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

I would appreciate all articles to be sent to me in an editable format, such as 'Word, Pages, text, email, but not pdf, and high resolution photos sized up to 2MB in size.

Please send your articles to [editor@nmra.org.au](mailto:editor@nmra.org.au)

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

## New Articles

<b>6</b>	<p><b>Building a Stub Ended Terminal - Part 1</b></p> <p>In the first part of this three part series, Jeff Lee, MMR® describes the initial planning process for this new addition to his layout. Jeff also shares his thoughts on construction methods and utilising buildings from old layouts for this project.</p> <p>by Jeff Lee, MMR®</p>
<b>12</b>	<p><b>NSW Railway Catenary</b></p> <p>When modelling a modern city scene you would expect to have electric traction to power your intracity train sets. Rob Nesbitt took on the challenge of building catenary for the ACT MR Society 'Yendys' exhibition layout, and in this article he describes how he went about the task.</p> <p>by Rob Nesbitt</p>
<b>20</b>	<p><b>Undertaking the Prototype Modeller A.P. Certificate</b></p> <p>This is the last in a series of articles by Paul Marrant, Grand MMR®, in which he outlines how he approached and built the scene for his Prototype Modeller A.P. cert.</p> <p>by Paul Marrant, Grand MMR®</p>
<b>22</b>	<p><b>Trackside with the SM, 'What is That'?</b></p> <p>When was the last time you watched a freight train go by and saw a load that you didn't know what it was? Arthur Hayes, MMR® has noticed such loads, and in this article he outlines how to use unknown loads on your layout to create interest and talking points.</p> <p>by Arthur Hayes, MMR®</p>
<b>25</b>	<p><b>The Fiddle Yard</b> <i>(also known as the Staging Yard)</i></p> <p>Call them 'Fiddle yards', 'Staging Yards' or 'Out of Sight Storage Yards'. Gerry Hopkins, MMR® believes that there is not enough storage areas on most layouts, &amp; these yards are just the solution for storage of trains on your layout.</p> <p>by Gerry Hopkins, MMR®</p>

## Regular Features

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### the Cover Photo

*'The 'Yendys' exhibition layout by the ACT Model Railway Society (2011 Malkara), with the author's Hanovale "S" set.*

*(Ed - Refer to Part 2 of 'NSW Railway Catenary', commencing on page 12)*

## Editor's Comments

In this edition we have a wider selection of model railroading subjects to read about, probably more so than those which have been in the past.

We start on page 6 with an article from Jeff Lee, MMR®. Jeff is building a Stub Ended Terminal in an unused section of his N Scale model railroad. In Part 1 of this three part series, Jeff explains how he commenced the initial planning process for this new addition to his layout. Jeff also shares his thoughts on construction methods and utilising buildings from old layouts for the project.

We also have one for the overhead traction modellers. When modelling a modern city scene you would expect to have catenary to power your intracity train sets. Rob Nesbitt took on the challenge of building catenary for the ACT MR Society 'Yendys' exhibition layout, and in this article from page 12, he describes how he went about the task.


In the last of his series of articles which describe how he achieved his A.P. certificates during his journey to MMR®, Paul Marrant, Grand MMR®, outlines from page 20, how he achieved the Prototype Modeller A.P. certificate.

When was the last time you watched a freight train go by and saw a load that you didn't know what it was? Arthur Hayes, MMR® has noticed such loads, and in the next of his series of 'Trackside with the SM' articles, which start on page 22, Arthur outlines how to use unknown loads on your layout to create interest and talking points.

Call them 'Fiddle Yards', 'Staging Yards' or 'Out of Sight Storage Yards', Gerry Hopkins, MMR® believes that there is not enough storage areas on most layouts, & these yards are just the solution for the storage of trains on your layout, as Gerry outlines on page 25.

Starting on page 26, there are reports from two 100% clubs again this month, the Adelaide Model RailRoders Inc. club have had an active July & August with more layout modifications and expansion, as well as conducting regular operating sessions, and the Wide Bay Burnett Model Railway club Inc. have continued to build their new HO scale exhibition layout.

David O'Hearn has provided his report from page 38 to outline this month's achievers in the Achievement Program, and there is a good selection of reports from the Divisions which outline their activities over the last couple of months from page 40.

I am always seeking articles for inclusion in future editions, and this month is no different. I have very few articles in reserve now, so if you have an article that you believe would interest the members, then send it through to me and you may find it in an edition of MainLine sooner than you think. Once again, a big thank you to those who have contributed an article or two in the past, and also to those who are going to contribute in the future. ....

*Meru Bagnall*

Editor - MainLine On-Line

# Building a Stub Ended Terminal

## Part I

by Jeff Lee, MMR®

One of the last sections of my latest N Scale double deck layout to be built is the 1800 x 500mm stub end terminal.

The rest of my layout is permanent but this section gave me the opportunity to think of portability and a potential module.

The terminal will be accessed from the main line via a "Y". This means trains will arrive on one part of the Y and re-join the main via the other leg of the Y.

The supporting structure is a box frame. Cantilevered off the wall. The base of the section I am building is 12mm plywood.

Eventually I drew a track plan. I photocopied the switches and used them to check sizes for trains arriving and possible switching movements. But, what of the theme? Would I model a contemporary era town, with warehouses? Would I build an oil terminal?

I had many boxes of parts left over from my many models, plus extensive DPM building parts, so either solution could work.

The layout is contemporary so I can run modern freights, like double stacks and the latest diesels. However, as a stub end terminal, double stack trains, and long freights and passenger trains are a "no-no". Oh, I forgot to



mention it is roughly based on the Pacific North West of the USA, and is N Scale.

Like any good business plan, a layout also needs a plan. The plan needs to include a vision of the end result, and key milestones on the way.

Despite all the lack of decisions over the type of town, I did conclude this section would be portable so it could possibly be used as a module, or part of another layout. Despite every layout being the "last" I have a history of rebuilding and so if I did this section well it could be re-used, rather than cut up as all previous layouts have suffered.

So, I started planning the wiring and controls and type of terminal. Some of my "druthers" are: NCE DCC and Atlas Code 55 track plus Tam Valley Servos.

I have found Woodland Scenics Light Hub's to be valuable so they would be needed. I also use Tam Valley Frog Juicers. This being a switching terminal, I would have some signals - maybe a simple design based on switch direction rather than block detectors?

On the supporting base which is an open grid design, I built a fold down door in part of the opening to hide some of the controls like circuit breakers for this power district etc. I also built a 600x400mm slide out shelf which I can use to mount the servo controllers and Light Hubs and terminal blocks for the numerous wires. Most of the buildings will be lit and I will have street lights whatever the town is.

If the base board (12mm plywood) was to be modular, it needed re-enforcing, so I built a 12mm frame underneath to give it structural strength.

Eventually I decided to make the town one industry - an ethanol plant. This would suit the era I model.

In N Scale there are not many kits to model such a plant. Rix Products sell some grain elevators and Grain Bins, so I ordered them. But, what does an ethanol plant look like and how could I build it? Fortunately, a little "Googling" and you can see the real thing and models in various scales.



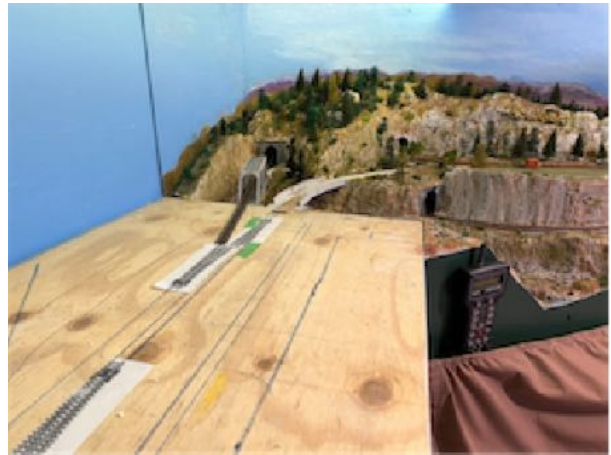
Here is one such plant I found on Google. The buildings and distribution pipes looked like they could be scratch built.

I also found a model which looked like it had many of the elements I intended to include.





Here is the area I have to work with before any fascia or the drawers and shelf was added.



Here is an additional view showing how it connects to the permanent layout.



I proceeded to mock up some buildings using card stock. I also tried to lay out the plant moving the mock up buildings around. With the track plan in place the area where we have buildings was obvious. In order to help build those buildings, I cut sections of Perspex as the base, and spray painted the underside with a grey primer. This would enable me to assemble the ethanol plant at the workbench. There are

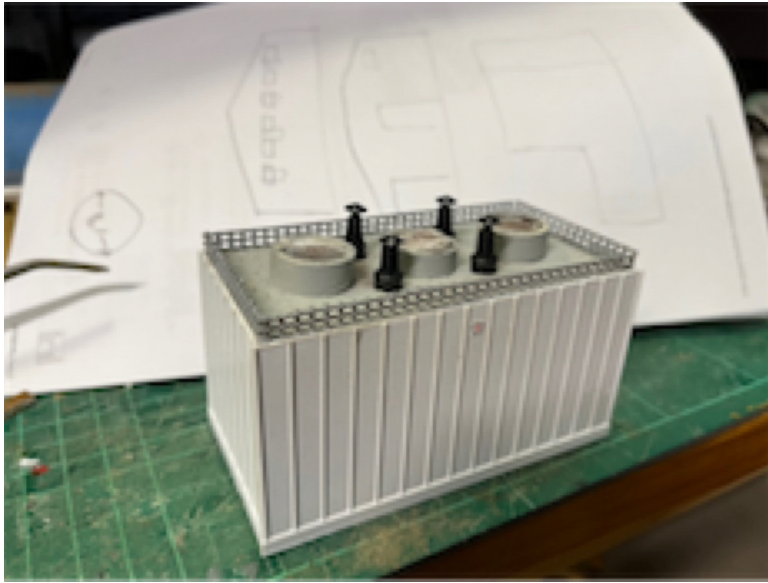
several sections. Here is one near the overpass.

Here are a few examples to give me an idea if the plant will work. I used 50mm stormwater pipe to simulate the silos that will eventually be replaced by the kits I ordered. I will also try to make some tanks / silos from water pipe, as an ethanol plant has many tanks.





I also discovered whilst searching the spare parts bins that I had many building sidings that would suit the plant theme.



Enthusiasm took over and I built several "sheds". One of the signature sheds is the power plant. Using the photos I was able to see what they looked like and proceeded to scratch build it.

Here is the first attempt and I will detail it with workers and lettering further on. Photos are valuable in showing up details the ageing human eye does not pick up. The grill on the centre vent needs repair.

It is 3 weeks before I leave for the N Scale Convention in Nashville and then collect my Grain Silos. So I am building various buildings using my spare parts bin.

Did you notice that modern ethanol plants are usually finished in light colours? There is a dusting from the grain, but most of the base buildings are a white, or off-white colour.



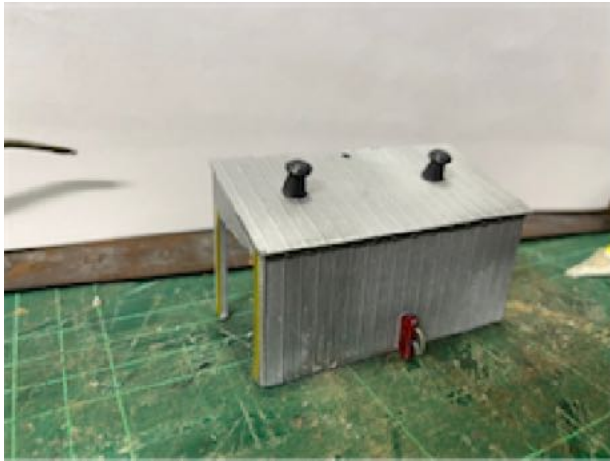
The silos are silver. The piping is silver, and as most ethanol plants are in the mid-west the ground is dryer.

Here are a couple of buildings I have scratch built that will fit into the plant. This one is using Evergreen siding and some basic details.

Here is another building using siding and an aluminium roof. I have added mini LEDs and will weather the building to show some rust and age eventually.



