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

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the Cover Photo

The Auto Rack Facility at Leeville on Jeff Lee MMR® 's 'Leeville Layout', was built by Jeff to give his auto rack train a facility to call home.

Editor's Comments

As winter takes hold on our region, it has been great to be able to get out to some of the Model Train Exhibitions that have been run over the last couple of months. There have been some awesome high quality layouts being displayed at the Model Train Exhibitions this year, so I hope everybody has had the opportunity to attend a show or two recently.

Commencing on page **6** in this edition of MainLine, we have an article by Jeff Lee MMR® describing how he built an Auto-Rack Facility on his layout at Leeville. Leeville is a contemporary period UP / BNSF N Scale layout which has had a 16-car Auto-Rack train for years, but it had no loading facility. Operators complained to Jeff that there was no Auto-Rack facility, so he had to build one.


What is a Consist? Well when a number of locomotives are connected together and are controlled by one driver and with one throttle, it is a consist. Gerry Hopkins MMR® FNMRA describes from page **11**, the four types of consists to use for all brands of decoders and all brands of systems.

Stephen Reeves expands on the terms momentum and inertia from page **13** and the relevance to both real world and model trains. He also touches on response to changes in control systems, and the relationship between input, set point and output in control terms.

There are over 40 pages of reports in this edition from the AR Divisions, which outline what has been happening recently around the region, and these reports commence on page **31**. There are also additional reports by 100% clubs from page **18**, which outline the activities they have been involved in over the last couple of months, as well as a report from the AP manager on page **16**.

I have always considered that the primary purpose of MainLine is to inform members of what is happening within our nine divisions around the Australasian Region, by the inclusion of all reports from the divisions, whether they be Divisional reports, SIG, AP 100% clubs or any other report, but including articles to highlight the talent of modelling ability by our members is also a very important inclusion in our magazine.

If any member is giving consideration to writing an article for MainLine about your layout, or any method of modelling that you enjoy doing, or if you have been rail-fanning recently and have a story to tell about prototype trains, or any other subject matter relating to Model or Prototype railroading, then now would be a good time to send an article or two into the editor's email inbox at editor@nmra.org.au and you may see your article in the Magazine sooner than you expect. And, as an added bonus, you will also earn valuable points towards your author AP Certificate.

You never know, what you have written maybe just the information that one of our AR members is looking for.....

Meru Bagnall

Editor - MainLine On-Line
editor@nmra.org.au

An Auto-Rack Facility for Leeville

by Jeff Lee MMR®

Several years ago, I was “forced” to spend a weekend in Chicago on a business trip. Of course, there are the jazz clubs and many other delights of Chicago. I also checked the NMRA and other sites for what was on and there was a major train show in Milwaukie. Well, Milwaukie is a 90 minutes’ drive, so I hired a car and off I went. As well as an outstanding event, one reseller had Atlas Autoracks in N Scale for \$8 each. How many could I fit into my carry-on luggage? I think I bought 8 sets and carried them home to Australia.

Now, Leeville, a contemporary period UP / BNSF N Scale layout has had this 16-car auto rack train for years but has no loading facility. Operators complain there is no facility, so I had to build one.

I did some research via You Tube and the NMRA site of car loading sites. There is a great auto loader facility modelled by Daryl Crews (UP Genesis Subdivision) but I did not have that available space. However, I did have a long spur that could be developed and would have enough room for 50 autos to park, plus loading facilities.



Fig. 1: The end of the spur track where I will build the car loading facility.

The site was covered in ground cover and the track was ballasted.

The first stage was to define the area. I removed the larger pieces of landscaping and identified the area that would be concreted. Once the area was identified I used 3mm square timber as the edges for the “concrete” slab. This timber edge was glued and pinned down until the glue dried. I used PVA white glue, but a

woodworking glue or Gorilla Glue would also work. Then I formed up the base ready to lay concrete. For concrete I used Sheetrock (Gyprock) Base Coat. You can buy it in a

powder form or already mixed. Go for the ready mixed – it costs a bit more but is useful everywhere on the layout and is ready to use.

Fig 2 Right: Area formed up ready for "concrete"

The next phase was to pour the concrete. I could have used a Woodlands Scenics product, or plaster etc, but decided to use some Sheet Rock base coat that I had. Here is the first layer before sanding. I used a spatula to screed the plaster and get it roughly level.

Fig 3 (below): The area covered with the concrete base before sanding.

The green in the distance beside the track is masking tape to protect the track that has been ballasted. As the plaster dried I ran a "pizza cutter" bogie along the tracks to create the gap needed.

