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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

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New Articles

7	<p>Building Tasman's Layout An 11 year old grandson of one of Jeff Lee's friends, badgered him into building a 'train layout'. Jeff describes step by step, how he built this 2.4 x 1 metre N scale layout, based on a Model Railroader Magazine Project Layout, 'The Carolina Central', which appeared in the magazine a couple of decades ago. <i>by Jeff Lee - MMR</i></p>
16	<p>Tea Bag Tarps 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. <i>by Arthur Hayes - MMR</i></p>
21	<p>D&D River Railway Dave Whibley is new to Model Railroading but has implemented some new and interesting alternative methods when building his new Layout. Dave has a great approach to the hobby without drawing on established methods. <i>by Dave Whibley</i></p>

Regular Features

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the Cover Photo

The 'Town Scene' on 'Tasman's Layout', which was built by Jeff Lee - MMR for an 11 year old Grandson of one of Jeff's friends.

Editor's Comments

There's movement at the station! meetings and train shows are 'rolling' into action again. In March this year, the 100% Bundaberg based model train club, the Wide Bay Burnett Model Railway Club, successfully hosted the first train show in Qld in almost 18 months (see page 24). It was well attended with record numbers for attendances on both days, since the show began seven years ago. I also believe there was at least one other train show and a narrow gauge convention held elsewhere in our region and no doubt there would be more that I haven't yet heard about.

I am certain our members would like to read more about train shows and conventions which are held around the Australasian Region, especially those supported by the NMRA and 100% clubs. If you attend such a train show, maybe you would like to send a short report and a few photos from train shows that you attend, which you may then find shown in the pages of MainLine.

This month we again have a variety of articles and meeting reports for you to read.

An 11 year old grandson of one of MMR - Jeff Lee's friends, badgered him into building a "train layout". Jeff describes step by step (page 7) on how he built the 2.4 x 1 metre N scale layout based on a Model Railroader Magazine Project Layout, 'The Carolina Central', which appeared in the magazine a couple of decades ago.

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 (page 16) as Arthur describes how to model tarpaulins and other covers using an old tea bag or two.

Dave Whibley is new to Model Railroading but has implemented some new and interesting alternative methods when building his new Layout (page 21). Dave has a great approach to the hobby without drawing on established methods.


Although the Santa Clara and Rosehill NMRA conventions may have been cancelled, there is still a way to experience some 'Convention Spirit', be it virtually!

From the USA;

- 'NMRA 2021 Rails By The Bay, NMRA's 2021 National Online Virtual Convention will air between July 6-10, 2021'. On page 6 and 41 you will find how to get involved.

Closer to home;

- The NMRA-Australasian Region will be presenting the NMRAx, Virtual Convention 2021. It will air between June 11th to 14th 2021, and you can read more about this on page 23. Gerry will send out the final draft of the convention schedule very soon.

Would you like to freshen up on your present modelling skills or learn some new skills? Division 1 is conducting a 'Clinics Weekend' on the 29th & 30th May. Find out more about that weekend on page 6 of this packed edition of MainLine.....

Meru Bagnall

Editor - MainLine On-Line

“Clinics Weekend”

Saturday the 29th and Sunday 30th of May 2021.
Oxley Scout Den.

New to the hobby ?, Want to build a layout ?, Looking on how to improve your layout?, Learn new skills?, Not sure how to go about it?

This weekend is for YOU.

Build a diorama, Learn about Base Boards, “Hands On” Track Laying, Scenery, Paint a Back Drop. **Yours to keep at the end of the day.**

Like to build, paint and decal your own structures and rollingstock.

Weathering, Arduinos, Superdetailing, DC to DCC, 3D Printing, Soldering, Layout Planning and Reliability Engineering.

Light Refreshment and Lunch included both days.

By the Modeller for the Modeller.

Full Program:- <https://www.facebook.com/groups/NMRA.AR.Div1.Queensland/>

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RAILS BY THE BAY
NMRA 2021, SANTA CLARA, CALIFORNIA

Building Tasman's N Scale Layout

by Jeff Lee - MMR

Tasman's Grandpa, Rod, plays golf with me in a social group every Thursday. That is how I came to build a "small" N Scale layout for Tasman, an 11 year old who's number one passion is trains.

Model Railroader Magazine has several "small" layouts and Tasman chose "Carolina Central", a DC powered layout that can be built on a door base. We chose to make it 2400 x 1000mm as this is the length of timber sheets and 1 meter wide is sufficient width to be able to reach across.

Due to available materials and structures we have modified the plan a little. The bridges will be similar but from home stock. In terms of track I have chosen to use PECO Code 55 flex track and Peco Electrofrog switches. Peco makes very reliable track and switches which is a good choice. The power will be 12 volt DC, as this will make it simpler, cheaper and practical for such a small layout. The track diagram is the same as the plan. Some of the buildings will be different because that is what I can get my hands on, or make from spare parts.

To the right is a description from Model Railroader (1) of the layout.

Follow along and watch the progress.



The Frame:

The frame is made from 90x20mm pine. There are 2 pieces 2400 long and 5 cross braces 96cm long.

On top of the frame I nailed and glued a sheet of 4.5mm MDF - 2400 x 1000mm.

On top of the MDF base I glued a 20mm thick EPS Foam sheet **2**. This foam is more durable than cheaper white (bubble) foam, and it makes less mess. The supplier I purchase it from had it available in 2400 x 600mm sheets, so I bought two. The excess foam and some spare would be ideal for the mountain hiding the two staging tracks at the rear of the layout.



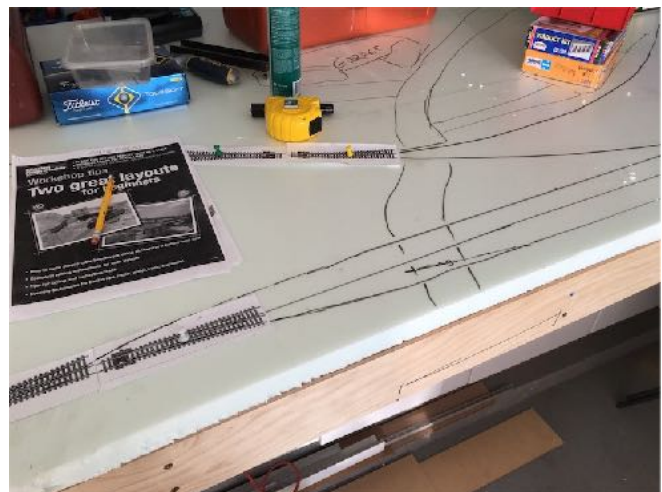
2 Base with EPS Form Sheet attached

As you can see, the frame balances on the garage workbench. I used

PVA white glue to attach the foam and weighted it down overnight to set. The cross braces have been reduced in weight by cutting out 5cm circles along their lengths.

