

Volume 40 - No. 4  
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the

# MainLine

magazine

the official journal of the

National Model Railroad Association Incorporated  
Australasian Region



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Read more about the NMRA Inc. Australasian Region National Convention from page 30 to 45

# **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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## New Articles

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16	<b>Improving 'Freebee' Downloaded Card Buildings</b> Gary Sardoni enjoys constructing buildings from 'Downloadable Card Building Kits', which are free to download. In this article, Gary outlines how to strengthen and add texture to doors and windows and add lighting to the buildings. <b>by Gary Sardoni</b>
21	<b>Sydney N Scale MRC's Cascade Union</b> When a club layout needs to be removed from an existing location, it could be considered to be an unfortunate situation, but that was not the case for Sydney's N Scale MRC. Eric Coughlan explains how moving to a new premises enabled a new start for an ageing club layout. <b>by Eric Coughlan</b>
30	<b>Convention Newsletter</b> All the information that you need to know about for the 2023 Australasian Region National NMRA-AR Inc., 'Rails @ Rosehill' Convention, is contained in this sixteen page newsletter. <b>by the NMRA Inc.-AR Convention Team</b>
46	<b>Nine Years on the NSWGR</b> This is the third part of a four part series, where ex NSWGR Fireman / trainee Driver Ted Freeman, recalls some of the high and low periods during his time with the NSWGR. <b>by Ted Freeman</b>

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## the Cover Photo

*The Sleeper Manufacturing plant on Graeme Barnes's MMR® Layout, is just one scene that guests will see during the layout tours of the upcoming NMRA Inc.-AR 'Rails @ Rosehill Convention', which is to be held later this year. Read about Graeme's Layout from page 6 in this edition of MainLine.*



## Editor's Comments

**A**t the time of publishing this month's edition of MainLine, there is less than three months before the '*Rails @ Rosehill Convention*' kicks off. So time is quickly running out to finalise your travel and accommodation plans, if you haven't done so already. The Convention team have brought everybody up to date with the latest 16 page Newsletter #5 which was circulated in early June, but if you haven't caught up with it yet, you will find a full copy of the newsletter from page **30** in this edition.

As well as the Convention information, we have another bumper issue of **115** pages of reading pleasure in this edition of MainLine. Yes, that is 22 pages more than the previous record number of pages in our magazine, not that we are going for records, but it is a testament of the great support we are receiving from a large number of our members. Those members unselfishly share their model railroading experiences with the Australasian Region Membership. We also receive great support from the many individual Divisions within the AR, by those divisions providing information about the activities that are happening within their divisions and at their monthly meetings. Well done guys and girls, I have no doubt many members have benefited and will continue to benefit by reading your stories.

During the pre and post '*Rails @ Rosehill Convention*' days, there are 'Layout Tour' days scheduled, where convention attendees will have the opportunity to visit many fine layouts in the Sydney and surrounding areas. One such layout to view will be the layout of Graeme Barnes, MMR®. On page **6** you will see a brief look at Graeme's layout, and the front cover photo also shows the concrete sleeper manufacturing depot on his layout.

In this edition we also have a fine article from Gary Sardoni which outlines how to improve 'Freebee' Downloaded Card Buildings. Gary enjoys constructing buildings from Card Building Kits, which are free to download, and from page **16** he outlines how to strengthen and add texture to doors and windows and add lighting to the buildings.


When a club layout needs to be removed from an existing location, it could be considered to be an unfortunate situation, but that was not the case for Sydney's N Scale MRC Cascade Union layout. Read along from page **21** where Eric Coughlan explains how moving to a new premises enabled a new start for an ageing club layout.

Ted Freeman, ex NSWGR Fireman / trainee Driver, continues with the third instalment of a four part series from page **46**, where he reminisces about the adventures he had in earlier years when he was a NSWGR Fireman / trainee Driver, recalling some of the high and low periods during his time with the NSWGR.

There is 100% club news from the Adelaide Model Railroaders Inc. and the Wide Bay Burnett Model Railway Club Inc. from page **56** and the Divisional Reports commence on page **70**. As you read the 100% club news and Divisional reports, you will read that there has been plenty happening from around the Australian Region during the last two months.

My stock of articles that I have available for inclusion in the pages of MainLine is rapidly declining, so we will need to replenish the number available very soon to ensure we have quality articles available for our members to read.

I know there are many fine Model Railroaders from around Oz & from 'across the ditch', who have some superb layouts which are itching to be shown in MainLine, but which haven't been sent to me yet! I am hoping that one day soon I may be able to present a couple of layouts from members in divisions who may not have provided articles for MainLine in the past. The question is, who is up to the challenge? I look forward to receiving your article.

Lastly, as noted in the last issue, if you are looking to advertise to Sell, Swap or Give Away your Privately owned model train items at no cost to you, then turn to page **73** to see how this is now possible. That entry will continue to be shown in future issues of MainLine as a reference for anyone wanting to move some unwanted model railway equipment. ....

*Meru Bagnall*

Editor - MainLine On-Line

# The Southern Highlands & Loop Line

by Graeme Barnes MMR®

***Starting Fresh with a New Layout - Moving to a New Home***

**W**e arrived in the Southern Highlands of NSW in May 2019. I have taken the local rail lines as the theme for my next layout adventure creating a modellers interpretation and expression of the rail lines of the Main South in NSW, and the original 19<sup>th</sup> Century line to Melbourne, known as the Loop Line. The layout includes extensions to the south coast, over the eastern fall, and two rail lines created by government but never built.

This is a HO layout I have waited 50 years to build. My first train was a childhood gift in about 1956, but my first layout waited to be built in 1974. Since then I constructed layouts in N and HO scale, for European and US prototypes.

From 1993 we lived in Mullaley and then Gunnedah in north western NSW. My rail modelling focused on that area, driving me to complete a prototypical shunting layout based on Gunnedah rail yards. At the same time I started developing skills as a model layout designer. For nearly 20 years I provide professional design of model railroad layouts to clients across Australia.

When we arrived in Hill Top my original aim was to utilise our two and a half car garage to build my layout, leaving cars outside under a carport. There was some push-back from an interested party. With agreement I decided it was more prudent to build a shed for the layout. We have a reasonable size block for the area. The current layout is designed to fit the shed I project managed at our new home. The shed is 15 x 7.5m (112.5m<sup>2</sup>), completed by April 2021.

Hill Top is elevated and snow is possible. The shed is air-conditioned for winter chill. Sometimes summer reaches 30°, when cooling is needed.

Designing the layout spanned almost 12 months, but was complete at about the time the shed was available for real railroad construction. The design, known as *Plan23t-e* is the result of many iterations, additions, corrections and inputs!



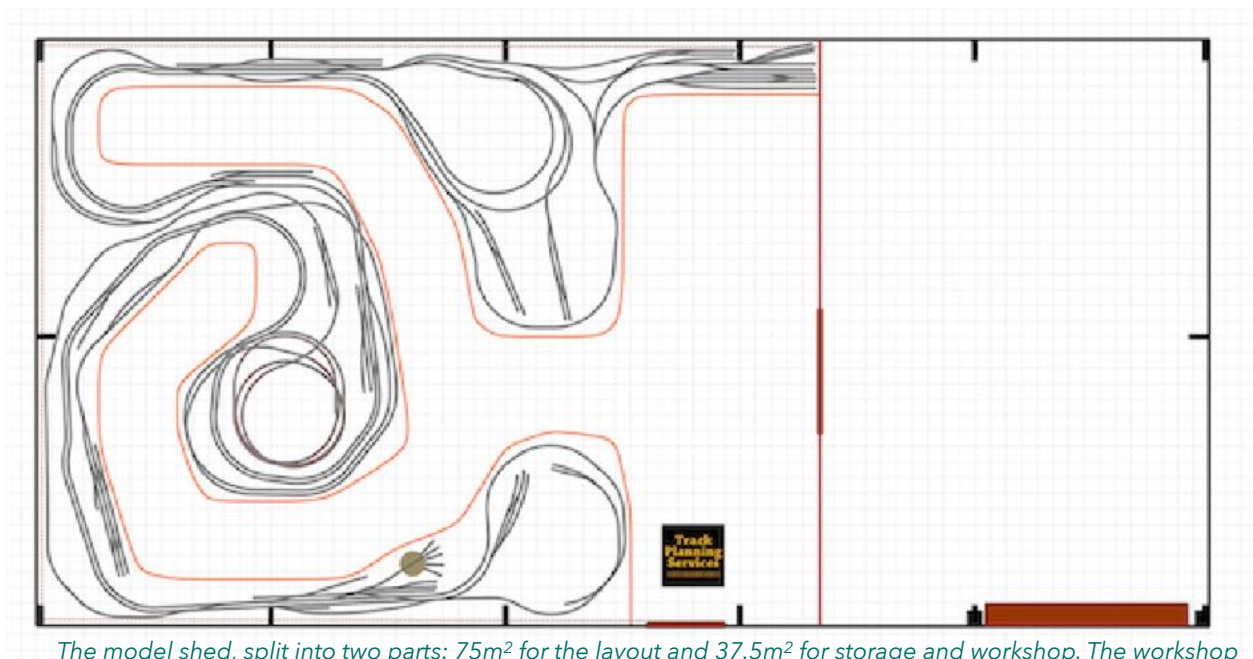
*The house and shed*

The layout is designed to fit two thirds of the shed (10 x 7.5m or 75m<sup>2</sup>), with the balance (37.5m<sup>2</sup>) assigned for storage and a workshop. Eventually the exhibition layout "Gunnedah" will move from the garage and find a home in the smaller part of the shed.

Many Australian layouts are 10 to 20m<sup>2</sup>, often using single or double bedrooms or single garages. The typical layout is generally designed for one person to build and operate alone. Sometimes this size layout can be operated by a small team, providing aisle space is adequate.

My new layout is intended to be built by one person, perhaps with the occasional help for specific projects. Total track length is 223.76m with over 100 turnouts. I have been using Tillig code 83 track, turnouts and motors for many years with more than satisfactory results. The German track is not unlike NSW prototype.

The planned mainline is a continuous loop, folded over itself into a dog bone shape. The large continuous loop then effectively becomes double track. The main line is sectioned into a North and South configuration of 37.83m and 41.16m. Apart from the continuous main line there are numerous terminating lines, each with its own industry or numbers of industries. The Loop Line is 10.65m, accessible from the main South line and returning to the main North line. In general, I have incorporated as many industries, localities and features from the Southern Highlands into the design.



*The model shed, split into two parts: 75m<sup>2</sup> for the layout and 37.5m<sup>2</sup> for storage and workshop. The workshop has a roller door. The orange line is the bench edge. The three loops at the top are the Loop Line and two reverse loops. The loop at the bottom near the personal access door is the Moss Vale return loop. Trackage at the top right is locomotive and rollingstock storage with a wye outside the yards of Thirlmere.*

## Commencement of Construction:

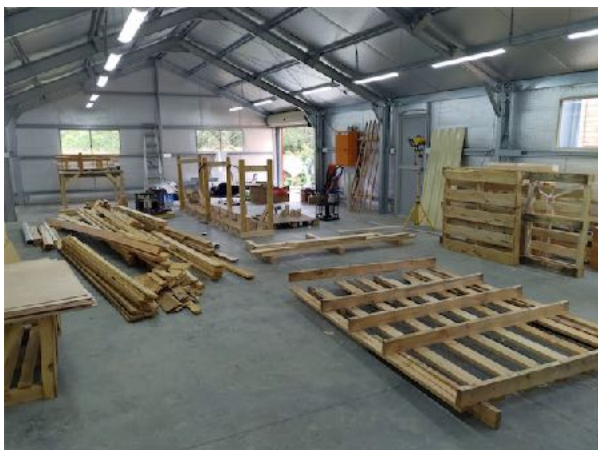
Preliminary work commenced almost as soon as the shed was completed with the construction of timber frame modules. The timber was sourced from the rear of the local big-box hardware store. It was free for the taking. It's amazing the amount of useful materials for a model railroader found as waste items. Pallets (not the small square



regular types), supporting frames and flat pieces of board are discarded by hardware stores as single-use packaging for a range of items. I discovered long pallets of 5.4 and 6m lengths and many other packaging shapes that are useful. After dismantling the pallets, the primary timber pieces selected for retention were 100 x 25mm planks and 90 x 38mm legs. I bought an inexpensive thicknesser/planer from a small supermarket and dressed the broad sides of each timber plank.

I designed modules of various lengths and mass produced 23 of them. I varied the height of modules depending on their position in the layout plan. The modules were set in place according to the pre-determined plan. After placement in the room the modules are joined to each other to give a solid and immovable sub structure for the layout.

During the design phase aisle widths of 1m were set as minimum standard. Another governing factor is reach into the layout. Most of us reach 750 – 800 mm across track and scenery. Base boards wider than 800mm can create problems, particularly if track is laid close to backboards.



*Salvaged timber pallets prior to deconstruction. Loose planks behind the partially deconstructed pallet. Other pallets waiting under the window. A partially constructed module upside down at rear.*



*Typical timber module after planing the planks and assembling legs. Most modules have shelves built 200mm above the floor – valuable for storage.*

## Construction Philosophy:

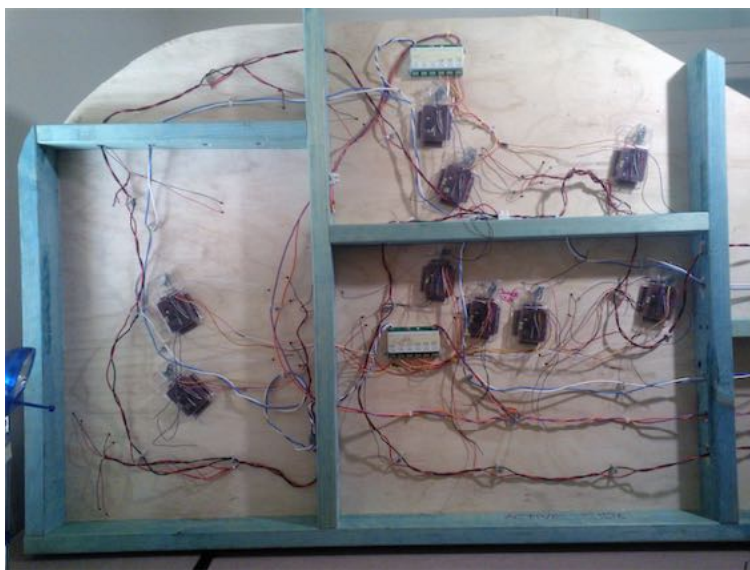
At the outset, the overriding notion is to lay track in sections, and complete landscaping before moving to the next section. This has been worthwhile but it means that there is no continuous operation of trains during construction. This philosophy has been engendered in me over many years after observing modellers focused on laying track to the exclusion of creating landscaping and lineside features. Often, after many years, track is functioning with all electrical connections, but the layout is bare of scenery, industry and defining features.

The more sections that are completed, the further trains can travel! As track is added, electrics are completed, including wiring of Tillig turnout motors, installation of Dual Frog Juicers to control return loops, and soldering rail pieces together (particularly in curves) for continuity of power. Soldering droppers and lengths of flex track together

before creating curves is a proven advantage for avoiding kinks when laying curved sections.

Basic track curvature is 750mm radius. Double track is separated by 59mm, this being the track centre when two Tillig turnouts are joined in a crossover configuration. For double track curve sections the outer track is 809mm radius. Other brands of track, notably Peco use track centres of 51mm. Using Tillig turnouts has other advantages with continuous frog rails (rather than being hinged) and flexibility on the sleepers for bending where turnouts do not fit perfectly in curve and straight sections. The entire turnout can be bent to fit odd spaces.

Rather than using control panels to operate turnouts, DPDT switches for each turnout are located on facias directly in front of each turnout. As the operator moves around the layout following trains, the switches are immediately to hand.



*The underside of a HO module from a previous layout. Tillig motors are the brown rectangles. Lenz LS150 stationary decoders are white with green edges. Each decoder unit can handle 6 turnouts*

In a previous layout all turnouts were controlled by Lenz LS150 stationary decoders using NCE hand pieces. This proved reliable but cumbersome. Where there are many turnouts, identifying the decoder number was difficult unless the decoder identifier was immediately obvious at each turnout.

The overall DCC operation is NCE, but there are eight sections or regions electrically isolated using two Easy DCC ZoneMasters attached to the NCE equipment. Wi-Fi is installed in the shed and there are NCE

wireless throttles. Eventually the layout will be controlled by walk-around throttles and phones, from a laptop-controlled JMRI interface.

### **Grade and Elevation:**

The topography of the Southern Highlands is reflected in the name. Hill Top is at 700m. Included in the design are many grades of elevated (and depressed) sections. The base height of the layout is 1000mm, rising to 1250mm. To achieve these changes in height, two methods are used. The simple method of creating grade is for track to rise or fall over long distances. The size of the layout allows for this. An alternative method to change height is the use of a helix or spiral.

Incorporated within a large planned mountain in the centre of the layout is a helix to change height by 200mm. The helix was constructed in 2012 and was reviewed in AMRM (August 2018 pages 33 - 35). This helix is an eccentric helix, unlike most helices (helices?). Construction is in spiral form, but not with track directly above or below other

track. This gives opportunities for tunnels and cuttings where other track above and below is hidden within mountainsides. The helix is a separate piece of the layout, on its own base. Legs were added to place the helix within the layout as a separate module.

Grades over 2% are easily handled by modern HO locomotives, unlike their prototypical bigger brothers. Unless a HO loco is overloaded the helix provides little challenge. The helix offers travel over the escarpment of the eastern fall to the coast, and then onwards to the south to Bomaderry.



*Eccentric helix constructed as an independent module. Legs added later to give precise height within the layout. Top and bottom outlets at 200mm vertical separation. Total track in the helix is 8.37m for a grade of 2.4%.*

In this layout there is track from the Main South, across the Nepean River north of Picton, to the coast through Dombarton. Even though the NSW Government was not able to complete the line, you will find it active here in Hill Top. Not only does the helix allow travel to the coast, but trains rise from the coast to emerge at Robertson on the Macquarie Pass Line. A long run of 10.956m from Robertson to Moss Vale Junction provides a fall of 75mm or 0.68% grade.

### **Localities and Industries:**

Construction to June 2023 has taken two years for about 133m main line, with terminating and shunting track. Sections of the layout are completed in keeping with my philosophy of finishing the layout in sections. About 20% of the shed contains the large area of Thirlmere, Hill Top and the cutting and orchards of Burragorang.



*A portion of the layout intended for multiple scenes. Eventually view-blocks will be constructed to divide the area into discrete scenes. Thirlmere yards in top right corner*





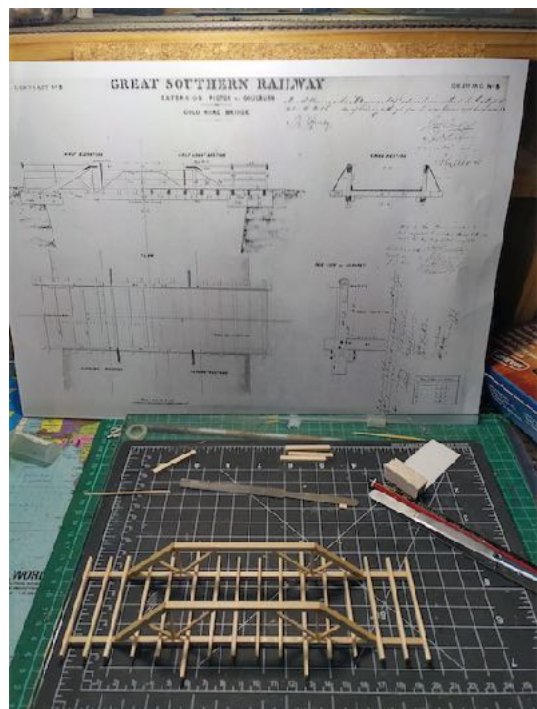
*Localities on the benchwork in Pic 7. An overview of individual scenes, separated by back boards and ground forms such as cliffs. The common thread is the Loop Line passing around each landscaped scene.*

Other pictured landscaped localities and scenes are described below:

- Thirlmere The main loco, wagon and carriage storage and shunting area with about 25m track in 12 sidings. At the entrance to Thirlmere yards is a large wye for turning whole trains. A single turntable in the plan is located in Moss Vale yards, to be the final part of the layout to be built.
- Hill Top Cutting (sometimes known as Big Hill Cutting). A representation of the very deep cutting 6km north of Hill Top. This is one of the deepest cuttings in Australia. Originally (ca 1868) a queen post truss bridge spanned the cutting. The model cutting has a scratch built bridge, constructed using the original plans from the 1860's.



*The deep cutting north of Hill Top prior to track ballasting. Ballasting is the final work to complete each landscape.*



*Partially constructed Queen post bridge for the Hill Top cutting. The plans for the bridge in the pic date to the late 1860's*



· Hill Top A small village with a population today of 2600. Hill Top was the highest point of grades falling to Mittagong to the south and Picton to the north when the single track was the main line between Sydney and Melbourne. Hill Top became the location for helper locomotives to detach on the long 1 in 30 grades in both directions. After a double track main line was opened in 1919 to the east, Hill Top became a stop on the newly named Loop Line. The line carried commuter traffic to Picton, Mittagong and Bowral until the 1970's. In constructing Hill Top and other scenes on the layout a worthwhile function of landscape innovation is the use of pictures. Pictures record a valuable instant in time. The picture below was the inspiration for the model, and provided information to enable scratch built structures.



*In the mid 1950's shoppers wait on Hill Top station for the railmotor to Mittagong and Bowral, then bringing shoppers home in the afternoon*



*Hill Top station scratch built to keep shoppers dry in wet and cold weather.*

· Braemar Concrete Sleeper Works  
Between Hill Top and Mittagong on the Loop Line is a concrete sleeper factory. A timber trestle bridge, now destroyed, joined Braemar and Colo Vale. Sleeper trains enter the factory from Mittagong, taking sleepers across the state. As a reminder of my past, my cattle herd now grazes across the tracks from the sleeper works.



*A concrete sleeper factory located on the Loop Line at Braemar not far north from the Main South line. The Loop Line is discontinued further north towards Colo Vale where a timber trestle was initially damaged then burnt. The sleeper wagons are partly commercially available and some kit and scratch built. The piles of stacked sleepers on the ground are 3D printed. The tunnel to the left of the factory is the outer track of two reverse loops.*



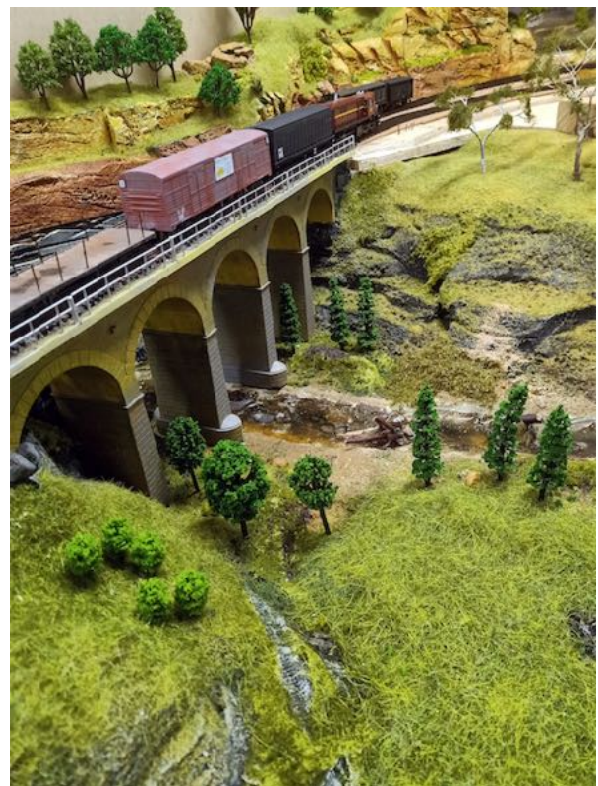


- Braemar timber trestle connected the Loop Line between Braemar and Colo Vale. The trestle is gone, but it is a necessary part of the layout to provide continuous Loop Line operation.

*Timber trestle connecting Braemar with Colo Vale. Restoration of this destroyed bridge would provide continuous operation on the Loop Line between Picton and Mittagong. Tourist rail services are due to commence operation between Picton and Colo Vale in late 2023.*

- Double track stone viaduct over Stonequarry Creek The viaduct over Stonequarry Creek is one of very few existing double track sandstone bridges in Australia. The bridge was initially built for the Main South line from Picton to Goulburn in the 1860's.

*Stonequarry Creek viaduct still carries main line traffic to Melbourne. Further south the Loop Line separates from the double track Main. The model is heavily kit bashed and scratch built from a single track German bridge. Both tracks on the bridge are hand laid code 83 rail with code 70 gantlet rail.*



- Orange groves of Burragorang line The region once produced fruit for the Sydney markets. Some orchards can still be seen when driving along the M31 Hume Motorway. The orchard on the layout is in recognition of the importance of fruit production. The orchard is placed on a line planned in the early 1950's from Thirlmere to Burragorang to extract coal above the Warragamba Dam valley. The line was never built but there are still signs of the formed roadbed heading north west from Thirlmere.

