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the

MainLine

magazine



the official journal of the

National Model Railroad Association Incorporated
Australasian Region

NMRA Inc - Australasian Region Directory

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

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

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

NMRA Inc. - Australasian Region Directory

(cont.)

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NMRA Inc. - AR Disclaimer

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

New Articles

8	<p>Belair Modelling a Prototype scene has its challenges, but the author was up to the task in replicating the station at Belair and surrounding locations in the Adelaide Hills. <i>by Malcolm Jenkins</i></p>
19	<p>Is it Progress Sound decoders give the operator the ability to run a train in a similar manner to the prototype. There are many options available to customise your locomotives which will add to the fun with running your trains, and some are covered in this article. <i>by Gerry Hopkins - MMR</i></p>
26	<p>Be Inspired Every now and then we witness the generosity and good nature that emanates from those in our hobby and this is one of those stories. <i>by Jeff Lee - MMR</i></p>

Regular Features

2	<ul style="list-style-type: none"> • NMRA Inc.-AR Directory • Regarding Article Contributions
3	<ul style="list-style-type: none"> • NMRA Inc.-AR Directory (Cont.) • NMRA Inc.-AR Disclaimer
4	<ul style="list-style-type: none"> • New Articles Directory • Regular Features Directory • The Cover Photo
5	<ul style="list-style-type: none"> • Editor's Comments
6	<ul style="list-style-type: none"> • The President's Report
27	<ul style="list-style-type: none"> • 100% NMRA-AR Club News
30	<ul style="list-style-type: none"> • Divisional Reports
34	<ul style="list-style-type: none"> • Magazine Publishing Dates
47	<ul style="list-style-type: none"> • What's in the Next Edition
	<ul style="list-style-type: none"> • Letters to the Editor <i>(no letters received this month)</i>
	<ul style="list-style-type: none"> • Special Interest Groups (SIG's) <i>(no SIG Reports available for this month)</i>
	<ul style="list-style-type: none"> • Achievement Program Awards <i>(no reports received)</i>
	<ul style="list-style-type: none"> • Report On Train Shows <i>(suspended due to Pandemic)</i>
	<ul style="list-style-type: none"> • NMRA-AR Monthly Meeting Dates (for each Division) <i>(suspended due to Pandemic)</i>

the Cover Photo

It is the morning peak at Belair in the Adelaide Hills and The Overland, hauled by 905 and 900, heads for Adelaide, while the Redhen suburban waits at the local platform.

Editor's Comments

When reading through the many Divisional Reports in this edition, you won't help but notice that there has been a lot of activity in the model railway community starting to happen again after the torrid year of restrictions that sums up 2020. In this edition you will see that there has been an overwhelming response from most Divisions with supplying meeting reports with most of the AR Divisions having had one or two meetings in 2021 and those meeting reports are included in this month's edition.


Also in this edition, there are three very good articles to be read and I will outline more about them further below. But first things are looking very promising for train shows to be on the agenda again in the not too distant future. The first '*Model Train Expo*' that I am aware of to be run in recent times will be in Bundaberg QLD on the 20th & 21st March, 2021. I am informed that it is probably the first train show to be run in QLD in almost 18 months! The club who are hosting the show in Bundaberg is the '*Wide Bay Burnett Model Railway Club*'. They are a 100% NMRA club, and so, for our members to have all the necessary details to head off to Bundy in a couple of weeks time, I have included their promotional flyer in this edition of Mainline (page 25).

So for all the other 100% NMRA clubs and Special Interest Groups (SIG's) around the Australasian Region, don't forget that MainLine is here for your benefit. If you have an event coming up that you would like our members to know about, then send me your advertising flyer or other information about your event and I will include it in MainLine.

In this month's edition, Malcolm Jenkins outlines how he modelled the Adelaide Hills in our Feature Article for this month, Belair. As Malcolm comments in his article, there is no greater compliment that a layout owner can receive when attempting the difficult task of modelling the prototype scene, than when a visitor enters the train room and accurately reflects the modelled location. I believe Malcolm has achieved his objective.

Gerry Hopkins - MMR is no stranger to these pages and this month Gerry outlines some very useful suggestions for modellers to consider when programming their Sound Decoders. A very informative article and it certainly answered a couple of queries that I had with setting up certain sound decoders that I have in locomotives.

You can read a short description of the excellent article displaying a level of attentive consideration and generosity that Jeff Lee - MMR showed by building a layout for an 11 year old Grandson of a friend of Jeff's, being a young boy who loves trains. The young modeller's name is Tasman and in this short article, there is a link to an accompanying 5 minute time lapsed 'You Tube' video that Tasman's mum put together, which shows how Jeff built the layout. It is well worth a look. In an upcoming edition of MainLine, Jeff will give a written, step by step description of how he built the layout for Tasman.

There may not be as many articles by members included in this edition, however, that doesn't mean I have a large stockpile of articles to choose from for future editions. I am always looking to receive new articles so if you are able to share a story about your layout, or diorama, or new piece of rolling stock or structure that you have built, then don't forget to send it in to me for inclusion in a future edition of MainLine. Always remember that other members may benefit from your experiences.....

Meru Bagnall

Editor - MainLine On-Line

PRESIDENT'S REPORT

From Graham Young- 1st March 2021

Here we are at the beginning of March and at last seeing some improvement in what is permissible to do as sanctions that were imposed because of the corona virus are being eased. No doubt there will be further improvements as the vaccines are rolled out in coming months. As you are aware last year we were forced to postpone our Convention and again considering the restrictions imposed by the virus we have again postponed it to 2022 as there was no guarantee that people could travel safely to such a function.

It is good to see that individual Divisions and some of the 100% Club's have recommenced holding meetings. This is good not just for modelling purposes but also for the social and mental wellbeing of members. It is hoped that there will be an increase in activities during the rest of the year. I encourage that all Divisions and Club's when considering their plans for activities will include a couple that will include the wives and partners to socialise together and not just for members only.

The NMRA Board of Directors met on the 20th February via video link and approved:

- The Budget for the whole Organisation's operation.
- Approved the DCC Standards.

There were several other matters discussed, but the one of most interest to our region, is that we want to see a digital version of the NMRA Magazine. It appears that progress is being made but as yet no time for the implementation has been made. Some of the things that are holding it up are distribution (via a mobile app, link to the web site, other) as well as the cost. Bear in mind there is still a cost with the editorial process and a digital version would not make that go away. What will be a benefit to us is there will be no postage costs involved.

Your Committee is working on other matters that are still outstanding and definite progress is being made. The hold up with these matters is the time that it takes to research the legal ramifications associated to them.

NOTICE OF REGION ANNUAL MEETING.

This will be held on 17th April at 8 Camarsh Drive, MURRAMBA DOWNS 4503 commencing at 11.00 am, following the Divisional meeting.

As there are no elections this year the matters to be dealt with are:

- Treasurers Financial Report:
- Presidents Report:

An agenda will be forwarded to all members closer to the date of the meeting.

New Sanction Application Forms

At the Management Committee meeting at the beginning of February it was agreed that a new form be introduced for Divisions, 100% Clubs, Special Interest Groups together with individual Members who are holding or participating in Exhibitions, Conventions, or Clinics. In providing approval for the above by the ARC Committee, the applicant must recognise that they are being given consent for Public Liability Insurance (PLI) and representing the NMRA. As such, you have an obligation of duty of care to NMRA members.

These conditions are not meant to be a barrier to participation in model railway activities but rather a fulfilment of our NMRA obligations as a whole. The new form is available on our web page under the heading "Forms".

It is noted that for all concerned that the cost of having all electrical wiring and apparatus tested can be expensive but it is necessary to comply with Govt. Regulations in order for cover under our PLI Policy. One suggestion is for the Clubs and SIG's etc. to gather their equipment together and have it all inspected at once in one place so the costs involved can be split over the group. Most electricians who do this work have a minimum charge of approx. \$ 130.00 to \$ 150.00, and this includes the inspection of up to 20 items.

New Membership Application Form.

This form has also been modified both to have more inclusive overall details, such as the applicants modelling interests etc. and showing more options re family membership together with payment options. Whilst these changes are of a minor nature they will help for easier reporting of details by the membership officer.

Graham Young

NMRA Inc-AR President

Belair

An Attempt at Prototype Modelling

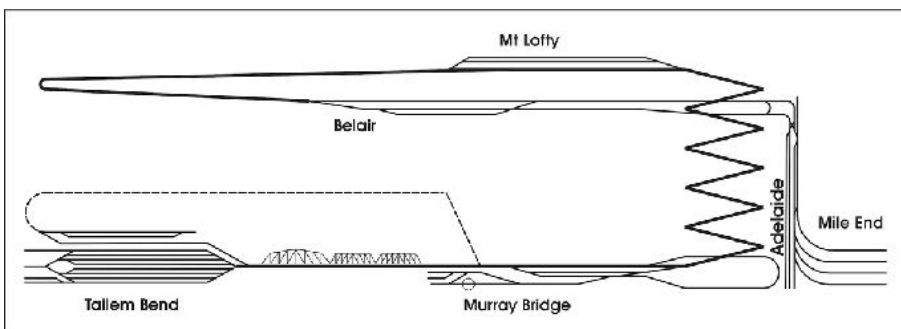
by Malcolm Jenkins

My layout, **Belair**, is an attempt to capture the essence of the railway through the Adelaide Hills, centred on Belair station **1**. To achieve this, a lot of effort has gone into making the track layout, scenery and structure models as close to the prototype as possible. I lived in Belair from 1983 to 1988. Back when I was house-hunting, I sat at Blackwood station one Saturday afternoon and a Jet for Melbourne pulled up and waited for no apparent reason. Then the three VR C class on the front roared into life and throbbed the train off to Belair. I was hooked - my ten-years-dormant interest in N Scale modelling was rekindled, and I just HAD to have a C class. At the time I determined to build a modern-day layout, modelling what I saw as it then was.



1 General view of Belair station showing its unique buildings and surrounds

Now, 37 years on, two C class have finally been commissioned and the layout is almost complete, albeit now very much a historic effort, modelling the mid-1980s. This era allowed a great variety in modelling: through-running of locos from Victoria had commenced, and the transitions from ANR in the old SAR colours to the new AN green and yellow, and from VR to V/Line, all occurred over that period.



2 Schematic Diagram of the Layout

Although the idea for the railway was hatched while I was in Adelaide, I had not collected anywhere near enough material before I left for Brisbane in 1988, so the bulk of my research for the scenery and structures has been carried out at a distance, with several trips to Adelaide, during the 1990s and later, to get detailed photographs. This has required care in backdating, as many significant changes have occurred during the intervening years.

