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the

MainLine

magazine

the official journal of the

National Model Railroad Association Incorporated
Australasian Region

NMRA Inc. - Australasian Region Directory

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

I would appreciate all articles to be sent to me in an editable format, such as 'Word, Pages, text, email, but not pdf, and high resolution photos sized up to 300KB in size.

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

NMRA Inc. - Australasian Region Directory

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New Articles

Regular Features

the Cover Photo

In a future edition of MainLine you will read about the activities of the 'Central Coast Model Railway Group', which is a group of Model Railroaders who meet during the 3rd week of each month to run trains on different members layouts. The cover photo depicts a scene from the layout of Gerry Hopkins MMR® who is one of the members of the CCMRG.

Editor's Comments

How many of our members have travelled around this large Australasian Region of ours, visiting towns & cities along the way, and would've liked to have had prior knowledge of where there were some '*Model Train*' action happening at some of the locations that were visited during their trip? And then after the event you were reading through the Divisional Reports in MainLine, and became aware that you had been in close proximity to where an NMRA Inc.-AR Divisional Meeting had occurred, but you didn't know about it. It has happened to me!

Going forward, there won't be a reason for not knowing when meetings are scheduled around the region. If you turn to page **35** you will find a new section which will be included in each edition of MainLine. That section is called '*Meeting Dates Scheduled Around the Divisions*', and it will show the next three meetings which are scheduled in each Division. Every AR member will then have advanced notification of when meeting dates are scheduled, the location and also who you need to contact should you wish to attend. The page number that it will be shown in each edition, will be included in the index on page 4.

In the last edition of MainLine, Eric Coughlan's article titled '*Using JMRI to make Operations Easy*', covered why Eric uses the JMRI Operations Module to set up trains for operating sessions on his layout. In part 2 of his article commencing on page **7,** Eric expands that further and provides examples of the many ways to customise the system to make operations more realistic, as well as showing how Eric has applied customisation to his layout.

Malcome Jenkins MMR® has placed some turnouts near to the edge of his layout and has encountered problems in switching his turnouts. From page **15,** Malcome outlines his reasons for why doing so is not such a good idea, especially if you are using Tortoise Switch Machines.

Joel Morse, (*Superintendent, Cajon Division, PSR*), has offered his layout for both the Layout Tour and the Operating Sessions for the forthcoming '*SurfLiner National Convention*' in California next August. Joel wanted to ensure his layout operates at peak efficiency, so he is now focussed on completing some long overdue maintenance issues, one of which is reducing derailments at turnouts. In this article from our American colleague, which starts on page **19**, Joel explains a simple and effective modification that he is implementing on all 75 of his Peco code 80 turnouts, which is eliminating the cause for the derailments on his layout.

There are reports provided from page **23**, which outline the activities from two of our 100% clubs, these being the Adelaide Model Railroaders Club and the Wide Bay Burnett MRC.

The **NMRA Inc.-AR AGM is on April 20th 2024**, and further details are shown on page **6**.

There are over 30 pages of reports which outline what has been happening recently around the 9 AR Divisions, commencing on page **36**.

I have made mention on many occasions recently of the small number of articles that I have available in reserve, and that situation remains unaltered. This edition of MainLine will be the 24th that I have produced over the last 4 years, and in that time there have been 95 articles from only 32 different Authors. We do have well over 800 members in the Australasian region! I believe that reporting on the activities within divisions, clubs and groups is essential and is the backbone of the magazine, but articles, which showcase member layouts and talents, as well as '*tips & how to do*' articles are also very important. No Articles in a magazine probably equates to No Magazine! Let's see if we can keep the momentum going.....

Merv Bagnall

Editor - MainLine On-Line

Notice of Meeting of Members of the National Model Railroad Association Inc – Australasian Region

The Australasian Region Committee confirms that the Annual General Meeting (AGM) of Members is scheduled, for **11.00am AEST on Saturday 20th April 2024** via Teams and it is planned that it will be hosted in person by Division 1 at its monthly meeting on that day.

Agenda for AGM

- Present:
- Apologies:
- Minutes of 2023 AGM and Special General Meeting 27/11/2023 - Approved by the ARC.
- Significant Motions Carried by the ARC in 2023
- President's Report
- Treasurer's Report
- AP Chair Report
- Membership Officer Report
- Results of Australasian Region ARC 2024 Election

We will issue a Microsoft Teams' invitation via email to members several days prior to the AGM. You will be able to login to the meeting from 10.45am AEST on Saturday 20th April 2024 in readiness for the meeting at 11.00am. We would like as many members as possible to participate in this meeting so please put the date and time in your calendars in preparation.

As per clause 3.2.3 of the Rules of Association (RoA):

Each member of the ARC shall, subject to these rules, hold office until the conclusion of the annual general meeting in the second year following the date of the member's election. This two-year membership cycle shall start with the ARC elections held in 1992.

We are approaching the end of the two-year cycle and as such the following positions on the ARC are open for nominations from our membership.

- President,
- Vice-President,
- Treasurer,
- Secretary,
- Three Ordinary Members

Key dates for the election of committee members.

- 21st March 2024 – Nominations for Committee Positions close
- 25th March 2024 – Send ballot papers if required
- 15th April 2024 – Closing date for return of ballot papers.
- 20th April 2024 - Annual General Meeting

Trevor Phillips

Secretary - National Model Railroad Association Inc – Australasian Region

Using JMRI to Make Operations Easy

Part 2

Customising for your Layout

by Eric Coughlan

In my article on setting up JMRI Operations in Part 1 of the January / February 2024 edition of MainLine, I told you that there were lots of ways to customise the system to make operations more realistic. This article will give you an idea of some of the customisations that I have added for my layout.

Adding extra rules is actually fairly simple. You just need to think what rules control movements in the real world.

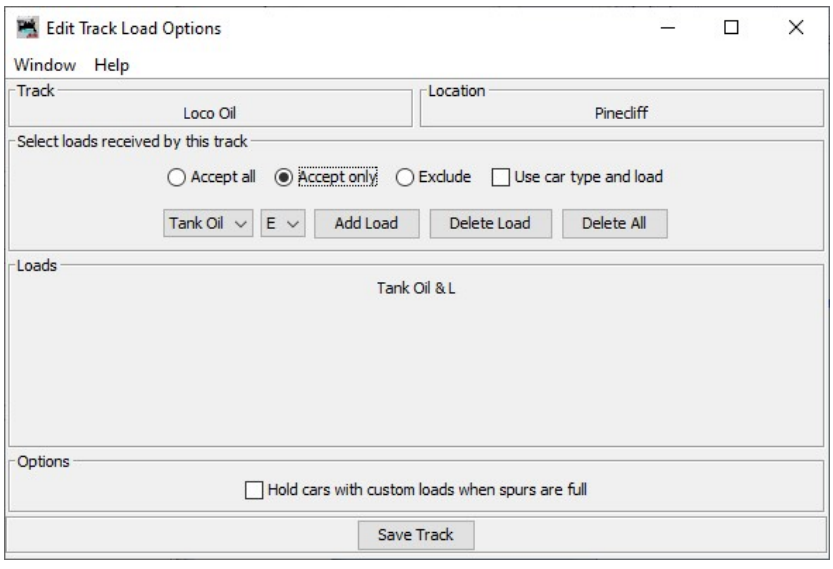
Loads In and Out

JMRI updates a setting for each car every time you move it. This setting indicates that the car is loaded or empty. This can then be used to control car movements. On my layout, I have two towns, Grandview and Pinecliff, with an oil distribution depot at Grandview, where I expect loads to go in and empties to leave, and a loco oil facility at Pinecliff, where, again, I expect loads to go in and empties to leave.

If I did not expand on my rules, the basic setup can result in a tank car being moved from the oil depot to the loco facility, or vice versa. So one of the first options that I wanted to implement was the rule as to whether a car arriving at an industry is loaded or not. It is probably one of the easiest rules to set.

The rule is controlled under Locations > Edit Location > Edit Spur Track.

For each industry, there is a "Load Option". The default is "Track accepts all loads", this can be changed by clicking on the button, which then opens a Track Load options screen. I changed the rule to "Accept only", and also turned the option "Use car type and load" on. The system then displays each type of car that can be accepted by the industry, and whether the car is empty or loaded. Select the combination required and click "Add Load". This will then display the selected option in the panel in the centre of the screen. If you have multiple car types, you can select each and click "Add Load" to add all those required. Then it is just a click on "Save Track" to save your settings. *(Right)*



Once set, the system, when building the train, will check whether the car is loaded or not, and in my case, if the car is marked as loaded, it will send that car to one of my two industries. When the car arrives at the industry, and the train is marked as "Terminated", the status of the car is changed from loaded to empty. The next time the system moves the car, it sees that the car is empty, but as the only industries want loaded cars, it will send the car to Staging. When the car arrives in Staging, it will be changed from empty to loaded, and thus will be available for delivery on the next train. We now have a more realistic movement – loads have to come from off the modelled portion, and empties need to go off rather than just move around the modelled portion.

However, using the empty/loaded option can sometimes cause problems that you may not have considered. As I mentioned in Part 1, my layout has two railroads, my Mountain & Western and the Union Pacific. In the case of the tank cars, both oil industries are serviced by the M&W. So, if I had restricted the movement of tank cars to only run on the Mountain & Western, then the above scenario works well. But I also defined the interchange track as accepting tank cars, both loaded and empty.

This caused me to face a problem where the tank cars would move onto the UP, and may never come back to the M&W, or, if they did, may come back as empty and thus still not valid for delivery to my industries. To show what I faced, here is an example:

1. An eastbound train picks up an empty tank car from Grandview. Next stop is Staging, where the train terminates and the tank car is now marked "loaded". So far, operations as expected.
2. The next eastbound train with that loaded tank car, leaves Staging and runs to Pinecliff. As the interchange can accept loaded tank cars, it is possible for the tank car to be parked on the interchange. Still no problems as the status does not change due to the fact that the interchange is marked as "yard", so the Terminate function does not modify the load status.
3. The next train to arrive at Pinecliff is a UP train, and it may pick up the tank car from the interchange and take it onto its Staging where it terminates, and the tank car is now marked "Empty".
4. Now the UP train may, when it next runs either take the tank car around the layout, but cannot deliver it as there are no oil industries on the UP line, or, may deliver it to the interchange.
5. If we are lucky, the M&W may pick up the tank car from the interchange, but as the car is empty, cannot deliver it so takes it onto Staging.

As a result, I have had multiple operation sessions where a loaded tank car has never been on a train passing through Grandview. And even if there was one, the random factor that I have set in regards to movements may mean that there are not enough moves available that allow the tank car to be dropped off at Grandview. I have provision for a total of 5 tank cars to be in the two oil facilities, and I have 6 tank cars on the layout, but I still have empty oil facilities on a regular basis.

To resolve this problem, I could do a number of different changes.

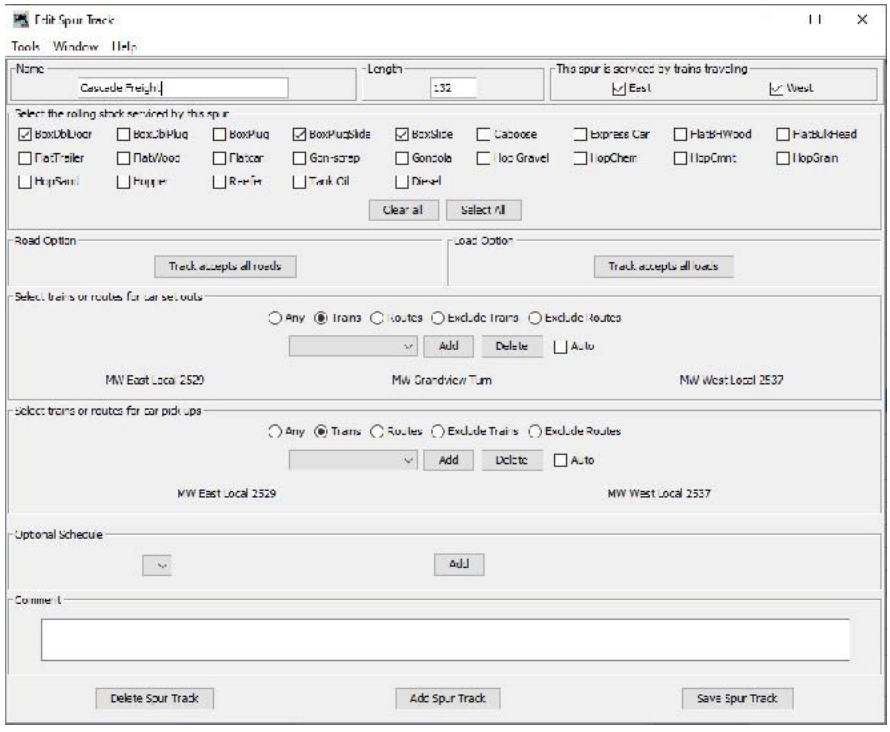
1. The first, and simplest, solution is to not allow tank cars to be placed on the interchange. This limits the movement of the tank cars, and thus increases the chances for a load to be on a train when it passes through Grandview and thus can be delivered to the oil facility.
2. Another alternative is to set the rules for the interchange so that only empties can be placed there from M&W trains, thus forcing any loaded tank car on a M&W train to only be considered for the oil facilities. This could be further expanded to rules for the UP trains to only deliver loaded tank cars to the interchange.
3. Yet another alternative is to put more tank cars on the layout, thus increasing the possibilities that a loaded tank car is on every M&W train and thus available for delivery to the oil facilities. This alternative can cause other unintended issues. According to theJMRI help, it is recommended to limit the number of cars on the layout to only about 50% of available space, including staging tracks. As I found while playing with the settings, if you have too many cars, trains can only swap cars, and if you have a train of empty cars and your industries require loads, the train cannot do any switching.

At the moment, I am happy to leave the situation as it stands.

I have a similar issue with gondolas. I only have four gondolas on the layout with three facilities, all requiring empties, with a combined maximum space of 6 cars. Again, the interchange can also accept gondolas, both empty and loaded. Again, at the moment, I am happy to leave the situation as it stands.

Limiting Access

Whilst in the Locations area, I will deal with a couple of other settings that help control how the cars move around the layout. These rules also reflect the real world. An industry's siding runs off a line owned by a railway, so it is normally only that railway's trains that can service the industry. Thus, on my layout, I need to set the rules for each of my industries in Pinecliff as there are two railroads operating in this town.



