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the official journal of the

National Model Railroad Association Incorporated
Australasian Region

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

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

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

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The BHP steel works in Newcastle was closed in 1999 and demolished soon after. Garry Glazebrook is modelling the area in 1965 and he had to include the steel mill, which at that time was a scene of bustling activity. This article will briefly cover the history of the mill.

by Garry Glazebrook

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Gerry Hopkins MMR® has a wealth of experience with fitting Tsunami and TCS sound decoders to a variety of locomotives. Understanding Back Electro Motive Force (BEMF) and its effect on sound decoders is a challenge for many modellers to understand. Gerry has written a short article explaining how this interaction occurs.

by Gerry Hopkins, MMR®

20 Using JMRI to Make Operations Easy

Part of the plan for his layout was to have operation sessions, and Eric Coughlan was a little concerned with the amount of setup time needed to undertake full waybill type operations. In his research he found that JMRI has an operations module which could provide him with a computerised waybill operation, so he looked further into it.

by Eric Coughlan

31 Duties of a Divisional Superintendent

Being the Div super of a small group is a busy and exciting job, with attending to correspondence, organising meetings and passing on information. He is the guy who keeps the group together. Frank Godde MMR® outlines some of the new skills he has developed since taking on the role.

by Frank Godde, MMR®

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the Cover Photo

As with many integrated steel mills, the BHP steel mill was served by a large internal private rail network.

Pictured is a BHP Centre-Cab diesel at a blast furnace.

Editor's Comments

By the time this edition is sent out to the members, the New Year will be here, and hopefully some of us will be fortunate enough to have received a couple of additions for our model railroading empire. I hope everyone enjoys this 'quieter' modelling time of the year, which may give that extra time needed, to plan what you would like to achieve with your model railroading goals throughout 2024.

Starting from page **6** in this edition, Garry Glazebrook writes about the major inspiration for building his layout, that being the BHP steel works in Newcastle. The facility was closed in 1999 and demolished soon after, but Garry is modelling the area in 1965 and he wanted to include the steel mill, which at that time was a scene of bustling activity. This article will briefly cover the history of the mill.


Gerry Hopkins, MMR® has a wealth of experience with fitting Tsunami and TCS sound decoders to a variety of locomotives. Understanding Back Electro Motive Force (BEMF) and its effect on sound decoders is a challenge for many modellers to comprehend, and so from page **19** Gerry has written a short article explaining how this interaction occurs.

Part of the plan for Eric Coughlan to achieve on his layout was to have operation sessions, but he was a little concerned with the amount of setup time needed to undertake full waybill type operations. In his research he found that JMRI has an 'operations' module which could provide him with computerised waybills, so he looked further into it and from page **20** he explains how he now uses the program.

Being the Divisional Superintendent of a small group is a busy and exciting job, with attending to correspondence, organising meetings and passing on information. He is the guy who keeps the group together. On page **31** Frank Godde MMR® outlines some of the new skills he has developed since taking on the role of Div 4 Super.

There are two reports for November from 100% clubs starting on page **32**. They are provided by the two clubs who provide regular reports of their clubs activities, that being the Wide Bay Burnett MRC Inc. and the Adelaide Model Railroaders Inc. Club. Their reports record some of the activities that have occurred at their clubs during the last two months.

Then once again there are over 50 pages of reports outlining what has been happening recently around the 9 AR Divisions, commencing on page **43**.

I hope everybody had a Merry Christmas, and if you get the opportunity to write a little bit, or a lot, about your layout or your club's layout, or any model railroading activity that you believe members who would be interested in reading about in MainLine, then I would certainly be happy to receive an article or two from you.....

Meru Bagnall

Editor - MainLine On-Line

Modelling a Steel Works DownUnder

by Garry Glazebrook

Australia is one of the world's major suppliers of both coal and iron ore, and Newcastle, which is the basis of my model railroad, is today the world's largest coal export port. Unfortunately, the BHP steel works in Newcastle was closed in 1999 and demolished soon after. However, as I'm modelling 1965, I had to include the steel mill, which at that time was a scene of bustling activity. This article will briefly cover the history of the mill, and then discuss how I attempted to represent it on my layout, both physically and operationally.

The BHP Steelworks

Broken Hill Proprietary Limited was originally formed to exploit the fabulous silver, lead and zinc deposits in the Broken Hill area in Western New South Wales, about 1000 km west of Sydney and close to the border with South Australia. BHP went on to become the world's largest mining company, with mines and other facilities in many continents. But for over 80 years, BHP was also a significant steel producer, indeed Australia's largest.



Fig 1 BHP Steel Works with Port Waratah and the City of Newcastle in the background



Figure 2 - The Steelworks under construction in 1914, showing an Ore Bridge

By 1910 Australia was beginning to develop its industries, and in 1912 BHP decided to diversify its operations from mining into steel making. Newcastle was a significant coal mining district by then, and was already exporting the black gold to many countries.

After an evaluation of potential sites, BHP decided to establish an integrated steel mill in Newcastle, which also had a supply of skilled labour, a large flat site on the Hunter river with rail access. Figure 2 shows construction underway in 1914, with an early ore bridge (See references for sources of photos etc).

By the 1960's there were four blast furnaces, steel-making facilities, rolling mills etc (Figure 3), with BHP having some of the earliest Basic Oxygen Smelters and producing some of the cheapest steel in the world at that time.

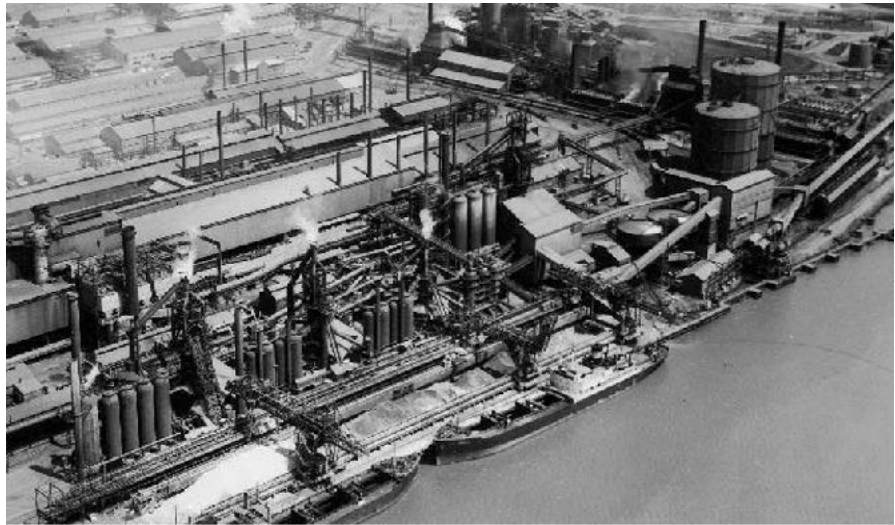


Figure 3 - BHP Newcastle Steelworks in the early

Internal Rail Network

As with many integrated steel mills, the BHP steel mill was served by a large internal private rail network, both standard gauge and narrow gauge, the latter serving the movement of ingot cars between the iron making and steel making divisions. Other internal rail movements were handled on the standard gauge network. Steam had been replaced by diesels by the early 1960's, as shown in Figures 4 and 5 below, where a fleet of



Fig 4: BHP Centre-cab diesels at a blast furnace

centre cab and end-cab diesels handled internal traffic, with some of the centre-cab locomotives operating on narrow gauge (3 feet) bogies.

Fig 5: End-cab diesel shunting near the BOS



Figure 6 (below) shows a plan of the major facilities in 1995, by which time the narrow-gauge ingot rail network had been replaced by continuous casters.

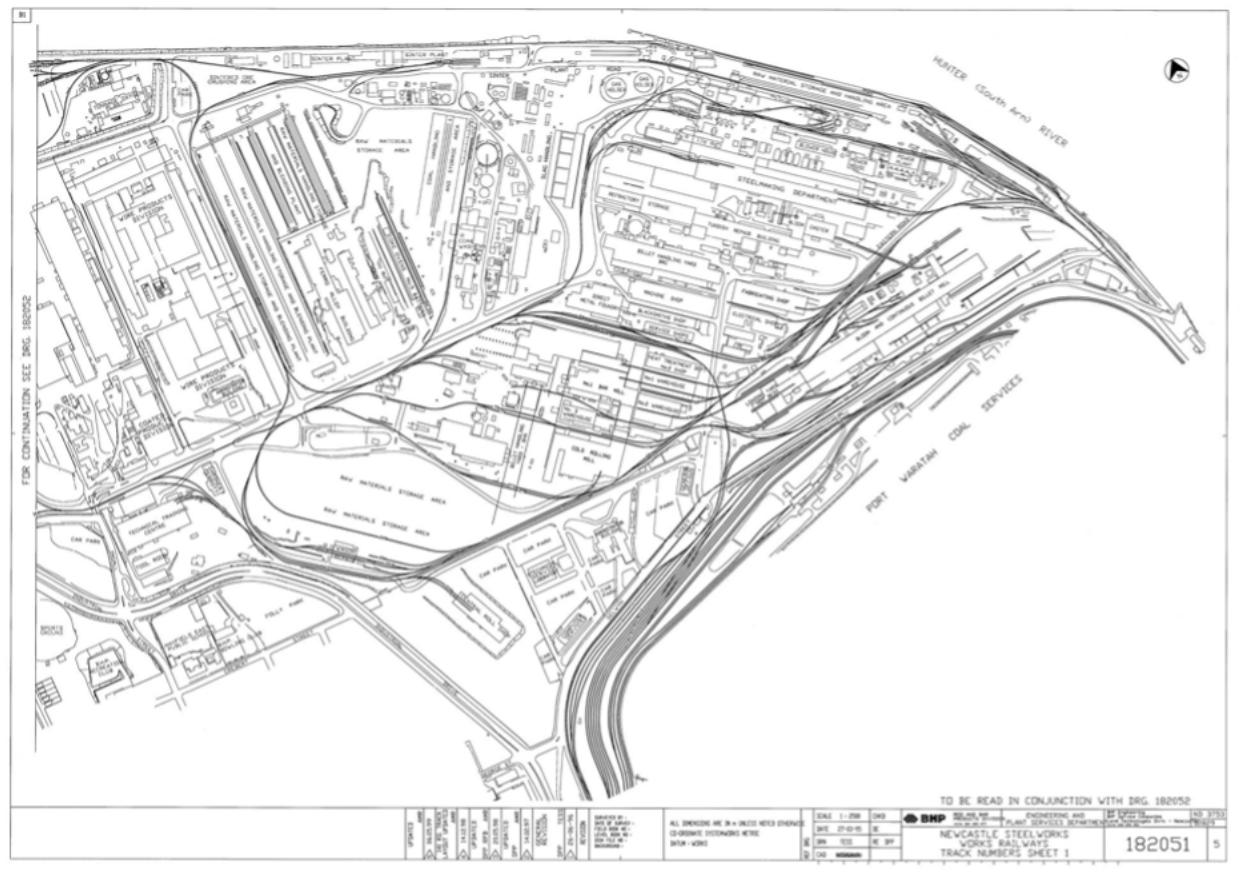


Figure 6 - Plan of the Steel Works including rail network and Morandoo Exchange Sidings

External Rail and Ship Movements

Rail also handled much of the external movement of raw materials and finished product. Coking coal arrived by rail from mines in the local Newcastle area over both New South Wales Government and privately-owned rail networks, and there were direct rail shipments from coke ovens about 250km south of Newcastle. Much of the steel product from the mill was exported by rail to Sydney and other destinations.

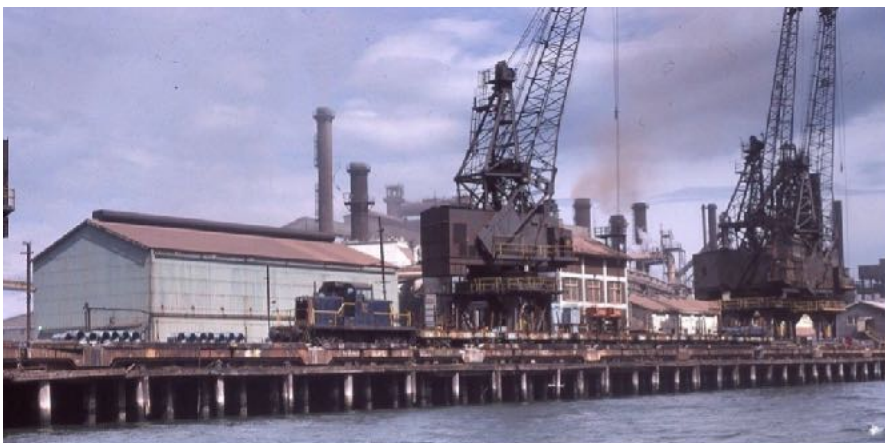


Figure 7: Steel Wharf

External rail movements were interchanged at the Morandoo Exchange sidings adjacent to the large export coal facilities at Port Waratah. Port Waratah / Morandoo handled high volumes of coal, coke, steel, grain and other traffic, up to 60 trains a day in the 1960's in each direction.

However, most ore and limestone arrived by sea, and some steel was also exported by sea via the steel wharf (Figure 7). The original ore bridges were upgraded after the 1960's and much of the ore was moved by conveyor to the sinter plant before being returned to the blast furnaces, with Blast Furnace No 4 receiving inputs direct by conveyor rather than the earlier system of skips.

Modelling the Steel Works

Despite having a large space (approximately 40 feet * 25 feet) for my layout, of which about 25% was available for the steelworks and Port Waratah, I had to be very selective as to which facilities to model, and then further compress those facilities. Table 1 below shows those selected and why they were chosen. Nevertheless, the resulting facility is extensive, and includes sixty-five tracks and industrial spurs, which can be divided into four zones (Figure 8). The total complex can accommodate ten or more coal and freight trains, and requires a minimum of two operators to handle the marshalling and break-up of trains and the movements internal to the steelworks itself.

Table 1: Selected Facilities

Facility	Features	Why Selected
Blast Furnaces	Only one of four modelled; Based on Walthers Kit.	Visual impact and complex operations
Ore Bridge and wharf	One of three modelled; Walthers Kit	Visual impact
Basic Oxygen Furnace	Currently a mock-up. Scratch-building opportunity	Visual impact and rail operations
Engine/Blower House	Characteristic Facility- Walthers Kit	Visual Impact
Gas Holder	One of two modelled – scratch-built	Visual Impact
Coke Ovens	54 Oven Battery modelled (based on three Walthers kits)	Visual impact and operational interest
Rolling Mill	Currently a mock-up; will be based on Walthers Kit	Visual impact and operational interest
Refinery	Small facility modelled	Visual impact and operations
Comsteel Plant	Rolling Mill, Electric Arc Furnace. Walthers Kits	Visual impact and operations
Slag Dump		Visual impact and operations
Lime Kilns	Will be scratch-built	Operations

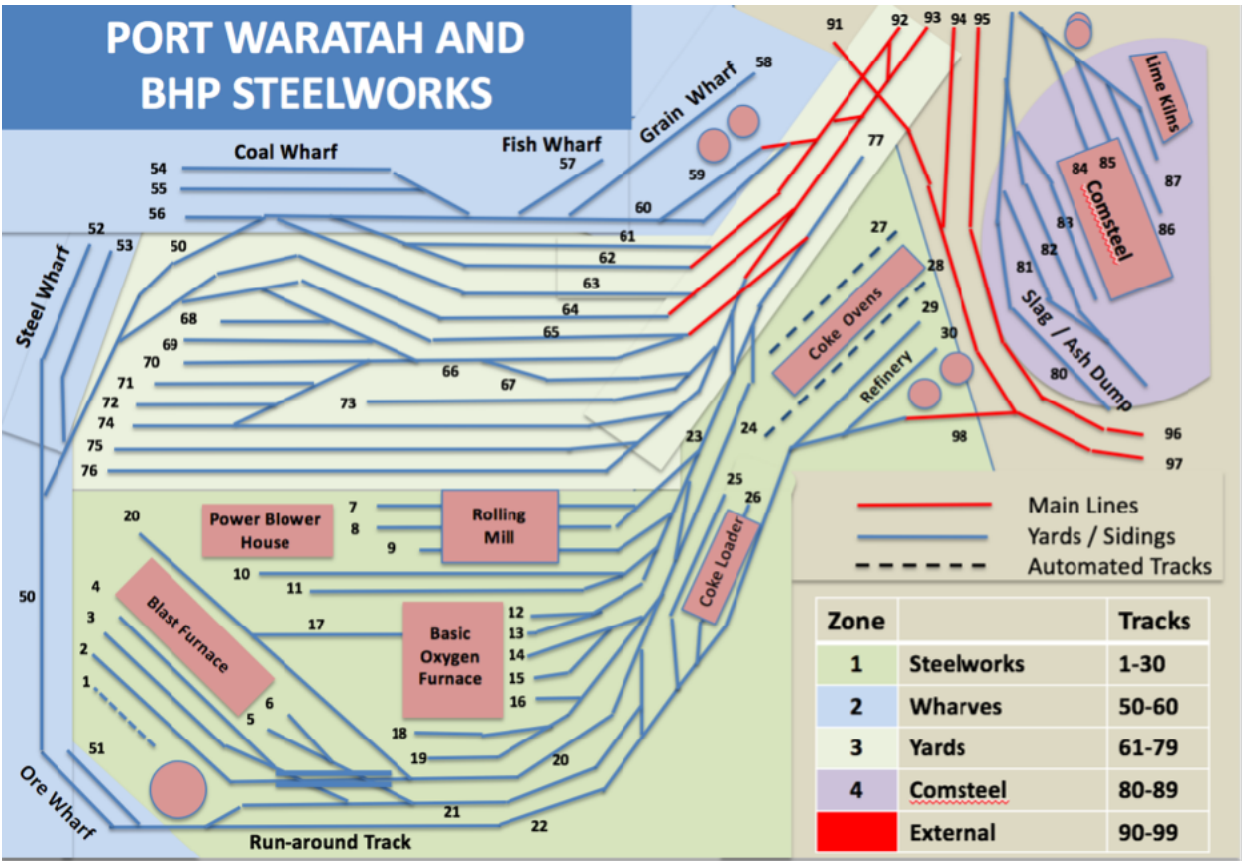


Figure 8: Diagrammatic Plan of Steelworks and Port Waratah

Figure 9 shows various views of the Steelworks and Port Waratah area as at mid - 2019. The final arrangement has evolved over the last few years, with various changes to the locations of key facilities and alterations to the track plan to make it as close to the prototype as possible. Note that tracks have not yet been ballasted, and some of the structures are merely mock-ups at this stage, while much painting, detailing and weathering has yet to be added. The emphasis to date has been on achieving an operating layout, with scenery and structures given a lower priority at this stage. It is anticipated that these will take a minimum of ten years to complete.

