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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 up to 2MB in size.

Please send your articles to 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

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by Jeff Lee, MMR® |
| 16 | Country Store & Logging Camp
Brent Wood has a fascination with old dilapidated buildings and ponder the history of their crumbling walls. Brent's modelling interests are mid 19th to mid 20 th century period, and in this article Brent derived inspiration to build a diorama depicting a scene from that era from two photos.
by Brent Wood |
| 20 | Latching Relay Frog Picker
Looking for an inexpensive way to power the frog when using Peco two coil switch machines? Erik Bennett describes how he built a simple solution by using a readily available latching relay.
by Erik Bennett |
| 26 | Handy Hobby Knives
As we get older, we find it harder to hold the typical round barrelled hobby knives. David O'Hearn has found a suitable alternative knife that doesn't roll off your desk and fall point first into your leg, or the floor.
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the Cover Photo

A 'Precision Scale' Shay hauls a logging train of freshly cut timber on Brent Wood's purpose built Diorama, which depicts the logging camp of Gordonton, North Carolina, in the month of July 1939 .

Editor's Comments

This new year 2023 edition of MainLine will kick off what is hoped to be a busy time for model railroading, and all the add-ons that come with our great hobby, such as attending shows and conventions both here and overseas, as well as experiencing the camaraderie that comes with attending such events. Hopefully we will continue to return to what was common place occurrences prior to 2020.

In this edition we start on page 6 with the final edition of a 3 part, step by step process, outlined by Jeff Lee, MMR®, on how he built his Stub Ended Terminal in an unused section of his N Scale model railroad. In Part 3, Jeff describes how he built the scenery on his module.


Brent Wood has a fascination with old dilapidated buildings and to ponder the history of their crumbling walls. Brent's modelling interests are in the mid 19th to mid 20th century period, and in this article commencing on page 16, Brent outlines how he derived inspiration to build a diorama depicting a logging camp and country store scene, taken from a photo in Gordonton North Carolina in July 1939, as well as a logging camp around the same period in North America, and blending both photos to create a superb back woods USA scene.

Do you use Peco Electrofrog turnouts and would you like to power the frogs with an inexpensive and reliable power switcher? Then this article by Eric Bennett titled '*Latching Relay Frog Picker*' which commences on page 20, is one that you probably need to read.

Do you have a problem with your hobby knife rolling off the workbench and possibly stabbing you in the leg, or worse still, hitting the floor and breaking the tip off! Well David O'Hearn, MMR® may have the solution for you on page 26, by describing the type of hobby knives that he finds very useful in solving that problem.

If any of our members have written an article that you are considering sending to me for publishing in MainLine and it is not quite finished, then maybe this holiday season is the time to put pen to paper again to complete your article, and then send it through. I am always looking for interesting articles on any subject relative to model and prototype railroading, and the cupboard is getting a little bit bare. So if you could help me and the MainLine readers out by completing, or even starting a new article, then you never know, you could be reading it in MainLine later on in 2023, which I might add, will also add to your tally for achieving the Author's AP certificate.

Just a quick reminder to those members who are responsible for writing any of the variety of reports that are included in MainLine, please remember to check the '*Magazine Publishing Deadline Dates*' that are included in every edition of MainLine, (on page 38 in this edition), to ensure that you send the report to me in the appropriate timespan. These deadline dates are important to me so that I can complete the Magazine on time, and also have a life away from the computer, so if you miss the cut off date, then your report may not be included in the next edition but will be included in the following one.

There's more informative and interesting reading in this edition of MainLine, so keep turning the pages!

Meru Bagnall

Editor - MainLine On-Line

Building a Stub Ended Terminal

Part 3

by Jeff Lee, MMR®

The Scenery:

Once the track is laid, and the electrical components are working the next phase is to complete the scene. You may remember from the first part where I debated over an industrial site or several industries. I eventually decided on a one industry terminal: - an ethanol plant.

Looking at the photo below of an ethanol plant, you can see a consistency in the style of buildings. Some silos are aluminium or steel and some are a white colour. Buildings tend to be steel framed and steel panelling clad.

The size of the terminal I am working with is 1880 x 500mm and we are working in N Scale. I googled ethanol plants and found several that gave me some ideas.



Once I had this idea, I proceeded to mock up some buildings. I used foam board to build the shapes. Some mock ups were also made with thick cardboard. Every building except the grain silos is scratch built, using photographs like the one above to get ideas.

The mock ups were glued together with PVA white glue - sometimes painter's tape. Often the building looked out of scale. The advantage of building mock ups is that it is easy to use a sharp knife and cut them down to size.

Once I had a rough idea of the buildings needed, I had a plan that needed execution. I cut out sections of perplex as bases for the structures and plant equipment. These bases fitted into the allotted area between the tracks and board edge. Each is about 40 cm long.

This would allow me to make the mini scenes at the work bench. I spray painted the perplex base grey and pencilled the location of the buildings before taking the base to the work bench.

Below are two bases and "mock ups". The tanks are water pipes and the buildings foam core at this stage. You can see the grey perplex bases in this photo. Note the painter's tape on one of the buildings and the position for windows and doors drawn with a sharpie pen.

1. Key Buildings:

Once the mock up buildings were done each of the perplex bases were removed to the work bench.

Having the key buildings sized and finished in cardboard, or foam board allowed me to build the models. I used Plasticut cladding to construct the outer building. It was possible to use the cardboard or foam board mock up to support the outer cladding.

This double layer also provided support to minimise any warping of the model. The lesson here is when cutting the foam board for the mock ups make the cuts square. That way the mock up can be a frame for the finished building.

Places for windows and doors were identified in the cladding and cut out with a nibbler. Once attached to the mock up the area behind a window, or door was deleted, so I could insert a window or door.

Future considerations in each building included exterior and interior lighting and detail. Follow along and I will share how I used new cladding, old parts, and scrap to build the structures.



Here is a small storage shed. It is made with foam board to make the frame. Then I clad it with vertical steel panels. I used small 90 degree angle to mould all the corners.

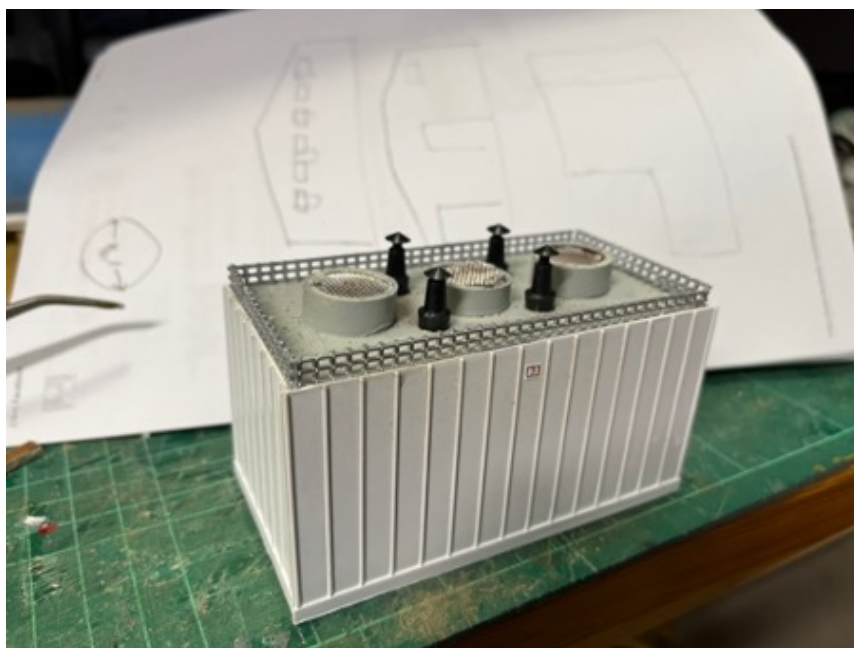
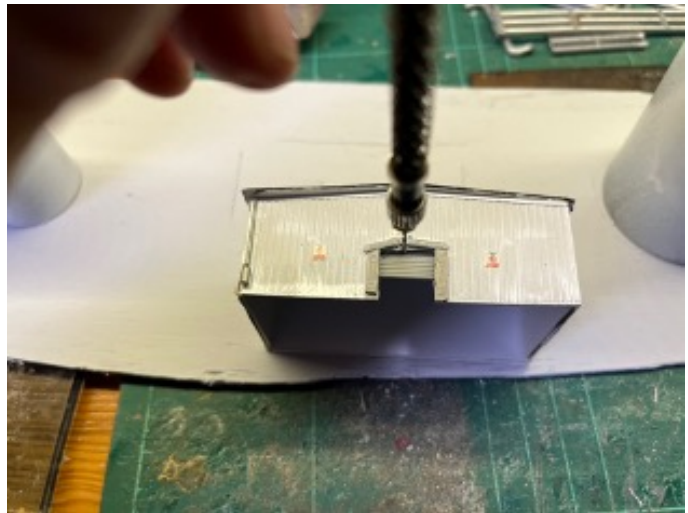
The roof is 2mm styrene covered with corrugated iron. I needed a large door so one was selected from the scrap box. I could have used the steel cladding glued horizontally to simulate a door. I had to cut the opening and then cut away the foam board behind.

A small frame around the door completes it.

The model was then sprayed with a primer. When dry, the walls were spray painted off-white and the roof painted silver. The door and frames were hand painted grey. Downpipes were added and the model weathered by dry brushing some "rust" coloured powder.

Finally, a mini-LED was inserted above the door (left). I used a 1mm drill in a pin vice to make the hole and fed the wires through. For HO or N scale, mini-LEDs are ideal as external lights.

Below is a cooling tower. This also is a simple building. The frame is foam board. The cladding was added to the front and two sides. I had this cladding in my spare parts bin. The railing is a cut down plastic fence, again from the parts bin. The exhaust



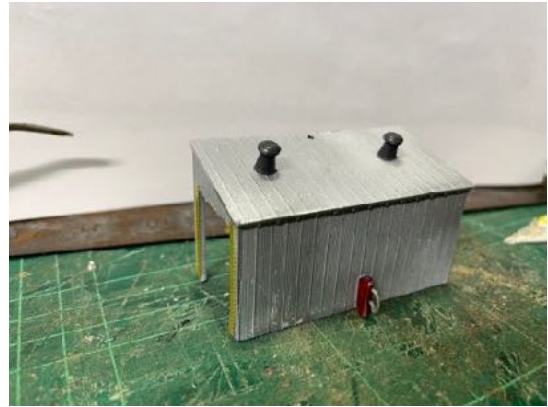
stacks are small pieces of 20mm conduit. I cut pieces of fiberglass screen wire to insert in the exhausts. Some left over chimneys were initially used but later replaced as they looked out of scale. The whole model was spray painted with a grey primer and then painted off white. The roof was covered with white PVA glue and ballasted with grey track ballast.

To the right is a small office / storage building that is completely scratch built. All of the panelling is Plasticut cladding. The windows were inserted after nibbling the openings. Angle styrene was used on the corners. The building has a centre dividing wall which acts as strengthening, and allows one half of the interior to be lit. An external mini-LED was inserted above the door on the left-hand side of the photo. A small piece of styrene above the door provides an awning and covers the LED. Some details like the drum and small gas cylinder complete the building.



To the right is a truck canopy that was left over and part of my spare parts box. I also had a petrol pump that I attached. The idea was to attach it to a storage building.