Laying out the plan:

Using templates of the switches and following the Model railroad plan I drew the track plan on the foam, and roughed in the location of buildings, roads and the river **3**. I measured the buildings and drew their templates into position. This exercise is valuable as it shows some of the limitations and other alternatives in the scenery that may work better.



3 Drawing the Plan on the Base

Laying Cork Roadbed for the track:

Once the plan was drawn on the foam base and the buildings showed they would fit against the track plan and roads and hills it was time to start. The first step was to draw the track plan as accurately as possible: straight lines for straight track, and even curves with a little transition at each end of the layout. A small transition curve to start each curved section enables the trains to move more evenly into the curve. The cork is 3mm thick. I purchased a large sheet and cut strips 20mm wide **4**. For the curves I split a 20mm strip in half as this enables it to bend easier. The cork is attached with PVA white glue and held in place with push pins. For the curves I glued one 10mm strip first and



4 20mm wide cork strips in main section



5 Curved Cork Roadbed pinned down

then added the second strip 5. The centre line of the curve was drawn using a timber strip "compass".

Building the Hills and Landforms:

One of the first steps was to excavate the river 6. I actually did this before laying the cork roadbed., and before gluing the foam to the base. The next step was to draw a rough plan of the rear hill that hides the back tracks . Once this was done it was into action.

The foam available was primarily 20mm thick. The hill would be about 100mm high but not very broad, so the plan was to layer sheets.

In 7 you can see several layers glued on top of each other. To cut the foam I used a hot wire cutter which also enabled me to bevel



6 Excavate the River

or slope the pieces. At this stage I paused and added weights to hold the foam overnight to stick. PVA white glue works well.

The next day I added scrap pieces of foam to the hill to give it a more irregular and realistic shape 8.



7 Layers of foam glue on top of each other



8 More scrap pieces of foam added to the hill

Here you can see the extra mess the white foam makes compared to the higher compressed green EPS foam.



10 Plaster being applied with a spatula

After another day for the glue to dry and set it was time to do some shaping. For this the best tool is a "shurefoam" rasp 9.



9 'Shurefoam' Rasp in action

Once this is completed and the area vacuumed it is time for sealing. Sealing involves several techniques. For areas that are smoothed already a thin coat of plaster is ideal. Lightweight plaster like "Hydrocal" is ideal but more expensive than sheet rock or gyprock plaster. For areas that need more filling Gyprock Top Coat can be used already mixed or in powder form. A spatula is ideal for spreading the plaster 10.

Sealing the scenery and Cork Roadbed:

The cork roadbed has been sanded and the edges bevelled. Once this is done the cork is sealed with a base colour paint 11. I bought grey as the ballast will be a similar colour. Sealing the cork is essential to prevent future scenery work that will involve water undermining the previous work. PVA white glue dissolves in water! Sealing the hills is also essential as it hides the white plaster so it will not show through as white when we do the scenery - grass, undergrowth, shrubs etc. The base sealer for the scenery is an earth colour.



11 Hills and Roadbed sealed (painted)

Finishing the base:

All the base was sealed with a coat of paint. The river was sealed with a coat of plaster and sealed with paint **12**.



13 Slide out control shelf (*closed*)

back, the yard tracks and the interchange track.

I also installed a Woodland Scenics Light Hub to control any lights I was to install on the buildings / roads etc.

The slide would also accommodate the train controller which would connect to the layout via a HiFi type plug **13 & 14**.



12 The river is sealed with Plaster

I also prepared a slide out control shelf that could accommodate the toggles to control the switches to isolate sections of the layout like the staging track at the



14 Slide out control shelf (*open*)

Planning the track and wiring:

There are several lessons from many decades of building model railroad layouts I have learnt.

- Wire every single piece of track - do not rely on rail joiners to conduct electricity.
- Solder the wire leads under the rail so they are invisible when installed.
- Use a multi-meter to check switches are working.
- Plan the installation of insulated rail joiners first.
- Draw a plan of the separate power districts so the wiring under the layout can be planned.
- Use a common colour code for the wiring.
 - Blue and white for all feeders - blue inside, white outside.
 - Separate colours for the Interchange, Yard and Staging areas.



15 The front section after track was wired

Under the layout the main wiring is colour coded, and the wires are attached to the baseboard with clasps.

Connection of the feeder wires to the bus wire in this case is done by soldering as there are not excessive wires and as it is a portable layout. I can stand it on its side and easily access the wires. On my permanent layout I use either "suitcase connectors", or T-Tap connectors, plus some soldering.

Here is the front section of the layout after the track was wired **15**. I used grey caulk spread on the cork road base to hold

down the track. Before laying the track I marked and drilled holes for the feeder wires, then vacuumed the area prior to spreading the caulk.

The control panel has 3 SPDT switches for each area of the track:

- 1.The staging behind the mountain ridge can control either track by switching up or down.
- 2.The yard / industrial area is a separate power district and is either powered or off. Power is on when the lever is towards the operator.
- 3.The front interchange track simulates a line to another town and is also controlled by a switch. Down is on.

The control panel has two plugs:

- 1.The left hand plug is for the track power. Marked red. It is 12Volt DC
- 2.The right hand plug (black) is for the building lights via the Light Hub. It is 16Volt AC.

The building lights can be controlled by 4 separate dials to change the light intensity. It is fed by the 16V AC power supply. The outputs can be either DC or AC and any voltage, so the 3Volt LEDs do not need a resistor to connect. The system is called Woodland Scenics "Light Hub". There is a terminal block under the layout for the 4 separate light circuits.

Scenery:

I test fitted the garage **16** and started laying out the roads.

I temporarily fitted the other buildings to get an idea of the surroundings needed

17 & 18.

One of the other considerations was any



16 Jerry Riggs Garage in place



17 Shell oil Depot

The ground scenery was created by covering the base with concentrated PVA white glue **19**. Using an old brush the glue is spread across the area to be scened.



19 Covering the base with PVA white glue

was dripped onto the layers to set it. (Wet Water is tap water with a few drops of detergent, or tap water and alcohol - methylated spirits, 3:1) Then to simulate California desert scenery I added small bushes held down with white glue.

The river area was covered in a thin layer of plaster and sealed with paint. Then I painted the river with a mixture of colours from light ochre on the edges to a dark green / blue in the centre **20**. Here it is with a corner section and scenery added, as described above.

lighting I would install in the buildings. There are a couple of locations where the light wires would not work. One was above the pull out control shelf and the other is on top of any main braces. Also in the industrial area I decided to use a "roundhouse" structure to model a disused industrial area.



18 Road and Signal box

On top of the glue several layers of base are added . Dirt base, some fine tallis for rocks, some twigs, and further layers of different colour soil, plus some fine burnt grass.