*The orchard is lovingly tended to produce mouth-watering oranges and lemons for cordial. The Southern Highlands was a centre for fruit production for distant markets. The orchard is located on the never-built line from Thirlmere to Burragorang. The building is an American fruit packing shed.*





- Coal mining and coal loader Many lineside industries in the region are modelled, or will be modelled as the layout takes shape. The coal mining and loading operations of Tahmoor Coal Company are adjacent to the Main South line. This underground coal mine is served with a balloon loop. The layout is restricted in space in the area of the model, but a loop line leading into double track storage tracks has been created for continuous loading. The back scenes are from an open cut coal mine near Quirindi, and an industrial complex in the USA. The back scenes are blended together. Scenery joins are hidden with the loader and associated structures. The small hut disguises a Peco



*Coal loader, mine area and industrial processing plant. The two parallel tracks in the foreground are main Lines*

motor on a Shinohara turnout. Usually the motor is attached below the layout. In this instance the motor was mounted above the base material of high density polystyrene (XPS), used to elevate scenery in this area above surrounding levels.

- Mittagong station and environs Mittagong was an important stop on the line when the Main South terminated at Goulburn. The model of the station is heavily kit bashed and scratch built. The area around the station is under construction. When completed the station precinct will have an eclectic mix of Victorian and 20<sup>th</sup> Century buildings surrounded by heavily timbered country.



*Mittagong station in the 1970's. The single storey building has been extended in length from an earlier time*



*Mittagong station kit bashed and scratch built from a European kit. The furthest end of the station has a dock for a rail motor.*


## What Next?

Some track has been laid around the corner into the next part of the layout, but only to create the notion that there is more to do. Even though I have definitive plans for track placement, there is no precise plan for landscape and scenery. During the planning process each part of the design was given a named locality. I find that inspiration comes with small sections laid into a new locality.

Travelling throughout the region, researching the history of places and industries gives time for the mind to assimilate information giving me the necessary insight to create features that I can use for scenery and landscape. For example there are two cement powder industries in the region; do I try to model both, model one only or even combine features of each into one model? The other consideration is the question of space on the layout, or the proximity and access to a part of the layout that can reasonably accommodate the industry. I have designed the track plan with the certainty of Berrima cement works, but I could also use an unnamed siding in a section of track below to model the cement works at Maldon, not far from the point where the Dombarton line departs the Main South line.



## Time:

The layout does not get enough of my time. Since the start of 2023 when I gave up teaching, I have found more time for the layout, but it is still not enough. There are always new and evolving demands for our waking moments. I guess I will have to extend my time on earth to complete the job!.....

**Graeme BARNES**, MMR® has spent much of his working life owning and operating cattle and cropping properties across NSW.

He is a member of various model railway clubs and is a member of the NMRA since 2015.

He is the principal of Track Planning Services, providing layout designs to clients across Australia.



# Improving "Freebie" Downloaded Card Buildings

by Gary Sardon

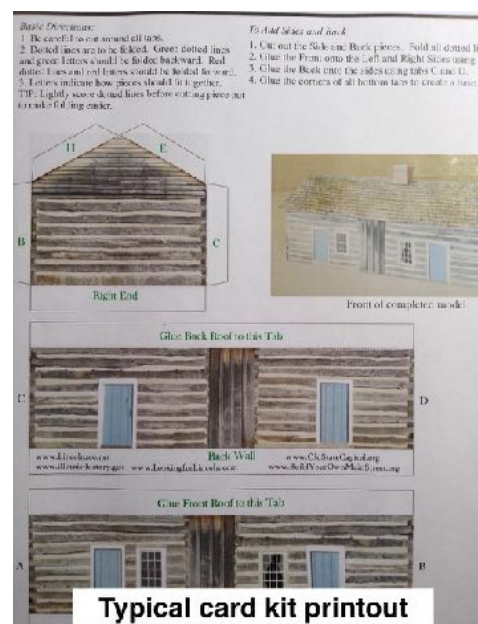
This article has its origin back in late 2021, when NMRA Division 1 members from the Brisbane area visited our clubhouse (Toowoomba Model Railway Club), where I gave a presentation on card kit building. At its conclusion, editor Merv Bagnall approached me and asked if I would be prepared to write an article for "Mainline". I indicated that in due course, I would get there, so here is my (tardy) effort.

My original presentation was largely based on the construction of "Scalescenes" downloadable kits, as I had built quite a few of these for some layouts in the clubhouse and I was able to use these directly as props for my presentation. I had also built some for my home layout. Since then, I have discovered quite a few examples of other kits that are free to download. Relative to "Scalescenes" kits, these 'freebies' are usually quite basic, but, learning from my previous experience with "Scalescenes" kits, I believe I have found ways to kitbash and improve these 'freebies' to the point where their visual effect approaches that of the "Scalescenes" products. So, the methods I use to improve these kits are the subject of this article.

I believe that if built according to the instructions, these kits are usually quick and easy to make and will give an effect that will satisfy some modellers. However, building the kits from paper or thin card as suggested gives a very flimsy building, where walls and roofs can buckle into all kinds of awkward shapes. Even if the walls don't warp, all the printed detail (windows, doors etc) is perfectly flat, with no relief whatsoever. This is not a realistic look. Also, there is no facility to successfully internally illuminate them. The modifications I will outline deal with these issues, by constructing the kits out of thick card that doesn't warp, adding relief by building in two layers for doors and windows, and allowing internal light to escape only where it's wanted, via the windows.

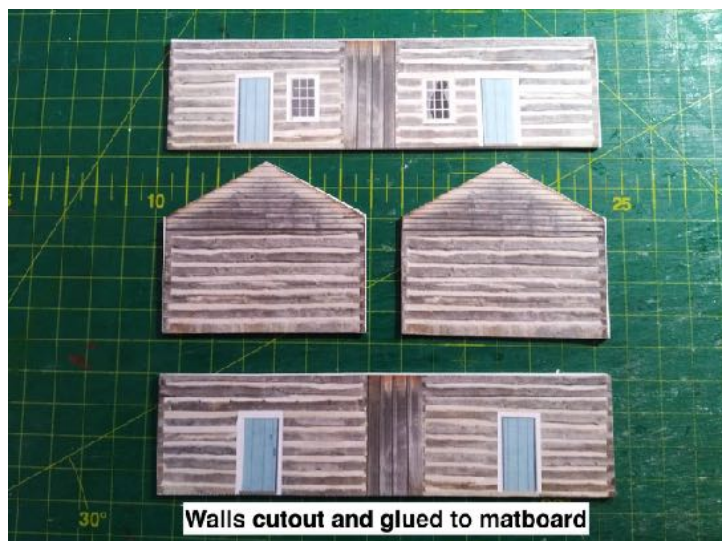
The kit I have chosen to build to illustrate what I do is a model of a simple mid 1800's American 'shack', simple in order to highlight the techniques, rather than the kit itself.

Firstly, when printing the out the kit, I make two copies of any pages that have doors or windows. At the time of writing, colour laser printing at "Officeworks" costs only 49c per A4 sheet, so the extra printing won't break the bank. Before any cutting and construction starts, I spray each sheet (not needed for any duplicate sheets) with artist's clear varnish (pressure pack can) which I purchase from a local art supply shop. A 500ml can costs in the





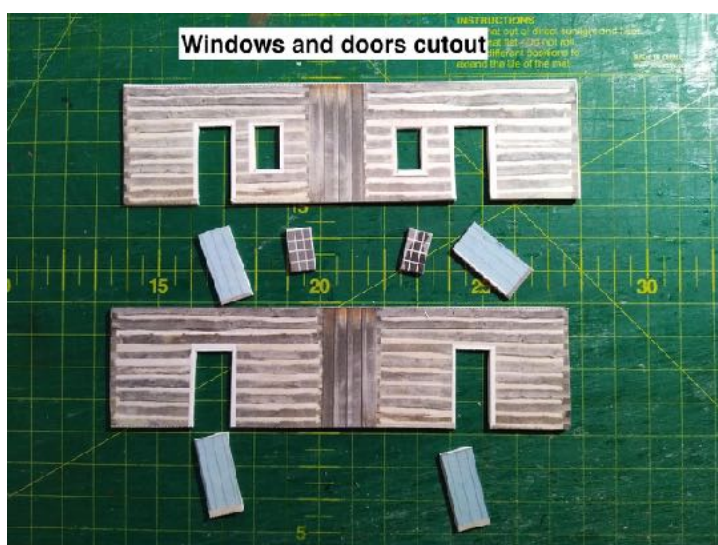
vicinity of \$14 but will cover many buildings. The use of the matt varnish is suggested in the "Scalesscenes" online instructions. I believe that it helps prevent the colours from fading and it definitely helps reduce (but does not eliminate) excess glue marks.



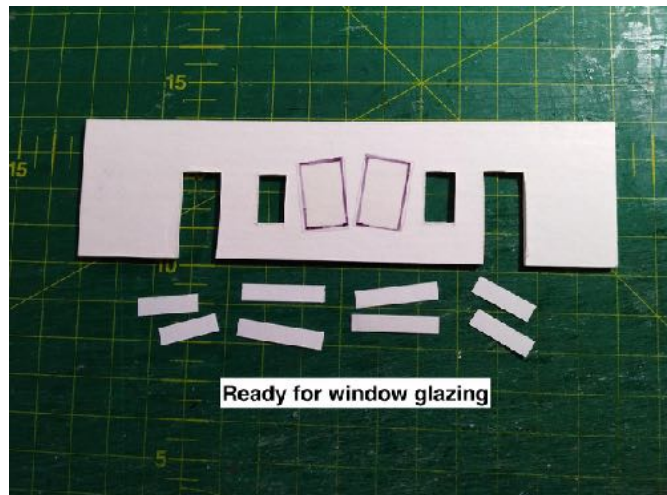
Usually I use matboard, which is approximately 1.5mm thick (also purchased from the art supply shop) for the walls, and for the roofs I use pasteboard, which is approximately 1mm thick (purchased from "Officeworks"). I glue the printouts to the respective cards and apply weight to help keep the cards flat as they dry. (Even if they are slightly curved when dry, the card can be easily straightened by hand.) If the kit printout has folding tabs to help

assembly, I just cut them off, as the matboard is thick enough to be butt joined to other matboard without the need for tabs. The tabs are there to help join pieces of paper and are redundant. For gluing, "Scalesscenes" suggests that a glue stick is suitable for gluing paper to card over large areas, as it gives a nice smooth surface without bumps and can be carefully repositioned before it sets. I agree with this assessment under most circumstances. However, in the harsh environment of our clubhouse (a shed which can get very hot), I have found that over time the paper can separate from the card. For a building to be used in the clubhouse, I now use PVA glue instead, but great care must be taken, as it dries faster and the chances to reposition are limited. Also, glue needs to be squeezed out to the edges (I use a plastic ruler as a tool) so there are no visible glue bumps behind the glued paper.

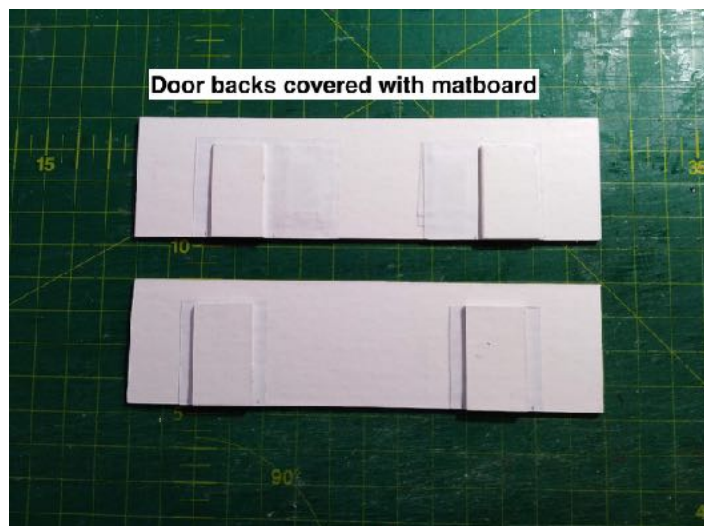
Once the glue has dried, I then cutout the doors and windows, and carefully paint the reveals in a colour similar to the walls and doors. I prefer acrylic paint and the colour does not have to be a perfect match. I always paint from the back, so that if the brush slips, the paint smear will be on the inside of the wall where it won't be seen. Then, from the duplicate sheet, the doors and windows are cut out, with a margin of approximately 1cm, where possible. The essential idea is to glue the duplicate windows and doors behind the reveals, which gives the visual relief to the building and takes away the 'flat' look.



Windows and doors are each treated slightly differently however, as the windows receive glazing. I prepare the glazing by cutting out pieces of clear acetate, slightly larger than each window. I then position the acetate in place, and fix its position by carefully gluing (using PVA) strips of paper around the outside, making sure that the paper overlaps the acetate and the adjacent card. The duplicate window (including its margin) is then glued over the acetate, making sure that it is sealed all the way round. I do this by applying PVA glue to the back of the window surround and then carefully positioning the wall over the duplicate window to get it in the correct position. For precise application of glue in these situations, I find that using the end of an 'opened out' paperclip to collect and distribute the glue from a small glue blob on a piece of paper is what works for me. Using this method, the window glazing actually sits in front of the window frame whereas it should be behind. However, the reality is that this error will not be noticeable.

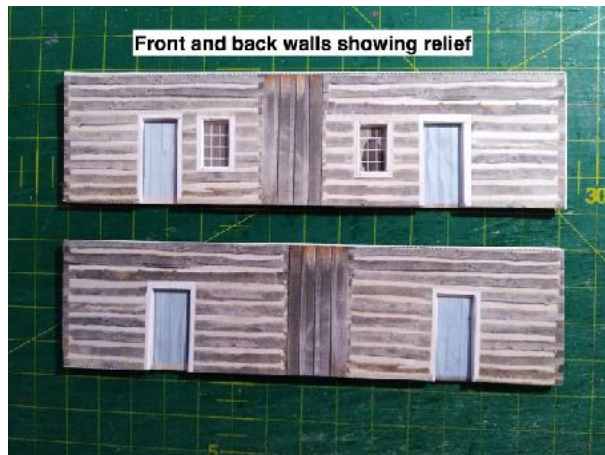


We now have glazed windows covered by a piece of paper. When the building is completed, it can be illuminated from the inside, the windows will be lit up, and the effect will be quite realistic. (With "Scalesscenes" kits, however, there is internal detail, which will give an even better effect when illuminated. However, there is also the challenge of keeping the wiring hidden from view.)



Dealing with the doors is a bit simpler than for the windows as for a solid door, there is no glazing required. The duplicate door is glued behind the opening, as for the windows. An overlapping piece of matboard is then glued behind the door if the building is going to be illuminated internally, otherwise the whole of the door will be lit-up, not realistic!





The front and side walls are glued together by butting one wall up to the other. Before gluing, it's important to check that each wall is straight. If there is a slight bend it can be removed by carefully bending it in the opposite direction to get it straight. Once glued it will stay straight. To help keep the walls at right angles to each other I usually glue small right-angled card pieces to the inside. Each piece is attached to both walls. I also use heavy books to 'wedge' the walls in position while the glue dries. The downside of butting the walls is there will always be an exposed card edge, which has to be



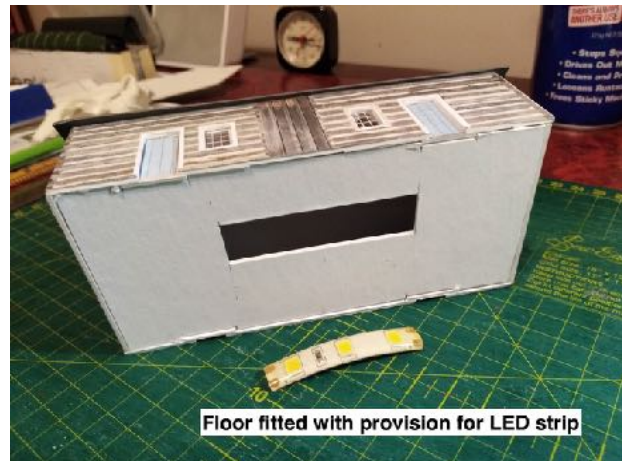
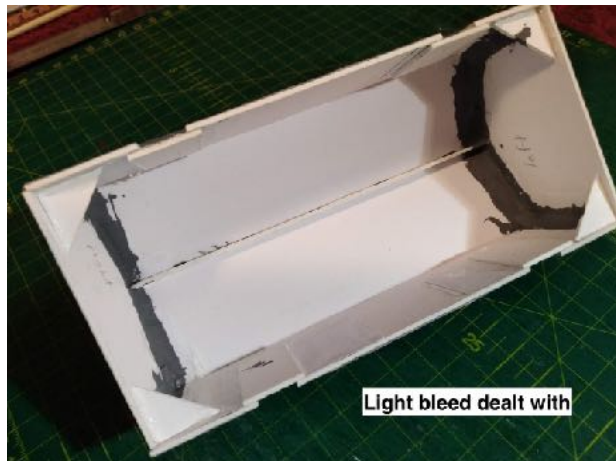
somehow covered. It can be carefully painted, similarly to the window and door reveals or alternatively can be covered by gluing a piece of wall from the duplicate sheet over it.

Depending on the printed pattern on the paper and what's available from the duplicate sheet, it may be possible to fold the cover piece around the corner. I prefer to leave the exposed card edge on the side wall of the building rather than on the front wall, so it won't be quite as obvious.



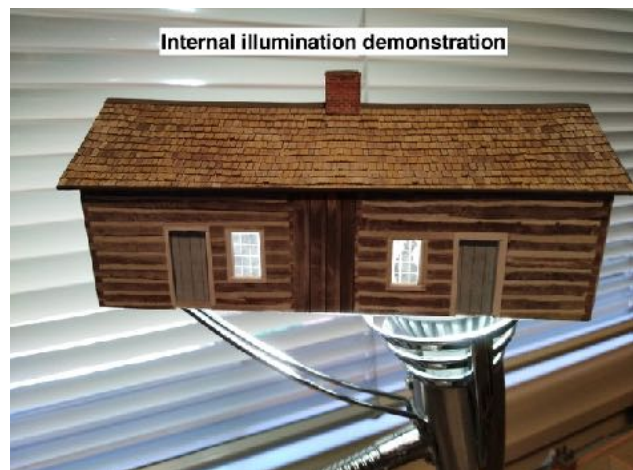
The pasteboard roof can now be glued in place. The edges can be carefully painted to disguise the raw card edge and if different roof pieces need to be butted






up, it may be necessary to create a narrow ridge capping of painted paper to cover any gaps. For small items that are part of the build, such as chimneys, I glue them to a thin card (manilla folder works for me). This helps keep these fittings in the right shape (less flimsy than paper only) when folding up to create the item.

At this stage the building is essentially finished, but if it is going to be internally lit, it needs to be checked for light bleed and treated appropriately. I shine a light from



underneath and look for obvious places where light is escaping when it shouldn't be. I deal with any such problems by gluing pieces of paper inside the structure to cover the gaps and then paint over with dark grey or black acrylic paint. Finally, I cut a piece of card to make a floor that fits neatly inside the building, making sure that there is a large internal cutout to accommodate one or more strip LEDs. I glue the LED to the baseboard (I prefer to use contact bond) and then position the building over the top. The solid floor also prevents light bleed from under the walls, but allowing just a small amount under a door could look quite realistic.

The following sites are those that I know have free downloadable kits available in HO/ OO scale and which I have actually built:-

Scalescenes, Wordsworth, Kingsway, Krafttrains. There are others as well. A "Google" search will reveal quite a few. ....

# Sydney's N Scale MRC's

## Cascade Union

by Eric Coughlan

**T**he Cascade Union Railway is a bridging railroad operating in the northwest of the USA and the adjacent Canadian provinces. It connects to the CP at its northern end at Calgary and then runs south-west, through Alberta and British Columbia and across the border down to Spokane. Here the main line turns west for a run through the Cascade Mountains to Seattle, and east into Montana.

That is the basis for our layout, and it has helped guide us as we build it.

Just over 3 years ago, the Sydney N Scale Model Railway Club needed to change premises, and we moved from Peakhurst to Rockdale. However, the layout could not be moved. You could consider that this was an unfortunate situation, but, in perfect 20/20 hindsight, this really proved to be an extremely fortunate event. The old layout had really reached its use-by date.

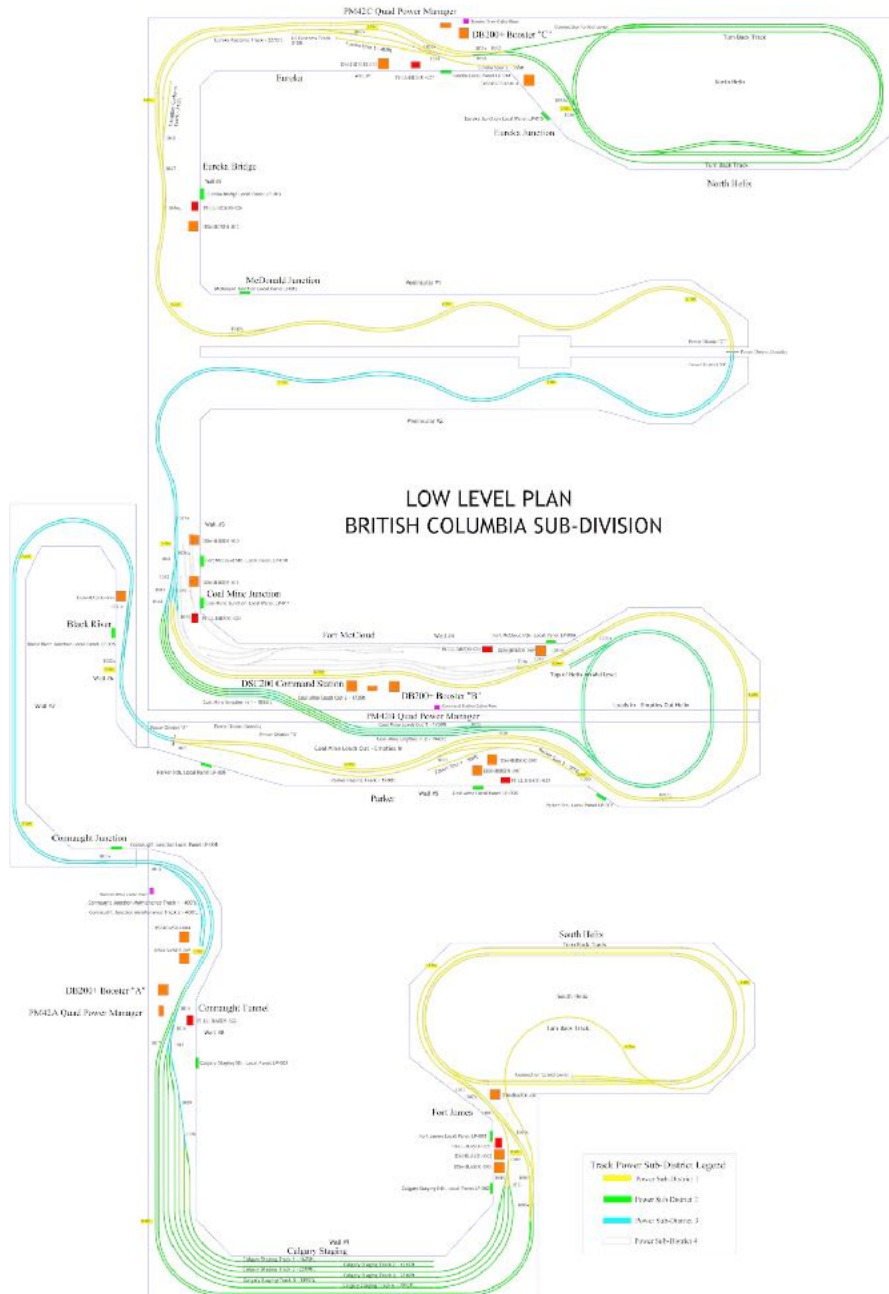
In the new premises, we allocated two rooms to hold the new layout. One was 7 metres by 7 metres, the other 7 metres by 5.5 metres. Before any planning started, all members were canvassed and a list of criteria was made. Some of those criteria were based on what we liked and disliked with the old layout.

The key criteria that were agreed and were applied to the final layout design are:

- The layout had to provide for both continuous running and operations.
- The mainline trackage to be double track capable of operating as bi-directional trackage.
- Benchwork to be no more than 500mm front to back (although this has had to be slightly modified in some cases to meet radius criteria).
- Aisles to be a minimum of 1m wide, and even wider where yards are placed.
- Minimum radius of mainline trackage to be 600mm.
- Maximum grade of mainline trackage to be 2% (so far we have actually kept this down to 1.5%).
- Layover trackage to be provided at various points to allow trains to be parked for "coffee breaks" and these to be long enough to hold reasonably long trains (minimum 1,500 scale feet).
- All yard operations to not impact the mainline.
- Yards to be separated by enough trackage so that normal operating long trains are not in two yards at the same time (we wanted to be able to see the trains running through the scenery).



Many meetings and discussions resulted in a design approved by the members in July 2019. The resulting design is a three level layout. The lower level represents the Canadian operations, the mid-level represents the trackage from the border through Spokane to Seattle, and the upper level represents the Montana trackage. The approved design was primarily just the mainline. Individual yards were indicated, but the yards themselves were subject to another process. At the time of approval, it was determined that it would be a minimum of 7 years before we would have a completed layout. As we were not willing to wait all that time before we could run trains, the actual construction needed to be done in stages so that we could operate at least some of the layout.



For the yards, a member would bid to design a specific yard, then would develop the track plan, indicating the types of industries that would be serviced at that yard. This plan would then be shown to other members for comment, revised, commented on, revised again and finally submitted to the layout committee for approval.

