced sound levels. This is the most basic use of DecoderPro)

The Solution: A little bit of lateral thinking came up with this.

DecoderPro has a function called WiThrottle which turns Smartphones, Tablets or iPods into wireless throttles via a free App.

A spare steel workshop trolley with a fold-down VDU , (\$99 ex OfficeWorks), a wireless keyboard and mouse (\$18 ex OfficeWorks), a program track, **1** and a laptop with solid state drive **2** (\$150 ex eBay). DecoderPro installed on the laptop and connected to the NCE PowerPro completed the hardware and software.

The result: DecoderPro is the heart of the system, is always powered-up and connected to the layout via NCE PowerPro.

1. I now have a mobile programming track which lives under the layout and rolled out when required **3**.

2. I can take advantage of the DecoderPro WiThrottle function which gives the opportunity to use any smartphone or tablet as a very effective alternative throttle. (All work in conjunction with the existing NCE wireless throttles).

I'm not sure if other DCC systems can be interconnected with DecoderPro but assume they probably are.

Most people own a smartphone, so visiting operators can download the App and use their own phone as a throttle.

I am aware that many modellers have a dedicated DecoderPro Computer and program track. If you use tethered throttles I highly recommend the freedom of wireless throttles

- DecoderPro + WiThrottle + Smartphone = Freedom



2 Laptop & associated Cables
*(Laptop always powered-up
& Screen always folded)*



3 Main screen lowered for storage under layout

I acknowledge that we are fortunate to have DecoderPro experts with vast IT experience such as Gerry Hopkins, Martyn Jenkins and others. I am a DecoderPro cripple and only wish to share my hardware solution to my particular problem....**M**

“Modelling” In Lockdown

by Lynn Zelmer

I sometimes have trouble deciding whether what I'm doing is actually modelling. Is it only sitting at my workbench constructing a model? What about sitting at the computer composing an article for Narrow Gauge DownUnder or preparing drawings that might eventually become a model? Can I include learning how to use a new software package that will allow me to prepare those drawings? All of the above?

Hopefully I can include online research, even watching a YouTube video or Zoom session that might inspire my modelling, as I've been doing a fair bit of that with the Covid-19 lockdown. But what about recycling my 60 year collection of Model Railroader (MR) magazine?

I gave up my both my NMRA Magazine (Bulletin/ScaleRails) and MR subscriptions around 2008 when the overseas mail services started getting really bad. MR wasn't quite as bad as the NMRA. MR often arrived out of order and months late, but I was only receiving about 3 out of every four NMRA issues.

Even with the difficulties I retained my Narrow Gauge and Short Line Gazette subscription until 2014 and likewise maintained subscriptions to Timberbeast and Timber Times until they ceased publication. However by then I had realised that my modelling interests had changed sufficiently that I was no longer reading them closely in any event.

I continue to subscribe to the Australian Model Railway Magazine but I scan those articles of most interest to me so that I can send the magazines on to the Bundaberg Railway Museum to replace their collection lost during the 2013 floods. Their flood loss prompting me to start downsizing my magazine collection, beginning with the NMRA magazine articles of interest: scanning 271 articles from 48 years and a couple of wheelie bin loads going to recycle.

Which brings me to 2020 and the lockdown. The first ten-twelve years of my MR collection were in bound form and tropical humidity had resulted in quite a bit of mould damage to the bindings. I could have done a rescue mission but it seemed more reasonable to downsize and recycle!

It took me roughly five weeks of occasional and sometimes full days of tear-sheeting and scanning, resulting in a 13cm (5") high stack of articles to scan and more than three full wheelie bins to recycle. Eventually I scanned 724 articles (11.07Gb) from January 1949 to January 2008.