Once this combination looked realistic I used a "wet water" spray and soaked the land to aid the glue to attach to the scenery layers. Then diluted white glue



20 River and it's Scenery Completed

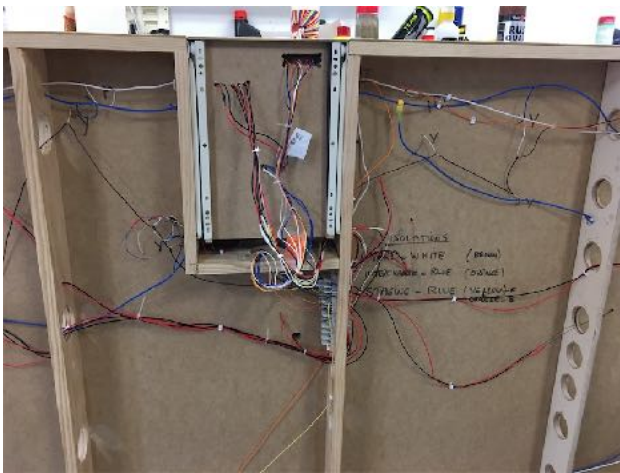
By the end of October 2020 most of the scenery was completed **21**. The structures were all installed with LED external or internal lights or both.

Turning the layout on its side **22** enabled the final wiring to be completed and tidied up with cable ties and fasteners.

Below are some of the structures in the industrial area including a derelict engine roundhouse complete with old track, wheels, and bogies **23, 24, 25, 26 & 27**.....



21 Overall layout completed



22 Underneath wiring



23 Industrial Area



24 Town Scene



25 ROCS Industrial Area



26 Rodney's Grain & Tracks
(Note the used track beside the lines)



27 The layout looking across Heather River to Sidings



Tasman's Layout

Acknowledgements;
(1) Reproduced with kind permission of Model Railroader Magazine

Tea Bag Tarps

By Arthur Hayes - MMR

Most of us like a cuppa or two from time to time to recap on what we are trying to do or achieve. As I say when things are not going to plan, it's time to swing the billy. Overall, I feel modellers are good recycler's, turning trash into great works of art. My first layout I built came from "Volvo" cases used to import bus parts into Australia. On my current layout, the saw dust from cutting the frame work was used for the scenery. I have heard of other modellers collecting pallets to make their layout. I'm sure you to have a story to tell on items you have used in your modelling somewhere.



Modelling in HO, I'm finding increasing number of applications for using tea bags. After making a cup of tea, wash the bag under the tap and set it aside to dry **1**. Placing them on a tray in the sun will speed up the drying process.

staple and fold the bag out **2**.

Once the bag is dry or nearly dry, remove the



The ends will be open and the tea leaves can be removed **3**.

Gently pull each side of the seam to open the bag out into a sheet **4&5**.



You can wash the sheet again with detergent and scrubbing with an old tooth brush, fold it out flat to dry, this will remove most of the creases. Some stain left in the sheet is often a plus providing some weathering effects **6**.



Once dry and folded out flat, the material available for your projects is 85 mm wide by 130 mm long. If you are happy to accept a few holes (from the staple) the length is 150 mm.

Tarpaulins; For many years I have used tea bags for a standard tarpaulin. If you model a prototype **7** you will find they will have set sizes for various applications. Some rail



operators may have wagons fitted with pipe supports or have portable bars from loads that don't come above the sides to ensure water runs off to the sides and don't pool between the wagon sides.

To give you some understanding on how sizes changed over time, the following is the measurements used for the railway network I model.

1962 General Appendix shows two sizes in general use:-

- Tarps marked with "A" are 20 ft. 5 in. by 14 ft.
- The larger tarps were 23 ft. 5 in. by 17 ft. (eight canvases).
- For wheat wagons the size was 48ft. by 14 ft.

1989 General Appendix shows the following sizes.:-

- General purposes - 6,700 mm by 5,200 mm
- Grain wagons 13,700 mm by 4,000 mm
- Traps on coal wagons for grain traffic 10,000 mm by 1,200 mm

In later years, a one size fits all approach was taken, excess could be folded up to it keep clear of running equipment. Two were used to cover loads on longer wagons **8**.



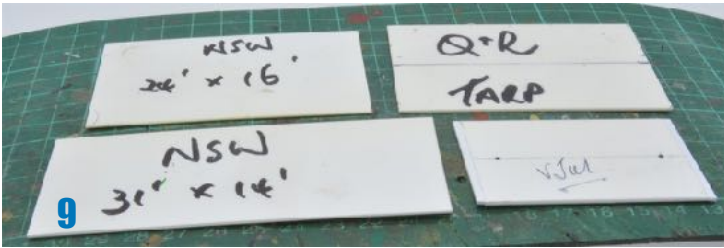
I have made templates from styrene sheet for these standard sizes **9**.

On the template is a centre line and the position of any supports, these marks can be transferred to the tea bag as a guide to centre the tarp on the wagon.

The tarp is cut from the tea bag and marked if

required. Super glue is used to fix the tarp into position, first start with the centre line, using your fingers to shape the tarp as required. The tarp is secured to the sides with

super glue, overhand on the ends are folded down across the end of the wagon. If you study the prototype, you may find how the tarp is secured on the ends, this could vary somewhat. Some may fold back across the end of the wagon, other may fold back along the sides. Sheeting a wagon is often carried out by one person, it what works for you with the securing points/rings provided on the wagon.



Most of my traps are painted once secured in position taking care not to get paint on the wagon. Over time the colour of tarps on the various networks could have changed. For my prototype in the 1960s tarps were canvas and were green in colour. **10** In the mid 1970's P.V.C. tarps were introduced and they were yellow.

If rag line (tarp rope) is required, I use paint brush bristles, a drop of super glue on the end and slide it under the tarp. Study the prototype, you may find the rope pulls back towards the end from the centre to pull the tarp tight. Most of the time this rope is tight, I found that is was hard to achieve this using cotton thread. Tarps often had marking as some form of indentation, this to may of changed over time. I use decals, applying them in the same manner as I do on wagons.



I wanted a wagon loaded with filled drums, drums full of fuel are loaded upright. The amount of drums I had on hand did not fill the wagon and at the time I was not able to buy any more, none in the shops.

Drums in a wagon are not covered with a tarpaulins, so I found a reason to use a tarp. Oil terminals also supply smaller tins of oils and grease in cartons for over the counter sales. Drums I had were used to half fill the wagon, from styrene, a replica load to the same size was made for the missing drums **11**. On top of the fake load, styrene rectangle shapes were made for the cartons of oil and grease. The styrene section and some of the drums were covered with a tarp giving that full load of drums appearance.

The same method can be used for road vehicles, gravel trucks can be made into a grain trucks **12**.