Below is the foam core frame for the storage building. I use magnetic 90-degree angles to hold the frame square whilst the PVA is drying.

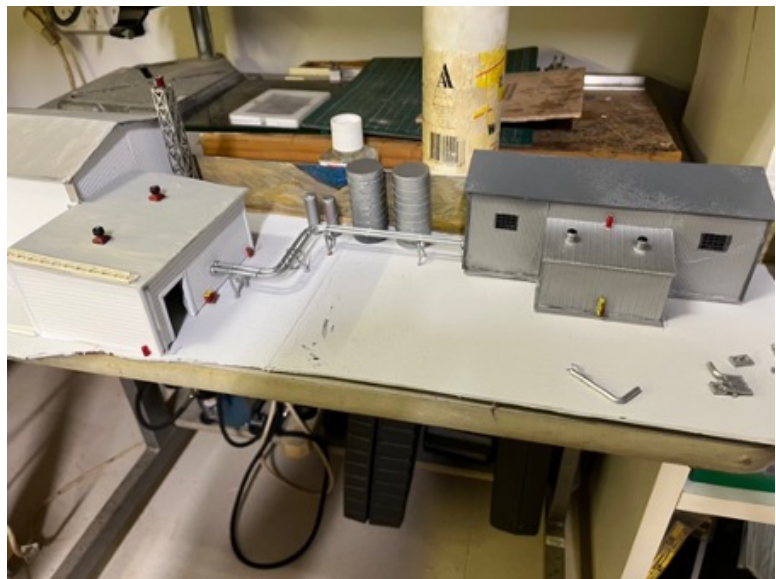


Here is the model almost finished. It is clad in Plasticut steel cladding. The windows came from the spare parts bin and the door (not visible on the side) was the cladding with the joins horizontal to represent a roller door. LED lights were inserted under the roof of the truck canopy. The wires fed into the building and out the base. I didn't like the dark grey roof so again I

ballasted the roof with light grey ballast.

In the scene (right) at the workbench, I position the building on the perplex base (now painted a light grey) and start to install piping and other details.

The two storage tanks are 20mm water pipe. The horizontal lines on the tanks are black thread fed through holes in the rear and super glued in place. (See on for more silo details) Once the tanks are spray painted, they look realistic. The building to the left in the photo is the original mock up clad with styrene cladding.



2: Assembling the scenes:

Once the basic buildings are completed for each of the bases it is time to bind them together into a scene. Here are two of the buildings in position at the workbench. Some pipes are connecting the two buildings. The road is painted onto the base and edges, representing footpaths are glued down. The area where there are tanks and piping, is

ballasted to represent a gravel base. At the front of the photo the area is covered with ground cover.

My method for ground cover is:

1. Paint the area with PVA white glue
2. Sprinkle a base dirt cover.
3. Add some burnt grass.
4. Add a little yellow grass.
5. Add some tallis to represent rocks.
6. Spray the whole area with wet water (water with a few drops of detergent, or mentholated spirits.
7. Soak the area with 50/50 PVA and water from a dropper.
8. Leave to dry, then add small brushes.



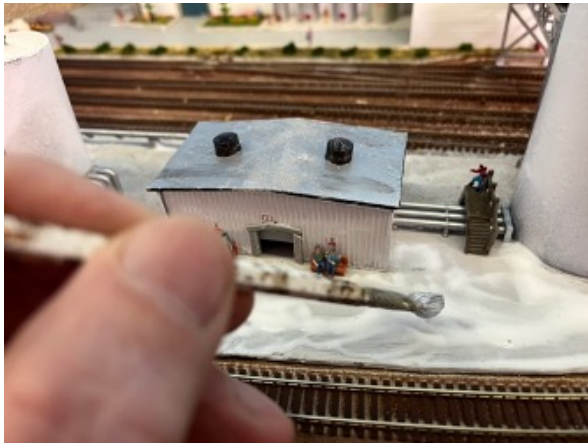
Here is that same section positioned on the layout before any details are added.



Here is another section being assembled at the workbench (*right*).

Here are the steps to provide the road base to the working areas.

1. (*below*) Cover the area with PVA white glue and spread with an old brush.



2. (*below*) Sprinkle on the grey ballast



3. Spray the ballast with wet water and then soak the area in 50/50 PVA and water.

4. Leave to dry. Before placing and gluing the mini scenes on the layout I needed to drill holes in the baseboard for the wire leads for the interior and external lights.

Then once the bases are installed on the layout, they can be connected as below and glued down.

In this scene (*right*) I have some piping with a girder frame across the tracks between the building in the background and the large storage tank at the front.

The pipe on the side of the tank is the throw away sprue piece from a plastic kit I sanded it to represent multiple outlets from the tank. A ladder was also added to the tank. The tank is 25mm water pipe.





The 4 tanks on the left of the photo are 15mm plastic water pipe. Other details are people sitting on benches outside the storage shed, an overhead walkway across some piping, and later I will add some other details like drums and workers.

Here is a peak across the tracks of the main entrance to the ethanol plant. Details like a garden, storage tanks for oil and a tanker start to complete the scene.

3: Track Buffers:

I have several commercial track buffers, but here is an idea that may work for you.

I make the buffers from strip styrene as per the photo (right). There are two sides to the buffer.

The bottom section is 0.8mm square and 20mm long.

The vertical and sloping parts are 0.6mm styrene.

The buffer itself is a small piece of 0.8mm styrene.

The base is a small piece of styrene, 20mm long that fits between the tracks.

Glue the two sides to the base and glue the two sides together at the top buffer.

Spray paint dark grey, black or a wood colour.

There you have a very quick and cheap buffer stop. The photo shows the two sides on a piece of tape and the lower part is a completed buffer sitting in a piece of track before painting.



4: Special Buildings:

As mentioned all the buildings are scratch built. The walls are Plasticut panels / sidings of various detail. The roofs are a combination of aluminium foil to represent corrugated iron or are flat or slightly sloping roofs with gravel or tar paper finishes. I found fine grey ballast on a flat roof represents a realistic industrial building roof.



I use 90-degree magnetic clamps to hold the walls square whilst I glue them.

It is amazing how many spare windows I have collected over the years, and they were put to good use.

A nibbler (available from Jaycar) is a good tool to make square window and door openings for the spare doors and windows.

Here is the gatehouse frame. The overhead lights are wired mini LEDs inserted in a small plastic tube. You can see the three LEDs just poking out of the tube at even spacing.

The tube is then glued just under the ceiling at the front to throw light on the interior details. The wires are fed down a wall out of sight.



(Right) is the gate house module at the workbench.

Here is the finished gate house with interior details.



5: Silos:

The silos for the ethanol plant are all made from PVC pipe bought from the local hardware store. The top is 2mm plastic glued onto one end. After the glue dries the top is shaped to the circular shape by first cutting the plastic and finally sanding it down to even with the tube.

Most of the silos have horizontal ribs about 1cm apart. I used two methods to do the ribbing.

The first method was to drill a pair of holes at the 1cm rib mark and thread black cotton thread around the tube. As each horizontal thread was done, I held it taught and used Superglue (CA) to hold the ends. This was tedious and required a cut down sewing needle to get the thread inserted into the pre-drilled holes from the inside of the tube.

The other method was to use very fine strip styrene. I marked the 1cm positions and superglued a piece of strip styrene horizontally. Once dry I bent the styrene around the silo and cut it off where it joined. I used tape and clamps to hold it in place whilst I glued the rest of the styrene to the silo.

Once completed I gave the silo a coating of Rustoleum Grey Primer. The final coat of paint is an aluminium spray paint from a "Rattle Can".

You will notice some of the silos have vertical feeders up the sides. These are the throw away sprues from plastic kits. A little sanding and shaping and they look realistic and add detail to the silos.



6: Lights:

Most of the building have internal or external LED lights. The external lights are mini-LEDs. I drill a small (#60) hole with a pin vice and thread the leads through. Mini LEDs have a back which should always face up. Once in position I apply a little CA glue to hold it. Many of the external lights have an awning above them which helps reflect the light downwards.

If there are interior lights, I install them, so the wiring is not visible. The wiring is "glued" in place inside the building with hot glue. A little hot glue is all that is needed to hold the wire out of sight. Also, in some buildings I blocked off a section so only a room or two was lit.



I soldered wire connectors to the LED leads so I could disconnect the wire to any building if required.

All the wires from the building go to a terminal block under the layout. This terminal block is then connected to a Woodlands Scenics Lite Hub. I find the Woodland Scenics light hubs a good method of controlling lights, as resistors are built in, and each section can be individually adjusted.

All the building lights connect to one port on the light hub.

The module also needed streetlights. Again, these were installed the same way. All leads go to a terminal strip which then connects to the Lite Hub.

The final separate light control is for the gate house with interior details.

7: Final Details:

Once the ground cover was completed between the modules and the track ballasted a few little details were added. Tallis was added, and several low bushes installed to the open ground. My tallis is pumice, collected from local beaches and ground down and sifted. The various sizes from powder to small rocks are filed in separate containers.

The module has "swallowed" over 50 people. The road near the track needed concrete safety barriers. Many crates and barrels were located around the scene. A few containers were installed at logical places. Electricity boxes were added near each of the signals. Cars and tankers were added.



8: Summary:

I hope you enjoyed my journey and perhaps some of the ideas will help you. Some of my colleagues are now looking forward to switching operations at our next session. Certainly, having committed to our editor (Merv) forced me to keep going and complete the module quicker than I probably would have without a deadline.

Scratch building when models are not easily available is no more difficult than assembling a kit, and the rewards are better. You end up with a realistic scene that no one else has. Happy modelling.M

Country Store & Logging Camp

by Brent Wood

I have a fascination with old dilapidated buildings and ponder the history of their crumbling walls. Ramshackle buildings have a character and personality missing in their brand new freshly painted counterparts, perhaps akin to sun-lined stockmen or seamen – a lifetime of evocative memories and entertaining yarns.

Abandoned mining and forestry towns are particularly fascinating and probably why my modelling interests are mid 19th to mid 20th century. When an old rickety building crops-up, either in reality or via an image it gets recorded as future inspiration to model.

This diorama was inspired by two photographs – the first is the Country Store at Gordonton, North Carolina, July 1939.

(Image attributed to Dorothea Lange)

The store is simply built. Note the stacked flattish boulders instead of the usual wooden piles. The veranda posts are tree trunks.