It's been quite interesting revisiting some of the articles and authors who influenced my early, and lifelong, modelling interests. My early interests were logging, short/branch line railways and scratchbuilding so I saved most everything written by authors such as Jack Work, Alan Armitage, WG Kennedy, EL Moore, Joe Wilhelm, etc. I preserved logging articles (Puget Sound Short Lines, James Sabol, Lyle Spears, etc.) plus changes in scratchbuilding and modelling techniques over the decades, and most of the background specials that described the North American railroad scene.



1 Saved Articles and only a dozen boxes to Sort

Scratchbuilding has had less emphasis over the years, to be replaced by kit construction and then kitbashing. It wasn't only the modelling techniques and priorities that changed over the years. My perception is that articles generally got shorter as the years went on and were increasingly staff written. Staff written articles also became more advertiser oriented, with selected manufacturer's models and kits used to illustrate supposed background briefings (cash for comments??). Many times short articles were scattered over several pages, often with only a single column of text hidden in the advertisements.

beginner level, was built every year after Model Trains magazine ceased publication. Articles on modelling trees, water, painting, weathering, figures, signs, scenery and trackwork were perennial favourites. In terms of my own interests, logging/sawmill and related articles popped up every decade. Mining was likely another regular topic but I've never been very interested in large scale mining.

So I haven't yet produced any new models during the lockdown but it's been an interesting journey down memory lane and I've been inspired to get back to the work bench....

Some things didn't change. It appeared that at least one new project railway, generally

Magazine Publishing Deadline Dates

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

If you are providing a Divisional Report, it needs to be submitted prior to the cut off date of the 10th of the month of MainLine issue, to ensure the editor can complete the edition in the required time frame prior to release.

100% Club & SIG Activity Reports can be submitted at any time but preferably well before the cut-off date of the 1st of the month of MainLine issue, to ensure that their report is included in the next MainLine edition.

The following are the deadline dates you may need to know for the next two editions:-

September / October -

For 100% Club & SIG Activity Reports = 1st September, 2020

For Divisional Reports = 10th September, 2020

Publish Date on Web = < 20th September, 2020

November / December-

For 100% Club & SIG Activity Reports = 1st November, 2020

For Divisional Reports =, 10th November, 2020

Publish Date on Web = < 20th November, 2020

Accessing Members Only Content on the NMRA Website

by Al Harris

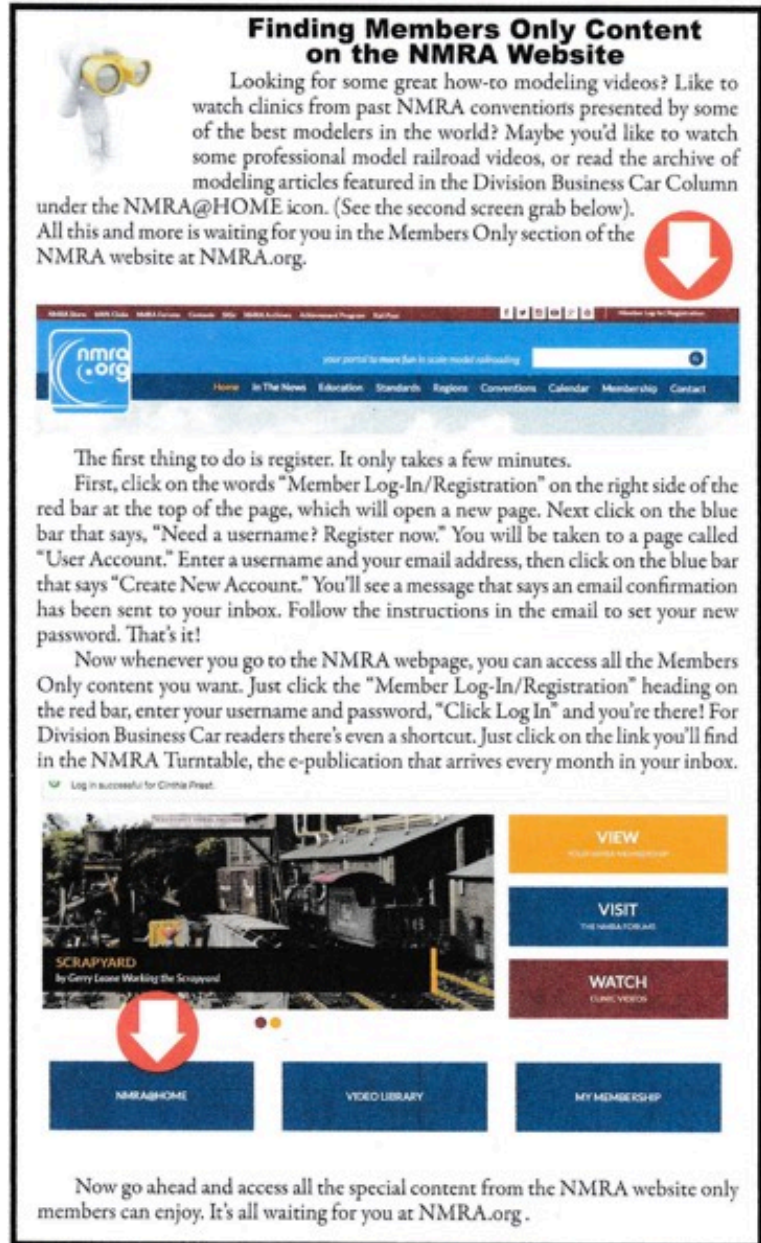
I wanted to review an article I had been shown in last October's edition of the NMRA.org magazine on how to access the Members Only section of the National website.