Wool Bales: When visiting Merv our MainLine Editor's layout, I took special notice of his wool store and the penny dropped for a small scene for my layout. Growing up in Western Queensland, road trucks carried wool from sheep stations to the railway yard for loading onto rail. Wool was carried by rail to the various Stock and Station agents on the coast. Rail Operators have loading diagrams on how wool is to be loaded into open wagons.



This wagon of wool **13** has a new P.V.C. tarp (QR 74-1475) on one end and an older repaired canvas tarps on the other end.

My bales are made from balsa and covered with a tea bag. The 1981 loading manual shows the following size was used to calculate the number of bales that can be loaded into a wagon. The length is taken a 4 feet 6 inches (1370 mm), width and height as 2 feet 6 inches (760 mm). The average mass is taken as 152 kilograms (335 lbs).



A truck loaded with wool on a loading ramp **14** can create a location to spot or place an empty wagon for loading during operations. For the next operations session remove the truck of wool, the empty wagon becomes a wagon to be picked up (attached) to fill orders.

Folded Tarpaulins; Once a tarp is not required they are folded and returned to district manager by passenger train to fill orders. Placing tarps in empty open wagons is a serious matter that was investigated, often resulting in discipline action being handed out. The local Station Master was fined \$2.00. This is not to say it didn't happen. If modelling a modern era, freight forwarding companies returned folded traps and dunnage on empty flat racks containers. In the above photo you will notice I have placed two folded tarps on the loading bank to cover the wool load once loading has been completed.

Carriage Roof; Many wooden wagons and carriages had a canvas or malthoid roof **15**. To achieve this textured look a tea bag that had been washed out and cut



into strips was used. I later learnt malthoid comes in rolls four feet (4') wide. My first attempt was not the best, I applied super glue to the styrene roof and placed the tea bag over the roof. If you miss your alignment or try to move it, the result is not good. My current method is to pull the tea bag strip over the styrene to the position required and apply super glue to one edge. Once set, stretch the tea bag over the styrene roof and apply the super glue to the top of the tea bag, allowing the super glue to soak through to the styrene. Once the roof is completed and dry, any vents or handrails can be added and the roof painted and weathered.

Fettler's Camps; Track workers each day on arriving at the job site, would set up a fly for shade where they could have lunch, wait for trains or enjoy a cuppa at smoko time **16**. Various locations across their length of responsible were chosen. The sites would be near a "take-off" where they could remove their section car and trollies off the main line. There is a good chance the location had been used previously, forked posts with a ridge pole to swing the trap across could be in place. At others sites the tarp could be tied to the railway fence or a suitable branch of a tree. Generally, the site is clear of long grass, have a location to boil the billy and a log or sleeper or two for seats.



A nice scene can be created on your layout **17**. The track workers were driver's pulled from tractors I wanted to use for a wagon load.



This arrangements can be used in other ways, army camp, holiday campers etc. beside a creek. I have a Drover's camp set up at the cattle yard where a drover is sitting beside a camp fire looking after cattle in the yards while waiting for the wagons to be placed for loading **18**. Under the tarp is a rolled up swag made from a tea bag.

Painting; Over the years I have used most paint types, today, I mainly use Vallejo

Acrylic Model Colour. A few drops go a long way and it is easy to use. The colour can be changed quickly with a drop white or black mixed in so they are not all the same.



If you have used tea bags for a project or have a different method, I sure the Editor would love to hear from you.
Arthur Hayes MMR.

D & D River Railway

by Dave Whibley

So let's start from the beginning. It all started with my son who is 10 years old and who was besotted with "Thomas the Tank" engine, as most kids are of that age. We both tried to fight it, but eventually, it got the better of us. And low and behold, the hobby- pox bit me too! My name is Dave Whibley. I live with my wife and kids in the Hills in Perth, Western Australia. I have an HO and a G gauge layout.

After meeting Frank Godde - MMR on a job some time ago, Frank told me he was an avid train modeller and I confessed that I was too. So as things go, he convinced me to join the NMRA and suggested that I should write about my beginnings in the hobby.

{A note from Frank; - Dave is a new model railroader and has a great approach to the hobby without drawing on established methods - I think he brings much needed fresh blood to model railroading!}

I started with no guidance, and made lots of mistakes, but you learn from those mistakes. I converted the garage into an 8mtr x 6mtr room. I made an "HO" layout having 5 mainline tracks. Two of these tracks were for "Thomas the Tank" engine and 3

were for myself. I built a reasonably large layout **1** with a central peninsular which has become an open helix using 46 metres of track taking the trains up to 600mm high as can be seen from the photos. Because my son has use of the layout and is still quite young, I have constructed the base very solidly, almost indestructible!!



I have used NCE power to run the layout and have incorporated a set of 'lift up' bridges **2** at the entrance of the room. When the bridge is up, the power is turned off and conversely

when the bridge is down, the power is turned on. This means that when you leave the room and therefore need to lift the bridge, the power is automatically turned off. This is very important when your children have access to the layout as well.

The scenery is all carved plaster that I like to do and I keep the residue of the plaster work for ballast on another project.

As I mentioned before, my son uses this layout as well for his enjoyment of the hobby. He likes to move his dinosaurs around along with all the farm animals, and the buildings into different positions on the layout. These items all have their own bases, so that when he



moves them, there is no damage to the scenery and he can put them where ever he wants them on the day. This is very important to me to see his growing involvement and enjoyment of the hobby.

My layout wouldn't be complete if I didn't have lots and lots of trees **3, 4, & 5** and some of those trees are the equivalent of approximately 15metres high in real life. I found a pot puree ball in Bunnings which has plastic florets and these have a hole in the centre. I use BBQ skewers as the trunk of the tree and then place the florets over the top to build up the branches. Then use 'bluetac' (similar to gap filler), to build up the base of the trunk. This trunk is then painted and the branches are flocked with fine grass. It doesn't take long to make 40-50 trees.



I have an under bench yard to store trains and rolling stock on. This I can pull out **6** and it slots into the mainline in that area. Then the trains can run through the yard and continue on out to the mainline. When the 'pull out' yard is pushed back underneath, then the original mainline is engaged again.


I am working on a moveable panel **7** which is situated under the helix on a circular pivot. This moves from left to right of the peninsular so I can throw the points on either side of the helix. This became necessary as the points were out of reach due to the height of the track or the scenery making access impossible.

The costs that can be incurred on building a model railway can become restrictive, so I have come up with some of my own ideas on producing some items. As I mentioned the layout has this helix which rises 600mm and some of the points need be in some awkward places. In order to reduce the cost of buying point motors, I use steel tie wire which I spin in a drill for 1-2 seconds. This straightens the tie wire out, then I connect the wire to a throw lever at the point and bring the other end to an accessible place so that I can push/pull the lever to throw the point **8**. These are all run on blocks held down





with staples of tie wire **9** and glued down to the baseboard. They work great and I have included some photos of them as well.