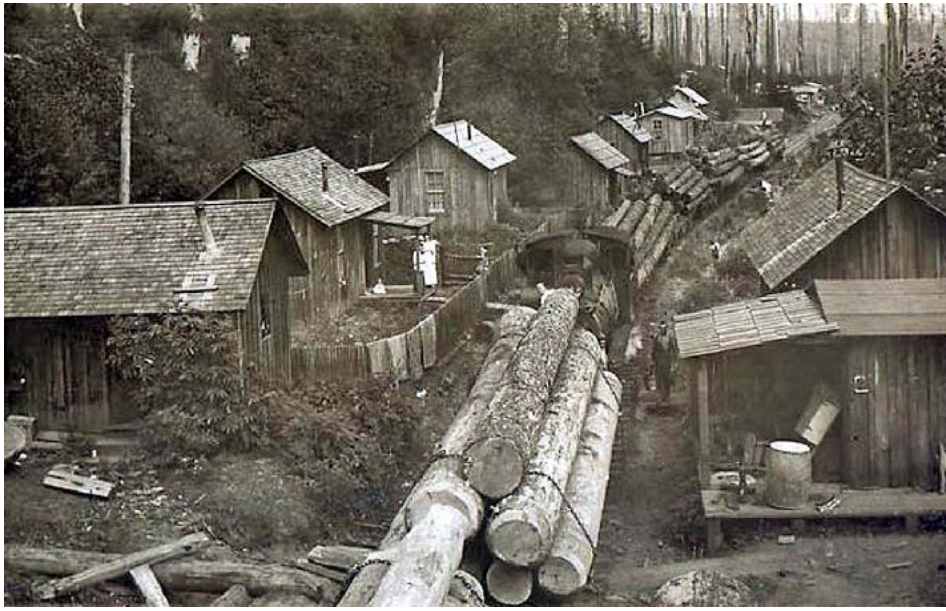
July would be the height of summer and the customers are gathered on the porch keeping cool.

The diorama version shows the crowd enjoying an impromptu jazz session.

(A quick Google search revealed the building still exists).



The provenance of the Logging Camp image is unknown, but I assume it is somewhere in North America late 19th to mid 20th century.



The diorama depicts two rows of basic cottages - one for married couples and across the stream are the single men's quarters.

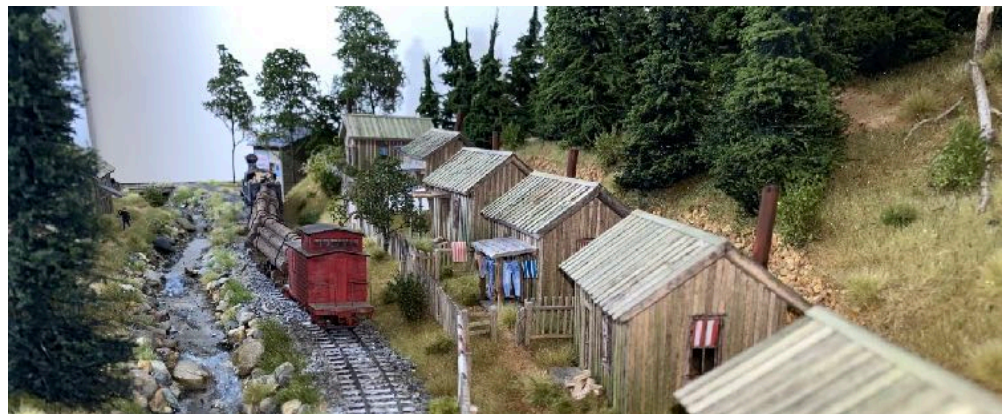
A shay struggles uphill hauling a log train destined for the mill.

The diorama is 1200mm x 600mm. To minimise weight and maximise strength the base was built of XPS polystyrene covered with Woodland Scenics Plaster Cloth. After the plaster cloth had cured, it was coloured with a darkish acrylic wash, followed by a coating of very fine gravel (almost dust).



Static grass is the next layer, after which are the trees, bushes and other foliage.

The vertical faces of exposed boulders behind the shanties represent moraine.





The conifers are the usual twisted wire variety. Bushes are mostly by Martin Welburg. Grass clumps are home made using static grass.

Rivers and streams are always a challenge. The stream bed was gouged out of the XPS, coated with plaster, sealed with acrylic paint; boulders and gravel glued in place followed. The water is several shallow layers of Protite Embedding Resin. The rapids are Selly's Clear Glass Silicone sealant added after

the embedding resin had cured. (*Embedding resin and silicone sealer from Bunnings*)

The ten shacks are identical so walls and roofs could be batch-built from balsa and basswood to simulate board-and-batten construction and assembled later. Windows are from Tichy.

The black and white photograph showed identical dwellings, however, some had different porches, suggesting that the occupants had made the additions to make life a bit more tolerable.



The Gordonton Store was interesting to replicate. The 1939 image showed only a portion of the building so the unseen area had to be imagined.

This was again balsa, clad in heavily scored and weathered basswood board-on-board clapboard.

The posters and signs are courtesy of the internet, re-sized and printed on the home computer.

The store owner and his customers are by Woodland Scenics




The logging camp photo shows a small storage shed, so unseen areas were again imagined.

The diorama shows the small storage shed plus an imaginary derelict barn.

Derelict buildings can be quite challenging to build with any degree of realism. In the case of the decrepit barn the invasion of wild blackberry vines helps to convey its condition.



The shay is Precision Scale. The motor vehicles are Jordan.

I hope the scene evokes memories of a time long past, a time when families often had to live and work in challenging circumstances and needed to be physically and mentally strong simply to survive.....



Latching Relay Frog Picker

by Eric Bennett

Power your Peco frogs with this inexpensive and reliable power switcher.

On my layout, I have 22 Peco Electrofrog points switched by Peco twin-coil point motors. I have a number of Capacitor Discharge Units (CDUs) that pulse the twin coil motors.



I wanted to power the frogs, so I tried Peco auxiliary switches, which piggy-back onto the switch motor, but they load some motors too much, resulting in unreliable point switching. So I devised the following system, the latching relay Frog Picker.

The Relay:

The heart of the system is a 12V 2A DPDT latching relay, Jaycar part No SY4060. \$12.95 ea.

The latching relay works as shown in Fig 2. There are two primary circuits, using the four pins on the left.

When you pulse one circuit, the secondaries of the relay switch one way and stay switched that way.

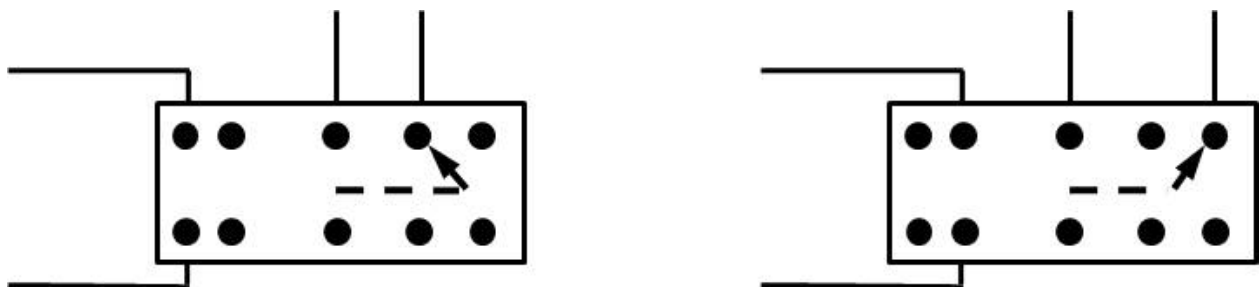


Fig 2

When you pulse the other primary, the secondaries switch the other way and stay switched that way.

The relay is DPDT, ie, there are two secondaries and they both switch together. Only one set is needed for the Frog Picker. The other could be used for LED indicators, signals, etc.

The Frog Picker:

The relay and its connections are soldered to a piece of Veroboard that can be tucked away under the layout.

The system works by sampling the CDU pulses that switch the point motor. The two primary circuits of the relay are each wired in parallel across the point motor coils.

The secondary common is connected to the frog and each of the switched secondaries is connected to one or the other rail, or more correctly because it's under the layout, to the bus serving the rails.

Thus, as the CDU pulses the point motor, it also pulses the relay primaries, causing the secondaries to switch the frog to the correct rail polarity.

(By "CDU pulses" I mean any device that pulses the point motor coils to change the points; it need not be a CDU. Eg, it could be an NCE Snap-it, a Lenz LS150, a DCC Concepts Master Switch, etc.)

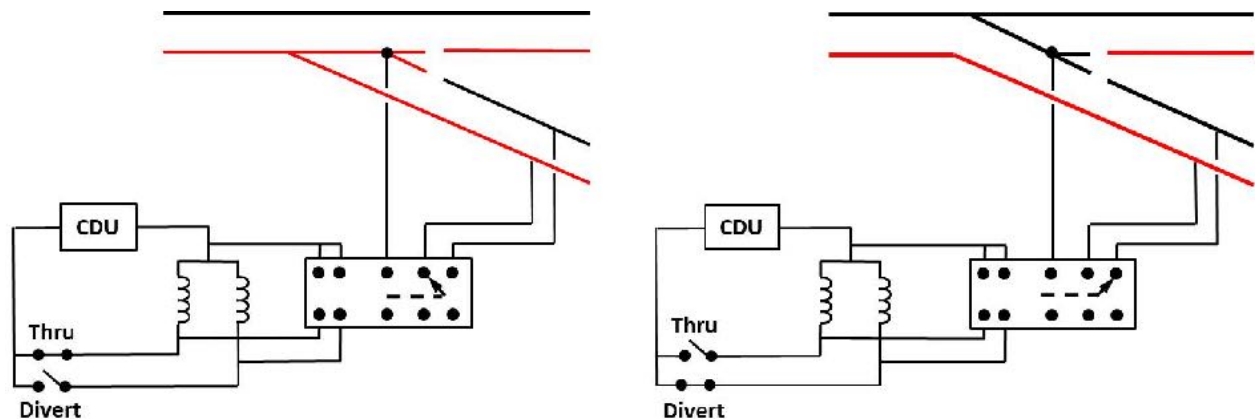


Fig 3

Fig 3 shows a CDU and point motor with switches for Thru and Divert. On the left, pressing the Thru switch switches the point to the position shown. The pulse through the left-hand motor coil also pulses the relay which switches the frog/closure rail to the red (lower) rail polarity.

On the right, the Divert switch pulses the right coil and causes the point to divert. It also causes the relay to switch the frog/closure rail to the black (upper) rail polarity.

Construction:

Use a piece of Veroboard as the base for soldering the Frog Picker. Also, it's best to use a 16-pin IC socket (available from Jaycar) and solder the socket rather than the relay to the Veroboard.

You then just plug the relay into the socket. This allows you to test the connections independently of the relay and is much easier if you ever have to replace it.

Primary Voltage

The relay primaries are rated at 12VDC (*although the datasheet states it can handle up to 24VDC*).

The voltage of the pulse your CDU applies to the motor coils, hence the relay primaries, is dependent on the voltage of the power pack supplying the CDU. (*It's independent of the size or number of capacitors in the CDU.*)

Anything up to 15VDC or 12VAC is OK. If your power pack or transformer is above these values, you should insert a resistor in series in the circuit from the motor coils to the relay primaries to cut down the voltage applied to the relay.

The best way to do this is to solder the resistor to the Veroboard in the motor coil/relay common circuit, as shown in Figs 4 and 5. For laptop power supplies up to 20 VDC, use a ¼ W resistor of around 270 Ω.

Connections

An essential connection is a dropper from the frog. If you don't already have a frog dropper, chose a convenient position on a closure rail, drill a hole in the baseboard and solder on a dropper.

The connections to the Veroboard depend on how you have organised your under-the-baseboard wiring. In my case, I had already used 3-position terminal strips for connections between the CDU and the motor coils. (12-position terminal strips are available from Jaycar. You just cut off the number of positions you need.) Terminal connections make it easy to remove the CDU or points if necessary.

So I decided to solder leads onto the primary tracks on the Veroboard, providing leads to connect to the existing point motor terminal connections.