I followed the instruction and had a quick look at what was on offer and found that there are many videos of clinics from National Conventions.

I can recommend the video of the clinic given by Geoff Gerow in Kansas City 2018 on using photos to create backdrops in buildings using free software and downloaded photos.

There is also a video on how to achieve part of the Electrical AP using Atlas parts.

The site is worth a visit....



Finding Members Only Content on the NMRA Website

Looking for some great how-to modeling videos? Like to watch clinics from past NMRA conventions presented by some of the best modelers in the world? Maybe you'd like to watch some professional model railroad videos, or read the archive of modeling articles featured in the Division Business Car Column under the NMRA@HOME icon. (See the second screen grab below). All this and more is waiting for you in the Members Only section of the NMRA website at NMRA.org.

The first thing to do is register. It only takes a few minutes. First, click on the words "Member Log-In/Registration" on the right side of the red bar at the top of the page, which will open a new page. Next click on the blue bar that says, "Need a username? Register now." You will be taken to a page called "User Account." Enter a username and your email address, then click on the blue bar that says "Create New Account." You'll see a message that says an email confirmation has been sent to your inbox. Follow the instructions in the email to set your new password. That's it!

Now whenever you go to the NMRA webpage, you can access all the Members Only content you want. Just click the "Member Log-In/Registration" heading on the red bar, enter your username and password, "Click Log In" and you're there! For Division Business Car readers there's even a shortcut. Just click on the link you'll find in the NMRA Turntable, the e-publication that arrives every month in your inbox.

Log in successful for China Post.

VIEW
VIEW UNDER MEMBERSHIP

VISIT
THE NMRA@HOME

WATCH
CLINIC VIDEOS

NMRA@HOME **VIDEO LIBRARY** **MY MEMBERSHIP**

Now go ahead and access all the special content from the NMRA website only members can enjoy. It's all waiting for you at NMRA.org.

Not getting the bi-monthly NMRA eBULLETIN?

The new **NMRA eBulletin** comes out every other month near the 1st of the month. Either your SPAM filter is blocking it, or you need to update your email address with us. Have HQ update your address at: <http://www.nmra.org/customer-service-request>

100% NMRA Club News

from City of Sails Model Railway Club

by Philip Sharp

The City of Sails Model Railway Club is a 100% NMRA club in Auckland. This report is provided by the club's secretary and covers the club's activities over the last six months, being effectively four months because of Covid-19.