Note the barrel and Gas cylinder from the spare parts bin. There is an internal divider in the building so only one half internally is lit. The internal divider adds structural strength to minimise warping, although the roof looks like it has aged already.



Here is another building from scraps. It was an additional truck building as part of a wheat silo kit.



The end of the "module" will be part hidden by a road overpass. I have decided to also scratch build this and have started on the supports and road base.



Here I glued the cork roadbed in place.

Once the glue for the cork roadbed had dried I sanded the edges and sealed it with a grey paint. I also sealed the rest of the plywood with an earth colour paint.

Here is a couple of photos of the cork roadbed finished and waiting for tracks.



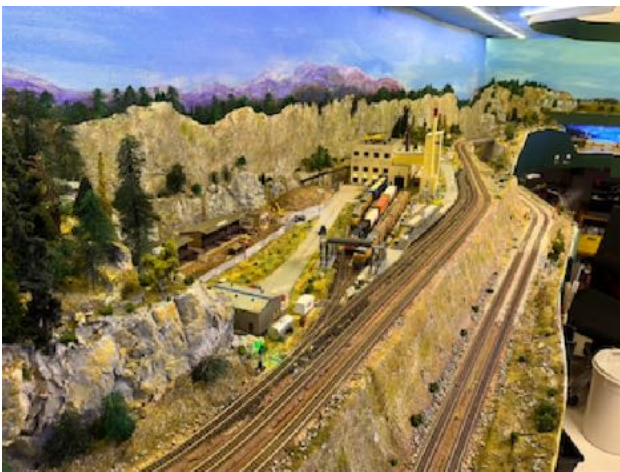


There is the slide out drawer and pull down door to house the various controls. As I plan the wiring, and the section is modular I realise several of the terminal blocks and "FrogJuicers" will need to be attached to the base.

Part of our hobby that takes considerable time is the planning.

Do I put all the relays on the slide out shelf or attach them to the baseboard?

I took the opportunity at this stage to invite some of my NMRA members to visit the layout, operate, and also to be critical of my current project. I will share their views and ideas in the next episode.



Whilst waiting for the next update here are some photos of the layout that is more advanced. Here is a pulp mill on the

peninsular where the mainline drops or raises at 1.5% between levels.



Here is another scene of an industrial area. Further up the track is a container depot.

Now I am planning the track laying, switch controls, and signalling which I will cover in the next update.

Happy modelling.

You can see more of the layout on:

[www://jeffsrailroad.com](http://www://jeffsrailroad.com) .....M

# NSW Railway Catenary

*(one modeller's experimentation)*

by Rob Nesbitt

Whilst modelling catenary is not a requirement for modelling many railways, there are some prototypes where it is necessary. In this article, I hope to demystify catenary, and provide a primer if you do wish to model it.

Why Catenary? My own experience goes back many decades, when I travelled a lot on Sydney's suburban network. Whilst waiting for trains, I would often sketch details of the overhead, and consider how best to reproduce it in model form. Much of this was theory, until a few years ago, when I put theory to practice in installing the overhead on the ACT Model Railway Society's Sydney prototype exhibition layout "Yendys".

## **Australian Catenary - in model form.**

During the preliminary design stages for the ACT Model Railway Society's exhibition layout "Yendys", I wanted to install overhead over the mainline running tracks. I knew that this would be a challenge, as at this time (2002), very little information, NSW catenary masts, or easily accessible reference sources existed.



Fortunately, things were changing. Train Hobby produced a series of books "Under the wires", ARHS NSW produced "46 Class Remembered" & "Sydney Electric Trains", and more lately by Bow River Publishing "The Leeds Forge Cars" & "End of an Era". All of these publications provide excellent photographic coverage, which both inspire, and instruct the construction of NSW pattern catenary in model form.

We have also started seeing a number of models becoming available. Whilst the Friedmont resin kit models date from the 1970s, the first RTR models from Bergs (Red Rattler 4 car set), and brass 46 class electric have spurred others makers. To get some variety, one had a few kit makers. KeeWizz made the Tangara, the rare 86 class kit from Ian Lindsay Models, and the S set from Hanovale just opened the floodgates to some really high quality models. Bergs continued with offering a 4 car UBoat set, a selection of parcel vans, double deck carriages, and a RTR S set. Casula Hobbies had double deck cars. Southern Rail also had U boats, and a range of ready to place catenary. But it was Auscision that really pushed the variety.

The NSW 46 class, 85 class, 86 class, and VR L class for locos, interurban V class double deck passenger sets, the NSW Tangara, and VR Tait cars have been extremely well



received, and most models are now sold-out. Wuiske models has provided catenary masts for Queensland, and I understand that a kit of the 3 car Brisbane Electrics was once available from them.

A note about the terminology used. I hope that I am descriptive with these notes, because I am not sure of the names used within the NSW Railways for the various part of the Catenary system.

I trust that this primer, may encourage all to give catenary construction a go.

### **Where to start.**

Before beginning, I had a number of design decisions to make.

- a) What height the wire above the track
- b) What components will be used
- c) How does one connect module sections together
- d) Is the overhead to be made live
- e) Will pantographs be touching the wire whilst running
- f) What level of detail would be needed.

Given that the exhibition layout was going to take at least 3 years to build, I knew I would have some time to experiment. (in reality, the layout was started in 2004, and finally displayed in 2010)

Whilst I had some experience with model tramway overhead, catenary construction would pose a different set of challenges. I read quite a number of articles in magazines (British and German), but the best guide was one produced by Sommerfeldt, which whilst they used their own components, and covered a number of different prototype systems.

However, I also saw that the effect of Sommerfeldt, and other manufacturers' overhead wire was one that looked chunky, and lacked the graceful, if near invisible nature of the prototype.

Sommerfeldt of course, was aimed at the European modeller, but some of the components, in particular the "H" beam masts, were similar to those used in Sydney. I acquired a dozen masts for experimentation. In addition, I bought a large diameter roll

of 300' of 26 gauge phosphor bronze wire, and a Lima unmotored South African Blue train electric locomotive.

### **Gather information**

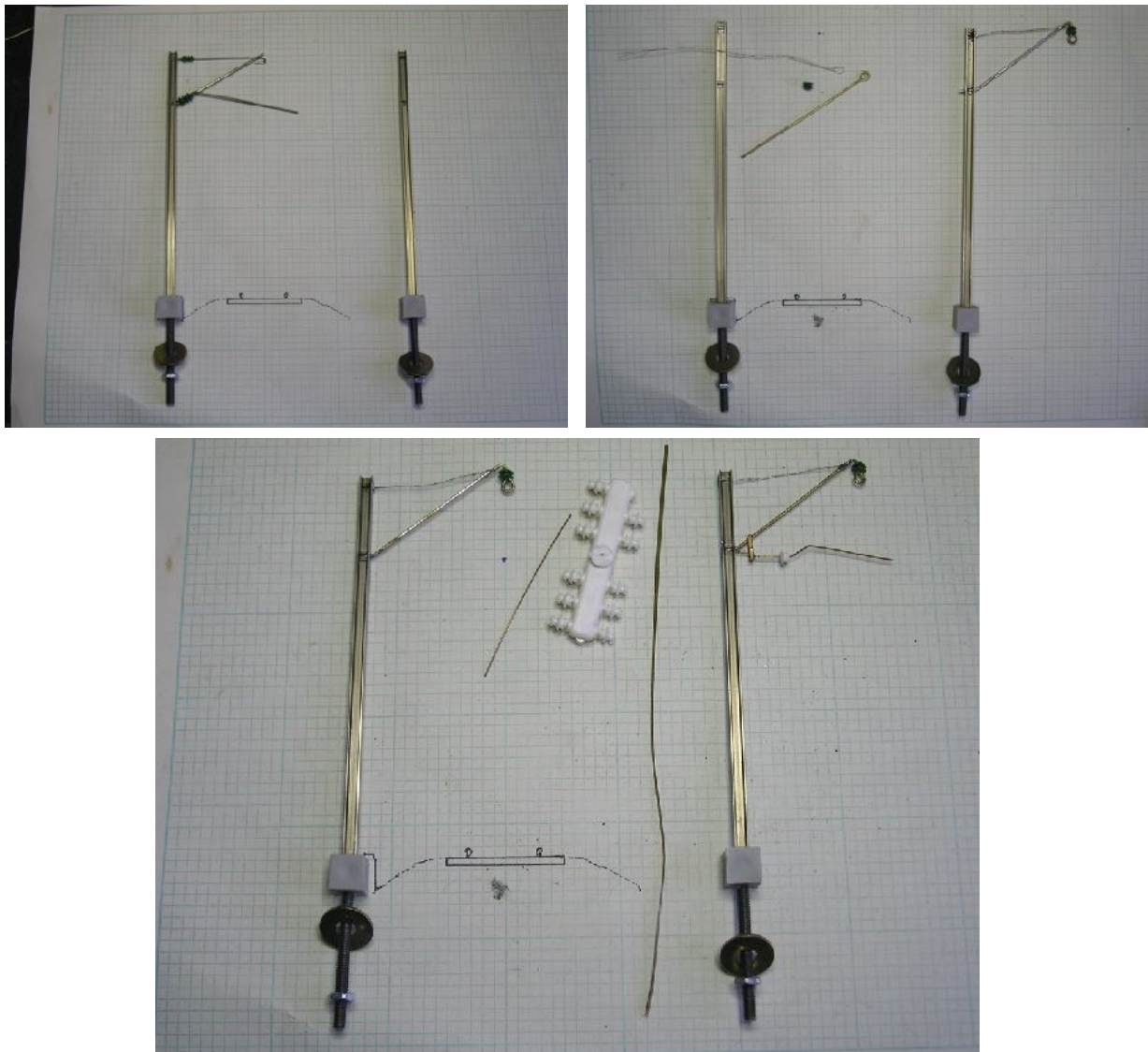
A major step is to gather information:- plans, lots of photographs, and guidebooks. For the Sydney catenary, we have been blessed with some great publications, which I have listed below. Of course, I also had taken a lot of my own pictures.

### **Mast modification**

The Sommerfeldt mast is correct for German prototype but apart from the actual mast, and concrete base, it looked nothing like the Sydney pattern. So I removed everything german. I then drilled holes for the contact wire pulloff, the support bracket, and the chain.

Bend up the support bracket wire, remembering to fit the insulator above the loop. The chain can then be fitted, and the pulloff wire, suitably bent, with insulator.

The pictures below show this procedure with a Sommerfeldt German prototype mast.



## **The test track -or- your first attempt at catenary.**

The first task was to construct a height jig. I chose a contact wire height of 7cm above rail height. NSW standards show that it is closer to 6.3cm, but by keeping the wire higher, it should be possible to fix the pantograph height of models at the right height, and still maintain a gap, to prevent pantographs from fouling, or getting caught in the wire. It might also be suitable for some of the larger USA models that club members may try to run. *(as a note, it is difficult to tell this ruse from normal viewing angles, and distances).* But I am getting ahead of myself.

Taking a length of old track, I affixed a short length to some wood. Holes were then drilled for the masts into the wood at a consistent distance from the track centreline.



A simple test bed to try out catenary installation

The distance between masts was also around 40cm, this seemed to be a reasonable distance. Without modifying the masts, I screwed them into the wood, and secured them with the supplied nut.

The first wire to be run is the catenary, or messenger wire, which forms the graceful curve typical of catenaries everywhere. It fits in the upper loops of the supports off the masts. This wire could possibly be correctly formed off the

large diameter roll if one was good enough, but for my purposes, I weighted this wire down with wooden clothes pegs, which gave approximately the right shape.

The contact wire fits below the catenary wire. Unfortunately, the slight curve of the wire from the roll is not ideal for this next step, and some method of straightening it would be desirable. As my experiments were unsuccessful, I finally fixed one end to something solid, and kept this wire under tension during the installation. The results of my fudge worked to some extent, but I am the first who would say that this is not ideal.