However, my frog dropper and leads from the track bus were unterminated. So I decided to mount a triple PCB connector to the Veroboard so I could screw connect the frog and DCC power leads. PCB connectors are available from Jaycar.

You should decide the best connections to the Veroboard for your situation, bearing in mind that when you come to mount it under the layout, make it as easy as possible!

Fig 4 (*left*) represents the relay's position on the Veroboard and the external wiring connections. The horizontal lines represent the copper tracks on the Veroboard. Remember that the components go on the insulated side of the Veroboard and the connections on the copper side. This diagram is a composite of both sides.

Note the cut on the tracks between the two sets of primary input.

Also, in this example, I am not using the second set of secondaries for LED indicators, therefore there is no cut between the secondaries. Both secondaries are providing current to the frog. If you wish to use the second secondary for an indicator, you need to cut the tracks between the secondary pins.

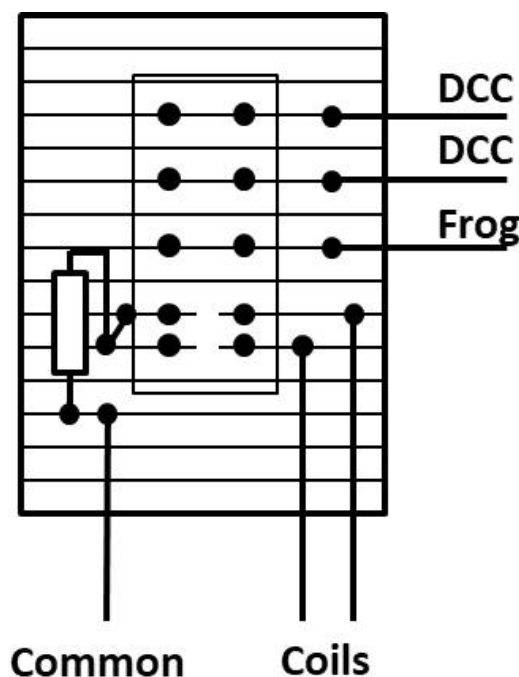


Fig 5 (right) shows pictures of the actual Frog Picker. The PCB connector is shown on the right of the components photo. I blackened the terminal for the frog lead (to remind me when installing under the layout). As the CDU voltage is 18VDC, I've used a 270 Ω resistor.



Installation:

Frog Pickers are usually installed under the layout, so select a suitable location. Keep leads to the frog and DCC bus power as short as convenient.

Connect the relay common primary lead to the point motor common, or the CDU output to it, and connect both primary active leads to the other point motor coil leads. It doesn't matter which ones.

Connect the frog lead to the relay frog secondary.

Sync the relay

This next step is very important for when you connect the secondaries to the correct DCC polarities. Actuate your points a couple of times. This syncs the relay to the CDU output. If you don't sync the relay, its secondary may happen to be in the opposite orientation, so testing for the correct secondary polarity will produce the opposite result when operated.

Connect the secondaries

Having synced the relay, you need to connect DCC power from your track bus to the secondaries. As soon as you connect the secondaries, your frog/closure rail will be energised with one or the other DCC polarity. It's essential to be the same polarity as the stock rail that the closure rail is resting against.

Have a sound loco idling on the section of track near the points or, if you don't have a sound loco, run a train slowly over the section of track.

Under the layout, touch both track bus leads to the relay secondaries. If the sound or train keeps going, you have picked it the right way around. If the sound or train stops, it's the wrong way around. Let the system recover and test it the other way around.

Once you have found the correct polarity, turn your system off and connect the leads.

Tuck the Frog Picker away neatly under the layout or use a track pin through one of the Veroboard holes to tack it to a cross member.

Testing the Frog Picker

Having installed the Frog Picker, you can test it with a multimeter (on AC volts), a RRampmeter or a test globe as follows.

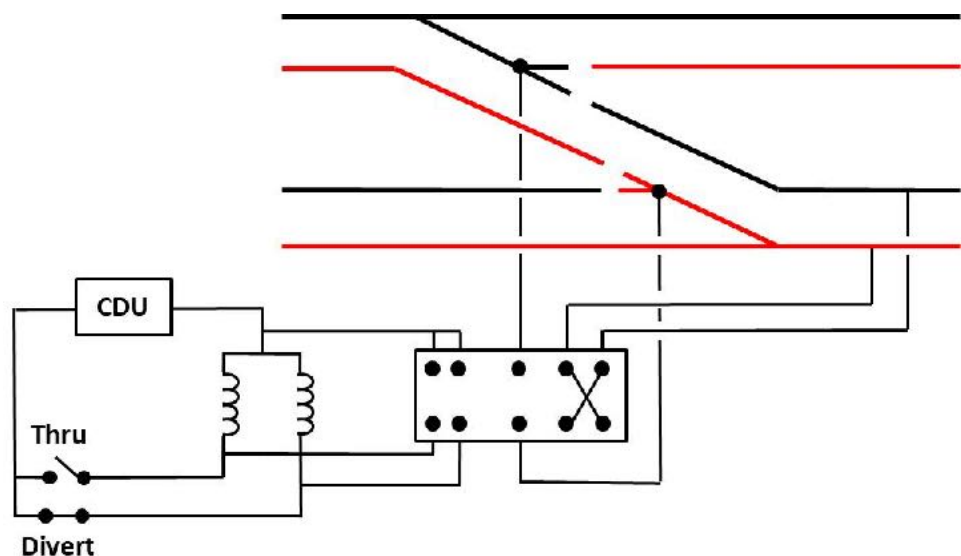
Put one lead of the multimeter on the closure rail in contact with the stock rail and the other lead on the other stock rail. You should see a healthy DCC voltage.

With your finger, move the closure rail slightly away from its stock rail. You should see the same DCC voltage. Check it in both alignments of the point.


Unreliable Point Switching

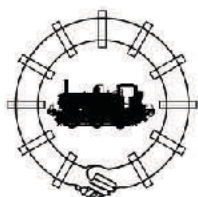
If, at your switch panel, you press the button to switch a point, you want both the relay and the point motor to switch. Provided the CDU has built up its charge, the relay will switch. If the point motor does not, you will get a short circuit because the closure rail has been switched to the new polarity by the relay but is still in contact with the old stock rail.

The bad thing about this situation is you have a short circuit but the good thing is you immediately know what caused it. The corrective action is to switch the point blades with your finger. Later, temporarily pull the relay out of its socket and take action to ensure reliable point motor operation.



Finally

Having made and installed your first Frog Picker, pat yourself on the back. You'll find it takes an exponentially decreasing elapsed time to make and install your second and subsequent. And, if you have a cross-over that needs frog power, use the diagram in Fig 6. You need to cut the tracks between the secondaries (as well as the primaries) and wire the secondary cross-over as shown



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Handy Hobby Knives

By David O'Hearn, MMR®

As we get older, we find it harder to hold hobby knives and the typical round barrelled knives are challenging to hold. The are also prone to rolling off your desk and falling point first into your leg or the floor.

The solution is the knives shown in Figure 1. These hobby knives were purchased at Spotlight, but I am sure they are available at other stores that carry the Fiskars range.



\$18 Softgrip Knife

The knife (to the left) is called the Fiskars Softgrip Knife and it retails for \$18.

The knife (to the right) is called the Fiskars Easy Change Detail Knife. It retails for \$25 and includes three spare blades.


This knife also has an over-centre locking arrangement that allows quick blade changes as shown in Figure 3.



\$25 Easy Change Detail Knife

Handle Blade Release Mechanism



Both knives take standard number 11 hobby blades as well as a range of scalpel blades, so you don't need to pay Spotlight's price for blades. Both knives have comfortable handles that make them easy to use, especially as we get older with arthritis rearing its head.....

100% NMRA Inc.-AR Club News

Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - Running Night **November** 2022

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

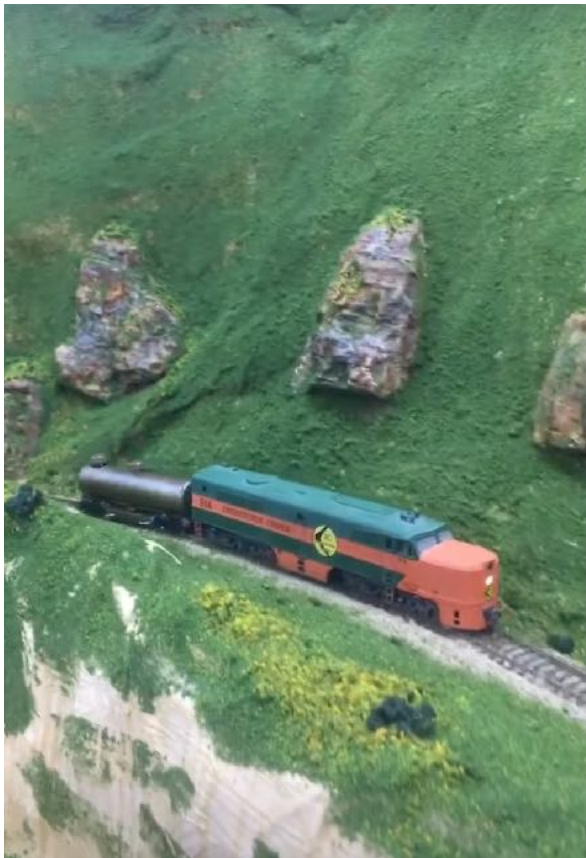
OPERATING SESSION PREP

There is a fair amount of work behind the scenes so that operating sessions can be held. I would like to say thanks to Paul Wright, Peter Kirkland, Warwick Graham and Tony Mikolaj for their assistance in getting the layout and rolling stock ready for this month's operating session. Paul almost single handed re-staged the layout. He did find it hard to locate some of the cars required. Most of which turned up

when I noticed that a train, minus loco, had been left on the single track hidden behind the steel mill blast furnace.

Peter and Warwick cleaned wheels on most of the locos to be run except for consolidation number 28.

Left: The club's CMX track cleaning car behind Ippinitchie Creek PA number 514.



Peter and Tony cleaned the yard tracks while I used the club's CMX track cleaner on the mainline. Kent Henschke supplied automatic transmission fluid for use in the CMX and did a short test using the fluid with a thin washing up sponge on the CMX's pad. At first I tried pushing the CMX along in front of Santa Fe PA number 74. I had too many derailments because the slightly thicker sponge caused the CMX wheels to float slightly above the track. Then I tried towing the CMX and had no problems. All went well for the distance Barclay to Houseman.

Then number 74 stopped for no apparent reason. To be investigated later. At the same time I noticed that the automatic transmission fluid, even though dropping very slowly onto the sponge, was not spreading out all over the sponge, not ideal. I then filled the CMX with iso propyl alcohol which we had on hand. The iso propyl alcohol spread nicely across the cleaning pad. Next I tried using a GP7 that was nearby to tow the CMX, but the lighter 4 axle diesel was not up to pulling the heavy CMX. I then went and got Ippinitchie Creek Alco PA number 514 and I was under way again and despite all of my trials I did manage to get over the whole mainline twice changing the pad once.

We did try using Santa fe Pa 74 during the operating session but it again failed after about running the same distance as I had run it during track cleaning. On inspection after the session I found that there was a lot of automatic transmission fluid collected under both bogies.