January Meeting

One goal of the City of Sails Model Rail Club (CoSMRC) is to assist other model railway clubs in the Auckland area. The CoSMRC's January and February meetings this year were directed towards this goal.

For the January meeting, Paul Hobbs and Kenneth Carlyon gave clinics at the Western Districts MRC. Paul's clinic was on Railway Work Equipment. Paul had plan to give the clinic at the AR convention in Sydney and the clinic at Western Districts was a dress rehearsal.

Kenneth Carlyon gave three short slide shows of recent photographs he has taken of locomotives and trains in New Zealand. The American modellers in the audience displayed a good knowledge of New Zealand railway equipment.

February Meeting

The CoSMRC met at the Western Districts Model Railway Club (WDMRC) and spent an hour or so assembling most of a Walthers Cornerstone HO Sanding Tower and Drying House. These models will be used on the new version of the WDMRC's HO layout. The WDMRC plans to have the new version ready for the AMRA convention in Auckland, early June 2021.

We also had a short business meeting. Paul Hobbs stepped down as president and Mike Hill was elected as the new president. Philip Sharp remains as secretary. We do not have a treasurer as we make few financial transactions.

May Meeting

Our March and April meetings were cancelled because of Covid-19. We returned to the WDMRC for the May meeting. Mike Hill gave a hands-on



1 Modellers at the weathering clinic.

weathering clinic. The emphasis was on the use of powders to weather a box car or something similar. **1** shows the clinic attendees in various stages of engagement. Clockwise around the table we have James Kelso (light blue hoodie), Paul Hobbs, Stephen Coleman, Mike Hill, Craig Mayall, and twelve-year-old Joshua Hill. On the extreme right of the photograph is Anthony Eames. James brought a hopper car to weather. **2** and **3** are the before and after photographs of the hopper.

June Meeting



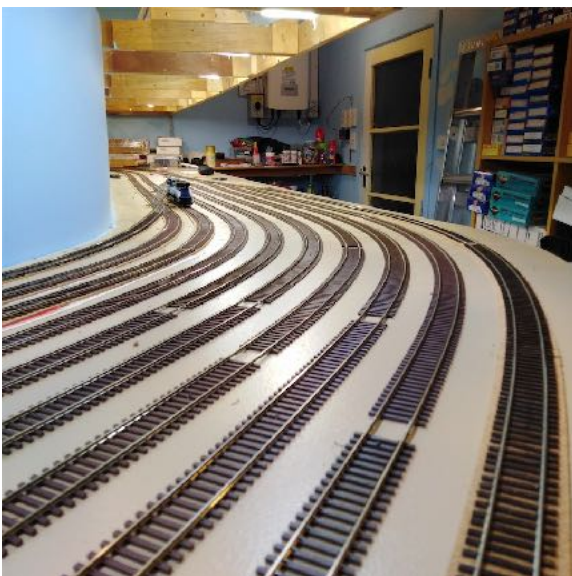
2 Before photograph.

Huntley, Montana and Spokane, Washington. There is over 900 miles of track and 100 stations. The prototype railway uses cabooses, something I am pleased about since these add to operating sessions in my opinion.



3 After photograph

The club visited James' layout last year and



4 Some of the added track.

tested the track using locomotives and trains of different lengths. This testing highlighted possible areas of improvement to the track and power system. Since that visit, James has added 300 feet of track, boosters, feeders, and made other tweaks. In marked contrast to our previous visit, there was enough power to run five trains, although there appeared to be some dead spots. Track cleaning was done but it was unclear how much this helped. James added feeders to one of his helixes and this helped.

4 shows some of the 300 feet of track James has added. Photographs **5** and **6** show people reflecting on what move to make next.

A highlight of every meeting is the supper. As well as giving us an opportunity to eat food we would normally not eat, the suppers enable us to discuss club business such as the next meeting and the achievement program in a relax setting.