*(After I installed all the catenary on the layout with this method, I read of a method that used fine piano wire, and silver soldering for the contact wire.)*

I soldered a "L" shaped piece of phosphor bronze to the contact wire, and positioning the jig underneath at the right height, the top of the "L" shape droppers was soldered to the messenger wire. Note, the "L" shape droppers extends above the messenger wire by some distance, as this allows height adjustment once the majority of the "L" shapes had been soldered between the 2 main wires. During installation on the club layout, I found that one could tack the "L" shapes in place at quite long distances, and come back later to install the extra "L" shapes in the spaces skipped or missed.

Once the contact wire had been soldered to all the "L" shape droppers, it is time to test the wire height with the jig, and locomotive if one has one. Make any adjustments with the soldering iron, and once happy, trim off the excess length of the "L" shapes.

### **Installation on the layout "Yendys"**

Unfortunately, I did not take nearly enough photos of the 'Yendys' during my catenary installation, so I will describe the process.

- 1) After the benchwork had been built, the track work was surveyed for appropriate mast locations. The jig constructed earlier gave a consistent distance from the track centreline, and the distance between masts was adjusted to fit the baseboard size, and to get around curves. Occasionally, (as we used open grid construction), we did not have enough width of plywood besides the track for the mast, so some extra plywood was added.
- 2) All mast holes were drilled VERTICALLY. This is most important. The location of the holes was then marked, as the scenery has a habit of filling holes. (*Marking holes on the underside of the benchwork would have made finding the holes easier*)
- 3) Construction of the layout then continues in the normal fashion.
- 4) Once trains are running, and the majority of scenery is in, relocate your catenary holes, and add the "naked" masts - i.e. after they have been stripped, and before drilling, or adding the NSW modifications.
- 5) Using the height gauge, mark the height for the contact wire on the masts. Remove the masts, relocate them to the workbench, drill holes, and modify them with the modifications as earlier described.

- 6) Reinstall the masts, and then string the catenary wire. I used clothes pegs to weight this wire between each mast section. Careful tensioning caused the pegs to lift off the track, and this simulates the curve of the catenary wire between masts. Kink the catenary wire at each mast, and solder the wire to the mast.



- 7) Once the catenary wire is there, the contact wire should follow.

Make sure this is under tension, as we do not want it to sag. Working your way along, solder the "L" shaped droppers onto the contact wire, and solder these to the catenary wire. Keep checking with the height gauge, and fix any irregularities



as you go. Occasionally, I had to retention the catenary wire by a mm or two, but generally this was not a major issue. (The next picture shows this)

(Note that the L droppers extend above the catenary wires. This is to allow modifications in the contact wire height above the track - either up or down.)



8) Once the section had been wired, and adjustments made, it was time to move onto the next section.

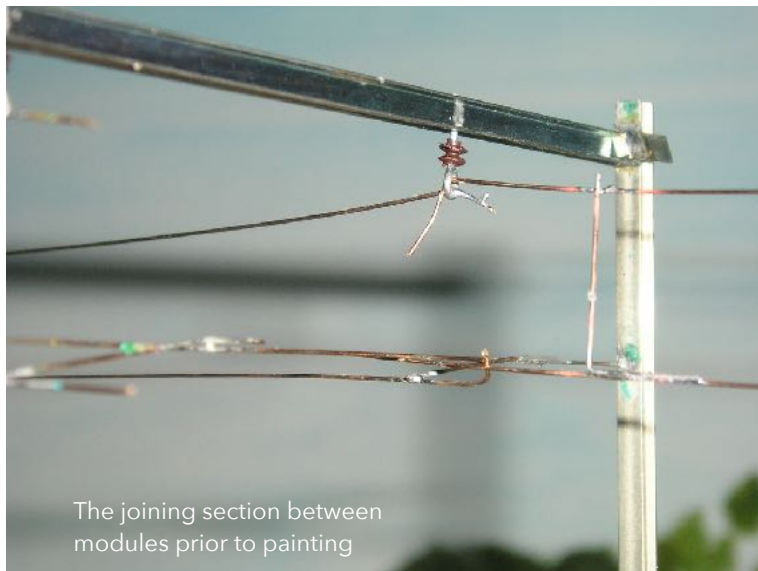
Note. The catenary section between masts acts like a girder - it can be bent side to side, but fairly rigid in the vertical plane. This is a useful trick for the next point

9) One of the extra challenges with an exhibition layout, is that each section, or module of the layout has to separate for transportation, but able to be connected together. My method was to utilise the ability of the phosphor bronze of the catenary to bend easily, but spring back to its original shape. So by making the catenary on one module edge rigid, the other modules catenary could be simply unhooked, and swung back and rested on part of the scenery (I used a lineside pole). This allows the modules to be separated, keeps the loose wire secured, and also prevents losing the connecting wire.

10) Once all the wire had been installed, it was painted black, with a brush. Black helps the wire "disappear" - in reality, Sydney's overhead corrodes to a dark bluish-green colour

Cleaning the track. One objection to stringing catenary is that the masts, and overhead wires will get in the way. My advice, is to run trains frequently, and include a track cleaning pad under a number of wagons. But, yes, sometimes you will need to physically clean, and your hand will impact the overhead. The advantage of metal masts, and soldered phosphor-bronze, is that it takes a fair degree of force to break anything - the phosphor bronze wire by its very nature is springy.

A big end note. The overhead I have constructed for "Yendys" was not designed for continuous contact with pantographs. Not only is it higher than the prototype, the joins between sections could snag the pantograph's pan, causing damage, and derailments. Also the pressure imparted by the pantograph would distort the wire, and over time, many of the solder joints could fail, both adding extra maintenance chores. And I was



The joining section between modules prior to painting

learning as I went. For instance, the first section that I installed was the bridge area, and I forgot the pull-off insulators. I also stuffed up with the occasional "pull-off" direction, in that it was on the inside of the curve, not the outside. Still, after around 130 or so hours of effort, the catenary was up, and certainly looks the part.

"Yendys" exhibition layout by the ACT Model Railway Society (2011 Malkara), with my Hanovale "S" set. Note how the catenary wire tends to disappear into the scene.



**References**

**- Prototype Australian**

- 46 Class Remembered ARHS ARHS NSW
- The End of an Era Glenn Ryan Bow River Publishing
- The Leed Forge Cars C3101-3150 R.Howarth/G.Ryan Bow River Publishing
- Locomotive Profile VR L & E class John Sargent Train Hobby
- Railway Electrification in Aust & NZ Geoffrey Churchman IPL Books
- Sydney Electric Trains J.Beckhaus/S.Halgren ARHS NSW
- Under The Wires - NSW 85 & 86 John Sargent Train Hobby
- Under The Wires - NSW Suburban John Sargent Train Hobby
- Under The Wires - NSW Interurban John Sargent Train Hobby

**- History**

- Electrification of Sydney and Suburban Railways ARHS NSW

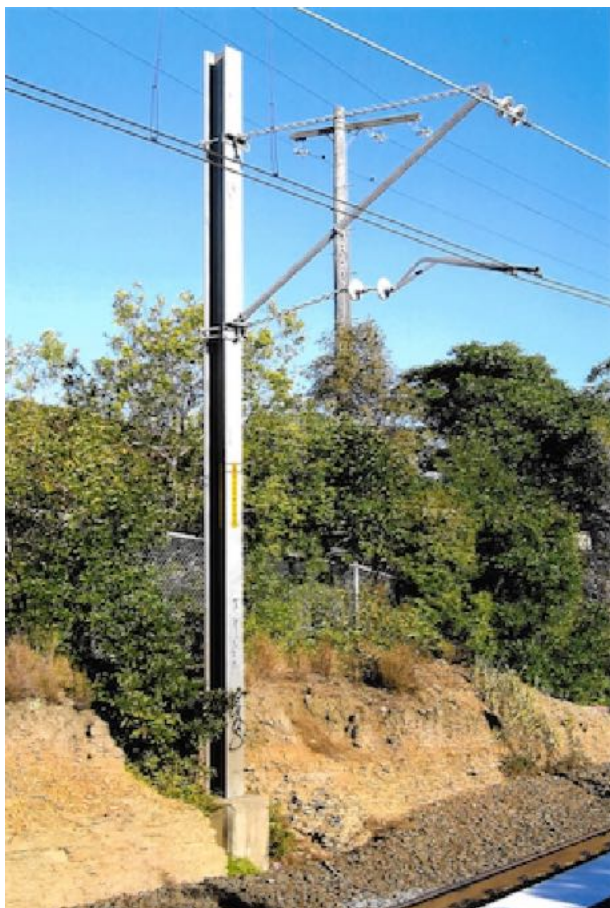
**- Modelling**

- Catenary for Steam Railroad Electrifications Noel Holley NMRA 1994 Portland (*Clinic Notes*)
- Overhead System Manual Sommerfeldt Sommerfeldt
- Traction Handbook for Model Railroads Paul & Steven Mallery 2-10-4 Publications  
*also*
- Occasional modelling articles in magazines

**Modelling material** (Australian suppliers)

- Sommerfeldt available from Orient Express and All-aboard Modellbahn
- Wuiske Models Queensland catenary masts - direct from Wuiske Models
- Southern Rail NSW catenary masts and portals - direct from Southern Rail  
*(note - insulators are incorrect on their masts - they are for 25,000volt, not the 1500Volt Sydney system)*

**Postscript.** Yendys has been exhibited for 10 years, and whilst I haven't been involved for 9 of those years, I am pleased to say that the overhead still performs, and looks OK, despite the rigours of the exhibition scene.



However, advances in the hobby since 2010 been significant. and the latest innovation is to print your own masts. Sometimes the hard design work has been done for you, and you can download the files for 3D printing for a small cost. Whilst this link is for German, and Swedish masts, they point the way to what is coming , .

<https://www.cgtrader.com/3d-models?keywords=catenary>

Very fine catenary wire sections can be purchased from Sommerfeldt, or even Peco, that will save a lot of time, and frustration in trying to make your own - with some compromises in mast positioning, and cost to your pocket..

Conclusion.

Construction of Catenary was part of my long modelling journey, and gave me confidence in pushing my modelling boundaries.....M

# Undertaking the Prototype Modeller AP

By Paul Marrant, Grand MMR®

**T**his is some information on my recent success in gaining the Prototype Modeller A.P.

The scene is of a part of a brick making plant some where in the U.K. The AP regulations call for Loco, Freight cars, Structures, and People Mover and Scenery as



depicted in a photograph (or several photographs). The AP objective is to as faithfully as possible, model the scene (scenes) in the photos, e.g., Structures, Freight cars etc, as close to the photos as possible.

Extra points are awarded for items that are scratch built. In my case I scratch built the two structures with working hinges on the doors, interior lighting, hand laid track and a combo freight/passenger car. The Loco was also extensively re-built, new

cab, hood, bumpers etc, to match the prototype. The donor loco was a Bachman gas mechanical for which I rebuilt the frame, extended the chassis, made a new cab and filled in the side panels where needed to comply with the prototype photo.

All track on the scene was hand laid. All lumber used for structures, frame, doors, loco cab work etc was dimensioned and cut on my mini table saw.

To model the very pale (almost white) roadbed and surrounding ground I made up a mix of very fine sand and tile grout. Scenery as such was made with different grades and colours of ground foam.



The buildings were constructed with a timber frame covered with plywood and clad with brick paper and lightly weathered. Timber doors with working scratch built hinges were installed. LED strip lighting was placed inside the structures and under the adjoining roof between the two buildings.

Side tip ore wagons six (6 of) were purchased commercially and painted, weathered and filled with material. No prototype photo was found for the people mover, so I constructed a combo freight/passenger car and super detailed it.

I used the following commercial items:-



- Loco wheels/basic chassis.
- Side tip Wagons (6 off).
- Rail.
- Freight/Passenger Car and
- Detail parts e.g. drums wire coils tool box etc

I scratch built the following items:

- Loco new cab, extended frame and fill in side panels where necessary
- Freight/ Passenger Car seating and awning over for people section.

I found this AP a very challenging effort which made me push myself a little more than usual, photographing the finished scene was a new experience for me but when all said and done, I feel I am a little more experienced after meeting this challenge.