We also planned out the scenery that would be applied to each section of the layout. For the lower level, which is the Canadian segment of the railroad, the head of the scenery team put up a pinboard with a series of photos of actual Canadian railways on it. This was to give us guide as to the type of scenery required on the

lower level. The layout was then split into a series of mini-scenes. This allowed us to factor in scenes that took inspiration from real life.

Construction started in November 2019, and in the first year, we built the benchwork for the lower level in the smaller room, laid the track, and built a temporary reversing loop at the end of the line. We could then run trains from the staging yard (Calgary) through



**Connaught Tunnel** - The first of the mini-scenes on the layout and the first bit of scenery actually completed. The tunnel mouth is scratch built working from photos of the real tunnel mouth.

to the loop and back again. A reversing loop at the other end of the staging yard then allowed us to run continuously. In the next year, we built all the benchwork and roadbed in the larger room, laid all the track, and then moved the temporary reversing loop to the end of the new segment of main, put in the replacement section of benchwork, and effectively doubled the

length of track that could be operated. As the benchwork was added, we also added a backscene, initially just painted a pale blue, but very quickly mountains, rivers, and trees were painted. The backscene mountains were merged with those on the layout giving some very good depth of field viewing.



**Black River** - Situated in a small off-shoot from the small room, Black River has the train running down one side, across the river and back along the other side of the river. Black River is the only area of the layout where two levels are incorporated into one scene.

All mainline track is Peco code 80 rail, with Peco large radius Unifrog points. The points are code 55, but due to the design by Peco, they join the code 80 rail with no problems. All mainline track and points are brand new.

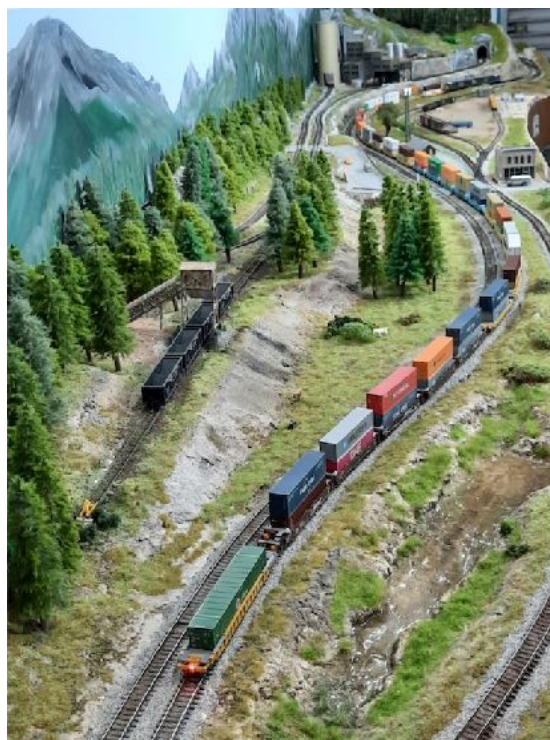


Yard trackage is mainly Peco code 80 and Peco medium radius points. Most of the yards use track recovered from old layouts. All mainline points have been wired for live frog operations, and, on the lower level, are powered by Tortoise switch machines. Mainline points on the mid-level are powered by servo motors, as the Tortoise motors would extend below the benchwork and we did not want any impact on the view of the lower level. Currently, all yard points are manually controlled, but we expect to motorise them sometime in the future.

The layout is DCC controlled using Digitrax equipment. Each level has been split into a number of power blocks. Initially, we used a Digitrax DCS 200 Command Station as the layout command station, but even though it ran the old layout without issue, we found that we were encountering some performance problems when multiple sound equipped locos (half a dozen trains with 3 or 4 units on each) were being run on the layout. We have replaced the DCS200 with a Digikeijs 5000 and have not encountered any more problems. We have also connected wifi operations via the JMRI system, and most members now use their phones to drive their trains.

Initially, we built a couple of panels at either end of the Calgary yard to control the points, but ran into problems actually getting more of them built (primarily due to a key member moving away from Sydney). While waiting for the panels, the point control numbers were stuck onto the wall near each set of points, and we used the phone controllers to change the points. We have now become so used to changing points by this method that we recently decided to not build any more panels. This may change at a later date, once the mid-level yards come into operation.

Scenery was not started until after several months of operation, as we wanted to ensure that we had no issues with the track. This also gave us the time to really plan the mini-scenes, so that when we actually started to put in the scenery, we were able to build the basic scenes very quickly. The first step in the scenery process was to paint the rails - the



**Parker** - A small intermodal train passes through Parker. The scene is named after the late Dane Parker, who was President of the club back in the '80s and his American N business is represented with a store at the front of the layout.

mainline was painted a grey colour, while yard track was painted a more rusty colour. Ballast was not added until after all base scenery was built, with the sleepers individually painted to represent the different ageing of wood, and weathering powders were added after the ballast was applied. We also chose different ballast colours for the main and for yard tracks. However, going forward, the track will be fully ballasted before the



**Sparwood** - The coal mine at Sparwood.

rest of the scenery is applied. This is because we have encountered some track movement due to changes in temperature, mainly on sections that were not ballasted and these were in tunnels. We have had to daylight some tunnels to fix the track, which included then ballasting the track before the hill was rebuilt.

The base scenery is a mix of cardboard weave with paper and glue over the top, and

aluminium flyscreen with plaster soaked cloth over the top, and which method depended on who was building that section of scenery. All scenery was then covered with a thin coating of Sculpt-It to provide a common ground base. When dry, the Sculpt-It was painted with thinned acrylic paint before base ground cover was added. Every tree that we could find, regardless of how ragged it was, was then added. As each mini-scene was developed, static grass was added, better trees planted, and all the fine details added to bring the scene to life.



**Fort McCloud** - Fort McCloud is the largest yard on the lower level. The major industry is a paper mill, just across from the station building. Additional industries are a lumber mill and a car ferry.

At the time of writing, the lower level scenery has been completed to about 90% finished, although there are lots of details that still need to be added.

With the lower level built, the timber gang started work on the mid level, and on the two helixes that connect the two levels. The mid-level, and the upper level, have another criteria - the benchwork had to be built in sections that can be removed from the layout so that most track laying and all wiring can be carried out without impacting the lower



level. As the levels are 400mm apart, it will be very difficult to get under the boards to work on the wiring. Each section will have its own buss lines for track power, turnout and accessory power, and lighting. These will be connected to the main buss lines located under the lower level via drop down lines behind the backscenes.

There was, in the plan, provision for a third helix between the two levels, connecting a coal mine on the lower level with a power station on the mid-level. This would have then enabled us to operate a loads out/empties in at the mine and the reverse at the power station with the loads passing through the power station, then down the helix and back out at the mine. This was

a case where despite using a good planning tool that allowed three dimensional planning, the plan was just not physically possible. When we examined the practical environment, we found that, yes, we could build the helix, provided that there was just the minimum clearance between each turn, and no means of reaching in to fix a derailment. As a result, we had to replace the helix with a return loop at the mine.



**Snowshed** - The Snowshed is a scratch built structure leading into a tunnel. The scene is actually a scene break between two of the major mini-scenes.



**Rocky Creek Bridge** - Rocky Creek Bridge is a massive 1.5 metre long bridge and one of the most photographed sections of the layout.



One aspect that was not planned, but sort of grew as we build the layout is that each level has completely different





**Morrant's Curve** - Morrant's Curve occupies the end of a peninsular and is a great spot to watch trains going past.



**New track and the Rat Holes** (Left) - The new line and the Rat Holes are a scenic modification to the plan. One track, on the left in the photo, is defined as the old line that burrows through the Rat Holes tunnels, while the other track is the new line being built.

characteristics. The lower level is predominately mainline running through scenery - lots of great photo opportunities. There are a couple of yards, but they offer limited switching action. The mid-level will be heavily industrialised and will have most of the switching action (the height above the floor means that it is just the right level for people to operate). The proposed upper level will be only single track main, and will have some major industries, but the current main emphasis will be running across rolling hills typical of Montana. One of the major industries

will be the power station. When we modified the plan by taking out the special helix, we realised that we could also move the power station up a level and thus give the coal train operators an even longer run. Having said this, that is as far as we have gone. The actual position of the power station will not be considered for a couple of years - we have to complete the mid-level first.

Again, at the time of writing, most of the benchwork for the mid-level has been built and most of the mainline



**McDonald Junction** - McDonald Junction is a control point where the main line splits, and where the passing loop at Eureka re-joins the main.





**Trudeau River** - Situated between McDonald Junction and Eureka is the Trudeau River

track has been laid. The benchwork for the yards will not be constructed until next year, although we are hoping to have all the track laid by mid-2024 (we are, currently, only 3 years into that 7 year plan).

Considering that we have gone through the disruption caused by Covid-19, we are

actually ahead of the original proposed plan. Partially, that is due to the fact that the layout has been built in stages, with the solutions to any issues encountered during one phase automatically being incorporated in subsequent phases. The building of the mid-level benchwork is a perfect example. The whole of the benchwork in the larger room was constructed and installed in less time than half the benchwork in the smaller room. Wiring of the mid-level sections has also sped up as the solutions identified during the first section have been applied to each subsequent section.

Another reason is that a lot of the work is the result of consultation between the different teams. We have four teams – benchwork, track laying, electronics and scenery, with the team leaders forming the layout committee. An example of the consultation process is



the design of the Spokane yard approaches. The original plan had a very complex multi-level junction that was going to be a nightmare to build – would have looked great, but still a nightmare to build, and even worse to maintain. Much consultation between the benchwork, track-laying and scenery teams came up with a much simpler junction that will still do the job, still will look great, and will be much easier to build. Another example is design of the Seattle yard. The track-laying, electronics and scenery teams spent much time identifying where each of key buildings were to be placed. This ensured that the track would fit correctly in some of the buildings, and would connect to the other parts of the yard without issue, and that connections were available for subsequent interior lights to be fitted.

It has also helped that members of each team often assist the other teams when necessary. For example, most of the mid-level section buss lines, and track droppers, have been run by the benchwork and scenery teams, allowing the electronics team to concentrate on getting the all important control electronics put into place.

It feels odd to be describing a layout that is only a third complete. But, due to the approach that we have taken to build the layout, that one third is a completed layout, and it has been running for over a year. Visitors are always welcome. We meet every Saturday at 75 Chapel St, Rockdale from 10am to 5pm. If you cannot make it on a Saturday, please contact me via e-mail ([eccoughlan@gmail.com](mailto:eccoughlan@gmail.com)) and we can arrange a suitable alternative time to visit.....M



**Eureka** - Eureka is where the line crosses the Canadian/US border, with the line then heading into the helix up to the mid-level.







## Welcome to our fifth Rails@Rosehill Newsletter!

Ladies and gentlemen, welcome to our **Rails@Rosehill** Newsletter #5. With less than five months until the Convention, our team has been very busy preparing, configuring and organizing every minute detail.

In this Newsletter, Graeme Barnes presents a selection of the layouts available to visit. There are some thirty-five layouts so far that will be available for viewing on the Friday, Monday and Tuesday of the Convention. Layout visits by Convention participants need to be booked in advance.

Convention registrations are steadily increasing. Please note the Rydges accommodation team inform us that King rooms are sold out and there are very few Queen rooms available.

Also in this newsletter, Randall Jones has presented a timeline of events and clinics to assist you choosing your preferred clinic in advance and information about other activities happening at the Convention precinct.

Lindsay Lucas is busy preparing the Convention merchandise. Many of you may have seen the Convention stickers being handed out at the Rose Hill Train show earlier this month. Also available will be embroidered sew-on patches, polo shirts, coffee mugs and convention cars.

In past Conventions I have been informed that the contest area has not drawn large numbers. I see the contest area of the Convention as one of the most important aspects and encourage all members attending to submit your work for display. Gerry Hopkins has detailed how to go about doing this. The Contest area not only includes models of your locomotives, rolling stock and structures. It can include scenery dioramas and photography.

In our next Newsletter you will start hearing from our traders who will be represented at the convention. They will have products available in line with our clinics, and much more.

I would like to take this opportunity to thank my Convention Team for all the work they have put in so far to make this Convention exciting for all our members and guests. The Convention Team is assembling a truly world class NMRA event. As well as the contributors from my team you see in this Newsletter, behind the scenes we have registrations management, account management, and logistics. It takes some especially talented people to pull this off and work together to achieve this. On behalf of the Division and the Region, thank you.

Yours sincerely

**John Arrowsmith**

Convention Host / Div 7 Super

Email: [host@rosehill.org.au](mailto:host@rosehill.org.au)



## Key Information

Dates: **29 September—3 October**

The Venue: **Rydges Parramatta**  
**116-118 James Ruse Drive**  
**Rosehill NSW 2412**

Program Outline:

*Friday:* **Layout Visits, Welcome Canapes**  
*Saturday:* **Clinic Program, Convention Dinner**  
*Sunday:* **Clinic Program, Kids & Grandkids**  
*Monday:* **Layout Visits**  
*Tuesday:* **Layout Visits**

Clinic Program: **Clinics offered to support modellers new to the hobby through to emerging topics and techniques, and prototype modelers.**

Bring Your Kids/Grandkids! **Sunday morning bring your kids and grandkids to see and run the on-site layouts. Under 18's only.**

Partners Program: **A lunch cruise on Sydney Harbour and visit to Parramatta historic sites.**

Layout Visits: **The visit program covers south of Sydney, general Sydney area, and north of Sydney, over three days.**

Accommodation: **Available at Rydges Parramatta, and other venues nearby.**

*\* Save the Date*

## Registration Links

- ♦ Convention Registrations:  
[Click here to Register](#)
- ♦ Partners Program Registrations:  
[Click here to Register](#)
- ♦ Rydges Accommodation Bookings:  
[Click here to book](#)



6042 emerges from Tickhole Tunnel south of Newcastle with a loaded steel train headed for Sydney, while Standard Goods 5165 waits on the relief track for a clear signal, before proceeding to Port Waratah with a coal train of private hoppers from Northern Colliery. The signal for the Down Main has just gone to caution following the passage of the Down morning Newcastle Express, which has overtaken the coalie.  
*Newcastle - Fassfern Layout. Garry Glazebrook.*

**Your Convention Ticket Options:**[CLICK HERE TO BOOK](#)

	Morning Tea, Lunch, Afternoon Tea	Friday Canapes	Layout Visits Friday, Monday and Tuesday	Clinic Program Saturday and Sunday	Convention Three Course Dinner	Partner Program Saturday and Sunday	Ticket Value
NMRA Member and Dinner	✓	✓	✓	✓	✓	—	\$330
Non-NMRA Member and Dinner	✓	✓	✓	✓	✓	—	\$360
NMRA Member (No Dinner option)	✓	✓	✓	✓	—	—	\$260
Non-NMRA Member (No Dinner option)	✓	✓	✓	✓	—	—	\$290
Partner Program and Dinner	✓	✓	Optional	—	✓	✓	\$280
Partner Program (No Dinner option)	✓	✓	Optional	—	—	✓	\$210
Convention Dinner Only	—	—	—	—	✓	—	\$80

**Your Rydges Parramatta Options:**[CLICK HERE TO BOOK](#)

	Friday Night	Saturday Night	Sunday Night	Monday Night	Car Parking	Breakfasts	Included
Superior Queen	\$240	\$240	\$180	\$180	Complementary subject to availability	Own Cost	WiFi
<b>All Rooms SOLD</b> Queen Beds	\$240	\$240	\$180	\$180	Complementary subject to availability	Own Cost	WiFi

On-site facilities include: Restaurant, Bar, ATM, Laundry, Room Service. Facilities are available for disabled or mobility impaired guests.

**Two Day Partners Program Information:**

Saturday starts from Rydges Parramatta at 10.00am for a coach trip into King Street Wharf where guests will embark at mid-day on a three hour cruise on Sydney Harbour. Soak up the Harbour sights, engage in fellowship all the while enjoying a three course lunch. Your choice of beverages will be extra. Guests will arrive back at the hotel by coach by 5.00pm.

Sunday starts at 9.00am back on the coach for a tour of Parramatta and surrounding historical landmarks including **Hambledon Cottage** with a guided tour and morning tea/refreshments, then on to **Old Government House**, Parramatta. Back to the Hotel for Lunch and a chat!

Built in 1824, **Hambledon Cottage**, was part of John Macarthur's Elizabeth Farm estate. It was used as additional accommodation by the Macarthur family and their friends. Best known resident was Penelope Lucas, governess to the Macarthur daughters. All of the furnishings are genuine period pieces and some have a special connection with the early colony. The cottage is built of sandstone brick and is a house museum - offering you an accurate sense of a colonial cottage in the early to mid 19th century! To find out more you will need to book on the Partners Program!

Did you know that **Old Government House**, which was built by convicts in 1799 on Indigenous Darug land, is a UNESCO World Heritage-listed site? It is the oldest surviving public building in Australia. To find out more interesting history...book on the Partners Program!

[CLICK HERE TO BOOK](#)





Time	Event
<b>Friday, 29 September 2023</b>	
As selected	<b>Layout Visits</b> : Pre-Booked
5.00pm-8.00pm	<b>Welcome Desk Open</b> : Ballroom
6.00pm-7.00pm	<b>Welcome to Rails@Rosehill Canapes</b> : Steeds Bar & Restaurant— <i>Host</i> : John Arrowsmith (Convention Host)
7.00pm	<b>Social Catchup / Dinner</b> : Hotel Facilities—No formal program—Own Expense
<b>Saturday, 30 September 2023</b>	
8.00am-9.00am	<b>Welcome Desk Open</b> : Ballroom
9.00am	<b>Official Opening and Opening Addresses</b> : Ballroom
9.15am-5.15pm	<i>See Clinic Program Information for Details</i>
10.00am-4.30pm	<i>See Partners Program Information for Details</i>
6.00pm for 6.30pm	<b>Convention Dinner</b> : Ballroom—Pre-booked—see notes below
<b>Sunday, 1 October 2023</b>	
8.30am	<b>Welcome to Sunday</b> : Ballroom
8.45am-5.00pm	<i>See Clinic Program Information for Details</i>
9.00am-12.45pm	<i>See Partners Program Information for Details</i>
9.30am-11.00am	<b>Bring Your Kids and Grandkids Program—Session A—</b> <i>See Bring Your Kids and Grandkids Information below</i>
10.30am-12.00pm	<b>Bring Your Kids and Grandkids Program—Session B—</b> <i>See Bring Your Kids and Grandkids Information below</i>
5.10pm	<b>Convention Close</b> : Ballroom—Duncan Cabassi (Region President)
<b>Monday, 2 October 2023</b>	
As selected	<b>Layout Visits</b> : Pre-Booked
<b>Tuesday, 3 October 2023</b>	
As selected	<b>Layout Visits</b> : Pre-Booked

**Rails@Rosehill Convention Dinner**[CLICK HERE TO BOOK](#)

Saturday evening we are hosting a three course **Gala Dinner** in the hotel ballroom. It will be an excellent opportunity to sit down with your model railroading friends and debrief on the day's events. The evening will include: an awards presentation, a guest speaker, and door prizes. There will be a cash bar available.

I look forward to seeing you all there. *John Arrowsmith, Convention Host / Div 7 Super*

**Bring Your Kids and Grandkids (BYKG) (under 18 years old)**

Sunday morning will be a special time when Conference attendees are able to share some of the Conference with their 'kids and grandkids' (BYKG)! A time when you can personally host them to see and run some of the exciting layouts we have on-site—to see more of what it is that takes up your spare time!

If you have young family members who would like to share this experience with you, and they live or will be in the Sydney area, let them know now, so they can mark their calendar to join you during **Rails@Rosehill**.

There will be two timeslots available:

- ◇ 9.30am through to 10.30am followed by morning tea at 10.30am
- ◇ 11.00am through to 12.00min-day preceded by morning tea at 10.30am

There will be no cost for BYKG, but bookings will be essential. Numbers will be limited.

*Further details in coming Newsletters.*








### Clinic Program Information

The following pages (*updated from last month*) detail the current on-site program at Rydges Parramatta, and includes information about what's on and when. Please take some time to read through the details and reflect on the currency of the topics and, the wealth of talent we have within the NMRA presenting these clinics.

Each clinic has been classified '*as suitable*' for three target audience types: '**L**' for Leaving the Station—those new or starting their journey in the topic, '**S**' for Steaming On—targeted for modellers well on their journey, and '**P**' is for topics of a Prototype nature. The standard 'time' for each programmed item and clinic is 45 minutes unless noted in the first column for that Clinic.

Each Clinic will be held in one of three clinic rooms which enables us to offer three styles of clinics. The **Kingston Town Room** holds up to 100 people and is ideal for *presentations*. The **Phar Lap Room** is ideal for interactive *seminars* with seating for up to 45 people. *Workshops* and smaller audience clinics are being held in the **Winx Room** which accommodating up to 25 people. There will be a booking system coming online in August where attendees will be asked to nominate the clinics they plan to attend.

=> It will be best to reserve your spot in your chosen clinics as allocations will be on a 'first come first served' basis.

Start Time	About this Clinic	Takeouts	L	S	P	Clinician
9.00am (15mins)	<b>Official Opening and Address</b> <i>Convention Host:</i> John Arrowsmith, <i>Region President:</i> Duncan Cabassi, <i>NMRA President:</i> Gordy Robinson (tbc) <i>Location:</i> Ballroom					
9.15am	<b>Today's Modelling Scene—A Plenary Session</b> <i>Panel:</i> Will James, Joe Callipari, Paul Cassar, Anthony Palmer, Peter Berg and John Arrowsmith <i>Location:</i> Ballroom					
10.00am	<b>Morning Tea</b>					
10.45am	<b>Flat Cars—Prototype to Model</b> The presentation covers the development of Flat Car/Platform Wagons over the decades, loading principles and quick look at some of the loads they carried for both narrow and standard gauge railways/railroads. Plus, some tips on how to model them, making loads and adding them to your rollingstock. <i>Format:</i> Presentation - up to 100 people, Kingston Town Room	You will have an understanding on how to build your own flat car/platform wagon, make loads and enhance your rollingstock that will assist you to have prototype operations.				<b>Arthur Hayes MMR</b> 
	<b>Scratch Building Industrial Sites</b> Sometimes the scene you want is not supported by kits. Scratch building is easy and we will walk through making an industrial scene. We will have examples of a building from the "mock up" to final finish for you to see and touch. <i>Format:</i> Workshop - up to 25 people, Winx Room	You will have confidence to scratch build a model using easily available tools and materials.				<b>Jeff Lee MMR</b> 
(1h 45m)	<b>A Newcastle Rail and Industry Museum</b> Rail museums, often including working train layouts, are becoming more common and more professional, such as the recently established Bathurst Rail Museum. This clinic will look at similar museums around the world, and discuss ideas for a Newcastle Rail and Industry Museum, covering the rail, maritime, industrial and architectural heritage of Newcastle. It will include a presentation and workshop to explore its potential management, design and operation. <i>Format:</i> Seminar - up to 45 people, Phar Lap Room	Newcastle's unique history, and museum designs from around the world. Also an opportunity to help shape this initiative.				<b>Garry Glazebrook</b> 

### Up for a Challenge—an 'A4' Challenge?

Your skills and talents are called upon to create a diorama with a foot print exactly the size of an A4 page—that is 297mm by 210mm.

\* Your diorama can be any height! \* Must have at least one human and one animal included. \* Not to include any 'trains'.

*Think about:* movement, light, and sound. Maybe something typical of the location or era your modelling. *What about:* ...water...lights... Dioramas will be on display in the Contest area and during the Convention Dinner.