These rules are two separate rules in the Spur screen: *(Right)*

· Select trains or routes for car set outs; and

· Select trains or routes for car pickups

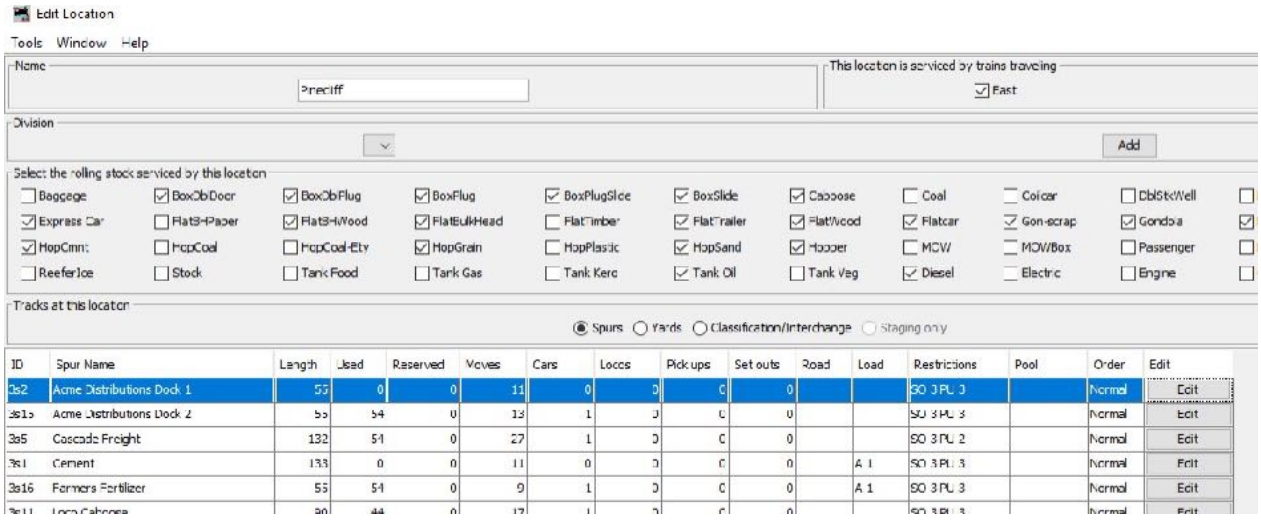
The default for these two options is “Any” but you can change these to either identify which trains or routes can service the industry, or which cannot service the industry. As per the sample shown for an industry at Pinecliff, Cascade Freight, which is on the M&W side of town. I have set the rules to only allow M&W trains to set out, and only the through trains (the East and West Locals) can pickup. I have another train which starts from Pinecliff, runs to Grandview and returns (the Grandview Turn), but I have excluded this train from pickups, although it can set out.

You can set Trains or Routes. I recommend setting the limitations to trains, as a route may be used by several trains. You may, for example, have a morning train and an afternoon train running the eastbound local. Both trains use the eastbound local route, but you may want to restrict the pickups for your industry to only pickup in the morning. Thus you need to set your restrictions by train.

I commented in the last article that the Interchange track is treated like a special type of spur, and that I had declared my interchange track as a “yard” track. If I wanted to apply the access limits to the interchange, I actually need to declare it as an Interchange type, as the interchange type also has the pickup and set out rules, while yard tracks do not have these rules. At present, I am not interested in limiting cars into and out of the interchange, so I can leave it as a yard track.

Industry considerations

I have found that I have considerably modified some of my spur definitions. Originally, I just established a single spur for each industry, and set the length of the spur to accept two or three cars, depending on the actual available space. However, a couple of my industries have loading doors so I want to spot the cars at the actual doors. To allow for this, I needed to define each door as a separate spur. I am lucky that at each of these types of industries on my layout, I have enough room to effectively spot a 50’ boxcar at each door without impacting on the space for the other door. Each of the spurs is defined so that only one 50’ boxcar can be handled. *(Below)* Acme Distribution in the photo below is an example. *(Next Page)*

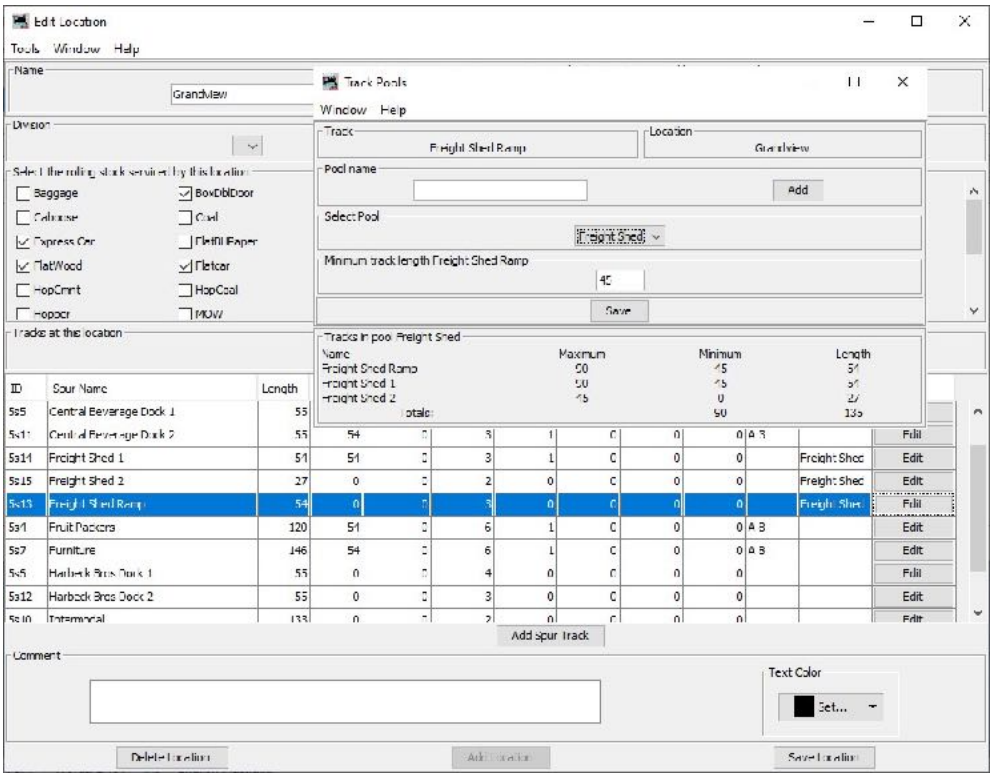


However, I have one industry, the Grandview freight shed, that has a loading platform that can take three 40’ boxcars, or two 50’ boxcars.

When I first defined this spur, I set the length as 145 feet. However, as I found, this will allow two 40′ boxcars and a single 50′ boxcar in the space, but the door to the last car does not align with the actual loading platform. So I needed to modify the rules so that if there were already two 40′ boxcars at the industry, only a third 40′ boxcar could be parked there, but not a 50′ car.

The simplest solution was to reduce the length to 132 feet. However, I also added another complication to the situation. As can be seen in the photo of the shed, the end of the loading platform also has a ramp, and in my mind, this ramp was there to facilitate the movement of goods off a flatcar, for example, a tractor. Therefore, I needed to define this part of the industry to allow the acceptance of flatcars, but only where the ramp was positioned.

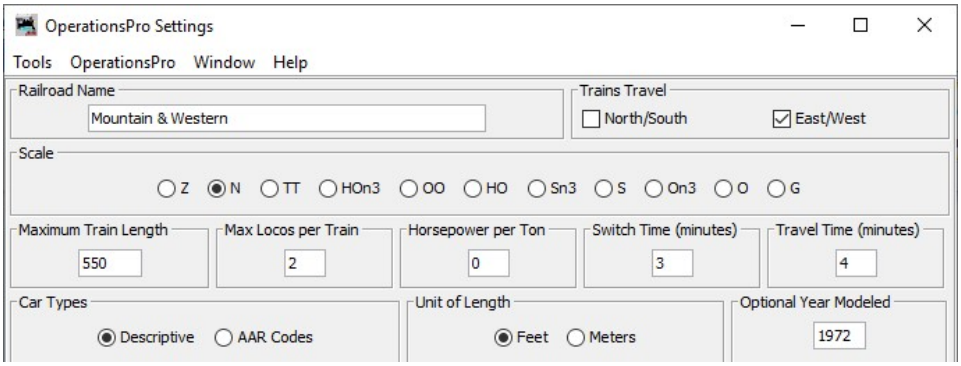
The JMRI help actually provides a very full example of how to setup a scenario where two loading doors support car lengths of 40′, but only one can be used if the car is 50′. The solution is called Track Pooling, *(Right)* and setting up track pools is achieved via Tools > Track Pools from the Edit Spur screen.

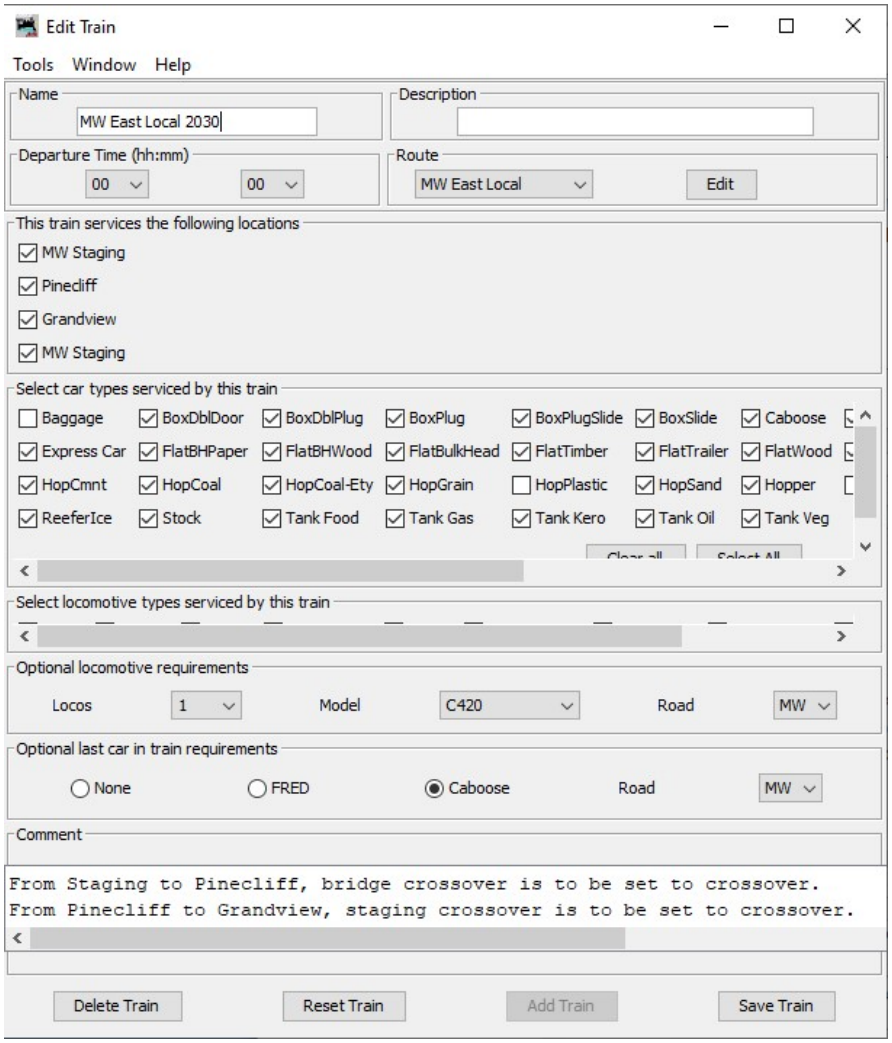


This may seem a little odd when you view the resulting setup, but there is a simple logic being used here. What I have defined are three separate parking spots for the freight shed – 1, 2 and ramp. The total length of the combined spots is 135′, thus allowing a maximum of three 40′ cars to be placed at the industry, or two 50′ cars, or one 50′ and one 40′ car. If you want more information on the logic, just read the JMRI help on Pools.

Train Lengths

On my layout, I have a 2% grade running up from Pinecliff to Grandview, and down from Grandview to Staging. I have set, in general, that the maximum length of trains is to be 550 feet. But, I have found that a train of 550 feet with a single loco cannot get up the 2% grade, it needs 2 locos at least. At the moment, I do not have sufficient locos to allocate two locos to each train, plus, part of my layout design was to have a helper service for eastbound trains up the grade from Pinecliff to Grandview. I am also faced with the problem of a similar grade from Staging to Grandview, but I cannot provide a helper service on these westbound trains, nor do I want to have two locos allocated to the train. How could I manage this?





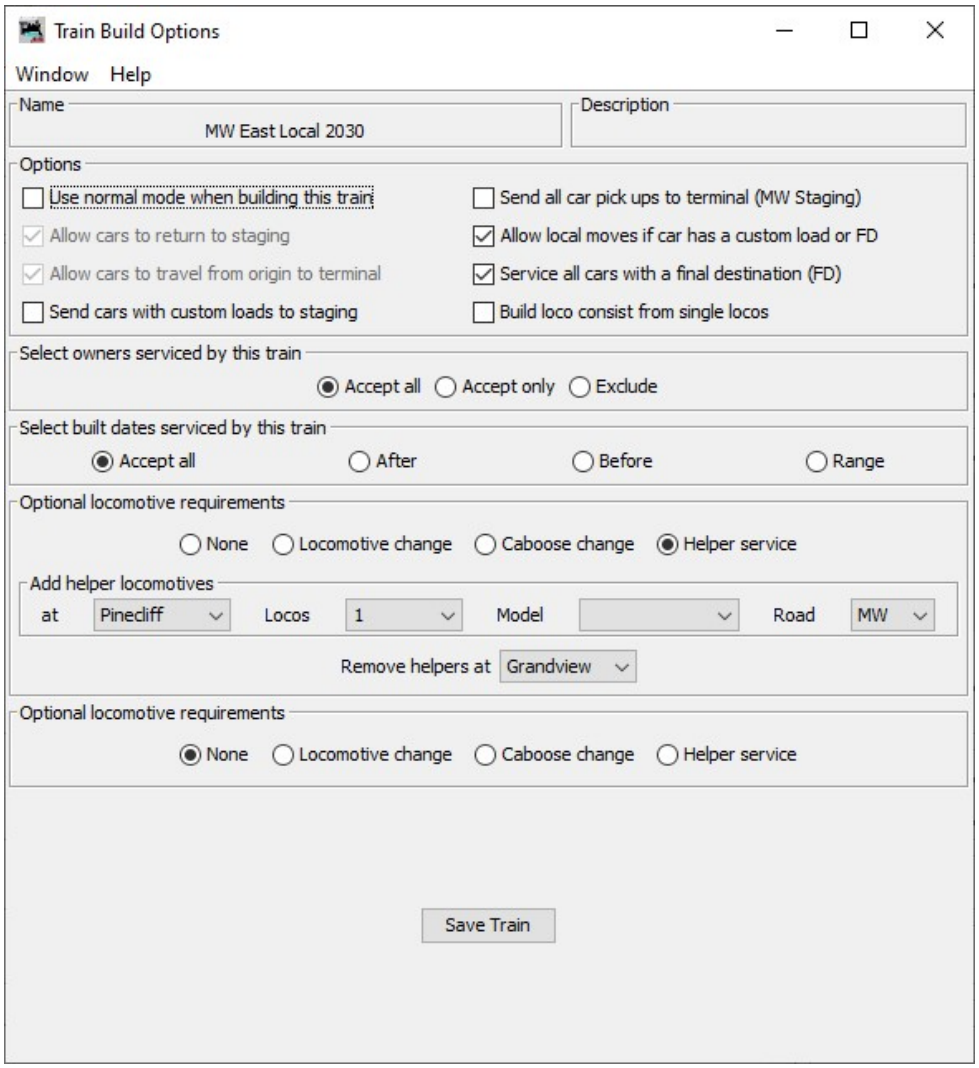
The solution was to set different rules for each train. For the east bound, it was an easy exercise. *(Above)* The first step was to modify the Settings to set the Max Locos per Train. This setting defaults to 0 which means that the system ignores how many locos are actually used. Enter a number and then the system will then start monitoring the number of locos per train.