Although the idea for the railway was hatched while I was in Adelaide, I had not collected anywhere near enough material before I left for Brisbane in 1988, so the bulk of my research for the scenery and structures has been carried out at a distance, with several trips to Adelaide, during the 1990s and later, to get detailed photographs. This has required care in backdating, as many significant changes have occurred during the intervening years.

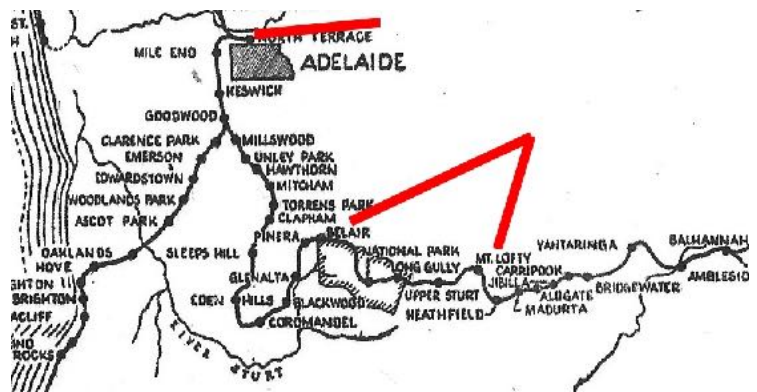


3 Map showing modelled area

The current layout, shown schematically in 2, is an expansion and rebuild of an earlier, never-quite-finished version. Major renovations allowed a bit more room and a lot more planning, leading to the 3 level (well, 2½) structure with open access. The layout climbs naturally through the Hills from Adelaide, in the middle, to Belair then Mount Lofty on the top, with the lower level modelling Murray Bridge reached via a helix. A loop at the mid-height of the helix links to Adelaide for staging. Reconstruction also allowed the change to DCC.

The layout has three major station scenes, modelling Belair, Mt Lofty (at the top of the grade over the Hills) and Murray Bridge.

Other scenic portions model the double track line through the Hills below Belair, a portion of the line leaving Belair and passing through the Belair National Park, and the major bridge over the Murray River near the eponymous station. For all of these scenes the track plans were obtained and studied, and in the case of Belair and Mt Lofty, copied exactly with some longitudinal compression. Murray Bridge is necessarily simplified. All of the structures contained within those scenes are based, where possible, on drawings of the originals, or scaled from photographs. Numerous photographs were taken over many years and published photographs have also been used for reference. The aim has been to reproduce in miniature as closely as possible



4 Map showing detail of Adelaide Hills portion



5 Portion of street directory showing station location and surrounds

the look of the various scenes. Two other scenes, while also based on their prototypes, have been somewhat geographically relocated. These were built for the earlier version of the layout and I could not bring myself to scrap them. They are the trestle bridge over the River Light at Hamley Bridge, moved to the Adelaide Hills, and the Taillem Bend roundhouse, moved a few kilometres upstream to Murray Bridge.

The Prototype Modelling Approach

The approach to prototype modelling will be presented with reference to the model of Belair station. Firstly: the context of the station. Excerpts from the SAR timetable maps



6 Portion of topographical map showing station area with tracks and two overbridges (note that this map is earlier than the 1980s and shows the earlier track arrangement, with three through roads and sidings for suburban locomotive servicing)

show the portion of the system modelled **3** and the route through the Adelaide Hills and Belair National Park **4**. In seeking to make the model as realistic as possible, various sources of information were used, such as the street directory **5** and topographical map **6**.

To check the relative locations of the platforms and buildings, satellite photography was consulted **7**. On the prototype, the track arrangement has subsequently been completely changed, with the conversion of the ARTC mainline to standard gauge in 1995 - the original main was converted, leaving the Down main as broad gauge for suburban trains. Storage sidings were reinstated at Belair for the suburban railcars, as this is now



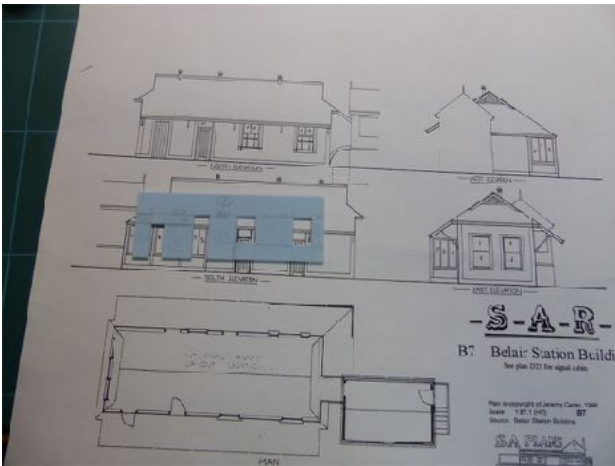
7 Google Earth photograph, showing station buildings, platforms and track arrangement (note third through track has been removed)



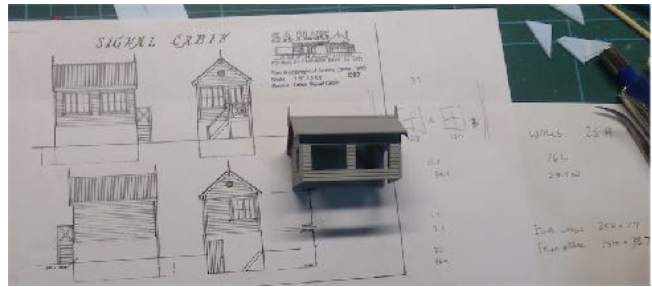
8 Photograph of station building and signal box

the end of the broad gauge suburban line. The two through roads were converted to allow a passing loop on the standard gauge.

Having established the track plan and compressed it longitudinally in order to fit onto a structural module 2.4 m long, attention turned to the buildings. Fortunately an organisation known as SAR Plans had drawn up several railway buildings, including the 1890s waiting shed at Belair, the main station building and



9 Building station building from plans



10 Building signal cabin from plans

the adjoining signal box. The station building and signal box are shown in 8, while construction of the models from the plans is shown in 9 and 10.



11 The 1890s era waiting shed



12 Detail of the waiting shed

For the remaining structures (the shelter on the island platform and the toilet block on the main platform) numerous photographs were taken, and, combined with the satellite photographs, enabled scaled drawings to be produced and used to build the models. Clearly all of these buildings were scratchbuilt, using styrene sheet, embossed styrene in brick and weatherboard patterns, plus custom brass etches, particularly for the very characteristic birds-mouthing on the fascia of the waiting shed 11, 12, 13. Doors and windows were from Grandt Line.



13 Model, showing etched brass fascia and custom decal

The two road overbridges were scratchbuilt from styrene sheet and sections, with commercial guard rails and railings. Many photographs were taken of the station and surrounds, and appropriate trees were hand made and located to match the appearance of the prototype. Some commercial trees (pines and a palm) were also used.

Mt Lofty Station

A similar approach was used for Mt Lofty station. The satellite image is shown in **14** and various views of the station and buildings are in **15 – 18**. SAR Plans had drawings of the station building and signal box.

The small waiting shed on the Down platform, plus the over-bridge, were scaled from photographs. All were scratch built using stone pattern styrene, weatherboard styrene and styrene sheet and sections, plus commercial



14 Satellite photo of Mt Lofty station in 2020



15 & 16 Two views of Mt Lofty station taken in the 1990's, after it was converted into a guest house



17 Details of the station buildings



18 The two overbridges: road & pedestrian

corrugated iron. The dual pedestrian and road over-bridges **18** were modelled in styrene with some commercial bridge girders **19** and the final result is seen in **20**. The track plan is relatively simple, having just two loops, but differences between historical and more recent photographs did trick me into having the turnouts at the Adelaide end of the station in a later configuration than that of the mid-1980s. The tall radio mast has been omitted from the platform, mainly to give good access for track cleaning and dealing with the odd derailment. The overall effect of the model is seen in **21** and **22**.



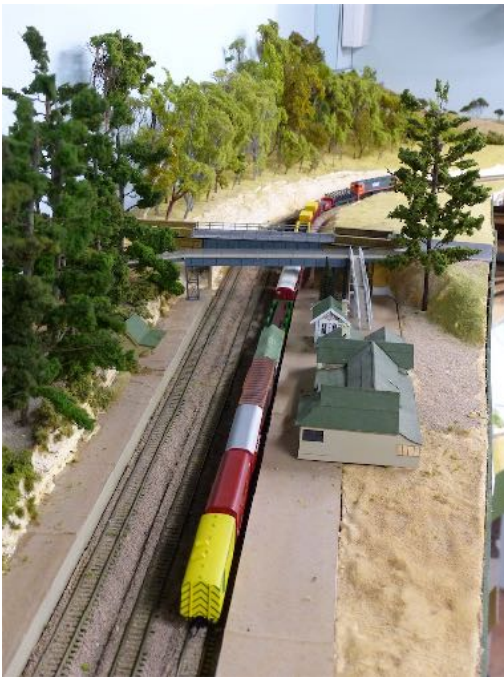
19 Modelling the two bridges



20 View under the completed bridges



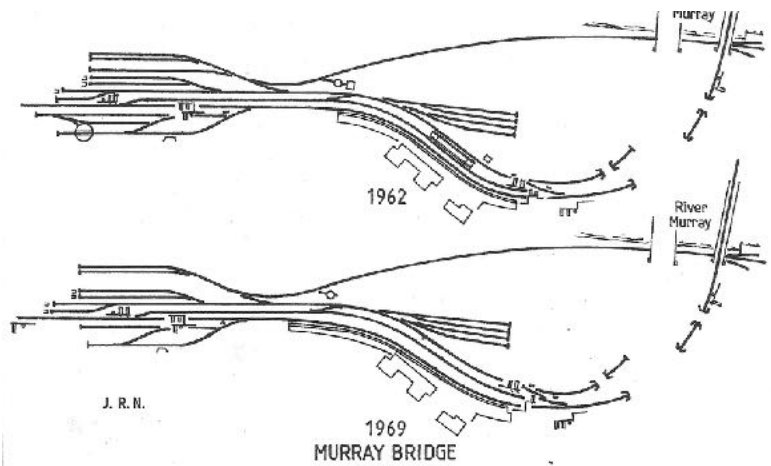
22 Overview of station and surrounds



21 Overview of the completed station

Murray Bridge Station

A similar approach was used with the station at Murray Bridge, except that the extensive yard track layout **23** was significantly reduced to fit into the layout space. Only the main line and two passing loops were modelled, with access to the (relocated) roundhouse and some freight sidings. As can be seen on the track plan, although the yard was gradually simplified by 1969 and even more so by 1983, there were more sidings than could be accommodated on a 2.4 m x 600 mm board! Note



23 Murray Bridge track plans

(from *The Overland Railway* by W. Callaghan)

that the access to the wharf on the west side of the Murray remained - this is modelled in my bridge section, although there is no actual connection. Rather the line leading towards the wharf actually leads to the roundhouse in the model.