I was fortunate to gain a very satisfactory mark for my efforts. I thank all concerned for their technical advise and moral support



Note! With hindsight I would choose a prototype photo with clearer details (mine was a little hazy in parts) also a major mistake was noticed at the last days prior to the scene being judged was the People Mover, I had spent a lot of time building a caboose ,not thinking that it would not be right for a

Colorado & Southern Caboose on a English Brick Quarry scene ,talk about the obvious escaping us! After the panic subsided, a quick scratch build of a Combo Freight/People Mover (about 3 days) was constructed, but as they say "all's well that ends well".....

# Trackside With The SM

## What is That?

By Arthur Hayes, MMR®

Watching trains running pass on the network is something I enjoy. Have you stood on a platform or by the side of the track and watched a train run pass you? From time to time a load catches your eye and you don't have a clue what it is, you may say to yourself or your mates there with you "What is That"?



85 ton Gladstone Power House boiler. Photo by Peter Kennedy

By asking questions you may find out what it is, on the other hand, you may never find the answer. Having a similar load on one of your wagons on your layout will sure create a question or two and create a bit of discussion.

At a recent local gathering a mate pulled out of this pocket this item and indicated it would make a good load. The first question from some of the guys was "What is That?". Some know that it was a blow tube used on a breathalyser

unit used at RBT's. Due to covid, the testing officer returned the tube to the driver to



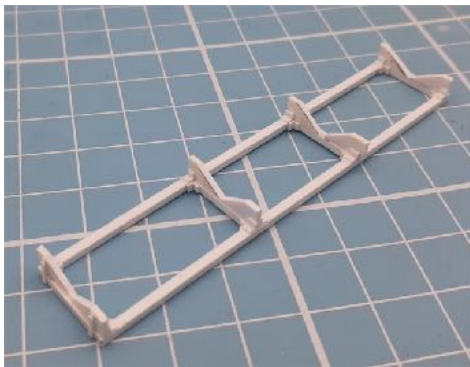
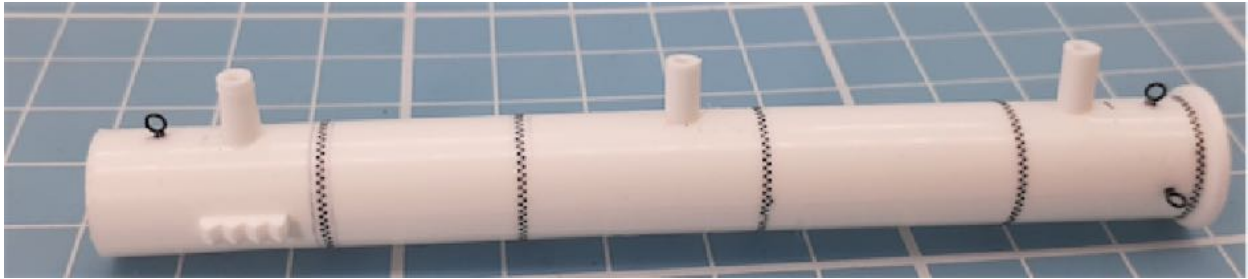
dispose of. A few weeks later I visited a layout and there was train with three flat cars carrying these tubes as a load.

The tube had been painted and secured to the wagon with blu-tack.



Modellers are good at turning trash into gold and saving a few dollars to boot. I had a few of these devises left over from a project at work thinking one day they could be used on the layout.

With the following load the whole tube was used, rivets decals were added along with additional pipe fittings and a few lifting ring fittings.



A cradle was made using styrene to make transportation a little easier between modes of transport from the manufactures to the job site.

A suitable wagon was required, so one was built from styrene.



Everything was painted and a new load was added to the layout.

The web straps to secure the load to the cradle were made by cutting thin strips from a plastic shopping bag. The prototype wagon is fitted with chain and was used to secure the load and cradle. The chain used is 12" - 40 Links per inch, a couple of suppliers manufactures the product, I used A-Line # 29219.

A similar item of machinery could be manufactured from styrene tube to suit any scale. A few Evergreen styrene tubes sizes can fit inside of each other to form a flange on the end.

If you have a number of these tubes other load types can be made. One end of the tube has a flange like a concrete culvert pipe. A number were cut up to fit length ways down the wagon and painted a concrete colour.



A section of the other end of the tube was cut so the pipes would fit across the wagon floor, again they were painted in a concrete colour.



This load was made using Evergreen styrene tube cut to length and painted. If there is a gap between the end of the wagon and the load it must be filled. Movement in the load up and down the wagon floor will damage the load and could make the wagon unstable on the tracks causing a derailment. Pallets or old car/truck tyres used to stop this movement. I often use wheels off my old matchbox toys that have seen better days. Loads within the doors on an open wagon do not require securing.

Trust it give you some inspiration for your railway/railroad.....



# The Fiddle Yard

## {Also Known as the Staging Yard}

By Gerry Hopkins, MMR®

Nothing to do with the Emperor Nero - but out of sight storage yards. Quite often there is not enough staging area on any layout. Many people will ask what is a staging yard, why would you want one? Put simply NO layout is big enough to model a complete railroad.

You might get away with a short narrow-gauge railway. The trains travel through the layout from one side to the other - where is the other?

The photo below shows the staging yard under *Great Falls* on my layout.


There are three long tracks representing St Paul in the east, and three more for representing Seattle in the west.

Trains travel from east to west OR west to east over the layout dropping off cars at the yard at Shelby.

The cars at Shelby are then classified and sent to the towns on the layout.

There is a "formula" for the number of tracks you would need. Calculate the biggest number of trains you would need to store then add an extra track.

Like all formulas, this has been proven to be wrong - when you have the "most trains" calculated - DOUBLE IT - and you may have enough tracks.

There are four such staging yards on my layout.....



# 100% NMRA Inc.-AR Club News

## Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - Running Night **July** 2022

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

**T**hanks to Paul Atkins, John Gayler and Peter Kirkland for helping to re-stage and prepare the layout for the SCRR July Operating Session.

The train switch lists were put back in order. We turned trains in the dead end staging tracks ready to go out again. Three trains were taken completely off the layout to allow for casual running between the sessions. These were put back the Wednesday before this session. All locos were run on the Wednesday before and wheels cleaned on ones running erratically (only four) using methylated spirits on paper towel. The track was cleaned using a cork block sprayed with printed circuit board cleaner. After which I dabbed two fingers worth of Whal hair clipper oil on various spots around the layout before Paul ran a train over the layout end to end both ways. All of the above took us less than three hours over three Wednesday nights.

Eight members turned up for the July 13 session. Tony and Christiaan took the position of Houseman Yard Master with the understanding that Christiaan would do an "in depth" video of the occasion. Single man road crews were John Gayler, Warwick Graham and Paul Atkins and Matt Redden and Peter Kirkland made up a two man crew. Ken House was Train Master / dispatcher.

When we began, Houseman yard was somewhat behind so the Yard Master there began 20 minutes before the road crews began. Six trains were run this session. The two through trains run were the Reefer express running east Barclay to Redman and passenger West Wind running west Redman to Barclay. Two way freights were run the Houseman turn by Paul Atkins and the Kingston turn by Peter Kirkland and Matt Redden. Warwick Graham ran the coal drag from Redman mine at Dent to Northern Power at Haynes. Also the grain train started its run from Houseman to Kingston behind Ippinitchie Creek consolidation number 28.

Taking into account that most AMR members have only had limited experience in operations, as train master, I walked around trying to help operators. Sometimes that worked well but on the occasion of Warwick making up the coal drag at Dent I think I only confused Warwick even more than he was originally. However we did discover that the front track in the loop at Dent will not hold 12 three bay hoppers. So the word is, when making up the coal drag, use the rear track. Also when switching at either Zieglersdorf or Wekendam it is simpler to keep to the mainline. If another train wishes to pass by they can be sent through on the passing siding. Please remember to warn crews switching in advance when you wish to pass by. Switching trains must allow through trains to pass by.



Left: The Houseman Yard Master began twenty minutes before the other crews began operating. The switcher used at Houseman was Southern Central RR Baldwin 1200 number 120 seen above shoving cars into the long switching lead at the western end of Houseman Yard.

Christiaan Werk's You-tube of the session: 45 minutes <https://www.youtube.com/watch?v=ekuXSRPW1yE>

Ken House's You-tube of the session: 19 minutes <https://www.youtube.com/watch?v=TAC1JPXqK3Y>



Left: Passenger train West Wind head by Ippinitchie Creek RR Alco PA number 514 passing through Kingston. John Gayler was the driver of this west bound through train.

Right: The other through train was the Reefer express east. Here crewed by Warwick Graham, phone with engine driver app and switch list in hand, has it crossing over Jolliffe's Jump.

Photo: C Werk





Left: The Reefer express at Lower Kerry headed by an Ippinitchie Creek RR Alco FA.

Photo C Werk

Right: While Warwick has the Reefer express passing through on the main Houseman Yard Master Tony Mikolaj switches the yard.

Photo: C Werk



Left: GP7 923 brings the Houseman turn west, one of the two way freights run, into Zieglersdorf.

Right: Paul Atkins uncouples the geep while switching at Zieglersdorf.



Right: Unicorn timber and mining co Alco RS1 number 1000 is on the point of the Kingston turn west as it heads toward Zieglersdorf where it has work to do.

Photo C Werk



Left: Ippinitchie creek RR EMD F7 number 711 arriving at Houseman with the trailer on flat car train east. The TOFC flats will be dropped off at Houseman where the switcher will push them up to a ramp (At the end of the far left track in this photo.) This train will soon return as a west bound and the Houseman

switcher will place the TOFC cars that are currently at a TOFC ramp on the rear of the west bound TOFC train.

Right: At Dent Ken House "assists" Warwick Graham to switch the 12 three bay hoppers of the coal drag. The hoppers have been picked up from Redman mining co and will be taken to Northern power at Haynes. The trains on the lower level are in Redman, the east end staging yard. Photo C Werk



Left: Last train of the session: Ippinitchie Creek consolidation number 28 is departing Houseman with the grain train. This train originates in Houseman where it picks up five box cars of bulk grain. Bulk grain was still carried in box cars during the transition era. The grain train picks up more box cars at Zieglersdorf and Werkendam on it's way to Murray Milling feed mill

at Kingston. The grain train did not finish it's run so will begin mid run next session.

## WORKING ON THE SCRR



Above: Christiaan Werk has been continuing the scenery between Yorsen mine and Haynes as seen above. He has added a fence around Kirkland Coal.

At our June meeting Wallage Wells was discussed and it was decided that the spur to the oil loading tank should be longer. Tony Mikolaj is working on lengthening the spur by moving the turnout further back allowing for a longer spur track. The following description and photos are by Tony.



[1] Heeding Ken's comment re the delicacy of code 83 track I decided to not lift the point but instead lifted the roadbed with the point attached. This also saved removing any wires or the point motor. Also added a support, behind the wires.



[2] I reused the original landscape board, with some modification, to fill the gap and provide the start of the siding roadbed. The siding section is dead flat but still needs an extension.

[3] A small bend in the track to keep the curve smooth.



[4] Still need to do the final rail cut and then add joiners.

[5] Christiaan will be happy, the point still has most of its ballast.



For Tony's video of a test run through the re-laid turn out. <https://www.adelaidemodelrailroaders.com/AMRgal/index.php/Tony/Construction-and-modifications/Wallage-Wells/Up-and-down-with-loco-test>

The AMR is using both Shinohara and Walthers code 83 track (editor)



Above: Tony has also adjusted the scenery base adjacent to Wallage Wells in line with the meeting's wishes. At the end of this peninsula is the level crossing sensor that Tony has installed. *Photo: T Mikolaj*

## LEVEL CROSSING

by Tony Mikolaj

We now have a proper working level crossing (without the wigwag yet) this detects the train from either direction and sets the sound working, then prototypically stops just after the last wagon no matter how long or short and at any speed.

Tony's video of the crossing from the club website.

<https://www.adelaidemodelrailroaders.com/AMRgal/index.php/Tony/Signals-Sounds-and-Wiring/Level-crossing-detection/Inspection-car-test-of-crossing-from-Prattis>

## K&EFR OPS

Ken House had on operating session on his 1980s South Australian prototype home layout on the twelfth. See 14 min You-tube.

<https://www.youtube.com/watch?v=vuNgdGxMoks> .....