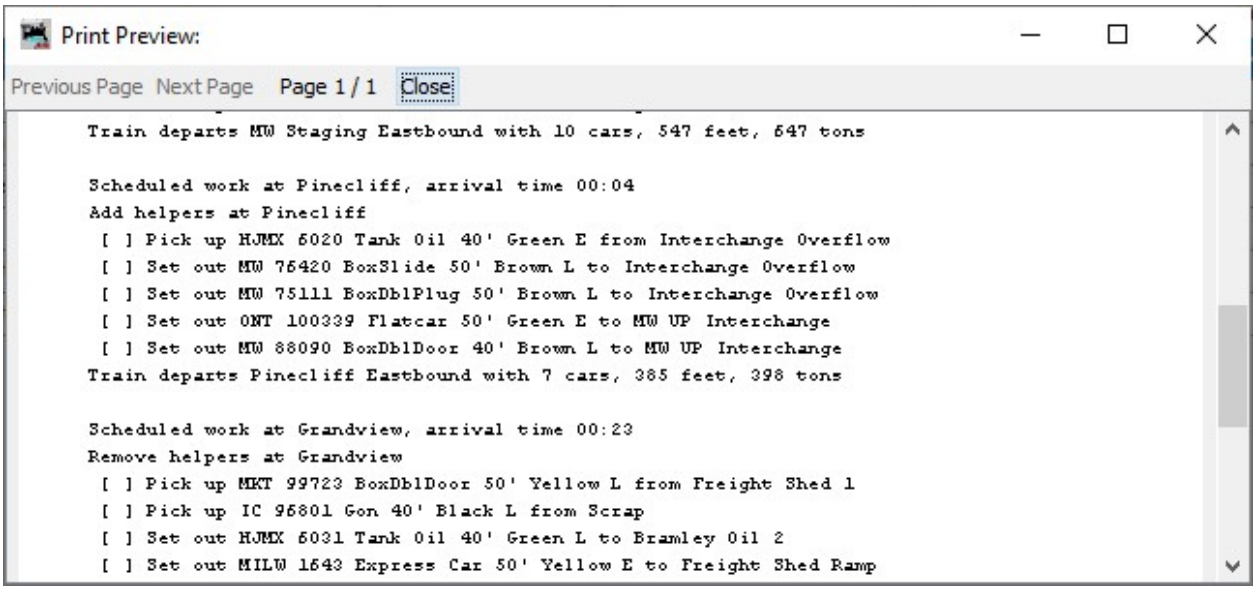
Naturally, you also need to setup the loco roster for your layout. *(Left)* This is a simple task.

I then set my eastbound train as requiring 1 loco under the Optional train requirements:

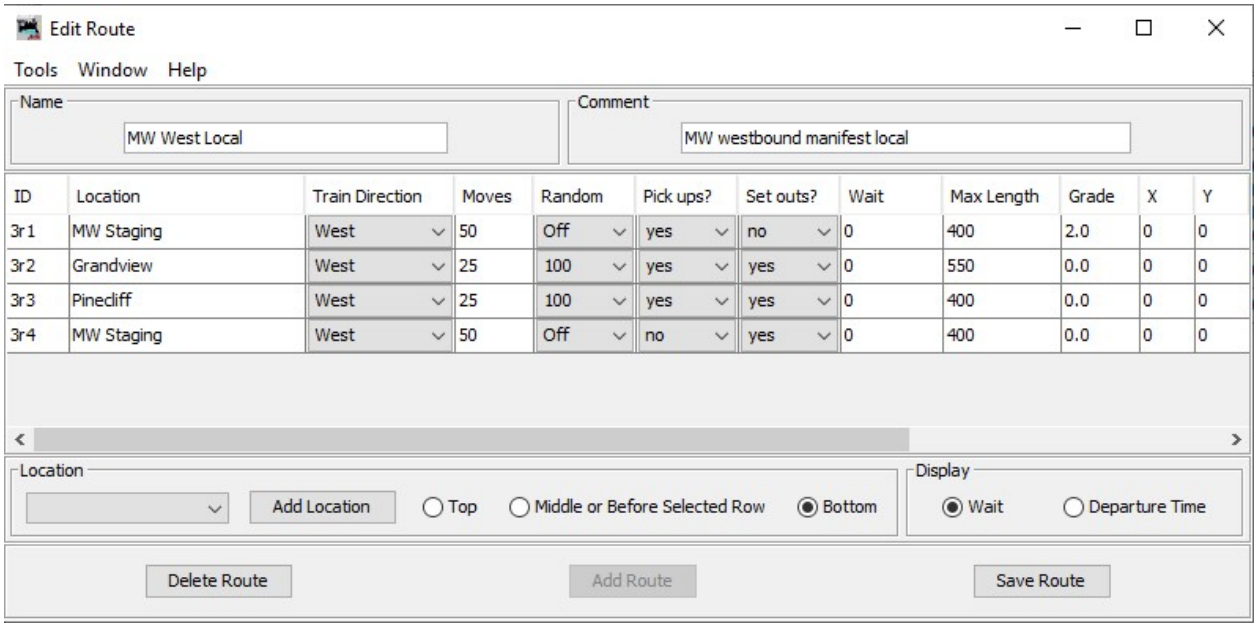
Finally, under Edit Train >Tools > Train Build Options, (*Right)* I set under Optional train requirements that I wanted a Helper Service, and that the helper was added at Pinecliff and taken off at Grandview.

Now, when I build this train, the manifest now appears with the instructions to add a helper at Pinecliff and drop at Grandview. *(Below)*





For the Westbound, I needed to set different rules. *(Below, next page)* I still wanted only a single loco for the train, and I did not have the provision to add a helper in Staging. So, effectively, I needed to reduce the length of the train to one where a single loco could pull it up the grade. This is done via the Route setup:



I needed to be careful with this, as I needed to ensure that the maximum length of the train in Staging did not exceed the length that a single loco could haul up the grade, so I also needed to limit the length of the train running from Pinecliff to Staging.

Summary

I know that there are lots more that I can do with Operations Pro, but the above settings have provided me enough variability to allow me to operate my layout in a manner that I find enjoyable. There are many more variables that can be set, so if you want more, then you will need to read up on the options – the help does provide some good examples, and there are a number of YouTube videos on using Operations Pro that cover how people have setup the system for their own layouts.

The one big plus that I find is that once setup on the computer, I can generate manifests which are different every time……

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.

Why You Should Not Place Points Too Near the Edge of Your Layout

by Malcolm Jenkins, MMR®

The essence of this little story is to advise you not to locate points too close to the edge of your layout, if you have supporting structure at the edge. My standard method of construction has plywood or foam supported on 90 x 12 pine edges, with other cross members as required. This means that the closest a tortoise switch motor can be placed to the edge has its centre at least 37 mm from the absolute edge of the layout. You may well ask what sort of idiot would want to put points, or even tracks, that close to the edge. Sometimes it is through sheer necessity, such as on my small shelf terminus, which is only 150 mm wide, total. Other times, such as the most recent occurrence, it was a mixture of being greedy, trying to cram as many tracks as possible into the storage area at Tailem Bend, and getting a little off whack when laying out the tracks, to the tune of about 12 mm.

Photo 1: Tortoise with wire fed through right hand

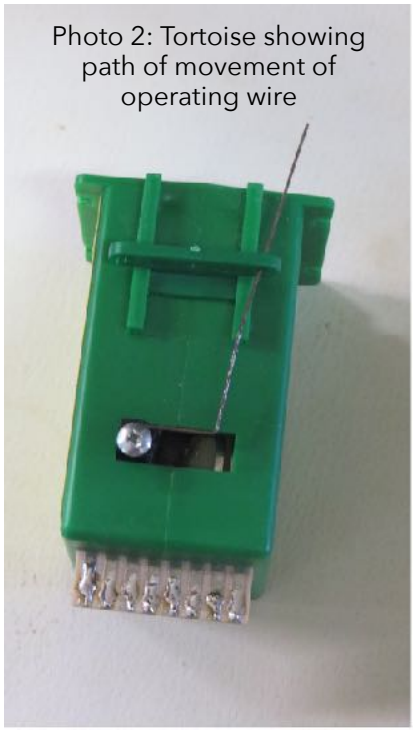


Photo 2: Tortoise showing path of movement of operating wire

Normally one tries to centre the Tortoise directly under the operating hole in the point tie-bar so that the operating wire on the Tortoise can run up through the centre hole in the guide/pivot plate. However, once you have stuffed up, it is (or at least appears to be) possible to gain an extra 12.5 mm by moving the Tortoise that far away from the edge, but feeding the operating wire up one of those two tempting outer holes in the pivot plate. Photos 1&2 show a Tortoise with the wire fitted through the right hand of these holes, and the range of motion this gives. Note that I shaped the wire so that it would still come up from the machine through the baseboard roughly vertical. In spite of this, I still found that it was not possible to make the point operate satisfactorily (adequate throw) without having the wire poke up and interfere with rollingstock.

The reason for this can be seen diagrammatically in Figures 1 and 2 *(below)* . Figure 1 shows how the Tortoise operates with the wire roughly vertical through the central guide hole. It can be seen that actually the tip of the wire moves not in a straight line, but along

a circular arc. Since the wire is free to slide up and down through the hole in the point tie-bar, this is not a problem. But it is clear that the tip of the wire has some vertical motion. When this normal arrangement is used, the vertical movement presents no problem. If the wire is cut off so as to just come above the top of the tie-bar at either side, then it does poke up a little as it moves from one side to the other, but the protrusion is not great, and no rollingstock should be there while you change the point.

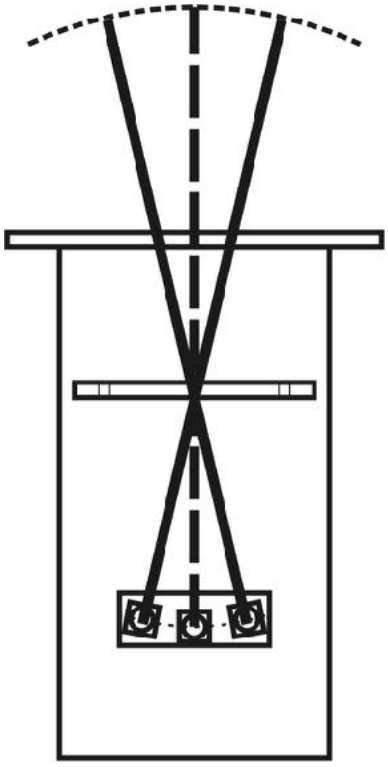


Figure 1 Schematic of operation of Tortoise when using centre hole

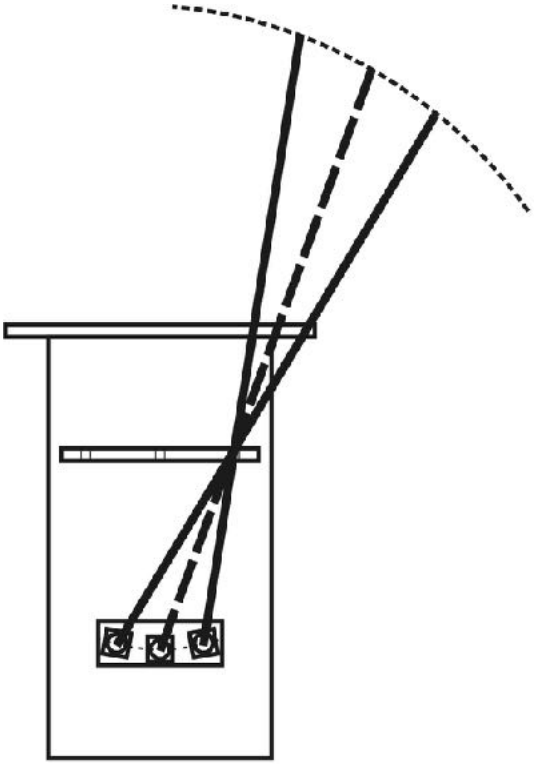


Figure 2: Showing path of top of operating wire when using offset guide hole

Kinematics for those who did not Study Mechanical Engineering.

Figure 2 shows how the problem does arise if you use either of the outer two guide holes. Once I saw this in action, I remembered those lectures I attended back in 1969. Although the Tortoise appears to provide linear motion at the base of the wire, in fact that component is pivoted internally and the lower end of the wire moves in an arc about that pivot point. Once you screw the wire to that actuator, the wire effectively becomes part of a single rigid body, which still pivots about that same internal pivot.

So, no matter how you connect a particular point in the body, its motion is forced to be in a circular arc about that pivot point. Hence my cunning shaping of the wire in Photos 1 & 2 made not the slightest bit of difference. What occurs is what you see in Figure 2.

What you can see there is that the vertical movement of the upper end of the wire is no longer negligible. In practice what this meant was that if I cut the wire off when it was at the left-most position in Figure 2, then when it moved to the right, it fell out of the point tie-bar. No more operation. Having made a new wire and cut it so that it still just protruded at the right-most position, when it moved back to the left it came up a good 6 mm and made a most effective block to passing trains.

Another approach was needed. Fortunately Mr Peco offers a device for connecting a point motor off to the side of the point, possibly even above the baseboard. I have used one exactly like that in a tight spot in my helix, where there was no room under the

board. I have also used one in the Adelaide yard, where one of the points was too close to the edge Photo 3 (*Right*).

Photo 3 - Peco Accessory for offsetting point motor

The device accepts the operating wire of the point motor (and it is not particular about whether that is a Peco solenoid or a Tortoise) and transmits the motion to the point by way of a horizontal bar, supported and guided at two locations, as seen in the photo.

Brilliant! But such a device was never going to fit between my closely spaced storage sidings in Tailem Bend yard. So, after a lot of thought, I took the device and cut it down to its bare essentials – a bar with connection to the point tie-bar and a hole for the wire; some support to keep it at the right height; and some constraint to stop it lifting off. All cut to the absolute minimum. What resulted is seen in Photo 4 *(Above).* The Tortoise is below with the operating wire coming through the central guide hole. It is still located exactly where it was before, but the baseboard hole for the wire is now 12 mm further over, away from the point. The wire does not protrude vertically enough to cause any trouble on the adjacent track.

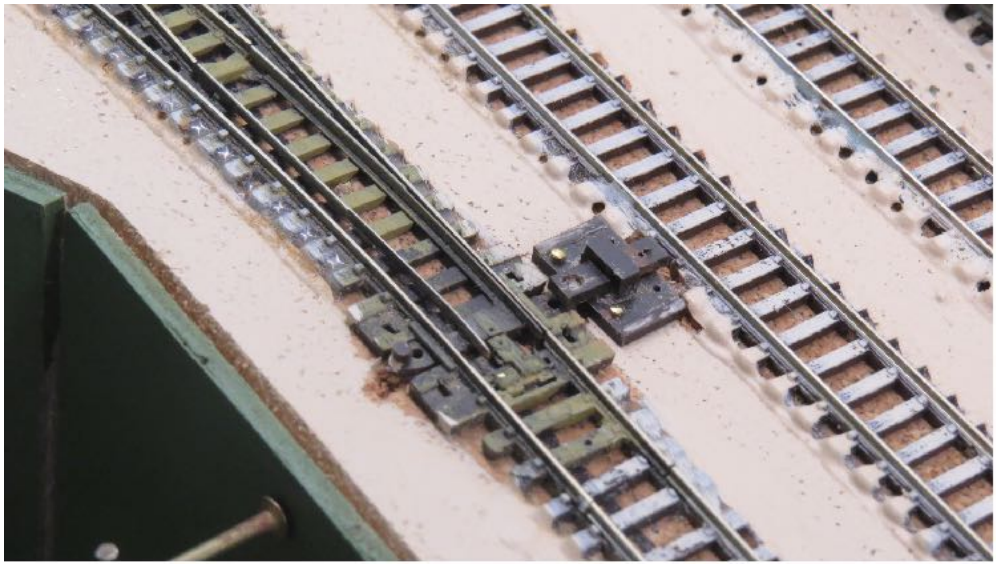


Photo 4 - The device used to operate the point too near the edge of the baseboard

Problem solved. But the moral of the story is: *Don't put points too near the edge of the layout!*

And yes, once all these operational teething problems are solved, both Tailem Bend and Adelaide yards will be ballasted and made to look respectable…..