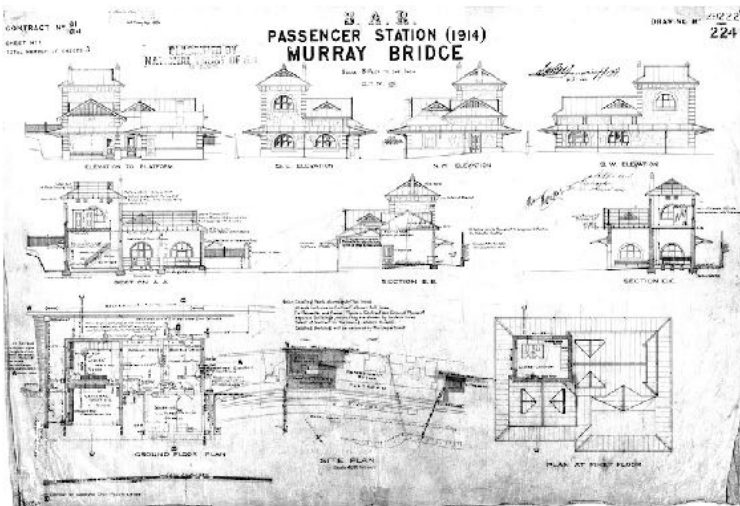


24 Satellite image of station buildings



25 General view of station buildings

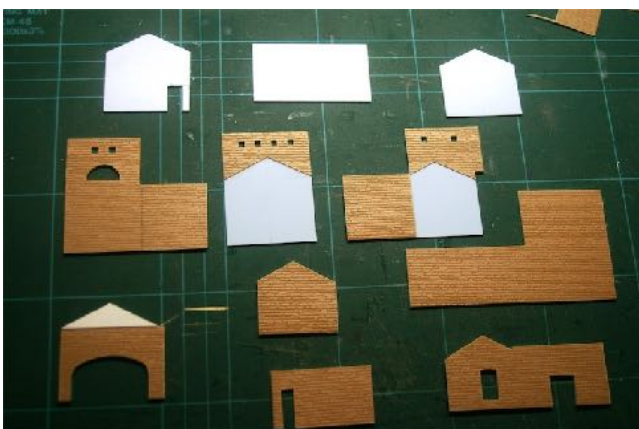
The station buildings make an impressive array **24, 25**. The station building proper is the smaller one to the left in the photo above, while the much larger building was the dining room (back when trains had no dining cars) and the associated residence and accommodation for the cooking and waiting staff.



26 SAR drawing of station building (Inprotrans)

Drawings of the buildings **26** were obtained from Inprotrans, the organisation with access to all the old SAR drawings from Islington workshops. The models of the station building, dining room and residence were based on these drawings **27, 28**. The smaller outbuildings (lavatories and bakehouse) and the house at the eastern end of the platform were

scaled from photographs. The overall look of the completed model is seen in **29**.



27 Constructing components of building



28 The completed station building & dining room



29 The Overland makes its morning stop at Murray Bridge while a down freight waits in the loop

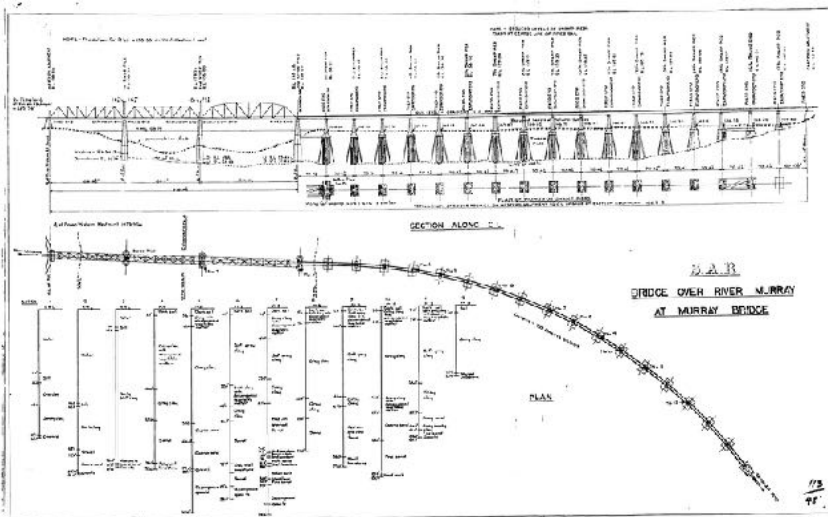
The Bridge Over the Murray

The bridge over the Murray was also modelled as closely as possible to prototype, once again starting with the drawings and numerous photographs collected over the years **30**. Both overall **31** and detailed drawings were obtained from Inprotrans.

To make the main spans of the truss

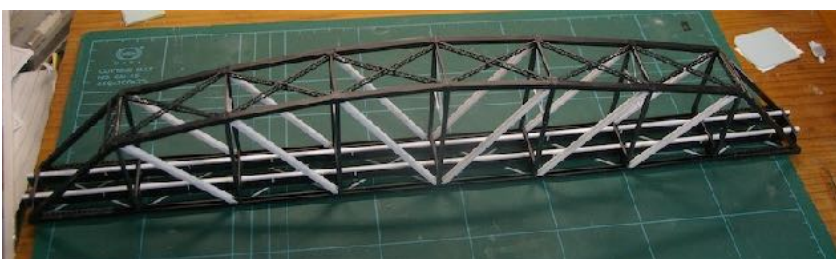


30 Photograph of the bridge from the eastern side, September 2012 - main spans painted grey



31 SAR drawing (Inprotrans)

bridge, several Central Valley kits were kitbashed to achieve the required spans and numbers of panels - the length of the panels was reduced for the two smaller spans, and increased for the larger, curved span. In addition, all-new diagonal braces were constructed from styrene sections **32**.



32 Combination of modified Central Valley parts and styrene sections to produce the larger span

The supports were cast in plaster to give a more realistic rendition of concrete **33**. The moulds were made by drilling and carving out timber. Supports for the plate girder portion of the bridge on the eastern shore were

also cast in a mould lined with paddle pop sticks to give the effect of moulding timbers **34**. The plate girders were heavily modified (in both length and depth) Atlas plate girder bridges. The number of plate girder spans was reduced from 18 to 10, but all spans are correct to prototype, as are the depths of all girders **35**. Track was laid using Micro Engineering bridge track, to give realistic sleeper spacing and the scope for guard rails. In addition, the wharf scene on the western bank was modelled, with the wharf made of Northwest Shortline timber and skewers for the uprights. A generic



33 Test fitting of truss spans on cast plaster supports

correct to prototype, as are the depths of all girders **35**. Track was laid using Micro Engineering bridge track, to give realistic sleeper spacing and the scope for guard rails. In addition, the wharf scene on the western bank was modelled, with the wharf made of Northwest Shortline timber and skewers for the uprights. A generic

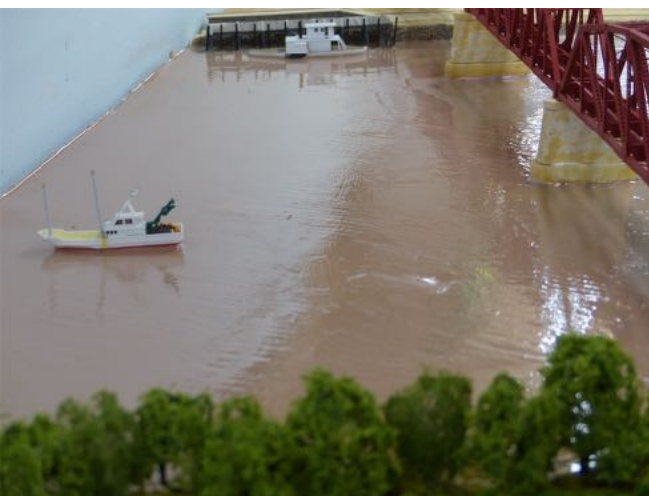


34 Supports for plate girder bridge



35 Plate girders in place ready for track laying

paddle steamer was made from balsa, styrene and parts from a Bachmann combine end platform car **36**. In the mid-1980s the whole bridge was still painted oxide red, and so is the model **37**.



36 Water added, with wharf and paddle steamer



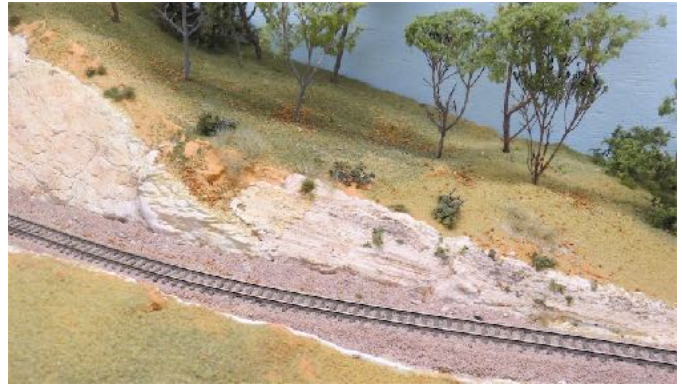
37 The completed model

Other Scenes

As well as the specific station and bridge scenes already described, the aim was to model the general scenery in the Hills area to resemble the real countryside and physical appearance, particularly in cuttings. In addition, two tunnel mouth scenes were made as close as possible to the prototype, all based on photographs.