# 100% NMRA Inc.-AR Club News Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6  
Club News - Running Night **August** 2022  
By Ken House (AMR Newsletter Editor)  
<https://adelaidemodelrailroaders.com>

## AUGUST SOUTHERN CENTRAL RR OPERATING SESSION

**W**e had seven operators. Jeff Barclay, Peter Kirkland, Paul Atkins, Warwick Graham, and visitor Mark were the road crews. Tony Mikolaj was the yard master at Houseman and Ken House took on the yard master job at Kingston.

This session we completed the sequence of trains. Two trains had not completed their runs last session. The grain train was still heading eastward picking up loaded box cars and was at Zieglersdorf. The grain extra ran to Kingston picking up another three loads at Werkendam before arriving at Kingston where the YM had eleven empty box cars waiting for the grain train to take back westward to set out at Wekendam, Zieglersdorf and Houseman. The other train still out was the Kingston turn a way freight which had made its way as far as Kingston. The Kingston YM from the previous session had the Kingston turn west's train made up ready for the turn's loco and caboose. The Kingston turn west had work at Prattis, Werkendam and Zieglersdorf, before reaching its destination at Houseman.

There was six trains left to run in the sequence. The rail car, Houseman to Kingston, the Southern Belle, a passenger express running Barclay around the return loop and back to



Barclay, the Afternoon Sweeper which takes cars from Houseman back to the west end staging, the Ippinitchie creek turn west and two through freights one east and one west. To fill time in the TOFC train was given a run again.

The session finished at about 9pm allowing time for those present to set up the meeting room for the NMRA meeting to be held the following Saturday.

At the end of the evening those present enjoyed supper and a debrief.



*Left: Consolidation number 27 began the session at Zieglersdorf where, last session, it had picked up three box cars loaded with grain, which are to be delivered to Murray Mills at Kingston.*

*Right: The doodle bug being turned at Kingston after running up from Houseman. Unfortunately it failed during the return trip with a broken gear. Passengers completing the journey in replacement busses.*



*Left: The two through freights met at Letheby.*



Left: Through freight east, a manifest freight headed by an Ippinitchie creek F7 passing by the plant at Yorsen mine iron ore mine.

Right: A TOFC train was run to make the session just a bit longer. Here the switch loco at Houseman has picked up a cut of TOFC to be placed on the rear of the train in this photo when it returns as a westbound.



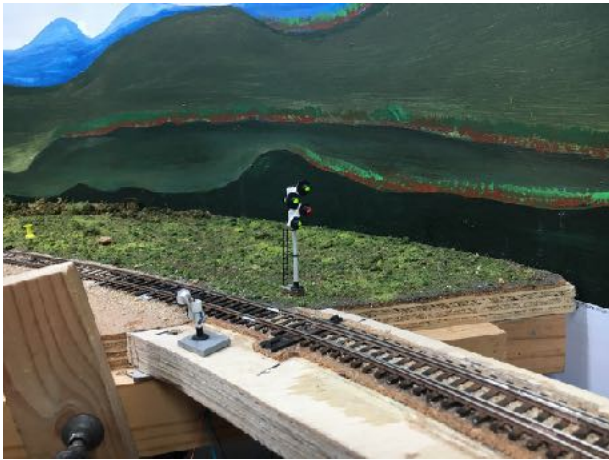
Above left: left to right: Paul Atkins, Peter Kirkland and Tony Mikolaj at Houseman. Tony was the Houseman yard master while Paul and Peter were operating through trains.

Right: Left visitor Mark and right Warwick Graham were the only two man crew. Their train can just be seen on the main line as it goes behind the rolling mill.



## WORKING ON THE SCRR

There being several of us away on holidays this month the only one doing much work on the SCRR this month was Tony Mikolaj.



*Above: Tony has advanced the signals as far as the eastern end of Prattis yard.*



*Right: Tony is also realigning the lower track below Wallage Wells. This track is actually in between Atkins and Zieglersdorf. The realignment will allow for more scenery in front of the slag dump, cut out a reverse curve and allow better approaches to the bridge which will be inserted in this section of track.*

*Photo: T Mikolaj*


*Right: The realigned track. More space between the slag dump (shelf in the distance) and the lower track*



*and a smoother curve. Photo: T Mikolaj*

Tony also videoed a test run through the realigned track: see below.

<https://www.adelaidemodelrailroaders.com/AMRgal/index.php/Tony/Construction-and-modifications/Atkins-Loop/Test-run-01>

AMR OPERATING SESSION VIDEO AUG 2022 (Click to watch).....



# 100% NMRA Inc.-AR Club News

## Wide Bay Burnett Model Railway Club Inc.

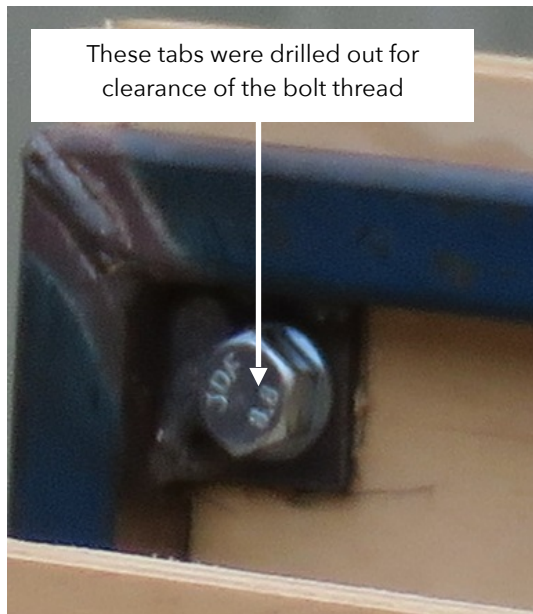
A 100% NMRA Club in Division 1

By Stephen Reeves - Club President

Club and Layout Construction Update **August 2022**

**W**e're continuing progress on our layout, one small step at a time. On Saturday 13<sup>th</sup> August we held the latest working bee to further progress our HO scale layout. Kerry and Wendy Bucholz attended the working bee with myself and I was pleased with what we accomplished and very thankful for Kerry's assistance.

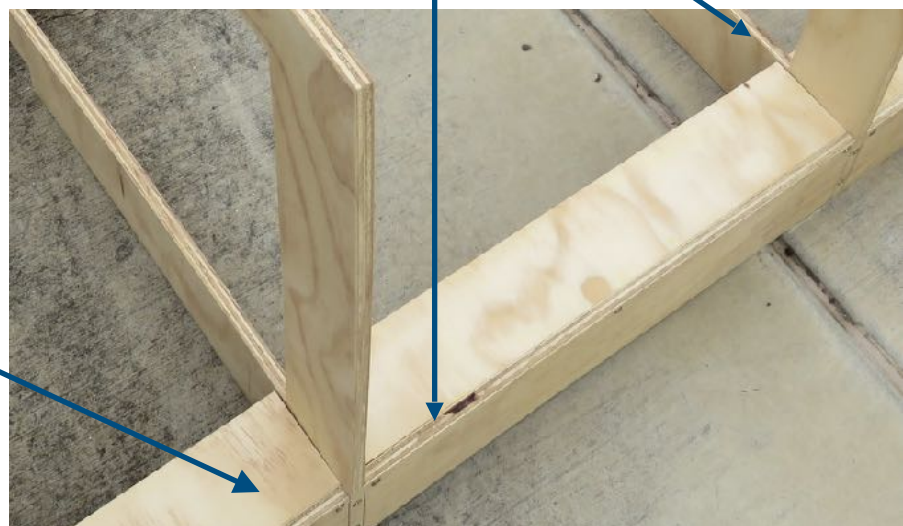
We began by installing the last steel frame end support as we ran out time to complete this task at the previous working bee. Once we installed the end support in the module we confirmed the modules align correctly when bolted or fastened together. To make it easier to assemble the modules from this point on I drilled out the tabs in the end modules so the bolts screw into the middle module end frames from both sides.



Next we installed lengths of plywood between each module "C-section" or ribs, to achieve two purposes. Firstly, to further stiffen the modules and, secondly, to provide support for the backdrop, when it is installed, across the full length of each module.

Fitted to be flush with top edge of lateral support and "C-sections".

Background support sections



We predrilled and then screwed the support sections to the rear lateral module support members on each module.



Screws to fasten background support sections

To reinforce each panel we then installed support blocks at each end screwed into each "C section".




Support blocks screwed into "C section"

To tailor fix the supports at the ends of the modules we notched the support to allow them to fit around the steel frame end support.



Notch in support section to fit around end support.

As detailed previously we still need to possibly consider installing plywood bracing to minimise the distortion of the modules. The supporting framework to attach the legs to the modules will need to be mounted prior to constructing the legs. This framework will deliver more strengthening to the end of each module.....

# NMRA Inc.-AR

## Achievement Program Report

For September / October 2022 Edition

by David O'Hearn, MMR<sup>®</sup>, AP Manager

**W**eb Site Changes — As you are aware, the Australasian Region has changed their web site which makes it much more difficult to find all the Achievement Program information. To find the AP information, on the home page select the "Members Only" pull down menu. Then select "Education". Then select "Achievement Program (AP)". This opens the AP top level page. Then click on the words "AP Requirements" highlighted in bold red type. This then sends you to the US web site AP Requirements Section. You then move up one row in the right hand titles box and select "Categories" to find the requirements and documentation for each AP category.

I have made comments to the AR President and others to at least get a link to the Achievement Program on the AR web site Home Page so you can quickly locate AP information.

### Model Railroad Engineer-Civil

In this article I will cover the requirements for the Civil AP. The AP has three requirements sections that I will address in turn.

#### Part 1 - Scale Track Plan

This requirement is to draw a track plan of your layout showing the various features stipulated in the AP Requirement (items A to D). Note that the scale of the plan is not stipulated so the plan can be drawn to fit an A4 sheet of paper. I suggest drawing the track plan, then making copies before labelling the track features. That way, the same track plan can be used for your Electrical AP.

#### Part 2- Construct Trackwork

This section requires you to build a minimum amount of trackage (depending on the gauge you are modelling) and to include six of the listed features in the SOQ. The track should also be "detailed" with ballast, drainage (where applicable) and I would suggest painting of the rail and sleepers. All of the items and trackage in this section can be commercially purchased items. If you are building a home layout or an exhibition layout, you will probably be doing all this activity anyway.

#### Part 3-Scratchbuilt Trackwork

This section requires you to scratchbuild three track items from the list in the SOQ and for the items to achieve a Merit Evaluation. If you look at the Evaluation form, the trackwork must meet a "go/no go or pass/fail" for each of the following requirements:

- Workmanship: A self-powered locomotive successfully traverses all routes.

- Prototype Practice. All applicable NMRA Track standards (S-3) are met using an appropriate track gauge.
- Scratch built frog and points. Commercial frogs not allowed but commercial individual rail (not Flex-track), ties and spikes are allowed.

You do not have to achieve a set score for each of these requirements. Tools such as a Fasttracks jig can be used to make the track and to manufacture point frogs, etc. You do have to wire the trackwork to allow the self-propelled locomotive to traverse the routes.

The scratchbuilt trackwork does not have to be on your layout. It could be constructed on a sheet of scrap plywood. For my AP, I made a turnout, a crossover (which is really two turnouts) and a 90-degree crossing. As I model NSW railways, they did not use 90-degree crossings so I built this crossing on plywood and consigned it to a dumpster after I was awarded the AP.

Conclusion

Although an initial reading of the Civil AP Requirements may seem daunting, if you are building a home or exhibition layout, you will be doing Parts 1 and 2 of the SOQ anyway. Part 3 stretches you to build some trackwork but once you have mastered this skill, you will find your turnouts will work better than the commercially purchased ones and you will have more reliable running of your trains.

Recent Awards

I would like to congratulate the following members who have attained awards in the Achievement Program since the last issue of MainLine:

Golden Spike -	Nil this period	
<b>Association - Official -</b>	<u>Division 6:</u>	Jane Robinson, Flagstaff Hill, SA Ron Solly, Evanston Gardens, SA
<b>Association - Volunteer -</b>	<u>Division 7:</u>	Les Fowler, Seven Hills, NSW
Model Railroad Author -	Nil this period	
Chief Dispatcher -	Nil this period	
Master Builder - Cars -	Nil this period	
Master Builder - Motive Power -	Nil this period	
Master Builder - Prototype -	Nil this period	
<b>Master Builder - Scenery -</b>	<u>Division 6:</u>	Graham Cocks, Hallett Cove, SA Christiaan Werk, Osborne, SA
Master Builder - Structures -	Nil this period	
Model Railroad Engineer - Civil -	Nil this period	
Master Model Railroader -	Nil this period.....	