Figure 9: Views of the Steelworks and Port Waratah Area, June 2019



BOS, Coke Loadout and Blower House



View from the Comsteel Plant



Ore Bridge



Port Waratah Coal Trains



Newcastle viewed from Port Waratah



Refinery and Coke Ovens

Operations

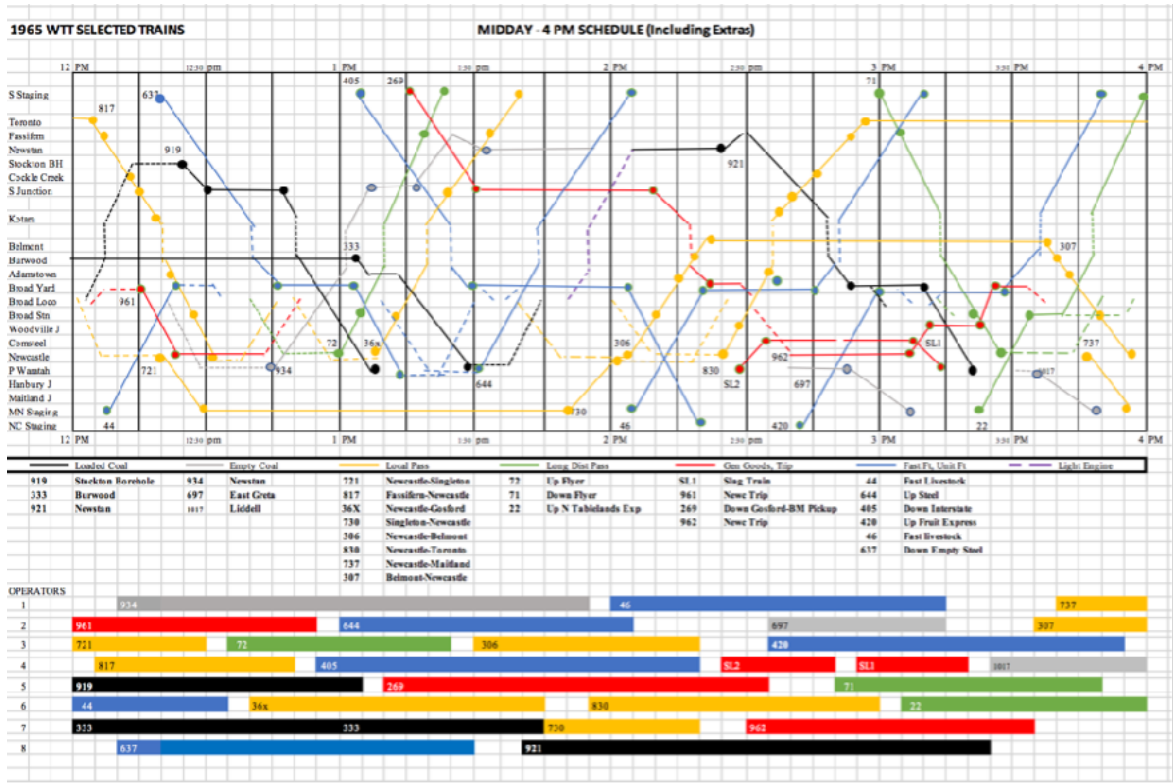


Figure 10: Timetable for June 2019 Operating Session

Operating sessions on the layout have up to 16 crew all up, including six or seven fixed location operators (despatcher, signal box operators, yard and locomotive facility foremen, and yard shunters) and eight or nine train crew. Single man crews are used, so up to eight trains can be operating at one time. I use a 2:1 fast clock, with two-hour operating sessions representing a four-hour slice of the 1965 working timetable. For example, Figure 10 below shows the midday to 4pm timetable, which was operated most recently in the June 2019 operating session (Figure 11). This includes a total of 28 passenger, coal and freight trains plus light engine movements.

Figure 11 - Operating Session, June 2019. (Photos by Seth Neumann)



Gary Warton (left) was in charge of Port Waratah



The author (red sweater) at the Steelworks



The Customs House at Newcastle was adjacent to Newcastle station. The tower has yet to be added.



Roger Tuck (left) in charge of Broadmeadow loco depot. Note the fast clock in the background

Altogether I have now had over 25 operating sessions and open days in the last three years attended by over 400 people, including more than 80 different individuals, some of whom have been to nearly every session, while others have been only a couple of times. For many, an operating steel plant is quite a novelty, as layouts with steel plants are rare in Australia.

External Steelworks Assignments

Ten of the 28 trains run in the midday-4pm timetable, including six coal trains, two steel trains and two "Trip" trains, either originate from or terminate at Port Waratah/Steelworks. The latter are the "Slag" trains which take slag, ash, limestone and hot metal to the Comsteel complex, returning with lime and empty cars. In addition, there are four light engine movements between the Port and Broadmeadow locomotive depot. This the Steelworks /Port Waratah complex is one of the major traffic generators on the layout, along with Newcastle Station (for passenger trains) and the three staging yards.

Table 2 below shows details of external steelworks assignments for the midday-4pm session.

ORDER	BY	ASSIGNMENT	ACTION	NO	CARS	FROM	TO	SPECIAL INSTRUCTIONS	MINS (Actual)
4	13:10	W ASSEMBLE SLAG TRAIN	Move	1	3HP Brakevan	Yard siding 19	Far end of Tk 22		4
4	13:25		Add	1	Loaded Slag & Ash cars	BF 4 and BOS 13	TK 22		6
4	13:40		Add	2	Hot Metal cars	BF 6 and BOS 15	TK 22		6
4	13:50		Add	4	Loaded Limestone Hoppers	Limestone Siding 51	TK 22		4
			Add	0	Empty Lime Hoppers	Lime Unload Tk 11	TK 22		5
11	If time	X BREAK UP SLAG TRAIN	Shunt		Empty Slag and Ash Car(s)	Arrival Track 74	BF 4, BOS 13		6
11	If time		Shunt		Loaded Lime Hoppers	Arrival Track 74	Lime Unload Tk 11		4
11	If time		Shunt		Limestone Hoppers	Arrival Track 74	Limestone Tk 51		5
11	If time		Shunt		Empty Hot Metal Cars	Arrival Track 74	BF 5		4
11	If time		Shunt		Empty Hot Metal Cars	Arrival Track 74	BOS 15		4
11	If time		Shunt		3HP Brakevan	Arrival Track 74	Yard Siding 19		4
1	12:10	Y ASSEMBLE STEEL TRAIN	Move	1	NSW GR Brakevan	P Waratah Siding 67	Far end of Tk 75		5
1	12:20		Add	8	Cars loaded with Steel Coil	Morandoo Sidings 73, 76	Morandoo Tk 75		5
1	12:30		Add	7	Cars loaded with Steel Plate	Morandoo Sidings 73, 76	Morandoo Tk 75		5
8	14:50	Z BREAK UP STEEL TRAIN	Shunt	5	Empty Steel Plate cars	Morandoo Arr Tk 74	Rolling Mill 8		4
8	14:58		Shunt	6	Empty Steel Coil Cars	Morandoo Arr Tk 74	Rolling Mill 7		4
8	15:06		Shunt	2	Loaded Scrap Cars	Morandoo Arr Tk 74	Scrap Track 18		4
8	15:26		Shunt	1	Empty Tank Cars	Morandoo Arr Tk 74	Refinery 29,30	Use runaround track 22,21	10
8	15:34		Shunt	1	Brakevan	Morandoo Arr Tk 74	BV Siding 67		4

Note

that the first priority for the steelworks shunter is to assemble the steel train by 12:30pm, with this train due to depart by 1:30pm. The second and third priorities are internal tasks (see below), while the fourth priority is to assemble the slag train by 13:50pm. Breaking up the incoming empty steel train is the eighth priority, while the last priority for the shift is to break up the returning empty slag train, if time permits.

Table 3: Internal Steelworks Assignments

ORDER	FINISH BY	ASSIGNMENT	ACTION	NO	CARS	FROM	TO	SPECIAL INSTRUCTIONS	MINS (actual)
2	12:40	A TORP LADEL (LOADED)	Move	1	Loaded Torp Car(s)	BF 5	BOS 12	Max 5mph when moving loaded torpedo cars	5
		B TORP LADEL (EMPTY)	Move		Empty Torp Car(s)	BOS 12	BF 6		5
10	15:54	C DE-KISHING (IN)	Move	1	Empty Torp Car(s)	BOS 12	BF 2		5
9	15:44	D DE_KISHING (OUT)	Move	1	Empty Torp Car(s)	BF2	BF 6		5
		E HOT METAL (LOADED)	Move		Loaded Hot Metal Car(s)	BF 6	BOS 12	Max 5 mph when moving loaded hot metal cars	5
		F HOT METAL (EMPTIES)	Move		Empty Hot Metal Car(s)	BOS 12	BF 6		5
5	14:05	G STEEL INGOTS (LOADED)	Move	5	Ingot Cars	BOS 16	RM 9	Max 3mph for moving ingot cars	5
		H STEEL INGOTS (EMPTY)	Move	5	Ingot Cars	RM 9	BOS 16	Max 3mph for moving ingot cars	5
6	14:20	J SCRAP (LOADS IN)	Move	3	Scrap cars	Scrapyard 18	BOS 17	Use runaround tracks 23,24, then pull up high line 20	7.5
		K SCRAP (EMPTIES OUT)	Move		Scrap cars	BOS 17	Scrapyard 18	Use high line 20, then runaround tracks 23,24	10
		L COKE OVENS (LOADS OUT)	Move	5	Coke hoppers	Coke 26	BF 4	Use runaround tracks 21,22, then high line 50	7.5
		M COKE (EMPTIES OUT)	Move	7	Empty Coke hoppers	BF4	P Waratah 64-72	Use high line 20, then push via track 50	7.5
		N COKING COAL (LOADS IN)	Move		Loaded Coking Coal Hoppers	P Waratah 64-72	Coke 25	Use track 50, then runaround tracks 21,22	10
3	12:55	O COKE OVENS (LOADS IN)	Move	7	Loaded Coking Coal Hoppers	Coke 25	Coke 26	Max 3mph while under coke oven unloader/loader	5
		P DIRECT COKE (LOADS IN)	Move		Loaded Coke hoppers	P Waratah 64-72	BF 4	Use track 50, then high line 20	10
		Q STEEL EXPORT RAIL	Move		Steel Wagons (loaded)	RM 7,8	Morandoo 73,76		5
		R STEEL EXPORT SHIP	Move		Steel Wagons (loaded)	RM 7,8	Wharf 52,53	Coll steel cars on track 7, plate and bar steel on track 8	7.5
		S EMPTY STEEL CARS (WHARF)	Move		Steel Wagons (unloaded)	Wharf 52,53	Rolling Mill 7,8	Coll steel cars on track 7, plate and bar steel on track 8	7.5
		T REFINERY (LOADS OUT)	Move		Tank cars	Ref 29,30	Morandoo 73,76	Use runaround tracks 23,24	10
7	14:40	U REFINERY (EMPTIES IN)	Move	3	Tank Cars	Morandoo 73,76	Ref 29,30	Use runaround tracks 23,24	10
		V POWER HOUSE (LOAD IN)	Move		Loaded Steam Coal Hoppers	P Waratah 61-63	Powerhouse 12	Use track 50. 4-wheel hoppers only	7.5

There are over 20 internal steelworks assignments. These would take even an experienced operator two and a half actual hours (five timetable hours) to complete. Hence the schedule only includes a selection of assignments in any given operating session. For this particular shift, only assignments A,C,D,G,J,O and U are scheduled to be completed. Different combinations of assignments will be scheduled for different shifts. Hence an operator would need to work the steelworks several times to become familiar with all the assignments. See Table 3 above for details.

Conclusion

My original goal of simulating the complex operations and structures of a steel mill is well on the way to being achieved. Now the really fun part can start – detailing the structures and making the whole scene realistic. I also have long-term ambitions of adding lighting and animation, with working Larry Cars, Pusher machines and the like (Figure 12).

However already the decision to model a steel mill has been vindicated, and given operators a taste of what the real prototype must have been like. Some of my operators have in fact worked in either the BHP steelworks, or its close cousin, the Australian Iron and Steel Mill at Port Kembla, which has one of only two blast furnaces still operating in Australia.

They have a wealth of colourful stories of the skills required, risks present and accidents which unfortunately made these quite dangerous places to work some fifty years ago. A couple of examples are shown in Figure 13. However, whilst derailments occur on the model just as on the real thing, I don't intend to destroy my ore bridge!

Figure 12: Steel works provide many fascinating modelling opportunities. These scenes below were all taken at the BHP Steelworks in Newcastle



A - Torpedo and Slag Car at BOS



B - Inside the BOS



(Above) D - Older Blast Furnace

(Left) C - Blast Furnace with Torpedo Cars



E - Coke Quench Car



F - Bloom Mill



G - Blast Furnace



H - Slag being Dumped



I - Teeming Steel



J - Steelworks in the Evening

Figure 13: Mishaps and Accidents at the Newcastle Steelworks



(a) - Derailed Torpedo Car



(b) - Oops! Accident with the ore Bridge!

Acknowledgements

I would like to express thanks to a number of people who have inspired me in this endeavour.

In the United States:

- Bernie Kempinski's wonderful book on a Model Railroader's Guide to Modelling Steel Mills was particularly significant in providing both inspiration and detailed modelling ideas. I managed to visit Bernie in Washington and was able to see his beautiful Civil War layout, as well as his Port of Los Angeles diorama.
- I was also lucky to meet Mike Rabbitt and see his fantastic steel mill model, which had been re-installed after he moved house. I also bought some of his amazing 1:87 scale plans of coke ovens, blast furnaces and basic oxygen

smelters. These will be invaluable for the next phase of my modelling when I move into detailing and scratch-building.

- I was also lucky enough to visit both Bill Kachel's and Ken McCorry's wonderful layouts. These should be on any modeler's bucket list, and both include substantial super-detailed steel mills, though these are only a small component of these amazing model railroad empires.

In Australia:

- Denis Gilmore has been particularly helpful. He worked for many years at the Port Kembla steel mill and developed a very clever fully automated layout (called "DIRT") based on a steel mill and its operations, and exhibited this many times at model railway exhibitions. The layout operated on DC, using relays to run seven different locomotives carrying out different shunting movements on a complex sequence.
- John Briggs very kindly built my coke ovens and ore bridge from Walthers kits, and also scratch-built the gas holder. He is also keen to work on the Basic Oxygen Furnace which will be scratch-built (the current structure is merely a mock-up).
- I have also had much help from Leon Oberg and more recently Aubrey Brooks, the BHP Newcastle History Researcher, in obtaining photographs and other details of the BHP Newcastle steel mill.

References

"A Future More Prosperous: The History of Newcastle Steelworks 1912-1999". Christopher Jay. Broken Hill Proprietary Company Limited, 1999. ISBN 1 876634065.

Figures 1,2,3,5,6,7,12 and 13 are courtesy of Aubrey Brook's compilation of photographs from many sources including official BHP photographs and those made by some of those who worked at the Steel mill over its more than 80 - year life.

Figure 1: https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-0/c33.0.200.200a/p200x200/55853479_2332144493689802_3410808511016206336_n.jpg?_nc_cat=109&_nc_ht=scontent.fsyd7-1.fna&oh=a211365ed32bb38dfb4899359214bd22&oe=5D98FFE6

Figure 2: https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/32583376_2088634701374117_9172871901582721024_o.jpg?_nc_cat=102&_nc_ht=scontent.fsyd7-1.fna&oh=72fc34b5b882af87efe6c3ca0bdf1155&oe=5D7B01DC

Figure 3: https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/55576039_2329731810597737_1294315414288859136_n.jpg?_nc_cat=110&_nc_ht=scontent.fsyd7-1.fna&oh=fe7e2a276c58057f4cd09e85c5482072&oe=5D8C1E77

Figure 5: https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/44444046_2235002370070682_7566789278043209728_o.jpg?_nc_cat=103&_nc_ht=scontent.fsyd7-1.fna&oh=3fae7aa9dec9884baf59f799869956&oe=5D8DC76B

Figure 6: https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/42576549_2221002861470633_8303362395347091456_o.jpg?_nc_cat=100&_nc_ht=scontent.fsyd7-1.fna&oh=e2f7f14aeb22608bce05dbe4614f52a2&oe=5D91EFE7

Figure 7: https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/30703712_2072093669694887_6048772978928254976_o.jpg?_nc_cat=104&_nc_ht=scontent.fsyd7-1.fna&oh=c50d0886763029851952f4668bf537b0&oe=5D8244F6

Figure 12 (a): https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/53722945_2322300131340905_5272449973659631616_n.jpg?_nc_cat=111&_nc_ht=scontent.fsyd7-1.fna&oh=d13e10fdebad6eaeab7d82f27d6d438f&oe=5D8BE2D2

Figure 12 (b): https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/56994095_2339710069599911_4109515126464315392_o.jpg?_nc_cat=109&_nc_ht=scontent.fsyd7-1.fna&oh=f1a4bd15a7def1d73996da65e5bb7f35&oe=5D84FB08

Figure 12 (c): https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/50454649_2291018041135781_8507033111777771520_n.jpg?_nc_cat=105&_nc_ht=scontent.fsyd7-1.fna&oh=9664d0ea353244f734793b29143c1624&oe=5D91794D

Figure 12 (d): https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/42996829_2224607431110176_1897472871555399680_o.jpg?_nc_cat=106&_nc_ht=scontent.fsyd7-1.fna&oh=7e17a1aaf2e67b9d23973e8d7205c082&oe=5D7BC3C9

Figure 12 (e): https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/52951130_2312828152288103_532644118719889408_o.jpg?_nc_cat=111&_nc_ht=scontent.fsyd7-1.fna&oh=54776300ba1c1aca05dd3393f3645631&oe=5D83FF68

Figure 12 (f): https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/62213460_2376602149244036_1153369830473072640_o.jpg?_nc_cat=105&_nc_ht=scontent.fsyd7-1.fna&oh=bf220b0ee27c9411cf628644804f8786&oe=5D826896

Figure 12 (g): https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/46441751_2251291028441816_1945816641187086336_o.jpg?_nc_cat=101&_nc_ht=scontent.fsyd7-1.fna&oh=1f6219e742ce6881e7f7ff0b0591d14a&oe=5D9698D4

Figure 12 (h): https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-0/c73.0.200.200a/p200x200/50257236_2286455054925413_3040803207384137728_n.jpg?_nc_cat=104&_nc_ht=scontent.fsyd7-1.fna&oh=428932938e7dee420a87dab0ae8f811e&oe=5D8527D7

Figure 12 (i): https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/38128692_2166837320220521_1076994703380971520_n.jpg?_nc_cat=108&_nc_ht=scontent.fsyd7-1.fna&oh=4066da385abe1a634205c2299211902b&oe=5D9D6B8E

Figure 12 (j): https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/60344066_2359839290920322_1085947979321311232_o.jpg?_nc_cat=106&_nc_ht=scontent.fsyd7-1.fna&oh=e5e03e733dde4c056877c235950608fa&oe=5D5227A1

Figure 13 (a): https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/57233971_2341088469462071_4133565693486432256_o.jpg?_nc_cat=100&_nc_ht=scontent.fsyd7-1.fna&oh=7bcd5d9141f4b704830d48f72ac14ed1&oe=5D7C0A00

Figure 13 (b): https://scontent.fsyd7-1.fna.fbcdn.net/v/t1.0-9/39454172_2193634614207458_7207222901014003712_o.jpg?_nc_cat=108&_nc_ht=scontent.fsyd7-1.fna&oh=1d45de04bd5ed2316ef812ec2b40f072&oe=5D96438A

Figure 4 is courtesy of Leon Oberg.