It was extremely humid when I laid the base coat and several cracks developed as it dried. Drying took several days. Base coat is ideal for patching those cracks and it



took several attempts to get the surface smooth and relatively crack free. Where there were still cracks, I dry brushed some black paint along the cracks to simulate patching.

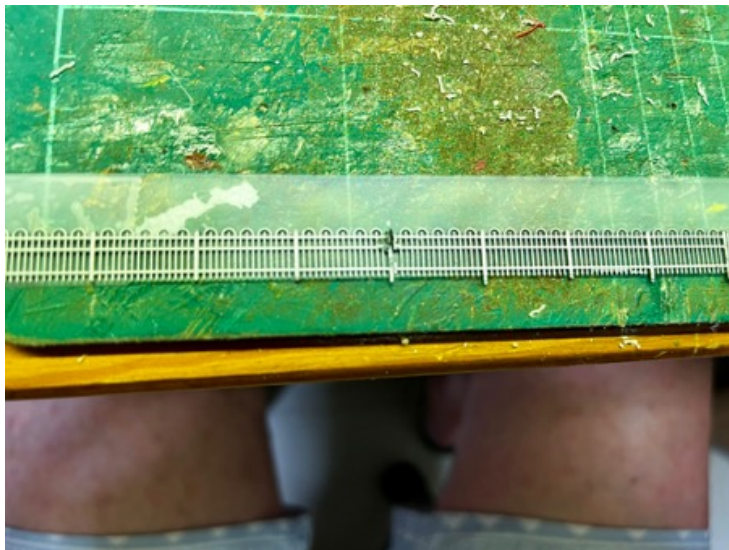
Once dry I used Woodland Scenics "concrete" to paint the concrete base. This required several coats as the Base Coat soaked up the paint. This worked out well as the extra coats randomly added gave the concrete a real worn appearance.

I used a set of bogies with "cookie cutter wheels" to drive a gap in the concrete along the tracks. This worked well and with a little vacuuming, there was little maintenance to do after the concrete set. What maintenance that is needed is easy to do and then vacuum away.

Fig 4 Right: Patching the concrete base before more sanding.

The concrete base was lightly sanded and again brushed with Woodland scenic concrete. These multiple coatings produced a very realistic concrete finish.

Next, we needed to fence the site. I had various fences and for a large section I used some Atlas



railing. This was painted black, so I spray painted it an aluminium colour. This fence comes in small sections which I needed to join. I laid out the fence on double sided tape at the workbench, and glued it together, using plastic weld.

Fig 5 Left: Atlas fences on double sided tape.

This fence is the most visible. I installed it by drilling holes for the fence posts. The fence was still

held by the tape as I inserted the fence posts into their holes and used a little CA cement to hold it. Once secure the tape can be "rolled" off the fence.

The concrete needed a final coat to cover the CA cement marks etc.

Fig 6 Right: Fence installed besides tracks. Holes drilled and CA glue used to hold the fence.

For the entrance to the site off the road I used Woodland Scenics Industrial fencing.



I purchased several bags of cars from AliExpress. The cars match the era of the layout (contemporary – “2000-2010”. Fifty (50) cars painted and delivered cost about \$20.

Next, I parked the cars, trying to put similar models and colours together so they looked like batches.

I recently bought a 3D printer and found a car loader available for downloading. It took a couple of attempts to get a reasonable model built, but the investment in the 3D printer has paid for itself.



Fig 7 Left: Woodland Scenics Industrial Fencing.

To show activity on the site I added people directing traffic to the loader, and several safety cones to direct the drivers. I glued the people and cones to the concrete with a touch of PVA white glue. The people were held in place with tweezers whilst the glue dried. Again I have people from Kato, Tomix, and several other “expensive” and quality suppliers, but when you need a lot of people AliExpress has them in large quantities for around \$10 a bag. (about 100 per bag)



Fig 8 Left: 3D printed car loader.

Security at a car loading site is key and I installed several industrial lights. These LED lights are 3 volts. I added a 470 ohm resistor and attached them to my 5 volt DC bus, with an on-off switch

on the fascia. I use WAGO connectors which I find very practical for connecting cables. Most of my LED lights on the layout are controlled by Woodland Scenics Light Hubs, but in this case I either wanted the lights on or off, so a simple switch on the fascia suffices.



Fig 9: Connection to 5 volt bus and fascia switch via WAGO connector.


Fig10: Cars waiting for loading.



Fig 11: Work goes on during the evening.