Start Time	About this Clinic	Takeouts	L S P	Clinician
11.45am	<b>On30 Module Puzzle</b> Describing how I built my On30 puzzle layout <i>Format: Demonstration - held around Steve's Layout in the Ballroom</i>			<b>Steve Chapman MMR</b> 
	<b>LCC—The Current State of Use in Layouts</b> LCC has now been around for almost 20 years. We will look at the very basic implementation, attempt to resolve the confusion between DCC and LCC, and talk about some current LCC products. We will demonstrate some locally made products and show how LCC works with and without the need for computer systems and describe lessons learnt from Michael Peters Cooina layout for the past eleven years. <i>Format: Presentation - up to 100 people Kingston Town Room</i>	A clearer understanding of the role LCC plays in the control of model railway layouts.		<b>Chris Minahan</b> 
12.30pm	<b>Lunch</b>			
1.15pm	<b>Running full prototype length model trains</b> Many model railway enthusiasts will tell you that small scale model locomotives can't pull a scale load. This is true for some off the shelf models and is mostly a problem for steam locomotives with tenders. This talk explores the various ways to achieve prototype length train operations. <i>Format: Seminar - up to 45 people, Phar Lap Room</i>	The basic theory about friction and rolling resistance. How to improve locomotive tractive effort. How to decrease the train rolling resistance Layout design factors.		<b>Terry Flynn</b> 
	<b>Wheels, Rails, Pickup</b> Getting your locos and rolling stock to stay on the track. <i>Format: Workshop - up to 25 people, Winx Room</i>	His trains will stay on the track!		<b>Gerry Hopkins MMR</b> 
(1h 45m)	<b>Setting Up for Operations with JMRI</b> This clinic is about promoting realistic Operations of a model railroad layout to increase the realism of our model world to that of the past and present real railroads. A clinic that is relevant to all scales, geographic locations and genre modelled. <i>Format: Presentation - up to 100 people, Kingston Town Room</i>	This clinic will lead you through the building blocks of JMRI Operations Pro so you can use it to set up your layout to generate realistic paperwork for Operations on your layout.		<b>Duncan Cabassi</b> 
2.15pm	<b>Decoders - Preparation, Selection, Installation and Programming.</b> Preparing your loco - isolation of parts and connecting of parts. Which decoder to choose for you loco, your knowledge and your skills. Where do you look for information on your loco and your decoder. Choosing the right wires and bits for your install. How to install LEDs in your locos and rolling stock. Testing your install and programming for the your enjoyment. <i>Format: Seminar - up to 45 people, Phar Lap Room</i>	Knowing what decoders can do for you so that you get the best results for your money and the most satisfaction from your work.		<b>Gerry Hopkins MMR</b> 
	<b>How do you couple various makes of rolling stock. A primer on N couplers.</b> There are several types of couplers supplied with various brands of rolling stock and they all don't play nicely with each other to provide trouble free running and operations. This clinic will look at the different types, where best to use them and different ways of changing and tuning couplers and bogies to provide reliable running. If you have rolling stock that have troubles, bring them along! <i>Format: Workshop - up to 25 people, Winx Room</i>	How to select the right coupler and how to convert your rolling stock for trouble free running.		<b>Rob Peterson</b> 
3.00pm	<b>Afternoon Tea</b>			





Start Time	About this Clinic	Takeouts	L S P	Clinician
3.30pm	<p><b>Focus on composition and creative viewpoints. "Telling a Story" from many different train locations and journeys visited overseas and Australia.</b></p> <p>A photographic train journey which will focus on creativity rather than camera techniques. Improve your images by using compositional guidelines, looking for the light and using a different perspective. Experience train trips and museums visited in UK, Switzerland, Canada and Australia. Photography tips and references to professional websites in the handout.</p> <p><i>Format: Workshop - up to 25 people, Winx Room</i></p>	Use composition and creativity to tell a story with your train photos. Enjoy some new, or rekindle some existing, train journeys. Website references in handouts.		<p><b>Ruth Garbutt</b></p> 
(1h 45m)	<p><b>Baseline Weathering</b></p> <p>I'll present the five basic steps I use to improve the prototypical appearance and create some individuality to all my rolling stock:</p> <ul style="list-style-type: none"> <li>•Trucks / couplers</li> <li>•Paint fade</li> <li>•Washes</li> <li>•Drybrush / Highlights</li> <li>•Flat finish</li> </ul> <p>Although these techniques are presented in HO, they crossover to all scales. I utilise airbrushes but also present alternative techniques to achieve similar end results.</p> <p><i>Format: Presentation - up to 100 people Kingston Town Room</i></p>	The confidence to try some or all of these techniques and see what works for each individual modeler.		<p><b>Steve Pettit MMR</b></p> 
	<p><b>Moving Coal on the Newcastle-Fassifern Layout</b></p> <p>If moving coal in the 1960's in NSW is your thing, then this clinic aims at exploring the intricacy of the real prototype in the Hunter Region, and how I simulate it on my Newcastle - Fassifern layout. Includes details of different types of trains, coal types, destinations, motive power and schedules. Includes details how my prototype - based schedules were developed.</p> <p><i>Format: Seminar - up to 45 people, Phar Lap Room</i></p>	History of coal mining and rail movement in the Hunter up to the 1960's Coal markets (export, steel making, locomotive purposes, other industry) Generating prototype -based timetables		<p><b>Garry Glazebrook</b></p> 
4.30pm	<p><b>Getting your Mojo back or finishing that project you started a few years ago.</b></p> <p>What happened to that project you started a few years ago and put it away "till later". Get your enthusiasm back and get it finished!</p> <p><i>Format: Seminar - up to 45 people, Phar Lap Room</i></p>	How to restart that unfinished project and be proud of it!		<p><b>Gerry Hopkins MMR</b></p> 
5.15pm	<b>Clinics Close</b>			
6.00pm for 6.30pm	<p><b>Convention Dinner</b></p> <p><i>Separately ticketed.</i></p>			



**4464** arriving at the town of Goolma, in western NSW with a wheat train. The silo has loaded wagons awaiting collection.

The photo is taken on Darren Lee's proto freelanced branch line layout, "**Wattle Flat**" and the train is enroute from Wattle Flat to North Gulgong.







Start Time	About this Clinic	Takeouts	L	S	P	Clinician
8.30am (5 mins)	<b>Welcome to Sunday</b> <i>Convention Host: John Arrowsmith</i> <i>Location: Ballroom</i>					
8.45am	<b>Weathering in a Can and with an Accent</b> Craig Mackie and Paul (PK) Kaluschke will provide and discuss some tools, techniques and skills to enable modellers to begin their journey along the modelling continuum. We will show you how to move your models from straight 'out of the box' into being classified as 'detailed models'. This will lead modellers onto being able to eventually create highly detailed models, if they use these skills with other available techniques. <i>Format: Seminar - up to 45 people, Phar Lap Room</i>	How to turn a newly purchased wagon or kit into a weathered wagon or kit that starts the modeller along the path to being able to detail model items.				<b>Craig Mackie and PK</b> 
	<b>An Introduction to JMRI and Why You Need It</b> This clinic assumes that you have never used JMRI but are curious about what it is and why you should use it. The clinic does assume those attending will have some computer skills. The aim of the clinic is to enlighten those attendees that have never used JMRI but are curious about what it is and they should use it. The clinic does not require any knowledge of JMRI. <i>Format: Presentation - up to 100 people Kingston Town Room</i>	The clinic attendees will take away a general overall understanding of what JMRI is and what it can be used for in their modelling endeavours.				<b>Ian Sprent</b> 
	<b>Layout Operations—A Workshop</b> The NMRA's OpsIG publication of 2017, "A Compendium of Model Railroad Operations" is a landmark document, particularly for North American prototype modellers. How can these modellers, or modellers of this Region's railways, use it? This workshop will explore what we are all doing now, where we want to go, and will urge the next steps in forming a Regional approach to layout operations. <i>Format: Workshop - up to 25 people, Winx Room</i>	A discussion of the operations systems used in this Region and the experiences of layout owners and operators, planning to improve skills and satisfaction in layout operations within the Region.				<b>Ian Barnes</b> 
9.45am	<b>Operations. How to get started and the enjoyment it adds.</b> So you have a layout or planning one and have heard people talking about operations! Is operations for me, what is it, can I adopt it or how do I start?? Operations or operating sessions are about running your trains like the real thing. Any size layout can offer some form of operations and during the presentation I will discuss various types and ways to enhance your layout. <i>Format: Presentation - up to 100 people Kingston Town Room</i>	Have an understanding of how operations is used and implemented to enhance and increase the enjoyment of running trains on a layout.				<b>Darren Lee</b> 
10.30am	<b>Morning Tea</b>					
11.00am	<b>Servos for Switches: War stories and Tips</b> Servos are an alternative to Tortoise Switch machine and solenoid motors. They move the switch in a more prototypical manner and due to their small size can be used where Tortoise is not applicable. <i>Format: Seminar - up to 45 people, Phar Lap Room</i>	Will Servos work for me? Ideas to build your own brackets. Programming experiences and tips.				<b>Jeff Lee MMR</b> 
(1h 45m)	<b>The Journey in developing an O Scale layout of the New York Central West Shore River Division</b> How did an English Railway Modeller end up building a U.S. based railroad? Enjoy the photographic journey of the development of a 400 square metre O Scale layout focused on the River Division of the New York Central. Learn how two modelling periods have evolved - year 1950 NYC and year 2000 CSX. Learn of techniques used in the railroad and see the large range of locomotives and rolling stock. <i>Format: Presentation - up to 100 people Kingston Town Room</i>	Learn how the prototype NYC and CSX railroads are modelled on the West Shore River Division in New York.				<b>David Howarth MMR</b> 





# RAILS @ ROSEHILL

Australasian Region National Convention 2023  
National Model Railroad Association  
29 September - 3 October 2023

6029 is part of the collection managed by Transport Heritage NSW

Start Time	About this Clinic	Takeouts	L S P	Clinician
12.00pm	<b>How to Train Your Crew</b> This Clinic will present some ideas for layout owners who are thinking of implementing or improving Operations Sessions on their layout. It will discuss relevant information to present to potential crew members so they have an understanding of the layout and feel confident to operate the layout. Our ultimate goal is to schedule a successful immersive Operations Session for the enjoyment of all in attendance. <i>Format: Workshop - up to 25 people, Winx Room</i>	Ideas for information to be provided to your crew.		<b>Craig Mackie</b> 
	<b>Tip &amp; Tricks for Modelling in Styrene.</b> Come and learning some "Tip and Tricks" for using styrene for building structures and rollingstock. During the session we will learn from each other as we discuss what works for you and me. Let's look at what's available and where you get it, tools you find useful and construction methods that make unique models you cannot purchase. <i>Format: Seminar - up to 45 people, Phar Lap Room</i>	You will leave with a renewed awareness of what can be achieved and knowledge that will assist you in your modelling endeavours.		<b>Arthur Hayes MMR</b> 
12.45pm	<b>Lunch</b>			
1.15pm	<b>Planning Your Layout using the rewards and limitations of your aspirations</b> Creating and designing track plans depend on experiences of each individual and the space available. We all strive to express our rail modelling and operating aspirations within our experiences. Model railroaders are all different and none of us has the exact space to build our rail empire and satisfy our ambitions. Planning for our best outcome, means scrapping some preconceptions to adopt new and alternative viewpoints. <i>Format: Presentation - up to 100 people Kingston Town Room</i>	Before laying the first piece of track, have you considered all the alternatives that may affect the future of your layout?		<b>Graeme Barnes MMR</b> 
	<b>A chat with Jim Scorse from NCE on the history of NCE DCC</b> This is a chance to chat with the originator of the NCE DCC system Jim Scorse. The most popular DCC system in Australia. You will be able to ask Jim question in real time just like he is at the convention. <i>Format: Workshop - up to 25 people, Winx Room</i>	An insight into how NCE started and where it is going.		<b>Martyn Jenkins</b> 
(1h 45m)	<b>Setting Up for Operations with JMRI</b> (Repeat Presentation) This clinic is about promoting realistic Operations of a model railroad layout to increase the realism of our model world to that of the past and present real railroads. A clinic that is relevant to all scales, geographic locations and genre modelled. <i>Format: Seminar - up to 45 people, Phar Lap Room</i>	This clinic will lead you through the building blocks of JMRI Operations Pro so you can use it to set up your layout to generate realistic paperwork for Operations on your layout.		<b>Duncan Cabassi</b> 
2.15pm	<b>Logging Railways - A Modeller's Dream</b> A logging railway is fascinating. Whether it's a principal feature of your layout or side show, a logging railway can be built for almost any period, in a small space and at relatively low cost. The wonderful variety in both North America and Australasia not only lends itself to both prototypical or proto freelancing design but the products from these railways provide ideal freighting opportunities for your main line. <i>Format: Presentation - up to 100 people Kingston Town Room</i>	This clinic will describe prototype logging railways in both North America and Australasia, highlighting their huge modelling potential and the resources available to model railroaders.		<b>Ian Barnes</b> 
	<b>Weathering Rust and Grime</b> Rob will demonstrate weathering techniques for replicating the grime and rust of modern era steel rolling stock without ever touching an airbrush! We will use water soluble paints and no harsh chemicals. Filters, pin-washes, and rust streaks will be covered. <i>Format: Workshop - up to 25 people, Winx Room</i>	Ability to recreate realistic rusty weathering effects in any scale.		<b>Rob Barker</b> 







Start Time	About this Clinic	Takeouts	L	S	P	Clinician
3.00pm	<b>Afternoon Tea</b>					
3.20pm	<b>Build a Farm Shed</b> (Hands on) Is there something missing from your layout you cannot purchase? Why not build it yourself. "Hands On", come and build a styrene farm shed and you will learn skills for working with styrene. Making parts fit together and assembling parts to make a small structure. All parts are pre-cut and supplied at no cost. <i>Format: Workshop - up to 25 people, Winx Room</i>	Make your own small structure that you can take home having learnt a new skill working with styrene.				<b>Arthur Hayes MMR</b> 
	<b>3D Printing</b> 3D printing is the "in thing" and many small manufacturers now use it extensively. Although you may not get into 3D printing, you need an understanding of the processes to know the limits and abilities of the technology. <i>Format: Presentation - up to 100 people Kingston Town Room</i>	3d printing is becoming common-place in the hobby and in life. This clinic tells you how it is done and all the advantages and pitfalls of the technology.				<b>David O'Hearn MMR</b> 
	<b>Proto Throttle by Iowa Scaled Engineering prototypical operations</b> This clinic showcases the Proto Throttle by Iowa Scaled Engineering. The Proto throttle adds a whole dimension to operations applying realistic acceleration and braking capabilities as well as many other features. The clinic will also discuss how to setup the proto throttle and will also look at how locomotives are programmed to maximise the Proto throttle functionality. <i>Format: Seminar - up to 45 people, Phar Lap Room</i>	Awareness of proto throttle and the advantages of operating and how to set up both the throttle and locomotive				<b>Paul Cassar</b> 
4.15pm	<b>JMRI Software Installation and Configuration</b> (Workshop) This clinic is aimed at those people that would like to install JMRI on their computers but have somebody looking over their shoulder to ease them over any hurdles that they may experience. This clinic will require the attendee to have their own computer and be willing to install JMRI onto that computer. The computer must be able to connect to WIFI. <i>Format: Workshop - up to 25 people, Winx Room</i>	The attendees computer will have JMRI installed and they will have a basic understanding on how to use the software.				<b>Ian Sprent</b> 
	<b>Trees for the Forest</b> This clinic will focus on techniques to help modelers create a believable pine forest rather than stand alone individual trees or tree species. The concept presented here is based on using different methods, materials, and level of finishing to build trees and therefore forest with regards to the visibility of the trees within the layout scenery. The emphasis on a successful representation of the forest whilst balancing available modelling Time. <i>Format: Seminar - up to 45 people, Phar Lap Room</i>	At the conclusion of this clinic, I hope to have shared some ideas and techniques that other modellers can use to create a plausible pine forest on their own layout.				<b>Steve Pettit MMR</b> 
	<b>Using Online Tools To Enhance Your Modelling</b> A discussion on using online services to better improve your modelling, whether it be prototype or freelance, regardless of scale. These include the use of such services as Google Maps, YouTube, Various Podcasts, Facebook Groups and Modelling Forums. You may even meet a modeller online who is located near to area you are modelling and can provide photos/video. <i>Format: Presentation - up to 100 people Kingston Town Room</i>	Learn where to look for the relevant information or modelling inspiration that will vastly improve your layout and modelling skills.				<b>Gary Ruming</b> 
5.10pm	<b>Convention Closing</b> <i>Region President: Duncan Cabassi</i> <i>Location: Ballroom</i>					



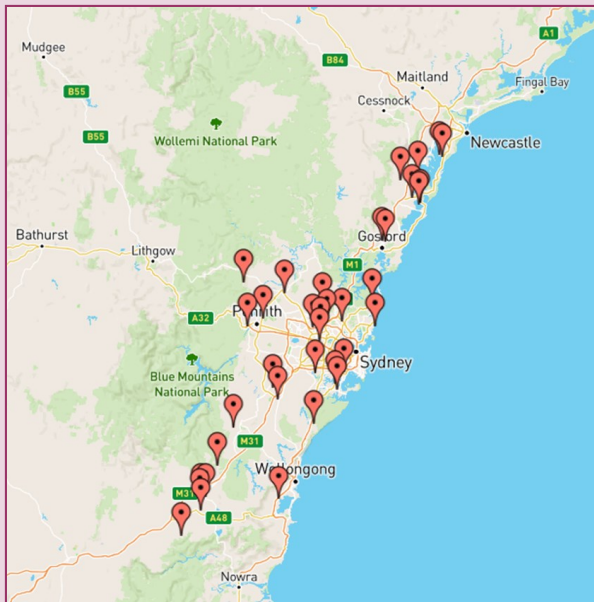


### VISIT A WIDE RANGE OF LAYOUTS AT THE NMRA 2023 NATIONAL CONVENTION

Layouts visits at the NMRA 2023 National Convention represent a wide range of size, prototype and scale. Members of the NMRA have been generous in offering layouts for inspection. Visitors are able to choose from over 35 layouts as part of their registration for the Convention. The number of layouts open on each of the 3 days are:

LAYOUTS OPEN EACH DAY		
FRIDAY 29 SEPTEMBER	MONDAY 2 OCTOBER	TUESDAY 3 OCTOBER
<b>18</b>	<b>20</b>	<b>16</b>

Location of layouts are shown in the following map:



The spread of layouts is from **Belmont** (south of Newcastle) to **Bundanoon** at the south end of the Southern Highlands.

There are some layouts to the west of Sydney but only as far as the foothills.

In the Illawarra, layouts stretch northwards from Dapto, to Helensburgh and onto the southern suburbs of Sydney.

All layouts are identified in one of nine clusters. The Sydney clusters are centred on the Convention venue at Parramatta. When using the booking system, the Clusters show layouts that are nearby and within easy travel from each other.

CLUSTER	Boundary of Cluster
1 <b>Hunter</b>	Newcastle – Raymond Terrace – Maitland – Cessnock – Morisset – Swansea
2 <b>Central Coast</b>	Swansea – Morisset – Hawkesbury River
3 <b>Sydney North</b>	Hawkesbury – Wisemans Ferry – Parramatta – Mosman
4 <b>Sydney South</b>	Watsons Bay – Parramatta – Liverpool – Engadine – Cronulla
5 <b>Sydney North West</b>	Parramatta – Windsor – Penrith – Parramatta
6 <b>Sydney South West</b>	Parramatta – Penrith – Campbelltown – Parramatta
7 <b>Blue Mountains</b>	Penrith – Kurrajong – Lithgow – Katoomba
8 <b>Southern Highlands</b>	Campbelltown – Narellan – Goulburn – Campbelltown
9 <b>Illawarra</b>	Cronulla – Campbelltown – Kangaroo Valley – Nowra







### Layout Visits ...

Layout owners have chosen to be open on 1, 2 or all 3 days. Layouts are not open for inspection on the days of the Convention (Saturday 30 September and Sunday 1 October). Use the booking system to plan your individual visits by viewing the days and times individual layouts are open.

Each Host has determined the number of viewing or operating sessions available during their open days. Session lengths vary from 45 minutes to 2.5 hours. Some Hosts are particularly keen to run operating sessions. These operating sessions are identified in the booking system. Operating sessions will fill quickly as a result of the standing of the Host in the hobby.

Hosts have also been generous with the number of sessions. Most layouts commence viewing from 09:00 or 10:00 am and continue into the afternoon. Some layouts will be open until 8:00 pm to allow planning for a full day of layout visits.

The layouts on display range in size from over 100m<sup>2</sup> to 42m. Experienced modellers with large garages or sheds have generally created their rail empire over many years. These layout may be fully functioning or nearing completion. The smaller layouts are typically parts of garages or single bedroom size, located within the modellers home. Modellers with layouts inside the house are opening their private world for the experience of strangers. Please respect the privacy of someone's home.

As modellers age, they often downsize their layouts. This is a practice on display during the Convention. Very large layouts have been deconstructed and moved to generally smaller spaces. One very large O scale trolley layout is now in a smaller shed, but still demonstrates the distinctive rolling stock and exceptional landscaping. The owner has recently intensified operation by installing overhead wire for trolleys to take power through roof poles.

There are prototype and freelance layouts from Australia and North America, and one very large English layout. Australian layouts are often based on NSW prototype. Santa Fe is a common theme of North American types. Many layouts are now DCC, but DC layouts still operate. Large DC layouts, such as the English one mentioned here are DC as a result of longevity and size. The offering includes many different scales, including HO, O, N and HO<sub>N</sub>30. In recent years there has been a proliferation of N Scale; as a result of limited space but also an awareness by manufacturers of the interest of N Scalers.

As members of the NMRA visiting a diverse collection of layouts, there are extraordinary operating and landscaped offerings. Some layouts are known for their distinctive operating sessions, card systems and computerised operation. A few layouts have master landscaped sections such as Geoff Knotts well-known Charging Moose. This highly detailed module was saved from destruction and is now incorporated in part of another layout, open for inspection as part of the layout visit program.



A lot of N scale railroading fits into a 2.9 x 3.4m room. The Burlington Northern is alive and running in Sydney's North West.



Interurban traffic, coal haulage, lineside industries, roundhouse with turntable on multi levels. The layout has full operation capabilities all contained in a 10m<sup>2</sup> bedroom.





# RAILS @ ROSEHILL

Australasian Region National Convention 2023  
National Model Railroad Association  
29 September - 3 October 2023

6029 is part of the collection managed by Transport Heritage NSW

## Layout Visits ...



At work on an English layout in a large shed. A DC layout requiring many operators to bring the full expanse of the layout alive.



Australian country landscaping in a 22 x 9m shed. Built to following southern NSW mainline, the layout displays many prototypical features of the line.



Landscaping and scratch building to create outstanding landscapes in three rooms. Many scratch built locomotives and structures. A narrow gauge layout featuring logging and associated industries, with a view to operation.



Double deck NSW prototype layout in large single garage size







### Layout Visits ...



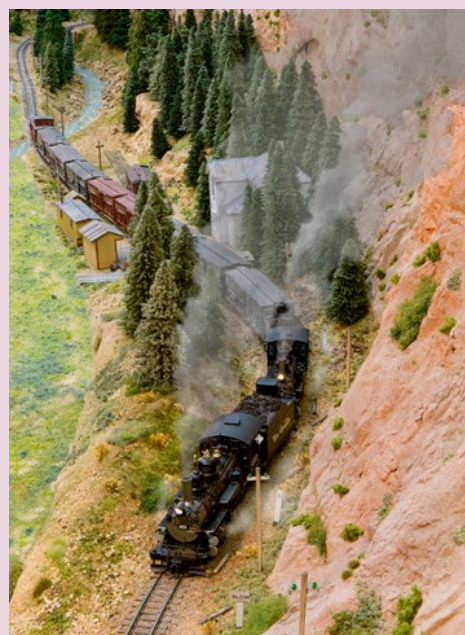
NSW HO railroad in a 100m<sup>2</sup> room with computerised control and dispatchers work station. The layout has many prototypical areas and industries for full operating pleasure.



Multiple freelance HO layouts. The main layout operates point to point but can operate continuously during organised operating sessions. The second layout operates passenger services with doodlebugs or drover cabooses on mixed trains.



Shelf layout 450mm wide, operating on multiple levels. Built around two walls of a double garage, operation is point to point with a turntable at each end. Originally the modeller built a large layout in a previous home, but has downsized without losing detail or operating capability.



Narrow gauge railroading in a single garage

Further information about layout visits from:

Graeme BARNES MMR

042 740 0755

[layouttours@rosehill.org.au](mailto:layouttours@rosehill.org.au)





### Convention Merchandise

**Rails@Rosehill** will be offering a range of souvenir merchandise. All items will feature the convention logo, designed by Roy Howarth, which highlights the association between Rosehill, thoroughbred racing and prototype rail activity in the area, while recognising that our Region includes modellers in both Australia and New Zealand. This is consistent with the theme portrayed at our venue, Rydges Paramatta, where the various function rooms, bars etc., are named for iconic Australian steeds or otherwise linked to racing. Agreement to title this event as a 'national convention' has been received from the NMRA head office.

Items planned include:

- Vinyl stickers – 80mmH x 70mmW - some stock was available at our stand at The Great Train Show, Rosehill Gardens, Sydney, May 6th-7th
- Embroidered sew-on patches
  - ◊ Approx. 105mmH x 90mmW
- Polo shirts
  - ◊ white with logo four-colour printed on the left breast
  - ◊ features black, white & grey stripe at neck & cuffs
    - \* plain white on reverse collar
  - ◊ 100% cotton, collar with elastane, 240 g/m<sup>2</sup>
  - ◊ A range of sizes from Small to 5XL – *refer to table below for measurements*
  - ◊ Logo colour printed on the left breast

Measurement Table:

Ref.	Area	S	M	L	XL	XXL	3XL	5XL
A	Body Length from Shoulder Point	70	71.5	73	75	77	79	83
B	1/2 Chest Width	50	53	56	60	64	68	76
C	Sleeve Length	18	19	20	21	22	23	25

All measurements are indicative with minimum tolerance of 1cm.

Use this table to calculate the appropriate size you need to order. Measurements are in cm.



Note: Polo Shirts will be white.

- Coffee mugs
  - ◊ Frosted glass
  - ◊ 325ml with logo four-colour printed (print area 35mm x 35mm)



- "Convention cars"
  - ◊ We have secured a limited supply of HO-scale RTR NSW KKG horse boxes
  - ◊ N scale options being investigated – either a similar type of stock car or possibly an oil tanker – both have significance to the Rosehill area and the Sandown line
  - ◊ Cars – or kits if RTR cannot be sourced – will be supplied with decals featuring the logo, for application by the modeller



Merchandise (other than stickers) will be pre-ordered and paid on-line to ensure we meet production cut-off times, for collection at the Convention. No postal delivery.







**Contest Information:** Contest Chairman: Gerry Hopkins MMR FMRA

As part of the Convention we hold a **Modelling Contest** that any/all attending members can enter! Click this link to the [Contest Information](#) page on the AR Region Website which explains the options and categories available.

The link above includes an explanation of the contest rules and categories available, with links to explanations of the forms needed to enter a model in the contest.