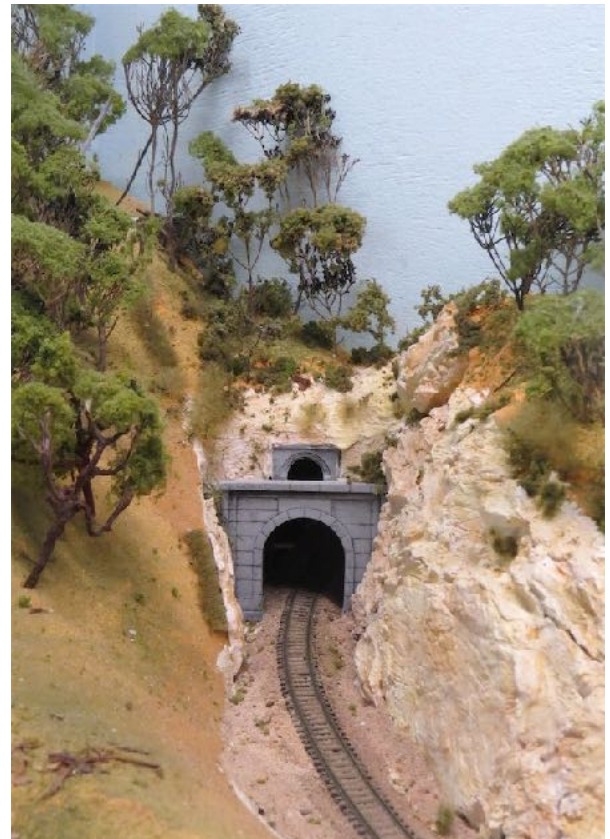
38 Cutting near Belair station



39 Model cutting using rock castings & striated plaster



40 Tunnel near Mt Lofty



41 Model rendition

The scenery throughout the layout is made with styrofoam carved to shape and covered with Polyfilla dyed with pigments. The key element that characterises the Adelaide Hills is the stratified rock, some kind of sandstone or mudstone **38**, somewhat metamorphosed (this is my very amateur opinion, not that of a geologist). To model this, numerous latex moulds were made from real rocks (albeit collected in Brisbane within about 200 m of home). These were used to cast multiple rock faces to line the cuttings. A technique was developed for the smaller cuttings, whereby plaster, mixed with PVA glue for the first layer, was fixed directly to the smoothed styrofoam face of the cuttings. Then further

layers of plaster were applied with a paint brush (usually 25 or 50 mm). As the final layer was drying, the brush was dragged across the surface to produce the fine layering seen in the actual rocks. Plaster was deliberately used for all these components, so that the surfaces could be coloured by applying very thin washes of pale brown and yellow acrylic paint, to produce the subtle colouration of the rocks as seen in the photographs **39**.

There are three tunnels on the layout, modelling one near Mt Lofty on the single track and two on the double track below Belair. One of the double track tunnels was based on the twin bores through Sleeps Hill. The original single track tunnel was made to very small proportions, but when the time came for duplication a much more generous profile was used. This is copied in the model portals. The other tunnel, near the summit at Mt Lofty **40**, has the unusual feature of a second, smaller, portal above the main one, to help clear smoke on the steep uphill section. This too was reproduced in the model **41**.



42 The Up Overland passes Belair on its way to Adelaide

Conclusion

In summary, prototype modelling requires a lot of effort, firstly in research to obtain drawings, photographs and information, and then in modelling, typically involving a lot of scratchbuilding or heavy kitbashing. There is quite a challenge, but the rewards are great. There is great satisfaction in being able to run prototypical trains through exact replicas of scenes, especially scenes that you have known and loved **42**. The ultimate satisfaction comes when, as has occurred on a few occasions, a first-time visitor to the layout, totally unprompted, walks in, looks around and says "Adelaide Hills!".....**M**

Is It Progress?

By Gerry Hopkins - MMR

In the past, many layouts were built where the “driver” stood at one position and watched his train go around, and around, and around. Many of these were Club Layouts - no problem, at least the member gets to run his train.



In more recent years - say the last 20 years - we have had **Digital Command Control**. The big difference, with **Direct Current** - you drive the layout and with **DCC** you drive the train. To me this means you walk with the train to see signals, to see

that the track is set right and high on the list is doing some switching. Yes, you can do this with DC but you would also have to do the other little jobs - switching turnouts, switching the power blocks, making sure nobody else is in the block.

DCC has come a long way.

With DCC there is also the full benefit of sound. Yes, you can make the DC steam loco chuff or diesel make a noise. With DCC you can have all the extra sounds - whistle, horn, brake squeal, generator for lights with plenty more. Early sound decoders did not have the benefit of technology - **BEMF** (I'll explain this later) and memory space. Decoders now have up to 8gb memory in a very small space - room for a lot of different sounds.



I install Sound Decoders for others. This in its self can be a challenge - some just want basic noise, others the exact sound of the prototype. For many years many people could not differentiate between 2 stroke and 4 stroke diesels.



Using the decoders.

Besides the sounds there is the way we operate our layouts - some just put the train on the track and run it around and around, Personally I am in to more prototypical operation. With this comes the more prototypical control of the loco. This is where some of the major brands of sound decoders are a blessing. Let's try a diesel first. Into the cab - the first thing is to start



the prime mover. This will take a few seconds for the engine to run up to speed. Turn on the number board lights and possibly the marker/class lights then a short blast on the horn, start the bell as we are ready to move away. Release the brake - you will hear the air release - then start moving the throttle. With some decoders you can set them so the loco will not move unless the prime mover is running.

Once up to the speed set on the throttle, the prime mover will notch down as we coast along. We get to the train we are about to pull. As we approach the first car, we close the throttle and the prime mover will drop to idle, we can then apply the brake. This will ease us to within 10 feet of the car - if we are slowing a little too quickly then release the brake and re-apply. Move up to the car at 5 mph and connect. Once connected we have to "pump up the air" in the train. The prototype can take up to an hour to do this, but that is too long for a modeller. On my layout it is a count of "3" for each car in the train.

What are Brakes?

The next question - do the brakes actually work? Yes, they do on the better decoders. Actually, they do not apply the pads to the wheels but instead send signals to the motor that act the same way. At the same time, you get the "brake squeal and grind" that goes with the braking effect.



I use **TCS WOW** for Steam and **Tsunami** for the Diesels. Two different brands but with similar logic. The WOW has five levels of braking (F7) - they are 20%, press again and get 40% then 60% then 80% and 95%. Without similar figures pressing the brake once would "stand the loco on its nose" - some people like it that way. To release at any time just press (F6) or move the throttle either way. There are 5 CVs that can be set to replicate the braking effect.

In the **Tsunami** it is slightly different, (F7) still applies the brake and then press again to release it. Again, you can set a CV to the value you want for the brake. CV4 deceleration minus CV117 loco brake = actual braking. So $120 - 110 = 10$ simple maths. The Tsunami also has the option of loco or train brake that can be set the same way - I set them the same. Other decoders are pot luck for braking - I have not tried them.

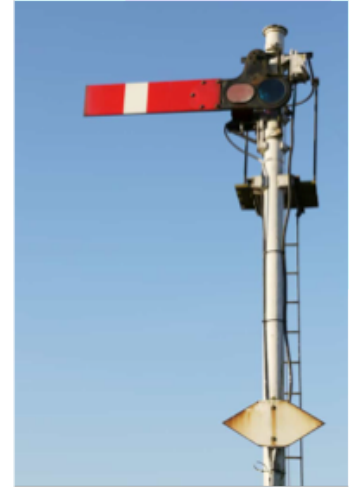
Out on the run.

We are now ready to leave the yard - turn on the bell and a short blast on the horn. Wind up the throttle and we start to move, as the locos feel the load, they will notch up further - thanks to **BEMF** (explained later). Once at a steady speed, they will notch down slightly. As the load changes due to turnouts or grade changes the prime mover will



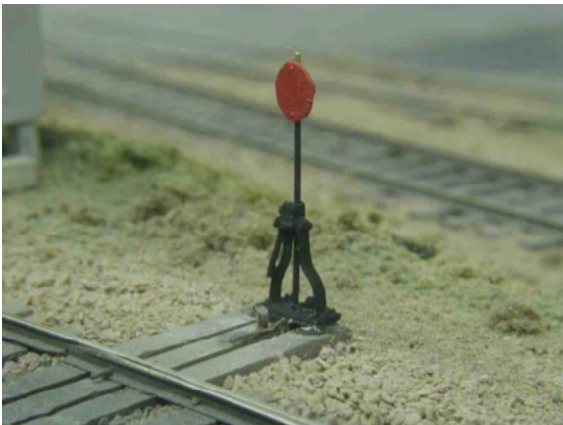
notch up and down due to the settings of **BEMF**.

There is a **RED** signal up ahead - this means the train must stop before the signal. There are many operators who do not know what red or green signals mean - never get in a car with them! Wind the throttle back to zero - the train will continue to coast but gradually lose speed. If you are still going a little too fast apply a bit of brake - release or apply as required. If the



signal goes green as you approach it, then just wind the throttle back to where it was.

As you approach a yard or switching location, slow down and start the bell. The dispatcher should have the track set for you - BUT - there is always a but, if you have to set it, STOP the train before you reach it. The driver's assistant has to get down from the loco walk to the turnout control - switch stand or lever frame - and change the turnout. This takes a little time to do! So, wait for a count of 20 before you proceed. **MANY** operators forget to reset the turnout after they have passed through it - if you get them to place a large coin in the jar each time - they will soon learn!



Once at the location you can check the **Switchlist** or **Car Cards** to see what work you

have to do. **Switching/Shunting** is a complete subject on its own so I will go into that later. Once complete you are ready to leave the area. You now have to pump up the air in the brake system. As before, a count of 3 for each car. Get permission from the dispatcher to go back on the Mainline. Start the bell to signify you are about to move and a short blast on the horn - just for the hard of hearing! Remember to reset the turnout when you have left the yard.

I have covered the diesel ride above, the steam loco is very similar but you have a few extra options to consider, I will go into them later. Each layout has its own rules - so have the prototype railroads so what I have described are just the basics but can add a lot of fun to the hobby.

Setting up the diesel loco.

You would have to read your decoder manual for each brand, I do this in conjunction with **Decoder Pro** to get the best out of the loco. I use **Tsunami** decoders in the diesels and **TCS WOW** in the steam locos.



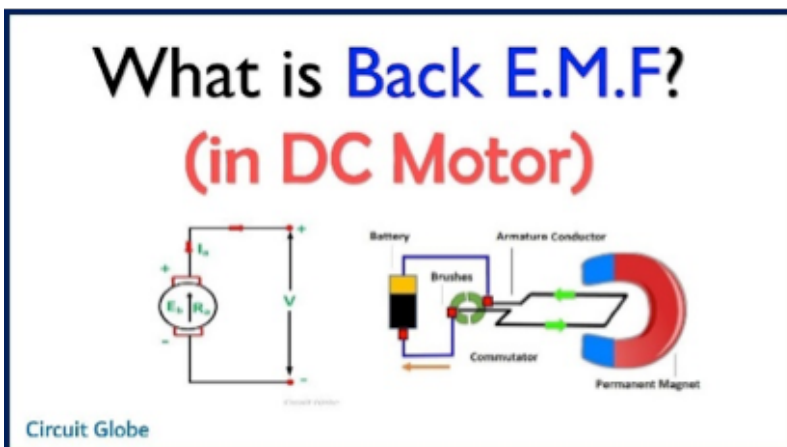
When doing the initial setup of the diesel, I set the address, momentum and speed. The first part of tuning is the **"start"** - setting the throttle to 128 speed steps I want the loco to start moving at step two (SS 2). Remember the prime mover does not speed up on notch one - that only connects the generator to the traction motors. Check the manual for the fine settings here.