The June meeting was no exception. There was a discussion about holding an introductory hands-on clinic on Arduinos, I am looking forward to this, and using part of a club layout for the scenery certificate.



5 Anthony (back), Paul, Joshua and Craig (front)



6 Mike watching the people in 5

Other activities

Paul Hobbs gave a clinic entitled Business Cars, Private Cars at the NMRA-X on June 27, and will be giving a clinic entitled Streamline Passenger Trains Serving St Louis at Gateway-X on July 14. Michael Hill, James Kelso and Philip Sharp are on the organizing committee for next year's AMRA convention in Auckland. They have attended two committee meetings so far....M

Blank areas such as these in MainLine could be a good location to advertise your next NMRA-AR supported show or event

Just send an email to me at editor@nmra.org.au and let me know what is on your agenda

Divisional Reports

As all members are aware, there have been restrictions for having Divisional meetings due to the current health considerations, so there are limited divisional reports to include in this edition of MainLine.

Division 1

by Duncan Cabassi (NMRA-AR Div1 Superintendent)

There were three 'Virtual' meetings held during the past couple of months, plus an additional 2 Virtual events. At the virtual meetings there were individual show and tell from participating members. Division 1 has adopted a Virtual events program. This involves approximately a 2hr Event with a special guest during each event. This will continue after Covid19 is long gone.


Event 1: An afternoon with Jim Younkins

Event 2: An afternoon with Luke Towan

Event 3 is in the planning stage and will be held in August

Any NMRA-AR member wanting a copy of the recorded EVENT, please contact Duncan Cabassi at:


div1sup@nmra.org.au

Next meeting is on the 18th July, back to Face to Face meetings....

Division 2

A divisional report for May & June was not submitted from Division 2....

Division 3

A divisional report for May & June was not submitted from Division 3.....

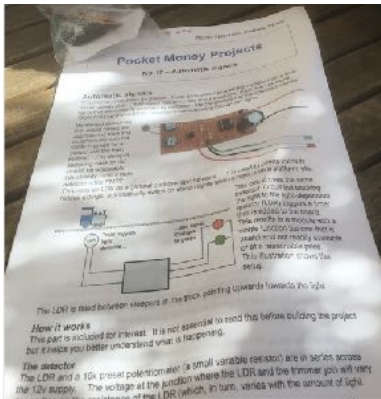
Division 4

by Rod Tonkin (NMRA-AR Div4 Superintendent)

The easing of restrictions on social gatherings in WA due to low rates of infection of Covid19 allowed us to plan a meeting for the 31st of May at Rod Tonkin's home in Kingsley in Perth's Northern suburbs. The initial meeting size limit was ten persons. By the time the meeting happened the limit was twenty persons so we were clear to meet. Pre Covid19, this week end in Perth would have been the AMRA WA Model railway exhibition, perhaps next year?

I measured the main rooms in our home and my layout room so I could calculate how many people I could accommodate under the then prevailing four square metres per person rule. The layout room under these rules could accommodate seven people. This is larger than any Division four meeting I can remember so we looked all right.

The wild and wet weather for the week preceding the meeting meant more than the usual track and wheel cleaning of Wombat Gully and its rolling stock was required to keep things rolling. The weather turned fine as predicted by the BOM for the meeting and for once everything on the layout ran smoothly.



Only two division members were present Rod Tonkin and Alan Borough. We agreed as interest in NMRA in Perth had dropped to only two active members it was not worth continuing to hold regular NMRA Division Four meetings. We are both continuing as NMRA members.