I hope this has been of interest to you. This hobby has certainly grabbed my interest and the things that I have discovered that I am able to do have expanded my creativity into areas that I never thought possible.

*[A footnote from Frank Godde - MMR;-
When I first saw Dave's layout and the ideas that he was using, I saw that we have an amazing new talent. I mentioned the Achievement Program of the NMRA to him and he has accepted that challenge with gusto and has already sent in his application for the Golden Spike award. Dave's energy and enthusiasm is inspiring!]*

Acknowledgement:- All photos were taken by Frank Godde - MMR

NMRA-x
Australasian Region
Virtual Convention 2021
JUNE 11, 12, 13, & 14
Clinics – Layout Tours – Chat Room



100% NMRA Inc.-AR Club News

Wide Bay Burnett Model Railway Club Inc.

By Stephen Reeves

The 2021 Bundaberg Model Train and Hobby Expo heralded the return of model railway exhibitions in Queensland (and the East Coast of Australia) after the cancellation of such events since 2019 due to the COVID-19 pandemic.

Our club, the Wide Bay Burnett Model Railway Club, repeated our expanded Expo format which successfully ran for the first time in 2019 when we combined other modelling hobby displays with model trains to increase the appeal of the show to the wider community.

It was the third time the show was held in the Bundaberg Multiplex which is a fantastic venue **1** for such an event. There were record crowds over the weekend with in excess of 1700 attending.



This was the seventh annual show presented by our club and is our major fundraising event for the year. This year's show had the biggest number of displays so far. There were both new, and tried and true layouts on display as well as several model railway traders in attendance.



Rounding out the Expo there were static displays of live steam model locomotives and engines **2**, radio-controlled aircraft **3**, yachts & large scale speedway racing cars **4**, and the Maryborough City Whistle Stop



(rail preservation group) **5**.


This was also the first time we had professional catering provided by a local café with barista style coffee available!

We received a lot of positive feedback from our exhibitors and visitors alike and look forward to building on our previous success with our next show in 2022. We are extremely mindful of the fact that we were very



fortunate that our show occurred outside of any lockdowns or restrictions and that we had wonderful clear weather which helped to add to the positive atmosphere.

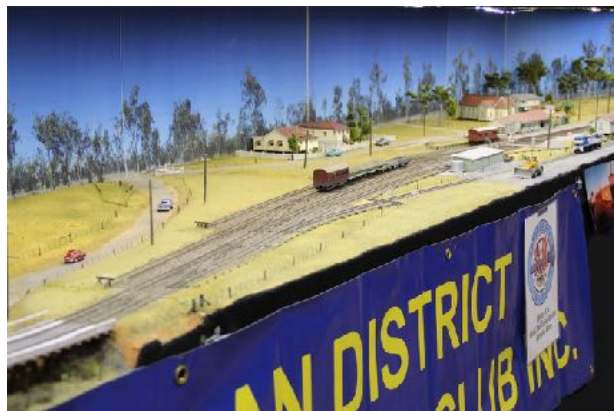
I would like to take this opportunity to thank the many volunteers who supported our show by assisting us in maintaining the requirements of our COVID-19 safe event plan and especially fellow NMRA members who graciously gave of their time to do this.

Finally, thank you to everyone who attended our show to make it such a great outcome! And an invitation to mark your calendar for the third weekend of March 2022 and come and visit us and enjoy a weekend in Bundaberg.....

Stephen Reeves - President - Wide Bay Burnett Model Railway Club Inc.

Acknowledgement;- All photos from the Hobby Expo were supplied by Merv Bagnall.





Special Interest Group (SIG)

By Steve Chapman - MMR

The Narrow Gauge Special Interest Group (SIG) held its first meeting for 2021 at Doug Wallace's residence. Doug is a board member and a special thanks to Doug on Hosting the meeting.

Checking up on all his new layout work in his new back room. Really coming along very nicely indeed Doug.

Show and tell Bob Best - MMR showed off his new building, the picture "Bob's Shop" is a laser cut card with laser cut windows and doors all scratch built.



Also I have added four photos of Doug's layout converted from HO to On30. Still plenty to do as you can see from the pics.

I showed off some Vallejo paints I managed to get from Victoria.

Gary Norwood Showed off his small steam loco he had completely rebuilt and also showed off the

tiny powerful motor he intended to fit into it.

The Meeting went off very well with plenty of chatter about most subjects including the serious flooding near Doug's residence.



Meeting close about 4.30pm some stayed on to talk about cars. Men and their toys!

Attached are four pics on Doug's layout one on Bob's building.

The Next meeting will be in the middle of July hopefully....

Divisional Reports

Division 1,

From Duncan Cabassi (NMRA Inc.-AR Div1 Superintendent)
March 20th Meeting:-

Thankfully Covid 19 issues in the community have been controlled to a point where we can start holding Model Railway Exhibitions again (At least in the Sunshine State).

The Wide Bay and Burnett Model Railway Club (WBBMRC), a 100% NMRA club, held their annual exhibition on March 21. The NMRA-AR Division 1 had a promotions table at this event. This is a significant opportunity for the NMRA-AR to get in front of the public and promote what we are about.

We also held our March Monthly Division 1 meeting at the end of the Saturday's exhibition activities. thus, fulfilling one of my commitments to ensure we take the NMRA meetings to the country where possible.

Thanks to the help of my fellow members, we were not only able to run a successful promotions table but we also provided significant support to the WBBMRC with the

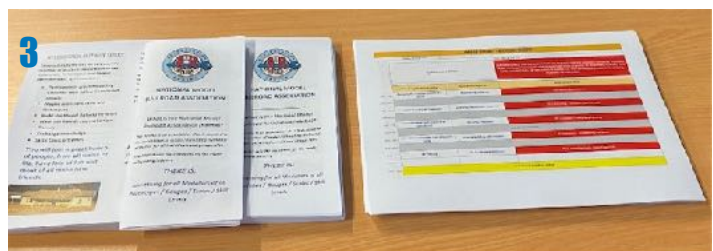
Covid 19 rules in place to do head counts and monitor social distancing etc.



John Lebsanft a Life Member of the NMRA provided some entertainment for us at the Promotions table, reminiscing about times gone by and some of his history in the NMRA. He also provided two rare items of NMRA Paraphernalia which was of significant interest.

John provided a 1970 NMRA Directory and a steel NMRA Members emblem **1**.

The NMRA promotions table **2** was set up in a great location to observe the overall exhibition hall **4** and shows the hall starting to fill up **5**. We had much of the public come by and ask questions, take NMRA promotional flyers **3** and we have even managed to sign up a couple of new members as a result.



The photo shows the commencement of setting up the promotions table. We have a data projector and a screen where we generally play Model Railway related information or clips.