Have you thought about entering into the **Photography Contest**? This will be judged by someone who has won the contest a few times herself – *Ruth Garbutt*.

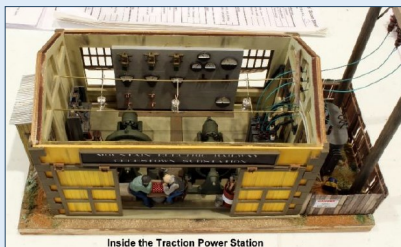
The **Rick Shoup Award** is awarded for the Best Model Of An Australasian Prototype. This model can be a loco, rolling stock or structure. The choice is yours!

The **John Baker Award** is awarded for the best Model Of An American Prototype. This model can be a loco, rolling stock or structure. The choice is yours!

Additionally, attaining a point score of 87.5 points, or 70%, entitles the entrant to a **Merit Award** which counts towards the **Master Builder Awards** in the **NMRA Achievement Program**.

Here is the link again: <https://nmra.org.au/contest-information/>

These are some photos of previous entries:



Inside the Traction Power Station



NSW PC1 Station



If you require any information on the Modelling Contest, please email the [Contest Chairman](#), he is happy to assist.





### More Places to Stay

There are other places you could choose to stay during **Rails@Rosehill**. You will need to make contact with the hotel or motel to make your own enquiries and bookings. Here is a selection:

**Nesuto Parramatta**—within 0.1km

**Mercure Sydney Parramatta**—0.6km

**Meriton Suites Parramatta**—1.5km

**Holiday Inn Parramatta**—1.6km

**SKYE Hotel Suites Parramatta**—2.2km

**Novotel Sydney Parramatta**—3km

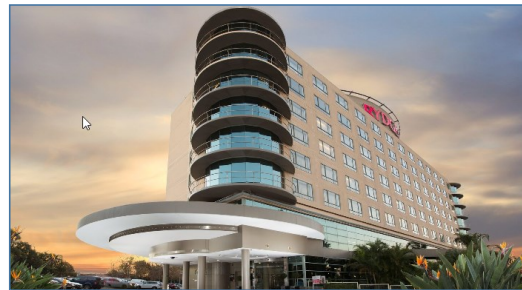
Optionally, check with: [www.bookings.com](http://www.bookings.com), [www.wotif.com](http://www.wotif.com), [www.hotelscombined.com.au](http://www.hotelscombined.com.au), [www.stayz.com.au](http://www.stayz.com.au) for these and other options. *Be mindful of the distance and cost to get to and from the Rydges Parramatta when considering your choice of accommodation.*

### Getting to Rydges Parramatta:

**By Car:** Rosehill is accessible from Sydney's Motorway network:-

Use your GPS for directions to Rydges Parramatta (situated opposite Rosehill racecourse). Complementary parking subject to availability.

- ◆ M1—North Connex—Carlingford—James Ruse Drive
- ◆ M2/Hills Motorway—Carlingford—James Ruse Drive
- ◆ M4/Western Motorway: either direction—turn into James Ruse Drive
- ◆ A40/Victoria Road turn off into James Ruse Drive
- ◆ A44/Parramatta Road: turn off into James Ruse Drive



**By Train:** From Parramatta Station (the closest major station) then catch the M92 bus to stop 2142152 (opposite Prospect Street).

**Flying:** from Sydney Domestic Airport:-

- ◆ From Platform 1 to Central Station platform 21 (usually) - T8 Line
- ◆ From Platform 18 (usually) to Parramatta Station - T1 Line
- ◆ Then either by M92 bus to stop 2142152 (opposite Prospect Street) or by taxi or uber to Rydges Parramatta

### **Best Supporting Tools:**

- ◆ Apple/Google Maps
- ◆ TripView from the App Store or Google Play

### Special Thanks

#### for Supporting Rails@Rosehill:

Will James Railways: [Youtube Channel](#)  
[Website](#)

Australian Model Railway Magazine: [Website](#)

Rydges Parramatta: [Hotel](#) [Accommodation Bookings](#)

NMRA AU: [Website](#) NMRA: [Website](#)

Mainline: [Website](#)

### Contact Us:

- ⇒ Program: [rails@rosehill.org.au](mailto:rails@rosehill.org.au)
- ⇒ Contest: [contest@rosehill.org.au](mailto:contest@rosehill.org.au)
- ⇒ Layout Tours: [layouttours@rosehill.org.au](mailto:layouttours@rosehill.org.au)
- ⇒ Prototype Tours: [prototype@rosehill.org.au](mailto:prototype@rosehill.org.au)
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- ⇒ Host: [host@rosehill.org.au](mailto:host@rosehill.org.au)





# Nine Years on the NSWGR's

## - 'Teditor's' Tales - Part 3 of 4

by Edward (Ted) Freeman

**T**he mystique of a steam locomotive can be haunting, for they are not forever snorting and barking like a huge dinosaur, often, they just simmer 'almost' silently, whiling away their time until called once more for duty.

This time of peace and tranquillity, can also spell disaster in many different ways. Signing on at the guards foreman's office in Sydney Terminal offered many variations as to what kind of work you could be rostered on to perform. Probably the least exciting, being the Sydney Yard shunters, of which there were several. These plod along jobs usually were generally held to specific areas within the terminal complex.

Two 'cushy' jobs were the car shed shunters, unless broken down, or in for regular maintenance, these two jobs would have one or the other of the two remaining 79 class diesel locomotives left on the system. These historic 44 tonners had two 340 HP Caterpillar diesel engines that spewed out acrid blue smoke profusely, 7920 (as I recall, was black, and 7923 was red 'maroon'). One job entailed working numbers 1 & 2 platforms as well as the mail dock and car sheds. Dragging strings of carriages with these locomotives was a laborious job, and wet rails really tested the drivers ability.



More oft than not, though, one would be assigned one of the ubiquitous 'S' class 4-6-4 Tank locomotives, these engines had seen Stirling service for many years, but were by this time nothing more than shunt engines. Their small coal capacity relegated them to these 'close to home jobs'.



Work on these jobs was consistent, unless you were on an overnighter, starting around 9-10pm and working through to around 6 in the morning.

Usually, all the interstaters had come and gone and the carriages had been placed in the appropriate sheds for

cleaning, work would finish sometime after midnight. This was an opportunity to get a bit of shut-eye, either sitting up on the incredibly uncomfortable wooden seats, or make up a bed on the narrow shelf in the rear of the cab. This usually consisted of your leather bag, with waste covering it as a pillow. Bank the fire, fill the boiler and settle down for a few hours.

4 O'clock in the morning, nicely out to it, over the PA comes a call, 3065, you have the road, 3065, c'mon, move please! The yardmaster would be desperately trying to get your attention, but, given the circumstances, you were obviously asleep. HEY!, C'mon, we've gotta pull this train would yell a frustrated shunter at the steps of the 30 class. Stirring from slumber, one would realise then that not only had you nicely dozed off, as had the driver, but so had the fire, steam had gradually simmered back and water had slowly evaporated into what steam there was.

Oh! No!, On would go the blower, in would go the fire iron, rake, shake, grovel, curse - "C'mon you lot, I need that platform cleared!" Would bellow across the yards PA, the shunter adding to the melee with his abuse. Of course, this was not an every night occurrence, but the scene was a reasonably oft repeated one, especially if extra curricular activities the previous day added to ones tiredness.

A regular driver of mine for some time, lets call him 'XX', was of foreign descent, Now 'XX' was a good engineer and a nice bloke, but he liked dining on Vodka and Hot Chillies and sometimes he would cut it a bit fine towards when he stopped 'dinning' and when he started working.

One such night on a Sydney shunter saw 'XX' show up rather inebriated, his ruddy round face glowing and his foreign speech not fully comprehensible. In those days, things were a bit different, so the shunter and I put 'XX' up on the ledge in the back of the 30 class cab and set about our duties.

'XX' snorted a few times, but otherwise didn't really stir. Between the shunter and myself, we were able to handle the duties required, and as it was dark, 'C' was not really noticed in his horizontal position.

Next thing, a job came up that required us to go to MacDonalddtown carriage sheds and pick up a set of cars to be brought back to Sydney terminus. This was not a big problem,

as MacDonalddtown was only a couple of miles away, and entailed very little physical work for the engine (hence the crew!).



*MacDonalddtown car sheds as they are today.*



Arriving at MacDonaldtown, we entered the yard and were advised of the track we had to go to pick up our allocated car set.

Now, the grade into the MacDonaldtown sheds was extremely steep, and the S class only had a train brake to work with. In easing down the slope, I performed what we called a 'jiffy' move on the brake handle, a partial release, and then I made another, this resultant exuberance left me without air as the tank loco gained momentum and headed for the car-set.

Frantically winding the reversing screw into full reverse and opening the throttle, enabled me to check the speed somewhat, but we hit the car-set with a resounding thud, no damage done - but! - remember 'XX' on the ledge in the cab - no longer. 'XX' sat up on the coal covered cab floor whence he now resided and muttered something about where were we? What happened?

We picked 'XX' up and directed him back up on his perch, none the worse for wear from his little crash landing and oblivious to any of it happening. Other than a couple of bruises he couldn't explain, 'XX' was none the wiser to the night's event.



(\* names have been changed)

\*Joe was a shunter in Sydney Terminal, night times, he was often inebriated, but as this was his usual state, no-one took much notice. \*Joe was a good shunter and had been on the job a long time, he must have been getting close to retirement.

One night, my regular driver and I came on duty to work a Sydney Yard shunter on an 'S' class tank loco, the same job we had performed the night before with \*Joe as one of our shunters. Where's \*Joe tonight? We enquired. Oh! Haven't you heard, after you guys left last night, \*Joe was putting a train together, he was coupling up two passenger cars with diaphragms and his luck ran out - "he forgot to crouch down as they came together".

Most NSW passenger stock at the time had screw-link couplers, it was necessary to bring the cars buffers together, climb under and lift the coupler onto its opposing hook, if required, a call to "ease-up" would be made to compress the buffers so the coupling could be made. Then the screw would be tightened up to ease slack run-out in the train.

A common shortcut, was of course, to climb in under the stationary cars buffer plate and lift the screw coupler above your shoulder and drop it on the moving cars hook as it squeezed-up, dangerous at best, but in \*Joes case this night - 'Fatal!'



The Guards Foremans office where we signed on in Sydney was usually a beehive of activity, with guards, drivers and firemen all vying for attention as they booked on 'or' off.

A regular clerk was \*Arty, now \*Arty was a true blue Aussie, he had been to war and protected his country, and he was rightfully proud of his achievements in the service. \*Arty was getting on a bit, but he was an amicable man, and if you treated him right, you were extended the same courtesy.

An Englishman, "Pom" if you will, was a driver known by the non-descript initials granted him of F.A. (I don't need to elaborate, do I?). Now F.A. Could be extremely aggravating, he was rather boisterous, but worst of all, he liked to taunt 'ol \*Arty.

Knowing that \*Arty was a war veteran, gave F.A. Some extra ammunition. One night when I was in the Guards Foremans office signing off, F.A. Was also present, I arrived in the midst of a heated verbal argument between F.A. and \*Arty. If it wasn't for us Poms, you useless Aussies would have lost the war \*Arty, yelled F.A., Puffed up like a bantam rooster. All of a sudden, \*Arty came over the counter in one single bound and had F.A. by the throat.

A few souls that were present had to intervene, as F.A.'s feet were leaving the ground, and he was turning an even brighter red than usual. F.A. Quietened down somewhat after this experience.

While we are taking a look at the Guards Foremans Office in Sydney, I would like to relate a rather unusual story that originated from said place.



Signing on at the regular time of 8:13pm was of no real significance for the evening Flyer to Newcastle, even though the train number was also 13. But arriving on the platform at the head end of the train to find electric locomotive # 4613 as our motive power was starting to get a bit eerie, especially as the day was FRIDAY THE 13th!



OK, so the next day was Saturday the 14th (to be expected) and we were to work train 14, the morning UP Flyer back to Sydney after an eight hour lay-off in the Broadmeadows barracks. Although the Flyers running time was a little over two hours for the trip each way, prior to taking over in Sydney we would work a local shunting job, likewise on the return on Saturday - arrive in Sydney Terminus, get relieved and finish the shift on a Sydney shunter.

The journey to Newcastle was uneventful, and the usual change at Gosford to one of the 38 class 4-6-2 Pacific locomotives took place as usual (and - NO! We did not get lumbered with 3813, as it was an Eveleigh engine and worked South mostly). The overnight stay in Broadmeadows barracks was also uneventful after running the 38 light to loco, stabling and bedding down for the night.

With 'just' eight hours off, we were back up and on our way bright and early, taking charge of a 38 prepared by the shed crew. Whistle out of loco and head to Newcastle station to latch onto our morning Flyer #14 and head off back to Sydney. No problems (after all Friday the 13th had left us), pick up one of the 46 class electric locos at Gosford in a reverse move to the previous evening and set-off on the final leg to Sydney.



Just after leaving the Hawkesbury River bridge and beginning the climb out of the valley up Cowan Bank, the rot set in, caution signals, then stop! On the phone to control and we were advised that there had been a derailment somewhere further ahead and the delays were unpredictable. Not much excitement for us just waiting - and waiting, our eventual arrival in Sydney saw us on duty for 13 and a half hours (there were no ten or twelve hour rules). This had to have some significance to the events and the concurrent days they occurred - Friday the 13th, 8:13pm departure, 4613 on train #13, return Saturday the 14th on train 14 and finish up with a shift half way between 13 and 14 hours - "was it just co-incidence, or significance?"

\* names have been changed)

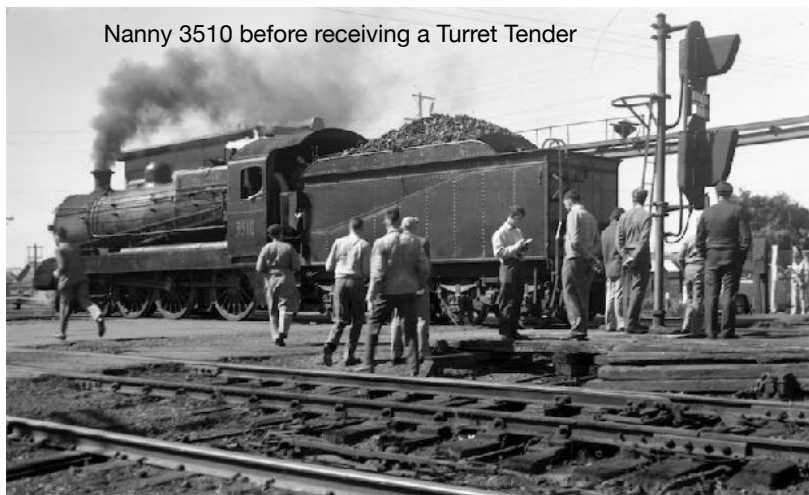
Some really pleasant surprises have come out of writing this series of articles on my life on the New South Wales Railways in the 1960's-early 70's. For one, I have realised just how fortunate I have been to have experienced the things that I have, second, 'old' contacts have been made. In a lot of cases, the people mentioned in my series have passed on - but not all.

At the Brisbane Miniature Train Show - Did you know a bloke by the name of Clarrie Hough (not sure on the spelling) when you were at Eveleigh? I was recently asked! Yeah! Fired for a Clarrie Hough while I was there - I recalled! Well, that's him standing over there, I'll introduce (re-introduce) you to him. Clarrie - this here's Ted Freeman, worked at

Eveleigh in the 60's, when you were there? Don't recall the face (and I thought I hadn't changed in thirty years!) That's OK Clarrie, you don't look all that familiar either - but!

I related the story in the most recent issue of Train Talk! Old F.A. and Arty - yeah, I remember them, what about -----, yeah! How about ---- yes of course - and the memories started to filter back, discussion went on and memories started to 'flood' back with recollections of different characters we both worked with, swapping of stories and relating to similar incidents we had both encountered (endured).

It was really something to catch up to an old work mate and reflect back on the times past, I'm sure Clarrie would be able to tell some right proper yarns relating to his experiences as he did one to me whilst we talked - it jarred my memory - and then I recalled - that's the story I was geared up for in the next edition of Train Talk. Clarrie spoke of a 60 class Garratt on 274 Up goods from Newcastle to Sydney, I had a similar trip on 274 Up - but the steed I had was a 'Nanny', or 35 class 4-6-0.



Eveleigh crews worked the Down Newcastle Flyer from Sydney and returned after an eight hour break on 274 Up Goods. The Nanny's were not a familiar engine to us as Eveleigh did not have any and at this stage in their life they were mostly relegated to the Northern Division from Gosford on. I was with my regular driver PW, a man I had fired for for quite some time and a true gentleman and master of the art of locomotive driving (PW would have been in his early to mid 30's). Although he had plenty of experience on steam for his age, he had never worked on a Nanny, and neither had I. No big deal - you say - not all steam engines are the same, believe me! Local Broadmeadows crews offered some sympathetic advice (inside they were snickering - I'm sure!), The fireman! - keep the fire banked, don't let the front build up or you will be in trouble - the driver! - don't let-er slip!

Climbing aboard 3510, nothing seemed out of the ordinary, it was just a bigger 32 class, close to the size of a "Pig" or 36er. We whistled out of Broadmeadow loco and headed towards Honeysuckle Yard (just south of Newcastle) where we would latch onto our train and head off to Gosford where we would pick up one of the three thousand plus horsepower 46 class electrics for the jaunt to Enfield Yard in Sydney.

On arrival at Honeysuckle, we coupled up, performed the mandatory brake test and spoke to the guard as to tonnage and any special orders, it was just starting to come onto dark when we were due to depart so on went the dynamo with its high pitched shriek piercing the eeriness of nightfall on the waterfront. With lights ablaze and the fire nicely banked with a good head of steam and the appropriate water level in the sight glass we were ready to go, no reason not to feel confident for a safe and swift trip.



With the guards right-o-way given and clearance from the shunter, we blew the whistle - the whistle cord shorted on the dynamo and a resultant kaboom and extinguished lights ended the confidence so rapidly gained. Digging around in what was now relative blackness, save for the light of the fire, we filled some kerosene gauge lamps, flare lamps and marker light and decided to give it a go. Shortly after getting under way, the kerosene lights extinguished and refused to re-light, oh! No! There's water in the kero.

It was about this time that we were starting our climb towards Tickhole Tunnel, too late to do anything about it, we worked together to keep an eye on the water level by the light of the fire as the old nanny dug in for all its worth. Of course, with sand being laid on the rails under the struggling drivers and a full head of steam in her belly we were making noisy but positive headway. But! With water in the kero, why should the sand be any different, as the sandpipes clogged we were just entering the confines of the tunnel and the inevitable happened - whoooooooooosh, massive, uncontrolled wheelspin and then to cap it off, the old girl picked up the water and primed crazily. PW quickly responded and shut the throttle, simultaneously opening the cylinder cocks in an effort to arrest the wheelspin, but the damage was done - the fire had turned over, the bank, so diligently fought for to be kept at the rear of the firebox - was all up the front.

It didn't take long for the steam to start dropping as I struggled to get the fire back in order and PW assisted as much as he could while still keeping the train under control. It became a battle of men and machine as we battled on into the night with no lights, no whistle and what was beginning to look like no hope! It was impossible to get the fire right and the steam pressure was wavering dangerously low to applying the brakes, keeping a safe level of water in the sight glass was a top priority and we struggled on into the night, eventually limping into Gosford a sad and sorry lot with PW and myself looking like black and white minstrels and Nanny 3510 struggling on her last breaths of steam with water hovering just above the low mark in the sight glass. This was a trip I was sure I'd never forget - and I never have!

Handing over the sad and sorry loco, PW and I knew there would be an inquiry, we found out a short time later that trials were run with 3510 and she was in a very sad state indeed. Apparently the blast pipe had dislodged, and damage to the locomotive was severe enough that in this late era of steam, she was condemned like so many of her sisters before (and shortly after), never to give the likes of us Eveleigh greenies any trouble ever again!

The Newcastle Flyer was a prestigious train that boasted an air conditioned carriage set hauled by only the best locomotives the NSWGR's had to offer - the 38 class Pacific's - 'until' - the advent of the 46 class electric, the flyer then looked like any other NSW passenger train as it left and arrived at Sydney Terminal, but from Gosford to Newcastle, the 38's reigned supreme right up till the end of their service life.

Maximum track speed in NSW was 70mph (120 kph approx) throughout the system, the 46's (as I remember) were restricted to 65mph due to their yawing effect at speed, the short wheelbase Co-Co's, although extremely powerful, were very uncomfortable for the crews once the pace quickened.

From Sydney to Gosford, the 46's were in their element, there was not a lot of call for speed except for some short stretches, and the 46 class could sprint to their allowed maximum like a scalded cat. Their ability to accelerate and their efficient regenerative braking system meant that timetable running was seldom a problem, so the go - slow - go element on this part of the journey suited them fine.

From Gosford to Newcastle though, the 38's could get up a gait that made the 46 look like an old coal hauler, and it was here that they really shone.

I remember one memorable occasion on the Flyer, one trip that stood out among all the rest and is as vibrant in my memory today as it was when it occurred.

Leaving Sydney Terminal, you would meander through the complex of points and crossings, once the complexities of the yard limits were breached, the pace quickened (and the ride roughened), still, within the confines of the suburbs, the speed seldom exceeded 50mph. A stop at Strathfield, and you would divert via a flyover to the Northern line, still more meandering, with the occasional burst of exhilarating 65mph running (feeling more like 165mph).

From Hornsby, the picturesque mountains and valleys would be traversed down Cowan Bank to the famous Hawksbury River Bridge, with a mundane downhill pace, you could take in the views, have a cuppa and basically relax.



Once across the mighty Hawksbury River Bridge, the pace was level as you paralleled the Hawkesbury River, winding around the base of the hills with arrival at Gosford just part of the general on-time routine.

Easing up to the end of the platform at Gosford, you became aware that all this serenity and calm was about to change, simmering up

ahead on the exchange track, was the replacement steed, a towering black non-streamlined 38 class, the epitome of NSW passenger steam, from a distance, not so daunting, but once cut off from the train and eased up alongside the behemoth, you became aware of the life within this big black beauty as it sat, steam drifting all around in readiness for the gait to Newcastle.

With a deft hand on the brake, my driver eased the 46 to a stop with the cab door placed perfectly in alignment with the 38's footplate, a transfer of bags to the black beast, bid adieu to the changeover crew (who looked rather sheepish by the way), and we were on board for an exciting sprint to Newcastle.



Of course, when you climbed aboard the new steed, you expected that it would be ready to gallop, the crew had passed the time away playing cards, in fact they passed too much time away and our mighty steed was more of a whimpering pony with less than half a glass of water, low in steam and an almost dead fire. No wonder they left in a hurry!

Immediately the driver turned the blower on to force a draft through the fire and I started to lay a light fire to get heat back into the firebox. Whadaya reckon, quipped PW, my regular driver, as we backed toward the waiting passenger cars in the platform, can we make a go of it?

Between us, we decided to 'give it a go!', PW eased the big engine along initially, giving me a chance to bring it around with steam and water. As steam pressure approached a more workable stage and the loco started to settle down, PW nodded to me, which I replied likewise.



We had lost about ten minutes in running time by this stage, but as the pop valves lifted, so did the pace. Once stirred along, and with a roaring fire and full belly of water, the black 38 began to show just what these engines were all about.

We passed cars on an adjacent highway as if they were standing still, and I knew the old girl was really getting into stride, the speed seemed to be on the increase, and I could feel that the 70mph limit had been well and truly breached, as the NSW steam locos had no speedos (and subsequently no speed recorders), it was experience on a drivers part as to just how fast we were travelling, a fob watch and mileage posts flashing past were as accurate a speedometer as you would ever find in the hands of an experienced driver.

As the speed increased, so too did the rhythm of the engines movement, an up and down, forward and back motion came into play, the fire was white hot, and although almost impossible to look into the glare, a quick glimpse revealed the fire "walking" toward the front of the firebox.

Aye! PW, I yelled over the din, just how fast are we going? Oh, when they start dancing about like this and judging by the mileposts, about 85 (mph). The passengers, sitting back in their air-conditioned comfort, could not have been aware of the dramas that unfolded on the footplate that night to get them to their destination - ON TIME!

The Eveleigh locomotive depot serviced a large contingent of steam locomotives in its heyday, during my period working from the depot, steam was no longer king, but still held on strongly with not only shunt engines to be looked after, but also the ubiquitous 32's, 36's and of course the famous 38's.

It takes coal to fuel a steam loco, and Eveleigh had a fairly substantial coal trestle. Unlike the American coal stages, the NSWGR's favoured trestles where open wagons of coal were shoved up an incline and dumped into hoppers ready for distribution into hungry tenders.

The honour of keeping the trestles hoppers filled went to the depot shunting crew, the guys that moved the engines around as needed for access and service, locomotives were filled with water on arrival at the depot and topped up as they left, but coal (unless desperately low) was replenished only at departure.

With your locomotive carefully spotted under the appropriate chute as directed by the fuel man, you would huddle back in the cab (or detrain) as tons of black, sooty diamonds poured into and all over the tender, and if the chute was reluctant to close, into the cab.


As traumatic an experience this could be at times, it was nothing compared to the job the depot crew faced during the process of filling the bins.

Memory is a bit vague on some aspects of this job, although I do recall having the "pleasure?" Of doing it several times. Usually a 19 class, or 30T would be the assigned engine to the task.