Figure 11 is courtesy of Seth Neumann

All other Figures and Tables are by the author.

More information on the layout can be found at the website www.newcastle-modelrail.com, which includes plans and photographs of the layout and the prototype, as well as copies of articles, including a series of articles for the Layout Design and Operations Special Interest Groups of NMRA. The author can be contacted on g.glazebrook@bigpond.com

BEMF and Sound

by Gerry Hopkins, MMR®

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

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


When the throttle is set to a particular speed - the motor will turn at that speed - expected BUT if the decoder has momentum set correctly then there is a difference between the speed set and the actual - the processor reads the BEMF to see this and increases the sound (the chuffs for a steam loco) until the motor gets to the set speed and then quietens down.

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

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

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

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

The above is as simple as I can explain it. There are many advanced algorithms in the decoder to give you the best results - these are way over my old head. We do not need to know the nitty gritty here just how to use it.....

Gerry Hopkins MMR

Using JMRI to Make Operations Easy

Part 1 - by Eric Coughlan

I find that a part of model railways that I really enjoy is operations. A lot of people shy away from operations because, when first faced with it, it looks like too much trouble to set up and too much trouble to actually do.

But what is operations?

To me, there are two parts of operations - the controlling of trains running over the layout, controlled by a dispatcher, and the actual delivery of freight cars to industries.

A good friend of mine has operation sessions on his layout. These sessions can keep about 8 to 10 people fully involved for hours. It is all one man operations on his layout, and the trains are just set with a specific route, and a list of the towns and industries that need to be switched. The basic switching rule in each town is to swap like for like - if there is a tank car in a siding, and you have a tank car on your train, you swap them, otherwise leave it alone. When running with a number of people, one person, normally the owner, is tasked with being the dispatcher, authorising each train to move from one town to the next. One of the nice things about this layout is that it is easy to be just a single man operation - you just grab a train and run it.

Another good friend of mine has a layout that is also setup for operations. The layout can also keep about 8 of us fully involved for several hours. For a newcomer, this layout and the actual operations look daunting - there are car cards, waybills, and most trains require two people to operate; one to be the engineer, and the other to be the conductor dealing with all the paperwork. It takes about 6 sessions on his layout before you are cleared to operate on your own - like real engineers, you have to learn the road.

However, I find that the second layout is more fun, because I have to deliver specific cars to specific industries, and, in some ways, I find it more of a challenge when compared with the first layout. The down side is the work that needs to be done prior to the running session - each of the car cards need to be updated with new waybills, and this just takes time, even if you just want to run a single man operation.

Part of the plan for my own layout was to have operations on the layout, and I have to say, I was a little concerned with the amount of setup needed to undertake full waybill type operations, so, initially, I just operated on the swap car basis.

In my research on different operation styles, I came across the fact that JMRI has an operations module, and this appeared to provide me with a computerised waybill operation - so I looked further into it. Having worked in the IT industry for over 40 years, running a program does not frighten me.

For those of you who are not familiar with JMRI, this is free software that provides two main programs – Decoder Pro - which makes setting DCC decoders easy, and Panel Pro - which allows you to set up a dispatcher panel for your railway. Decoder Pro needs a connection to your programming track, but Panel Pro can be run without connection to the layout. Also available in Panel Pro is a completely self-contained module called Operations Pro. It can be setup completely independently from the whole dispatcher setup, and it is this module that is the basis of this article.

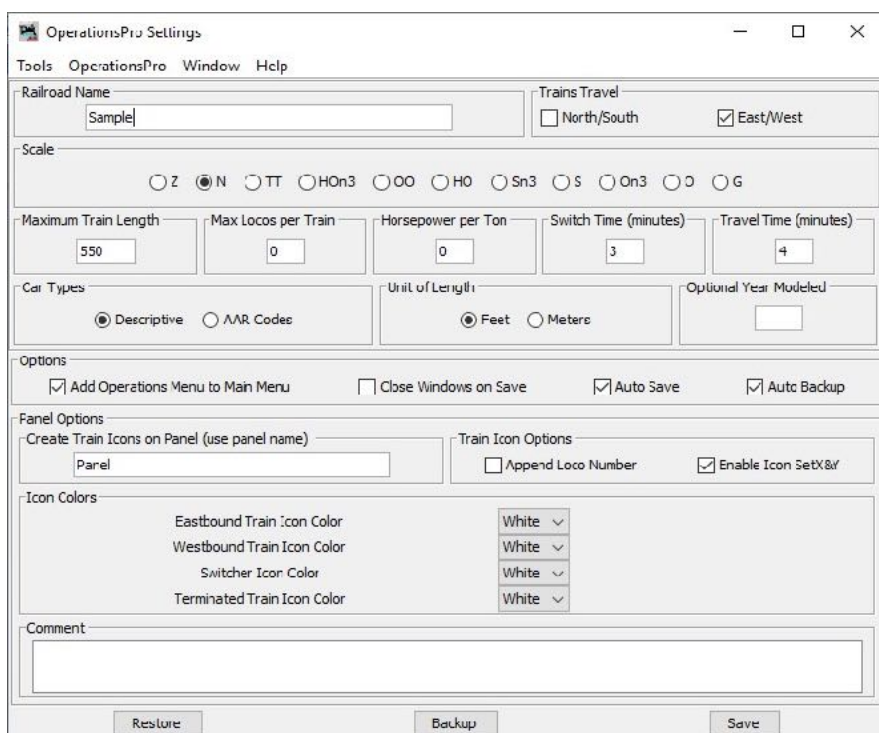
Within Operations, there are four key sections that need to be completed:

1. Locations - which define each town and the industries within the town.
2. Cars - which provide a list of available cars to be moved around the layout.
3. Routes - which define the order of towns and how trains are to operate. If you have an end-to-end layout with a branch running off at one stage, one route would be the main line run while another route might be a turn from a yard up the branch and return.
4. Trains - the final link to move Cars from one Location to another via a set Route.

To use the Operations module, you need to, of course, download JMRI from the web and install it on your computer. To me, a downside of the latest version of JMRI (the developers are all model railroaders and they update the software regularly) is that it

uses a very recent version of another free piece of software called JAVA, but finding this version of JAVA can be a bit of a problem. You need to read all the release notes to find the release site for JAVA.

Once you have installed JMRI, two icons will appear on your computer's desktop - Decoder Pro and Panel Pro. We will be using Panel Pro, so this is the program that you need to open.



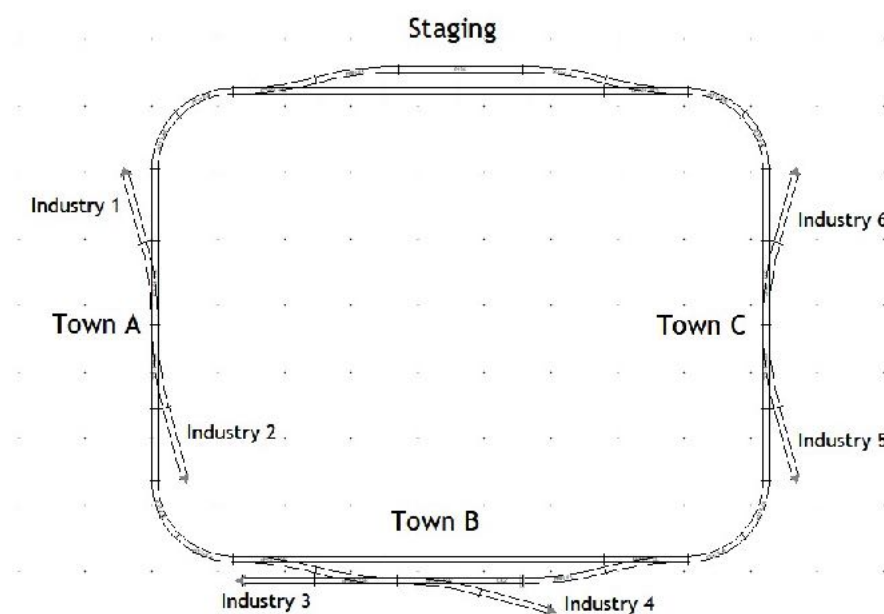
On opening Panel Pro, there are a number of menu options, most relating to everything other than operations. The Operations module is accessed via Tools > OperationsPro. I recommend that the first action that you do is open the Settings (Tools > OperationsPro > Settings) and set the option "Add Operations Menu to Main Menu" and save the settings. **(See illustration above)**

You need to close Panel Pro and reopen to see the new menu. This makes accessing Operations so much easier.

Naturally, as with most computer systems, you need to set some basic settings. With Operations-Pro there is only one key option that must be set - Scale. As I model in N scale, the setting I made is, of course, "N". (See illustration previous page)

At the bottom of the Settings page, there are three action buttons - Restore, Backup and Save. One of the best tips I got from the many YouTube and web page guides on JMRI Operations was to use the Backup action. (See illustration previous page) As you learn more and more about the various options, if you have not backed up your starting point, you can create a lot of work to get back to a good base. You can add a description to the backup, and I add the word "GOOD" to the last working setup, so I can always go back to this as I experiment further.

However, Operations Pro is actually a very easy system to setup and run at the basic level; you do not need to setup all the bells and whistles. I found that most of the guides seem to go into a lot of these bells and whistles, because they are using these on their own layouts, and that makes the setup appear too complex for a beginner. So, the following is what I feel is a basic setup.



To start with, let's take a fairly simple basic layout - a continuous loop with a staging yard and three towns.(Left)

Each town has two industries, with only Town B allowing for a run-round for shunting. The Staging is deemed to be the rest of the world. For the purposes of this example, I am

assuming that my railway runs East/West where eastbound runs from Staging through Town C, then Town B and finally Town A before heading off to the rest of the world. Also, in the example setup below, I have set all industries to only take boxcars. I am not worrying whether the cars into each industry are loaded or empty; we are just getting the basic operations setup.

To get the whole exercise going, I needed to set a couple of more Settings:

- Trains Travel -- set the East/West option on.
- Maximum Train Length -- this is set in scale feet. The recommended approach on the maximum train length is to set this as your longest siding so you are not

faced with the issue of having to perform a saw-by to pass two over-length trains.

- Unit of Length -- set to Feet.

Be careful when setting lengths - you will also be required to indicate lengths for each industry, as JMRI adds 4 scale feet to each car length for couplers. This means that if you set an industry siding to be, say, 100 scale feet, JMRI will not let you to put two 50 foot boxcars into that siding, as it will consider that two 50 foot boxcars will actually take 108 scale feet.

In addition to these 3 settings, you also need to open the Options screen (accessed via Tools > Options from the Setting screen) (**Right**), and check on the Staging options. The reason for these being turned on will be explained later. Don't forget to click on the Save button at the bottom; JMRI does not prompt for unsaved changes if you just click the close icon.

The next steps are to populate the four sets of data.

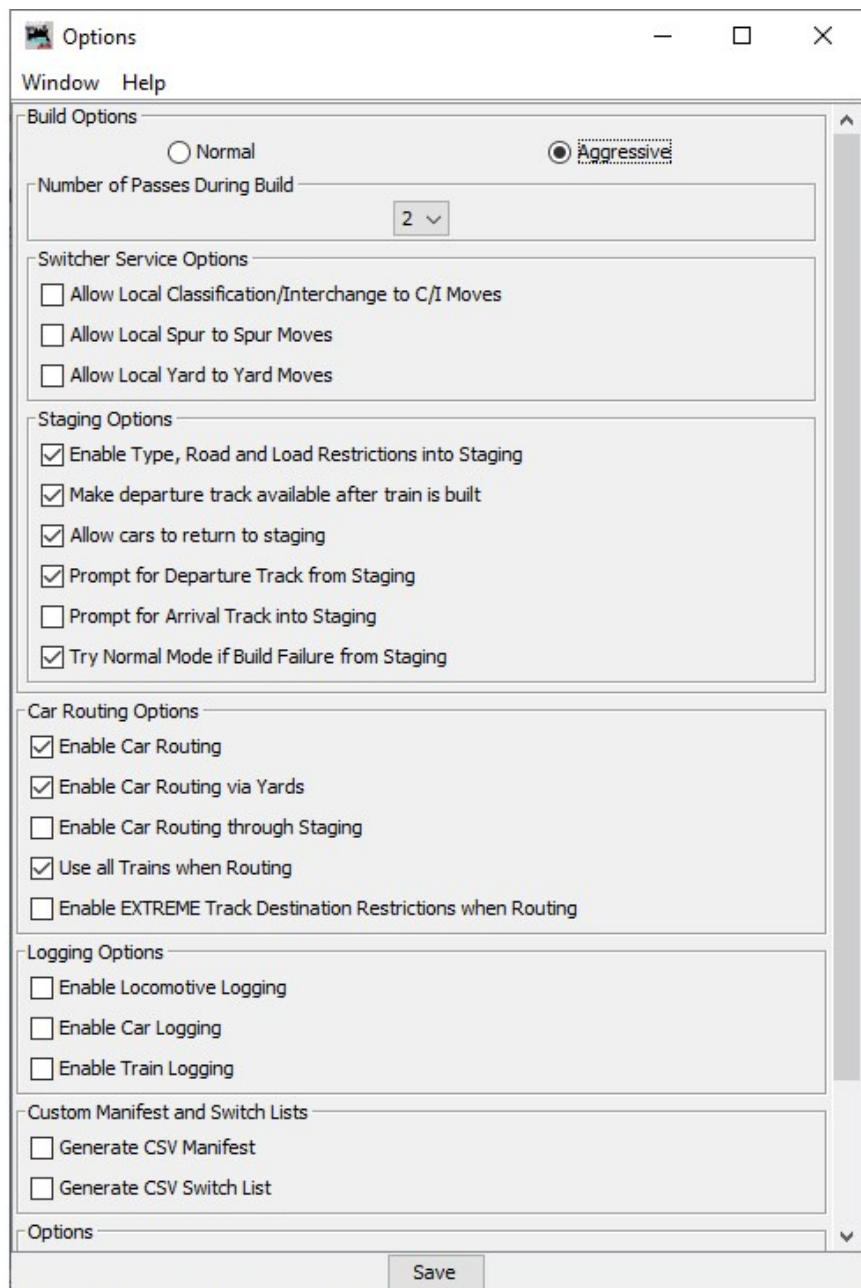
Locations

We need to setup locations for each of the towns, and one for the Staging yard.

For each of the towns, we need to add the town, and then add the industries in those towns as Spurs. I will talk about the other track types later.

I have set the rule that only boxcars are required for this town. You can set all the different types of cars as required, and, if necessary, add your own car types.

Please note that if you have a siding servicing multiple industries, for JMRI each industry has its own spur. Operations-Pro does not mirror the exact setup of the actual layout.



Edit Location

Tools Window Help

Name

Town A

This location is serviced by trains traveling

☒ East☒ West

Division

Add

Select the rolling stock serviced by this location

☐ Baggage☒ Boxcar☐ Caboose☐ Coal☐ Coilcar☐ FlatBHPaper☐ FlatBHWood☐ FlatBulkHead☐ FlatTimber☐ FlatTrailer☐ FlatWood☐ Flatcar☐ Gon-scrap☐ Gondola☐ HopChem☐ HopCmnt

Tracks at this location

☒ Spurs☐ Yards☐ Classification/Interchange☐ Staging only

ID	Spur Name	Length	Used	Reserved	Cars	Locos	Pick ups	Set outs	Edit
1s1	Industry 1	110	44	0	1	0	0	0	Edit
1s2	Industry 2	110	88	0	2	0	2	2	Edit

Add Spur Track

Comment

Text Color

Set...

Delete Location

Add Location

Save Location

Now looking at the sample layout diagram (left), we can see that Town A has one siding that can be serviced by an Eastbound train and one by a Westbound train. So, when we set the sidings, we need to be careful that we indicate which train direction is to service the siding.

So, for Industry 1(Right), I have set the fact that the siding is only serviced by Westbound trains, and set the Spur track to a length of 110, being the equivalent of 2 x 50 foot boxcars. It is possible to enter the length in actual measurements rather than scale feet, but I have found that the conversion of centimetres to scale feet is wrong (as the system is built by Americans, they really only understand feet and inches). If you want to use actual measurements, you need to use inches. Use the double quote (") to represent inches. I found that scale feet was no problems, as for N scale it is easy to set as we simply divide the number of millimetres by 2 to get a rough equivalent of scale feet.

Edit Spur Track

Tools Window Help

Name

Industry 1

Length

110

This spur is serviced by trains traveling

☐ East☒ West

Select the rolling stock serviced by this spur

☒ Boxcar

Clear allSelect All

Road Option

Track accepts all roads

Load Option

Track accepts all loads

Select trains or routes for car set outs

☒ Any☐ Trains☐ Routes☐ Exclude Trains☐ Exclude Routes

Select trains or routes for car pick ups

☒ Any☐ Trains☐ Routes☐ Exclude Trains☐ Exclude Routes

Optional Schedule

Add

Comment

Delete Spur Track

Add Spur Track

Save Spur Track

I set Industry 2 to only be serviced by trains travelling east. So, effectively, we are already setting some of the rules that will be used by the system to determine the train consist.

ID	Staging Name	Length	Used	Reserved	Cars	Locos	Pick ups	Set outs	Edit
4s1	Staging 1	550	176	88	4	0	4	6	Edit
4s2	Staging 2	550	0	0	0	0	0	0	Edit

For the Staging, I selected the tracks as Staging only (left).

The system uses special rules for staging tracks - basically it says any train in a staging track does not change, and will depart with all the same cars as the train that entered the track.

Most of the guides that I watched/read advised that you should setup staging as two separate stage areas, but I found that this caused more problems when setting up a layout where the staging yard is fed from both directions.

The options set at the Settings level tells the system that when the train leaves the staging, the track becomes available for a train to arrive, and also allows for cars to go from staging, around the layout and return to staging - for example, you could have a hopper in the train and the system treats this car as basically running from one side of the modelled portion to the other side of the modelled portion.

If you do not have a run through staging yard, your layout is, effectively, an end-to-end layout, then do not using the staging options. I recommend that you use the Classification/Interchange option to set the tracks for the end of line. This will allow you to marshal the cars for the next train out.

Cars

Cars provides the roster of the cars on your layout (Right). Only one real restriction - each car number must

Optional	Weight	Ounces	0.9	Tons	76	Calculate	Auto
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be unique, but the system does allow letters as well as numbers, up to a maximum of 10 characters. I have found that these days, it is rare to buy two cars with the same road number (when I bought a lot of my stock 40 years ago, they were always the same number, so I got used to renumbering my cars). If you have two cars the same number, and you do not want to renumber, I suggest that you make a mark on one car and indicate this with, say, an asterisk or a letter after the road number.