My conclusion so far is that to pull the CMX a heavy six axle diesel is needed. The thin sponge worked well on the cleaning pad. What type of cleaning fluid we need to use still needs investigation. I recently watched a You-tube recommending the use of Goo Gone, available at Bunnings and supermarkets, in CMX track cleaners. I think that automatic transmission fluid is not meant for actual track cleaning but rather for dabbing, very sparingly, on the track at a number of spots around the layout to improve electrical conductivity.

NOVEMBER OPERATING SESSION

Seven members arrived on time at 7pm Wednesday November 9 for the operating session which gave us enough operators to fill all positions except dispatcher, a position that is mainly symbolic in the current AMR operating system. Road crews were Tony Mikolaj, Warwick Graham, Peter Kirkland, Mark Whibley and Paul Atkins. John Prattis was Kingston yard master and I was Houseman yard master.

After a short pre session briefing the first trains departed at 7.15pm. The layout ran well. Our track and wheel cleaning is paying off. Also just the extra amount of running being done during operating sessions is helping to keep the layout running well. The more you run a layout the better it will run and members are coming more familiar with the layout now that they are using the whole layout instead of just running around in circles.

Usually I have been train master, out and about solving problems for operators, so I was worried that if many problems occurred I would not be able to keep up with the yard master job I had volunteered for. However the only three problems that I was called away for was the Alco PA Santa fe number 74, mentioned earlier. We swapped that loco over for an F7P from the drawers. Second problem was a short that occurred at Kingston that was easily found. Consolidation number 28 kept stalling near Yorsen mine. Dirty wheels I hope. With the experience of five operating sessions under their belts operators were able to solve any operational difficulties with out the help of the dispatcher/train master. Leaving me to concentrate my work at Houseman yard. Using my small old iPhone 5, which has the wi throttle app, in my left hand and uncoupling skewer in my right hand I was able to efficiently switch cars about the yard to beak down and make up the required trains. Hanging a clip board with the switch list from the valance above my head also worked well for me. John Prattis, the yard master at Kinston, found that hanging the clip board from the valance was too high for him to be able see the switch list. Kingston is higher than Houseman and the valance higher as well. A small hook on the fascia is required at Kingston for yard master's clip board.

When we called an end to operating at 9.30pm all of the road crews had run two trains. There were three trains left out on the SCRR, all of which were left in passing loops to allow for any informal running by members between sessions. Please note if you do

use any of the club's trains, locos or rolling stock, for informal running please return them to exactly where and how you found them.

Operators then enjoyed supper and a debrief and chat before leaving around 10pm. There is video on page 11. Please click on the image.



Above: This could be John Prattis' s last operating session on the SCRR before he moves back to Canberra to live in December. We thank John for all the work he has put in at the club over nearly ten years. This photo gives a good indication of the height of Kingston above floor level. The valance is well above John's head so he has his clipboard tucked under his arm. The empty cattle train is in the passing siding ready to head back to Opie.



Left: The difference in height between the yards is evident in this photo of Ken House making up the Houseman turn east in Houseman yard. Houseman is about 30cm lower. The Houseman turn begins at Kingston travels to Houseman as a westbound and returns to Kingston eastbound.

Right: Warwick Graham has the loaded cattle train east passing Frenda mine. He has picked up loaded cattle cars at Opie, Houseman and Zieglersdorf and will hand them off to the Kingston yard master who will have empties ready to be set out on the return journey to Opie.





Left: Paul Atkins is departing Werkendam with the Houseman turn west behind GP7 number 923. His next stop is Zieglersdorf. Time ran out before he was able to reach Houseman where the consist for the Houseman turn east is waiting to be picked up.

Right: The Houseman turn west is crossing Inge bridge having just left Jeremy junction passing loop. The turn will go down grade to Letheby loop where it will cross its opposite number the Kingston turn east before reaching Zieglersdorf where it has work to do.



Left: Peter Kirkland drove the reefer express a through train behind an Alco FA. Seen here approaching Kingston. On the lower level is Letheby.

Right: Mark Whibley is pulling hoppers of iron ore from the facility at Yorsen mine. The hoppers will be taken to Prattis for use in the steel mill. Mark will collect a rake of empty hoppers for the return trip to Yorsen mine.





CHRISTMAS LUNCH

Left: Ten people associated with the club gathered at the Birkenhead Tavern for lunch on Wednesday November 16. It was a beautiful day for once and all enjoyed their meals. Always a good feed at "The Birk".

WORKING ON THE SCRR



Left & below: It has always been the plan to use LED strip lighting on the lower deck of the double decked section of the SCRR. RHP steel mill will be on the upper deck while Atkins loop is on the lower deck. There

is about 200mm between decks. Tony Milkolaj has begun experimenting with LED strips. Left before lighting and right after. LED strips will not be permanently fixed in place until after the upper deck has track laid and is wired.



Photos: T Mikolaj

100% NMRA Inc.-AR Club News

Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - Running Night **December** 2022

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

DECEMBER OPERATING SESSION

We had a good turn up for the December operating session held on Wednesday December 14. Paul Wright took the Kingston yard master job and Tony Mikolaj the Houseman yard master job. Road crews were Peter Kirkland, Paul Atkins, Matthew Redden, Christiaan Werk. Christiaan included John Gayler on the cattle train. I was dispatcher/train master come videographer/photographer. Making a total crew of seven. It was good to see members having a go.

I was somewhat concerned that the track cleaning done the week preceding may not have worked. Last issue I proposed using a product called Goo gone to clean the track, but I was unable to find it, so I bought Glitz goo and stain remover, a citrus based product. When Paul Wright used it in the clubs CMX track cleaning car it looked to be removing loads of gunk off the SCRR's track and smelt nice into the bargain. But I was worried that it might have left a film on the track. With this warning we began the session. Trains ran well. The only possible exception was the Atlantic Coast Line GP7 that Peter Kirkland was driving. It stalled several times while he was switching the grain elevator at Werkendam.

Matthew Redden ran the passenger trains. Christiaan Werk and John Gayler completed the cattle trains run left over from last session. Christiaan also ran the coal drag. Paul Atkins ran the Houseman turn, from Houseman to Kingston, completing its run, left over from last month.. Peter Kirkland ran the sound equipped ACL GP7 number 108 on the grain extra.

I liken model rail road operating sessions to a board game of role playing and strategy, where the layout is the board, and the trains are the pieces that are moved over the board. However we do not have winners and losers in operating sessions, just participants.

That does not mean that we operators (players) should not follow the rules. It seemed to me that a couple of operators did not read their switch lists properly and sent their trains through tracks not described in their switch lists. If we were playing for points, crews not following their switch list would loose points. Also are yardmasters allowed to over rule a road crew's instructions? Like calling a passing train to stop and add extra loading to that train off his own back. He could be overloading the train.

The aim of the game is to move trains efficiently and prototypically switch the industries efficiently.



Left: ACL 108 was returned to traffic this session. 108 was driven by Peter Kirkland and is hauling the grain train past John Prattis's new scenery. The cars seen above are in Prattis yard.

Right: At Kingston the switch loco is SCRR Baldwin SW 1200 number 122. Here 122 is adding the caboose to the down empty grain train. The grain train brings grain in box cars to Murray Milling feed mill.



Left: Atlantic Coast Line GP7 108 is being turned on the Kingston turntable while the yard master adds the caboose to the down empty grain train.

Right: Matt Redden drove two passenger trains including the southern Belle, a Santa Fe consist behind F3 number 20 which has just departed Houseman





Left: Houseman loco ready tracks. SCRR Baldwin SW1200 120 and Ippinitchie creek EMD SW 1500 number 156, Ippinitchie creek consolidation number 27 and Unicorn Timber and mining co Alco RS1 number 1000.

Right: Christiaan Werk is driving the empty coal train back to Dent. The empty hoppers will be set out under the tippie at Redman Mining co. The loco is SD24 number 240.



DECEMBER MEETING

After the meeting members enjoyed nibbles brought along.

Right: L-R Jeff Barclay, John Gayler, Christiaan Werk, Matthew Redden, Tony Mikolaj, Peter Kirkland, Paul Wright, Warwick Graham. Photo taken by Ken House.



WORKING ON THE SCRR

John Prattis, Christiaan Werk and Tony Mikolaj have all spent day time working on the SCRR, allowing more progress to be made than otherwise would.

Right: John Prattis had been working on this stratified rock in front of Prattis Yard before his departure for Canberra. AMR members will remember John's time at the club when they see this rock and Prattis yard. John also did the scenery at Haynes, Zieglersdorf



and Letheby, a lasting legacy for current members to enjoy. Thanks John, we wish you all the best on your return to Canberra to live and continue model railroading.

For this rock John glued foam rubber to the bench work. He then cut the strata into the foam with an electric knife. Any type of knife or scissors can be used to carve terrain shapes into the foam rubber. Once the terrain was carved into the foam it was covered in plaster which was then painted and ground cover applied. Christiaan Werk helped John Prattis in the final stages of this project.

photo: C Werk



Left: Tony Milolaj constructed the tunnel and added the portal while Christiaan Werk added the ground cover.

Right: Christiaan Werk has begun scenery in the area between Prattis and Yorsen mine. He also built the farm house, barn and silo from recently purchased Walthers plastic kits.



Right: All clamped up. Tony Mikolaj is making a new control panel for the portable layout so that it can be operated from the front. This will make for better interaction with the public at shows and even allow members of the public to have the opportunity to drive trains on the layout.

photo: T Mikolaj



Right: Warwick Graham and Peter Kirkland are progressing with Pt Douglas. The track on the bottom left will be for two berths, upper left a fish processor and fishing boat fuelling. The spur in the lower centre is a team track and the track going off to the right will go to the car float. They are currently working on the fascia.



Left: Christiaan Werk has laid cork on all four steel mill modules. Ken House has modified the coke ovens to make them more compact to allow two tracks to be laid in front of them.

Ken is now laying track for the steel mill. This is the first turnout on the modules, a right hand number 5 that will serve coal into the coke ovens. Because the steel mill is double decked over Atkins it is best to have as much as possible on top of the base boards, so Ken is using slide switches to operate the turn outs instead of the Switch tenders underneath as used elsewhere. When finished the push rods will be covered with card the same thickness as the railway ties. The same as Ken did on the portable layout. In effect, bringing ground level up to the bottom of the rails. Better simulating track work in a highly industrialised area.M

VIDEO SECTION

To play videos click on the images.



Left: Ken House's layout. Australian National 830 class, number 842, a 900 hp Alco is travelling down the main line as it runs around the up Myrtle Springs goods, in the town of Wooldowie on the K&EFR.



Left: Atlantic Coast Line GP7 has picked up three box cars loaded with corn from the grain elevator at Werkendam on the SCRR.

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

Layout Construction Update **December 2022**

On Friday 9th December I picked up the four sheets of Bendy Ply we had ordered from Plywood and Panel in Brisbane, which had been shipped via Toll to Bundaberg.

We dropped off three sheets at the clubhouse and I took the other one home to “test” cut the sheet with my circular saw. The flexible plywood is to allow us to have coved corners for our backdrops on our two end modules, as well as providing the backdrop for the centre module and “ceilings” for all three modules. I found the plywood was very easy to cut and on Friday 16th December I cut up the other three sheets. I cut from the back, or “C” grade face (*C grade veneer faces have a solid makeup and are designed for non-visual applications as they usually include flaws*), which meant that as the saw cuts it doesn’t splinter the good face.