It was significantly interesting to see how many people stopped and watched when we played "how too" type material such as one of our members, Luke Towan, youtube tutorials. Below in **6 & 7** we see NMRA AR Div1 member Garry Paper setting up his N scale exhibition layout. Two more of the layouts on display are shown below, the Walloon exhibition layout by the LDMRC (*100% NMRA Club*) **8** and 'Wallaville', a model railway exhibit depicting Cane Railways in the Bundaberg area **9**. The last photo below shows Eddie Stavleu with his AP Associate Volunteer Certificate **10**.



I would personally like to thank the efforts of all the NMRA Div 1 members who helped with both the promotion table and filling in with the WBBMRC. I would also like to congratulate the WBBMRC on a very well-coordinated and run convention. Word has it that new records for attendance was achieved so considering the social issues we have had in the last 18 months that is an awesome result.



April 17th Meeting:-

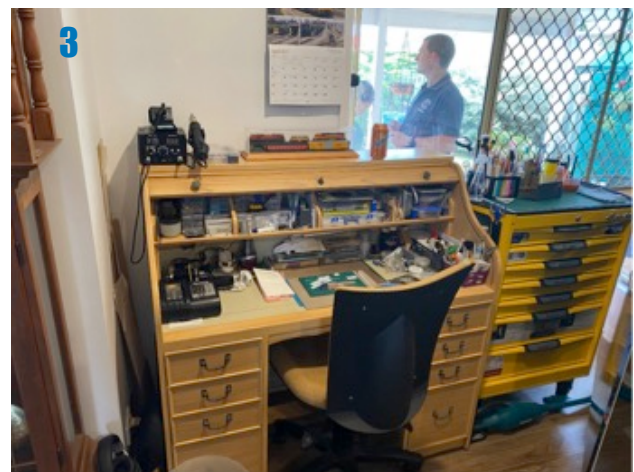
The Division 1 April 2021 meeting was set down to hold the NMRA AR AGM. Whilst this meeting commenced, due to some incorrect information it was decided to postpone the AGM until the May 2021 meeting to allow time for the information to be gathered and distributed pre the meeting.

Trevor and Dianne Phillips were our gracious hosts for the day. On behalf of division 1, I would like to thank Trevor and Dianne for providing a great location for the meeting and allowing us to invade your privacy for a few hours.

The meeting consisted of the usual hour of networking, camaraderie and catch up and then we commenced the AGM. Whilst this did not go as planned the members were patient. After the decision was made to reconvene at the next meeting, we proceeded to have lunch, chat and review Trevor and Dianne's masterpiece of a layout.

Situated in their lounge **1, 2, 3 & 4**, The Black River County layout, takes pride of place and certainly adds entertainment value.

Trevor and Dianne's layout has some very unique engineering feats and runs like a dream. The presentation is outstanding and I'm sure is the talking point for many a visitor.



After a period of time the group regathered itself and we had a round of show and tell:

- Duncan Cabassi - Cube Camera
- Trevor Phillips - LED lights
- Charles Clarke - Various modelling tools and supplies that he had recently purchased from a chain art supply store called Kaiser
- Mark Bailey - Showed his scratch built 1800's western themed huts built from bamboo skewers, matchsticks and balsa
- John Howie - his combination HO standards checking tool, which has a re-railer, coupler height gauge, scale rule all built neatly into 1 package

Well done to all of those who have the courage to display their latest efforts.



After show and tell we relaxed into conversation **5, 6 & 7**, viewing Trevor and Dianne's layout and pack up.

Again, thank you to our hosts for making us have a successful day.....

Division 2

From Stephen O'Brien (NMRA Inc.-AR Div2 Superintendent)
March (??) Meeting:-

Twelve members traveled to Tumut NSW to attend the March meeting hosted by Martin, Alex, Nico and Lulu at their home **1**. *(Photo courtesy Alex)*

Great hospitality from our hosts, with Martin firing up the BBQ and salads to accompany our lunch and afternoon tea to round out the day.

John BAILEY was presented with his 25 years membership award by Stephen O'BRIEN **2**. *(Photo courtesy Alex)*



Martin and Nico have built layouts in HO and N scale in a space under their home running Digitrax DCC **3 & 4**. It was interesting to see the two newest radio throttles in action.

If you are considering buying a Tesla electric car or a robotic vacuum cleaner, Martin and Alex would be the people to speak to, as several members had a test drive around town!



The Kaleen Expo 2021 has been and gone and appeared to have been a successful event for the organisers, exhibitors and traders working within the Covid guidelines and the public seemed to be in good numbers over the weekend.

Graeme Schulz, a Division 2 member, from Laverton NSW and co-owner/builder of Ettamogah Freight Hub received The Best Layout Award. The layout also featured in the February 2021 Australian Model Railway Magazine.



ARC March Meeting

Members are encouraged to register on the US NMRA website to access Member only Benefits.

A Virtual Convention 2021 was an agenda item, with initial comments made. Not sure how the Virtual Banquet would work, maybe McDonalds.

Div. 2 in April

Meeting Host / Venue to be confirmed for April
June and September meetings have been offered.

We are looking for Hosts or Venues for those remaining months. Any suggestions or comments please email, sob1952@hotmail.com Thank you, Stephen

April (??) Meeting:-

Benjamin Featherston hosted the April meeting at the family home in Bywong NSW a half hour drive from Canberra, with 13 members travelling from the South Coast, Oak Flats, Junee, Yass, Bungendore and Canberra.

A few guidelines were suggested by the superintendent, the member talking has the floor and duration of show-n-tell be five minutes or if longer may benefit in being a clinic.

Your superintendent has realised that one item maybe done in five but more than that will take longer !

Issues of the Flimsy being posted to the NMRA Australia website appear to be resolved.

NMRA Shirts, members asked about purchasing these and details are on the website.

No contact details are provided except see your superintendent; this issue is an agenda item for the April ARC meeting.

The position of Public Officer has been vacant since Stephe JITTS resigned from the position, again this is an agenda item for the April ARC meeting.

With Stephe JITTS present, it was timely that Ross BALDERSON, A.P. Asst. Manager, ACT, Presented the Certificate of Achievement to Stephe, this is his 8th Certificate, Association-Official.

Stephe only needs the three remaining certificates to become a sort of unofficial GMMR.

Show-n-Tell Proceeded.

Benjamin took members on a short walk to see his layout in his 'STUDIO' shed on the property where HO scale in the Age of the Streamliners, Great Northern, Northern Pacific and Southern Pacific.

This was a chance to see what can be done in an available space and using the new PECO Code 83 Unifrog points. [Note: PECO Insulfrog & Electrofrog have been now combined into Unifrog}

A great afternoon tea outside in a park like setting closed the day.

Thank you, Benjamin, for hosting a very enjoyable meeting and I am sure those members who attended felt the same.

Stephen O'Brien.