This article first appeared in the Newsletter of the Victorian N Scale Collective, and is republished courtesy of the VNSC.

Operations – Upcoming National Convention Inspires Me To Get Things Done!

by Joel Morse - (*Superintendent, Cajon Division, PSR*)

If you have read any of my columns and articles over the past few years, you know that my layout was constructed for operations and that I run regular operating sessions. Owning an operations-oriented model railroad and hosting operating sessions requires first and foremost, that the locomotives run consistently without stopping or stuttering and the rolling stock couples every time and nothing derails (except due to operator error).

One of the most frustrating things that can happen during a session as a visiting operator is a locomotive doesn't run or cars derail. And as the host, it's even more frustrating. I know that I take it personally when the layout doesn't run as well as I believe it should; I want my guest operators to enjoy the session as much as possible.

Therefore, the goal is to have the layout run flawlessly, meaning no problems due to trackwork, locomotives or cars. And the only way to minimise (*no ones perfect, after all*) these issues, is to pay attention when there are problems and address them, ideally, before the next session. This means there is a lot of maintenance required to keep things running smoothly, and there is not always time to get everything done in a timely manner.

However, since I have offered my layout for both the Layout Tour and Operating Sessions during the SurfLiner National Convention next August, I now have a deadline for completing long overdue maintenance issues. Therefore, over the coming months, I'm focused on fixing these two operational issues along with completing more scenery, because I want the visiting operators to have the best possible session and for the layout to look great for the convention. There is nothing like an upcoming National Convention to get your butt in gear!

There have been many articles written and videos produced about the many ways to get nearly flawless operations, and in my mind, they boil down the these key points:

1) install the trackwork as carefully as possible and fix problems as they come to light;
2) standardise coupler types on all the locomotives and rolling stock;
3) clean/treat the track and locomotive wheels regularly; and
4) maintain the locomotive fleet.

The two areas I'm focused on in the months prior to August are reducing derailments at turnouts by modifying the 75 Code 80 PECO turnouts and improving locomotive performance by fully servicing my entire locomotive fleet (48 locomotives). This article is about how I'm modifying the turnouts to reduce derailments. The next article will be about fleet maintenance.

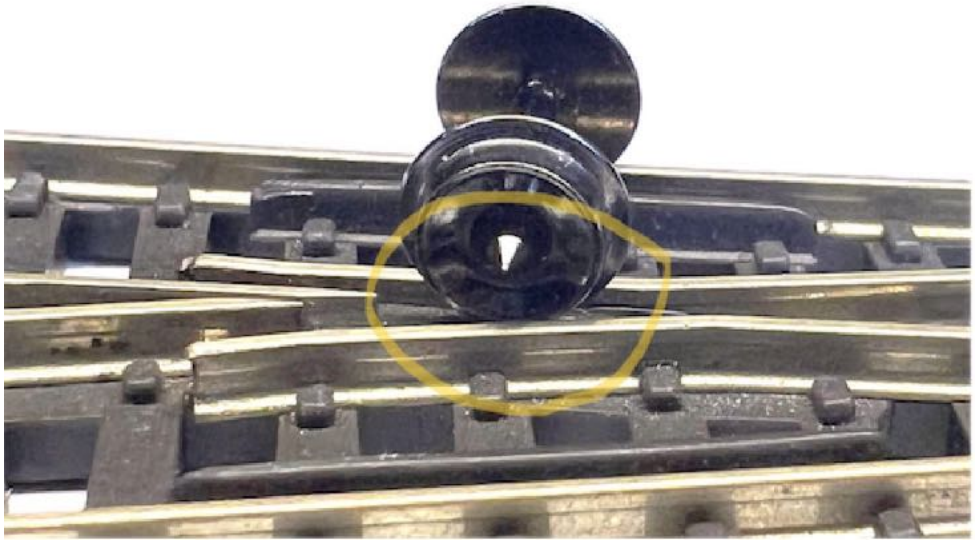
The trackwork for my N-scale NYO&W was initially laid in 1995 and while there has been track added to the layout and the track plan has evolved during the intervening 28 years, the fact remains that I'm running on 28-year-old Code 80 Atlas flextrack and Code 80 PECO Electrofrog turnouts. Appropriate choices at the time and frankly, I'm fine with both, visually. However, I have finally come to recognise that many of the derailments occurring during our operating session are directly attributable to the design of these 28-year-old Code 80 PECO turnouts, rather than crew error.

The turnout design was fine 28 years ago because we were all using wheels with oversize "pizza cutter" flanges; and the turnouts are designed to accommodate the deep flanges and inaccurately gauged wheels on a lot of N-scale equipment. To accommodate the deep pizza cutter flanges and variation of wheel gauges on early N scale locomotives and rolling stock, the flange-way between the pointed end of the turnout frog and the closure rails is oversized. This was not a problem for the pizza cutter wheels because they move through this area with the flanges "on the ground" with the wheel tread remaining at the same height as the rail.

With the introduction of more prototypically sized flanges, this necessary accommodation is now a design flaw and a cause of sporadic derailments. With today's more prototypical flanges, when a locomotive or car passes through the turnout, the wheels on the frog side may lose contact with the rail between the frog point and the closure rail and drop into this oversized area. Look carefully at Figure 1 (*below*) and you

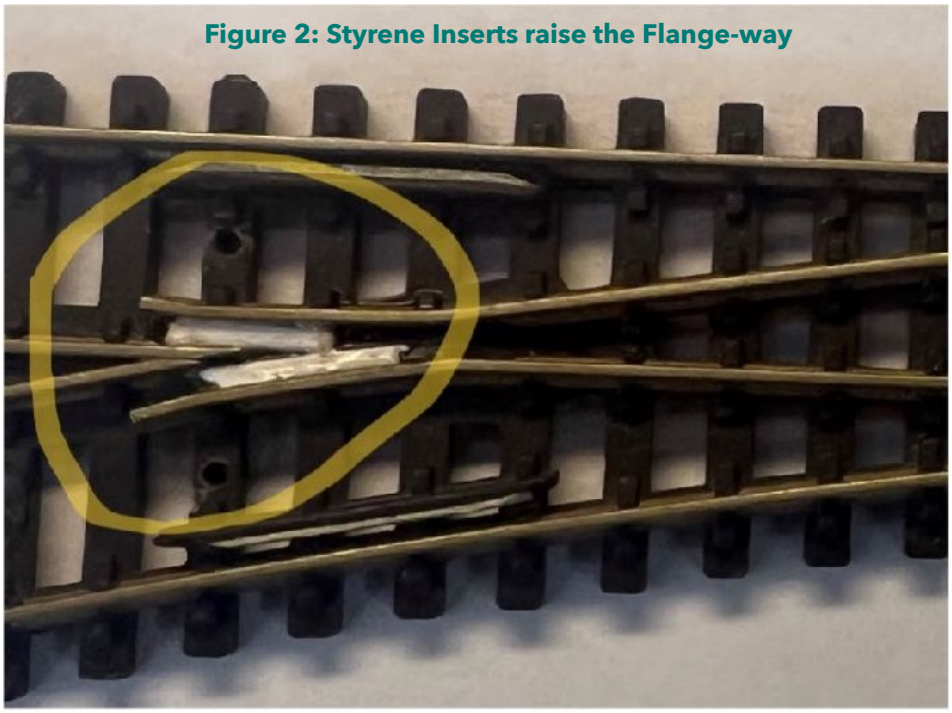
can see that the wheel tread and face of the wheel are below the railhead. As the wheel moves through this area and comes out of the flange-way, it hits either the point of the frog or the edge of the closure rail. Sometimes there's just a wobble as the wheel bounces back onto the rail; other times it will derail. The problem is intermittent because the outcome depends on the speed of the train, the direction through the turnout, whether a car is being pushed or pulled through the turnout, and the stiffness of the truck. This is a particular problem with small 4-wheel truck locomotives, such as the NW-2, which tend to derail for "no apparent reason", and I have 12 of these.

Figure 1: Metal Wheel drops into Flange-way at frog.



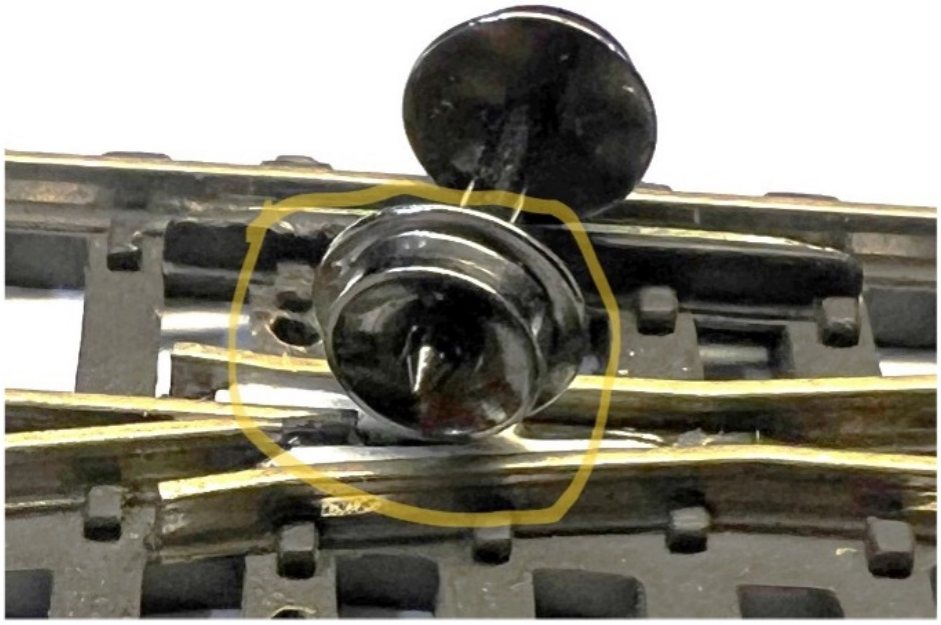
I've been aware that something was causing the derailments for many years, but because derailments were inconsistent, I never identified that the turnout's design flaw was the cause of the derailments, nor I'm sorry to say, did I prioritise fixing it. Now it's a key project. Luckily, the solution, once it was identified, is relatively simple: glue .010 x 0.40-inch styrene strips to the bottom of the flange-way, .010 side flat down, in each of the 65 turnouts on the layout, as shown in Figure 2. The work effort to install each of them and paint them black is now a priority over the next few months.

Figure 2: Styrene Inserts raise the Flange-way



After the styrene has been installed and the bottom of the flangeway has been raised 0.010-inch, the wheels roll through without dropping into the flangeway, because now the more prototypically sized flange rides along the bottom of the flangeway and the tread remains at rail height. This is clear in Figures 3 and 4.

Figure 3: Styrene Lifts the Flange



This work effort will be "time well spent" because the convention visitors will have a better operations experience, and my regular crew will be pleased as well!

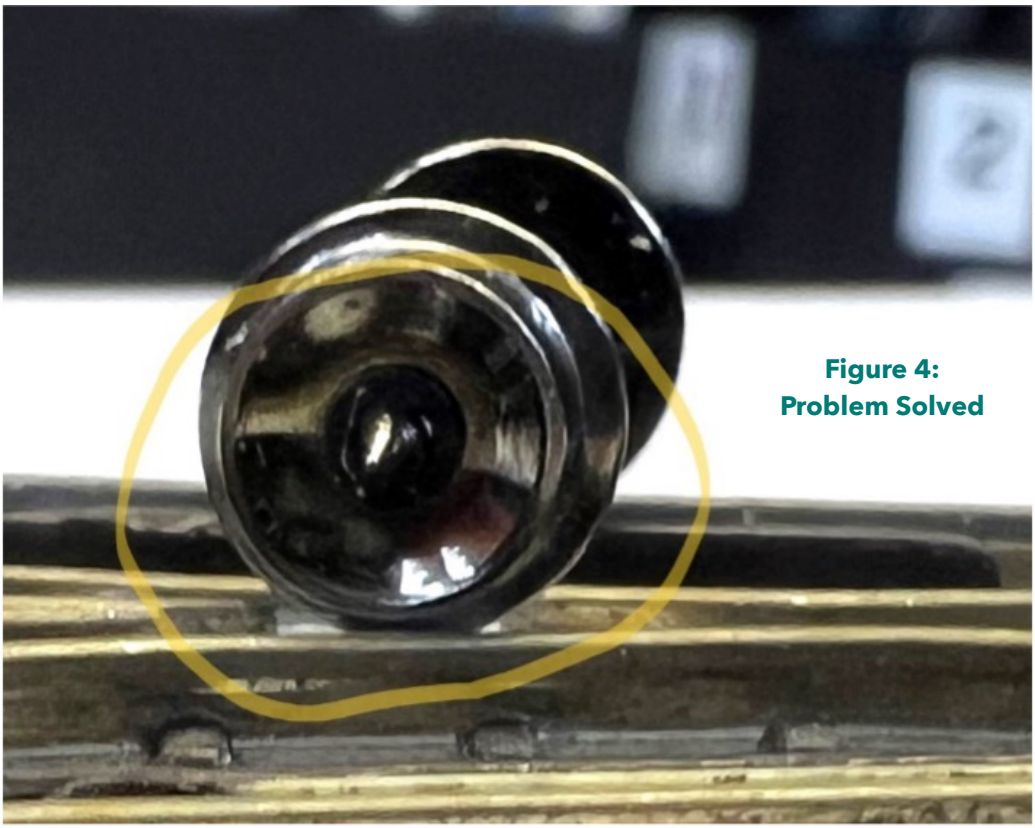


Figure 4: Problem Solved

Then next major project in preparation for the upcoming SurfLiner National Convention will be the overhauling and servicing of each of the 44 locomotives that work the NYO&W, DL&W and D&H on the layout……

100% NMRA Inc.-AR Club News

Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - Operating Session & Running Night **January 2024**

By Ken House (AMR Newsletter Editor)

https://adelaidemodelrailroaders.com

OPERATING SESSION JANUARY

Billy Page's 900 class locos (*Below*) rolling through Houseman with a long train of AHGX grain hoppers. Although the 900s did make it into the Australian National era they were never painted green and yellow. These Auscision models have a striking resemblance to what might have been the livery.

This month we welcome new member Billy Page. Billy is the first member of the AMR who is under 30 for many years. It is great to have some young blood to give the club a fresher perspective. Billy is also a member of SA N gauge society (SANGS) but has a collection of Australian HO scale stuff. I hope that Billy's membership is the beginning of more young members in the AMR. Wishing Billy a long and enjoyable membership with the Adelaide Model Railroaders.

SCR OPERATING SESSION

The session held on January 10 had a good roll up of ten operators. Tony was yard master at Houseman. Paul W was yard master at Kingston. Kingston does not have a yard in the true sense, it is actually an extensive industrial area. That left eight to be the five road crews meaning that some crew had to be two man crews.

The session began from where the December session left off, which was not far into the sequence, because there was not many operators at that session. The only train not completed was the Houseman turn east which was conveniently in the Houseman departure track ready to go.

At the beginning of the session there was the tank train and cattle train both wanting to work at Opie. The tank train was the first to get away. The best decision because the tank train was the least unlikely to hold up other trains not having other stops on the SCR. The cattle train east later caught up with the Houseman turn east at Zieglersdorf. Trains meeting like this makes for an enjoyable session.