Typically, as per any roster, you need to enter the road and car number. A list of most of the standard US railroads is provided, but you can add your own road (I added Sydney N's Cascade Union for the example). The length of the car is also needed, as the system uses this to determine whether it can fit a car into a siding. The weight is automatically calculated according to the NMRA standards. This weight is needed if you add options that include allocation of locos to the trains, limit the number of locos per train, and grades to the routes. This would then restrict the number of cars that can be hauled up a grade, or provide the requirement to add a helper. I have still to add all of this to the Operations for my layout, although I do have a train that does require a helper, but I have used another option to represent that. One of these days, I will go further into this aspect to make it an automatic option.

Select	Number	Road	Type	Len	Load	Kernel	Location	Destination	Train	Moves	Set	Edit
<input type="checkbox"/>	1	CU	Boxcar	40	E		Town A (Industry 1)			C	Set	Edit
<input type="checkbox"/>	2	CU	Boxcar	40	E		Town A (Industry 2)			C	Set	Edit
<input type="checkbox"/>	3	CU	Boxcar	40	E		Town B (Industry 3)			C	Set	Edit
<input type="checkbox"/>	4	CU	Boxcar	40	E		Town B (Industry 4)			C	Set	Edit
<input type="checkbox"/>	5	CU	Boxcar	40	E		Town C (Industry 5)			C	Set	Edit
<input type="checkbox"/>	6	CU	Boxcar	40	E		Town C (Industry 6)			C	Set	Edit
<input type="checkbox"/>	7	CU	Boxcar	40	E		Staging (Staging 1)			C	Set	Edit
<input type="checkbox"/>	8	CU	Boxcar	40	E		Staging (Staging 1)			C	Set	Edit
<input type="checkbox"/>	9	CU	Boxcar	40	E		Staging (Staging 1)			C	Set	Edit
<input type="checkbox"/>	10	CU	Boxcar	40	E		Staging (Staging 1)			C	Set	Edit
<input type="checkbox"/>	11	CU	Boxcar	40	E		Staging (Staging 1)			C	Set	Edit
<input type="checkbox"/>	12	CU	Boxcar	40	E		Staging (Staging 1)			C	Set	Edit

Sort by
☒ Number ☐ Road ☐ Type ☐ Load ☐ Color ☐ Kernel ☐ Location ☐ Destination ☐ FD ☐ RWE ☐ RWL ☐ Division ☐ Train ☐ Moves ☐ Built ☐ Owner ☐ Last

12 cars Add... Find Save

Once you have entered the cars, you need to set where each of them are on the layout. For this example, I put cars 1-6 into each of the 6 industries and the rest into a staging track. This should be the only time you need to set the location, unless, of course, you take a car off the layout. **(Above)**

Routes

Before we can allocate cars to a train, we need to establish a Route. **(See below)**

A route tells the system where the train starts, ends, and the order of the towns through which it will pass. My example is a simple route running right around the layout, stopping at each town.

The Route also allows you to set a number of variables that are used by the system to determine what will happen when building a train. These variables are:

- Moves - The number of moves are the number of pickups and set outs allowed at each town.
- Random - This can be set either as "off", or as a percentage value. A Random value of 100 allows for up to a 100% variation on the number of moves. So, if I set a maximum of 5 moves for a town, and then 100% Random, the system may create anywhere between 0 and 5 moves for that town.
- Pick ups - This determines whether a train on this route will pick up cars at this town.
- Set outs - This determines whether a train on this route will drop cars at this town.

The really powerful setting in these is the "Random" setting, as this will change the mix of moves every time you run a train. In my example, I allow a maximum of 5 movements (pickups or set outs) for each town, but when creating the switch list, the computer may randomly only allow, say, 2 moves, which in turn, may mean that not all cars are actually switched and may end up going back to the Staging.

ID	Location	Train Direction	Moves	Random	Pick ups?	Set outs?	Wait	Max Length	Grade	X	Y	Comment	Up	Down	Delete	
1-1	Staging	East	10	Off	yes	no	0	550	0.0	0	0		Add	Up	Down	Delete
1-4	Town C	East	5	100	yes	yes	0	550	0.0	0	0	Add	Up	Down	Delete	
1-3	Town B	East	5	100	yes	yes	0	550	0.0	0	0	Add	Up	Down	Delete	
1-6	Town A	East	5	100	yes	yes	0	550	0.0	0	0	Add	Up	Down	Delete	
1-5	Staging	East	10	Off	no	yes	0	550	0.0	0	0	Add	Up	Down	Delete	

To add a location to a Route, select the location from the drop down in the box at the bottom left of the screen and click "Add Location". You can then edit the remaining details within the list.

When using a staging yard, always set the starting point as pickups only, and the end point as set outs only.

Trains

The final piece is to define a train to run. From the Trains list (**Right**), click the "Add" button in the lower left of the screen to display the Train details screen. You need to enter a name for the train, then click "Add Train" at the bottom before you can actually edit the train.

On opening the Edit Train screen, the first item to modify is to select the Route that the train will follow. This will then display a list of the towns as setup in the Route. For the example, I am not modifying any of the options, but you can do a lot of specialising with the train such as limiting the train to certain cars, only stopping at certain yards, even limiting the type and road of the loco.

Using Operations

We now have all the necessary bits and pieces to create a manifest that will instruct us on the moves necessary for this train. From the Trains list, select the train required and click "Build". The system will then create a manifest, which can be printed, or, if the preview option is selected, previewed on the screen.

You can now run your train according to the manifest.

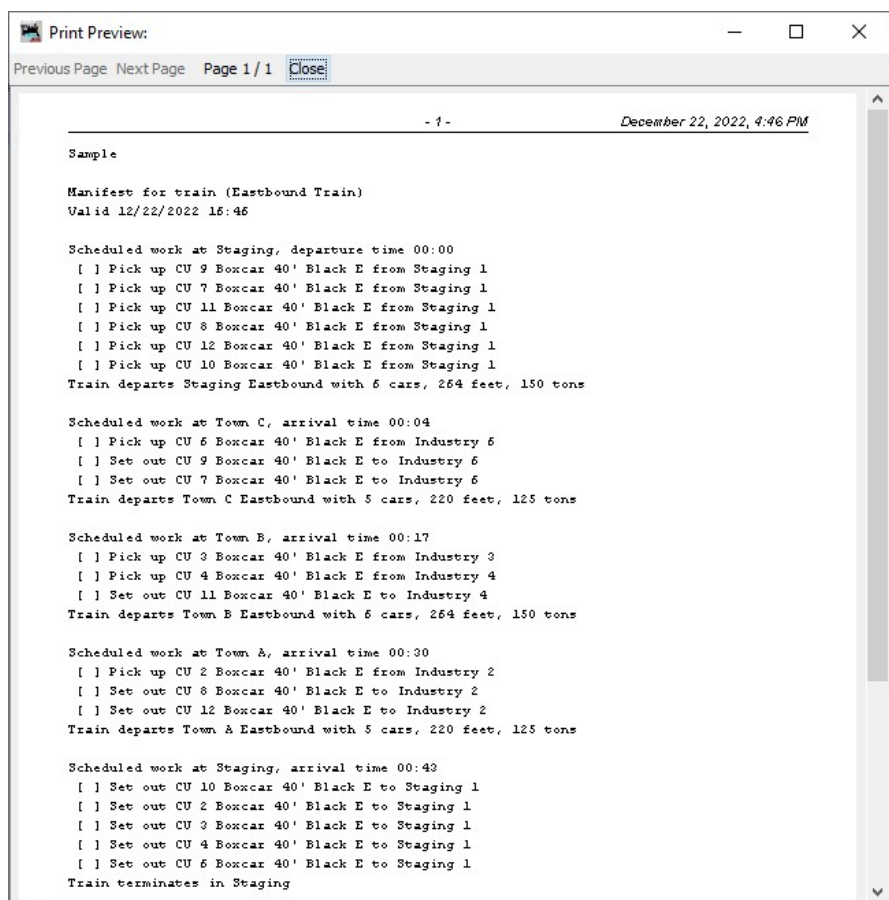
Once you have completed the run, in the Trains screen list you can either click on the "Move" button to move the train along the route within the system and finally "Terminate" the train, or select the "Terminate" option and just terminate it. Terminating the train tells the system that all the cars have now moved according to the manifest instructions, and it will update the location of each car. It also changes the load

status for each car that was placed in an industry. This status can be used by other options to control the movement of cars – for example, you can setup the operations so that only loaded tank cars can be delivered to an oil distributor, or only empty hoppers can be delivered to a mine.

The train is now ready for the next run, so just click the build and follow the new manifest.

Optional photo - Sample Manifest 2

If you accidentally build a train, you can correct the situation by editing the train and clicking "Reset Train".



Every time a car is moved and set out, the system updates a control to indicate that the car has moved. When building a train, the system looks, for each location, at the number of moves each car at that location has, and then selects the car with the least number of moves. This ensures that every car on the layout will eventually move somewhere else. If you are interested in how the system does all this work, it is possible to view a "Build Report" for the train. I have used the build report to help me check how a setting impacts on the build when experimenting with different settings.

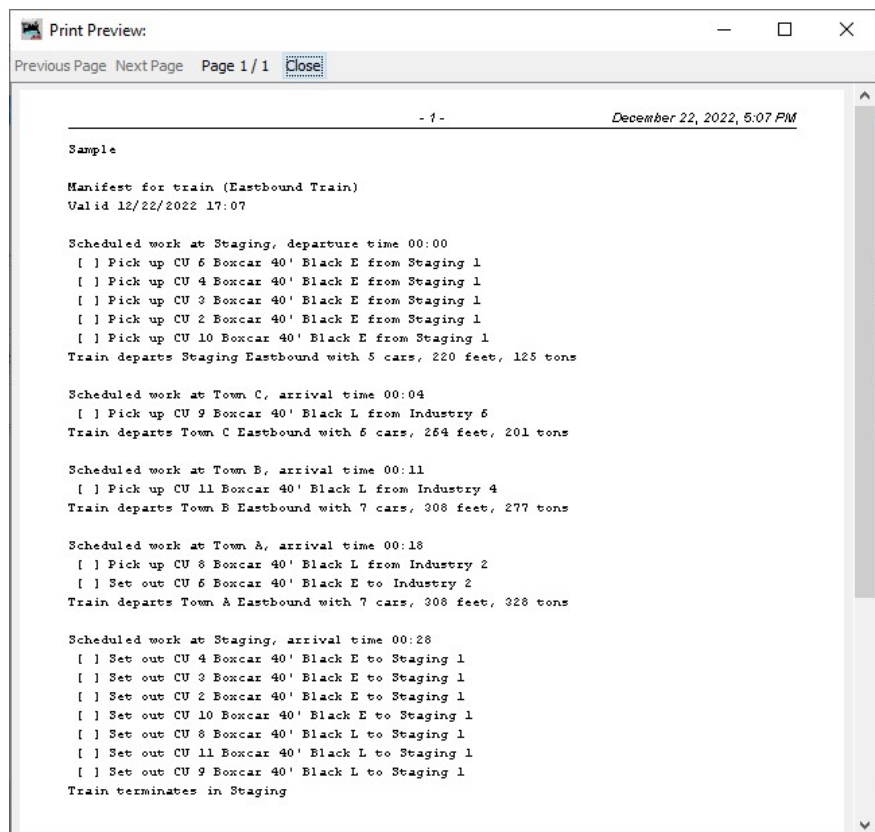
A word of warning here - you need to allow room for cars to move. If every siding is full, the system has problems generating a reasonable manifest. It is recommended that you run your layout with about 50% of all siding space actually occupied.

The above is a very basic setup. I have not even worried about adding locos to the operation, as it is not needed before you can run operations.

Once you get the basics setup, there are lots of options to modify how the system will build manifest. For example, my layout is built so that I have two separate railroads operating - my Mountain & Western and the Union Pacific. These two railroads connect at one town only, and that via a single interchange track. Because it is an actual interchange, I have defined the interchange track as a "yard" track, as these tracks are a place to park a car to be picked up by another train, whereas the "interchange" track in the system is treated like a special type of "spur". I have also set each of my spurs in this town to be only serviced by certain routes, thus limiting access to Mountain & Western spurs to only M&W trains, and UP spurs to UP trains. The interchange yard track is accessible to both railroads.

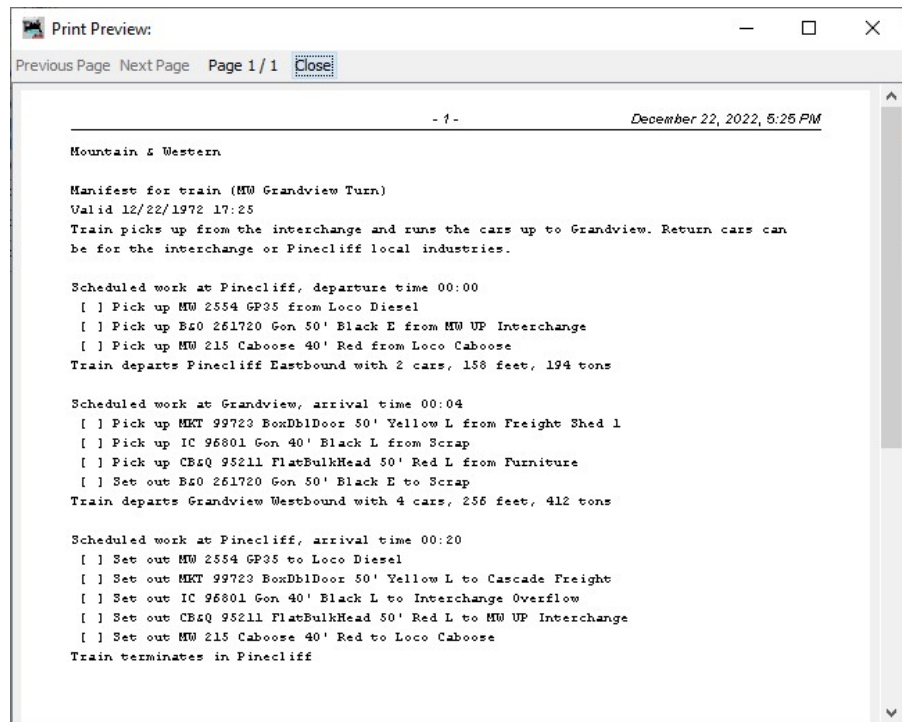
As I model the early 1970's, I need a caboose for each of my trains, and have included this option in my options. I have also added my locos to the system so the system also assigns one or more locos to the train, depending on other settings.

Thus, the manifest for my trains also include picking up both the loco and caboose for the train, and telling me where they are to be parked when the run is complete.



As you can see, setting up for operations is easy, and I am sure that using the JMRI system to build manifests will greatly enhance the fun on your model railway.

Part 2 will be in the next edition of MainLine, where we will look at some of the simple setting changes that I have applied to my own layout and the impact of those changes to the actual operations.....



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;-
March / April 2024

Deadline date for All Report Types = 19th February, 2024
Date for Reports of Div Meetings that occur after the Deadline date = 24th February, 2024
Publish Date on Web Site= < 5th March 2024

May / June 2024

Deadline date for All Report Types = 20th April, 2024
Date for Reports of Div Meetings that occur after the Deadline date = 25th April, 2024
Publish Date on Web Site = < 5th May, 2024

The Duties of a Divisional Superintendent

by Frank Godde MMR®

Being the div super of a small group here in Western Australia is a busy and exciting job, all the correspondence that comes in has to be answered, sorted and passed on, as well as organising all the meetings and information that needs to be passed on.

He is the guy that keeps the group together and has to be skilled with the use of his computer. This was not always the case, for when I started some years back, I had no clue of how to use this machine, but over the years it has got better.

He has to be able to find the hidden files, move them around, download the photos from the camera and phone reduce them and send them on in emails with the articles attached.

Now you may say that's easy to do, for you, maybe, but I had to be taught all this by a skilled computer worker. I ask most blokes if they can cut out a roof and pitch it for a domestic dwelling and they say no they can't, but I can, so my skills were certainly in other areas.

It's what you've trained for that matters and coming from Europe in 1951, the education system was very lacking in the Catholic schools and most of my education has happened in my adult years, and I am enjoying it too for now I understand it better.

But the spelling was always the hardest. Spellcheck was alright on the old computer but on this computer it's not easy to find, but I have a way around that too. I am using my Bible ...it's called "The Collins Paperback Dictionary". It's a must and works very well for me.

Now put your tongue against your cheek and read on for some other requirements, but not essential, are being able to tune a set of points in a 1948 Holden FX; repair a floor board in a wooden floor and the best one of all is to hang a door to a room. No doubt you have gathered that I am a registered builder, and in my days, there were no computers, so being a Divisional Super for the NMRA has increased my education no end.

This is the fun we have in the NMRA in Western Australia.

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 **November** 2023

The most recent working bee on the Wide Bay Burnett Model Railway Club HO layout was held on Saturday 18th November.

At a previous working bee we purchased two sheets of bracing hardwood plywood and stitching screws from Bunnings.

On Saturday we gathered to install the bracing. Our member, Trevor Hodges, brought his panel saw and guide rails to be able to cut the sheets with precision accuracy. Trevor's name will be familiar to regular readers of the Australian Model Railway Magazine as he writes the "In the Loop" column.

After Trevor cut the plywood to match the length of the modules at 2100mm, he then ripped the sheets lengthways so we ended up with a 600mm bracing sheet for each module, and one spare.

We then attached these bracing sheets to the modules. We found that the sheets have squared up each module nicely, and provide an effective, and weight saving method of improving the rigidity of the modules. Further bracing may be required across the back of the modules to help prevent longitudinal sagging.

I also removed the screws on the portal ends and countersunk all holes, then replaced the screws. I did this as otherwise we wouldn't be able to fill over the screws when finishing off the modules.




Brad nailing the "ceiling" and flexible backdrop plywood sheets into the modules will possibly be tackled at the next working bee in January 2024. I will have to design the leg bracing details so we can work towards fabricating and installing these, along with attaching small barrel bolts to secure the legs in folded position for lifting and transporting.



Another task for me to complete is the design of the rear fiddle yard so it can be cut with CNC equipment by the same business that produced our module framing. We will consider using better quality plywood for the fiddle yard to eliminate the distortion we have had to contend with in the module sections.



As we will be preparing for the Bundaberg Model Train and Hobby Expo, which will be held March, 23rd and 24th, January will most likely be our last working bee until possibly May.....

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.

100% NMRA Inc.-AR Club News

Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - Operating Session & Running Night **November** 2023

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

OPERATING SESSION NOVEMBER

Christiaan Werk, Paul Atkins, Paul Wright, Paolo Arman, Tony Mikolaj, Warwick Graham, Peter Kirkland, Wayne Hoskin and Ken House all arrived to participate in this month's operating session. Paolo and Peter teamed up as a two man crew, Tony was the Houseman YM and Ken Train master/ dispatcher.

Also there on the night as observers were Jeff Barclay, Kent Henschke, and John Gayler all though John did get roped in to timing the Port Douglas trip train for future scheduling into the operating sequence. This lead on to assisting Paul W later.

After last month's session we had five trains still to run in the sequence of 24 trains. To complete the sequence I randomly added another eight trains for this month's session so that we had a decent number of trains to run.