Division 3

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

Division 4

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

March 21st Meeting:-

Meeting 21st March at Rod Tonkin's home. Stinking hot again not like today as we have rain!!!! Rod lives North of the river and we sat in his dining room with each of us drinking from a bottle of cold water [very nice].

The usual five in attendance; Rod, Peter, Allan, Dave, and Frank. We discussed the zoom meeting with membership list attached and talked about 100% clubs over here in Western Aust. And we came to the decision that it does not work over here, and it was not for lack of trying.

Frank started the show off by showing the solid walls he was making for his new G gauge engine shed and interest was shown where to obtain that type of material. Board and batten was to be the final finish. The solid walls were made from red wood and three pieces of 150 x 6mm were glued together on the flat with a thin batten glued to the outside. It was still in knock down form.

Allan showed an electronic device made from resistors and LED's to be used as turn out indicators **1**.



It's been a while since I've been to Rod's place and I noticed that there were some changes. Louver colour bond has been installed around the ends of the garage and a new layout built within. "Wombat Gully" is it's name. It's at modellers height 1200mm and has a lid to which the



lights are attached. Also on the top valance are his meeting plaques and his achievement certificates are fixed to the backboards. An array of English and American locos and rolling stock are placed there upon. I have attached a photo **2** of Rod's layout here.

Rod is our engineering member and keeps all of us in line when we build some thing that does not follow standard engineering practises.

Peter advised that Division four does have a bank account with \$114 dollars in it which was payment from AMRA for a show they attended. Peter will bring the bank account next meeting.

Our new top modeller (Dave), who has surpassed all of us, brought down his latest masterpiece and set it up on the front lawn on it's own legs **3**. Dave's latest creation is a station building with lift off roof **4 & 5**, a water tank with pump house, and of course the loo on angled ground. This has all been made to fit on to his G gauge layout.



At the other end of the station stands a huge fig tree **6** but the design and making is for another time. Also attached are some photos that Rod took of Dave's module.

By the time I have written this report, Dave has this station modular unit now hanging from the ceiling in his train room which will be connected to the other modules already there, so that he can run the G gauge above the HO in his train room. And at the rate he finishes things this will all be completed when we come to his place for our meeting in July.



Our next meeting is at Frank's place on 16 May at 2.00 pm.....**M**

Division 5

The content for the Division 5 meetings has primarily been derived by using a portion of the 'City of Sails MRC' monthly report. This month's report has been delayed but it will be included in the next issue of MainLine.**M**

Division 6

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

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

Members in attendance were 17 in number with 1 visitor and 9 apologizes. The raffle was drawn and won by Bob Bevan.

Thank you to Liz, Casey and Neil Tonkin for having our meeting at their home with David Teague as our Host. I presented David with his Host plaque.

Unfortunately I was unable to present John Prattis with his 25yr. plaque as he was in Canberra.

As this is my last meeting as Division 6 Superintendent I congratulated David Orr on his new role as our Division Superintendent and presented David with his new name badge **1**.



Business-

1.Finance- Ron Solly updated us on our finances and a short discussion was held on how often did Ron need to report to us and the decision was made to leave it at monthly. Ron went on to tell us what is happening regarding AMRE. There will be 4 Covid Marshalls and limited numbers allowed in at any one time. Information can be found on the Facebook site.

2.AP-Ray Brownbill stated there was nothing to report at present.

3.Library- Michael Robinson reported that he had added more DVDs to the library and passed around the list for members to view. A decision was made for Michael to send out the updated list to members and to trial members to email Michael for any they would like to take out and he would bring them to the next meeting or else post them as needed. The member would need to pay for any postage cost for returns. The idea is to save him needing to carry the two crates to each meeting. Michael critiqued the DVD "The Ipswich Workshop" and really enjoyed it.

4.Social Secretary- Trevor Seddon reported on the few members who lunch before attending a meeting so has left it open for members to contact him if they wish to join him and Hutch. Trevor has agreed to investigate possible restaurants for our Christmas celebration dinner.

5. Reminder there is an ARC meeting this coming Tuesday via Zoom. Pacific Director voting completed. AGM to be held on April 17th. There has been a ballot paper sent to members to vote for proposed changes in NMRA AR Rules of Association which needs to be returned by April 13th. The new edition of Mainline is now out. The Region President's Conference has now commenced via Zoom which will continue

over the next few weeks. The Region Handbook has also been emailed to ARC Members.

6. Further discussion was held concerning the joining of the modules for those who plan to build one.

Bring and Brag:

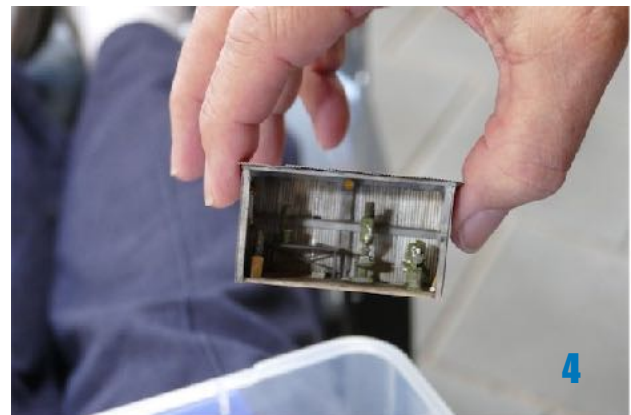
1. Vern Cracknell explained to us at our previous meeting how Marklin LGB club he belongs to sends out a gift to members and then runs a competition to see how they use it. He showed us photos of the winners of the competition and also some train articles a friend gave him. Vern explained his plans for his new layout and the diorama he's adding **2**.



2. Trevor Seddon **3** showed us some samples of electrical spring loaders which could be used for joining modules.

3. Marcel van Eck showed us his scratch built shed with machinery **4**.

4. Hutch mentioned there was some small mirrors available free and Michael had some bits and pieces to give away.



Ray Brownbill thanked me for being the Div. 6 Super. Hard to believe that three years have passed since taking up this position for our group. I would like to thank everyone especially Ron Solly, Ray Brownbill and Bob Bevan for their support and assistance and Trevor Seddon for taking on the job of Social secretary and Neil Tonkin for taking on the care of the projector etc. and also Ken House who is putting the Hosts video on his YouTube channel and last but not least are our Hosts who volunteered their homes for our meetings and all our members for their support. The one person who made this possible for me of course was Michael who helped with the computer skills, took the photos and managed the library.

We partook of a delicious afternoon tea thanks to Liz and checked out David's N Scale layout **5** before heading home after a very pleasant afternoon.

Our next meeting will be held at David Orr's home at 53 Rawlings Road, Modbury North on April 10th.

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 meetings with the host's permission.

Here is the link to Ken's channel:
<http://www.youtube.com/watch?v=WmCrEWxx0Wg>

Thank you to Michael Robinson for taking the photos.