All trains ran smoothly. There was the occasional derailment and some dead track at the east end of Haynes made for difficult switching for the coal drag. Also the coal drag's loco had to be changed because the first loco had a frozen coupler.

Right: The cattle train east arriving at Zieglresdorf while the Houseman turn east is still carrying out it's switching duties.

Left: Warwick, Paul A, Christiaan and Peter at the beginning of the session while Opie is being switched by the Tank train and the Cattle train.

Right: Unicorn Timber and Mining co RS1 1000 departing Opie long hood forward with the tank train.

Left: Alex and Billy drew the Pt Douglas train.

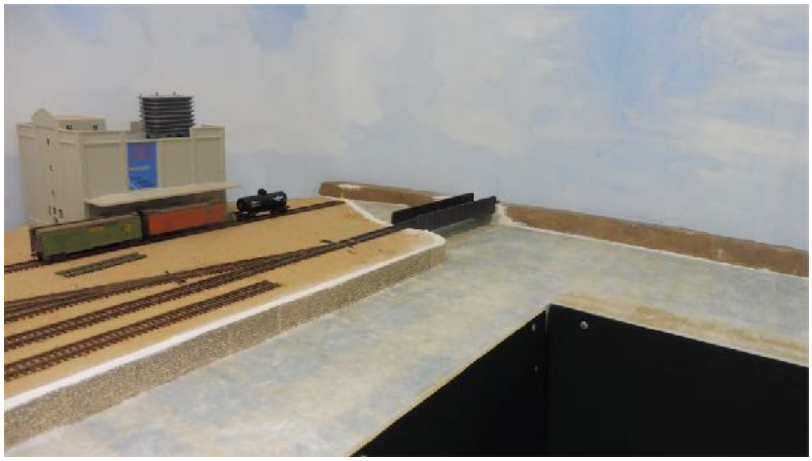
Above Right: Watching the Houseman turn east switch at Werkendam. L - R Christiaan, Wayne (switching crew), Peter ,Paolo (switching crew), Alex and Warwick. I hope that Wayne and Paolo received some useful advice.

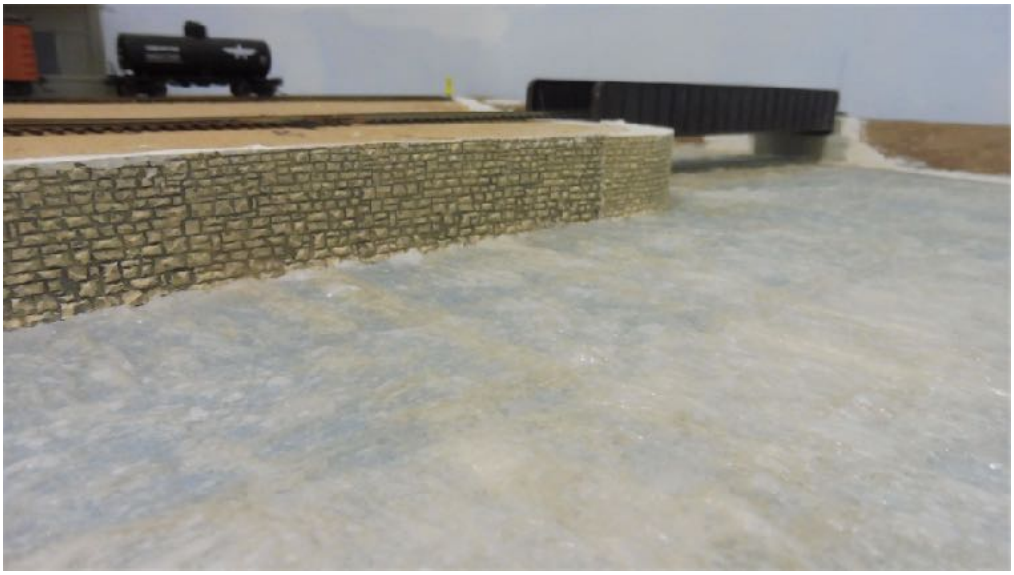
Left: A merchandise train departs Barclay (west staging) under the control of Billy and Alex.

Following the session all enjoyed supper and a chat.

WORKING ON THE SOUTHERN CENTRAL

Right: Warwick is now beginning the water at Pt Douglas using the toilet paper and PVA method. This is the Warwick River rather than the sea. The river flows under the bridge out to the sea. First Warwick covered the base with a thinned coat of PVA glue. Then glued down three layers of toilet paper also using thinned PVA working ripples into the toilet paper on the last layer using his brush.





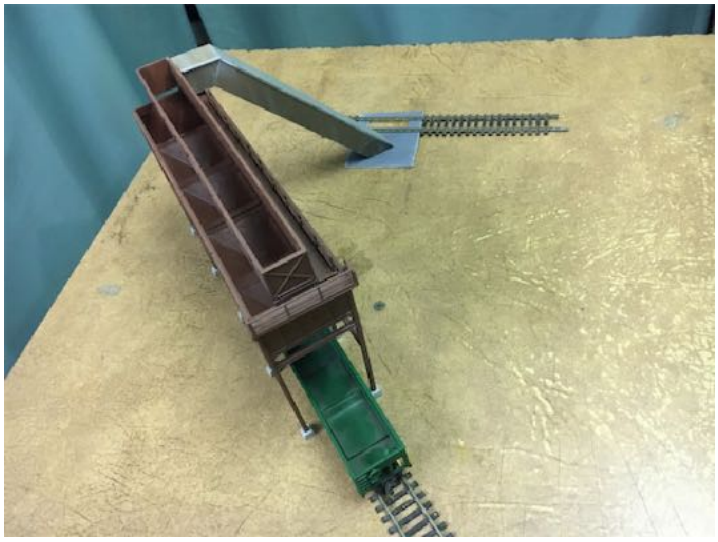
Left: The ripples are more visible in this photo. The retaining wall to protect the river bank from the wash of passing boats is a "stick on" stone wall from Cooch Enterprises.

Wayne has completed wiring module 2 of the steel mill but it still needs LED strip lighting to illuminate the tracks passing underneath.

ON MY WORK BENCH

Ken House

Right and below: For loading coke out of the coke plant and into the high sided coke hoppers I Joined two Walthers aggregate bins together. Then constructed an elevator from scrap corrugated styrene given to me by NMRA member Ainslie Britain. The pit to drop the coke into is also a piece of grey styrene. The rear track will be an unpowered track coming from behind the coke ovens then through the quench tower and finally to the pit. Simulating a drop bottom gondola taking hot coke to be quenched then conveyed into the bins for loading into the hoppers.



Right: I have finished painting the stripping crane which is to go in front of the rolling mill. This crane will strip the moulds from the hot ingots of steel before they go into the rolling mill to be rolled into their final shape.

Left: The club is purchasing two Bud cars from Peter King for a passenger service from Barclay to Pt Douglas one of the stops being Opie.

Above: Some sort of low relief passenger depot would be needed at Opie so that the Bud cars would know where to stop. To make this low relief structure I cut the front off this station that I had on the kid's layout that is no longer used. I removed the door and windows and turned them around because this is the side which will be viewed.

Right: Side on view. The structure will be glued on to a grey styrene low level platform for passengers to alight on to ……..

JANUARY VIDEO PAGE.

click on images to view videos.

Christiaan takes a walk through the Southern Central Railroad.

C Werk

Action from the first hour of the December operating session.

K House

100% NMRA Inc.-AR Club News

Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - Operating Session & Running Night **February 2024**

By Ken House (AMR Newsletter Editor)

https://adelaidemodelrailroaders.com

WORKING ON THE SOUTHERN CENTRAL

Last September when club president Jeff Barclay visited his daughter who lives in California he was able to bring a quantity of photo back scenes back with him saving cost and possible damage. Members have now begun installing them.

Above: Tony Mikolaj went to Bunnings who colour matched paint against the photo back scenes. In the mock up above right Tony is blending the colour matched paint with the sky in the photo back scenes. Above left shows the back scenes against original sky pained by Christiaan Werk. Tony has been assisted by Wayne Hoskin in the prep work.
photos: Tony Mikolaj

All of a sudden Pt Douglas is now looking like a port. What a difference water makes to this scene!

Left: This scene, staged by Christiaan, shows off Warwick's water.

Warwick Graham painted over the rippled toilet paper - PVA mix, see January Booster, with acrylic paints. Then applied clear gloss varnish.

Christiaan Werk has added greenery to the river bank to further enhance the scene.

Former member Graham Redman built the ship and fishing boats from card kits from Scale Scenes.

The track nearest the ship could be extended by 200mm to 300 mm to allow space for any cars that need to be set out "off spot". *photo C Werk*

Right: The car float is in place in this photo. The car float is a Walthers kit that the club bought cheap, shortened and reduced to two tracks by Ken House. When built, the tug boat, another Walthers kit, will sit where the ship is. Having brought the float down river and positioned it at the loading apron. *photo: C Werk*

Left: What has changed in this photo of the farm - Wallage Wells?

For answer see photo bottom page13. *photo; C Werk*

Right: The club has bought these two Budd cars from Peter King. They will be put into service as the passenger train from Barclay to Pt Douglas stopping at Opie and Houseman on the way. Tony has coded them 1140. Christian test ran them and reported that they are excellent runners. *photo: C Werk*

Left: Christiaan has changed the volcano into a snow capped mountain. *Photo: C Werk*

Left: Iron ore jennies running through the problem track at the east end of Prattis after Tony Mikolaj repaired a short piece of track that was over gauge. *Photo: A Mikolaj*

FEBRUARY INFORMAL RUNNING

Australian and transition era United States trains were run. All photos courtesy of Christiaan Werk.

NR30 in dream time livery

SCT train at Barclay

NR76 in Overland livery

Challenger at Kingston

SCT train approaching Houseman

UT&MC RS1 in the Jeremy Junction loop Budd cars on Cooke's cut Off and Santa Fe alligator with Santa Fe heavy weight cars on double track main line.

FEBRUARY OPERATING SESSION

By Tony Mikolaj

Seven people enjoyed the session held on February 14.

During the setup the week before, to give us some extra trains to run I reset the fuel train that needed to be moved off the track anyway and added hand written paperwork for the recently acquired Budd cars, these were sitting at Redman so I had them run to Barclay stopping all stations and then from Barclay to Port Douglas and return, again stopping all stations.

I took on the multiple roles of Train control, Housman Yardmaster and Kingston Yardmaster. There were only two stopping trains for Kingston so not requiring a full-time Yardmaster.

We had two single crews, Warwick Graham and Peter Kirkland, and two double crews, Paolo Arman with John Daly and Christiaan Werk with Mel. Mel, a prospective new member, is the person that helped me with the paint for the back-scenes at the steel works.

There were a couple of operator errors, the passenger car upon returning to Housman went straight to the turntable without unloading the passengers first. As they were all rail-fans we simply charged them the extra $100 for the yard and turntable tour and they were happy. The passenger Barclay to loop and return missed the loop so went all the way to Redman.

A few trains derailed at the east end of Prattis and the thought was that we had a dodgy point. With later investigation on Friday I discovered that it was actually the short piece of track between the two points that was over gauge. The addition of a few track pins has rectified the problem but we will have to keep an eye on it and maybe replace that short section if it plays up again.

Other than that, all trains ran well and everyone enjoyed themselves. Mel said that he liked the way everyone was doing their own thing and it all came together as a whole. John Daly said he intends to get back to the club more often.

We finished off one train from last session and also ten more to complete the cycle so next month will be a full reset. We also need to take a more detailed look at the system Ken has suggested as it should give more variety to the trains…….

Above: Christiaan took this at Zieglersdorf between sessions. Why has a reefer destined for Peters Packing been set out at Amy's Pickles?

Left: The tank train is passing through Zieglersdorf. Peter Kirkland is operating the Houseman Turn. Is he looking a little perplexed because he has to sort out the silver reefer incorrectly spotted at Amy's Pickles?
photos this page: C Werk

Right: Unicorn Timber and Mining Co's RS1 number 1000 crossing Joliffee's Jump with the tank train.
photo: C Werk

Left: The Budd cars at Kingston. The box cars in track three are empties waiting to be returned to the various grain elevators by the Grain Train west. *photo C Werk*

FEBRUARY VIDEO

Click on image for video

Above: Video by Christiaan Werk. Tony, Wayne, and Mel watch the West Wind a named passenger train pass by Houseman yard.

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 **February 2024**

The most recent working bee on the Wide Bay Burnett Model Railway Club HO layout was held on Saturday 17th February.

As detailed in the December 2022 Mainline update for our club, we took delivery of 4 sheets of Bendy Ply, which were destined to form the ceilings and backdrops for our modules.

On Saturday we gathered to install these sheets, which had been cut to size and had portals cut in as well. Trevor Hodges brought his battery powered brad nailer to make it easier to affix the panels into the modules.

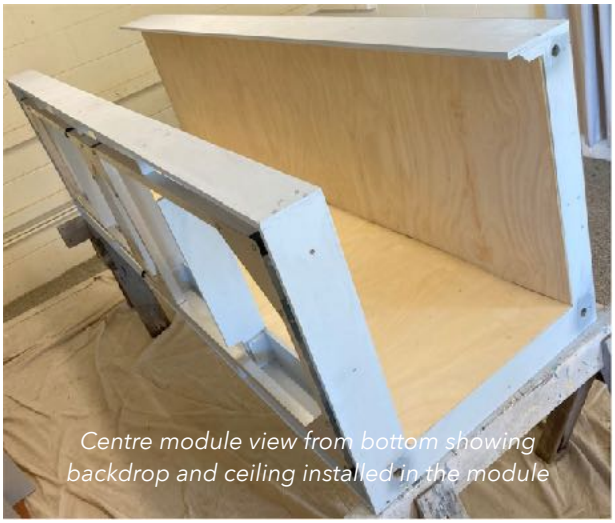
Left Hand module with coved, or curved backdrop and ceiling installed.

We checked the length of the sheets for the top or ceiling pieces and glued and nailed these into each module. We install some small plywood offcuts against the "bulkheads" on ends of our two outer modules to provide support for the ceiling on the edges. Each module has a lateral, or lengthwise section of plywood, which supports the ceiling along its centre as well as being supported by the C-sections or "ribs" of each module.

We then fixed in the backdrops for each module in the same manner using glue and nails. We curved the backdrops for the two end modules as we installed them.

At the next working bee we will install additional plywood bracing to support the backdrops as they are only supported by the C-sections of each module.

As mentioned previously we will be preparing for the Bundaberg Model Train and Hobby Expo, which will be held March, 23rd and 24th, so the working we just held will be our last working bee until May…



Centre module view from bottom showing backdrop and ceiling installed in the module


Wide Bay Burnett Model Railway Club Inc.
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LISTNR
AUSTRALASIAN MMRA REGION

Meeting Dates Scheduled Around the Divisions

The dates and locations of the next three Divisional Meetings scheduled in your area are listed below.

This listing may benefit as a quick check list for Divisional Members for when their meetings are scheduled, and it may also be valuable to other NMRA Inc.-AR members to know when other Divisional Meetings are scheduled. This may encourage members from other Divisions who are travelling around the region, to attend an NMRA Inc.-AR meeting in a different division to their own, and meet new people.

I have included a shortened version of the meeting host address, so that guests don't just 'turn up'. If guests / visitors are interested in attending a meeting in a location outside of their division, then you should contact the Divisional Superintendent of that division as shown on page 2 above for more details.