The next part is the top speed, on my layout it is **30mph**. I have a speed trap on the mainline to assist here - makes it an easy task. Many people ask why such a slow speed? Well, by my observations when a driver is walking with his train, he may have to pass other operators and drivers at different points on the layout. For an operator over 55 years of age with a few extra pounds, 30 mph is the perfect speed! For those who sit back and watch the train go by at 80mph, that is their option.

Once the speed is set the next step is calibrating the **BEMF** (Back Electro Motive Force) - sounds technical but it is not. Read the relevant section of the manual twice and then try it.

What is Back Electro Motive Force?

I will try to keep this as simple and as basic as possible, it does apply to the mainstream sound decoders such as Tsunami 1, Tsunami 2, Econami and WOWs. Soundtraxx gave it the name of Dynamic Digital Exhaust and this seems to cover them all.



Each motor has "dead" spots when under power, at these spots the motor acts as a generator and generates a pulse - **Back Electro Motive Force**. These pulses are seen by the processor and are used to control the motor speed.

When the throttle is set to a particular speed - the motor will turn at that speed - expected - **BUT**, if the decoder has momentum set correctly then there is a difference between the speed set and the actual speed - the processor reads the **BEMF** to see this

and increases the sound (the chuffs for a steam loco or the RPM for a diesel) until the motor gets to the set speed and then quietsens down.

If the loco comes to a grade the motor will try to slow down but the processor sees the change in speed (by reading the BEMF) and adjusts the power to the motor accordingly - hence the chuff gets loader or the loco notches up. In both the Tsunami 2 and the WOW v4 this is part of the **High BEMF** calibration.

When the loco is going downhill, provided the rolling stock is free rolling, the motor will try to speed up. The processor sees this and reduces the power to the motor - this is controlled by the **Low BEMF** calibration. At the bottom of the grade the loco will have to work again until the motor is turning at the set speed - then the chuff or RPM will drop back.

Tsunami Diesel - USA	
F0	Headlight – Backup Light
F1	Bell
F2	Horn
F3	Short Horn
F4	Dynamic Brakes
F5	Engine Start – RPM +
F6	Engine Stop – RPM -
F7	Brake Apply / Release
F8	Cab Chatter
F9	Grade Crossing Horn
F10	Auxiliary lights
F11	Fuel Loading
F12	Brake Select

Very slight changes in grade or curve radius will affect the **BEMF** and cause changes to the sound. To get the best response the momentum should be set realistically. I personally use 30 for acceleration and 120 for deceleration - using the brake for stopping.

Besides the Low & High settings there are other adjustments - rate at which the sound changes, how often it reads the **BEMF**, how big is the window through which it reads the pulses.

The above is as simple as I can explain it. There

are many advanced algorithms in the decoder to give you the best results - we do not need to know the nitty gritty here just how to use it. We also have the dynamic brake; on a number of brands the dynamic brake actually works and can be set up like the normal brakes - to suite your layout. The dynamic brake application also makes the prime mover drop to idle or to some pre-set notch. The prime mover will notch back up when the brake is released. I normally set this to half the value of the brake.

Now the Fun Bits

These “bits” add some fun to larger layouts. The names vary from brand to brand but the effects are much the same. OK, we are in a diesel cruising along at a mid-speed, we can drop the sound of the prime mover as we are not working hard - Notch Down =WOW, RPM minus =TSUNAMI. In the Loksound 5 DCC this is HOLD and in the QSI the same thing is Sound Of Power. With the two later decoders once in this mode you can increase or

WOW Steam - USA	
F0	Headlight – Backup Light
F1	Bell
F2	Whistle
F3	Short Whistle
F4	Whistle Quill
F5	Cylinder Cocks
F6	Brake Release
F7	Brake x 5 steps
F8	Mute
F9	Water Fill
F10	Auxiliary Lights
F11	Johnson Bar - UP
F12	Johnson Bar – Down



decrease the speed knob without changing the speed.

The above will also work the other way using Notch Up and its relatives. With the Tsunami and the WOW just a slight touch of the throttle will return things to normal; with the Loksound and QSI just turn the function off.

A Little Blast Of Steam

Rules and regulations are the same for steam as they are for diesel. The fun is also just as good. On the diesel we have the throttle - on the steamer it is the regulator. Just open the regulator and the loco increases speed. We also have the Johnson Bar - consider this as the "gear lever" for the steamer. In Australian locos this is normally a wheel in front of the driver but in American locos it is a ratchet lever. While the loco is chuffing along nicely with the BEMF doing its job of changing the Kadence of the chuff, the Johnson Bar can add more to this - pull the bar backwards and the chuffs will drop off. This is done by pressing a function button, do this a few times- depending on the decoder. A touch of the throttle will bring it back to normal. Press another function button and the chuff will increase the Kadence giving a much heavy sound used when climbing hills.



OK, we have done the work in a yard and we need to move on, the steamer will need to take on some water to continue its journey. You pull up to the water stand or water tank and take on water - some decoders have the sound for this event, some, even have the sound of coal filling the tender. For this I use a count of 5 for each car.

With steamers they need a steam driven dynamo for the lights. A function will turn the dynamo on - two options here, the lights are on different functions and will not wind up unless the dynamo is running. The other option is to have the lights on the same function as the dynamo. One of the many personal choices when setting up the decoder.

The coloured panels show a list of functions for steam and diesel - both are for American locos. Those lists are printed on the front of the loco card that goes with the car cards.


Tsunami Diesel - Australia

- F0 Headlight – Backup Light
- F1 Auxiliary Lights
- F2 Horn
- F3 Short Horn
- F4 Dynamic Brakes
- F5 Engine Start – RPM +
- F6 Engine Stop – RPM -
- F7 Brake Apply / Release
- F8 Mute
- F9
- F10 Auxiliary lights
- F11 Fuel Loading
- F12 Brake Select

These two panels are for the Australian loco drivers - no bell, no cab chatter (needs some swearing) and no grade crossing whistle.

WOW Steam - Australia

- F0 = Headlight – Backup Light
- F1 = Auxiliary Lights
- F2 = Whistle
- F3 = Short Whistle
- F4
- F5 = Cylinder Cocks
- F6 = Brake Release
- F7 = Brake x 5 steps
- F8 = Dynamo
- F9 = Auxiliary Lights
- F10 = Firebox Flicker
- F11 = Johnson Bar - UP
- F12 = Johnson Bar – Down

Once you have set up your locos to perform the way you want, spend plenty of time operating them - to get used to how they respond, then you can think about setting up an operating system that is most suitable for your layout.....

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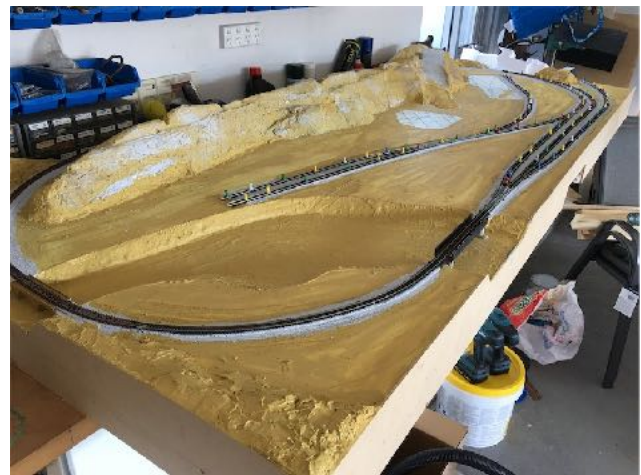
Be Inspired

by Jeff Lee - MMR

Every now and then we witness the generosity and good nature that emanates from those in our hobby and the following is one of those stories. I (Editor) received the following from Jeff Lee recently;-

Here is a brief YouTube video I thought you may like?

It was made by the mother of an 11 year old, slightly autistic boy who loves trains.



His Grandpa and I play golf together, and he has been asking me for some time to build a layout for his grandson.

Late last year I built it based on "The Carolina Central" from Model Railroader.

<https://youtu.be/1zo4ZaQlJac>

Hope you enjoy.

PS: I enrolled Tasman in the NMRA and he and his mother are full members.



[(Editor), Be sure to view the You Tube video link supplied by Jeff for a brief time lapsed video on how he built Tasman's layout.

As well as the joy shown by young Tasman for the generous gift he received, the video can also be used as a quick start-up guide for anyone contemplating building their first layout, but maybe not sure as to how to get started.

In a future edition of MainLine, Jeff will outline in print, the process he used

for building this small but very functional N scale layout.]M

100% NMRA Inc.-AR Club News

City of Sails Model Railway Club

By Phillip Sharp

Annual Certificate

Late last year the club received a framed copy of its annual certificate for 2020/21 from the regional office. The club does not have clubrooms and is unlikely to in the foreseeable future. The club decided the certificate should be hung at one of the model railway clubs in Auckland. We believed this would help promote the club and the NMRA. Michael Hill, president of both the Western Districts MRC (WDMRC) and the CoSMRC, suggested it be hung at the WD MRC. There will be a formal presentation of the certificate to the WDMRC during the next CoSMRC meeting at the WDMRC.

January Meeting

Our January meeting was at James Kelso's layout and consisted of 30-minute clinic by Paul Hobbs followed by a running session on James' large, incomplete triple-deck mushroom layout. Our most distant member Alex Shepherd attended. Alex, who lives on the northern edge of the city of Hamilton, had a work meeting 5am the next morning in Albany (a northern suburb of Auckland) and was able to combine work and play. Alex had a few hours sleep between the CoSMRC and work meetings at the home of a CoSMRC member.

I arrived five minutes before the start of Paul's presentations and found James trying to get his layout working. This did not bode well for the second half of our meeting, more on this later. The layout had been working earlier in the day.

Paul has a collection of over 400 clinics by many authors including himself. He presented the clinic *Details Make the Difference* by Dave Connery and Brad Lloyd. The presentation has 62 slides and I was concerned Paul would have to rush to complete the clinic in the 30 minutes. My concerns were needless and there was even time for questions and comments. James served supper during Paul's clinic.