Christiaan brought along friend Nadeesh to have a go at running trains. Christiaan began where he finished last month. Running the empty grainy west, the only stopping train to be run. Nadeesh went well until reaching Zieglersdorf where the grainy was required to set out three box cars at the elevator. Soon after they began work Warwick advised that he was due through Zieglersdorf with the reefer express east. Christiaan and Nadeesh continued merrily on with their switching until their SCR GP7 number 436 almost had a cornfield meet with the reefer express as it exited tunnel number four immediately west of Zieglersdorf. This put Christiaan and Nadeesh under pressure to clear a way through Zieglersdorf for the reefer express. At the same time Peter and Paolo were approaching Zieglersdorf from the other direction with a through merchandise train. They had arrived at Letheby. The merchandise train waited for the reefer express to clear Letheby then proceeded west through the short distance to Zieglersdorf and pass through while the grainy's loco waited in the station track.

Houseman proved to be quite a busy location. Paul W seemed to have trouble grasping the idea that his train, the TOFC train had to set out at Houseman as train number 258 TOFC train east. Then proceed to the return loop. The return loop can be considered to be off line. Perhaps the Pennsylvania Rail Road. When coming back to Houseman the TOFC has become a westbound train, number 259. He found this concept hard to understand. Paul then complained when told his cut of TOFC cars would be added to the rear of his train. Even though doing this does create more work blocking the train in this way saves work down the line. In this case making it easier to re-stage the TOFC train. The SCR's staging tracks are dead end. In real life there could be a legitimate reason to block the train in this manner.

There was little work at Kingston so no YM was employed there.

I would like to remind all road crew that they must advise YM's that they are approaching a yard even if just passing through on the mainline.

The easy hybrid session allowed us to complete the session around 8.45. So we all enjoyed supper and chat after the session leaving the club rooms at the usual 9.45.



Above: The ladies waiting room proved to be busy at times. At the far left we can just see Phillips viaduct then Houseman yard, on the centre peninsula top Werkendam, lower, return loop then right Prattis yard and finally the track curving past Wallage level crossing.



Left: Paul Atkins had the first train out of Barclay. The sweeper east. In the back ground Warwick Graham waits patiently for his train to be given clearance to depart.

Right: Ippinitchie Creek FP7 number 790 heading a westbound manifest freight is departing Jeremy Junction and will soon cross Inge Bridge.



Below: With Ippinitchie Creek GP7 905 on the point, train 236 the afternoon sweeper east crosses Joliffie's Jump. This train goes through Houseman then into the return loop (Pennsylvania Rail Road). Then after leaving the PRR (return loop) it becomes train 237 the afternoon sweeper west and picks up a cut of cars at Houseman to go "off line" at Barclay.



Right: Ippinitchie Creek consolidation number 27 arriving at Opie with the Ippinichie Creek turn. The two flat cars will be set out at the saw mill before this train heads off to Ippinitchie Creek (staging).



Left: The Unicorn Timber & Mining Co RS3 is on the steel train. Eventually loads of RSJs or similar will be made for these flat cars.

Right: FP7 number 790 on the merchandise train west is passing the golden spike monument near Yorsen Mine iron ore mine.





Left: The reefer express east was exiting tunnel number 4 when it encountered SCR GP7 number 436 coming straight at it. With emergency braking applied a head on was only just avoided. Although adequately warned 436's crew decided to make one more switching move

before clearing the passing siding at Zieglersdorf for the reefer express. This move nearly ended in disaster. An enquiry will be held. Someone may be demoted.

Right: Southern Central GP7 number 436 went on to complete switching the grain elevator at Zieglersdorf and is now ready to depart.



Right: One of the busy periods at Houseman. L-R Paul Wright, Tony Mikolaj, Ken House, and John Gayler.

The session was a lot of fun including the incident at Zieglersdorf and Paul's observations at Houseman. Every thing was taken in good spirit. We try not to take ourselves too seriously even though we do try to emulate the full size thing.

A GLIMPSE BACK TO THE 1950s.

Via a letter to Len Opie.

Len Opie (1924 - 2008) joined the Adelaide Model Railroaders soon after it's inception in 1948. Len began "The Booster". At the time of his death Len was the most decorated soldier in South Australia and close to being a NMRA member for a continuous sixty years. For a story of Len's life look at "The Daily Mail" <https://www.dailymail.co.uk/news/article-3416730/Len-Opie-one-Australia-s-formidable-soldiers-fought-three-wars-World-War-II-Korean-War-Vietnam-War.html>

Not long after Len's funeral I was given a paper bag containing some railway forms at Len had collected. The forms dated from 1937 to 1958 include Motion weight scale tickets, Train orders (Form 19), Time return and delay of engine and train employees,

Check of train register, Clearance forms, a freight waybill, Slow orders for streamliner "City of San Francisco", and Telegrams. Railways included are Alaska, Erie, Illinois Central, Southern Pacific, and Western Pacific. Also included was the following letter written all in capitals. So that is how I have transcribed it.

BOX XXX

POWERS OREGON USA

FEBRUARY 9 1958

P.S. FORGIVE THIS TYPING. AS MY PORTABLE IS ON THE FRITZ. AND NOT BACK FROM THE SERVICEMAN YET. AND I AM USING THE OFFICE WAYBILLING MACHINE. WHICH FOR CORRESPONDENCE IS THE EQUIVALENT OF PLOUGHING CONCRETE WITH A TEAM OF OXEN. I HAVE INCLOSED SOME STEAMPOWER TRAIN ORDERS FROM AROUND YUMA. WITH THE CONDUCTOR'S DELAY REPORTS.

DEAR FRIEND LEN;

RECEIVED YOUR AIR LETTER OF JAN 30TH. AND THANKS A MILLION FOR THE INCLOSED ALASKA TRAIN ORDERS. WHICH I APPRECIATED NO END. AS I WAS ANXIOUS TO GET MORE OF THAT BROADPASS LOCATION. ESPECIALLY OF THAT PERIOD. AS THE COUNTRY WAS JUST RECOVERING FROM THE DEPRESSION ERA. AND IT WAS JUST BEFORE PEARL HARBOR TOO. AND THE ERA OF STEAM POWER MAKING ITS LAST GALLANT FIGHT. WHICH CULMINATED WITH V-J DAY. THERE IS NO STEAM POWER ON THE PORTLAND DIVISION. AND HAS'NT BEEN FOR SEVERAL YEARS ON THE SALT LAKE DIVISION. WHERE I HIRED OUT IN 1942. AND LEFT IN APRIL 1949. WHEN I LEFT DIESELS WERE COMING INTO THEIR OWN. THE SP EXPECTS TO BE COMPLETELY DEISELIZED BY THE END OF THIS YEAR. IF THERE ARE ANY STEAM ENGINES LEFT. THEY MUST BE IN CALIFORNIA ON PROBABLY STANDBY EMERGENCY STATUS. WHAT REALLY BROUGHT THE DIESEL INTO BEING ON THE WEST COAST IN A HURRY. WAS LACK OF WATER IN SUCH STATES AS NEVADA. I RECALL DELIVERING "SLOW ORDERS" OR "TRACK ORDERS" AS THEY ARE KNOWN. NOT TO TAKE ON WATER AT COSGRAVE OR WINEMUCA. EXCEPT IN EMERGENCY. ETC. THOSE MOUNTAIN TYPE ENGINES WITH THEIR AUXILIARY WATER TANKS. REALLY CONSUMED WATER. WHEN I VISITED MY MOTHER IN CHICAGO. IN NOVEMBER. I SAW IN A U.P. YARD. OUTSIDE OF CHEYENNE WYOMING. I BELIEVE. A WHOLE ROW OF U.P.'S "BIG BOYS" ALL BOARDED UP. AND STANDING LIKE SILENT SENTINELS OF BYGONE GLORY. THAT ORDER PUT OUT AT DAVIS (CALIFORNIA) IS A JUNCTION POINT NEAR. SACRAMENTO. CALIFORNIA. ON THE SP'S WESTERN DIVISION. IT IS ON THE SACRAMENTO DIVISION. IF ONE IS HEADING FOR SACRAMENTO. IT IS SORT OF A DIVIDING POINT OR BOUNDARY FOR BOTH DIVISIONS. DEPENDING ON THE DIRECTION ONE IS TRAVELLING.

HAVE TRAIN ORDERS FROM NEW ZEALAND. AS I WRITE TO A FELLOW IN NEW PLYMOUTH. NEW ZEALAND. WHO IS QUITE A RAIL FAN. AND IS EMPLOYED BY THE DUTCH SHELL OIL PEOPLE AS A PAINTER. I HAVE A NEW SOUTH WALES

GOVERNMENT RAILWAYS PILOTMAN'S CAUTION TICKET. WHICH IS BLANK. I HAVE ALSO NEW SOUTH WALES SPECIAL TRAIN NOTICE. NO. 134. PUT OUT AT SYDNEY 18TH OF APRIL 1902. DEPARTMENT OF RAILWAYS. NEW SOUTH WALES. AUSTRALIA. WEEKLY TRAIN NOTICE NO.40 PUT OUT AT SYDNEY. 26TH OF SEPTEMBER 1956. AS WELL AS A COPY OF TELEGRAM TO X SIGNAL BOXES SYDNEY TO FLEMINGTON CAR SDGS. I ALSO HAVE A COUPLE "WARNING TO DRIVER" PUT OUT AT HORNSBY. A SPECIAL TRAIN ORDER NOTICE PUT OUT ON ON THE SOUTHERN LINE. THAT'S STRANGE THEY DON'T PUT OUT TRIN ORDERS ON THE S.A.R. AS I HAVE 2 OF THEM. PUT OUT IN 1942. ONE PUT OUT AT EURELIA. AND THE OTHER AT BRUCE. AS WELL AS SEVERAL PAGES FROM A DISPATCHER'S TRAIN ORDER BOOK. UNDER A 1942 DATE TOO. THE ONE AT EURELIA READS "PROCEED TO PETERBOROUGH". WHILE THE ONE AT BRUCE READS TAKE "PROCEED TO CARRIETON TAKE PASSING SIDING CROSS FRT 509 ENGINE 48" MAN. WOULD I LIKE A FIST FULL OF SUCH ORDER FOR TRADING IN U.S. I COLLECT BY LOCATIONS. FOR SEVERAL YEARS BACK. WHEN THEY BEGAN INSTALLING CENTRALIZED TRAIN CONTROL IN THIS COUNTRY. WHICH ELIMINATED TRAIN ORDER TELEGRAPHERS BY THE HUNDREDS. WITH CTC ALL THEY HAVE TO DO IS PUSH THE BUTTON. AND GIVE THEM SLOW ORDERS PERTAINING TO TRACK CONDITIONS AT THE STARTING TERMINALS. I ALSO HAVE A PASSENGER'S LUGGAGE TAG PUT OUT BY THE W.A. GOVERNMENT RAILWAYS. SO YOU CAN SEE I HAVE BEEN INTERESTED IN YOUR NECK OF THE WOODS AS WE PUT IT. FOR OVER 10 YEARS. WHITH OUT MUCH SUCCESS UNTIL I HAPPENED TO CONTACT YOU.

YES. THAT WASHINGTON PRINTER'S DEVIL IS NAMED WILLIAM I BARNARD. I ASKED HIM HUMOROUSLY WHAT THE LETTERS N.M.R.A. STOOD FOR. AND IF THEY MEANT "NO MORE RAIN ASSOCIATION". THAT SHOULD GET A RISE OUT OF THAT BOWLEGGED SNIFFER. SPEAKING OF RAIN WE'VE GOT IT. IN JANUARY WE HAD 22 DAYS OF RAIN WITH A TOTAL OF 11.68 INCHES. GREATEST AMOUNT TO FALL IN THE OBSERVATIONAL DAY WAS 2.48 INCHES. THE HEAVIEST STORM OF THE WINTER. THERE WERE 4 DAYS WITH OVER AN INCH OF RAIN. THIS BRINGS THE TOTAL SINCE SEPT. 1ST TO 38.72 INCHES WHEN THE ANUAL PERID BEGAN. ALL WE NEED NOW IS ANOTHER 30 INCHES FROM FEBRUARY 1ST TO SEPTEMBER 1ST. TO GET OUR RAINFALL OF 69 INCHES. JANUARY AS A WHOLE WAS MILD WITH MANY SHRUBS BLOOMING. WHICH ORDINARILY ARE A FULL MONTH LATER. THE TEMPERATURE AT 2.30 P.M. IS 54 ABOVE TODAY.

I AM STATION AGENT HERE ON THE COOSBAY BRANCH. WHICH CONNECTS AT EUGENE. OREGON. ON THE MAIN LINE. OF THE SHASTA ROUTE. EUGENE IS THE NORTHERN END OF THE BRANCH. AND I AM THE SOUTHERN POINT OR TERMINAL. THE BRANCH IS A LITTLE OVER 167 MILES LONG. IN RAILROAD OPERATION I AM THE EASTERN END AND EUGENE THE WESTERN END. EVERYTHING OPERATES ON THE COAST EITHER IN THE EASTWARD DIRECTION OR THE WESTWARD DIRECTION. THE EVEN NUMBERS OF A PASSENGER TRAIN LIKE NO. 22. MEANS HE IS AN EASTBOUND TRAIN. WHILE NO. 23 WOULD PUT HIM IN THE WESTERLY DIRECTION. EXTRA TRAINS NATURALLY WOULD BE GUIDED BY SUCH DESIGNATIONS ON TRAIN ORDER AS "EXTRA 3677 EAST" OR EXTRA 3677 WEST".

I AM GETTING SOME MATERIAL TOGETHER FOR YOU. WHICH I WILL MAIL THIS WEEK. INCLUDING THE CALENDARS. I KNOW YOU WILL LOVE THE CALENDARS. WELL LEN. ADIOS FOR ANOTHER DAY. AND THANKS A MILLION AGAIN. WRITE AGAIN PLS.

signed illegible but Eddie I think.

It appears that Len was not aware that commissioner William Web introduced train order working to the South Australian Railways in the 1920s. There was train order territory in South Australia until the end of Australian National in 1998.

William Web took up the position of South Australian Railways commissioner in 1920. He came from the Katy, the Colorado Midland and the AAR in the U.S., returning to Texas in 1930.

WORKING ON THE SOUTHERN CENTRAL



Left: Work in progress. Christiaan installed the tunnel portal over the return loop. Tony has installed the tunnel portal to Atkins and formed the scenery shape using styrofoam. The styrofoam will be removable for maintenance and to get to the Henschke Jn turnout that leads to Pt Douglas. Christiaan

has plastered over the styrofoam in preparation for ground cover and a road. photo: C Werk



Christiaan has put a lot of work into the rocky back ground to the mainline as it leaves Atkins and heads toward Werky's Gorge. I think that this work will be well received by the club members in general. It is a good effort. Photos: C Werk

Warwick Graham and Peter Kirkland are continuing to extend the track at Port Douglas. Wayne Hoskin has bedded the passenger stations at Houseman and Werkendam into the scenery. He also soldered the last few power droppers in steel mill module one. He also pinned the "coal in" track at the coke ovens in place.



Left: Gone is the ugly hole in the wall where the mainline comes into Prattis. More of Christiaan's effort. Photo: C Werk

Right: Christiaan Werk has created the steel mill slag dump using real slag that John Gayler obtained from the Whyalla steel works. Jeff Barclay bought the bull dozer and front end loader while he was on holiday in the U.S.



Left: Ken House now has track up to the ingots in door of the rolling mill and to the finished product door. The two tracks in front of the rolling mill will hold flat cars ready for loading finished product. The track closest to the edge is not yet pinned.

THE ANNUAL LUNCH AT THE BIRKENHEAD TAVERN.

Twelve enjoyed a great lunch on the deck over looking the Port River at the Birkenhead Tavern. On Wednesday November 15 which turned out to be a beautiful afternoon.

Those present were Jeff Barclay, Tony Mikolaj, Warwick Graham, John Gayler, Christiaan Werk, Peter and Judy Kirkland, Paul and Wendy Wright, Ken and Margaret House and former member Matthew Redden.....

NOVEMBER VIDEO PAGE



Left: The Southern Belle glides into Barclay. Video: C Werk



Above: At the Adelaide model railway exhibition June 2023. Two GWR tank locos cross the viaduct on Gavin Thrum's Porthminster layout. The AMR's layout features at the end of the video. Video: K House

Divisional Reports

Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)

Reports for Meetings during 18th & 25th-26th November & 2nd December 2023

(Reports by John Ballantyne - 18th Nov - Layout Tours & Brisbane Tramway Museum visit.)

(Report by Bob Tisdall - 25th - 26th Nov - Division 1 Exhibit at the North Pine Train Show.)

(Report by Paul Rollason - 2nd Dec - Christmas Party @ Monier Hotel.)

18th & 25th November 2023 meeting days:-

Meeting Attendance at Layout Tours:

28 members - (Layout Tours & Tramway Museum)

33 Members - (Christmas Party @ Monier Hotel)

On-Line (Zoom - not available)

ARC Report:

Nil

QLD Membership:

362 current members.

Clinics:

Nil

Excursions / Visits:

Layout Tours & Visit to Brisbane Tramway Museum - as per report below

Next Gathering: 17th February 2024, Venue to be advised.

Report:

Two layout inspections were arranged for Saturday 18th November. The tour was joined by 28 members. The layout's inspected were as follows:

Peter Sanderson's HO Scale NSWGR and 16.5mm QGR "Network" layout.

Peter refers to his model railway as a Network system. This is a very large layout that is quite intricate in its format and operation. Peter models from 1924 to 1964 Steam and 1974 to 1985 Diesel. The railway runs on ROCO DCC. This is an operations based railway and generally uses six or so operators.

Peter was ably assisted on the tour day by his daughter Sabrina, and two regular operators, Michael and Peter. Both Michael and Peter kindly brought some of their own rolling stock along for the tour day.

The layout includes an extensive standard (NSWGR) and narrow gauge track (QGR) system.

The NSWGR system includes a "city terminal" from which standard gauge trains depart and arrive. The terminal includes suburban/interurban trains based on NSWGR. The terminal is also served by the city tramway system.

There are numerous mainline stations served by passenger and freight trains, plus branchlines. The areas of completed scenery, including a major bridge, are marvellous. The track work is excellent.

On the standard gauge network, the passenger trains include:

- (i) NSWGR long distance air conditioned trains, and mail trains. This includes a 10 car Southern Aurora set.
- (ii) Victorian Railways "Spirit of Progress" - a beautiful set Peter has kit bashed including the creation of a parlor car and full diaphragms between all cars.
- (iii) Indian Pacific with WAGR "L" class for power.

An extensive collection of standard gauge freight rolling stock, and steam and diesel power is available.

An interchange similar in concept to Wallangarra connects the standard and narrow gauge systems.

Peter has a wonderful selection of QGR freight and passenger rolling stock and diesel motive power. The narrow gauge scenery is completely evocative of many Queensland scenes including the narrow gauge track winding through deep stone cuttings. The track from Wallangarra to Stanthorpe comes to mind. Peter's verandah style American passenger cars, from Cane Toad Flats models, are beautiful.