I don't recall the exact procedure for getting to the mainline, but with two or three BCH's or some such, we would have to make our way to platform 16 at Redfern and wait in a siding ready for the opportunity to make a run for it in between the constant stream of local electrics.

With an allocated opening, we would make our way out onto the curving platform track, easing in to the platform just far enough to clear the shunting signal. With the shunting signal cleared, the driver would "get up it!" As a short, twisting approach was made as fast as possible towards the steep grade up onto the coal trestle.

If this part wasn't scary enough, the sheer thought of being on the steam loco with no visible means of support under you at an alarming height only made the situation feel worse. At the appropriate time, the driver would have to close the throttle and grab the brake so as not to spear off the end of the trestle. At the same time, momentum could not be lost, or slipping to a stand on the grade was a real possibility. The relief of a successful spotting of the wagons was always welcome.

This procedure would be repeated as often as required, subject to the amount of coal being used.....



*The final Part 4 of 'Teditor's Tales - Nine Years on the NSWGR's' continues in the next edition of MainLine.*



# 100% NMRA Inc.-AR Club News

## Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - Running Night **May** 2023

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

**T**his month we welcome two former members back to the AMR as fully paid up members. Wayne Hoskin was previously a member from 1980 to 1990 when we were in the MT Lofty railway station. Mark Sellars belonged to the club in the 1990s when our premises were in the Islington Railway Workshops.

Wayne and Mark it is great to have you back on board again and I hope that you can both enjoy the camaraderie of the club once again.

Both Wayne and Mark are interested in the Santa Fe. Mark is building a switching layout called Colorado Springs. Wayne is building a SAR narrow gauge layout and now he is retired he plans to renovate his G scale garden railway. He also volunteers at Pichi Richi.

### **MAY OPERATING SESSION.**

A better turn out this month. Seven operators.

Paul Wright ran the Kingston yard and Tony Mikolaj ran the Houseman yard, John Gayler took the West Wind east, one of the crack named passenger trains. This turned out to be more complicated than he expected. After the Dispatcher, myself, noticed that the train was missing the observation car off the trains rear. John, myself and others searched for several minutes and were unable to find the missing observation car. About twenty minutes later Paul Atkins' merchandise train ran into the errant observation car hiding behind the steel mill blast furnace. Paul Atkins also ran the iron ore drag. He had massive wheel slip problems with the six axle SD9 pulling just sixteen iron ore jennies on his return run up grade to Yorsen Mine.

The cause of the wheel slip problem is our current track cleaning regime which I introduced mid last year. That is using Glitz goo and stain remover in the club's CMX track cleaning car. Even though the Glitz goo and stain remover was obviously cleaning the track it was leaving a film on the track. The film feels slippery and that slipperiness seems to have reached a stage where locos wheel slip rather badly. I had problems with Glitz goo and stain remover on my home layout. I was unable find a solvent that removed the film left behind. The only way to get rid of the film was to use a track rubber. So we shall have to inaugurate a new track cleaning regime. I have returned to using methylated spirits at home. Expert thinking is to use a non polar solvent either kerosine or acetone. Acetone will melt plastic sleepers. Kerosine had too strong a smell for me because chemical smells from my garage drift up into the house annoying her upstairs. Alcohol is a polar solvent that works but its cleaning effect is shorter lived than using non polar solvents. Apparently alcohol can attract dirt back on to the track.

Back to the ops session. Christiaan Werk ran the consumables train and the petrol (tank) train. Murray Dent ran the Ippinitchie Creek turn east and the Houseman turn west. About half way through the session the two yard masters were getting ahead of themselves and found that they were



feeling isolated and alone. So I ditched the dispatcher/train master job and took the Kingston turn east from Houseman driving RS1 number 1000 which experienced a considerable amount of wheel slip, even on level track pulling eleven cars. I made it as far as Prattis before it was time to call it a night.

It was good to see the relaxed way this operating session evolved. Following the session was the usual cuppa and cookies and bull session.

*Above: The Unicorn Timber and Mining Co RS 1 no 1000 on the Kingston turn east is switching Zieglersdorf as it picks up two empty hoppers off the trestle at Kirkland coal. Paul Wright built the coal trestle and Christiaan installed it and did the scenery except for the cliffs which are John Prattis's work.*

*Right: Paul Wright, Kingston yard master, directs movements, as the SD9 off the consumables train sets out four stone hoppers in Kingston yard. The SD9 will then couple on to the coal hoppers remaining in it's train and will, using the typical rail road language of a 32 year veteran of the NSWGR, "bugger off" to Redman mining co at Dent to set out the remainder of the train and return light engine to the Kingston round house.*



*Right: Murray Dent concentrates as he drives the Houseman turn's GP7 into Kingston yard with the four stone hoppers to be set out for the Kingston switcher, in the left of the photo, to take to Atkins Aggregates limestone quarry.*







*Left: The GP7 departing Kingston with the Houseman turn. In the background is the imposing Murray Milling Co's feed mill which receives grain in box cars.*

*Right: Paul Atkins coaxes the SD9 along as it spins it's wheels going past the crushing, grading and loading plant at Yorsen mine iron ore mine. The monument bottom right hand corner of the photo commemorates the completion of the Southern Central Railroad's mainline.*



*Left: Ippinitchie Creek consolidation number 27 is on the point of the Ippinitchie creek turn travelling east on the double track main line to Houseman. It's only pick ups on the SCR were the two flats loaded with timber from the saw mill at Opie.*

*Right: The petrol (tank) train east has taken the passing siding as it passes the Kingston turn at Zieglersdorf. The loco is Ippinitchie Creek GP7 No 930.*

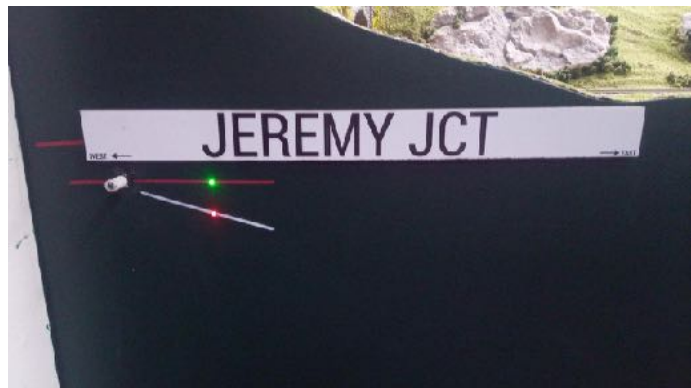


## WORKING ON THE SOUTHERN CENTRAL



*Left: Christiaan Werk has begun filling in the scenery between the levels at the return loop, bottom level, and Werkendam, upper level. He has installed the tunnel mouth where the return loop curves back through the back drop.*

*Right: Tony Mikolaj has inserted coloured LEDs into some of the diagrams of hard to see turnouts. The green LED indicates that the track is open. So far he has only done a few but even that has already made it a quite a bit easier for our vertically challenged members to navigate the SCR. Eventually all mainline turnouts will have LED indication. Photo: A Mikolaj*



### ON MY WORKBENCH

By Ken House

*Right: I have now cut out the walls for the Wooldowie goods shed.*

For the club I have painted and decorated a SW100 and a GP7 in the new SCR livery.

The SW100 has a chequered past. It came to the club from the estate of the late Ray Applebee and was rough even then. There were problems with lights and wiring among other things. Peter King rectified those problems. Ray had the windows out for some reason and they are misted over with glue a fair bit. But the main reason I chose this loco to do first was that it was in the orange livery of the BNSF in 1990s about 40 years outside the SCR's era.

However I did stuff up. I had just sprayed my squeaky garage door with silicone. Then not thinking I touched the SW100 and left a great silicone thumb print on it. Knowing





that paint and silicone do not work together I tried cleaning. But with the first coat of paint it was obvious that there was still a residue of silicone left behind. The paint had bare spots and lumpy spots. After three coats of matt black spray the paint job was even, though a little lumpy still. I wanted a gloss finish to apply the decals. So I sprayed gloss black. The gloss black immediately reacted to the silicone so I quickly wiped what I had sprayed off the loco. So then I decided to strip all the paint back to bare plastic, what I should have done in the first place. Stripping back proved to be messy and tedious. I did manage to scratch the plastic in a few places in the process.

I have decided that this SW100 is jinxed because that was not the end of my problems with it. After I finally managed to get it painted and decorated to a somewhat reasonable standard and was removing the masking tape off the windows two of them popped out. Later when cleaning the wheels I noticed that it was only picking up off one bogie. That fixed, I test ran it. It ran beautifully but in the wrong direction. Had I put the body back on the wrong way round? No. On inspection the white and blue front headlight wires were going to the cab end and the blue and yellow rear headlight wires to the hood end. The SW100 was set up to run cab forward! I think we will just change CV29 so that it runs hood forward the same as the other switchers on the Southern Central.

*Right: The SW100 with it's initial matt black and masking tape.*



*Left: During stripping. I did one side the top and then other side in separate steps taking two goes at each. First I brushed on a liberal coat of brake fluid on the section I was going to strip. let it stand overnight*

*and in the morning scraped the paint off using a small screwdriver and an exacto knife. I had to have two goes on each section to get all the paint off so it took six days of about 30 to 45 minutes to fully strip the loco.*

Luckily I got the GP7 painted without all of those dramas. The GP7 will need a decoder fitted before it can be run on the SCR. It still had the Infocom decoder fitted that the club used in it's Islington days



Above: The finished locos and the paint I used: White Knight gloss black from Bunnings. I tried the gloss black on an old box car first and even though it says "paint & prime" I thought the coverage was pretty thin. So I gave both locos an undercoat of Motospray matt black then two coats of the gloss black before applying the decals. Then I sprayed the locos with a light coat of Testors dull coat. They could use

another coat of dull coat but I ran out. The decals were made by Ted Freeman of the Toowoomba MRC and were a delight to apply.



The Atlas/Kato GP7 already had silver bogies. I thought they broke up the solid black nicely. So I hand painted the SW100's bogies with Vallejo silver and a coat of Vallejo clear matt and the hand rails with Vallejo ivory. These locos will help to reinforce the back story that the SCR is undergoing a merger with the Ippinitchie Creek RR. I am aiming for at least six road locos, three switchers, and three caboose. Jeff Barclay is working on rolling stock. The moral of this story is if things go wrong try to rectify any errors, have



patience and learn from your mistakes and you can still end up with a satisfactory result. I am no master model railroader but I got there in the end. ....M





# 100% NMRA Inc.-AR Club News

## Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - Running Night **June** 2023

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

### **JUNE OPERATING SESSION:**

**O**n June 14th Paul Atkins, Murray Dent, John Gayler, Wayne Hoskin, Ken House, Tony Mikolaj, Billy Page and Christiaan Werk gathered together for the Southern Central's monthly operating session.

Tony Mikolaj took the Houseman yard master job, Ken House was dispatcher/train master and the rest were the road crews.

We always expected that there would be some problems after the wheel slipping trouble last month. The track was gone over completely with a track rubber to remove the film left by using Glitz goo and stain remover to clean the track. Then we did several passes with the CMX track cleaning car filled with Methylated spirits. On the night just before the session I dabbed Dahl hair clipper oil sparingly on the track in spots just before each passing loop or crossover on the double track. We had no wheel slip problems meaning that our work between sessions was successful. The track was not perfectly clean but that will improve if we keep up using the CMX track cleaner with either Methylated spirits, Iso propyl alcohol or perhaps Kerosine, Kerosine being a non polar solvent which are reported to be the superior types of solvent to use.

Once again it was John Gayler who experienced the most problems. When his manifest freight entered the mainline that goes around the back of the steel mill his F7 loco began to stop and start for no apparent reason. He changed loco and controller to no avail. His F7 was acting similarly to how locos acted on parts of the track before we added the extra three boosters. The section he was in is about the longest on the SCR and Paul Atkin's loco acted the same while both were in the section. We need to monitor this power district to see if we need another booster. Billy Page was the other operator to experience problems. A dead frog in one of the



L - R Wayne Hoskin, Paul Atkins and Tony Mikolaj operating at Houseman

turnouts at the eastern end of Haynes caused him difficulties as he shunted the coal train to Northern Light and Power.

Having no Yard Master at Kingston caused problems for Christiaan Werk. Both he and Wayne Hoskin found errors in my switch lists.

Despite the few problems listed above we had a fun session. This session completed the sequence perfectly. Staging will now need to be completely reset when we re-stage on Wednesday July 5.

*Right: Billy Page has his train coming through Opie on the main. Wayne Hoskin is switching the saw mill at Opie while in the distance Murray Dent has a train in Jeremy Junction.*



## WORKING ON THE SCR



*Left: Tony Mikolaj completed the control panel and the installation of uncoupling magnets on the portable Southern Central a few days prior to the exhibition. These modifications to the portable layout made it possible for us to allow children drive trains "U drive style" at the exhibition. Kids really did have fun driving trains on the mini Southern Central. Those 8 and above*

*were chuffed when they mastered magnetic auto uncoupling. It was great to see kids of all ages driving trains. This gained us popular votes from their parents. photo: Tony Mikolaj*

*Right: Tony was proud of the way he lashed the load on to this flat car for use at AMRE. photo Tony Mikolaj*







*Above: Thanks to Christiaan Werk the Southern Central now has scenery in the space between Werkendam, upper level, and the return loop lower level. photos: C Werk*

## **TOOWOOMBA MODEL RAILWAY CLUB**

On his travels up Queensland way Peter Kirkland had the opportunity to visit the Toowoomba MRC on it's open day, Sunday June 4. photos: Judith Kirkland



## **ADELAIDE MODEL RAILWAY EXHIBITION 2023** June 10, 11, & 12

This year the AMR entered the portable Southern Central Railroad. The last time we exhibited was in 2017.

On Friday afternoon June 9 Tony Mikolaj, Paul Wright and Ken House transported the layout and other equipment needed for our exhibit to Grey Hound Park. Where along with Mark Sellars help they set up the exhibit. Over the weekend Tony Mikolaj and Paul Wright spent the whole three days there, Jeff Barclay, Warwick Graham, Mark Sellars and Ken House were there for two days each. Tony, Paul, Warwick and Ken packed up Monday afternoon while Jeff collected what remained of our second hand items not sold.



Our exhibit seemed to be well received with a number of people taking a few minutes to view our video of the permanent SCR thus generating several enquiries about the club. There were also questions about Tony's signal demonstration board. Jeff sold quite a few caps as well. And the portable SCR was well received especially by children and their parents. Allowing kids to drive trains on the SCR got us a few peoples award votes.

As for the exhibition as a whole, the weather was good and the exhibition was very well attended. At peak times car parking space was at a premium. There was plenty of layouts and traders to please all of those attending. The layouts generally were of a good standard with a few outstanding ones.



*Left: Porthminster, based on St Ives Cornwall is the branchline terminus, on the layout of the same name built by Gavin Thrum, and operated by members of the British Railway Modellers Australia. "Porthminster" won both the Buford trophy for best in show and the people's popular vote. OO scale.*

*Right: Gavin Thrum's outstanding modelling and attention to detail is evident in the main through station, Penwith. Track is Peco code 75.*



*Left: Gavin incorporated this 3m long Brunel style viaduct, scratch built by the late Kev Loughhead in 1969 for his now dismantled famous Moping Branch layout, into "Porthminster". The viaduct leads on to the station of Porthminster.*





*Left : Second place in both the Buford Trophy and popular vote was West Croydon 1949. The trees are salt bush twigs covered in a few different types of Noch and Woodland Scenics foliage. HO scale.*

*Right: West Croydon 1949: The Rosetta St subway with a F class suburban tank engine crossing.*



*Above: Borderline came over from Warrnambool in western Victoria. It is a 1980s Australian National and V-Line layout. The 1980s being a popular era because AN brought out their green and yellow livery and V-line introduced their orange and grey in 1982, but there was still plenty of SAR red and mustard pot and VR blue around making for a colourful time. Also brake vans were in use up until 1985. Borderline came third in the Buford trophy. HO scale*





*A G class with steel coil cars. Note the South Australian style signal cabin and stone goods shed. V-Line locos regularly ran into SA.*



*The crowd enjoying Shinkansen Parade which won third place in the Peoples Popular award. N scale.*



*A micro layout in G scale? Vern Cracknell mmr pulled it off with Uphill Logging.*



*The NMRA exhibits were grouped together upstairs. Ray Brownbill and Jane Robinson at work on the NMRA division 6 demonstration table.*



*Above: Division 6 entered it's HO scale switching layout NT Junction.*





NMRA members David Teague, Neil and Casey Tonkin with the DCN railway, an N scale layout



The DCN railway.



Being 100% NMRA the AMR was grouped with the other NMRA exhibits. SCR Baldwin SW1200 switcher ran all weekend and performed excellently on the portable version of the Southern Central. HO scale



Tony Mikolaj instructing a little girl in the finer points of switching cars on the SCR. Warwick Graham and Paul Wright look on. Jeff Barclay, in the distance, is demonstrating kit building. Allowing kids to operate on the Southern central gained us people's popular layout votes

## VIDEOS:



A green AN 830 class with a string of tarpaulin covered 4 wheeled OBF wagons and a V/line G class with steel coil wagons on Borderline at the Adelaide model railway exhibition. Video of the exhibition.



Ops session: ACL GP7 at Kingston with grain train.



# 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 **June** 2023


**T**his is the first MainLine update for the Wide Bay Burnett Model Railway Club since 2022. As detailed in the Division 1 Report inside the MainLine May/June issue, we held our Bundaberg Model Train and Hobby Expo in March for the first time in two years.

We postponed the show in 2022 due to ongoing concerns regarding COVID-19 and the possible negative impact on public attendance.

Numbers were unfortunately much lower than those recorded at the previous show. I would like to formally extend my appreciation to all the Division 1 members, as well as other modellers, including the exhibiting aero modellers, and RC off road car club, in capably assisting us in presenting the Expo for this year. Without these generous volunteers we would definitely struggle to produce the show.

A pleasing spinoff of holding the Expo was receiving membership enquires from patrons. One of those potential new members, whom is already an NMRA member, accepted my invitation to attend our latest working bee, which took place last Saturday 17<sup>th</sup> June.

Whilst we haven't progressed with working on the layout, we made the decision to pack our N-scale layout, "North Kogan", onto our tailor made trolley and store it inside our Pantech trailer.

By moving "North Kogan" out of the clubhouse we now have ample space to work on the new HO layout under cover without being exposed to the weather. More working bees will be organised throughout the remainder of 2023.....



*Modules on floor of clubroom*

# Divisional Reports

## **Division 1**

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

April 15th 2023 meeting:-

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

38 members

5 On-Line (Zoom)

17 Apologies

### **ARC Report:**

Duncan Cabassi Reported on the upcoming Convention in Sept/Oct 2023

### **NMRA Inc.-AR Regional Feedback:**

Nil

### **NMRA Inc.-AR Division 1 Feedback:**

Queensland Membership; 349 current members, 1 new member (Alister Hodges), 2 memberships cancelled as not renewed.

Division 1 decided to build a Freemo layout for promotions (both general membership and STREAM program)

**Next Gathering:** 10am Sat 20<sup>th</sup> May 2023 at the residence of Bob Perren at 39 Norbiton Street, Zillmere.

### **Report:**

This gathering was kindly hosted by George Chapman at Aurora Trains at Yeerongpilly.

### **Clinic 1**

The morning kicked off with a clinic by Arthur Hayes MMR and covered the levels he



goes to "Detailing Passenger Cars" and all the possibilities you can go to, to make your model super detailed. As usual, Arthur didn't disappoint us.

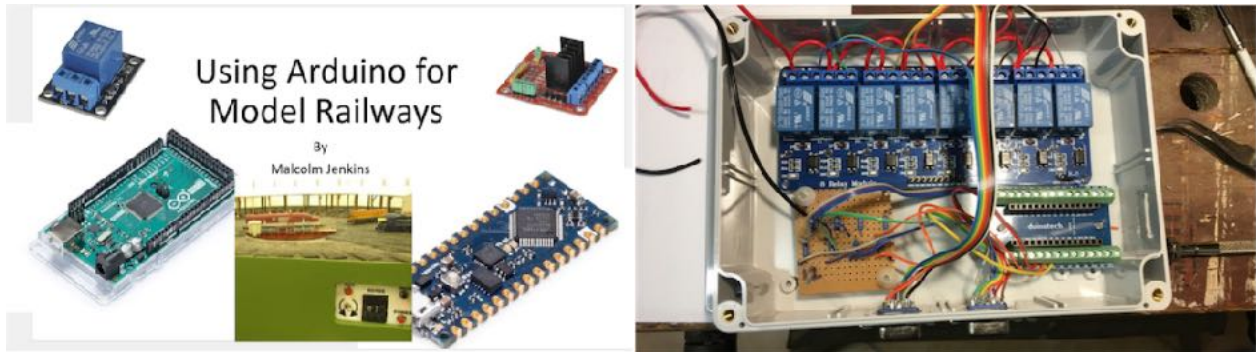


## NMRA Inc. AR AGM:

At 11am the Division 1 gathering was paused for the NMRA AR AGM which was chaired by Duncan Cabassi. Details of this meeting will be sent from the AR in due course.

## Clinic 2:

Our next clinic was presented by Malcolm Jenkins MMR where he demystified "Using Arduinos for Model Railways" and the many ways you could use one to add more detail



or function. Malcolm also briefly explained some of the coding behind making Arduinos work. Malcom never seems to amaze us with what he can achieve with electronics.

## Lunch:

George Chapman and Aurora trains then provided a BBQ lunch for all attendees which was unexpected and greatly appreciated by members.

## Division 1 Update:

1. Div Super Report
  - STREAM committee
    - Ø Had 6 meetings
    - Ø Al Wright now coordinator
    - Ø Members, Al wright, Anthony Palmer, Bob Perren, Martin Dixon, Duncan Cabassi and myself
    - Ø Pilot program/Proof of Concept is 1<sup>st</sup> July 2023
    - Ø Will need 5-6 youth members and accompanying parents (2 will be chosen from AMRA show)
    - Ø Expression of interest open
    - Ø Program now set
    - Ø Please promote to family and friends
  - FREE-MO layout has begun and first modules bases have been constructed (displayed at gathering)
  - Division 1 Shirts and jackets - next batched ordered during April
  - Track Gauges available and requests emailed out to Division 1 members
  - Calendar out for 2023 is on the website

Ø Social Function - 10<sup>th</sup> June - Kedron Wavel Services Club from 11am.

Ø Changes to calendar

- 17<sup>th</sup> June - Layout tour of Brisbane South side (base at Archerfield)
- 18<sup>th</sup> November - Layout tour of Brisbane North side

2. AR Report

- Refer to Duncan
- NMRA AR Convention - 29 Sept to 2<sup>nd</sup> Oct 2023 - Rydges Parramatta NSW

3. Membership

- 349 current Qld members
- 1 new member - Alistair Hodges (and another one who has sent his application in and was gained from Bundy show)
- 0 resignations
- 0 Gone Home

4. Awards

- Nil

5. AP Report / Awards

- Nil

6. Reports

- SIG
  - Ø Modular SIG group (Email report read out)
- 100% Clubs
  - Ø Wide Bay Burnett - nil
  - Ø SDSR - nil
  - Ø Ipswich MRC - nil

7. Regional Trips

- Nil

8. Events for the Year

- Hervey Bay - 21-22 Oct 2023 \$175pp twin share
  - o Coach ex Brisbane
  - o Accommodation
  - o Dinner at Boat Club
  - o 4-5 layouts
  - o Gathering
  - o Partner's program



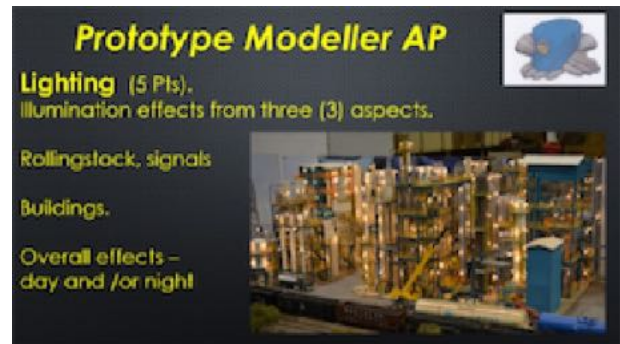
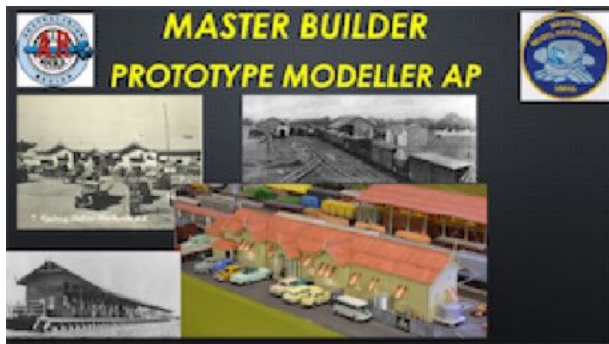
- Other future events
  - o Casino and Lismore March/April 2024
  - o Bowen Oct 2024 - Whitsunday Tour (Scott Whitakker - O Scale hand built Victorian prototype)

#### 9. Future Gatherings

- 2023 calendar done and on website
- Seeking people to run clinics for 2023

#### Clinic 3:

As has become a part of our presentations at gatherings, Arthur Hayes MMR gave us some insights to what is involved with doing the Prototype Modeller certificate as a part of the AP Program.



#### Show and Tell:

Several members got and spoke about projects that they were working on or tips bits to make life easier for themselves.