# Divisional Reports

## **Division 1**

*From Paul Rollason (NMRA Inc.-AR Division1 Superintendent)*

July 23rd meeting:-

### **Meeting Attendance and Apologies:**

35 members

3 Virtual (Zoom)

0 visitors

17 apologies

### **ARC Report:**

Paul Rollason outlined the following:

- Overnight Excursion trip to Warwick in November to visit the Warwick Model Railway club, Southern Downs steam Railway (SDSR) Dinner train trip, SDSR Precinct and possibly the Watco train Depot.
- The New England Model Railway Convention being held in Oct
- Division 1 Midyear lunch at Kedron RSL on Sat 18<sup>th</sup> June
- End of Year Xmas function to be held at The Monier Hotel, Darra, Dec 10<sup>th</sup>
- Taking a gathering to Hervey Bay in Oct 2023

### **AP Awards:**

Nil

### **Special Mentions:**

- Paul informed the Gathering of the recent passing of long time modeller Mr. Keith Auld. Thoughts and prayers to family and friends.
- Paul passed on special congratulations to Mark Bailey for his inspiring interaction with parents and children at the recent RMCQ Model and Toy Expo held at Brendale.

### **Next Meeting:**

20th August - Craig Mackie's home

### **Report:**

The monthly gathering was hosted by Darren and Kath Lee's residence at Cedar Vale, Queensland.

There were 35 members in attendance and the gathering commenced at 10.35am. As has been the standard over the past 4 gatherings, the gathering was broadcast live by our





virtual links via Zoom (3 in total) and the meeting recorded. The link to the recording was sent to all members the following day.

### Presentations & Clinics

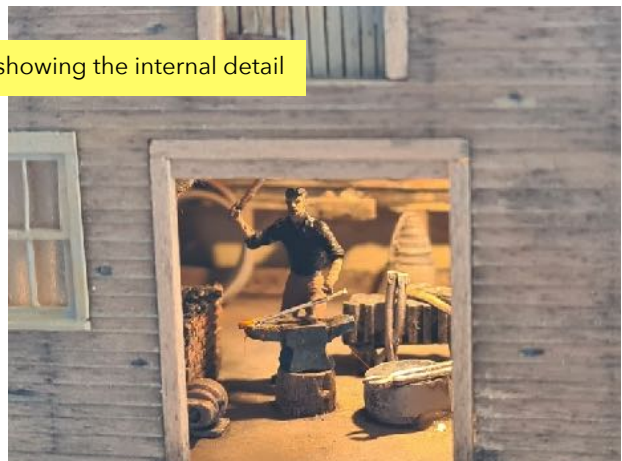
#### Presentation #1 - Al Wright

Presentation was a continuation from previous gatherings (Part 3) where Al Wright showed the progress of his 009 Fine Scale Miniature Kit (FSM). The model is of what was a distillery but later became a barrel house. Al discussed his thought processes of how he would use the building and modify it to suit what would actually be going on in real life. Al then ran us through some of the actual construction to date.

Al demonstrated how he modified the kit and added character to the kit with his super fine detailing.



Al's attention to fine details is second to none.



## Presentation #2 - Darren Lee

Presentation was a demonstration of a number of non-electrical methods of operating Turnouts. Darren emphasised that you don't need to spend a lot of money to operate a Model Railway.

All methods Darren demonstrated only required either a timber dowel and/or piano wire. If you required switching for frog's or signalling you could add an inexpensive switch.

*Right: Darren showing 1 of his inexpensive methods of Turnout Operation*

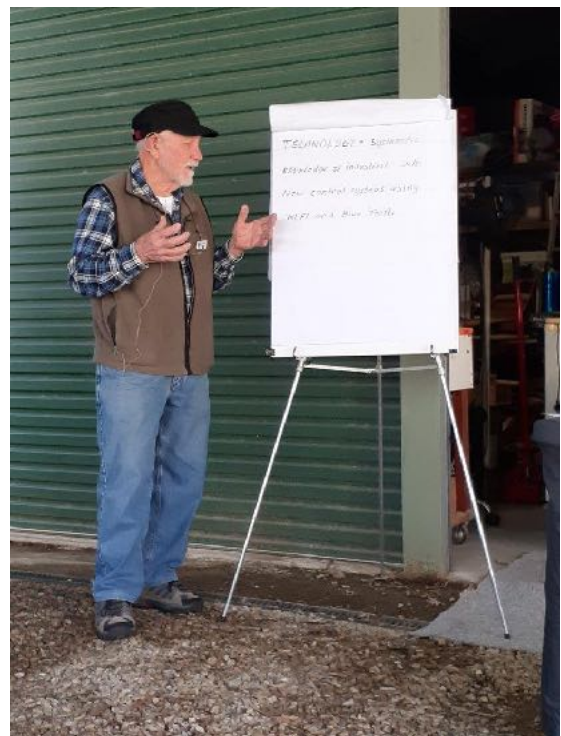


## Presentation #3 - Bob Perren

Presentation was a discussion on how to increase the membership of the NMRA. The presentation used the acronym "STREAM" (Science, Technology, Research, Engineering, Art & Action, Maths).

A robust discussion occurred among the members regarding way to increase membership including talking to Schools, School Aftercare and Youth Groups to name a few with the view of increasing membership from all areas of the community including both male and female and youth as well as adults.

*Right: Bob Perren talking about the Technology component of "STREAM"*



## Presentation #4 - Arthur Hayes

Arthur outlined the Achievement Program (AP) and talked about the "Journey to MMR", what is required to achieve MMR. Arthur emphasised that it is achievable for most people and the important tip was to document everything you do. Arthur emphasised in this presentation the simple way in obtaining the "Golden Spike" award even in the absence of having a layout.

## DIVISION 1 News

- Div 1 had successful promotions stand at the RMCQ Model Railway Show at Brendale on 9-10 July
- Still trying to plan a visit to the Gladstone Model Railway Club this year
- Request for volunteers, ambassadors and clinicians for the Redland's Model Railway show on 27-28<sup>th</sup> Aug
- Reminder for the New England Model Railway Convention I Armidale on 22-23<sup>rd</sup> October
- Deadline for the Warwick Bus trip is now 31<sup>st</sup> July. Need 35 people to make it viable and only 30 people to date
- Div 1 Christmas Function now 26<sup>th</sup> November at the Monier Hotel, Darra
- Buy and Sell Day being planned for Feb/March 2023
- Still require hosts for 2023 program - please contact Glen McCarley
- Paul showed the new NMRA Div 1 jackets that are available to order at a cost of \$80 each. Shirts also available for \$35. Next cut off for orders is 30<sup>th</sup> July

### Show and tell:

Bob Harding - methods of using different inexpensive items for uncoupling wagons and the availability of a small LED Flashlight to assist in uncoupling. Bob indicated that this Flashlight is available on eBay by searching for "mini light" and looking for "Tactical Flashlight Small LED" - on this sight these lights are \$6.95ea. - if you buy 2 you get 1 free and they come with free shipping.



*Right: Bob Harding demonstrating his method of uncoupling wagons*



Richard Kontos - more in his ever growing range of timber products

*Left: Richard Kontos showing latest timber products*

## Fellowship

Members socialised throughout the afternoon with much camaraderie shared.

Members also spend time looking at Darren Lee's (host) extensive NSW HO layout.....



## **Division 2**

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

August 13th meeting:-

### **Meeting Attendance and Apologies:**

16 members

1 visitors

11 apologies

### **AP Awards:**

MMR #712 Plaque to Ross Balderson

4 A.P. Categories to Ian Barnes

The August meeting was hosted by Stephe and Karina Jitts at their new home in Murrumbateman, NSW. This was an opportunity for members to see the new home and the shed which will house the Kangaroo Valley Historic Railway that was dismantled and transported from it's previous home at "Old Linton" in Yass.

Sixteen members, an a visitor Graham Wilson attended the meeting.

Ross Balderson was presented with his MMR #712 Plaque by Stephe Jitts MMR.

Ross is Division 2's second member to receive MMR status and this is well deserved because of his high level of modelling and historical



Stephe Jitts MMR presents Ross Balderson with his MMR #712 award. From one MMR to another MMR. Ross (at right) is Division 2 second MMR.



Ian Barnes (at right) with his four Achievement Program awards ably assisted by Ross Balderson MMR

research as seen with Newcastle 1899.

Ian Barnes is working his way through the Achievement Program categories and received four awards presented by Ross Balderson A.P. Asst. Mgr ACT.

Master Builder Scenery, Master Builder Structures, Model Railroad Engineer Civil and Model Railroad Engineer Electrical. Ian may well be Division 2 next MMR.

## Show and tell:

A number of members had items for Show n Tell.



Ian Barnes trees, showing a stock standard Heki tree and how various scenery material can enhance the four trees shown to the next level.



Jack Child's DC/DCC Throttle which can be plugged into NCE DCC panels



Rob Nesbitt's narrow gauge passenger cars assembled from Outback Models

Stephe Jitts' "Keeping the Goods Rolling on the KVHR" was a power point presentation detailing 1955 operations after the Illawarra Line had been extended to become the Great Coastal line to Melbourne. Printed copies of the presentation were made available to members.

Stephe will be presenting this at the New England Convention in Armidale NSW, October 2022.

Meeting closed with afternoon tea and members inspecting the shed for the KVHR. Karina's Scone recipe would be of interest as you can never beat a good Scone !

Thank you to Stephe and Karina for hosting the August meeting.....



## **Division 3**

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

Report Provided by Rod Hutchinson

June Meeting:-

### **Meeting Attendance and Apologies:**

A small group of modellers headed over to the western side of Melbourne for the June meeting at the home of Peter and Michelle MacDonald located in Bacchus Marsh. A fairly brisk sunny day combined with cool air lead to indoors meeting for much of the day.

Peter MacDonald originally modelled VR mainline in HO, however he has now moved to VR NG in On30. Peter took over the Jackson's Creek layout built by Laurie Green. Jackson's Creek was built to showcase Outback Model Company's O scale products. Peter has doubled the size of the layout by developing a continuous oval with a scenery divide separating the two sides. Whilst principally a VR NG scene there are many non VR scratch built and kit bashed locomotive and rolling stock to view.

In a most unusual meeting there were no models on display so most attention was given to the Jackson's Creek layout and Peter's two modelling areas.

As always the host & hostess were presented with an NMRA thank you plaque and we all head to our homes.

The following is a selection of photos taken of Peter's "Jackson Creek" layout by Rod Hutchinson .....



Rod Hutchinson Photo ©2022



Rod Hutchinson Photo ©2022



Rod Hutchinson Photo ©2022



Rod Hutchinson Photo ©2022







## Division 3

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

Report Provided by Rod Hutchinson

July 17th Meeting:-

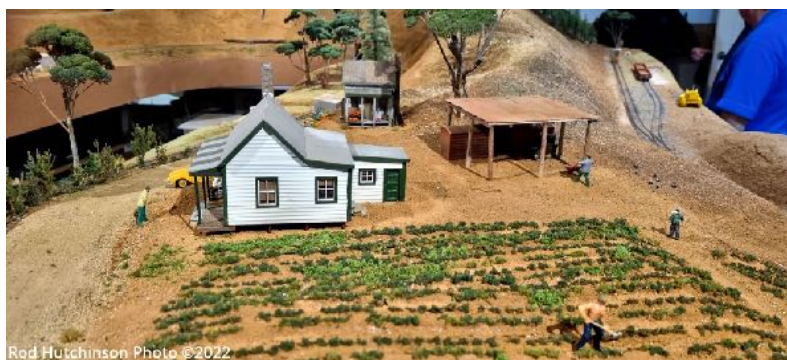
Thirteen Modellers and partners ventured out to Wallan, located to the north of Melbourne, for the July meeting at the home of Mick and Gaby Bennie. A fairly brisk day with many showers in the area made for an indoors meeting for all of the day. Mick has a purpose built room to house the large layout which is accessible from inside house and the garage. On such a wet day all activities were inside and most comfortable.