From an operations perspective, all trains have a departure point and a destination, while all freight trains operate on a source and demand basis. Trains run to a timetable. Trains are marshalled and then travel to prescribed destinations in accordance with the timetable. For example, the wagon composition of the freight train is detailed on the composition card, the wagons are shunted together and at the scheduled time the train travels to its destination. The train may travel in its entirety to its destination, or it may be marshalled into other train/trains for the remainder of the journey. Some wagons only ever travel between two points.

This is an intriguing layout with operational complexity, train diversity and scenes that genuinely evoke memories of better railway days.

Bob and Craig Winterbottom HO Scale Railways of Eastern Australia

This layout is loosely based on the Railways of the eastern coast of Australia. This is a large layout with excellent detailed scenes and excellent trackwork. Control is analogue DC with section detection by in-track reed switches. Some signals are controlled by the reed switches. This DC railway runs very well.



The train room includes some great memorabilia including part of the driving cab of a BCC Phoenix tram and a QGR destination board.

Bob and Craig have an extensive loco, and freight and passenger roster. Storage yards include a covered yard external to the train room, as well as lower level holding yards under the main layout. The external yard has a removal cover to provide access to the trains while protecting them from dust. The external yard is connected to the main layout.



There are numerous trains powered by most of the private and government operators previously and currently

operating. Bob and Craig run some very long freight and passenger (10 car Ghan plus motor-rail) trains that track superbly through the various point/switch systems. The geometry of the point/switch arrangements is excellent.

The railway does not run to a timetable or waybill. The owners are happy to 'just run trains' that are drawn from the aforementioned substantial roster.

The layout is well lit for night operations.

The layout features a major through passenger station that is readily connected to the main loco servicing depot for change of motive power.



The main station is served by both BCC buses and a tramway loop.

The layout includes a major double track bridge, and a port.


Bob and Craig's layout delivers an excellent selection of east coast railway trains and their motive power. The station works exceptionally well with its long and well lit platforms. The trackwork that facilitates movement between numerous routings works flawlessly whether for a double headed cattle/container/mixed freight train, a 10 car Ghan consist or a 7 car + two power cars XPT set. The layout works so well.



Following visits to the two layouts, the participants made their way to the Brisbane Tramway Museum at Ferny Grove for a BBQ lunch and museum tour. Members were to also ride on various trams, however due to a catastrophic failure of the Museum's switch



board, trams were not operable. However all members enjoyed a personal tour of the museum by Peter Hyde.

As trams were not running, the Museum advised there would be no cost for entry to the museum however members decided to donate the entry fee to the museum to help purchase a generator to get them back running..... *Report by John Ballantyne*

Pine Rivers Model Railway and Hobby Show

This was an excellent opportunity to promote the NMRA. The Pine Rivers show is organised by the Model Railway Club of Queensland and it must be said that it all works very well. There was the normal contingent of exhibition layouts and Traders. The club had provided a large space and prominent position for Div 1, and this allowed




demonstrations of skills and the development of the FreeMo modules to occur simultaneously.

The demonstration of skills attracted the crowd to call in and talk to the demonstrators. The Free-Mo model also attracted a lot of comments and interest. Who knew that static



grass could be so interesting?

The major role of the ambassadors is to explain what is going on and why the NMRA exists. A secondary purpose is to promote our activities in the STREAM program we are undertaking. We are investigating the possibility of collecting membership fees on line so that we can complete the recruitment procedures there and then. Div 7 have shown this to be worthwhile but it will require more training for those of us our front of the displays.

Thank you everybody who helped out, this is an important activity and can be recognised as such if you are in the AP program..... *Report by Bob Tisdall*


Division 1 Christmas party

Our last event for the year was the traditional Christmas lunch at the Monier Hotel. All meals were fabulous as was the camaraderie amongst the 33 members who attended.

This was a very casual affair and members worked the room to chat to one another.

Christmas Message

I thank all those members who contributed to the Division 1 activities, whether it be a participant at a gathering, a regular gathering attendee, clinicians at gatherings, clinicians/ambassadors at shows and every one else who does their bit for the NMRA. No matter how small a contribution, every little bit helps the wheels turn.

On behalf of Jody, Tim, Stephanie and myself, along with the Division 1 Executive, I would like to take the opportunity to wish you and your families a very Merry Christmas and Prosperous New Year and may all your dreams in 2024 come true.....

Report by Paul Rollason

Division 2

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

October 2023 meeting:

John Gillies is a regular host each year and sixteen members attended from across Division 2 for the October meeting in Lyneham ACT.

Members were advised of recent agenda items from the last ARC meeting.

Stephe Jitts MMR and A.P Assistant Manager has offered to promote a category of the Achievement Program at monthly meetings as a way of encouraging more member participation. Stephe's first category was Prototype Models with an explanation of the criteria. It must be lonely being the only MMR in Division 2 with Ross Balderson MMR eventually moving to Queensland and Division 1.

Ian Barnes, President of the EMRC has announced the formation of an AR Model Railway Operations discussion group focusing on Australian prototype operations.

This open invitation will see the next meeting on Thursday 16th November commencing at 7:00pm AEDST or 6:00pm AEST. Interchange will be the platform for this discussion group.

John Gillies and David Low who attended the recent NMRA Convention Rose Hill gave their opinions and experiences of the weekend. Both views gave a good take on the Convention.

It is known that Ian Barnes and David Low who entered various categories in the Modelling Contest each received a number of awards.

With everyone expressing that the 2023 NMRA National Convention at Rose Hill was a success and has fired up those attending, maybe those who did not attend might consider the benefits of the next convention.

Show N Tell,

A number of members displayed their modelling efforts. Photo coverage is let down by this superintendent's failure to employ studio techniques. More effort is required !

Rob Nesbitt's HO scale scratch built Wagga Wagga Station Masters House.

Robin Foster's space ship looking Paint Stirrer/Not Shaken aid to modelling.

David Low's 1/35 scale European Tank Wagon built from a kit.

Maren Child's HO scale Tarpaulin made from Robert Timm's coffee bag to fit an NSWGR S wagon or similar.

Better coverage and pictures will be found in the October Division 2 newsletter The Flimsy.

Our host John Gillies gave a powerpoint presentation on Covered Hoppers, a Brief Overview. 1937 was the starting point where North American freight car manufacturers built the first wagons. John highlighted each car type by manufacturer, capacity, length and other details. Worthwhile was what models are available in HO and N scales for each type. On display was John's roster of HO scale Covered Hoppers for members to see.

The afternoon closed with afternoon tea for members to catch up with more talk and a chance to see John's layout and the space it occupies.

Thank you to John Gillies for hosting the October meeting and to those members from across Division 2 who attended.

Division 3

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

(Report provided by Peter Kendall & Rod Hutchinson)

November 12th 2023 Meeting:-

Meeting Attendance and Apologies:

21 members, guests & Partners

9 Apologies; Roger Hill, Geoff Truman, Grant McAdam, Bob & Myra Thornton, Rob Gosling, Gavin Hince, Laurie & Rose Green

ARC Report:

- Discussion of the 2024 Program
- NMRA Convention Report by Noel Purdy
- Discussion on the N-Scale Convention next year in Wangaratta
- Bob Backway discussion on DCC and Wifi
- Viewed Jack's great layout Next Exhibitions:

Next Exhibitions:

- Warrnambool 13-14 Jan 2024
- Cowes 20-21 Jan 2024
- Corio 27-28 Jan 2024

Next Meeting: Bill Black, Emerald 3/12/23

Report:

The November 2023 meeting was held at new member's home, Jack and Dianne Gringlas in Toorak, Melbourne. A very central location permitted members attending from rural Victoria. A beautiful spring day made for a very inviting meeting on the rear patio where the sun was pleasantly streaming dappled light. Jack is the owner of a HO layout carrying a mix of Australian stock. Located in a dedicated room, it provides display for Jacks eclectic mix of rolling stock. Set at height which is very suitable for children.

There were twenty one members, guests or partners who enjoyed the Gringlas hospitality with all food and drink supplied.

Our resident electronics technician, Bob Backway, lead a discussion on DCC in combination with WiFi. This lead to an enthusiastic cross flow of ideas on the future of model railway control and the technology that has, and will continue, to open up to modellers.


Bob's reference pages maybe found here.

<https://marree.com.au/Residents/~Backway/BackwayIndex.html>

Most significant event at this meeting was the presentation by our Superintendent, Peter Kendall to member, Ron Bennell, on the occasion of Ron reaching the milestone of 50 years with NMRA. A recognition of outstanding devotion to his hobby. Congratulations Ron.

All in all a wonderful day of discussion on the hobbies future. It is pleasing to see new members in attendance who bring with them a range of scales, themes and techniques within the hobby of railway modelling.

Noel Purdy provided a comprehensive review of the NMRA convention in Sydney and much of the reward of attending in person. Glenn Brooks is developing a range of scenery products which may pique the interest of many modellers. Contact for Glenn is 0477991411.

Our superintendent presented the hostess (not the host) with the thank you plaque, and most attendees adjourned around four in the afternoon.....

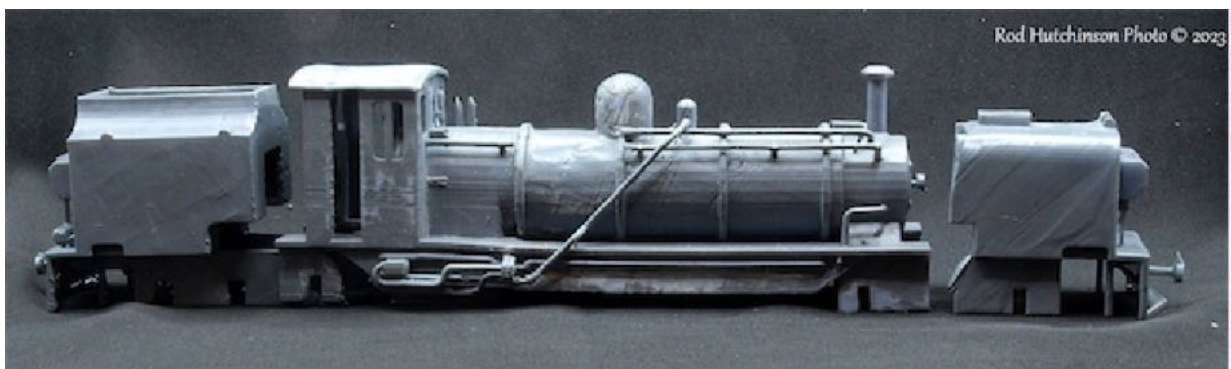
Models on display:



Glenn Brookes - HO - Diorama



Glen Pope - O - 3D printed
San Fran. Cable Car



Glen Pope - O - 3D
printed SAR NGG16



Ian Jones - HO Labelle Combine & Coach



Jack Gringlas - HO Layout



Peter Kendall - HO Hamann Frankfurt four wheel trams with Kato Mechanisms.



Peter MacDonald - O - Outback Model Company Post Office - completed



Ron Bennell 50 Year Membership

Division 3

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

(Report provided by Peter Kendall & Rod Hutchinson)

December 3rd 2023 Meeting:-

Meeting Attendance and Apologies:

23 members, guests & Partners

8 Apologies for Dec Meeting:- Bob & Myra Thornton, Noel Purdey, Ron

Bennell, Paul Richie, Andrew Davenport, Laurie & Rose Green

ARC Report:

- Peter Kendall reappointed as Superintendent for 2024 with the assistance of the following team:
- Mark Bean has volunteered to attend the NMRA Microsoft Teams Meetings during 2024 and relay outcomes to Superintendent (PK).
- Rob Goslin and Bob Barker will continue to post notices on the Vic NMRA Facebook Page and monitor issues that may arise.
- Rod Hutchinson will continue working with PK to complete the Victoria Region 3 Monthly Reports. He will also continue photographing layouts and displays presented during our monthly meetings
- PK will post a draft of the 2024 Meeting Schedule before Xmas for comment and adjustment if required.
- Grant McAdam is to arrange new name tags at a price of \$10. PK will notify members in a email post before Xmas and collect requests.
- Peter MacDonald updated members on Laurie Green's health struggles.
- Viewing Bill Black's outstanding Sn3 Layout
- Wishing all members and guests a very happy and safe festive season.

Next Exhibitions:

- Warrnambool 13-14 Jan 2024
- Phillip Island Train Show Cowes 20-21 Jan 2024
- Corio Aust Day Weekend 27-28 Jan 2024

Next Meeting: John Droste Warrnambool Saturday 13 Jan 2024

Report:

The December meeting was held at the home of Karen and Bill Black which is the location of Bill's D&RGW empire, the "Animas and Lobato Southern Railway". The layout runs through four rooms used previously as a horse drawn wagon repair shop. A summers day prevailed permitting attendees to move freely between the layout rooms and the outdoor patio adjacent to the house where a barbeque lunch kept every one comfortable.

The magazine "Narrow Gauge Downunder" carries two articles on Bill's layout. Edition 35, October 2009, Edition 49 and April 2013.

Some photos maybe found at <https://nmra.org.au/bill-black-vance-junction-sn3/>


A number of videos maybe found on YouTube using search term ***Animas and Lobato***

There were 23 attendees and guests who brought their main meal. Salads provided by the host and sweets by the guests. All in all a very pleasant day in Emerald Victoria.



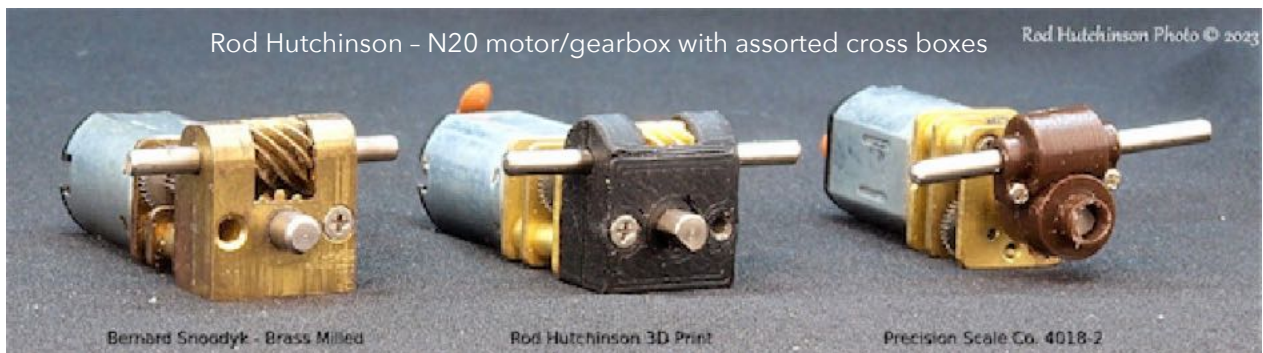
Most attendees enjoyed viewing Bill's expansive layout, always a treat for any visitors. Anyone wishing to view Bill's layout is always welcome. Bill can be contacted via the NMRA.

Our Superintendent, Peter Kendall was re-elected for a 2nd term. Peter MacDonald gave us a report on Laurie Green's health who has missed the last two meetings.

All in all, a beaut day was had by all and the "Thank You" plaque, as is our new tradition, was presented to the hostess, Karen Black.....

Models on display:

Robert Goslin - 1:48 Boat, scratch built.





Roger Hill - 1:48 VR N class 2-8-2. Modified K class kit from Veteran Models. N/S and Brass.



Rod Hutchinson - On30 Falcon F2 Beira-Bulawayo Railway 4-4-0 "Lawley" loco. Hand made in brass by the late Bruce Green and modified for Radio Control by Bernard Snoodyk.

Rod Hutchinson - On30 SAR NG V2 Van with 9 passenger capacity. Hand made in brass by the late Bruce Green.



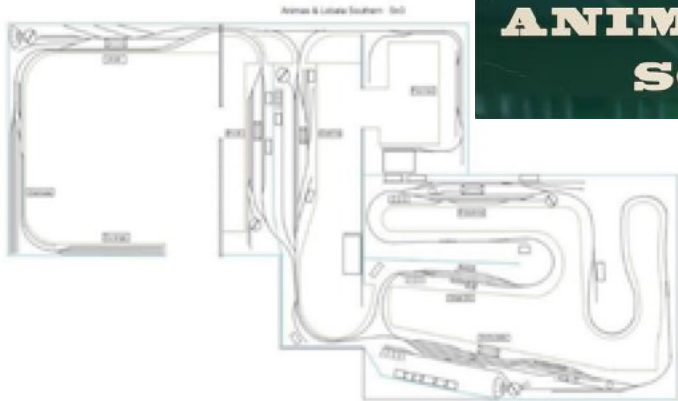
Grant McAdam - O-16.5 Lionheart Trains, 2-6-2 Lynton & Barnstaple "Yeo"

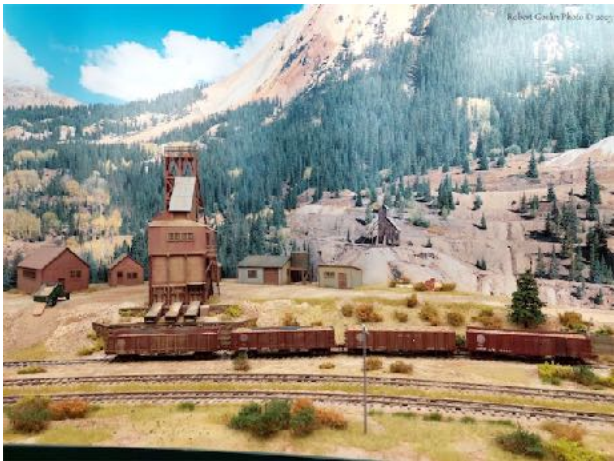
Peter MacDonald - On30 Pauls 3D Prints, PBR NB26



Mick Bennie - O - Flashing Indicator Light







Division 4

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

November 19th Meeting:-

Meeting Attendance and Apologies:

8 members

2 Apologies

ARC Report:

Frank told the members that the ARC had a meeting organised to accept or otherwise, the vote from all members about the increase in fees and the adjustments to the rules of the Club.

Awards:

Nil

Next Meeting:

The next meeting will be on 17 December 2023 at Frank Godde's place for our Christmas get together which will be a BBQ from 12.00 noon onwards. Wives, girlfriends and kids are also welcomed. The pool will be waiting. Frank's phone number if there are any queries 9253 3155 and address is 5 Leiden Place, Forestfield.

Report:

This meeting was held at Matt Brook's home in Greenwood, who had made pizzas for us, which of course were happily eaten. He has become renown for his pizza's and once again, he didn't disappoint us. Thanks Matt.

Some members brought along locos and carriages to show everybody.


Rod had two diesels; one a Santa Fe SD45 and the other was a General Electric . Both of these locos were very well weathered. Rod often brings things for show and tell which is appreciated.

Dave brought his Welsh passenger coach running on 32-inch scale track. He has also picked up two 1:20.3. 0-4-0 tank loco, which he will modify one of them for his Motive Power AP certificate. Dave is really enjoying the challenge of the AP program, and if the rules say make 3 of something, he goes ahead and makes 10 of them, just for good measure.