The remainder of the afternoon was time for members to socialise and catch up with fellow model railroaders.

#### Next Gathering:

Next gathering will be held at Bob Perren's place, 39 Norbiton Street, Zillmere on Saturday 20<sup>th</sup> May 2023. Please RSVP to [div1super@nmra.org.au](mailto:div1super@nmra.org.au) .....M

## Model Train Market Place

On the NMRA Inc.-AR Web site, you will find a link in the 'Members Area', where any financial member who wishes to Sell, Swap or Give Away any Model train related items from their Private collection, can advertise those items.

The link to the location is as follows: <https://nmra.org.au/market-place/>

Should you wish to make use of this member service, then the procedure and rules that will apply for advertising your items, are located on the Web Site.

## **Division 2**

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

April 2023 meeting:

The April meeting was held at the home of Ben Featherston at Bywong NSW.

Twelve members attended from the South Coast , Bombala and the ACT, with apologies from fifteen members.

The Flimsy

Robin Foster is our retiring editor of Division 2's newsletter. The 'Flimsy' and he have been most effective during the Covid pandemic keeping members in touch due to cancelled meetings imposed by restrictions. Robin would say, it is the members contributions that make the newsletter what it is, but it still needs an Editor to put it all together. I remember one recent issue running to thirty pages !

Thank you Robin for all your efforts as Editor of Division 2's newsletter.

Division 2 members welcome Jack Child to the role of Editor of The Flimsy and we thank him for that. I am sure Jack will add his touch to the newsletter. This ensures that Division 2 has the longest continuous newsletter across the Australasian Region!

Rails to Rose Hill Convention

Division 2 members were advised that Rydges Rose Hill is close to a majority of Hobby Shops,

Berg's Hobbies Parramatta

Woodpecker Hobbies Pendle Hill

Auscision Seven Hills ?

Casula Hobbies Liverpool

ARHS Bookshop Redfern

These shops can be accessed by train and may be worth adding to your convention itinerary.

A one question survey was sent to Division 2 members asking if they would be attending the convention and what they would like to see and members not attending asked their reasons. Responses collated and sent to the ARC for the benefit of the organising committee and future conventions.

NMRA Website

No 2023 newsletters from across the Region are available on the website, only those archived to 2022.

Show N Tell

A number of members displayed their modelling to those present.



The April issue of The Flimsy provides a more detailed look at members modelling and from those not present at the meeting. Some of the modelling is worthy of a convention clinic or an article in the MainLine magazine.

### Ben Featherston's Presentation

Ben was one of a number of NMRA members who attended the 2022 New England Convention.

Ben showed us his entry for the One Square Foot contest held at the convention.

This concept might encourage Division 2 members to model something similar for display at our November 2023 meeting.

Members adjourned to see Ben's layout in a shed on the property. A number of trains ran, one being a Great Northern Box Cab Electric with a freight train. Catenary will feature as part of the layout

It was good to see the type of construction used as scenery is down the track.

Afternoon tea was served and Ben is a dab hand at Scone making which this superintendent enjoyed.

We thank Ben for hosting an enjoyable April meeting for Division 2 members.....



*From Left, Our Host Ben Featherston, Mathew Waterreus, Mal Risby.*



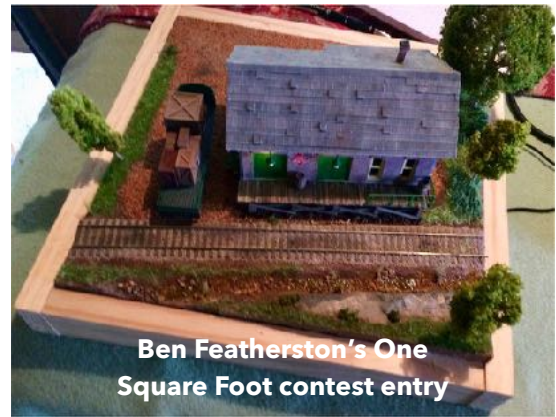
*Layout WIP*



*Layout with a View*



*From Left, Mal Risby, Past Editor Robin Foster, Ben Featherston, Ian Barnes*



## **Division 3**

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

*(Report provided by Peter Kendall & Rod Hutchinson)*

May 21st Meeting:-

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

10 Members & Guests and 1 Partners.

Apologies for Meeting:- Rod Hutchinson, John Dennis, Jack Gringlas, Bill Dell, Ian Taylor, Ron Bennell

### **ARC Report:**

- Present Members Survey for discussion
- Viewing the models and references provided for display.

**Next Meeting:** Sun 16/7/23 with Peter & Julie Kendall

**Next Exhibition:** Waverly June 10-12 & Ballarat June 10-12

### **Report:**

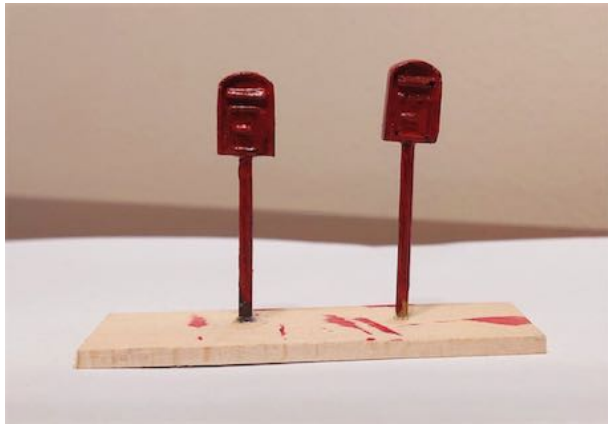
Meeting hosted by Grant McAdam.....

Models on display:

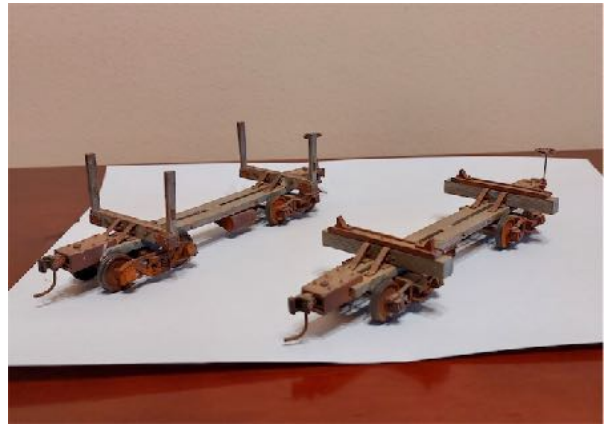
*Below: O scale Post Office - Peter Macdonald*







*O scale mail boxes - Peter Macdonald*



*O scale Skeleton log cars x 5 - Laurie Green*



*O scale Tequila distillery and barrel shed - Rob Goslin*



## **Division 3**

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

(Report provided by Peter Kendall & Rod Hutchinson)

June 17th Meeting:-

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

16 Members, Guests and Partners.

Apologies for Meeting:- Bob & Myra Thornton, Rob Goslin.

### ARC Report:

- Update members about the response to the Victorian Members Survey. Approx 50% response so far.
- Short summaries of both the Waverly and Ballarat Exhibitions.
- Discussion concerning some clubs involvement with the "Mens Shed" organisation.
- Inspection of Mick's extensive layout with its many excellent features.
- Viewing the models and references provided for display.
- Sale of second-hand railway books.

**Next Meeting:** Is at the home of Div 3 Sup Peter Kendall, on the 16<sup>th</sup> July 2023

**Next Exhibition:** Stawell July 8-9

### Report:


Your Div 3 reporter has returned to the fold after enduring a 35 day cruise to the islands of Fiji, Hawaii, Tahiti and New Zealand. Alas back to the cold weather he reports once more on the adventures of Div3 modellers.

The June 2023 meeting was held at Wallan, a small hamlet north of Melbourne on the Hume Highway. Our hosts were Mick and Gaby Bennie. Mick is building a large layout in On30 depicting the Colac to Crowes Narrow Gauge Railway as operated by Victorian Railways in the Otway Ranges.

The layout, "The Beechie" is an On30 (1:48) single track operation permitting lengthy narrow gauge trains to amble through the countryside, pulling up at various wayside stops. Anyone with a passing interest in the prototype will recognise the stations along the way. I photographed parts of the layout with a GoPro to enable readers to gauge the extent of this O scale layout.

Models on display were of a very high standard. All structure kits presented were of an extremely high standard. Displays of small parts demonstrate the advancement in 3D printing which has enabled many different details items to be made available to the modeller.

A beautiful sunny day greeted all those who made the trek to Wallan, though a cold wind ensured an indoor day prevailed. Our hostess, Gaby, produce home made pasties for all attendees thus no need to stand outdoors over a barbeque whilst the chill wind whistled through your nether regions.

As is becoming a Div3 tradition, the NMRA thank you plaque was presented to the hostess for all the work she has done in ensuring the visitors were well fed and watered.....

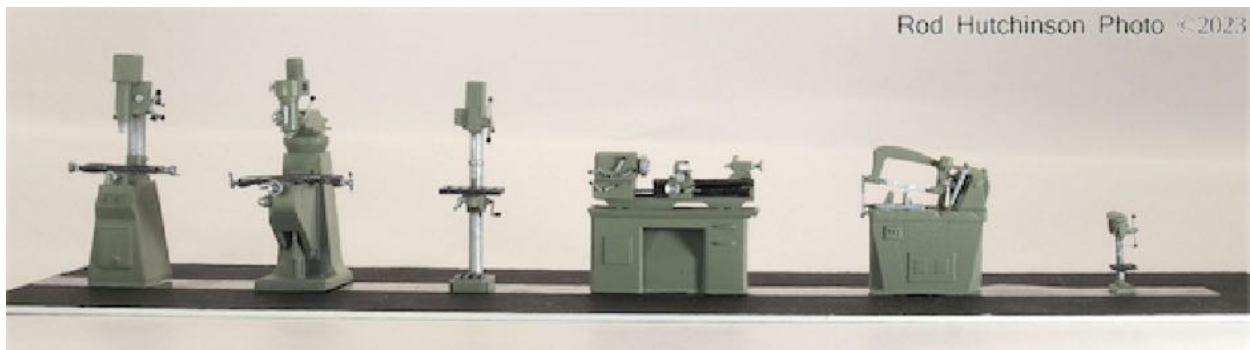


Models on display:

Roger Hill (guest) - (See Photo - Right)

*Roger Hill (guest) - VR NA Baldwin Scratch built On30,  
Assorted VR NG rolling stock either kit or scratch.*





*Scratch built On30Grant-McAdam - O scale items. Engineers hut by Intentio Model Railways, Australia  
Phone Boxes by Waratah Models, Workshop Machinery by Mudmagnet Models*



*Peter MacDonald - O scale items.  
Modulu figures and an Australian  
Post Office by Outback Models.*



Paul Richie - HO Buildings.





'The Beachie'



## **Division 4**

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

April 23rd Meeting:-

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

7 members

1 On-line

1 Apology from Rod Tonkin for this meeting and for his non-participation for further meetings.

**Next Meeting:** Is on 21st May 2023 at 2.00 pm at Frank Godde's place 5 Leiden Place, Forrestfield.

### **Report::**


The meeting was held at Dennis Turner's home in Greenfields. It was a "Paint Fest" day, to help Dennis with the painting of his N scale layout legs and fascia with general chat keeping us entertained for the afternoon. You have to wonder that any paint got to where it was supposed to go, looking at the amazing spots where paint ended up on our hands, faces and bodies.

Our new member, Bradley Watt, was introduced to the members present as they arrived. It was great to have Brad come down to Dennis' and he is a good "fit" with our group

In total there were eight of us there and the time seemed to pass quite quickly

We discussed the AMRA show which is coming up in the June long weekend. The May meeting will be the last preparation for our display. We will make sure all of the four tracks are running smoothly and the controllers are "up to scratch" for the 3 days of public running. We will also have a diorama ON30 small bridge which will have a running loco as well. Suggestions were made to add some trees and buildings in all the scales to enhance the display and were taken on board.



Anne Turner took a photo of us all together to attach to these notes. We then had hot food and a coffee or two. Thanks to Anne for providing a lovely afternoon tea Frank distributed a draft advertising paragraph to be included in the AMRA (WA) brochure for the upcoming exhibition to be held 3-5 June 2023. Once everyone had read it, it was accepted to be sent in for publication. We also obtained Dave's permission to use some of his photos to be sent in with the screed.....



## Our Trip to the "Narrow Gauge" Convention April 2023

Dave Whibley and I went to the "Narrow Gauge Convention" in Melbourne over the Easter weekend this year. Once we were there, we realised that 6 others from WA were there, including Tim Shenton, who is also a NMRA Div 4 member. That was a surprise!!

This was the first railroad convention that Dave has been to and he really enjoyed himself. Once he found out that there were modelling competitions, he was keen to enter them. He took models for the Maintenance of Way; 100mm X 100mm Challenge; and the Passenger Car competitions.

He took his G scale crane for the MOW competition and was absolutely thrilled to win first place. For the 100 X 100 Challenge, he made a model of Paddy Hannan pushing his wheelbarrow on his way to the Goldfields in WA during the 1860's. And, once again was thrilled with his second-place certificate. And, to make it a hat trick, his model of a run-down G scale caboose in the "Passenger Car" competition, gave him third place. What an introduction to Conventioneering for Dave!!

We flew over from WA on the Thursday before the Convention started. We had a free day on Friday before the Registrations opened in the evening. Dave and I found our way to the Heritage Bridge on the "Puffing Billy" line and we managed to be there just before the South African Garratt crossed the bridge. What an amazing time that was. Can you imagine the thrill of a couple of guys from WA being at the right place at the right time. Thank goodness for new phones that take brilliant photos.



I had rung Bill Black before we left WA, who I knew lived in the area, to see if we could visit his layout. What a great day that turned out to be. Bill had Peter Jackson staying with him, so we had a wonderful time enjoying Bill's hospitality, and in the afternoon, we visited some N scale layouts in the same area. We were both very impressed with what these guys had put together as far as N scale goes. We thank Bill for his friendship for welcoming us so heartedly.


We went to Registration in the evening and Dave put his models in for the competitions. A welcome pub meal was then on the cards

The Conference then started in earnest on Saturday and as it was Dave's first conference, he was really impressed with the quality of the layout displays; the available topics were of interest; and the general atmosphere was unbelievable.

The competition results were announced at the well-attended dinner on Saturday night. It was a great recognition of Dave's expertise in model making and his ability to "think outside the box", that he won certificates for all the competitions that he entered into.

It was great to meet up with, and be able to introduce Dave to, Richard Grinyer and Gavin Hince in particular, along with many other "convention goers".

Having seen all the different ideas and ways of producing layouts, got Dave thinking that he will have to re-build his already wonderful layout at home. He now wants a new layout run to a theme. This is something that he saw at the convention. That is surely a sign of a conference which stimulates new thoughts and gets your mind moving in a new direction

We would both like to thank and congratulate the convention organisers for a job very well done and we look forward to the next convention in eager anticipation.....

## **Division 4**

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

May 21st Meeting:-

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

4 members

5 Apologies, being from Rod Tonkin (*with a photo of greenery being added to his layout*), Matt Brooks, Peter Scarfe, Peter Flower Alan Burrough.

### **Awards:**

David Whibley received his second certificate towards his master ship, the authors award.

### **Show and Tell:**

Dave brought along some of the new cars he had been scratch building. Cattle wagons with a lift off roof and a bunch of cows inside for authenticity, a gondola, a flat wagon the photos attached will show the amount of detail that has been put into these wagons, notice the way the doors have been hinged to slide without any obstructions.

### **Clinic:**

The show layout had all four lines running the N gauge, HO, ON30, and the G gauge. The portable unit ran very well and the guys were impressed with the outcome. We folded the hand out brochures that we are going to hand out at the show

**Next Meeting:** Is on 18<sup>th</sup> June 2023 at 2.00 pm at Dave Whibley's place at 4 Heslop Road in Lesmurdie.



## Report::



*Side and End Of Cattle Car*



*Dave with his Authors*



*Underside Of Gondola*

## **Division 4**

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

June 18th Meeting:-

## Report::

We had the only show that is put on here in Western Australia and it would have been a shame not to have participated in it. This shows the skills of our members in what they model. It was designed to attract like minded modellers to see what can be achieved. The layout ran four scales of trains from the smallest to the largest. The rest was a static display.

We had some good comments but were not include in AMRA's vote because it was not classed as a layout.

I do hope you enjoy and appreciate. ....M

<https://www.youtube.com/watch?v=2Znfy7WDK0>

## **Division 5**

*From Philip Sharpe (NMRA Inc.-AR Div5 Superintendent)*

Activities for Period April 6 to May 24, 2023:-

### **Club and Group Activities**

#### **American Central Model Railroaders (ACMR):**

As reported in *Highball* #355, the ACMR held an operating session in mid-April at Alan Duston's layout. Alan states in *Highball* "I didn't realise I had such a large roster". I wonder how many other modellers think the same.

#### **City of Sails Model Railway Club (CoSMRC):**

The CoSMRC held two meetings in the reporting period.

The first meeting was at James Kelso's layout. James models the Montana Railway Link in the 1990s and has a triple deck mushroom layout.

James has done significant work on the layout since the CoSMRC last visited. The work included installing four CCTV cameras around the layout and displaying the feed from these cameras as a two-by-two grid on two large screens. James has mounted a computer screen in the fascia of the layout. He uses this screen to control aspects of his layout.

Eight CoSMRC members attended the meeting. Alex Shepherd brought two of his new Train Control Systems wi-fi throttles for members to use. Michael Hill, Stephen Coleman, Alex and Craig Mayall ran trains. Paul Hobbs and Anthony Eames worked a yard, and James kept the layout going.

The second CoSMRC meeting was held at the new HO scale layout of Kenneth Carlyon (Kenneth and his father Dave have a well-established N scale layout). I was unable to attend the meeting. The brief report below is based on material I received from Alex Shepherd.

The layout has two decks plus a third, lower deck for staging. Kenneth summarised the difficulties he encountered when building the layout, and the different types of turnout control he had experimented with. Kenneth explained how he had used a special automated cutting device called a "Silhouette Cameo" when making structures, and described his plans for operating sessions. The meeting ended with supper and videos.

### **2024 NZAMRC Convention**

Most members of the LOC for this convention are members of the CoSMRC. The LOC recently decided the convention will be April 26 - 28, 2024, and are close to deciding the venue for the convention.

### **A New Convention**

The New Zealand AMRA conventions are held in odd numbered years and the mini AMRA conventions in even numbered years. These conventions are always held in the North Island.



Brent Hopley (a non NMRA member) and John McIntosh an (NMRA member) and the Garden City Model Railroad Club will be organising and hosting a mini AMRA in Christchurch (South Island) August 18, 19 and 20 this year. If the convention goes well, it will become a biennial event. The first flyer for the convention is given at the end of this report.

## Attendance at upcoming conventions

### NMRA National Conventions

I know of one Division 5 member who will be attending the 2023 NMRA national convention. At least two Division 5 members are planning to attend the NMRA's 2024 national convention.

### 2023 AMRA (New Zealand)

Several Division 5 members who normally attend AMRA conventions who will not be attending this convention. Hence the number of Division 5 members at the convention will likely be smaller than in previous years.

### 2023 NMRA Australasian Regional Convention

No Division 5 member has told me they will be attending this convention. ....M

## Division 5

From Philip Sharpe (NMRA Inc.-AR Div5 Superintendent)

June, 2023:-

The newsletter for Division 5 of the NMRA's Australasian Region.

This special issue of *The Bridge* is my report on the 2023 AMRA convention held in Palmerston North June 2 to 5. I believe reports by others will appear in the *Highball* and *The Mainline*.

## Award

A highlight of the convention for me was the presentation of the Hopkins-Bone award to Kel Sherson. This award is an annual award presented by divisional superintendents to any member they believe has "performed above and beyond" in any way to support the association or the hobby within their division. The award is not necessarily presented every year.



The photograph above shows the AR president Duncan Cabassi presenting the award to Kel immediately after the Sunday banquet at the convention. Photograph credit: John McIntosh.

I nominated Kel for the award last October and arranged with Duncan for him (Duncan) to present the award at the AMRA convention. The citation for the Kel's award is given in the appendix. I relied on information from Paul Hobbs for the citation.

## People

There were 112 registered attendees at the convention. This is a very good attendance and is a credit to the convention organisers. As a comparison, the 2022 NZAMRC convention in Christchurch last year had 122 attendees and the NZAMRC convention before that had 154 attendees.

The AMRA attendees included Duncan Cabassi from Brisbane and John Gillies from Canberra. John is a regular attendee at AMRA conventions. He plans to attend the mini AMRA in New Plymouth next year. Duncan and John both commented on the friendliness of the attendees.

I met about a third of the Division 5 members. These members included Gordon Fletcher whom I had not met before.

## Offsite Tours

There were two offsite tours. These were held on Saturday and Sunday morning.

One tour was of the Feilding and Districts Steam Rail Society facilities [1]. The other tour was of the Terry Rush Museum. This is a private museum that houses a large collection of items and memorabilia of New Zealand's motor racing history. The collection includes vintage and classic motor vehicles.

I did not get to the convention until noon on Saturday and missed the tour that day. On Sunday, I toured the Terry Rush Museum.

The museum has thousands of items including unique cars. The vehicles ranged from an old 12-cylinder fire engine down to dinky-sized models of Formula 1 cars.

Terry Rush gave a well-crafted and enthusiastic commentary on the cars in the museum.

If you have not visited the museum, I strongly recommend you do if the opportunity arises. Even if you are not a racing car aficionado, you will likely be impressed at the passion, dedication, time and money that went into assembling the collection.

## Layout Tours

There were two tours of four layouts each. A summary of the eight layouts is given in the table below:-



Neil Lovejoy	SF – Southwest Subdivision, HO, mid 1990s
Tim Parkinson	Sidmouth Junction, London and South Western Railway, OO
Mark Lawrence	Trona Railway, HO, late 1980s – early 1990s
Brian Adam	NZ Bush Tramway, O (narrow gauge), 1940s
James Snelgrove	American mid-west, HO, 1990s to modern
Les and Todd Warren	Portland and Western Railroad, HO
Scale Rails	Sn3.5, models the golden age of stream travel in NZ
	Rio Grande Southern, On30

Although there is much I can write about each layout, I will content myself with just two or three comments.

*Neil Lovejoy.* The layout was forty years in the making and has many large industries. There is a permanent duck-under at the entrance to the layout room. A low stool on castors was available and was used by an attendee with Parkinson's Disease to pass under the duck-under.

*Tim Parkinson.* This layout is an accurate scale model of the Sidmouth Junction. Tim lived a few hundred metres from the junction and has included a model of the house he lived in on the layout. At its peak, the junction saw over 100 train movements per day. Tim is developing the timetable for these movements.

*Mark Lawrence.* This layout is a triple deck point-point layout in a double bedroom. The lowest deck is for staging. There is a standalone split helix that is used to get trains between the decks. Mark created space for the helix by removing a closet.

*Brian Adam.* A lot of the layout is covered in trees and stumps. Brian has used natural branches for some logs and tree trunks. These branches have not deteriorated over the decade they have been on the layout. When I visited the layout, Brian was having a difficulty with his locomotives. He could get one locomotive to run. When he added a second locomotive, this interfered with the running of the first locomotive.

*James Snelgrove.* The layout is in a purpose-built six bay garage and is 17.5 m x 7.5 m. The layout features long mainline running and many industries that are typical of the Mojave and mid-west regions. The valence has configurable LED lighting.

*Les and Todd Warren.* This layout is a good example of making the best use of the space you have. The layout is in a garage and is built around the space needed to park a car. Construction began on the layout just a few years ago.

*Scale Rails.* This layout has detailed scenes that include the Ormondville Station in Southern Hawkes Bay, the Manawatu Gorge Lime Works, Whakarongo in Palmerston North, and the Foxton Wharf in its heyday. One of the crew on the layout explained to me how he has been using a Prusa Mk3 3D printer along with the Microsoft 3D builder and MeshLab to create accurate models.

*Rio Grande Southern*. This is a modular layout with a lot of scenery. The scenery includes a Broadway water tower with a water spout that can move up and down. See [2] for the Broadway models in HO.

## Clinics

There were three clinics. These were presented on Saturday evening.

The first clinic was given by Allister Green and was on the TCS Wow sound decoder [3]. TCS advertises these decoders as the only true 16-bit CD quality sound decoder in the world. Allister had a trade stand that included a layout. Allister used the layout to demonstrate the Wow sound decoders.

In the next clinic, Wayne Hatcher described the design and construction of his Southern Railway layout. This layout was on display in the convention venue. Wayne also described the principles he followed when designing and constructing the layout.

The final clinic was given by Neil Denby. Neil described how he is using products from MGP electronic systems, together with Arduinos and 3D printing to produce, among other things, cheap control panels and servo-based turnout control. Neil had a small display that he used to demonstrate some electronic modules he has created.

## Trade-tables

There was a good selection of commercial and hobbyist trade tables. The trade stands included a stand for Creality 3D printers. The printers on the stand were used during the convention to print models including a flat car and a bus.

There was a lot of HO rolling stock on sale, together with some O scale and N scale rolling stock. Bargains were to be had. I limited myself to \$60 and came away with two modern hopper cars with metal wheels and Kadee couplers, three detailed kits for freight cars, and a double slip, all in HO.

## Future Conventions

There was an AMRA business meeting on Monday morning. The main purpose of the meeting was to discuss future conventions.