Mick Bennie has been interested in Narrow Gauge Railways for many years and researched the Colac to Crowes Victorian Narrow Gauge Line. He has recently joined the NMRA and is in the process of modelling Victorian Narrow Gauge Line from Colac to Weerapoinah in On30. Mick's primary motive power is a 3D laser printed model of the Garratt G41 in O-16.5 powered by two Roco F class diesel mechanisms. The steam chests and motion gear are from two Tyco 0-8-0 locos and it is fitted with an ESU DCC Chip with sound files from an English Garratt. A couple of Haskell Baldwin 'Puffing



Billy'14nA in On30 make the remaining fleet. Most of the buildings are Outback Model Company kits however the most valuable model is a structure of his great grandfather's store (*O'Keefe and Careys Store, Woods Point, VIC.*) built by his late father, Kevin. The layout known as "The Beechie" is modelled around the early 1960s at the end of the line's working life.

The hostess, Gaby Bennie fed us with home made pasties. They were extremely delicious with many members enjoying up to three. Cakes were sufficient to destroy the most strictest health regime.



As always the host & hostess were presented with an NMRA thank you plaque after which we all headed home on a cold and wet Sunday.....

Models on display



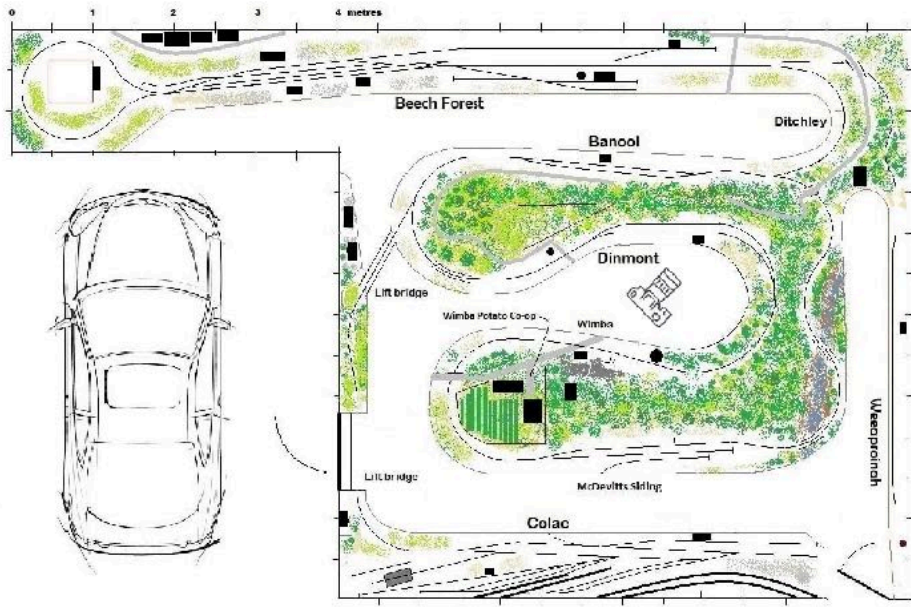
Rod Hutchinson - O-16.5 Scratch built Rail Tractors



Peter Kendall - On30 kit bash General Store and Photo Studio



Peter MacDonald - On30 Outback Models NB and Paul's 3D prints NAB  
[https://www.facebook.com/Pauls-3d-prints-109628933802422/?ref=page\\_internal](https://www.facebook.com/Pauls-3d-prints-109628933802422/?ref=page_internal)  
Peter MacDonald - 1:48 animals and a bike by MRT Scale Prints <https://www.mrtscaleprints.com.au/>



Rod Hutchinson Photo ©2022



Rod Hutchinson Photo ©2022



Rod Hutchinson Photo ©2022



Rod Hutchinson Photo ©2022



Rod Hutchinson Photo ©2022



Rod Hutchinson Photo ©2022



Rod Hutchinson Photo ©2022



Rod Hutchinson Photo ©2022



Julie Hutchinson Photo ©2022



Julie Hutchinson Photo ©2022



Rod Hutchinson Photo ©2022



Rod Hutchinson Photo ©2022

Above are photos of Mick Bennie's Layout 'The Beechie', the hostess Gaby Bennie and the members attending the meeting.

## Division 3

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

Report Provided by Rod Hutchinson

August 14th Meeting:-

Seventeen modellers and partners journeyed to Frankston on the 14<sup>th</sup> August for Ron & Eva Bennell's inaugural NMRA meeting. A lousy weather day with many showers in the area made for an indoors meeting for all of the day. Ron is undertaking a layout using Fremo standards which has taken over half of his garage. On such a wet day all activities were inside and most comfortable. Eva Bennell fed us all with a rich Tomato Soup and a delicious Chilli Con-Carney dish. Guest brought savouries or sweets.

Ron is new to NMRA but boasts a collection of European and North American motive power in HO. A look at his cabinet allows the viewer to travel the world's diesel hauled fleet, with the odd steamer for good measure.

His home layout is generally built to the US Free-mo interface standards, What is Free-mo? - Free-mo. There is a built-in set of train storage loops that occupy a small store room at the back of the garage. This connects to several relocatable Fremo track modules currently occupying one garage space.

The scenery is intended to be arid country similar to New Mexico or western NSW. The original three modules were built between ten and fifteen years when living in Denver Colorado. These have been shown in large layouts assembled for the Great Western Train Show in Denver, and a 76 module layout in an Oklahoma City Free-mo gathering.

The track standard is Code 83, with Peco Code 100 on hidden portions. Original track is Model Engineering Code 83, but modules built in Australia have Tillig track. Land forms are from insulation foam with Hydrocal and other plaster surface coatings. Being modules that travel they sometimes get chipped. To make this less obvious, surface plaster has building ochre added to the mix to make chips and divots less obvious.

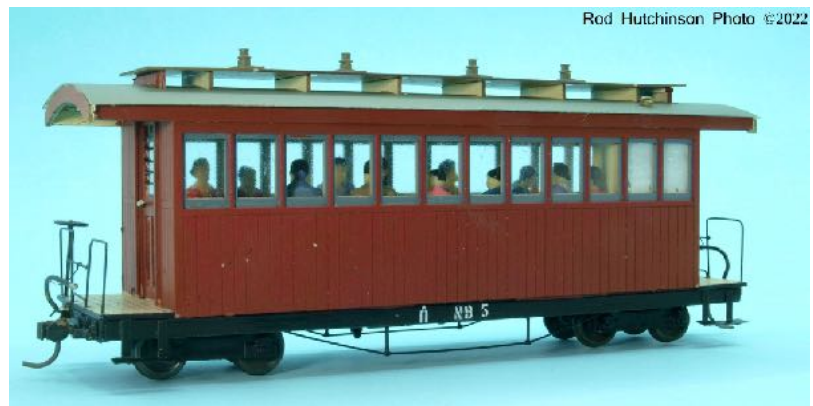
Rob Goslin provided a talk about the painting of O-Scale pigeons to represent gulls & other species on his waterfront diorama.

As always the host & hostess were presented with an NMRA thank you plaque after which we all headed home on a cold and wet Sunday.

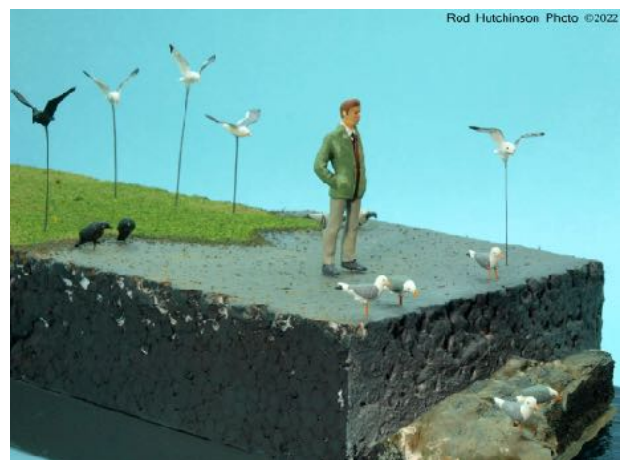




The two photos above and one to the Left are from Peter Kendall - HO Wild West Models Store and Bridge.



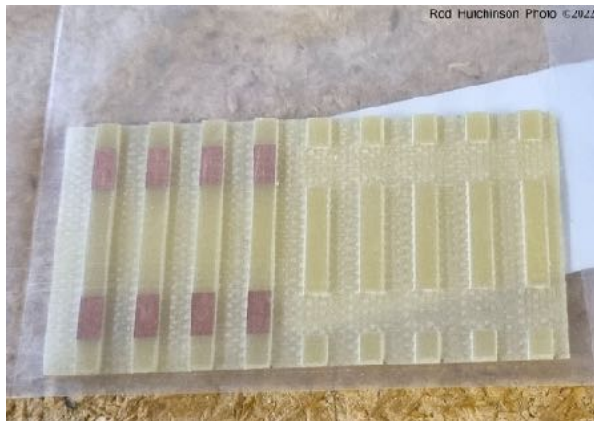
Right - Peter MacDonald - On30 Outback Models NB Cardboard Model



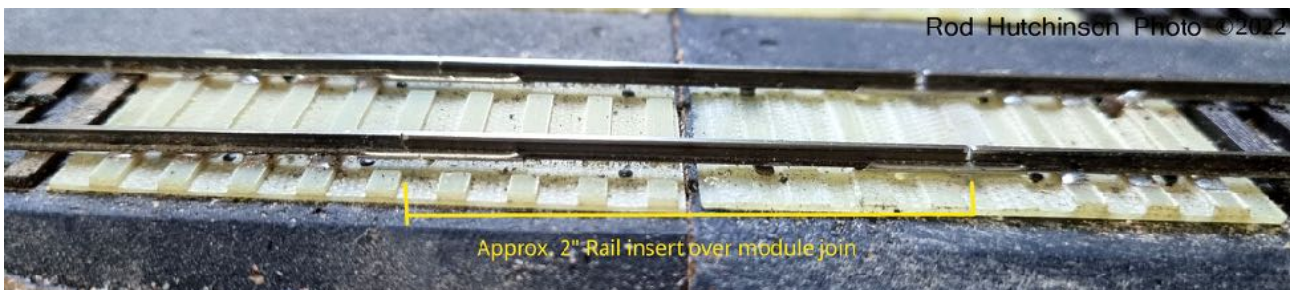
Above - Robert Goslin - O scale Pigeons painted to represents other species.



Available on Ali express <https://www.aliexpress.com/item/32912829505.html?spm=a2g0s.12269583.0.0.30221bf259Ftxl>



Ron Bennell - Ho - FremoModuleJoiners



Grant McAdam - Narrow Gauge & Industrial Railway Review (131)

Grant McAdam - Model Railway Journal (289).....[M](#)

## **Division 4**

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

Regarding July / August Meetings:-

There has been no report received for the July / August period from Division 4....[M](#)

## **Division 5**

Philip Sharpe (NMRA Inc.-AR Div5 Superintendent)

Regarding July and August meetings:-

There has been no report received for the July / August period from Division 5....[M](#)

## **Division 6**

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

July meeting:-

**Meeting Attendance:**

**12 Members**

**3 visitors**

**Apologies:- Nil**

Twelve members and three guests gathered at Ron Solly's for our July meeting.



### *The gathering*

David Orr welcomed all to the meeting and presented Ron with his Meeting Host Plaque.

Renewal of NMRA membership has arrived for many and David advised the meeting of members not renewing; Reinhard Glatzer, Geoff and Lorraine Chatwin, Hutch Hutchinson, Kim and Sharon McWaters, Trev Seddon and Max Wright. We also lost Peter Kerry during the year but I imagine that Adelaide Model Railroaders would feel the loss much greater, Peter was a member of AMR for many years.

For the benefit of the guests, David explained the structure and function of the ARC and advised the meeting of the Achievement Certificates that were gained during the last

quarter, especially Malcolm Jenkins and Ross Balderson achieving their Master Model Railroader certificates.