I placed the sheets in the modules so I could see what the final result will look like. “Mock-up” photos are below. The plywood is a very good product and the staff, James in particular, at Plywood and Panel, were very helpful in assisting us with our order. The plywood has a “B” grade face (B grade veneer faces are suitable for high quality staining

and paint finishing), which is very smooth as is shown in the photos so it can be easily painted with minimum preparation and will hopefully deliver an exceptional finish.



Upside down module with curved backdrop and “ceiling” on bottom

As previously

mentioned the next working bee planned for January will involve priming of frames and backdrops prior to fixing backdrops in place.



Upside down module (*other end*) with curved backdrop and “ceiling” on bottom

As can be seen by the photo above the 2.4m curved plywood is ample for our 2.1m module and we will have to trim the plywood to suit.....M



Upside down module (centre) with straight backdrop and "ceiling" on bottom

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:-

March / April 2023

Deadline date for All Report Types = 18th February, 2023

Date for Reports of Div Meetings that occur after the Deadline date = 25th February, 2023

Publish Date on Web = < 5th March, 2023

May / June 2023

Deadline date for All Report Types = 20th April, 2023

Date for Reports of Div Meetings that occur after the Deadline date = 27th April, 2023

Publish Date on Web = < 5th May, 2023

Special Interest Groups (SIG)

Narrow Gauge Division 7

By Steve Chapman, MMR®
(NGSIG Regional Meeting Co-ordinator)

Meeting of the NMRA Narrow Gauge SIG was held at my residence. Eleven keen Narrow Gaugers attended with the usual banter and fun between members.

Right: Paul Marrant MMR® showed us his scratch built partial built tipple, looking great Paul.



Left: Bob Best, MMR® show us his boarding house almost Bordello, show it at Armidale show did very well with it. The model changed hands after the meeting, as things quite often do.

Greg Hiley showed us his On30 flat tops and other cars, nice work Greg.



David O'Hearn, MMR® showed us his Puffing Billy Cars, which turned out nice.

The layout did not run as power was lost at one end, due to my cataract I was unable to see it, let alone fix it.

Some discussion was held concerning members and Non Members attending meetings. Everyone seems happy with the current arrangement.

Meeting ended about 4pm, after a nice afternoon tea.....

Divisional Reports

Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)

October 15th meeting:-

Meeting Attendance and Apologies:

23 members

5 On-Line

1 visitor

24 apologies

AP Awards:

Nil

Special Mentions:

NMRA Regional Feedback:

Nil

NMRA Division 1 Feedback:

Large batch of NMRA Div 1 shirts and jackets have now arrived for payment and collection.

Report:

The Gathering was hosted by Glen and Vesna McCarley at their home in Cinnamon Park. Twenty-four people signed the attendance sheet, and all were comfortably seated under Glen's garage roof.

Presentation 1 – JMRI Ops Pro



Our first presentation was delivered by Duncan Cabassi on JMRI Ops Pro. Duncan gave a brief overview of JMRI Ops Pro and what it was capable of before he then did a live demonstration of how to set up the database and paperwork for operations. This included a basic layout with destinations, sidings, length of sidings (in units), rules around operations etc.

This presentation really showed the power

of JMRI and set up properly will allow for quite complex operations sessions. Duncan has offered further sessions in the future.

Presentation 2 – Car Card and Waybill

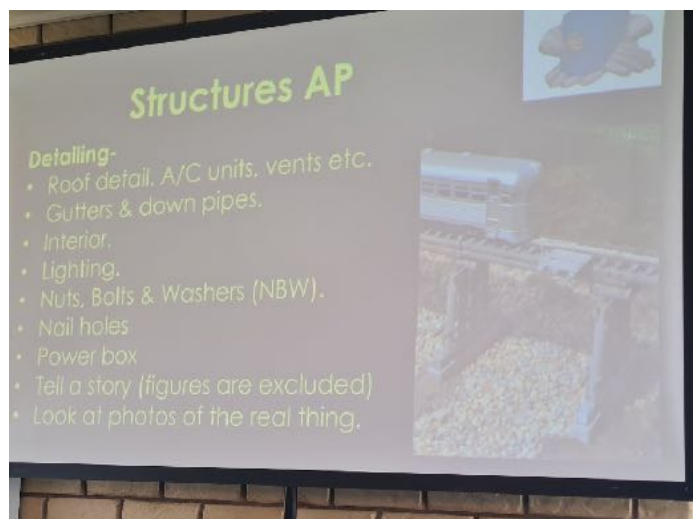
Anthony Palmer then followed by giving a presentation on “Adelaide Branch Line Operations (ABLO) – Car Card and Waybill” introductory session. Anthony showed how he uses the ABLO Card system to operate his layout. This was a stark contrast to Duncan’s session as the ABLO system is very hands on/ physical cards and not computer driven.



It was awesome to see the contrast with the way it was done back in the day and to how it might be done now in real life.

Presentation 3 – AP Award - Structures

Arthur Hayes described the AP Awards scheme as it applied to structures. This was the 5th lecture on NMRA awards scheme and discussed the kind of details that separate models capable of passing or exceeding the standards required to achieve certification. The number of artifacts and their variety was clarified.



Arthur advised the more detail you put into the item the more points you will receive. 3D printed structures are permissible provided you design them from scratch otherwise it is just a kit.

AP Award Presentation

After a long wait for the award to arrive from the USA, Malcolm Jenkins Master Model Railroader (MMR) award finally arrived after its epic journey. Everyone knows what an extraordinary modeller Malcolm is and we have seen much of his handy work over recent years and we have been closely following his journey to MMR. Malcolm is an extremely worthy



recipient of this prestigious award. Congratulations Malcom for achieving this Award. Well deserved and you are an inspiration to us all.

Show and Tell

1. John Howie showed us his very simple but effective 3D printed paint gauge that he uses to mix his paints.
2. Arthur Hayes showed us one of his animated figures.
3. Mark Bailey advised how he uses "Green Solution" to wash his resin prints.
4. Matthew Wilson showed us his very large 3D printed viaduct bridge he is constructing.
5. Wayne Ariel showed us his 3D printed N scale Qld structures all printed in one piece.

Division 1 News

Paul reported on several aspects within the Division and in the AR:

- Stream Committee not met for several months but Al Write offered to now chair this subcommittee and that a pilot program to prove our concept is scheduled for early 2023.
- Polo Shirts and Jackets have arrived – Paul has them available for collection.
- Plans are underway for a regional visit to Gladstone in early 2023. Dates to be advised.
- Warwick Weekend away 12-13th November 2022 is all booked.
- Many members are going to attend the New England Model Railway Convention in Armidale on 22-23rd October.
- Plans are underway for a regional visit and gathering in Hervey Bay region in October 2023. Stay tuned for details. A coach has been booked.
- The Division 1 Christmas function is at the Monier Hotel on 26th November 2022 from 11am.
- The Bundaberg Model Train and Hobby Show is on 25-26th March 2023.
- Clinics weekend likely to be mid 2023.
- The 2023 gathering calendar has now been finalised and is up on the website.
- We are seeking clinicians for the 2023 gatherings

Glen McCarley's Layout

Members attending the gathering had the opportunity to view Glen's NSW HO layout. What Glen has been able to squeeze into a very small space is quite amazing.



25 Year Membership

Bert Toogood had been a member of the NMRA for over 25 years. Unfortunately before we could present his award, Bert passed away earlier this year. Ken Edge-Williams, a good friend of Bert's, has kept in touch with Bert's family. On a recent trip to North Queensland, Ken presented the plaque to Bert's family who were delighted to receive it. Bert had an amazing HO layout and featured a stunning model of the Stoney Creek Falls bridge which was modelled to the Nth degree.



Present were son Norman, (Daughter in Law) Naretta and Grandson is WILLIAM.

William's has inherited the models that weren't pledged to others and is carrying on the modelling tradition. The layout has been



dismantled and sections are to be used by the Cairns Model Railway Club with the intention of the Stony Creek section could be made into a static diorama

Thankyou Ken for going out of your way to make this presentation on behalf of Division 1.

New England Model Rail Convention - Armidale

On a very wet weekend in Armidale on the 22-23 October 2022, the New England Model Railroad Club hosted their infamous convention. About 30 Division 1 members made the trek to Armidale for the very well-run convention. This event has the reputation as being the best model railway convention in Australia and Warren Herbert and his team certainly didn't disappoint.





There were 16 presentations spread across the 2 days, 3 layouts on display, plus 4 retailers. The venue and food were fantastic.

One of the competitions for a 1 foot by 1 foot diorama. There were many entries and congratulations goes to Arthur Hayes for first prize, Malcolm Jenkins for second and Craig Mackie for a special mention for 4th place. Well done team Queensland.



I can't encourage you enough to attend the next one in 2 years' time.....

Division 2

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

October meeting:-

Meeting Attendance and Apologies:

11 members

11 apologies

Awards:

One 25 year membership award

Report:

Our October meeting host was David Low with eleven members attending.

After postponement and a long delay it was timely to present Stephen Walker with his 25 Year Membership Award. Stephen has hosted many Division 2 meetings and

operating sessions on his N Scale layout. This award also acknowledges Stephen's wife Lorraine who has also been part of this membership, providing welcoming hospitality with afternoon teas, late night suppers and supportive conversations.

Show n Tell, more detail can be found in the latest issue of Division 2, The Flimsy.

David Low gave a video presentation showing operation on his Goulburn NSW based layout. David is also an accomplished military armoured vehicle modeller. 1:35 scale offers not only armoured fighting vehicles but also European themed locomotives and rolling stock, to which David adds additional fine details.




David Low's 1:35 Scale Armoured Vehicles and Rollingstock



Weatherproof External Southern Loop

Afternoon tea was served and members were invited to see and operated on David's layout. The layout is the Goulburn station precinct along one wall. Entry to the room has staging on either side of the doorway with weatherproofed external loops joining each end of the room. NCE

DCC, scratch built structures and a book of sequential operations make for an enjoyable time.

Another enjoyable meeting for Division 2 members and thank you to David Low for opening his home, layout and modelling...



Left-side Staging, John Martin



John Martin, Wal Pywell and host David Low,
Goulburn in Background



Right-side Staging to Northern External Loop

Division 3

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

Report Provided by Rod Hutchinson

November Meeting:-

Meeting Attendance:

13 members & Partners

Meeting Report:

13 Modellers & Partners attended the November meeting held at the home of Rod & Julie Hutchinson in Mooroolbark, East of Melbourne.



Rod's model interest is timber tramways and his property is the home of "Regnans Tramway" a HO_N30 layout displaying the movement of timber from trees cut in the bush through to sawn pieces shipped out by rail. <https://ibb.co/album/dwChJ6> and "The Points", an O-16.5 model of a transfer siding called The Points, located East of Warburton, Victoria, <https://ibb.co/album/BKTH5j>. Timber and metal rails are butt jointed to permit sawn timber transfer to La La Siding on logging bogies and then to Melbourne via the VR mainline.

Rod's wife, Julie, put on a delicious cold spread augmented by visitors preferred main course. The weather forecast was for wet, wind & thunderstorms, which did not eventuate. Modellers enjoyed a pleasant day outside enjoying all things trains.