Aug 18-22, 2023. As announced in the May issue of *The Bridge*, there will be a convention similar to a mini AMRA in Christchurch August 18-22. There was a short discussion about two aspects of the convention. That aside, Brent Hopley, who is one of the organisers of the convention, said more details about the convention will be announced at the end of this week. The convention will end mid-day Sunday to give participants time to get home Sunday afternoon.

Mar 22-24, 2024. A mini AMRA in New Plymouth. The organisation of this is going well.

Apr 26-28, 2024. I announced the dates of the NZAMRC convention. I said the local organising committee plans to decide on the venue in the next few weeks.

30 May - 2 Jun, 2025. AMRA. Porirua.



2026. There is normally a mini AMRA in even-numbered years. There was no discussion about a mini AMRA for 2026. I expect a mini AMRA will be held that year.

2027. Brent Hopley said that if the August, 2023 convention in Christchurch goes well, Christchurch could well host the 2027 AMRA convention. Kel suggested the City of Sails MRC might host the convention. I agreed to that as a Plan B.

Someone suggested AMRAs not be held on King's birthday weekend. There was no discussion on this suggestion.

### Free-Mo

One of the displays at the venue was Michael Tolich's foldup branch line Free-Mo module. The module was designed to be light and to make efficient use of space in Michael's vehicle. Michael intends trialling this module at the next Free-Mo meet in Morrinsville.

I had two discussions about Free-Mo modules with attendees including Steve Waugh and Steve Anderton. These discussions were about the type of legs to use for the modules and what can be done to ensure the track of two butting modules mate well.

Three types of legs were discussed: aluminum legs that screw in to the underside of the module, wooden legs that fit into pockets, and legs that fold up into the underside of the module. I heard the suggestion that an appendix describing the different ways people construct their modules be added to the Free-Mo standards.

### After dinner speaker

The after-dinner speaker for the banquet on Sunday was Brendon Deere. He spoke about the restoration of the RNZAF P51 Mustang NZ2423 at Biggin Hill Historic Aircraft Centre [4], RNZAF Ohakea Base.

The presentation was entertaining and contained many photographs about the history of Mustangs and the restoration work. Brendon said he has confidence the restoration would be completed by the end of 2023.

[1] <http://steamrail.org.nz/main.php>

[2] <https://tinyurl.com/zl1psh0098>

[3] <https://www.tcsdcc.com/about-wowound>

[4] <http://spitfirepv270.co.nz/>

### Appendix

The citation for Kel's Hopkins - Bone award was:


Kel had 25 years of continuous service as Superintendent for Division 5 from 1997 through 2022. In that role, Kel took every opportunity to promote the NMRA at events for American modellers and general-purpose meetings.

Kel enjoys many facets of our hobby. He models the Nickel Plate in both HO and O Scales and has a large HO layout at home. This layout is frequently used for operating sessions. Kel also has several O Scale modules that he takes to exhibitions and events.

He is a member of the Nickel Plate Road Historical and Technical Society and has attended several of their conventions. He is a founding member of the American Central Model Railroaders Group. They meet regularly and operate on each other's layouts. He currently edits the *Highball* e-newsletter for the group. That newsletter is circulated throughout New Zealand and overseas and has effectively become a national newsletter for American modelers. He has frequently been on convention planning teams when they are in the Wellington area and opened his layout for visits.



Kel has contributed to our enjoyment of our hobby for a very long time.

The photograph above shows part of the backdrop on one of the layouts at the convention. Dramatic looking buttes have been skillfully created using a broad brush. Zoom to get the full effect.....

## **Division 6**

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

May meeting:-

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

12 members

2 Guests

### **AP Awards:**

Nil

### **ARC Report:**

See comments in report.

### **NMRA Regional Feedback:**

See comments in report.

### **NMRA Division 6 Feedback:**

See comments in report.

**Next Meeting:** 8 Jul 2023, Ron Solly's, 9 Grey Crescent, Evanston Gardens.

### Details:

15 members and 2 guest gathered at Vern Cracknell's for our May meeting.

David welcomed all to the meeting and presented Vern with the Host Plaque.

### Finance:

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

### Achievement Program:

AP Asst Manager, SA, Ray Brownbill, advised the meeting the Achievement Program has been very quiet for the last 6 months. No new requests for AP assistance had been received by Ray in the last 4 weeks.

### Library Report:

Our Librarian, Michael Robinson advised the group that no-one had requested anything from the library for ages. The question was asked of the group, do we still wish to have a library. The meeting decided in the negative. We will organise the disposal of the DVDs but it was decided that the Division would retain and "How To" DVDs - watch this space.

### NT Junction:

David advised the meeting that NT Junction had received a fresh coat of paint on the fascia and with the addition of some lag bracing, was ready for the exhibition. After the exhibition, it's intended to remove the Seep and Peco point motors and the wiring for them and add an alternative method for changing points, perhaps Caboose Industries ground throws or slide switches.

### ARC:

No news on this front but David took the opportunity to highlight the benefits and opportunities of the [Rails @ Rosehill](#) convention.

The group felt that the convention was a little too expensive, especially for one travelling from interstate. Some in the group believed that the cost was for only 1 day until David explained that activities were occurring over 5 days - Friday to Tuesday. And the organisers are in discussion with the hotel regarding shared accommodation.

The meeting was also informed of the current membership numbers with QLD - 349, NSW - 182, Nth Rivers - 92, ACT - 57, SA & Vic - 54 each, NZ - 31, WA - 14 and Tas - 6.

The NMRA AR Company Store has the following stock on hand as at 31 December 2022.

Miscellaneous	Stickers	168	\$1.50	\$252.00
	Patches	30	\$4.00	\$120.00
Clearance Gauges	N Scale	8	\$16.00	\$128.00
	HO Scale	2	\$16.00	\$32.00
	On30 Scale	3	\$27.00	\$81.00
Standards Gauges	HOn3	2	\$16.00	\$32.00
	O	1	\$31.50	\$31.50
	OO/On3	1	\$16.00	\$16.00





## NMRA Interchange:

Division 6's Interchange Channel still only has 3 members. As mentioned previously, the NMRA Interchange is a great platform for communicating with other NMRA members to ask questions, get information, create new friendships, stay in touch, have things in common. Very similar to forums but with much more. You can have individual and group messages, voice calls and video calls.

## AMRE:

All attendance lists have been received by AMRE and tickets prepared. They can be collected on the Friday prior to the exhibition, or by presenting yourself to the Enquiries desk and advising that you're part of the NMRA stand. If you're planning to assist with the setup, please arrive a little before 9:30am on the Friday prior to the exhibition, our allocated setup time. It's hoped that we will be able to use the car ramp at the eastern entrance to take the layout in. After last year's exhibition, the decision was made to dispose of the screen that was used behind the NMRA stand. It was heavy, difficult to store and a jigsaw puzzle to put together. To replace it, it was decided that a piece of black material would be purchased and pinned over the railing behind the stand. Ron advised the meeting that the lighting had changed, AMRE will close to the public at 4pm on Monday, upstairs will close to the public at 2pm on Monday, all exhibitors are required to be out of upstairs by 4pm on Monday and the internal ramp leading up to the track will be opened at times as dog training will be taking place.

Some months back, a certificate of merit was re-discovered, awarded to NMRA for modelling skills at the 1963 Adelaide Model Railway Exhibition.

We were going to have it laminated but decided that framing was more appropriate for something of such historical significance.

This will be displayed on the NMRA stand at AMRE.



## Round the group:

Peter Jackson

Peter attended the recent Narrow Gauge Convention in Melbourne and says it was well run with good clinics and a good dinner. Gavin Hince and Rick Richardson were responsible for the good times.

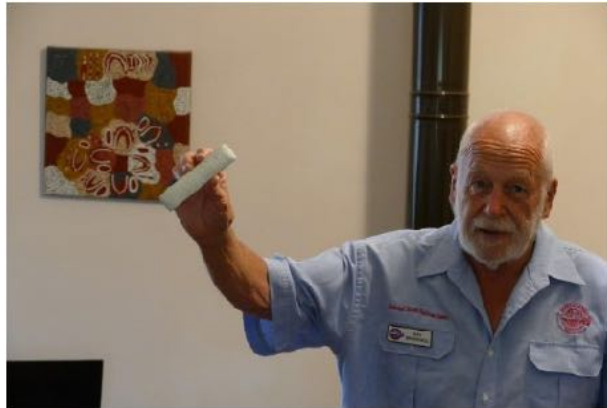
Peter introduced new member Jim Gifford and our 2 guests, Peter MacDonald from Bacchus Marsh and Tony Harris from Adelaide. Peter (Mac) is an NMRA member from Div 3 and Tony Harris is yet to sign up. More on these 3 later.

Peter (J) then showed us a 3d printed figure from a Bristol, UK company called ModelU.



### Ray Brownbill

Ray showed us some moulding techniques using Pinkysil, a fast set silicone. After making a rough finish and shaping his master. This goes into his "pond" and the Pinkysil is poured gently over the top. Make sure your pond is on a level surface, says Ray!



"Casting process using Supercast polyurethane resin [2-3 minute mixing time], poured into Pinkysil mould, during the pouring inset a small piece of metal into the mould, then casting will start to cure with a 30 minute before demould.

Once removed from the mould the casting is cleaned up, using file or 120 sandpaper to ensure the mould fits open hopper. The metal is so magnet can remove casting from Open Hopper, so no damage to casting.



At this stage I paint the casting with Black flat acrylic paint [White Knight], let dry, then repaint with generous amount of paint then sprinkle with fine crushed coal, let dry and then put in open hopper for a full car load of coal.

Unfortunately Adelaide Moulding and Candle supplies has faded out this product and supply Procast resin in its place [has a 5-6 min mix time 1 -2 hour demould].

Supercast can be purchased from Barnes in Sydney."

### Ron Solly

Ron has been building a new panel to cater for the passing loop at his Marabost station. And after a recent operating session to test his new timings on his guinea pigs . . . err . . . operators, Ron is re-doing his timings.

### Marcel van Eck

Marcel continues to work on his mining diorama and showed the meeting his progress.



### Ainslie Brittain

Ainslie has been having some fun with a loco. When he saw smoke coming from the loco, he feared that that was another decoder gone. But investigation showed the decoder worked just fine. So what was causing the smoke? Further investigation showed that only 1 bogie was feeding power to the decoder. And even more investigation showed that when one set of wires stopped feeding power to the decoder, the current was too great for the remaining wires, causing them to melt. The lesson from this is to make sure that the wires feeding power to the decoder have sufficient capacity to carry the current.



### Neil Tonkin

Neil has been painting lifeboats - N Scale size.

### Vern Cracknell

Vern has been working hard on his next exhibition layout. He explained to the meeting how he likes to tell stories with his layout and how he creates his back scene. Vern starts with a picture that suits his story and is the type of back scene he's looking for. He scans the picture and enlarges it.







Not too happy with the results, he took it to his friendly photographic art shop and asked them to enlarge it even further.

And he has it reversed. Then he layers them on to his back board, some in their correct orientation and some in the reverse orientation. The result is extremely good.

#### Michael Robinson

Michael has been finishing off the upper level of his layout and his co-worker, Ron Dunkley, has been

working on the 3 track hidden staging and setting up automation.

#### Jim Gifford

Jim is a new member, so we asked him to tell us a little bit about himself.

Jim is UK born and came to Oz when he was 10. He started with model railways with 00 3 rail track but moved over to 2 rail code 70 track. He learned how to hand lay code 75 track but now into his 4<sup>th</sup> layout, uses Peco code 75 track. Jim is a member of a group in the south of Adelaide called Southern Area Modellers, he runs NCE DCC and models mainly SP but freelance style. He has a substantial home layout that requires 8 operators to run.


#### Peter MacDonald

Peter is an interstate visitor from NMRA Division 3, Victoria. In his words, Peter started modelling young. He's been scratchbuilding VR HO locos for 40 years and has scratchbuilt 48 NA class locos. Peter started in HO and moved over to On30 when he met Laurie Green 20 years ago. He's now bought the Outback Models exhibition layout - 7m x 3m.

#### Tony Harris

Tony is our other visitor. He's originally from Victoria but now resides here in Adelaide. Tony started modelling in HOn2½ before moving over to On30. He was born in Tecoma, Puffing Billy country, so it's not surprising that he was heavily involved there. Tony was a volunteer fireman at Puffing Billy and now that he lives in Adelaide, is still involved with 1:1 scale - he drives locos at the National Railway Museum.

The meeting concluded with afternoon tea and a look at Vern's Uphill Logging layout.

NMRA Division 6 will be attending the Adelaide Model Railway Exhibition on the same weekend as our June meeting would have been held, so our next meeting will be 8<sup>th</sup> July, at Ron Solly's, 9 Grey Crescent, Evanston Gardens.....

**Photos: Some photos of Vern's Uphill Logging layout.**











## **Division 6**

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

June meeting:-

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

10 members of Division 6 attended the Adelaide Model Railway Exhibition

**Next Meeting:** 8 Jul 2023, Ron Solly's, 9 Grey Crescent, Evanston Gardens.

**Details:** Division 6 @ AMRE

10 members of Division 6 attended the Adelaide Model Railway Exhibition over the 3 day long weekend of June 10<sup>th</sup> to 12<sup>th</sup> as part of NT Junction and the NMRA modelling tables. 10 additional NMRA members of Division 6 attended the exhibition with their own layouts.

Attendees were: *Vern Cracknell and his son, Dale, with Vern's Uphill Logging layout,*



David Teague, Neil & Casey Tonkin and Liz Kiroff with DCN T Trak,







*Ken House, Paul Wright, Tony Mikolaj, Warwick Graham and Jeff Barclay with Adelaide Model Railroaders' Southern Central Layout*



*& David Orr, Ray Brownbill, Ainslie Brittain, Jane & Michael Robinson, Steve Weedon, Scott Taylor, Rowan Lee, Rod Stewart and Peter Jackson with NT Junction and modelling demonstrations.*





A big thanks to Ray Brownbill and Ainslie Brittain for their assistance in setting up, Peter Jackson, Ray Brownbill, Michael Robinson, Rowan Lee, Scott Taylor and Rod Stewart for letting the kids have some time operating NT Junction and Ainslie Brittain, Scott Taylor, Rod Stewart and Steve Weedon for assistance in packing up.

Special mention should be made of Ray Brownbill who spent many hours conversing with the public, extolling the virtues of NMRA. Ray, your voice must have been hoarse by the end of 3 days! We all had fun!

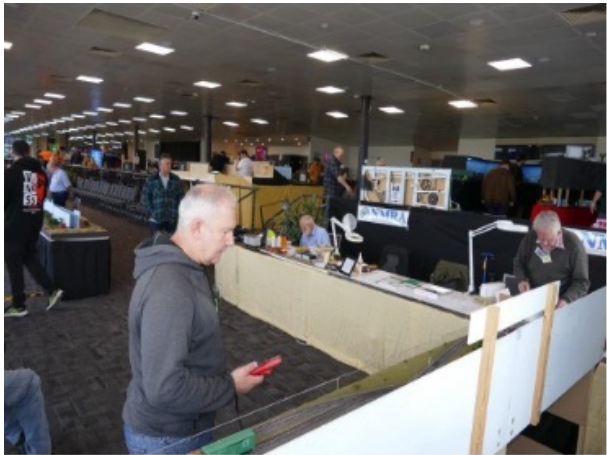
**Photos: Some photos of NT Junction in action.**



**Some photos of the NMRA in action.**







Some photos of the Adelaide Model Railway Exhibition.







## **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 5 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;-**  
**September / October 2023**

**Deadline date for All Report Types = 21st August, 2023**

**Date for Reports of Div Meetings that occur after the Deadline date = 26th August, 2023**

**Publish Date on Web Site= < 5th September, 2023**

**November / December 2023**

**Deadline date for All Report Types = 21st October, 2023**

**Date for Reports of Div Meetings that occur after the Deadline date = 26th October, 2023**

**Publish Date on Web Site = < 5th November, 2023**



## **Division 7**

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

April - May 2023 meetings, What's Happening in Division 7...:-

### **New Members in Division 7**

I would like to give a warm welcome to our new members:

Ajay Pitroda	Nick Sheridan	Sarah Qian & family
Brad Donovan	Damien Lees	Daniel O'Dea
Geoff Ham	Paul Morcom	Lachlan McGuire
Josh Beverage (Div 2)	David Standen (Div3)	Dave Coyle
David O'Rourke	Megan Currie & family	Michael Eichler
Martin Ganley & family	Matthew Liddle	Luke Szymanski
Liam Norris	Timothy Williams	Roy Howarth

Looking forward to seeing you all at our turnouts, [online](#), on our [Division 7 Facebook page](#) and at our convention in October.

### **April Turnout**

Our April meeting at the Valley Heights Rail Museum was a great time. The museum staff were fantastic hosts, the visit included a steam train ride and tour of the museum, along with BBQ lunch. Also on site is a model layout depicting what the area used to look like when in operation by the NSW Railways.

We had 24 members in attendance including some of our newly joined members from Forestville Model Train Show. I hope everyone had an enjoyable day and am looking forward to adding this event to our calendar for next year as it was so successful.

### **Meeting minutes April Meeting**

- Currently 191 active members in Division 7, plus 8 more achieved at the Forestville Show.
- Helpers for the Rosehill Exhibition
- Convention news and question time
- General business

Below are some photos from the day. Many thanks to Ruth Garbutt for her time and effort doing this for us, it is most appreciated.









## **Rosehill Show Stall**

Our division booked a stall at the recent Rosehill Great Train Show. The show was packed for most of the weekend with visitors. Our stall was particularly popular with the kids getting to have hands on with the modular layout, oh, and of course Thomas made an appearance, now with sound.

Rob Peterson also brought along an N scale layout with similar track design to the HO modules, which was also popular particularly with people looking to build a small layout. For this show, I had built a fourth module, being a curve with trestle bridge for something different.

A special thank you to everyone in our Division who donated some of their valuable time to man the stall, keep the layouts going, and spruik the features and benefits of the NMRA to prospective new members. Thank you to Ray Sullivan for coming all the way from Parkes to help us. Whilst Ray was in town it was also the perfect opportunity to present him with his Certificate of Achievement - Master Builder - Motive Power. I hope this is the first of a few more certificates the NMRA can award Ray, having seen photos of what looks like a fantastic layout.



The stall turned out to be very successful, with convention flyers and newsletters hot off the press, we even had to photocopy another batch of membership applications because we ran out on the Saturday!

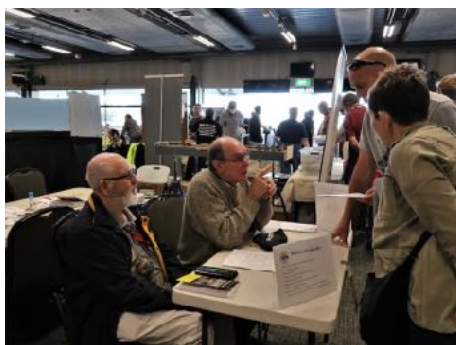
The children's model building table was a major success, and definitely a project we will keep running at future exhibitions. Kids young (and old - some mums, dads and grandparents also had a go) were given some card models they could build, take photos of on the modular layout and received a sticker for their efforts.



We had 22 new adult members come on board, including a few we signed up for other divisions - Division 2 (ACT), Division 3 (Victoria), and Division 8 (Northern NSW), as well as a number of junior members, as

well as a number of leads to follow up. It was a fantastic effort by all.

It was also a great time to catch up with members who came along to enjoy the show and those who were assisting with layouts there.







## **What's Coming Up**

10/6/23	Hills Model Railway Society	Building 8 Balcombe Heights	10am-4pm
8/7/23	Hall Hire - Working on the railroad day. Hands on for juniors	Sydney Region	TBC
8/23	Zig Zag Railway	Clarence	TBC
9/9/23	Hall Hire - Working on the railroad day. Hands on for juniors	Sydney Region	TBC
29/9-3/10	Region Convention	Rosehill	Refer convention newsletters
11/11/23	David Howarth	6 Uralla Road Dural	10:30am - 2:30pm
9/12/23	Christmas Party	Kurrajong Kitchen	12pm-

Looking forward to seeing you all at our next turnout.

## **Junior Modeller Section**

In this newsletter, for our juniors we look at Getting Started in Model Trains. The World's Greatest Hobby link below gives you access to a downloadable magazine which is full of information for building your first model railway layout.



Feel free to share with us what you are building at home!

Understanding the language of model railroading is essential for new hobbyists. This article provides some basic railroad and model railroad terms that will help you ask the right questions at the hobby shop and, more importantly, understand the answers.

← Click on the arrow and open the link

## **Hobby Terminology in Plain English**

### **Prototype**

Any real-life object that's modelled is considered a prototype. Examples of prototypes include locomotives, freight and passenger cars, structures, trackwork, and even an entire railroad.

### **Period modelling**

Many modellers set their layouts in a particular span of time. For example, a modeller may choose a period when steam engines hauled most trains. If the year is 2021, then all locomotives, rolling stock, structures, and vehicles should look like those used during the 2000s to present. Period modellers aim for this sort of historical accuracy.

### **Transition era**

Most Australian railroads changed from steam engines to diesels between 1955 and 1970; thus, this 15-year period is often called the transition era. (In the USA that period is from 1945-1960).



## Local freight

The freight trains that stopped to pick up and drop off cars at small towns and industry sidings are known as local freights but are also sometimes called locals or way freights. A local freight was usually short (10 to 15 cars) and was assigned lightweight, versatile locomotives that could handle switching at individual sidings as well as hauling a train on the main line. (In the USA you may see these trains called peddler freights)

In our next newsletter, stay tuned for more junior modeller railroad material.


Now for some hands on. On the next page is the printout required to build your own general store. For building this project I suggest:

- Some reasonably thick paper like drawing paper you can print on, and a colour inkjet or laser printer.
- To strengthen your building, glue the print to some cardboard around the thickness of your Wheetbix or RiceBubbles box. Then cut out the parts.
- use some balsa wood or thick card for bracing on the inside
- The porch roof supports are sections cut from a shish-ka-bob stick
- Signs can be made or downloaded and sized up on your computer
- The chimney can be made from a rolled up piece of paper glued and painted.

This is what your finished project will resemble:



Image  
Courtesy of John Taylor

Send me (*John Arrowsmith*) some photos of your project for our next newsletter. Im sure there will be some interesting results! .....





## **Division 8 / 9 Northern NSW**

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

May 2023 meeting:-

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

members

Apologies

### **NMRA Division 8/9 Feedback:**

Nil

**Next Meeting:** Sunday 25<sup>th</sup> June 2023 at 1.30pm at the home of Ian and Wendy West, 4 Amadeus Place, North Boambee Valley

**Report:** Northern NSW Meeting Overview:

Coffs Coast Railroad Modellers Inc's Latest Project.

CCRMI have started a new major project in the form of a shed renovation/remodelling. The club have been given permission by the Coffs Harbour Show ground Society to remodel an existing shed and poultry pavilion into a club house where their large layout can eventually find a permanent home. There is a lot of work to be done and as many



members as are able have started on the dirty job of cleaning out the shed, replacing doors, extending walls, and laying a concrete floor. The tall part of the shed had been used by the Glenreagh Mountain Railway when they were restoring an engine. The lean-to on the side was the poultry pavilion.

Photos of the first Saturday are shown below.



This was after the piles of rubbish had been removed from the floor.



President Paul Baker on the phone organising some supplies.



Inside the poultry shed before the clearing began.



Some of the scrap that had been installed in the shed.



Peter and Steve removing the internal mini orb.



There was even an old boat stored in the shed!

Last week the old doors were removed from the poultry shed and a sliding glass door was installed. Some of the poultry cages were also dismantled and removed.


They are constantly looking for ways to raise funds, including such things as grants and Bunnings BBQ's.

Keep reading each month to see how the shed progresses.

### **New Members**

We have three new members: Barry Croaker, John Bourke and Glen Green. We look forward to seeing you at our get-togethers, and hearing about your interests in model trains.

### **Next Meeting**

Our next meeting will be at our home, 4 Amadeus Place, North Boambee Valley on Sunday 25<sup>th</sup> June at 1.30pm. We will supply afternoon tea. Hopefully many of you will take the opportunity to come to the get-together and meet our new members. An RSVP would be appreciated as it helps with catering. We look forward to seeing you there.....



## **Division 10**

Pat Britton (NMRA Inc.-AR Div10 Superintendent)

Regarding May / June meetings:-

There has been no report received for the May / June period from Division 10....

### **What's in the Next Edition**

- *There may be one or two more articles which will showcase some more layouts that will be viewed during the Layout Tours during the 'Rails @ Rosehill' Convention.*
- *Erik Bennett describes how we can build a 'Short Circuit Warning Horn' which will give an audible sound to let the operator know when short circuit occurs on your DCC layout.*
- *Gerry Hopkins, MMR® has been prominent in the NMRA Inc.-AR since its inception, and in his article titled 'My Road to MMR', Gerry describes the pathway he took to achieve his MMR® qualification.*
- *Ken House outlines how the Adelaide Model Railroaders Club introduced Operating Sessions into their activities in the first of a 2 part series.*
- *David O'Hearn describes how he uses 'Green Stuff Epoxy Putty' and the many ways it can be utilised around a layout.*
- *In the fourth and final part of his four part series, Ted Freeman recalls some of the more interesting adventures he had while being a Trainee Engineman during his time with the NSWGR.*

*plus a lot more informative reading as well.....*