David also advised the meeting of the 3 nominations for the remaining ARC Ordinary Member position, namely Peter McGuire, Randall Jones and Rowan Mangion.

Our stand-in Treasurer, Ron Solly, advised the meeting of our current financial state.

AP Asst Manager, SA, Ray Brownbill, advised the group of the AP program and the various certificates.

With the current cost of fuel and the sometimes substantial distances involved, David recommended to the group that our AP Asst Manager, Ray, be reimbursed for his fuel costs when required to travel to a member's home to assess for an AP certificate. The meeting agreed.

Librarian Michael Robinson advised the meeting that the latest NMRA Magazine had arrived and encouraged members to use the library. A call or email to Michael and he will be very happy to mail you a DVD or 2.

David advised the meeting that NT Junction is now stored in Ron Solly's shed.

Also in Ron's shed are the remaining buildings, bridges and track from the Ray Applebee estate. Members are encouraged to select whatever they need.

The efforts at the Adelaide Model Railway Exhibition were well received. Although we struggled to get adults to drive NT Junction, the kids were lined up waiting. David thanked the members that assisted, especially Paul Wright and Tony Mikolaj, who manned NT Junction all weekend, taking turns in guiding the would-be train drivers.

We received a letter from the Adelaide Model Railway Exhibition convenor, Jim Love, thanking us for our participation. A copy of the letter follows.

With the official part of the meeting over, it was time to go round the group and find out what everyone has been up to.

Ron has been busy re-formatting his Train Orders and has taken delivery of a new railcar.

Peter Jackson has been busy with photographic work with one of our guests, Roger Johnson. Roger has built an exquisite model of a team of bullocks and attached dray in 0 scale.



Ray has finished more of his scenery and added more mainline signals. Ray and Ron have also been assisting Bob Bevan with his layout.



Dear Exhibitor,

On behalf of the Adelaide Model Railway Exhibition, we would like to thank you for exhibiting at our 2022 show.

Thanks in no small part to the efforts of people such as yourselves, the Exhibition has proved to be a resounding success with the public yet again. The quality of layouts in evidence is a credit to the dedication and skill of each of you. Not to mention the efforts made by our traders, kindred societies and demonstration stands without which the show would not be complete.

A glance of the feedback that the public has left leaves no doubt of our success. Overwhelmingly our visitors have left positive feedback on our show, the exhibits and our volunteers. The interest shown in our hobby continues to be strong.

Without the exhibitors, and the efforts and time you take to attend, there would be no show. Once again, thank you for all your hard work in making the show what it is. We look forward to welcoming you back in the future.

Sincerely

Jim Love

Convenor, Adelaide Model Railway Exhibition



Paul Wright showed the group some kits he had built, painted and decaled, mostly excellent work. But he sought advice about what appeared to be a flaw in his painting process, painting Testors Dullcoat over Tamiya acrylic. Normally this process doesn't cause any grief. It was felt that perhaps Paul had hesitated a fraction at that point causing the Dullcoat to soften the acrylic and make it "run".

Michael Robinson has been building buildings and other small items such as lawn mowers for his layout. Of particular interest is a lobster boat he's building.

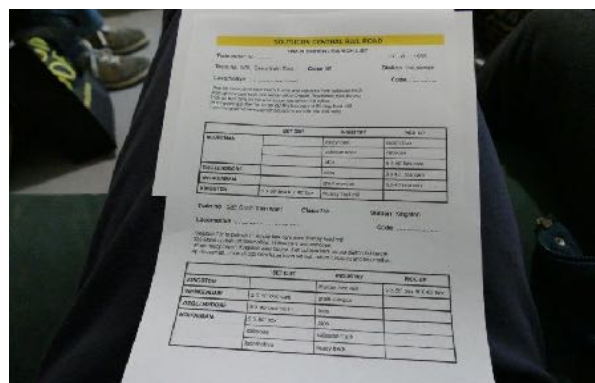
Jane & Michael Robinson lost their elderly neighbour recently and Jane has been helping the neighbour's family with the neighbour's estate.

Bob Bevan is very pleased, he has his mainline now operational, thanks to the efforts of Ray Brownbill and Ron Solly.

David Teague has built 2 new modules, emulating Ayers Rock but calling it David's Pebble.

Rod Stewart now has his main buss wires in and is ready to put in the droppers.

Ken House has done very little on his own layout because he's been working on the car float on the Adelaide Model Railroaders layout and more specifically and time consuming, AMR operations. Ken handed round samples of the paperwork he's developed for AMR's operations.




John Prattis showed the group some souvenir rolling stock he's acquired from the NMRA Conventions he's attended. John has been busy over the last 6 weeks and used the time to build a number of kits of Australian old time rolling stock which he showed to the group.



John also attended the Epping exhibition and described how well attended it was, how big the secondhand stall and potential buyers was. Due to the age of members, Epping exhibition only runs for 2 days now.

The meeting then enjoyed Ron's hospitality and afternoon tea. This was followed by a presentation by Ron on Operation Using A Card System, attached is a copy. We finished the meeting off by having a look at Ron's layout.

Our next meeting will be August 13<sup>th</sup> at the Adelaide Model Railroaders clubrooms in the Outer Harbor railway station, Oliver Rogers Rd, North Haven....

**Photos:**







## **Division 7**

*John Arrowsmith (NMRA Inc.-AR Div7 Superintendent)*

May meeting:-

Well what a week. Al Harris is ill at the moment and was unable to come to Sydney with the Northridge layout. So, we rounded up the troops, and in three days went from no layout to 2 completed running modules, with scenery, DCC and wifi.

My thanks to Daniel, Randall, and Allan for helping me put this project together. I will post the specifications of the modules on a separate email.

Thank you everyone who participated at the show, and volunteered their time for the NMRA at the Rose Hill Great Train Show.

We have four new members and several leads to follow-up as a result, which is an outstanding outcome.

The modules were a hit with members and the public, with much interest in the specs, interest in making modules, interest in forming a module/freemo SIG (special interest group) within the Division 7, NMRA, as well as having a go operating trains.





Setting up the NMRA exhibit, Friday afternoon - Testing before the curtain is attached & Curtain attached ready to go

*Right:- Eric, a member, a Sydney N Scaler, hooked up his TCS 50 Wi-Fi controller, which worked flawlessly.*

It was also great to catch up with NMRA members who came from all over the country, and also Ross, the president of AMRA. A big thank you to Duncan Cabassi, our Region President, and members from Div 1 for coming all the way from Queensland to see firsthand what our team in Div 7 can do, and give us support.



*Left:- Congratulations to Gary Norwood on presentation of his 25 year plaque.*



The standard of layouts at the show was excellent, traders were well stocked, and the 2nd hand stall, run by the Epping Club was fantastic. The Epping Club's organisation of the show was also outstanding.

Looking forward to and even bigger show next year in conjunction with the NMRA National Convention.

Here is a link to Gerry's video of the show: [https://www.youtube.com/watch?v=1Fz\\_Nb-megk](https://www.youtube.com/watch?v=1Fz_Nb-megk) (thank you Gerry)

### **Up and coming events:**

24/5	ARC Meeting online
18/6	Meeting, Hosted by Bill Cooper Cheltenham
9/7	Meeting, Hosted by Epping Model Railway Club, Dence Park Epping
23/7	Epping Club Modelling the Early Days of NSW Railways Workshop, Dence Park, Epping
6-7/8	Canberra Model Train Exhibition
13/8	Meeting, Hosted by Bob McNairn, Heathcote
10/9	Southern Highlands layout tour
7-9/10	Goulburn Australian N Scale Convention
8/10	Meeting, hosted by Rob Peterson, North Rocks
11-13/11	Division 7 Mini Convention, Bowen Mountain
10/12	Christmas Party, The Village Kitchen, Kurrajong

### **Mini Convention**

- Convention committee organised
- Planning for the mini-convention is well underway
- The hall is booked and paid for
- Timetable has been organised
- Clinics arranged
- Layout tour arranged
- Sponsorship is under way
- Trader stand arranged
- Layouts at the hall arranged

Next month we will be ready to roll out a proposed program/schedule and costs, and not long after send out invitations. So all getting very exciting.


### **Event Calendar for Next Year (2023)**

Proposals required

Expected events so far:

- Forestville Model Train show March 2023
- Epping Club Rose Hill Show & NMRA National Convention date to be set
- Hills model railway club show date yet to be set
- AMRA Sydney exhibition October 2023

In the pipeline:

- Sydney N Scale Club meeting day March 2023
- Midwest Model Railroaders meeting day
- Illawarra Club meeting day.....

## **Division 7**

*John Arrowsmith (NMRA Inc.-AR Div7 Superintendent)*


June / July meeting:-

It has been a very busy couple of months. Firstly, I would like to thank Bill for hosting the June meeting at short notice, swapping from the July date. As it turned out we had our biggest gathering since covid rules were relaxed, the rain held off and it was a great meeting.

Thank you, Gerry, for running the clinic on replacing Train-O-Rama 44 class gears, and to all who participated.

Congratulations must also go to Peter Jensen for achieving his Aps in Electrical, Structures and Prototype.

Due to Bill's meeting date change, this has also opened up the opportunity to have a meeting at the Epping Model Railway Club in July. Members attending will be treated to a new layout setup, be able to run their trains, and have a bbq lunch.

I am currently working on the calendar, and finishing off details for the Christmas Party. Stay tuned for updates.....






## **Division 8 / 9 Northern Rivers**

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


Regarding July and August meetings:-

There has been no report received for the July / August period from Division 8/9....

## **Division 10**

*Pat Britton (NMRA Inc.-AR Div10 Superintendent)*

Regarding July and August meetings:-

There has been no report received for the July / August period from Division 10....

## Magazine Publishing Deadline Dates

If any member wishes to submit **An Article** for publication in MainLine, your article may be submitted at any time and it will be included in a future edition, where the subject matter will allow for a balanced number of differing subjects to be included, and where the number of available articles will allow for that to occur.

If you are providing any type of report, then **All Report Types** can be submitted at any time with a deadline date being as shown below, which is 10 days prior to the end of the month of publication.

*This criteria is requested to ensure that the editor has sufficient time to complete the bi-monthly edition of MainLine in the required time frame.*

If you are providing a **Divisional Meeting Report**, please submit your report as soon as possible after each monthly meeting, with the deadline date being as shown in All Report Types below. If your meeting is scheduled after the deadline date, then the cut off date is three days prior to the end of the month as shown.

*This criteria is requested to ensure that the editor has sufficient time to complete the bi-monthly edition of MainLine in the required time frame.*

**File Types:-** For all submissions, text files saved as MSWord, Pages or Open Office files are preferred with limited text and page formatting. Please don't send pdf files, they are unsuitable for use in this publication.

**Photo Types:-** For all submissions, photographs are preferred as jpegs or png file types and to be under 2MB in size. Should you prefer to send larger photo files, then please consider sending them via Dropbox or Google drive or a similar 'Cloud' storage program, or alternatively send a disk or flash drive via a postal service.

**The following are the deadline dates for the next two editions of MainLine;-**

**November / December 2022**

**Deadline date for All Report Types = 21st October, 2022**

**Date for Reports of Div Meetings that occur after the Deadline date = 28th October, 2022**

**Publish Date on Web = < 5th November, 2022**

**January / February 2023**

**Deadline date for All Report Types = 21st December, 2022**

**Date for Reports of Div Meetings that occur after the Deadline date = 28th December 2022**

**Publish Date on Web = < 5th January, 2023**

## What's in the Next Edition

- *This is a big maybe, no pressure Jeff!! - So if Jeff Lee, MMR® has finished Part 2 of his article titled 'Building a Stub Ended Terminal', then you may get to read about how he laid track and installed switch controls and signalling.*
- *Steve Chapman, MMR® describes how he installed led lighting in his buildings.*
- *Dave Whibley likes the larger 'G' scale railroading. In this article 'A Weekend Project', Dave describes how he built a wagon load of realistic whiskey barrels, which includes building the horse drawn wagon!*
- *If you don't know what a Transfer Caboose is, then maybe this short article by Graeme Prideaux may help you understand what they were used for.*

*🌀 lots more as usual .....*