And so to the train room. Some members, anticipating it would be a while before the layout was working, remained in the air-conditioned room used for the clinic and chatted about many topics (James' train room is in a separate building and was very hot). Meanwhile, James and Alex started



1 Alex (l) and James (r)

troubleshooting the layout. After an hour, the layout was working. The appendix to this report contains a moderately technical summary of the troubleshooting James and Alex did. Alex (left) and James (right) are shown in 1 adjusting a command station underneath one of the two helixes on the layout.



2 Craig (l) and Joshua (r)

Well before the hour was up, the members in the air-conditioned room joined Alex and James to see whether the layout was working, to examine the changes in the layout since their last visit, and to set up trains for running. 2 shows Craig Mayall (left) and Joshua Hill (right) in the main aisle of the layout.

Once the layout was working, the train running went reasonably well. 3 has two locomotives and one train going around one of the helixes on the layout. I used the Engine-Driver app for the first time. The app worked well, except it had to be re-booted once, possibly because of electrical adjustments James was making to the layout. Parts of James' layout are little used. 4 shows the hood of Joshua's UP shunter with the cobwebs it collected.

Once the layout was working, the train running went reasonably well. 3 has two locomotives and one train going around one of the helixes

Other Activities

Although the NMRA's 2021 national convention has been cancelled, Paul Hobbs continues to work on the timetabling for the replacement virtual convention.

James, Michael and Philip continue their work on the organizing committee for the 2021 AMRA. I hope some Australian modellers attend but appreciate the large uncertainty over border restrictions and the Australian-New Zealand travel bubble may mean no Australians attend.

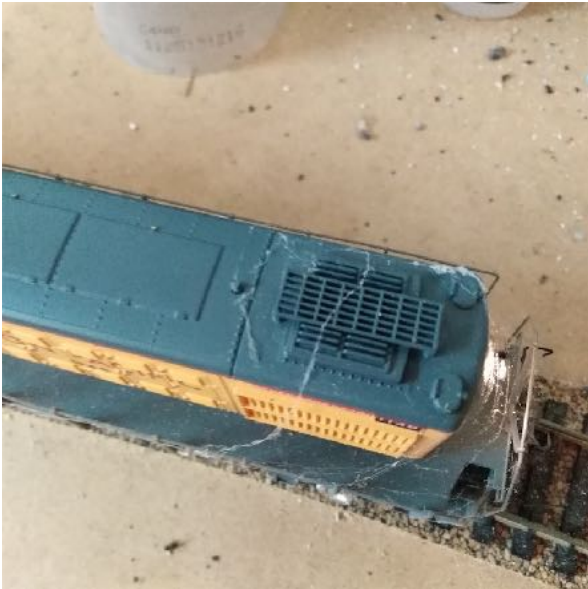
Elizabeth Mead completed a cycle tour in the South Island late January. Several sections of the tour were on old railway lines and included crossing the Poolburn Viaduct and going through three tunnels. Elizabeth reports it was very windy when crossing the viaduct and she was almost blown off.



3 An inside shot of one of the helixes

Appendix

A summary by James of the troubleshooting Alex and he did at the January meeting.



4 The UP shunter with cobwebs on its hood

I have a set of redundant devices and we started the session with a Digikeijs DR5000 Command Station connected to Digitrax and Tam Valley Boosters, with a Locobuffer USB connected to a Raspberry Pi Model 3b+ running JMRI and WiThrottle. This failed.

We got things working with a Digitrax DCS100 Command Station and NO computer connection. This was a partial success. We then broke the layout with a Digitrax DCS100 Command Station and Locobuffer USB connection. There were two DCs100 versus DB150 command station swaps in between. We finally fixed the layout with a Digitrax DCS100 Command Station and Digitrax PR3 computer connection

LCC Advisory Group Member

On December 10, 2020, the NMRA President Pete Magoun announced the formation of an LCC Advisory Group to advise OpenLCB on the development of Layout Command Control for the NMRA. The Advisory Group has been tasked with developing a Memorandum of Understanding between the NMRA and OpenLCB, and reviewing the released and future Standards and Technical Notes on LCC. The initial Advisory Group consists of four members, one of whom is CoSMRC member Alex Shepherd. Alex is a member of the NMRA and OpenLCB....[M](#)



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Divisional Reports

It is great to see that many of the AR Divisions are getting back in the swing of having regular meetings again. The number of reports that I have received from the Australasian Region Divisions this month is the largest that I have received since becoming editor early last year and it is very pleasing to see activity within the divisions picking up again following a torrid year in 2020. Keep the reports coming!!

Division 1,

From Duncan Cabassi (NMRA Inc.-AR Div1 Superintendent)

January 23rd Meeting:-

Division 1 held a start of year gathering on January 23rd at the Monier Hotel, Darra. Some 36 members and partners participated, and a great time was had by all (See Photos Attached).



Traditionally the Division 1 did not hold January meetings preferring to commence the year in February. However, this year we have decided to ramp up the activities especially coming out of a lean time in 2020 where gatherings were limited due to Covid 19.

It was great to see the wives and partners all having fun and

interacting. As Division 1 Superintendent I see the fellowship that being a member of the NMRA brings to the table as one of significant importance. This year I will be placing more focus on the fellowship side of our membership. This will include more



interactions including the partners of our members.

Division 1 now has almost a full calendar mapped out for the 2021 period. The calendar has been issued to members and is also on the NMRA AR website. The calendar includes a combination of meetings at homes as well as



some club sponsored meetings. We are also taking 2 meetings this year outside of the Brisbane / Gold Coast centric areas. A meeting will be held in Bundaberg in March and in Toowoomba in September.

The Division is currently planning to hold a Clinics weekend at a date yet to be determined. A committee has been set up to coordinate and execute the clinics weekend and planning is advanced.



The Division 1 will also hold some Virtual gatherings so that our distance members get inclusion to the NMRA AR Program. This will be over and above current calendar events.

February 20th Meeting:-

In recognition of 100% club status!



Duncan Cabassi (Div 1 Super) presenting a 100% Club Certificate to Alvin Kathage (Ipswich Club President) with the 100% NMRA AR club certificate.



And the attendees looked on

A very successful meeting was held at the Ipswich Masonic Centre, on 20th February. On behalf of the NMRA Division 1 attendees I congratulate and thank the Ipswich Model Railway Club for hosting the meeting. A great day was held with 2 clinics, 3 show and tells, official NMRA AR Division 1 report and fellowship galore.



The Ipswich team had 2 layouts up and running for attendees to view. This group is very active on the exhibition scene (when we had them.....remembering Covid ruined 2020). They participate and display their N scale layout at most QLD exhibitions.

Here the Ipswich team are setting up their N Scale Layout:



Some scenes from the layout



The day started with the set up for clinics. To the left, Paul and Darren are setting up the data projector screen.

CLINIC 1:

Duncan Cabassi ran the first clinic of the day. The clinic was Part 1 in a series of clinics that will overview the JMRI Program. The 41 attendees seemed to enjoy the clinic as many interesting questions were asked.

Here Duncan is projecting the JMRI screens onto a big screen for people to be able to see:



CLINIC 2:

The second clinic for the day was run by Al Cutmore. Al described how to use a bearing removal and honing tool. This has applicability when you have sloppy axels and want

equipment to run smoothly. Unfortunately, we don't have any photos of AL giving the clinic but I did manage to DvD the clinic and this will be uploaded and distributed at some stage in the future...Note there is only so many hours in the day.

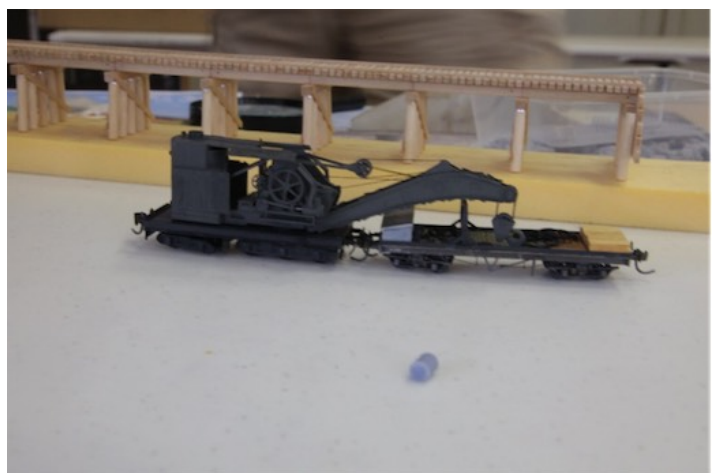
From the clinics we proceeded to hold the formal NMRA Meeting for the day where yours truly updated members to NMRA AR topics. Then we had an excellent lunch as provided by the Ipswich team. Thank You Maureen once again!!!

SHOW & TELL:

Garry Paper, Arthur Hayes and Ken Edge-Williams all provided interesting discussions around projects they were working on.

Garry Paper - Wood Pile bridge he is scratch building from a photo and a concrete overpass he has built based on a photo.

Here Garry is discussing the trestle bridge and concrete bridge



Arthur Hayes Crane

Arthur Hayes (left) - Presented a scratchbuilt / kitbashed crane. Again, this was based on a photo.

Ken Edge-Williams - Showed some interesting 3 D prints that he uses to add significant detail to his layout. Apology to Ken the camera person did not get any still photos of your show and tell. Again, I did take DvD footage and hoping to load this up onto a video platform soon.

Thanks to all attendees for participating and thanks to all NMRA AR Division 1 members especially to those who contribute in various ways throughout the year. We all know last year was challenging to say the least however this year has started very well for our division and I believe the value add we have lined up this year will be very rewarding to you our members.


NMRA-AR Inc DIVISION 1 CLINICS WEEKEND

The organising committee for the clinics weekend to be held on 29th and 30th May 2021 have made significant inroads into the plan for the event. There are superb clinicians lined up and the list of clinics is awesome. There will be something for all levels of skill within the hobby.

At this stage there are 21 clinics on Saturday and 18 on the Sunday. There will be 3 parallel clinics being run at a time and most of the clinics will be repeated on the Sunday so you will get to do 2/3 of the clinics available.

There will be a registration fee for the event however at this time the fee \$ value is still being evaluated. We will try and keep this down to a reasonable level but there are costs associated to running these events that we will all need to share the burden of.

Unfortunately, we do have to CAP numbers of attendees to 50 for a variety of reasons, So, if you are interested in attending you will need to get your registration in early.

Registration for the event will be opened in April. Promotion, clinician names and clinics schedule will be released in March so you will have time to make a considered decision.