The list below will be updated in each MainLine edition, as I receive meeting updates from the divisions.

Division	Meeting Date	Venue	Location
Division 1	March 23	Bundaberg Train Show	Multiplex Centre, Bundaberg West QLD
	April 20	Logan District MRC	Slacks Creek QLD
	May 18	Garry Paper	Hillcrest QLD
Division 2	March 16	Tony Roberts	Bombala, NSW
	April 20	Canberra Monaro N Scale Group	Queanbeyan Railway Station ACT
	May	- No Meeting Scheduled	
Division 3	March 17	Noel Purdey	Rosanna VIC
	April 14	Peter & Michelle MacDonald	Bacchus Marsh VIC
	May 19	Peter & Julie Kendall	Essendon VIC
Division 4	March 17	David Whibley	Lesmurdie WA
	April 21	Frank Godde	Forrestfield WA
	May 19	Alan Burrough	AMRA Clubhouse, Bayswater WA
Division 5 ?			
Division 6	March 9	Paolo Arman	Edwardstown SA
	April 13	Peter Jackson	Aldgate SA
	May 11	David Orr	Modbury North SA
Division 7	March 2 & 3	NSRMA 51st Exhibition	Forestville Memorial Gardens NSW
	April 13	- TBA	
	May 4 & 5	Great Train Show	Rosehill Gardens Race Course NSW
Division 8/9	March	?	
	April	?	
	May	?	
Division 10	March	- No Meeting Scheduled	
	April	- No Meeting Scheduled	
	May 18	Pat Britten	Devonport TAS

Divisional Reports

Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)
Report for February 2024 meeting

The Div 1 report for the February meeting will be included in the next edition of MainLine..

Division 2

Stephen O'Brien (NMRA Inc.-AR Division 2 Superintendent)
Report for February 2024 meeting

The Div 2 report for the Jan & Feb meetings will be included in the next edition of MainLine.

Division 3

Peter Kendall (NMRA Inc.-AR Division 3 Superintendent)
Report for January 13, 2024 Meeting:-

Meeting Attendance and Apologies:
TBA members, guests & Partners
11 Apologies; Peter Kendall, Rod & Julie Hutchinson, Laurie & Rose Green, John Dennis, Bob & Myra Thornton, Glen Brooks, David Standen, Paul Richie.

Next Exhibitions:
- Stawell Mini, February 17 & 18.

Next Meeting: Paul Richie at Ballarat, Sunday 25th February, 2024.

Report:

Meeting was held at the home of John Dorset in Warrnambool.
Discussion on the Warrnambool Exhibition…….

Division 4

From Frank Godde, MMR® (NMRA Inc.-AR Div4 Superintendent)
December 17, 2023 Meeting:-

Meeting Attendance and Apologies:
9 members
3 Apologies

Awards:
Dennis Turner was presented with the Hopkins\ Bone award for his work in the advertising area of the NMRA at the AMRA show this year. His wife Anne offered to hang it in his train room, we will all get to see it in January.

Next Meeting: Next meeting will be at Dennis Turners home in Greenfields.

Report:
Div 4 super supplied the report to the members there, first, that Frank had replied to AMRA that Div 4 would not be part of their show in 2024. We also planned next year's meetings and the newer members were also included in this program. The 2024 program was laid out for the members to think about and participate in.

Frank will run the clinics on the starting of a layout and it's progression towards it's completion. There should be much input by the active members.

Dave has borrowed a small lathe and is very keen to start turning brass bar. He wants to scratch build a locomotive for his "Motive Power" certificate in the AP program.

This was our last meeting for the year and the members were invited to Forrestfield to have a BBQ lunch with the Godde's. I must thank my wife Hilary for doing all the work and now I don't have to cook for at least a week.

The December meeting was very short and was held only to present Dennis Turner with his Hopkins\Bone award *(Right)*. Dennis received this award for his work in promoting Division four during the AMRA show and for his work in placing the videos of Division four members on youtube. Dennis worked on all the paperwork required with the promotion of fliers which were handed out at the AMRA show last year. There was a lot of work involved and he was well deserving of this award.

The rest of the day was devoted to Division four having Christmas lunch at our place for the members who were present.

I have held back this report until I had worked out in which direction Division four was going this year. We will be visiting most members homes and layouts.

I found that the newer members could do with some direction in the art of putting a model railroad together, also some help in the art of building scenery. This will take form in talks with demonstrations on their meeting days.

Frank has ceased keeping Australian parrots and finches and removed all of his avaries leaving a bare area on which Stratco will build a 6x10 metre shed. The new G gauge layout will be built there as well as an on30 layout. "I'll be very busy for years" was the comment……

Division 4

From Frank Godde, MMR® (NMRA Inc.-AR Div4 Superintendent)
January 21, 2024 Meeting:-

Meeting Attendance and Apologies:
6 members
3 Apologies

Awards:
Nil

Next Meeting: Will be on 18 February 2024 at 2 pm at Bradley Watt's place 68 Ranmere Way Langford

Report:
Dennis had asked us to help him with soldering droppers on to his N gauge yards. I think we all enjoyed the afternoon. Thankfully the weather was reasonably kind to us after a shocking week of hot days.

Dennis showed us a device he had bought in Sydney, which fitted on to a vacuum cleaner. It levelled the ballast on his N gauge track and sucked up the excess ballast.

Anne provided a very nice afternoon tea and we all thank her kindly……

Division 5

From Philip Sharpe (NMRA Inc.-AR Div5 Superintendent)
Report Covering the period from Mid November 2023 to Mid January 2024:-

Meeting Attendance and Apologies:
6 members

3 Apologies

Awards:
Nil

Next Meeting:

Report:

Ray Matthewson

Ray Mathewson, aged 90, passed away late last year in Levin, a small town north of Wellington.

Although Ray was not an NMRA member at the time of his passing, and possibly was never an NMRA member, he made significant indirect contributions to NMRA activities in New Zealand.

Perhaps the most important of these contributions was being the inaugural editor of the electronic newsletter *Highball*. The main purpose of the *Highball* was to report on the activities of the American Central Model Railroaders, a Wellington base group of American modellers. Ray edited the Highball from 2007 to 2018 and produced 250 issues.

The *Highball* acted as the de-facto Division 5 newsletter until the introduction of *The Bridge* in 2021.

Ray will be sorely missed.

Club and Group Activities

The City of Sails MRC (Auckland) held a very successful Christmas barbecue at the home of James Kelso and Jeanette Marsh. James and Jeanette have a lifestyle block with

sheep running on the block. The sheep added to the enjoyment of the barbecue for two young attendees. The success of the barbecue illustrates the importance of clubs holding social activities.

The American Central Model Railroaders (Wellington) held an enjoyable end of year function at Kel and Ruth Sherson's home.

2024 NZAMRC Convention

The 2024 national convention of the New Zealand Association of Model Railway Clubs (NZAMRC) will be held in west Auckland, April 26 – 28. This convention is intended for modellers of all prototypes. Much of the organisation of the convention is being done by three members of the NZAMRC's national executive and three members of the local organising committee (LOC). Five of these six people are members of Division 5 and it can be fairly said that Division 5 is making a large contribution to the running of the convention.

Over the last two months, the LOC has made extensive progress on organising the convention. In particular, the LOC used the fact that the NZAMRC is a non-profit organisation to get a significant reduction in the cost of hiring the venue. This reduction will go a long way to ensuring the convention does not run at a loss.

Flatcar Load Challenge

I originally called the "Flatcar Load Challenge" the "Flatcar Load Competition". A member of the NZAMRC national executive thought that the word "Competition" in the title could lead some convention attendees to confuse the competition with the NZAMRC model competition that will be held at the convention. I thought this confusion was unlikely but I acquiesced. James Kelso, a Division 5 member, suggested the title "Flatcar Load Challenge". This new title stuck.

After the ARC meeting in November, 2023, I visited a local trophies and engraving shop to see what trophies might be had for the Flatcar Load Challenge. I have used this shop for another of my leisure activities and I found the shop provided good service.....

NMRA Inc.-AR President's Communication

by Duncan Cabassi - NMRA Inc.-AR President

The Presidents report up to the end of February 2024 will be issued separately in an email, and the full report will be included in the May / June edition of MainLine.....

Division 6

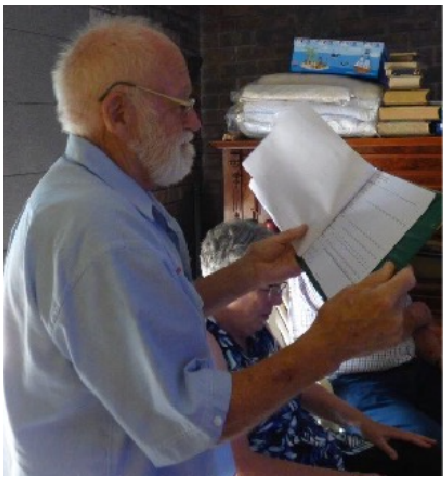
From David Orr (NMRA Inc.-AR Div6 Superintendent)
January 13, 2024 meeting:-

Meeting Attendance and Apologies:
13 members

Next Meeting: 10 February 2024, Ray Brownbill's, 4 Acorn Place, Blakeview.

Details:

13 members gathered at Jim Gifford's residence for our January 2024 meeting. David welcomed the members and presented Jim with his 1st and hopefully, not his last Host Plaque.



Finance:

Treasurer, Ron Solly's deputy, Ray Brownbill, advised the meeting of our current financial state.

Achievement Program:

AP Asst Manager, SA, Ray Brownbill, advised the meeting that worldwide, there have been quite a few Achievement Certificates issued. Ray's planning on visiting Marcel van Eck's layout soon so look out for some more Achievement Certificates. And Jim Gifford's layout is in Ray's sight.

Library Report:

Michael advised the group that the convention, exhibition and "How To" DVDs were here today and available for loan. David suggested to the members present to make use of the library, otherwise there is no point in having a library.

AMRE:

Ray Brownbill advised the meeting that NMRA will be participating in AMRE in 2024 and will be located in the same position as last year. This seems to be our preferred position. Ray also advised that the number of layout applications for AMRE 2024 is

so great that some layouts which have participated in the past and have not substantially changed will not be present in 2024.

NT Junction:

No further activity yet.

Other items:

Peter Jackson advised the group that he had some Model Railroader magazines that he's giving away.

Jim Gifford advised the group that he had the full collection of Model Railroading magazines on DVD so if anyone needed some information to see him.

There was a suggestion that we should put the DVDs we have for sale on the AMRE second hand stall.

Round the group

Ray Brownbill

Ray told us he's been doing some loco maintenance. He then told us that, on a visit to Bunnings looking for some Balsa wood, he found that Bunnings no longer sells Balsa. Instead, they're offering something called Paulownia Wood, similar but a little stronger and harder. It's available in 75mm and 100mm wide, 1.25mm and 1.5mm thick and 9815mm long.

Marcel van Eck

Marcel has been making more overhead lamps for his passenger station. He makes them from leds and brass tubing. The brass tubing is K&S and available form Hobby Tools in Vic. *(Another 3 of Marcel's short articles are at the end of this Div 6 January Report)*

Michael Robinson

Michael has been continuing with his laser cut buildings, working on his rolling stock, working on his garden railway and "running in the shed". Someone suggested he wouldn't get very far, "running in the shed"!

Ron Dunkley

Ron, "Michael Robinson's electrician", is back from holidays but hasn't got back into the swing of things yet.

Jane Robinson

Jane has been planting more plants for Michael's garden railway and helping Michael with building his laser cut buildings.

David Teague

David has been trying to solve a continuity issue he experienced whilst at St John's Model Train Show last month. He's also found time to make some trees.

Graham Cocks

Graham has been assembling an N scale SAR 4 wheel sheep wagon, a kit from Malcolm Jenkins.

Bob Bevan

Not sure if Bob told us he's been "fiddling about or messing about" but we're sure it's one or the other.

Paolo Arman

Paolo has finally tidied his shed! Looks like a layout is on the horizon. In the meantime, he continues to help Tony Mikolaj with Adelaide Model Railroader's "mystery" electronic devices.

Rowan Lee

Rowan has been checking various methods of making roads. I'll let Rowan tell you about it.

Creating a No mess , No Fuss Road *-Rowan Lee*

My method for creating roads on my layout is by no means the only way to create paved roads, there are multiple ways using many materials like plaster, Sculptamold, Woodland Scenic systems… the list is endless. Unfortunately, I find these methods to be quite messy as once the material has dried you have to inevitably sand it, paint and stain it and clean up all the debris off your layout.

My method is as follows..

1. I choose Balsa wood and cut it to my desired width in either N or HO scale or if I'm doing an apron for an industrial area I will use multiple sheets.
2. I then coat the balsa strips 2-3 coats of water-based Polyurethane, I coat both the front and back of the sheet with 2-3 coats. I then let this dry overnight with weights on it on top of a flat bench to keep the balsa flat as it dries.
3. I then attach the road to the layout surface with undiluted Matte Medium (if the intended scenic area is flat) or Liquid Nails (if it isn't), again with weights on top to dry and bond to the scenery base.
4. Then using Golden Art Products, I use a material call Pumice Gel (It's an acrylic medium that dries hard). There are different grades of this gel Fine, Medium and Course so depending on your scale you should choose an appropriate grade. Using a Palette knife or any knife you can smooth it over the dried balsa and let dry.
5. Once dry you can paint the surface with water base acrylics, I personally use Vallejo Concrete colour as base, but you could use any other colours.

6. I then use Tamyia Paint Pens in Yellow and White, to draw lines, create parking spots and black fine line markers to create cracks in the concrete,
7. The final step is to weather the road surface with pastel chalks, artist oils, I finally seal it all, build up the roadside verges with plaster or Scultamold and blend into the scenery

The results are shown at *(Above)*.

Vern Cracknell

Vern relayed to the group regarding how things worked fine at an exhibition but don't when you get home. Usually it's the other way around! Vern told us a bit more about the log-hauler lorry he's building. He's been experimenting with a source of power for the lorry and settled on an LGB motor which he mounted vertically and fixed in with Araldite. It's a sweet runner says Vern but says it's going to be a bother if he has to take it apart!

On Vern's Uphill Logging layout, he has a horse which stamps its front leg. Vern wanted to make the horse's head nod and tried to use the same motor which powered the leg movement. But that didn't work. So he's fitted a 2nd very small motor to nod the horse's head.

Peter Jackson

Recently Ainslie Brittain assisted Peter by designing an electronic method of ensuring the blades on a 3-way turnout moved correctly to allow any train to move through the turnout without issue. Peter is so pleased with the result that he's written an article on Ainslie's work.

Peter has also been building a turnout for a new siding and commented that, although he's built many turnouts, it was so long ago that he's had to re-learn the process!

Jim Gifford

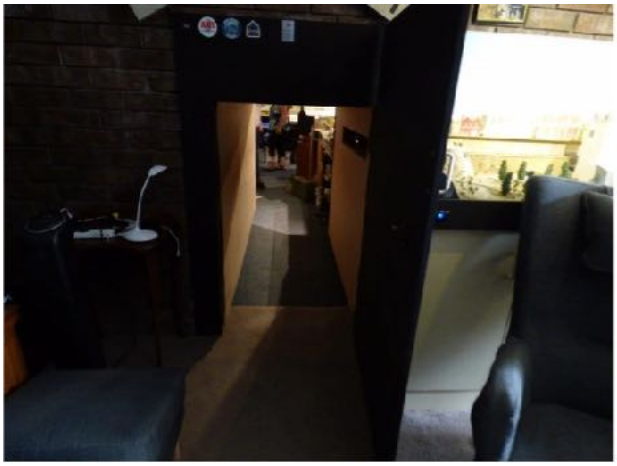
Jim told us he's got some new locos and before they're put into use, he runs them in, makes sure the DCC functions are the way he prefers and speed matches them. This is done with his NCE throttle. Jim has a ProtoThrottle, a throttle that emulates the prototype. Jim then goes through the process of making sure his new locos respond correctly to his ProtoThrottle.