Current projects under way are Alan's light dependent resistor colour light signals from a MERG kit and Rod's Malting works on Wombat Gully. Alan's signal operation kit instructions are shown in the attached photo

The attached photos of Rod's Malting works show the cereal packet mock up and the white paper clad mock up

The meeting adjourned after an afternoon tea of the last of the Hot Cross buns and party pies.....M



Division 5

There are no scheduled meetings for Division 5 members, but you are able to read about some of the action in NZ above in the '100% NMRA Club News' section, where the secretary of the 'City of Sails Model Railway Club' in Auckland (*Philip Sharp*) has provided a report of their activities....M

Division 6

by Jane Robinson (NMRA-AR Div6 Superintendent)

Just a catch up for those who were unable to attend our two Zoom meetings. We had between 10 and 12 members at each meeting. Thanks to Geoff for hosting them.

Some details we attended to:

1. Ron sent a cheque off to Al Harris for payment of the NT Junction layout. It will be stored at Marcel's and Geoff will transport it. Some extra rolling stock has been purchased also.
2. We made the decision to purchase 12 months subscription of the National NMRA magazine which will be added to our library for all members to have access to it. If borrowed it will need to be sent on to the next member who wishes to borrow it and must be at each meeting for general access.
3. Marcel won the raffle.
4. Yearly membership fees are due.
5. Nomination forms have been emailed out to all members regarding the Pacific Director position and the position of Secretary for ARC is needed.
6. Just a reminder that I plan to retire from div. super in March next year and would like you all to consider one of you taking on the position.

Bring and Brag:

We all told or showed each other what we had been doing since the isolation commenced.

Future Meetings:

Please note that due to COVID19 restrictions for SA there has been a change of locations for our meetings.

We will be looking at the July 11th meeting being held at Bob Bevan's home at Mallala as we will be able to maintain distance etc. outside. Should there be any change in restrictions we will need to re-think these plans.

Meeting times for the future will be

August 8th-Ron Solly

September 12th-AMR

October 10th- Geoff Chatwin

November 14th- Ray Brownbill

December 12th- Jane Robinson

Hope to see you all at the next meeting if possible. Stay safe and well.....

Division 7

by Les Fowler (NMRA-AR Div7 Superintendent)

Looks like even though some places are allowed to open up a little more and from 1/7 indoor and outdoor venue have changed limits, this email will come with no surprise to anyone so,

1. I made the call to cancel the July meeting which was going to be @ John Saxon's house. At the moment the NSW Gov is allowing a max of 20 visitors into people's home + the separation rule 4 meters in a square, with no change from 1/7. However our **Normal** meeting numbers are in the 30 + region so we just miss the mark, plus based on John's being a popular layout and the first meeting for a while I would think we may be in the region of 40~50 members attending.
2. So I'm hoping that the August meeting will go ahead however based on the current situation in Vic, we may be at this level for a while.
3. I've also attached for your attention the NMRA-AR Covid-19 Policy document
4. For those people that missed the NMRA-X live on Facebook/Youtube some of the previous clinic are now on youtube, just search for NMRA-X
5. Also a Reminder that the "What's On your WorkBench" is still up and going. I'd like to thank the follow members for emailing to the display

The email address to submit photos is

[nmradiv7sup@gmail.com](mailto:nmrdiv7sup@gmail.com)

In the **Subject line** use **[NMRA]** at the beginning and the photos can then be viewed at https://drive.google.com/drive/folders/1WZ5O2TVkj-IISMV4F9lxbBsjz4cpOI_d

.....


Division 8

A divisional report for May & June was not submitted from Division 8.....

Division 9

A divisional report for May & June was not submitted from Division 9.....

Division 10

The newest of our 10 Divisions was created at the start of the present Pandemic. We look forward to reading about activity within Tasmania in future editions.....

Articles Wanted For MainLine

Model railroading related articles in MainLine are primarily written by NMRA-AR members and are a welcomed and valuable inclusion in each edition.

At the present time there is a limited quantity of available articles to choose from for inclusion in future editions of MainLine and those articles are provided by only a small number of members.

I will outline below the sections that I would like to include in each edition of MainLine and the way in which I would hope we, as NMRA-AR members, could collect the information for inclusion in future articles for the magazine.