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 5th 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:-

May / June 2021

For 100% Club & SIG Activity Reports = 1st May, 2021

For Divisional Reports = 5th May, 2021

Publish Date on Web = < 15th May, 2021

July / August 2021

For 100% Club & SIG Activity Reports = 1st July, 2021

For Divisional Reports = 5th July, 2021

Publish Date on Web = < 15th July, 2021

Division 2

From Stephen O'Brien (NMRA Inc.-AR Div2 Superintendent)

January () Meeting:-

Welcome fellow Division 2 members to a New Year, as your new Superintendent we continue modelling and hopefully meetings in this Covid-19 environment.

Firstly, I would like to thank Stephe on behalf of all of us Division 2 members as outgoing Superintendent and the work he has put into running the division, especially the last twelve months.

He has made it known that Old Linton will be available for meetings in 2021 as we work within social distancing guidelines.

Our membership has grown considerably, and we currently have 53 members a first for Division 2, as we now have a 100% NMRA Club, the Eurobodalla Model Railway Club where I would like to welcome this club and its members to Division 2.

Welcome to new member Alan Ingram of Malua Bay NSW.

Long term member Tony Payne of nearly 27 years did not renew his membership, Tony over the years hosted meetings, held operating nights, and helped build and exhibit Division 2 layouts at various exhibitions.

I hope one of the Canberra clubs might meet Tony's interests.

It would be good to have meetings at members' homes as restrictions permit and especially outside of Canberra in this coming year, please give some thought & think about.

The modelling presented at our email Show -n-Tell is worthy of presentation by members, so your " how I did it " can be part of the monthly meetings.

Feel free to contact me at sob1952@hotmail.com with your comments, suggestions as what you would like from your NMRA membership and Division 2.

February () Meeting:-

The first meeting of the year with a good turnout having a clear sunny Canberra day outside under the large pergola at host Steve & Lorraine WALKER's residence. Members travelled from across the Division, Bemboka, Batemans Bay, Junee, Bowning, Yass, Bungendore, Bywong, Oak Flats and Canberra. Some members coming out of isolation as the Covid-19 risks ease.

Malcolm RISBY was recognized for his 25 years of NMRA membership. January meetings seemed set in stone with Malcolm hosting at the start of each year. Malcom is



Mal Risby is presented with his 25 years NMRA Membership plaque by Stephen O'Brien.

also a member of the Canberra Monaro N Scale Group and is building an extensive N scale layout in his triple garage

Members will also recognize Malcom's mother, Marlene for her welcoming hospitality especially over the afternoon teas. We thank both Malcolm and Marlene.

Show-n-Tell produces diverse modelling and lively discussion, with a closing presentation by Steve Walker on his thoughts on "What Makes a Good Layout" centered around the layout of Rob Anderson when he lived in Canberra. Rob now lives in Bemboka and it was fortunate

he was at the meeting. The presentation brought back memories for those who attended operating nights.

Even a couple of professional railroaders from the US made the effort to operate on Rob's layout.


A very enjoyable meeting with much socialising and a wonderful afternoon tea to finish, to Steve and Lorraine for hosting our first meeting.

Noel ANDREWS of Moruya NSW was welcomed to Division 2. Noel is a member of the Eurobodalla Model Railway Club on the south coast.


Finally, pencil in your diaries, the March meeting in Tumut NSW at the home of Martin Canteros-Paz on Sunday 21st. An email will be sent to advise members on final details.

John Gillies is inviting members to his home for the September Div 2 meeting on the usual third Saturday of the month.

Discussion on future meeting being at least 4 outside the ACT.

Not all members have the space to host meetings, for the 1.5 metre ruling under current COVID-19 guidelines, where investigations are being made to approach the various Clubs within the area for holding meetings.

Division 3

I have not received any report of Division 3 meetings having been held during the months of January & February.....

Division 4

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



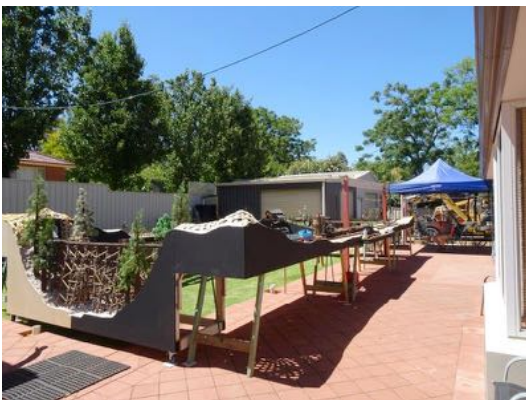
We met at Dave and Linda Whibley's home in Lesmurdie, an Eastern suburb in the hills of Perth on a very hot 38 degree day. Dave and Linda provided a wonderful morning tea and also supplied a sausage sizzle for lunch. We moved the meeting to 10.30 am to try to beat the heat, rather than meet in the

afternoon. Needless to say, we were still there in the afternoon as Dave's layout is an amazing creation as Dave is still quite new to the hobby.



We had six members present, but unfortunately our newest member Tim was not able to attend, but hopefully we will catch up with him at the next meeting.

Dave and Linda took the "G" gauge layout out of the shed and set it up on his lawn to show his son's school friends the layout the day before. Who knows how many kids may have been positively influenced by the visit. So, for our meeting, the layout was still outside, which was a great idea. The layout is 9mtrs X 4 mtrs, which is still under construction.



We had several trains running on the day and all ran really well through the points and curves. The photos

show the layout from a few different angles.

Rod Tonkin made a presentation of a 25 year plaque to Frank, which was eagerly accepted. Also the meeting host plaque was given to Dave and Linda.

Rod brought three "OO" scale Abraham tanks which he had purchased from a Op Shop. Also he showed us an "HO" scale Side Door caboose and a "G" gauge caboose also made



an entrance. All that led to quite a bit of discussion.

We meet bi monthly with our next meeting on 21st March 2021. This will be held at Rod Tonkin's home in Kingsley in the Northern suburbs of Perth. I personally haven't been to Rod's place for some time so I am looking forward to seeing what he has been up to.
.....M

Division 5

Please refer to the report from the City of Sails 100% MRC on page 27 for some detailed information on all the activity the guys and girls across the Tasman have been up to in model railroadingM

Division 6

From Jane Robinson (NMRA Inc.-AR Div6 Superintendent)
January 9th Meeting:-

Hello Members, welcome to the New Year 2021.

Hoping all of you and your families are all staying well.

Due to the restrictions allowing up to 50 people gathering we had our delayed Christmas BBQ at our January meeting. The weather decided to be very warm but thank goodness for air conditioning.

We commenced with our BBQ first and then proceeded with a short meeting before having our desserts.



Michael Robinson had some railway items for sale for the members to purchase if interested.

Members in attendance were 21 in number and 2 visitors.

Two raffles were drawn and won by the girls Marcella Applebee and Liz Kiroff. Sorry about that Trevor.

Michael's layout **1, 2 & 3** was checked out by

various members but unable to run any models due to construction going on.

Business:

1. Finances - Ron Solly reported on our finances.
2. AP- Ray Brownbill- nothing to report at present.
3. Geoff Chatwin **4** was presented with his Hopkins/Bone award for all he has done to promote NMRA.

1. Our new member Reinhart Glazer was introduced to our group and told us a little about his modelling interests.

2. Library- Michael Robinson reported that we had received the December NMRA magazine which was available to borrow. He would like to encourage members to borrow and critique some of the DVDs to encourage better use of the library. Marcelle Applebee donated some more DVDs to the library. Thank you Marcelle.

3. Our laptop is to be utilized more by David Orr in the future. Please note that

he has a new email address for any railway items. mcleancountyr@gmail.com

4. Our February 13th meeting will be held at John and Julie Prattis's home.



4 Geoff Chatwin presented with his Hopkins / Bone award

A black and silver fold up chair was left behind. I can bring it to the next meeting.

Michael and I would like to thank those who helped with the BBQ setup, cooking, clean up and tidy up afterwards. It meant a great deal to both of us and very much appreciated.

Bring and Brag:

1. Michael Robinson showed us his new splatter for use with sieving scenery.

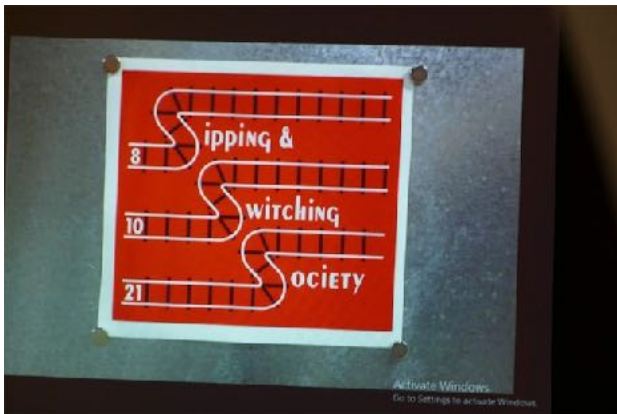


2. Vern Cracknell explained to us at our previous meeting how Marklin LGB club he belongs to sends out a gift to members and then runs a competition to see how they use it. This years is a lineside telephone box which

Vern has built a diorama to fit it and told us a story about the event which led up to the use of the telephone. Vern showed us the photos that he has entered in the competition which is still to be judged.



3. David Orr did a presentation about modules and showed us a YouTube site called Sipping & Switching Society, The other site was the Guy in the red shirt group which was very informative.



Ken House has videoed different member's layouts and those members who were unable to attend our previous meetings can view them on Youtube. We plan to do this for future meeting with the host's permission. Here is the link to Ken's channel: https://www.youtube.com/watch?v=TGsFRTI_rno

Please find extra photos from the BBQ below. showing us enjoying ourselves.



Thank you to Michael Robinson for taking the photos.

From Jane Robinson (NMRA Inc.-AR Div6 Superintendent)
February 13th Meeting:-

The February meeting of NMRA Div 6 was held at John and Julie Prattis' home in Greenwith. Many thanks to John and Julie for hosting this month's meeting. The sudden unavailability of our Div Super meant that John couldn't be presented with his Host plaque. John's 25 years membership of NMRA plaque also had to be postponed.