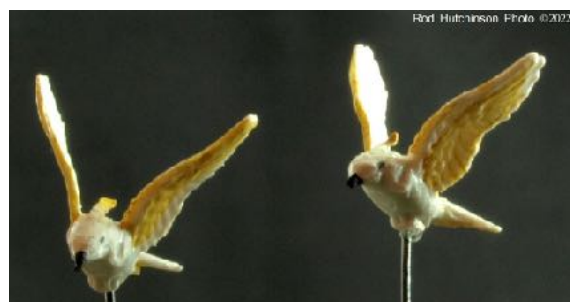
Robert Goslin has been converting O scale pigeons, found on Aliexpress, into a variety of Australian bird species by minimal bashing and judicious painting. Emus were created by clipping the wings from cranes and fattening the bodies with air dried clay.

Our superintendent was an apology so Rod Hutchinson, the host, thank himself and his wife for a job well done.

Models on display:

Various magazines and books.

Robert Goslin: Australian Bird species derived from pigeons and cranes.





Available on Aliexpress https://www.aliexpress.com/item/4000193253730.html?spm=a2g0o.order_list.0.0.5e861802Z6GcCx



Rod Hutchinson: Arduino Controlled, Slow Point Throw.

Video at: <https://youtu.be/maA67ypF1Tw>



Division 3

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

Report Provided by Rod Hutchinson

December 4th Meeting:-

Meeting Attendance:

12 members

3 Partners

2 Guests

Meeting Report:


A bright sunny and hot day greeted attendees of our Christmas meeting held at the home of Grant McAdam in Ormond. A relatively central location for those living anywhere around Melbourne and rural Victoria. 12 members, 3 partners and 2 guests

attended a 34 degree Melbourne summer's day. Travellers came from afar such as Tootgarook, Skipton, Ballarat and Emerald.

At this function attendees bring salads and mains, whilst our host has been busy baking muffins, a cheesecake, carrot & walnut cake, and biscuits. A true delight for anyone wishing to add on more weight.

Grant is mostly a structure builder producing some of the finest renditions of buildings viewed on his travels.

Show and tell was quite prolific with a range of gauges, scales and themes. Most attendees discussed worldly events mostly related to prototype and model railway themes.

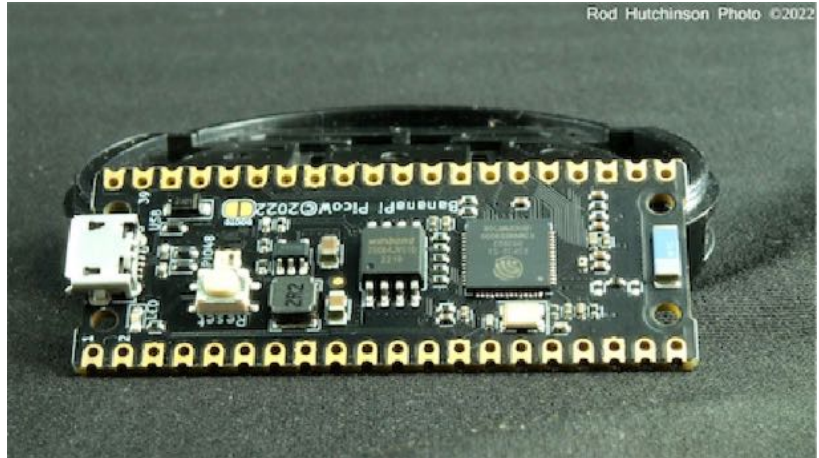
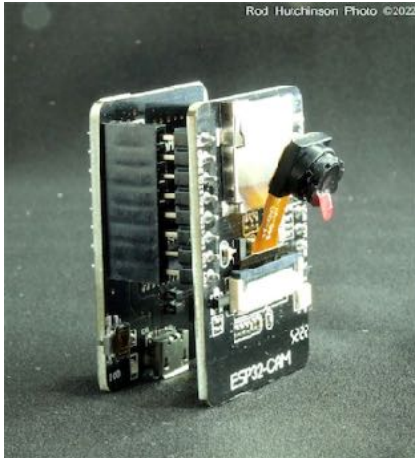
Our superintendent presented Rod Hutchinson (Nov) and Grant McAdam (Dec) with their respective thank you plaques.....

Models on display:

Various magazines and books.



Peter Kendall: O scale Ox carts based on Ceylon prototypes



Bob Backway: ESP32 Camera and motherboard capable of storing videos and transmitting via WiFi and a Banana Pi Micro controller.



Geoff Truman: HO South Australian Railways Brill and Trailer, Victorian Railways X class and 3 T class.



(Above) Paul Ritchie, HO 3D Pittsburgh Electric Traction (Trolley) and ARUMO Power Chassis for 16.5mm gauge



Laurie Green: 1:35 Scratch built Auto Parts store.



Robert Goslin: O scale magpies and cockatoos.

Rod Hutchinson: O scale Outback Models bowser and oil can stand.



Bob Thornton 16mm scale Fletcher Jennings 0-4-2ST and 0-4-OST Peckitt.



Division 4

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

November 21st Meeting:-

Meeting Attendance and Apologies:

8 members

ARC Report:

Nil

NMRA Regional Feedback:

Frank mentioned the ARC zoom meeting and that the US is thinking of increasing the fees. Subsequently the ARC is thinking of doing the same, so we will wait and see..

NMRA Division 4 Feedback:

Nil

Clinic:

Frank gave a talk on layout bench work constructions. He mentioned where to pick up rough sawn pine for free. Other members joined in with their discussions. No photos were taken. Dave wants his work to be finished before photos are published.


We all went into Matt's new Man Cave which was lined and painted. His computer was all set up on the desk. Matt explained where he was going to build his 3 level HO layout

Frank thanked Matt and his wife for hosting the meeting and providing the pizzas. Frank gave Matt the Meeting Host plaque.

Show & Tell:

David Whibley brought along all of his 'maintenance of way' G gauge units in scratch-built style, members were impressed and so was I.


Next Meeting:

Dennis Turner's place: 62 Balwina Rd, in Greenfields at 2.00 pm on the 18th of December

Division 5

Philip Sharpe (NMRA Inc.-AR Div5 Superintendent)

Regarding November meetings:-

Due to an unforeseen issue, we are unable to report on activities from Division 5 during November in this month's edition, but look forward to including a report or two about what is happening in the model train scene with our NZ members in the following edition...

Division 6

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

November meeting:-

Meeting Attendance and Apologies:

10 members

AP Awards:

Nil

ARC Report:

Nil

NMRA Regional Feedback:

See comments in report.

NMRA Division 6 Feedback:

See comments in report.

Report:

10 members and 1 guest gathered at Ron Solly's home for our November meeting.



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

The last 2 meetings have resulted in a shortfall in funds received, both in "subs" and in raffle money. From now on, funds will be collected by our Treasurer as the attendance form and raffle sheets are completed.



As advised last meeting, the only new item since our September meeting was a discussion on the NMRA Australian Convention, the result of which follows.

"Members agreed that we will not hold a convention on the same weekend as Epping as there seemed to be more negatives than positives when considering this option. After discussion Motion was presented - Moved: DC S: PB That we move the holding of our 2023 NMRA Convention to be held in the second half of 2023 on a date to be determined. Decision: Carried. Action - John Arrowsmith and Peter McGuire to assess available dates and report back to ARC."

Treasurer, Ron Solly, advised the meeting of our current financial state.

AP Asst Manager, SA, Ray Brownbill, advised no activity last month.

Librarian, Michael Robinson advised the meeting that he was still in the process of updating the library with the recent DVD and video donations, more of which have been donated. Approval was given to purchase blank DVDs to convert the video tapes to DVD format.

A discussion ensued on NMRA Div 6's attendance at AMRE, specifically the style of screen to be used behind our stand. It was agreed that material would be the simplest and most cost effective method, fixing the material to the railings. Ray Brownbill offered to purchase some. At AMRE, there will be a demonstration by Chris Fretwell of Ozrail Model Trains of Hornby's latest offering, 1/120 scale.

The NMRA Div 6 Christmas Lunch was held at the Southern Hotel in Gawler with 11 participants. Everyone that participated agreed that it was a very nice lunch and at very good value.



David Teague advised the meeting of the annual exhibition at St John's Church, Salisbury. Unfortunately, David misunderstood the timing of the event which was the beginning of November rather than the end. This meant that it was too difficult for Div 6 to attend. David advised that it was a very quiet event with most activity on Saturday morning and Sunday lunchtime. There were 5 layouts, arts & crafts and plants there, with a gold coin donation for entry. David hopes to convince the organiser to have more publicity to attract more attendees and bigger crowds.

Report on the Limecoast Model Railway Group's participation in the Geltwood Festival held at Millicent on the 16th & 16th October 2022 by Arty O'Connell.

The Geltwood Model Railway exhibition was run over Saturday 15th and Sunday 16th of October.

It took place in the Millicent RSL hall. The venue was a little cosy but we were able to fit 5 excellent layouts into the hall. Three of these displays were owned by NMRA Div.6 members.

In attendance we had Vern Cracknell with his G Gauge "Rosemont2"; David Teague with the "DCN" T-TRAK display; Helen and Arthur O'Connell with our N gauge "Ukandooit"; The Grampians model Railroaders from Stawell with their "Somewhere Creek" V Line HO layout and a member from the Limestone Coast Model Railway Group, Chris Mathais with his OO "Hadley Wood" display. Hadley Wood was the hometown of Sir Nigel Gresley. All our exhibitors say that they had a great time with us which makes it all worth while.

Over the two days we had over 800 people come through and have a look at the displays. Comments from the Millicent community were full of praise and thanks for presenting something to them that they have not seen too often before. The display also raised over \$1000 (through gold coin donation) to the LCMRG so that we can start on getting our new clubroom up and running. We also handed out 7 LCMRG membership applications. So overall, a very successful weekend.



Vern Cracknell (on the right) felt the event was very well run. The local MP, the Mayor and other Councillors attended. Limecoast Model Railway Group are looking to expand the event next year.

David Teague (in the centre wearing the

blue NMRA shirt) agreed with Vern's comments and advised that the organisers provided a BBQ on Friday night, dinner on Saturday night and everyone pitched in to assist in packing up.

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.

Round the Group:

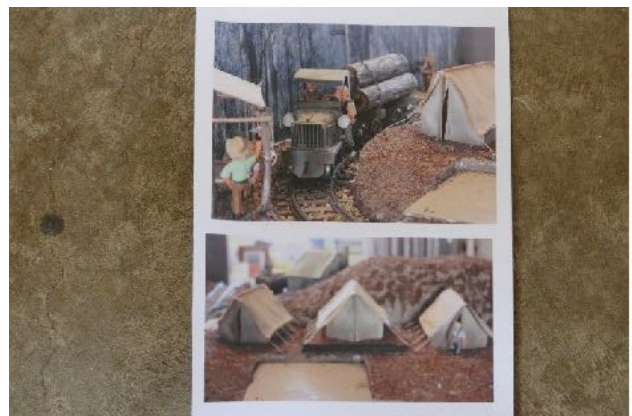
(*Below*) Ron Solly is creating a tunnel to make a border between the scenicked layout and some open staging. He's also finishing his new timetable and doing a lot of wiring. His new panels are progressing. Ron is part of the local P4 group and asked some questions about testing and tagging of P4 transformers. Ainslie Brittain and David Teague provided guidance.



(*Below*) Vern Cracknell told us the story of using red gum sawdust to make the ground cover and kitty litter to make some ballast for Rosewood.