Jim has 8 operators in an operating session on his layout and operations don't always go according to plan. He thinks he needs to train his operators more effectively and thinks perhaps he should re-read the OPSIG manual, a herculean task of over 100 pages!

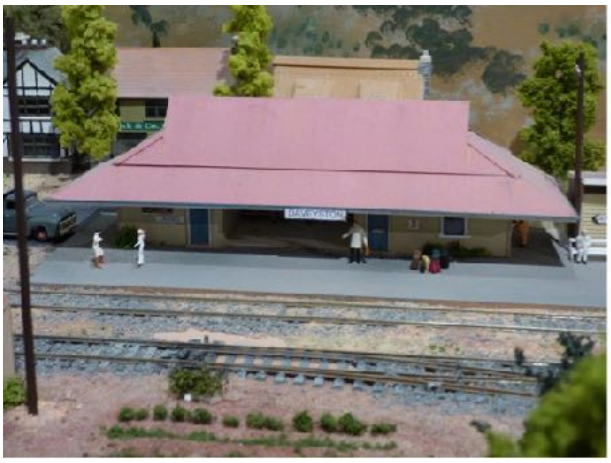
Jim then spent 15 minutes explaining his layout and approach to modelling and operations.

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

Photos: Some photos of Jim's layout *(below)*.




Daveyston



HO Scale Scratch-built Five-in-a-Row

Construction Materials

- 1mm grey card for some walls and all roof bases.
- Northeastern Scale Lumber 8" x 1" plank for exterior cladding over external Chatty and Jackson card walls
- Northeastern Scale Lumber scribed board for saloon front and rear exterior walls
- Northeastern Scale Lumber clapboard for Ainslie front and rear
- Evergreen board-and-batten siding for three Hardware walls
- Northeastern Scale Lumber 8" x 4" plank for some external framework
- Northeastern Scale Lumber 8" square for some corner posts
- Northeastern Scale Lumber 10" x 1" plank for walkways and steps
- Northeastern Scale Lumber and Grandt Line windows and doors

Added Details

- 0402 LED (warm white) for external Ainslie lighting
- 3mm LEDs (warm white) for internal lighting – each building individually switched
- Clever Models paper textures in saloon – on floor and walls
- Preiser figures and chairs
- Auhagen park benches
- Scratch-built saloon bar, tables and benches, mirrors, drinking vessels
- Scratch-built tables, service counters, shelving
- Commercial aluminium corrugated iron sheets, slate shingles, 1200-grit sandpaper for roofing. All rooves easily removable for LED and resistor access.
- Tamiya matt acrylic paints – air-brushed
- MS Word signs – Wild West fonts
- Magazine clippings of advertising – colour photocopied and reduced to represent advertising wall posters
- Hornby and Vallejo weathering powders; India Ink-IPA wash – particularly on shop-front walkways

Completed (all with interior detail and lighting) model displayed at 26 February 2022 meeting.

HO Scale Muzzby Turntable

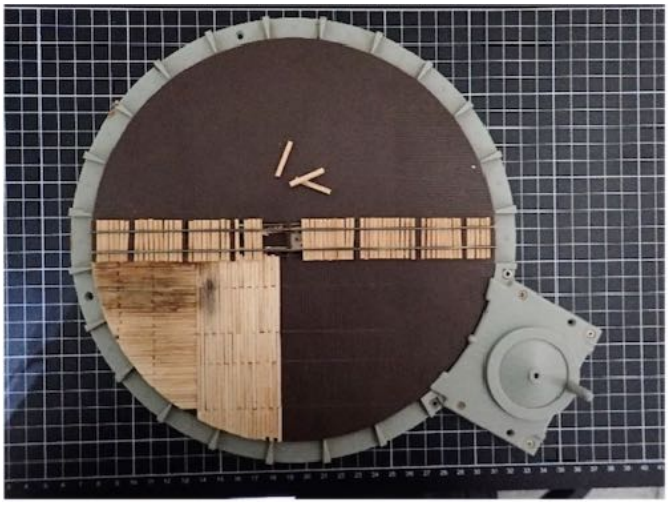
Construction Materials

- Atlas HO scale turntable (plastic)
- Atlas HO scale turntable motor and shed
- Kapler HOn3 pine turnout sleepers.
- Northeastern Scale Lumber 8" x 1" plank for exterior cladding over motor shed walls
- Northeastern Scale Lumber 10" x 1" plank for walkways and steps
- Northeastern Scale Lumber and Grandt Line windows and doors

Added Details

- JL Innovations small tool shed kit mounted on turntable deck
- Uneek Models steam engine and horizontal boiler
- Steam engine drive belt (grey card) cut through into motor shed to simulate a steam-operated turntable drive
- Commercial aluminium corrugated iron sheets for motor shed and wood shingles for tool shed roof; ladders, work benches and trestles

The partially completed model was displayed at the NMRA Division 6 meeting held on 8th February 2020.



HO Scale Miner's Cottage Kit

Construction Materials

- **Aus-Scene Models "**Kyneton" miner's cottage laser-cut wood kit

Added Details

- Commercial slate shingles for main roof
- **Brunel Hobbies** corrugated iron maker and foil for veranda roof
- Square balsa - rounded for house stumps
- Scratch-built stairs at front
- Patterned paper for window blinds and curtains
- **Preisser** figure and chair; **Woodland Scenics** figures and bin; **Auhagen** wheelbarrow
- **Kerroby Models** dog and cat
- Weathering powders and India Ink-IPA wash; Tamiya airbrushed paints on walls

Division 6

From David Orr (NMRA Inc.-AR Div6 Superintendent)
February 10, 2024 meeting:-

Meeting Attendance and Apologies:
11 members

Next Meeting: Saturday 9th March 2024 at Paolo Arman's, 5 Gurney St, Edwardstown.

Details:

11 members gathered at Ray Brownbill's residence for our February 2024 meeting. David welcomed the members and presented Ray with his Host Plaque.

Finance:

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

Library Report:

No library report.

Achievement Program:

AP Asst Manager, SA, Ray Brownbill, advised the meeting that in the month of December, there were 26 AP Certificates awarded, all in the US. Ray was also pleased to award Marcel van Eck with his AP Certificate for Structures. Ray went on to say that the standard of Marcel's structures was very high, in the 97-98% range! Well done Marcel!

Ray also awarded more AP Certificates.

Steve Weedon was awarded the AP Certificates for Civil, Electrical and his Golden Spike. As this was Steve's 1st award received, he also received his AP Merit patch.

Ray went on to say that he had more member AP Certificates coming.

Member Benefits:

David reminded members of the discounts available from Bunnings and Jaycar, just by being a member of NMRA. These discounts will remain available as long as the member stays a member of NMRA.

David mentioned to the members present that he couldn't see why anyone would not take advantage of these offers. He also brought to the attention of members that, as per the instructions in the PDF that was sent out, the Div Supers are expected to return their spreadsheets to the ARC with ALL their Division members that wish to participate listed on it. The PDF states "*Any subsequent Microsoft Excel Workbooks received will be ignored.*" So if you wish to participate, let David know now. The return of the spreadsheet can't be delayed forever.

Shirts and Name Badges:

Further to the request by a member regarding NMRA shirts and name badges, it has been decided that all members attending an NMRA meeting will be required to wear a name badge. This will make it easier for any new member to remember names. If you don't have a name badge and plan on attending meetings, let me know.

It was also decided that a Division 6 shirt can be the NMRA "corporate", blue buttoned shirt, in long or short sleeves, a light blue Polo shirt of the same colour as the "corporate" shirt or a navy Polo shirt. The NMRA logo will be on the left.

It was further decided that all members attending an exhibition, train show, convention or the like, as part of Div 6's display, will be required to wear their name badge and "encouraged" to wear their NMRA shirt.

The rationale behind these decisions is a drive towards presenting a better "team" look.

AMRE:

Ron Solly advised the meeting that at a recent AMRE Committee meeting, a few changes were announced, – watch this space.

As mentioned in the December 2023 report, Ray Brownbill will be coordinating NMRA's entry in the Adelaide Model Railway Exhibition this year. Watch out for the Attendance form and make sure you get your name on it if you plan to attend and be part of NMRA. I remind everyone that if you do plan to attend as part of NMRA, you will be expected to contribute to the setup, the activities and/or the tear-down.

NT Junction:

No further activity yet.

Other items:

David advised the group of the upcoming SARMA Swapmeet, being held at The Avenues College, Cnr Danby and McKay Avenues, Windows Gardens, on March 17th, doors open at 10am.

Next meeting:

Our next meeting will be at Paolo Arman's, 5 Gurney St, Edwardstown.

Round the group:

Bob Bevan

Bob reckons he's still fiddling. But then he added in some general maintenance and told us that his control panels are now being built.

Steve Weedon

This was Steve's 1st meeting for a while so he told the group all about his layout. In his own words;

The South Penn.

The original South Penn was proposed in 1854 but never got any further than ideas and plans. The second South Penn was actually started in 1880 and several sections were graded and tunnels were bored. The piers for a bridge over the Susquehanna River at Harrisburg were also built and still exist today, but the bridge was never completed.

The second South Penn was a serious attempt to break the pricing monopoly of the Pennsylvania RR (PRR), but a compromise was reached between the parties and construction stopped.

My N scale version of the South Penn is a "what if". In my version of history, the South Penn was completed from Harrisburg to Pittsburgh and eventually came under the full control of the PRR.

The train room is a 5m X 6m steel shed next to my house. The room is lined and insulated and has an air conditioner.

The track plan is point to point, with hidden staging off each end. The two lots of staging are connected, so I can do a continuous run if needed. There are several

other staging yards as well, representing some branch lines and connections with the Western Maryland.

The modelled locations are in a geographically correct sequence, with a couple of non prototypical places.

The layout is designed for operation and a small crew gets together every three or four weeks to do some informal running.

All track apart from the engine service facility at Harrisburg is laid and wired. I use a Lenz DCC system with wireless capability through JMRI running a Lenz wireless module.

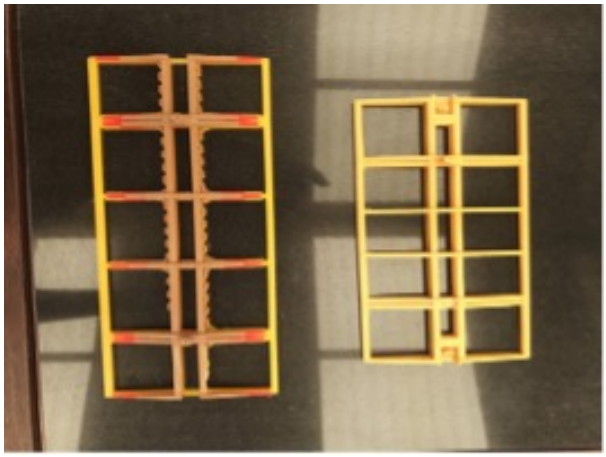
Scenery is about 10% complete with lots still to do, as well as lots more buildings and a signal system and a…...

That's enough for now. I hope to host a meeting at some stage, so you can see the layout in person.

Scott Taylor

Scott has been having some fun in 3d printing. In his own words; Adventures (and misadventures) in 3D modelling.
There has been some delays with the printing of parts for the 1:24 S.A.R. FRN flatcar, some tolerances are too fine so some reworking is being done to get parts made.

1:29 scale NR locomotive, the end of the long hood has undergone a test print which is fine for resin printing. Not so for PLA material, as the result is not clear and the finer details did not work. With additional reworking a much better print can be made.



1:24 Scale Yy wagon, this is an older model test printed. Very much a success for a first print and finely detailed. This will form the basis of a number of 20ft Y class open wagons, 20ft R / RN refrigerator vans.

1:24 Scale FBN wagon, two test prints of under frames and ends. The first underframe was 4 scale feet too short, the second version of the underframe is the right length. However the second print had issues with supporting material being tricky to remove. Despite some minor imperfections the ends fit nicely onto the underframe.

I tested free open source scale files from the Printables site to see how well open source files worked.

G scale Roller Bearing Kit
1:20 Bar frame bogie and wheel set
1:29 20ft ISO container for liquid transport
Side stake pockets

Vern Cracknell

Vern had planned to be at the meeting but a change in circumstances meant he was an apology. Here's the topic that Vern was going to speak about.

Lorry Log Hauler – Uphill Logging

Some logging companies, in their haste to get logs to their mill, and before steel tracks could be laid, used petrol driven trucks to haul logs, with logs as the tracks. The wheels were fitted with steel tires with a concave profile. This model is simply a representation of this concept.

Right hand side. Because the motor stands vertically in the middle of the cab floor there was not room to have this figure clearly seated. The driver looks as though he is about to sit down. He also has a sizable portion of his back filed and shaped to rest against the motor.

Left hand side. The figure is about to jump out. The offsider's job was to frequently dismount in order to throw sand onto the log rails to gain traction.

View from above. The roof has a textured finish, from the use of a sanitizing sheet from a supermarket's entrance.

A view from the front. The motor is an LGB,

24v item (E237412) normally used for LGB Gang Car models, where it sits horizontally with a worm gear at each end of the shaft, driving two axles. On this model the motor is set vertically. A different worm and gear set (which I had in my bits box) provides power to the back axle. In this photo the top worm gear can be seen between the two figures.

Sound – the model has a sound decoder fitted, with the sounds being of a VW Kombi Van, which had been fitted with railway wheels.

John Marsh

John tells us that his train room is finally finished. It's 5m x 9m, fully carpeted. He's moved all his boxed train stuff out of his garage and into the room. He can get his car back in the garage. John has a cleaner come and clean his house for him and apparently, she's putting pressure on John to empty his train boxes as she would like them for a pending house move. No pressure John!

Rod Stewart

Rod is progressing with his wiring.

Ray Brownbill

Ray has been working on buildings, scenery and general maintenance. He's also preparing to build modules for his grandson and he's been helping out at Bob Bevan's at Mallala.

Marcel van Eck

Marcel has been having issues with engines going through turnouts but he's happy to advise that's now fixed. He's also converted all his turnouts to DCC and told us how he's been using nail polish as an insulator.

Ainslie Brittain

Ainslie has also been having trouble with a loco going through turnouts. His Cornerstone turntable has been playing up as well. On a positive note, his auto-polarity chip is now in operation and he's been adding fascias to his layout.

Ron Solly

Ron told the group he's been working on his timetable and train orders. Ron gets around, he's been working with Ray Brownbill at Bob Bevan's at Mallala and at Craig Chidgey's in the Barossa.

David Teague

David has been slack this past month, he tells us he's done nothing.

Next meeting

Our next meeting will be on Saturday 9th March 2024 at Paolo Arman's, 5 Gurney St, Edwardstown.

Meeting closed at 3:10 pm and adjourned for afternoon tea and a look at Ray's layout…….

Photos: Some photos of the new buildings on Ray's layout.

WC Denton MacDonald Cold Store 1

WC Denton MacDonald Cold Store 2

Wild Creek Diesel Service 1

Wild Creek Diesel Service 2

Wild Creek Diesel Service 3

WC Tribune unloading newsprint rolls

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 resized to under 300KB in size.