Business:

1. Finances: Ron Solly updated the meeting with the current NMRA Div 6 financial position. Our current bank balance is \$775.12 with \$76.30 cash in hand.
2. AP: Ray Brownbill advised no updates to current standings.
3. AMRE: Ron Solly presented the meeting with some of the outcomes of the most recent AMRE Committee meeting.
 - Of the 6 member clubs, 4 voted to proceed with the Exhibition, 2 voted against.
 - The Exhibition will be severely restricted.
 - Not all exhibitor applications were accepted.
 - If the secondhand stall proceeds, only 3 potential buyers will be allowed to view at a time with access via one "door" and exit via another.
 - Attendees will be counted in and out.
 - Upstairs will be accessible via only 1 set of stairs.
 - There will be at least 1 new layout and 1 new trader.
 - Four COVID-19 marshals will be required each day and will not be allowed to perform other duties whilst performing marshal duties.
 - All AMRE member clubs are invited to provide COVID-19 marshals.



4. Library: Although not present at the meeting, Michael Robinson advised that he has received the latest copies of the NMRA magazine and will be passed on to Ray Brownbill next week for further distribution.
5. Social: Trevor Seddon advised the meeting that Café Aroma provided a very pleasant lunch.
6. ARC:
 - The National Convention for 2021 has been cancelled. The 2022 Convention is proceeding cautiously.
 - Len Opie Award:

Geoff Chatwin spoke to the meeting regarding the ARC position on the Hopkins/Bone Award and its impact on the Len Opie award. It was explained that the Hopkins/Bone Award was seen as a national award but morphed into a Division Award. Each Division could award it or not award it as they chose, but the criteria of service above and beyond to the NMRA applied.

The Hopkins/Bone award is well meaning and reflects a particular donor who was well known in the Sydney circle and in particular the Central Coast. On the other hand, as each division doesn't have "ownership" of

the award it really means little. The motion Geoff put forward was each division should have its own award that reflects someone that is held in high esteem by the division and awarded under its own criteria. The example used by Geoff was the remarkable work done by our own Len Opie and how Div 6 would probably call our divisional award the Len Opie Award.

At the last ARC meeting, there were a number people who then misconstrued the award to be named the Len Opie Award and brought up spurious arguments on how it would conflict with, of all things, the MMR.

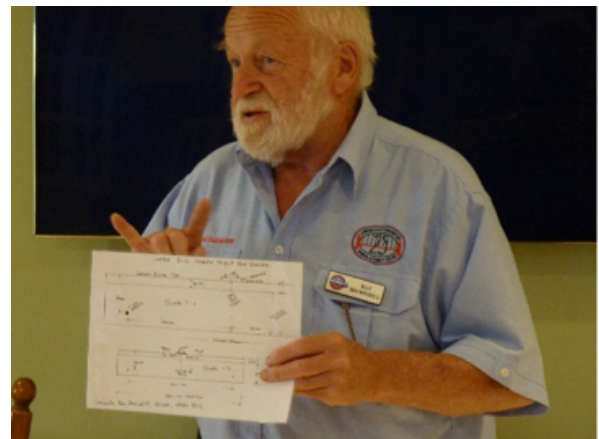
After a very lengthy discussion, Geoff put forward to rescind the motion to have a Divisional award funded by ARC. It was instead, recommended that each Division have its own award, funded by the Division, in the style of NMRA Div 6's Len Opie Award .

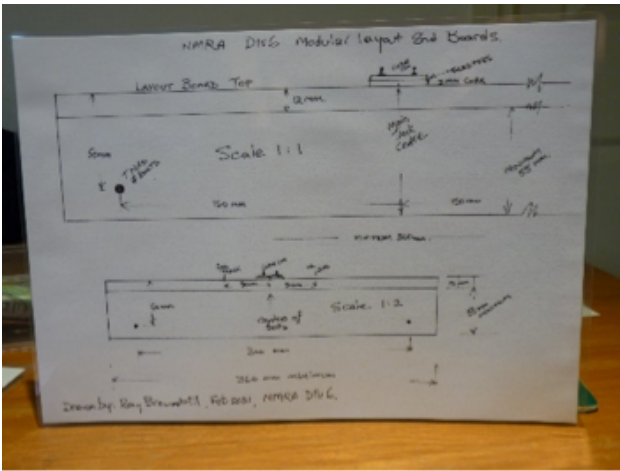
7. Voting:

- a. Papers should have been received. Members were encouraged to vote. Some members advised that they had not received any papers. Jane Robinson will follow up.
- b. Pacific Director - because voting for the Pacific Director had to be as part of the voting process for the NMRA President and Vice-President, any vote cast for the Pacific Director had to be rescinded. Members were requested to vote again.
- b. The NMRA Regional AGM is planned for April 17th 2021.
 - a. A new Handbook for the Regional President has been produced and is currently being reviewed. It runs to 52 pages and nearly 20,000 words.
 - b. Sanction Forms have been updated with more detail and now run to 2 pages. Geoff Chatwin gave further clarification of guidelines.
 - c. A new Membership Form has been drafted is being reviewed. A discussion ensued regarding the creation of an NMRA wide membership list. Privacy issues were highlighted.

8. Other Business:

- Ray Brownbill spoke to the meeting regarding the modular layout and the module endtemplate. A lively discussion ensued regarding the



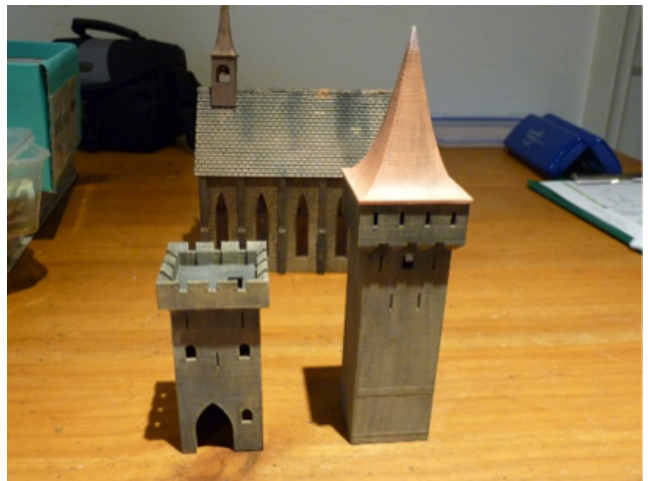


positioning of connections, placement of track and other aspects. Ray agreed to fine-tune his plan to accommodate the adjusted ideas.

Bring & Brag:



Vern Cracknell explained how he was designing and building a new demonstration layout using components from previous, award winning layouts



Trevor Seddon showed some very finely ground foam made from memory foam using a NutriBullet. Trevor also showed his castle tower, watch tower and church creations.



Marcel Van Eck showed the meeting his latest creation - a coal loader



John Prattis showed the group his collection of very collectable Railway Coins

Many thanks to Julie for a very pleasant afternoon tea. The scones with jam and cream were very well received, especially by one or two of the members!

We were then entertained by John showing us some pictures taken of his recent visit to the USA (recent in these COVID-19 times!), specifically Promontory Point, Cheyenne station and the Colorado Model Railroad Museum at Greeley, Colorado. The model railroad at Cheyenne is above the station building. The model railroad at Greeley is in a purpose built building. Both models are immense and quite spectacular.

Next Meeting: will be at the Tonkins on 14th March 2021.....

Division 7

I have not received any report of Division 7 meetings having been held during the months of January & February.....

Division 8

From Ian West (NMRA Inc.-AR Div8 Superintendent)
December 12th Meeting:-

We held the CCRMI AGM meeting followed by our NMRA meeting at Col South's home on Sunday 12th December 2020. Twenty-three were in attendance, including some partners and new members.

Volunteers certificates were presented to: Ken Burnett, Rhonda Hodges, John Skinner, Jim Sowter and Robert Stokes. Robert Stokes was also surprised with a 25 year membership plaque.



Keith Morrison, Stephen Rea and Kieren Rea's certificates were presented at Ian Phemister's group on the Friday.

We delivered Robert Hardcastle's certificate to his home and Glen Ikin's was posted to him as he now resides in Queensland.

Robert Stokes receiving his 25 year Membership Plaque

Fom Ian West (NMRA Inc.-AR Div Superintendent)
February 21st Meeting:-

We held our first meeting for 2021 at our home last Sunday 21st February. It was a damp day, and eight members attended the meeting. After our meeting we enjoyed light lunch and the members were able to view the wharf that I have been working on. It is still a work in progress, and I look forward to the day when I can lay the water. Our next meeting will be at John Skinner's in April.



The wharf is almost completed. The water will be laid when the layout is completed

Don't forget to send any photos or interesting information to us as it makes Wendy's life easier. Hope to see you there

Our February meeting, held at Ian and Wendy West's, was a small gathering so we hope more members will attend next time. The minutes of the AGM were read, and business arising was discussed. The upgrading of the local Coffs Coast Railroad Modellers Inc (CCRMI) needs to be done before it can be linked to the NMRA webpage.


Members also discussed the Achievement Program (AP) as a couple had a **Golden Spike** and the newer members did not know what that was or how to achieve one. We viewed the NMRA website and most thought that this was achievable.



Ian and Bob running trains



Meeting Participants

The next meeting will be held at John Skinner's on 18th April, commencing at 11am. A reminder will be sent out closer to the date as a RSVP is required, due to Covid and to help with catering.

Division 9


From Chris Minaham (NMRA Inc.-AR Div9 Superintendent)

January () Meeting:-

The ongoing restrictions continue to cause limited activities.

The Taree Club has resumed meeting days on Wednesdays and Saturdays.

The southern group has recommenced operation days twice monthly. The Zoom Simsig sessions have not recommenced as yet.

It is my intention to step down as Divisional Super in the next 3 to 4 months due to increasing pressures on my time. I intended to canvass Division 9 members to determine if there is any interest and if more than person expresses interest then an election will be organised.....

Division 10

From Patrick Britten (NMRA Inc.-AR Div10 Superintendent)

January () Meeting:-

At this current stage I have three members to sign up. I am getting a luke warm response to joining as a lot of Tasmanians don't like traveling but I will keep chipping away. The three members I have picked up so far are from a round robin group that I am in.

This will give the division a total of 6 members to date.....

What's in the Next Edition

- **Tasman's Layout:** Jeff Lee - MMR outlines a quick start-up guide for anyone contemplating building their first layout, but maybe not so sure as to how to get started. Jeff describes the process he used for building this small but very functional N scale layout.
- **Tea Bags:** Arthur Hayes - MMR likes an occasional cup of tea, but when the tea bag is finished with, it is 're-purposed' in the train room. Read along as Arthur describes how to model tarpaulins and other covers using an old tea bag or two.
- **D&D Red River:** Dave Whibley is new to the hobby but has implemented some new and interesting alternative methods when building his new Layout.

(Dave's article was due to be in the March / April edition but has now been rescheduled for inclusion in the next edition of MainLine)

And So Much More