We discussed the AMRA WA exhibition and the invitation to participate again in 2024. The general consensus was that our members were very disappointed that we were not eligible for any judging for the competitions as we were not AMRA members. This had not been explained fully before the exhibition and we felt that it wasn't a fair competition without all exhibitors being included. To go to the exhibition, took a lot of work, energy, and cost (as you will all know), and to not be recognised was a disappointment which was hard to swallow. Added to that, after Dennis had produced the flyers, and we had them printed, we didn't get any new members, but there was a general interest in us and our club. We have made the decision not to participate in the 2024 AMRA exhibition

After the formal meeting, we went downstairs to Matt's layout room. Unfortunately, Peter couldn't come down stairs due to mobility problems. Matt's room is approximately 3mtrs X 4 mtrs. The actual layout is approximately 2mts X 1 mtr. He is one of those "computer smart" guys, and runs his trains from the computer. So far, there is no scenery, but he does have some supplies in the corner to start on this part of the layout.

Next year, we will be running some workshops at our meetings to show different ways of making light weight scenery, that hopefully, looks good and is relatively easy to produce. Luckily, we have members in our group from beginners to advanced, so the workshops should be of interest for all.

Next meeting, is our Christmas get together at Frank's place. We are hoping for pleasant weather, but being in WA, we are likely to have a hot afternoon!! We are having a BBQ and the pool should be inviting.....

Division 5

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

Activities for October, 2023:-

Clubs in a city, town or a region sometimes hold joint activities. I believe the hobby would benefit from more joint activities. The possible benefits include better use of club assets such as clubrooms and layouts, a greater exchange of knowledge and experience, and members having more fun.

There are many types of joint activities.

An obvious type is one club visiting another club's clubrooms. The visit could be to attend a clinic presented by the host club, or to participate in an operating session, or just a social visit.

One objection I have heard to a joint operating session is that the visiting club would be taking advantage of the money and time the host club had put into building the layout. This objection could be overcome by charging each visitor a small fee, or by arranging a suitable reciprocal visit.

Another type of activity is a one-day regional convention. The convention could start mid-morning to ensure all modellers in the region could attend without having to make an early start. The New Zealand Association of Model Railway Clubs held this type of convention at North Shore Model Railway Club several years ago. Despite being more than one day, the recent area meet in Christchurch can be viewed as another example, although I believe, given North Island modellers attended, the area meet was effectively a national event.

A third type of activity is half-day workshop on a specific skill. Possible skills include the traditional skills of making trees and weathering and the more modern skill of using arduinos. A fee would be charged to ensure the workshop organisers were not out of pocket. A workshop would need to be organised so that at the end of the workshop participants had a sense of accomplishment. If not, the participants could well regard the workshop as a poor use of their time, leading to the participants and other modellers being disinclined to attend more workshops.

Calendar of Events

The dates for the overseas events in the calendar of events below are local dates. If you know of other events you think should be added to the calendar, please email me the details of the events or the URLs to them.

3 - 5 Nov. 9 Mill Gathering. Havelock North Wanderers Football Clubrooms, Guthrie Park, Brookvale Rd, Havelock North. bernieofthebay@extra.co.nz Paul Berntsen.

20 - 22 Jan, 2024. 14th NZ Garden Railway Convention. St Marks Church Hall, Richmond Rd, Carterton. Lloyd.dickens@wise.net.nz Lloyd Dickens.

15 - 17 Mar, 2024. Mini-AMRA. New Plymouth Bridge Club Hall, 70 Hobson St, New Plymouth. miniama2024@gmail.com, Bob Schumacher 027 7568064.

26 - 28 Apr, 2024. NZAMRC convention, Corban Estate Arts Centre, West Auckland.

4 - 11 Aug, 2024. SurfLiner NMRA National Convention and National Train Show, Long Beach, CA. <https://www.surfliner2024.org/>.

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

13 - 19 July, 2025. Station No. VI. NMRA National Convention and National Train Show, Novi, MI. <https://nmra2025.com/>

New Member

Welcome to Aaron Pilkington who joined the NMRA last week. Arron is well known in Auckland for his N scale UP layout to which he is adding a four metre by three metre extension. Arron's layout was on a layout tour for the last AMRA convention in Auckland and will be available for a layout tour at next year's All Aboard NZAMRC convention.

Flatcar Load

I hope you have received a copy of the first newsletter for next year's All Aboard NZAMRC convention. If not, please email me and I will send you a copy. If you did receive a copy, you will know there will be two modelling competitions at the convention.

One competition will be the traditional NZAMRC event. The chairperson of NZAMRC's competition committee for next year's convention is well known NZR modeller Peter Ross. Michael Hill who is the convention chairperson is liaising with the competition committee. The NZAMRC will set the rules for the competition and provide the judges.

The second competition is a single category event that requires entrants to build a flatcar load. The competition will be judged by popular vote and run by the local organising committee (LOC).

The LOC has not finalised the rules for the event but I do know the following has been decided. There will be few rules, and the flatcar must be included with the entry and be functional, but will not be judged.

I anticipate a wide range of scales will be permitted in the competition, and that an entry can be submitted on behalf of another person.

I encourage you to have at least one entry and to be creative when choosing your load. For example, you might have a brass band playing a single note to demonstrate the Doppler effect. Such a demonstration was performed in 1845 using a passenger car instead of a flatcar. A more recent demonstration from six years ago is described in [1].

The appendix in this issue of *The Bridge* has images of other flatcar loads.

[1] <https://www.bbc.com/news/av/science-environment-40890856>

Superdetailing a Trestle Bridge

In the previous issue of *The Bridge*, I divided superdetailing into three categories according to how visible the superdetailing was. I denoted these categories by visible, obscure and hidden. Here I describe possible superdetailing from the visible category for a trestle bridge. A trestle bridge is a required structure for the Structures Certificate of the Achievement Program.

For this article I assume the trestle bridge has been built away from the layout but has not been added to the layout. I also assume the bridge has been weathered using liquids and powders.

Connection to the embankment. Except possibly for the larger scales, little attention need be paid to how a model trestle bridge is connected to a layout. In contrast, prototype trestle bridges were connected to the embankments in a very solid way. Foster states on page 87 of his book "A Treatise on Wooden Trestle Bridges and their concrete substitutes" (4ed, John Wiley & Sons, 1913) that the preferred way of connecting the bridge to the embankment was by adding a bent very close to the embankment. Planks were sometimes added to the face of the embankment to stop it from spreading against the bent.

Guard rails. The term guard rail has at least three meanings when applied to wooden trestle bridges.

1. An elongated v of rails at each end of the bridge. These guard rails are intended to act as rerailers.
2. Rails that run parallel to the track rails on the bridge. These guard rails help prevent a derailed car from moving too far to the side, and in some cases rerail a derailed car.

3. A wooden beam on each side of the bridge that is attached to the ties near their ends. The beam runs the length of the bridge and out on to the embankment at each end.

Collision Posts (aka Bump Posts). Collision posts are posts on the embankment on both sides of the ties. These posts are intended to stop cars that have derailed several feet to the left or right from continuing onto the bridge and possibly damaging it. One post per side was apparently typical.

Refuge bays. Refuge bays are small platforms with handrails on the side of the bridge at track level. The bays are intended as a place of safety for railway workers should a train come through unexpectedly. These platforms are easily added to a model after the model trestle bridge is in place.

Foot walks. A foot walk is a walkway down the centre of the bridge. Foot walks were intended for railway workers. These foot walks are easily made from planks. You might decide not to have a foot walk on your model because there were at least three objections to using them on prototype railways: a foot walk could encourage railway workers to be careless; members of the public could use them as a thoroughfare which would put these people in danger, and a foot walk increases the surface area of wood exposed to hot cinders from steam locomotives, increasing the likelihood of fire.

Fire protection. A cheap way for prototypical railways to provide fire protection on bridges was to have barrels of water at regular intervals along the bridge. These barrels were made of metal and not wood, had a big opening at the top, and were issued with a large container for dispensing water. On single track trestle bridges, a platform for the barrels is readily created by having two consecutive ties extend several feet more to one side than the neighbouring ties. On double track trestle bridges, the barrels can be placed between the tracks.

Ironware. A common way to model ironware on a trestle bridge is to add dummy nut-button-washers to the bents. Spikes and drift-bolts used on the prototype bridges to hold other timbers together than also be modelled. And small pieces of styrene can be used to model fish plates on rails and plates for joining the wooden guard rails.

Other

Speed limit signs on the approach to each

be added to spots where dirt is likely to accumulate on prototype trestle bridges.

Some timbers of the bridge could be deliberately broken if you want the bridge to look old. If you do this and the bridge is to be judged in a competition you need to make it very clear in the documentation accompanying the bridge that the breaks were deliberate. Otherwise, the judges will likely assume the break was caused by poor workmanship and you will lose marks. Or, if you are lucky, the judges will assume the breaks occur while the model was being transported to the competition and not dock you marks - the leader of a judging team I was on at a national convention did this for a model.

This loss of marks is unlikely to happen if your model is being assessed for a merit award because you will usually have an opportunity to discuss your model with the assessors.

If you have any other suggestions about visible superdetailing for trestle bridges, I would appreciate receiving the suggestions.

AR News Briefs

An important matter for members of the Australasian Region (AR) is the ballot currently being held. If you have not received the ballot paper and the accompanying documents, please email Allan Garbutt at returningofficer@nmra.org.au.

I encourage all of you to submit a ballot.

If you want to discuss the ballots with me, you can email me at div5sup@nmra.org.au. I am also happy to have a phone call or zoom session with you to discuss the ballots.

The 2023 AR convention held one month ago made a profit. The local organising committee helped ensure the convention did not lose money by running raffles during the convention. Most of the prizes for the raffles were donated. Raffles were also run at the previous AR convention. Is there merit in running raffles at next year's All Aboard NZAMRC convention?

The next two AR conventions are scheduled for 2025 and 2027. The AR president Duncan Cabassi asked the division superintendents at the last ARC meeting to investigate holding the 2025 convention in their division. I think holding the convention in New Zealand is of limited merit. Around 95% of the AR members live in Australia and just a small percentage of these members are likely to travel to New Zealand to attend the convention. If you have an opinion that differs from mine, I am keen to hear what you think.

Author, contacting

Unless stated otherwise, all articles were written by Philip Sharp, the Division 5 Superintendent. You can email Philip at div5sup@nmra.org.au

Appendix: Flatcar Loads

The images are from the Wikipedia page on flatcars <https://en.wikipedia.org/wiki/Flatcar>. The captions for the photographs were also taken from the Wikipedia page.

First photograph. (Right) The Fraser Valley Historical Railway Society single vehicle does not use a trolley-pole, instead it is powered by a generator towed on a small flatcar.




Second photograph. (Right)

Boeing 737NG fuselages on train flatcars, being shipped to the Boeing factory at Renton, Washington.



Third photograph. (Below)

A heavy-duty flatcar with load. Photographed passing through Scotch Block, Ontario on 27 November 2004.....



Division 6

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

November meeting:-

Meeting Attendance and Apologies:

13 members

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: 9th December 2023 @ Graham Cocks', 18 Hesperus Street, Hallett Cove.

Details:

13 members gathered at Jane & Michael Robinson's residence for our November meeting. David welcomed the members and presented Michael 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 that it has been very quiet Australia wide this past month. Ray also advised the meeting that he is planning a visit to Littlehampton to judge Marcel's structures.

Library Report:

The meeting was reminded that we still have a number of DVDs available for purchase.

ARC:

A new member benefit in the form of a Bunnings Powerpass was announced at the NMRA AR Convention in October. Details will be available early in the new year. David reminded the gathering of the discounts available to NMRA members from Jaycar.

AMRE:

Ron Solly, the Layout Coordinator for the Adelaide Model Railway exhibition, advised the meeting that 77 AMRE invitations have been posted. NMRA Division 6 intends to be part of it and hopefully, in the same location.

NT Junction:

NT Junction's next outing will be at the St John's Model Train Show at St John's Anglican Church, Salisbury on Dec 2-3, 10:30-4:30 each day. We have 5 members offering to assist and participate in this event.

Christmas Lunch:

Nine members gathered for our first Christmas Lunch at Club Marion, Sturt Rd, Marion, prior to our November meeting at Jane & Michael Robinson's at Flagstaff Hill. Meals were excellent and not expensive, the venue clean, bright and very accommodating, although getting in to the carpark off Sturt Road was an adventure!



Our next meeting will be at Graham & Jan Cock's residence.

Prior to the meeting, a few of us will be gathering at the Cove Tavern for a 2nd Christmas Lunch. If you'd care to join us, please let me know.

Diary for 2024:

2024 is almost upon us and it's time to think about hosting a meeting next year. Attendees at today's meeting have nominated February, March, June, July, August, September and November. Which means we still have vacancies for January, April, May, October and December. If you'd like to host a meeting, let me know.

Round the group:

Tony Mikolaj

Tony told us he's been busy tunnelling at Henskte Jct on the Adelaide Model Railroaders layout and it's nearly finished. He's also been fitting & reprogramming

decoders in locos as well as fitting couplers to steam locos, an activity which requires a great deal of cutting and shutting.

Michael Robinson

Michael showed the group some 3D printed cheese knobs - the weight on the handle of a turnout lever and a collection of partially built laser cut buildings from Trackside Models.



Vern Cracknell

Vern has been busy checking the details of his layout for the Milang Exhibition.

Peter Jackson

Other factors have prevented Peter from doing much on his layout this month.

Ron Solly

Tiverton, the new location on Ron's Devan and Summersett Railway is at the working stage but still has lots of buildings to put on it.

Paolo Arman

Paolo has been helping Tony Mikolaj with the electrical work on the Adelaide Model Railroaders layout.

David Teague

David has been building armatures for N scale trees.

Bob Bevan

Bob says he's been very quiet this month.

Ray Brownbill

Ray told us;

"After re-staging rolling stock and locos after last Wednesday's operation night, on Friday and Saturday, I noticed a hump in the Salt Lake Yard track 3.

Original track was laid in 2017 [for my Overseas modellers who I have BCC'd, Salt Lake is the lower tracks] and the problem is near where the Brown SP and Green BN box cars which are on track 4.





View of the hump.

Whilst we were away a few weeks back on our trip to Victoria, the room was not open for 8 days

which may have been the issue, Painting track and ballasting rail has not got the flexibility to move and I am guessing this is how the problem arose.

So the Ways and Works maintenance crew was called.

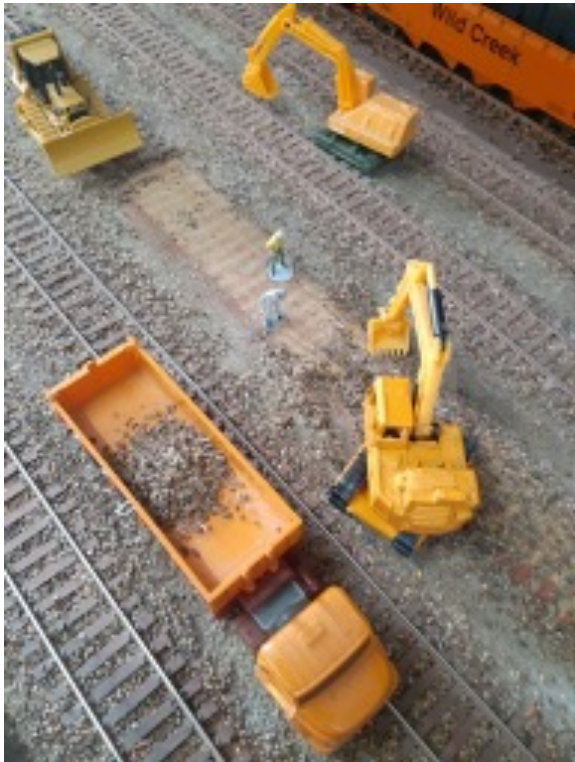


Work started, track cut and being moved



Then in with the 'dozer

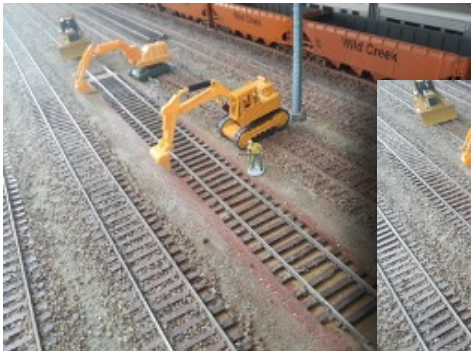




Ballast being Cleared and Loaded



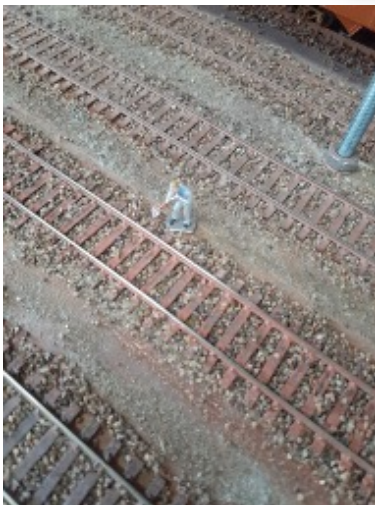
Ballast Removed



In with new Sleepered Track



Then Track Checked



Then Ballasted



Then the electrics [Track current] and then big test, a SD45 test.

Operation completed and yard track 3 open for general traffic.
A 6 hour repair operation by Way and Works and Electrical Departments.
Trust you enjoyed the project done."
Ray alias Hobo

John Marsh

John told the group that he's expecting his train room to be lined on this coming Tuesday. He's hoping to put the layout back together in his new shed early next year.


John also showed the group a new acquisition, a South Australian Railways 830 Class in Mustard Pot colours from Phil Badger, Gopher Models.

Marcel van Eck

Marcel has been busy photographing his inventory, adding details to his trestle bridge and photographing structures for assessment for the Achievement Program. Keep your eyes peeled for Marcel's structure documents in the Mainline.

Next meeting

Our next meeting will be on Saturday 9th Decmber 2023 at Graham Cocks', 18 Hesperus Street, Hallett Cove.

Meeting closed at 2:45pm and adjourned for afternoon tea and a look at Michael's layout.....

Photos: Some photos of Michael Robinson's layout.