(*Below*) Vern also showed us some tents he made for Rosewood, being made from a cardboard base with fine material draped over and split pins as tent poles.



Rod Stewart has been soldering with some degree of success and is trying to use Baker's Fluid. The group then discussed the steps to achieve successful soldering.

(Below) John Prattis, whilst packing up for his pending move, re-discovered some collectables from various NMRA conventions. He also built a Sentinel loco but it only runs without the body. Some investigation needed there. And he has a 48 class loco in parts but the motor doesn't turn. More investigation. It was suggested that because it has been sitting for so long, the lubricant in the motor has dried, freezing the motor.



Jane Robinson tells us she's been busy with other things and has suggested that next meeting, our December meeting, which will be at Jane and Michael Robinson's, will have a sausage sizzle before the meeting.


Michael Robinson has been track cleaning using INOX and has re-done the curve over his doorway using large radius. He's now into wiring the hidden staging and planning the top level. Michael also advised that a new train out of Tailem Bend called the Murraylander has been running tests out to Coomandook.

Ainslie Brittain has been making progress on the crane he told us about last month. He's had some parts 3D printed and took the small motors to a watch maker to find out about lubricant. The jeweller suggested the original lubricant has solidified and the motor needed a wash. The accessory decoder is now working functions of the motor. Ainslie has had to construct the circuit in the very small space available. He's now tested and the motor turns the crane in both directions. More pulleys are needed.

David Teague hasn't done anything with his layout as he's been busy with the Geltwood Festival and the St John's Exhibition.

Ray Brownbill has added more wiring to make his frogs live. He and Ron Solly have been to Bob Bevan's to wire more of Bob's layout and advised the group that the silos across the road from Bob's home are in the process of being removed using big cranes.

NMRA Division 6 meetings for 2023 - to date we still have vacancies for January, May, August, September and November. A copy of the current diary will be with this report. Please consider being a host.

That concluded the meeting and the group then enjoyed afternoon tea and had a look at Ron Solly's layout. Our next meeting will be December 10th at Jane & Michael Robinson's, 60 Bolton Court, Flagstaff Hill.....

Photos:





Division 7

John Arrowsmith (NMRA Inc.-AR Div7 Superintendent)

There has been no report received for the November / December period for Division 7.
The Div 7 SIG report is recorded above on page 39.

Division 8 / 9 Northern Rivers

Ian West (NMRA Inc.-AR Div 8/9 Northern NSW Superintendent)
September 3rd meeting:-

Meeting Attendance and Apologies:

13 members

10 Apologies

AP Awards:

Nil

Report:

Minutes for NMRA General Meeting on Saturday 3rd September 2022 at Hallidays Point Tavern.

Meeting Opened: 11.56am

Ian welcomed the members present.

Attendees: Michael Peters, Chris Minahan, Paul and Erica Baker, Michael Bartlett, Col South, Al Harris, Rhonda Hodges, Len Campbell, Stirling Whaley, Jim Sowter, Ian and Wendy West

Apologies: Wilfred Egert, Stephen Rea, Geoff Francis, Graeme Tampion, Stephen Ottaway, Keith Morrison, Keith and Laurel Taylor, Bill Baggett, Rob Stokes

The minutes from the last meeting on 18th June 2022 were briefly discussed.

General Business:

Len Campbell will contact Greg McCarroll regarding a Christmas get-together in Port Macquarie.

The convention is still up in the air. Members were asked if they would prefer the convention to coincide with an exhibition in Sydney or run before it. Most preferred the second option.

Paul asked how many AP's had been awarded lately. Ian reported that none had been awarded in our division but David O'Hearn had published the latest awardees in the September/October Mainline magazine that is available on the NMRA website. Al Harris and Wendy West are to follow up on the Volunteers AP for the CCRMI.

Wendy mentioned that we need to contact the webpage manager to update our local club meetings and add the Northern NSW meeting dates.

Paul raised the matter of the Partnership Program as he had offered about four years ago to give a substantial discount to members, and it had never been followed up. Paul was most annoyed about this. He is no longer interested in doing this as he will be closing "The Trainman" by the end of 2023. This item was before Ian became the division superintendent and he did not know why nothing had been done.

It was also raised as the benefits of being a member of NMRA, to which Col South replied, "This, a social outing with fellow modellers". The new website came up for discussion and Al Harris said that he would email Wendy with the relevant information as to how to access the members only information on the webpage so that it could be on forwarded to the members on the division mail out list.

Meeting closed at 12.22pm and members departed to go to Michael Peters home to view, and run, his layout. The Coffs Harbour members were amazed with this layout and were all given a partner to help them safely navigate the track, which requires a minimum of ten people to operate successfully. Michael then provided lunch after which members headed to Michael Bartlett's for a quick look at his layout before driving home.

CCMRI Excursion to Taree.

We finally made it to Taree! On Saturday 3rd September eight members of the Coffs Coast Railroad Modellers Inc (CCMRI) made the trek south to Taree. This visit had been delayed by Covid and daily life. A few chose to travel down the day before while the others had an early start. Our first stop was the Taree Model Train group, and we were jealous, to put it mildly! Our group is struggling to find a decent sized venue in Coffs to house our award-winning exhibition layout and Taree has a huge ex-railway shed.



Ian (in maroon jumper) took advantage of the time in Taree to ask lots of questions about DCC.



The Taree group use the program 'Engine Driver' on their phones to run their trains. each member has their own engines.

The members were extremely welcoming and very happy for us to visit, even offering an invitation to visit any time. Their layout has both HO gauge and N gauge (intertwined at one end) with each member running their own train via the app "engine driver" on their phones connected to the main computer. There is also a diorama type layout along one side. Matt from Matt's Ballast was there, and he is a founding member from 1985.



Matt Ward



Col and Wendy (Jim and Paul in the background) were impressed with the Taree layout



The group has the 'N' gauge and 'HO' gauge track running alongside



Everyone is concentrating

The group were very happy to chat and offered morning tea. We could have joined them for lunch (they were making curry) had we not had further plans for the day, but we will certainly visit again.



A view of Michael Peter's layout. It is a huge area under his house

Ian presented Michael Peters with the NMRA thank you plaque

Our next destination was Hallidays Point Tavern (about 20 mins further south) where we met up with the NMRA members from the area (Len had come from Wauchope), had a short meeting, and enjoyed a drink.

From here we moved to Michael Peters' home and were amazed when we walked into the doorway under his home. I have decided that my small layout is not such an extravagance and, it was fabulous to meet with so many train buffs. In my previous life in Forbes, I would never have believed that so many people have their own railways.





Another view of Michael Peters layout, showing the two levels



Everyone enjoying their sausage sizzle after the train running session


Michael's layout is quite extensive and needs ten people to run it at its best. He even has a separate control room. Michael's layout is on two levels and has a helix to allow trains to travel from one level to the next. Members of the local Hallidays Point group were waiting to pair up with us to give us a turn at running a train around the track. It took about twenty minutes to complete a lap with everyone stopping at every station to await a green light before progression was permitted. All stations were named after the local area. Wendy was even roped in to run a train. Her first experience of using the NEC controller.



Al, Michael B and Paul looking at the Bartlett layout

After an enjoyable sausage sizzle, we moved around the corner to visit Michael Bartlett's layout, which was also under his home. One advantage of living on a steep block.

Michael said that this layout was about one-quarter the size of his previous layout, but it was still quite large.

I failed to mention the weather, it was horrendous! Downpours and windy weather so our drive home wasn't pleasant, but we had a great day.....



Another view of Michael Bartlett's layout

Division 8 / 9 Northern Rivers

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

October 16th meeting:-

Meeting Attendance and Apologies:

9 members

3 Apologies

AP Awards:

Nil

Report:

Meeting started at 1.30pm. It was a casual meeting At Keith and Shirley Morrison's home with no real details to discuss.

Attendees: Keith Morrison, Ian and Wendy West, Al Harris, Rob Stokes, Stephen Rea, Geoff Francis, Garry Lenard and his brother-in-law, John.

Apologies: Rhonda Hodges, John Skinner, Paul Baker

General Business:

Ian mentioned that Keith could apply for AP Certificates if he wanted to.

Ian told members that he was going to Armidale for the New England Club Convention the following weekend.

Stephen told us that Ian Phemister and Stephen Johnson would be at the exhibition with a trade stand for their turntables and model figures.

Ian presented Keith with his host thank you plaque.

We adjourned upstairs for a magnificent afternoon tea put on by Shirley and then Wendy and I thanked Keith and Shirley for their hospitality and left as we had another engagement to attend. The other members went back downstairs to continue running the trains.



Above - Al Harris, Garry Lenard, Ian West
and host, Keith Morrison at the back



Right - Rob Stokes controlling a train
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Division 8 / 9 Northern Rivers

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

November meeting:-

Meeting Attendance and Apologies:

21 members

3 Apologies

AP Awards:

Nil

Report:

Dates for next year: at this stage meetings will be held on the third Sunday of February, April, June, August and November. Preferably they will be hosted at members' homes so that we can see how our layouts are going. I will send an email to remind you, but I need volunteers to offer their homes.

We will be looking for a new division superintendent as I have done three years and it is someone else's turn.

New England Convention:

Wendy and I were very pleased that we made the effort to go up to Armidale for the convention. It was very well organised, and I was able to go to a few clinics and learnt quite a bit. Our granddaughter was quite happy on the Sunday morning to have a look at the display layouts.

The dinner on the Saturday evening went smoothly, even though Wendy doesn't know a lot about trains. It was great to meet some of our other division members and committee members in the flesh.

This is Madi and Wendy looking at the Moonee Flats diorama. The "water" was so well done that our granddaughter thought that she would get wet if she touched it.

Peter Boorman, the modeller, can be seen in the background operating the train.



This is another view of Moonan Flat. The cranes were all operational



The Model Competition showed what could be built on a 30cm square board. Each one was completely different and that would have made it exceedingly difficult for the judges. They were all very beautifully detailed.




John Skinner, Bob Wilkins, and Geoff Francis
enjoying a chat before dinner

Christmas Get-together:

Wendy decided to organise a Christmas get-together at the Moonee Beach Hotel for November 30th as no one had offered a suggestion. Twenty-one of our Coffs Harbour group, including some of our partners, enjoyed a social evening and meal.




Paul Baker has offered to host a meeting next year as have we, and I will follow up with further house visits once I get some more offers.....

I am in deep conversation with Stephen Rea, Rob Stokes (partially hidden), Rosalie Skinner and Jim Sowter can also be seen in the background.

Division 10

Pat Britton (NMRA Inc.-AR Div10 Superintendent)

Regarding November / December meetings:-

There has been no report received for the Nov / Dec period from Division 10....

What's in the Next Edition

- *Charles Page models the PRR and has now included Position Light Signalling on his model railroad. In this article, Charles outlines a little about the history of the prototype signals, as well as how he installed the model versions on his layout.*
- *Many of us who have been in the hobby for a long period are comfortable with the existing methods of supplying scenic figures, but the modern modeller such as Dave Whibley, embraces the new technology when he produces unique figures for his G scale layout.*
- *There are many in our hobby who at least at one stage, if not all of their working life, worked for a government railway in Australia. In this first of a four part series, Ted Freeman recalls some of the high and low periods during his time with the NSWGR.*

plus lots more.....