Feature Article *(Any length will be accepted, but may be split into separate parts over multiple editions, dependant on length of article)*

- First and foremost, I would like to include a Feature Article in each edition. I will prioritise on including a model railroad layout where possible as the feature article, as this is the hobby we are in and creating a layout representing your favourite railroad is what it is all about for the majority of model railroaders. The cover photo will reference the feature article. I will try to limit the size of the feature article where possible to around 8 pages *(including photos)* if practical to do so. That doesn't necessarily mean the article itself is limited to 8 pages as you will see in my first edition, as I have split a long 15 page article into two parts and will run the first as the feature "Part 1" and the second 'Part 2' in the following July/August edition as a supplementary article.
 - Encouragement needed at all monthly divisional meetings for members to start putting pen to paper to describe their layouts, theme, products used, future direction etc., Include photos and captions describing what the photos are referring to.

Supplementary Articles *(1 to 4 pages in length, including photos)*

- As well as the feature article, I intend to include 3 or 4 additional supplementary articles in each edition, comprising from 1 to 4 pages in length, but naturally that will be determined by the amount of content articles I have available to choose from.
 - Content could include product reviews, weathering methods for scenery and rolling stock, buildings, prototype operations, electronics, a new section on your layout, in fact, any railway related subject. Everyone has a different view as to what they like doing in the hobby, so let's start writing about it for other members to enjoy and learn from.

Editor's Comments and President's Report *(half to 2 pages each in length)*

- There will also be an 'Editor's Comments' and 'President's Report' section in each edition, to keep everyone up to date on what is going on in the organisation.
 - Probably half a page to 2 pages of content for each, depending on what needs to be reported on the happenings within the AR division for the past two months and what is planned for the future two month periods.

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.

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% 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 respective AR Division to approach each club and to ask their President or Secretary 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.

Special Interest Groups (SIG's) *(half to 2 pages in length for each SIG)*

- There are SIG's in the Australasian Region and I would like to promote their activities.
 - This could be in the form of what they have done to improve their SIG activity, such as an additional module added to a SIG exhibition layout.
 - When and where is the next showing or meeting of their SIG. By having that noted it may encourage others to take an interest.
 - Should be reported on by a leader of the SIG or their representative and be a half page to 2 pages in length including photos.

Report On Train Shows *(provide whatever is available and I will fit in what I can)*

- There are many train shows around the regions that many of our members cannot get to see.
 - I believe members would appreciate some photos and captions of good quality layouts, maybe a quick review of the venue and show overall would also be well received.
 - Maybe it could be asked at each meeting if there are any members who are attending a scheduled future train show in their division and get a nominee to take some photos and send to me at the editor's email address. A short description referencing the photos and included in the body of the email would be appreciated.

List Divisional Meeting Dates *(half a page for the complete table)*

- I would like to include a table showing the dates of the next two meeting dates scheduled for each division.
 - Locally, each division will naturally update their own members with their yearly schedule of monthly meeting dates and locations. What I would like to include is a list of when the next two meetings are scheduled across all divisions. It will be a quick guide to assist 'Grey Nomads' and other 'out of town' members who are travelling around the country(s), to know of scheduled meeting dates in different divisions and to be able to contact the host to request permission to attend as a visitor at other locations.
 - Will need a volunteer from each division to regularly update me every two months with date, time, phone number, host or contact name. I will then pop that into a simple table so everyone has advice of when meetings are scheduled....

What's in the Next Edition

- ***The UPBNSF JD Story Part 1;*** Check out one of the largest N Scale Layouts around, with a prototype North West USA feel.
- ***Trackside with the SM - Making It Look Real;*** Here are some interesting and informative ways to add realism to scenes.
- ***Operations on a Layout;*** Are you getting organised for an Operating session, this system of using waybills will be helpful.

And So Much More.....