Photos: Some photos of the progression Michael Robinson’s garden layout



The following three short articles are structures completed by Division 6 member, Marcel van Eck

HO Scale Scratch-built High-Level Trestle Bridge



Construction Materials

- Northeastern Scale Lumber 10" square for trestle bents
- Bents constructed using a jig (scrap Scale Lumber) glued to a centimetre-ruled cutting board
- Northeastern Scale Lumber 8" x 4" for trestle bent horizontals and diagonals
- Northeastern Scale Lumber 6" x 4" for diagonals between trestle bents
- Northeastern Scale Lumber 8" x 6" for longitudinal supports
- Northeastern Scale Lumber 8" x 8" for bridge sleepers and refuge supports
- Northeastern Scale Lumber 12" x 6" planks for end buttresses and ground supports
- Aquadhere Quick Drying wood glue

Added Details

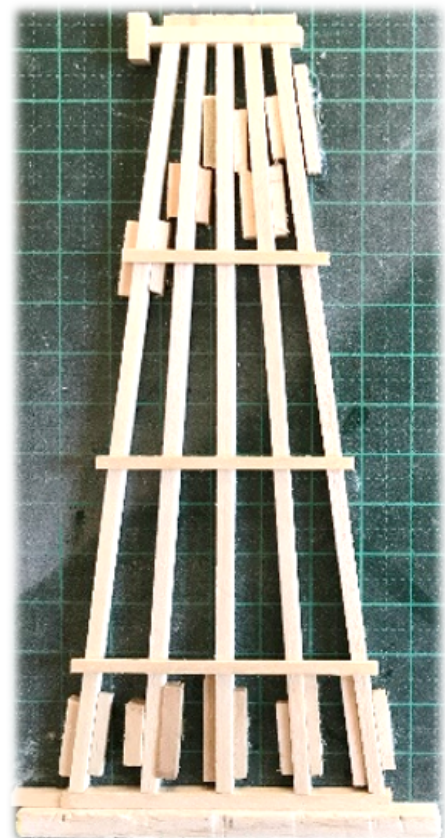
- Kerroby Models 44 gallon (firefighting) drums
- Grandt Line nut-bolt-washer castings, 120 per bent
- "Rusted" (plastic) joiners and NBW castings for some longitudinal supports
- Vallejo airbrush paints
- India Ink-IPA wash for highlights

The Story

The bridge crosses the yet-to-be constructed Marsh's Swamp.



The almost-completed model was displayed at the NMRA Division 6 meeting in February 2022.



HO Scale Scratch-built Goods Platform and Icehouse



Construction Materials

- **Northeastern Scale Lumber** 8" x 8" for platform framework and footings
- Northeastern Scale Lumber 8" x 2" plank for platform deck
- Northeastern Scale Lumber scribed board for icehouse exterior walls
- **Durango Press** doors for icehouse
- 600-grit grey sandpaper for icehouse roof

Added Details

- Commercial LED gooseneck lamps (warm white) for exterior lighting mounted on 1.5mm OD **K&S** thin-walled brass tube
- **Tichy Trains** jib crane with **A-Line** 40-link chain
- Commercial crates and boxes
- **Tamiya** matt acrylic paints on icehouse – air-brushed
- MS Word signs – Wild West fonts
- Hornby and Vallejo weathering powders; India Ink-IPA wash



HO Scale Fuel Tank on Wooden Lattice Frame



Construction Materials

- Match sticks from local craft shop for lattice frame
- Commercial (green) fuel tank on wooden frame (tank cut from frame)

Added Details

- Thin, black, insulated electrical wire for filler hose
- Commercial fuel drums
- Tamiya matt acrylic paint (red, airbrushed), India Ink-IPA wash, Weathering powders



The Story

MSNGR steam locomotives are coaled, watered and sanded on a small siding adjacent to the abandoned Muzzby ballast quarry. On acquisition of two Galloping Geese, a fuel tank was erected on a timber lattice frame in the same area.



Fuel tank in position in the Muzzby service siding. Water standpipe to right and water pump shed to left

Division 7

John Arrowsmith (NMRA Inc.-AR Div7 Superintendent)

October Report:-

What's been happening in Division 7...

- [Region Convention Highlights](#)
- [Welcome to our new Division 7 members](#)
- [Jaycar Member Discount Offer](#)
- [July Turnout](#)
- [August Turnout](#)
- [September Turnout](#)
- [What's coming up..](#)
- [Junior Modeller Section](#)

Region Convention - Rails@RoseHill

Firstly, I would like to thank my convention team for all your efforts in getting this convention off the ground and making it a positively memorable event. Five days of trains, layout visits, catch up with old friends, making new friends, clinics, traders and more layouts. Including partners, and our children's Sunday we had over 100 members attend, or in perspective, 1 in 8 of our Australasian Region membership.

Thank you to all our clinicians who put together some fantastic presentations. Members who were present at the convention will have access to all the clinic notes online over the next few weeks. You will be notified via email with an access link.

As well as all this, the Region gained 9 new members, the Division 7 Facebook page has significantly grown in numbers, and the NMRA has received significant positive feedback in online media and podcasts. Thank you to Will James, Paul Cassar & Gary Ruming for their significant contribution to the event on their respective social media, podcast and YouTube platforms.

Congratulations to all those who participated in the photography, model & diorama contest. The quality of the material entered was fantastic.

Thank you to all those who opened their layouts for visits on the Friday, Monday & Tuesday.

Thank you to all our partners who put up with us and our hobby!

Special thanks to our Traders and Sponsors of the event:



Ruth Garbutt & Sowerby Smith kindly did our convention photography, some of the captured highlights below from page 80:-

New Members in Division 7

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

John Zubrickas

Peter Hawkins

Jonathon Hilliard

John Stephens

Jonathan Smith

Michael Impey

Looking forward to seeing you all at our turnouts, [online](#), on our [Division 7 Facebook page](#) and coming soon: online division meetings and Instagram!

July Turnout

Epping Club Open Day 8th July 2023



A great day was had by all at Dence Park, Epping. The Epping Club kindly put on a BBQ lunch, and members had the opportunity to run trains, socialise and talk trains. There were also various items on sale.

Meeting minutes:

Members present: 37

Welcome new members JA

Convention progress and

updates JA GB and RJ

ARC news JA

General Business all





Discount code exclusive to NMRA Australasian Region Members

Select the items you want to purchase, quote the following '**Account Code**' in Australia: [REDACTED] and in New Zealand: [REDACTED] at the checkout to receive your *trade discount*.

- All purchases must be made in-store and paid for at the time of purchase.
- Your price is the 2nd tier in the 'bulk pricing' list of any specific item on the website.
- Some items already have a discount or a keen price already applied – no further discounts are available on these items.

But wait, there is more: a '**trade discount**' is available at **Road Tech Marine** as well! The '**Account Code**' to quote at checkout is [REDACTED] – *Australia only*.

- All purchases must be made in-store and paid for at the time of purchase.
- Your price is the 2nd tier in the 'bulk pricing' list of any specific item on the website.
- Some items already have a discount or a keen price applied – no further discounts are available on these items.
- **Road Tech Marine** is a sister company to **Jaycar Electronics**.

You can check out these retailers and their range of products at their online stores using the following links:

- Ø Australia: [Jaycar Electronics | Components, connectors, switches, power, and more](#)
- Ø New Zealand: [Jaycar Electronics New Zealand | Components, connectors, switches, power, and more](#)
- Ø Australia: [Road Tech Marine | For the boating, caravanning and 4wd enthusiast](#)

Note: The pricing you will see on the shelf when in-store is the retail price. Your 'trade discount' is applied at the checkout.

August Turnout

North Rock Scout Hall 12th August, 2023

A busy day with trains. Graeme Barnes ran a clinic on making trees, IMRA brought a concept module, Gerry brought items for sale from John Saxon's layout, and I had my modules setup for those wanting to test and tune their trains. Gary Norwood also brought along some of his excellent narrow-gauge models.

Meeting minutes:

Members Present: 34

Welcome new members JA

Convention progress and updates JA, GB, AP and RJ

ARC news JA

General Business all

September Turnout

North Rock Scout Hall 9th September 2023

Formalities at the meeting were relatively short. Our aim was to get all the show bags stuffed ready for the convention. 160+ of them... and we did it. Thank you to all who attended and assisted us with this project. Lindsay went to a lot of trouble organising material for the convention show bags. So much so that each attendee would receive two bags. One with materials for the clinics, and one goodies bag.

My wife, Donna, also put together a partner's bag for those booked on the convention partner's program.

September was a very busy month for the Division Committee & Convention Committee, with the team wearing two hats getting all the last-minute organising done ready for the big weekend, as well as managing the division affairs.

Meeting minutes:

Members Present: 26

Welcome new members JA

Convention progress and updates JA, GB, AP and RJ

ARC news JA

General Business all

What's Coming Up

The calendar for 2024 is now all but confirmed, and in fact the team is also now preparing for 2025!

2024 meetings will be packed with activities for all ages, including participation at the Forestville & Rosehill train shows, we are also looking at a presence in the ACT at the Canberra Show to assist our Division 2 counterparts. There will be layout visits, club visits with the opportunity to run your trains, prototype visits, and [more](#).

2023:

11/11/	David Howarth	6 Uralla Road Dural	10:30am-2:30pm
9/12/2	Christmas Party	Waterfront Bistro	12pm-3:30pm

Bookings for the Christmas Party Luncheon are on TryBooking at this link:

<https://www.trybooking.com/events/landing/1142041>

Junior Modeller Section

In this issue, we will look at fixing your model trains. Do you have locomotives that no longer go, or just won't play like they should? Then this article is for you.

If your train won't run at all, the first challenge is to find what is wrong. If the problem only started after you made recent changes to the track or trains, start there first. If you have no idea where to begin, the six steps below will walk you through the most common problem areas.



Some problems are easy to solve. If you have a broken locomotive or power supply, or if your model trains are no longer made, you may want to find a professional like Bergs or Casula Hobbies to make the repairs.

1. **Is the locomotive on the track properly?** Whether your engine is conventional DC or digital DCC, it gets its power through the wheels. Make sure all the locomotives' wheels are on the track by sliding it back and forth gently. Try moving the engine to a different part of the track to rule out a loose rail joint or electrical connection.
2. **Check your electrical connections.** Start with the connection between the wires and the track, then the connections between the wires and the power supply. Make sure nothing is loose, and the wires don't touch. Make sure the wires are connected to the terminals for the track and not accessories. Inspect the wires themselves to make sure they are not frayed or split. Check the electrical plug and socket, too. Is the outlet turned on?
3. **Clean track and wheels.** Wheels can be cleaned using a microfibre cloth and some isopropyl alcohol (cleaning alcohol) Be gentle and take your time so you do not damage any detail parts or connections. Dirty track and wheels usually result in rough stop-and-go running, not a complete loss in power. If you've had your trains put away for a long time, especially in a damp environment, you could have corrosion or dirt build-up heavy enough to prevent operation altogether. If you do notice heavy dirt or corrosion on your track, it can usually be removed with some special abrasive cleaning blocks and liquid cleaners available at hobby stores. A strong eraser and rubbing alcohol will also work. Do not use steel wool. The steel shavings can be drawn into your engine's motor. Once you have cleaned your track, you can use a product like CRC or Inox, available at Bunnings. They are electrical sprays that you can coat your track with. The spray protects the track from corrosion, improves electrical connectivity, and keeps your wheels clean too.

4. **Check the power supply.** Being sure that the power supply is working is important. The surest way is to use an *ammeter* to read the electric current. If you don't have an ammeter, a simple test tool can be made with a low voltage light bulb and two short



pieces of wire. If you don't detect any current at the supply outputs, disconnect the wires to the track and test again. If you get a light, then you probably have a short in the track or wires. If not, then the problem may be a faulty power supply. Contact the manufacturer or a local hobby shop for a qualified service or replacement.

- 5. Check the locomotive.** If everything checked out at the power supply, retrace the wires to the track again and test here. The ammeter will work, or if you have a second locomotive or even a lighted passenger car or caboose, try putting it on the track. If you are getting good results with this test, the problem is probably in the locomotive itself. If you are just starting out, and the locomotive is within warranty, your best option is to return the locomotive. If not, visit a hobby store like Bergs or Casula Hobbies where your loco can be checked and repaired professionally. If you don't get a good light or a second locomotive won't work, then the problem is probably on the track or the wires.



- 6. Check the track and wires.** If you have detected a short circuit in the track, check your wires again. A short circuit can occur any time one rail or wire touches the opposite rail or wire. If you have more than one set of power leads, make sure they aren't crossed. It is a good idea to color-code your wires. If you are using the 2-rail track, make sure you haven't created a short in a reversing loop or wye. Switches and crossings can also cause a short if the opposite rails touch without an insulated break. If you've just changed or added track, start searching there. Remove the suspicious piece and see if the short goes away. Continue disassembly until you find the problem. If you are building a large layout, it is a good idea to test as you go.

I hope these pointers get you going in the right direction with your trains. Happy model railroading.....M

Some of the highlights captured at the Convention by Ruth Garbutt & Sowerby Smith are below:-















Division 8 / 9 Northern NSW

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

October 2023 meeting:-

Meeting Attendance and Apologies:

15 Members

3 Apologies

NMRA Division 8/9 Feedback:

Nil

ARC Report:


Nil

Next Meeting: Sunday 26th November at the CCRMI shed in the Coffs Harbour Showgrounds.

Report: Northern NSW Meeting Overview:

Our meeting was held at the home of Paul Baker. The meeting was opened at 2.15pm. The main discussion was about the new insurance cover and the fact that alcohol was not covered. Some members had been considering selling alcohol at functions.

Ian also asked to make sure all members had received the President's report.

The Christmas meeting was discussed, and it has now been decided that it will be held on Sunday 26th November, starting with the meeting at 11am. Christmas lunch will follow with members asked to supply salads and sweets. The CCRMI club will provide cold meats and soft drinks. Further details to follow.....

Show and Tell:

Paul Baker showed his kit water tank and his scratch-built shed.



John Skinner's 3D printed models.





Ian West presenting Paul Baker with his thank you plaque.



Members and spouse enjoyed afternoon tea and a chat after the meeting.



Paul Baker's Layout





**6th - 7th
JAN**

COFFS COAST RAILROAD MODELLERS
**MODEL RAILWAY
EXHIBITION 2024**

Saturday 6th January 9-5
Sunday 7th January 9-4

Norm Jordan Pavilion
COFFS HARBOUR SHOWGROUND
123 PACIFIC HIGHWAY COFFS HARBOUR NSW

Adults	\$7.50
Children U16	\$3.50
Pensioner	\$3.50
Family	\$15

- **Displays** from Sydney, Brisbane and the local region
- New and second hand models and more for **sale**
- **Children's U drive** - Thomas the Tank engine Layout
- BBQ and refreshments

Discover the challenges and excitement of a model railroad. See what is possible and believe that you too can design and build your own model railroad.

Division 8 / 9 Northern NSW

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

November 2023 meeting:-

Meeting Attendance and Apologies:

23 Members

8 Apologies

NMRA Division 8/9 Feedback:

Nil

ARC Report:

Ian mentioned the upcoming fees changes that would be occurring next year and asked the assembled CCRMI group if they would be absorbing these changes. Insurance of members at working bees is to be followed up as at the last ARC meeting it was suggested that Volunteer Workers Insurance may be required.

Awards: Paul Baker presented our local members with amusing certificates.

Next Meeting: Friday 9th February at the home of Keith Morrison, 26 Manning Avenue, Coffs Harbour.

Report: Northern NSW Meeting Overview:

Our meeting, starting just before 11am, was a very short one to discuss the aforementioned items. We met at the under renovation shed of the Coffs Coast Railroad Modellers Inc (CCRMI) so that spouses could see the progress that had been made.



Ian renovating a layout. You can see the wall work in the background.



Bruce, Geoff and Keith discussing the flashing

Members of the CCRMI have been adding windows, reinforcing walls plus starting to line the inside walls. The cement slab will be laid as soon as possible in the new year.

The team are renovating a layout which they will be taking to the Nambucca Railway 150th Anniversary on Sunday 3rd November. This is in lieu of their major exhibition layout which is too difficult to take to this type of event and will be retired into the new

shed in 2024 as a permanent layout. This will mean that more members will be encouraged to join the club to run trains and learn more about modelling.

Ian is one of the members with modelling skills and has been teaching some members a few skills in the process.

2023 Member Awards:

Our local Coffs Harbour members, who regularly attend meetings and Saturday get-togethers/working bees were presented by amusing awards by CCRMI President, Paul Baker.

Bob Wilkins was named 'Club member of 2023' for his commitment to fundraising with his 'Tuck Truck' at various functions, Bunnings BBQs and grant applications.

Al Harris was given the 'Golden Spatula' because he is always at the BBQ feeding members or the community.

Allan Amos gained the 'Skippy' because he is always hopping around to assist where he can.

Peter Wraight received an 'Encouragement' for the effort he has put into his new layout. It is hoped that he will bring it to show at the CCRMI January exhibition.

Bruce Parish gained the 'Diversity' as he can help with many different tasks.

Jamie Goolmeeze received two awards related to 'Wreck-It Ralph' as he did a wonderful job demolishing the old wooden chook pens in the shed.

Ian West was given a 'Landscape' award for his artistic talents in renovating the latest layout.

Ken Burnett, Mr 'I've Been Travelling', due his often-used excuse for his absentees.

Keith Morrison is known for 'keeping the Track Clean'.

Steve Hunt is the 'Duracell Bunny' due to him always bouncing from one task to another.

Richard Rugendyke aka 'Tricky Dickie' was praised for his efforts in cutting up and removing the scrap timber.

Jim Sowter's comment of 'I'll get the onions' is always appreciated.

Tony Armstrong received the 'Footrot Flats' award as he is a trusty farmer whose dog always comes along.

Keith Taylor received the 'OH&S' award as he always makes sure everyone is safe.

John Skinner's comment of 'I'd rather be sailing' gained him his award.

Geoff Francis is the treasurer so received the 'Scrooge McDuck' award as he always requires a receipt before he will pay an account.

Rhonda Hodges was given 'How much can a koala bear' due to her ongoing health issues.

Secretary Wendy West is known for the 'Enforcement' of rules.

Next Meeting:

Our next meeting will be held at the home of Keith and Shirley Morrison on Friday 9th February at 6pm. It will be a running session, so all members are encouraged to attend. An RSVP is preferred to help with the catering for supper. Keith's email address is k_morrison55@yahoo.com.au. I hope to see you there.



Have a wonderful and safe Christmas and New Year.....

Division 10

Pat Britten (NMRA Inc.-AR Div10 Superintendent)

November 4th 2023 meeting:-

Meeting Attendance and Apologies:

4 Members

1 Guest

ARC Report:

Our first face to face meeting.

Show and Tell: Building fronts by Neil. ON30 loco Tyler is working on . NSWGR AD60 new Blunami I installed.

Next Meeting: 20th January, 2024

Report:

This was our first face to face meeting.

All had a good day and got on well, many things where discussed.

Going forward we will hold quarterly meetings with one of the meetings to be on the same Saturday as the Hobart Model train exhibition around September, and the balance north of Launceston where the bulk of the members reside.

Car pooling was discussed along with a web presence for Div 10.


Also discussed was the AP program and getting various AP's done.



Also discussed is the up coming members release of the Bunnings trade card and the Jaycar discounts, this was well received.



At the meeting we had a new person interested in joining our group.

Many thanks to Tyler who hosted this meeting. The next meeting I will host on the 20th January 2024 at Devonport.....

What's in the Next Edition

- *Part 2 of Eric Coughlan's article 'Using JMRI to Make Operations Easy' will be in the next edition of MainLine, where we will look at some of the simple setting changes that he has applied to his layout, and the impact of those changes to the actual operations.*
- *In the next edition we have an article from a Model Railroader in the USA. Joel Morse (Superintendent, Cajon Division, PSR.) describes how he overcame the problem of cars derailling when going through older Peco code 80 N scale turnouts.*
- *Malcome Jenkin's, MMR® suggests that you should not place turnouts too close to the edge of your layout, and in this article he expands on the reasons why it is not desirable.*
plus a lot more informative reading as well.....