Attached are all the photos that Michael took during the meeting.....**M**

Division 7

From Les Fowler (NMRA Inc.-AR Div7 Superintendent)

March / April Layout Tours Meetings:-

Central Coast Layout Tours - 2021

In February we had the first of the club sponsored Division Seven Layout Tours. Using the layout tours in place of the normal Division meetings that could get between 20 and 100 members attend - way past the COVID-19 limit.

The tours have 4 quality layouts for the members to visit. These Layouts are relatively close together so not a lot of driving required between layouts. Again, in a relative short distance are a number of shopping centres and take away joints. This means the hostess does not have to "feed the 5,000" and still keep the members apart.

To limit the number of members in the train room at each location, the normal system of "No Balls - No Entry" is applied. A container outside with a number of ping pong balls inside. The number of balls depending the room available in the train room.

Below is a copy of the information sent to all division members.

For the four layouts on Tour One -

1. There is no need for visitors to enter the home of the layout owner.
2. There may not be refreshments - BUT - the owner may supply the tools to make tea or coffee away from the layout.
3. There will be a crossing sign mounted at the top of the driveway to the tour layout.
4. To control the number of members in the 'train room' at any one time, the owner will use the tried-and-true method of "No Balls, No Entry - the container would have the "regulation" number of balls for persons to enter. The number would be for those who can fit comfortably in the train room.
5. If there are no balls in the box then the visitor can wait in the car or the street for someone to leave. Alternative - a very few seats in the driveway for those waiting.
6. Refreshments are available at the SIX shopping centres in the area - plus the usual fast-food joints.
7. The tour is not meant to be the usual "social gathering and feeding frenzy" that we normally have. It is intended to introduce the members back into the idea of visiting layouts - many have not been seen for years - if ever! Many members already communicate over the internet in some form or another.
8. A "sign in sheet" needs to be signed by you.
9. Visitors may visit the layouts in any order they wish.
10. Photo graphs may be taken of the layouts you visit.

As the March meeting was to be the AGM no tour was set up for March - BUT - as the AGM is now in Queensland, we will have one layout on the layout tour on the 13th March.

Layout Tour 3 will be in April with four great layouts.

May will have Layout Tour 4 - again with four more layouts.

June is the Regional Convention - either Live or Virtual.

July will have Layout Tour 5.

For further meetings you will have to see the NMRA AR web page.

Regards - Gerry Hopkins MMR #177 FNMRA.....

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;-
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

September/ October 2021

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

For Divisional Reports = 5th September, 2021

Publish Date on Web = < 15th September, 2021

Division 8

From Ian West (NMRA Inc.-AR Div8 Superintendent)
March (??) Meeting:-

You may have noticed that we missed a March edition, but my secretary (wife, Wendy) had an accident, broke her wrist, and spent time in hospital. Due to the delayed newsletter, we did not get out the notification of the April meeting. It will now be held in May.

How are your layouts progressing? My modelling days are coming to an end. I am up to the finishing touches of the new section. I then will need to complete the wiring and conversion to DCC, plus adding all those little extras that you need that make the layout look complete.

I have put my imagination to good use to convert some small silicon tubes into silos **1**. All I had was three tubes, a few excess parts from kits, piping made from the sprue of plastic kits, and popper straws. I used thin strips of masking tape for the weld lines and used my Dymo for the graphics. The only expense was paint and glue. The brewery kit looks so much more realistic with this addition.



Coffs Coast Railroad Modellers Inc (CCRMI):

A contingent of sixteen members headed down to Kaleen in the ACT for the Canberra Model Railway Club Expo. It was held at the UC-High School on the weekend of 27th and 28th March. As it was being held in the school buildings, setting up could not start until 4pm and everyone had to be out of the buildings by Sunday evening. Apparently 2250 adults plus children attended. There were lots of layouts and traders as well. If you wish to find out more about it look up the Canberra Model Railway Club's website. Col, John, Keith M, Keith T and Paul assembling the major pieces **2**.



This was the first outing for fourteen months for the layout and turned out to be a bit of a challenge as, unbeknownst to us, the trailer had developed a hole in the roof that let in water on the trip down which damaged some of the electrical's and scenery.

We had both old and new members attend, so it was a first time for setting up for some but with so many hands available it made the setting up and dismantling much easier, even with these issues. Glen (behind), Steve, Al, Keith T and Allan setting up the fiddle



yard **3**. Thanks to John and Laurel for the information and Laurel for the photos. John and Keith M are testing the tracks in

4.

The next NMRA meeting will be held on 16th May 2021 at the home of Col South, 135 Heritage Drive, Moonee Beach. It will be a running day. Don't forget to bring something to show, a photo of your latest progress is fine..**M**

Division 9

I have not received any report of Division 9 meetings having been held during the months of March & April.....**M**

Division 10

I have not received any report of Division 10 meetings having been held during the months of March & April.....**M**

NMRA 2021 Rails By The Bay, NMRA's 2021 national online virtual convention on July 6-10, 2021, has several exciting announcements. The convention has booked a first group of 20 layout tours by video. Layout names, owners, and complete descriptions are here: <http://pcrnmra.org/NMRA2021/layouts.html>. Join us in July to see all of these layouts during the week. Next, the convention has clinic presentation commitments from nearly 30 clinicians. Most will be pre-recorded, with live Q&A after the clinic ends; this allows the convention to maximize video quality while still offering interactivity. For a complete current list of clinics, visit: <http://pcrnmra.org/NMRA2021/clinics.html>. Well-known actor, modeler and railfan MICHAEL GROSS will be offering a special video address during the week; Michael's past convention banquet talks have earned accolades. And, online all-electronic registration, with payment by PayPal, is available at: <http://pcrnmra.org/NMRA2021/registration.html>. The all-inclusive fee for a full five days of video content, Q&A, plus other bonuses, is just \$49 or less than \$1.25 per hour. Video content will be available to registrants for at least two weeks after the convention. Register online today!

What's in the Next Edition

- **The Blackstone River Railroad:** Brent Wood has built a very spectacular HOn3 layout depicting an imaginary shortline set in Colorado's San Juan Mountains in early autumn in 1935. Brent enjoys building detailed scenes and structures and improving the landscape on his layout, which keeps him in his train room for a good 30 hrs each week.
- **Shunt Train 100Up:** Do you have a 'reason' to run your train? Do you like shunting (*or switching*) on your layout? Then this is an article you may like to read. Arthur Hayes - MMR outlines how to set up a 'Shunt Card' to inject more realism for operations of your layout, no matter what size your layout may be.
- **Making Searchlight Signals:** Having difficulty finding suitable 'Searchlight' signals for your N scale Layout? Brian '*Hutch*' Hutchinson has the solution, as he describes how he scratch built working signals for his layout.

And So Much More