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

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

July / August 2024

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

Division 7

John Arrowsmith (NMRA Inc.-AR Div7 Superintendent)
November / December 2023 Report:-

First of all, my apologies there has not been an update for a while. Unfortunately, my health did not want to play ball, and I have been pretty ill the past few weeks, missing the Christmas Party, my granddaughter's special day and Christmas.

I do hope however, that Santa was kind to you all and left you plenty of trains under the Christmas Tree.

I would like to take this opportunity to wish you all a Very Happy New Year. May you have fun operating trains and being a valued member of the NMRA Division 7!

Region Convention – Rails@RoseHill Wrap up

Recently, Will James posted a wrap up of the convention on his Youtube Page. I encourage everyone to have a look and subscribe to his page. Link below:

https://www.youtube.com/watch?v=lpREXtMdMiQ&t=344s

Since the Convention, our Region membership has had a significant increase. I take this opportunity to thank Will for his efforts promoting the NMRA and what we do. There is no doubt that it has contributed greatly.

Special thanks to our Traders and Sponsors of the event:

CASULA HOBBIES

Berg's Hobbies

RYDGES
HOTELS · RESORTS

New Members in Division 7

I would like to give a warm welcome to our new members:
Philip Nadin: David Xuereb: Jeremy Jones: Michael Baranowski: Peter Baron

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

November Turnout – David Howarth

I would like to thank David Howarth for hosting our November 11 meeting, providing lunch, morning and afternoon tea. David's O Scale layout is something to behold, portraying some magnificent modelling, trackwork and operations.

Meeting notes:

- AR update
- Calendar programming underway for 2024
- Pause for Armistice Day
- Thanks to our host (David)
- Door prize
- Next Meeting December Christmas Party

I would like to thank Ruth Garbutt for taking some fantastic photos of David's layout that I can share with you here:

December Turnout – Christmas Party

Thank you, David North, for arranging the Christmas Party this year. I believe everyone who attended had a great time. This years Christmas Party was held at the Waterside Bistro, Bobbin Head.

Located in the west of Ku-ring-gai Chase National Park, the bistro is nestled by the marina at the waters edge, with views across Cowan Creek, Apple Tree Bay and surrounding bushland.

Thank you, Ruth Garbutt, for supplying some photos of the event.

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.

Junior Modeller Section

Tips for building plaster cloth model railroad scenery
Plaster cloth is an easy way to add a scenery base to a model train layout

Plaster cloth is a relatively recent innovation in model railroad scenery construction materials. It was originally made as a sterile product that doctors used to make casts after they set broken bones. Sculptors began using plaster cloth in their artistic work, and it didn't take long for modelers to discover this medium was useful as a scenery base.

Plaster cloth consists of a porous, loosely woven gauze impregnated with a thin layer of dry fast-setting plaster of Paris. The dry material comes in rolls and can easily be cut into manageable pieces with a pair of scissors. Dipping the plaster cloth into a pan of warm water activates the plaster while the gauze holds it together as the wet piece is lifted and applied over a supporting base. This makes the plaster cloth somewhat cleaner to use than the typical toweling dipped in plaster that's often used to make a scenery base.

There are many sources of plaster cloth. Most model railroad hobby dealers carry the popular Woodland Scenics line of scenery products that includes the firm's plaster cloth. Walthers also sells similar products made by Faller, Noch, and Scenic Express. Many other brands of the material are sold by most craft hobby stores and art supply shops. These other sources sell the plaster cloth in a variety of different roll sizes, including bulk packages.

We've found plaster cloth is handy for both original construction and modifications on our Milwaukee, Racine & Tory staff layout. Here, Cody Grivno installed the material dry and then sprayed it with water to activate the plaster so it'll harden.

Multiple layers of plaster cloth form a sturdy base for model railroad scenery projects.

Applying the plaster cloth is an easy 2-step process. First, some sort of structure is necessary to support the wet plaster shell as it is applied. Hills can be made of shaped Styrofoam, wood formers covered with screen wire, or strips of cardboard and masking tape. On flat surfaces, wads of newspaper or packing peanuts can be piled up and secured with masking tape to create a hill shape. Once the supporting structure is ready, it's time to apply the plaster cloth.

Cover the track and turnouts to protect them from drips of plaster. Then unroll the plaster cloth and cut the entire strip into pieces that are roughly square. Dip one piece into a pan of warm water and drape it onto the supporting structure. Repeat the process as needed, overlapping the pieces to gain thickness and strength. Use a wet paintbrush to blend the edges and create a smooth surface, but don't spend a lot of time on

blending, as the plaster sets up quickly. It's best to build up several layers of gauze over the entire structure and allow it to harden.

The trick that reduces the mess of modifications. Apply pieces of dry plaster cloth wherever any repairs may be needed. If necessary, they can be temporarily pinned in place. Then use a spray bottle filled with warm water and a few drops of detergent to serve as a wetting agent, and saturate the cloth to activate the plaster.

Once the initial shell has hardened it'll be quite stiff, but many modelers take the extra step of reinforcing it with a top layer of regular moulding plaster or U.S. Gypsum Gypsolite rough-coat house plaster. After the reinforcement layer is applied and set hard, it's a good idea to remove the wadded up newspaper and temporary cardboard supporting structure. Otherwise it will absorb moisture and begin to smell over time. At this point, the hard surface is ready for finishing with the usual rock detailing, ground cover, and foliage……

Division 7

John Arrowsmith (NMRA Inc.-AR Div7 Superintendent)
January / February 2024 Report:-

New Members in Division 7

I would like to give a warm welcome to our new members:
Philip Howchin: Michael Holden

Looking forward to seeing you at our turnouts, online, on our Division 7 Facebook page and coming soon: online division meetings and Instagram!

January Turnout – IMRA

I would like to thank Jonathan and the team at IMRA (Illawarra Model Railway Association for hosting our January meeting, providing lunch and refreshments, as well as a chance to operate trains on the layout in their new digs.

Meeting notes:

- Apologies: David North, Allan & Ruth Garbutt
- AR update – No meeting in December, next AR meeting later this month.
- Calendar programming underway for 2024
- Thanks to our host (IMRA)
- Door prize
- Next Meeting February Macarthur Model Railway Club
- Formal Meeting close

I would like to thank all members who joined us at the IMRA club rooms.

February Turnout – Macarthur Model Railway Club

I would like to thank Lee, Brian & the team from Macarther Model Railway Club for hosting our February meeting, providing lunch and refreshments, as well as a chance to operate trains on the layout in their new digs.
Meeting notes:

- Apologies: Bob McNairn, Peter McGuire, David North, Chris Launder, Gary Rose, Lindsay Lucas & John Booth
- 3 guests welcomed
- Thanks to our host (MMRC), plaque
- AR update – 20th April AGM to be held. Ballots will be sent out for positions soon
- Next Meeting Forestville exhibition – volunteers requested
- Ross train demo

- Show of interest in AP
- Vote to update NMRA logo case to be presented at next ARC meeting
- Direction of Division in 2024
- Door prize
- Magazines available
- Formal Meeting close

I would like to thank all members (44) who joined us at the MMRC club rooms. It was our largest turnout for several years!

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.

March 2nd-3rd, 2024. NSRMA 51st Exhibition, Forestville Memorial Halls, Cnr Warringah Road and Starkey Street, Forestville. Open: 9am-5pm (Sat), 9am-4pm (Sun).
Tuesday 12th 7:30pm-8:15pm Online Turnout

April Saturday, 13th April TBA

May Great Train Show 4-5th May 2024, Rosehill Gardens Race Course Grand Pavillion.

June Saturday 8th June, Gosford Model Railway Club Turnout

Junior Modeller Section (and adults too!)

How Structures Can Add Realism to Your Model Railroad Layout
Natural scenery is a lot of fun to create and easy to do well. It really is the prime scene-setter on any model railroad layout, but let's not forget the real purpose for the railroad's existence. It generally has to serve an industry of some kind, and that means that structures should be a pivotal element of your layout.

Deciding What and Where to Build
Just throwing pre-built buildings out on the layout willy-nilly isn't an effective technique. Structures are created in real life to serve a need for shelter of some kind. On the layout, the structures suggest the presence of humans in the context of the railroad scene. While the placements of buildings in real life depend on a number of factors, the most common reasons for a certain location are a reasonable price for the location, convenient access to road and/or rail transportation and proximity to natural resources.

We have complete control over the arrangement of structures on the layout so the economic factor doesn't play a part, but you can set the stage so that the structures on the layout look as though they belong in the place you put them. When you plan your layout to include a town or city, take a drive around your own town and see if you can determine what factors influence structure placement. For example, does a sawmill dropped in the middle of a farm field make sense, or is it more logical to place the mill on the bank of a river? Would a grain elevator be erected in the centre of an industrial production plant, or best built next to the tracks in a rural setting?

Placement of buildings is very important to the overall look. Put them on the scene before gluing them down and stand back and view from different angles and heights and shift them around until you are satisfied with the scene. Sometimes it is worth leaving them and going back the next day with fresh ideas. Run the trains and see what works best. Your trains need to be planned also, no need to send cattle wagons to a sawmill.

Most railroad yards would have a dispatcher's office, a small shed with windows in a small yard or something larger in a city yard either with the freight shed or separate office elsewhere. You might want to position a dispatcher's office near the exit to the yard so that the dispatcher can view the departing trains. Have workers amongst the wagons on the sidings to look as if they are recording the wagons for the next consist. A rail yard is a busy place and needs to look busy on your model. While your mainline trains can take care of themselves or someone operating them, a switching or shunting engine changing wagons at the freight shed adds some interest.

Is Bigger Better?
Also important is a sense of proportion. Large industrial areas such as refineries and steel mills are most often found near larger cities. Creating a large manufacturing plant with just a small surrounding community might look odd unless the scene includes some hints of a larger city nearby, such as a background with an urban skyline. Perspective is an important element of structure placement. Buildings near the front of the layout should be at scale and as detailed as your skills and desire allow. Structures farther back on the layout may be smaller than scale to force a perspective of greater distance. Because they are not near the viewer, they can be less detailed and still be realistic.

Continued Next Newsletter: Space Efficient Low Profile Buildings & Your Layout is a Planned Community

Free building you can print out, cut out and build:
https://s3.amazonaws.com/ModelBuildings/FREE+BUILDING/Free-Sample-Model-Railroad-Building.pdf

Looking forward to seeing you all at our next meeting……

Division 8 / 9 NorthernNSW

Ian West (NMRA Inc.-AR Div 8/9 Northern NSW Superintendent)
January, 2024 meeting:-

Meeting Attendance and Apologies:

- - Members
- - Apologies

NMRA Division 8/9 Feedback:

Nil

ARC Report:

Nil

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

Report: Northern NSW Meeting Overview:

Nambucca Railway Centenary:

CCRMI took a different layout to the Nambucca Railway Centenary Celebrations in early December. The layout was a new addition to the club but needed a bit of attention before it was ready to exhibit. I was kept busy with a team of helpers to get it ready on time. The layout is to be used as a training model for new members. I was unable to attend on the day, but those who did made the local Nambucca Heads 'News of the Area'.

Photo: Mick Birtles

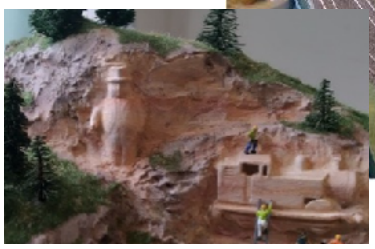
CCRMI 2024 Exhibition:

The Coffs Coast Railroad Modellers Inc (CCRMI) held their 2024 exhibition on the weekend of 6th-7th January in the Norm Jordan Pavilion in the Coffs Harbour showground. The exhibition was very well attended as, due to the wet weather in Queensland, there were lots of visitors to town.

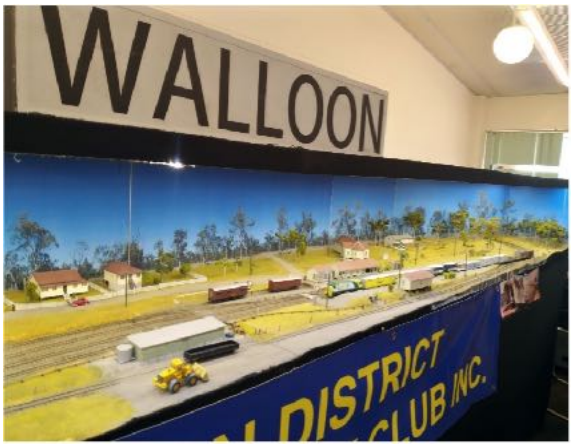
It was the best exhibition that the CCRMI club had put on to date as there were quite a few layouts to see, as well as a few stalls where second-hand goods could be purchased. The "Can You Find?" sheets for the CCRMI major layout had many families busy looking for quite a while. The children were keen to find everything on the list as a "Chupa Chup" was the reward for returning the pen and mini clipboard. One of the other layouts used a similar idea which also keep visitors busy searching.

The "Ironing Board Man" brought his newest layout *(Below)*. It had only been exhibited in Canberra before.

The CCRMI's newly built "Thomas" layout was very popular with the children as they were able to run a train themselves. The grown-ups were kept busy looking for 'Sir Topham Hatt' (the Fat Controller) and 'Thomas' who were hidden in the layout. *(Right)*



The Logan Model Railway Group brought "Walloon" to be exhibited. *(Right)*



The Hills Group brought "Tulong" up from Sydney again this year for us to enjoy. The long layout gave many enthusiasts a great view of the long trains that they can run. *(Left)*

'Birchvale' was another layout from Queensland.

'Swan Vale' was bought to the exhibition by the New England Group

(Left) Dennis Bailey brought his layout down from Queensland and was accompanied by Rob Head who brought his second-hand stall.

Col Rough, another Queenslander, brought his second-hand stall again and had keen modellers busy looking for bargains.

Kerri and Wendy were two of the ladies who manned the door to welcome visitors, sell raffle tickets and hand out the "Chupa Chups".

Next Meeting:

Our next meeting has been cancelled due to unforeseen circumstances. I will let you know our next date when it is available. If you can host a meeting please let me know.

Relax and enjoy your train……..

Division 10

Pat Britten (NMRA Inc.-AR Div10 Superintendent)

January 20, 2024 Meeting:-

Meeting Attendance and Apologies:

6 Members

2 Apologies

ARC Report:

January meeting was held at Eddie Galliers house.

Show and Tell:

Various models on Display.

Clinics:

Basic brush weathering by Eddie.

NMRA Regional Feedback:

The roll out of the Bunnings pass card, where we are with it. Could div 10 be put up the list as we are a small division and 4 of our members are currently building layouts.

Next Meeting: 18th May, 2024 at Pat Britons house.

Report: ……

What's in the Next Edition

- *Peter Jackson MMR® has been an NMRA member for a considerable time. In this article titled 'Why the NMRA is Great', Peter expands further on why that statement is so true.*
- *The Central Coast Model Railway Group is a group of keen modellers north of Sydney who enjoy operating sessions at different members layouts. Gerry Hopkins MMR® is a member and in this article he explains more about their activities and the people involved.*
- *Every NMRA member should know what the Achievement Program is all about, but Kelly Lloyd MMR® has a unique way of explaining the fundamentals, which we all may enjoy reading.*
- *Malcome Jenkins MMR® knows that adding guard rails on bridges adds a lot of authenticity to bridges, but although they are difficult to secure in place, Malcolm explains how he has accomplished the task.*

plus a lot more informative reading as well……