I am satisfied with the finished result. In terms of supplies most of the cars, people and industrial lights were bought using AliExpress. The industrial lights were less than \$10 (for 10), the people and cars a similar price. The fences, although not top quality were from my spare parts bin.

In my opinion "Gold Medal Models" make the best industrial fences which I have on other dioramas on the layout. However, the overall feel and look of the loading facility works.

I hope you get some ideas from my experience.....

What is a Consist?

by Gerry Hopkins, MMR® FNMRA

It is when a number of locomotives are connected together and are controlled by one driver – with one throttle. The following information covers all brands of decoders and all brands of systems.

There are **four types of consist**, Basic, Standard (sometimes referred to as 'old?'), Advanced & Hybrid.

The Basic consist has locos using the same decoder address. These would typically be an AB set, an ABA set, or ABBA set. Many railroads used the same number on these locos and just added an A,B,D,C, after the number. Modellers use the Basic consist when the lead loco has a normal decoder and the 'B Unit' has a sound decoder. Both decoders respond to the same command at the same time.

The Standard ("Old") consist is stored in the Command Station and normally uses the number of the lead loco as the consist number.

- This type of consist does not change any of the programming in the decoder.
- There can be 4 – 8 locos in this consist depending on the command system used.
- The **consist** address is normally the same as the address for the lead loco.
- Digitrax and Lenz use this as the default type of consist.
- Only the lead loco functions are active.
- All decoders can be used in a Standard consist as their program is not changed.
- The consist cannot be taken to a different layout.
- Ideal consist for non-sound locos.

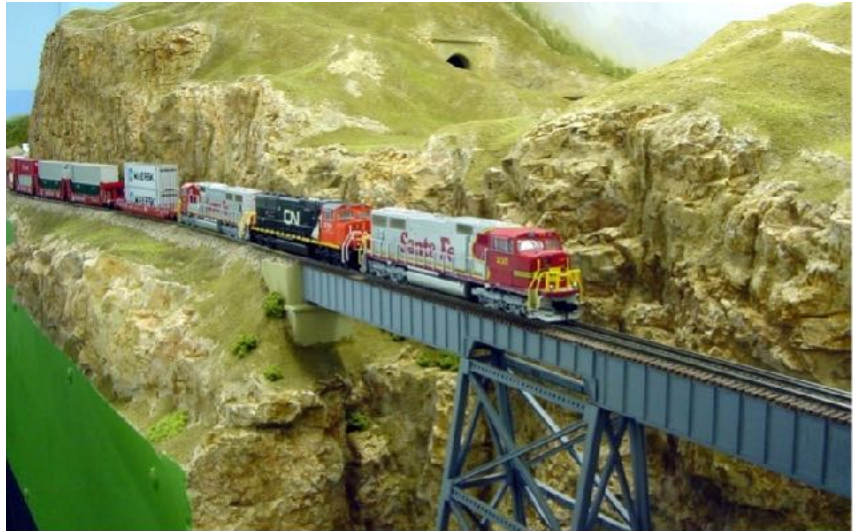
The Advanced Consist requires changes to the decoder. CV19 requires 2 digit number (any number between 1 and 127 is a 2 digit (hexadecimal) number)

- Being a value in the decoder, the consist is portable – can be moved to other layouts and different systems and still be in a consist.
- When using the consist address the loco number is inactive.
- Some decoders e.g. Tsunami2, TCS WOW, ESU allow you to program which Function is active when in the consist. Example: the headlight, bell, horn and Dynamic Brakes and Brake Function on the lead unit and dynamic brakes and train brakes on the other units.

The **Advanced** consist can be created in either of two ways.

- By entering the 2 digit number directly into CV19, if the loco is running backwards in the consist add 128 to the number.

- By following the options on the command station.
- Remember the number entered in CV19 - this is the CONSIST NUMBER. If the consist is taken to any other layout it is treated as a normal loco number.



The Hybrid consist is the method used by NCE - the only one of 38 systems. When setting up


the consist on the hand set, the unit asks you for the lead loco, then the rear loco and then any other locos. The hand held keeps a table in its memory of these locos and that they are in the consist. The consist number is generated by the command station and works its way down from 127. This number is inserted in CV19 of each decoder in each loco. There is an option for you to choose the number if you wish. This consist will allow you to use any function in the lead loco, but you will have to turn on the required functions in each of the decoders.

Now for the biggest miss-understanding. If the locos are programmed using the "aid" in the command station to set up the **Advanced Consist** or the **Hybrid Consist** and are then removed from the track and possibly taken to different layouts - none of the locos will answer to their loco address - not even the lead loco. ALL locos must be on the track, on the layout where the consist was set up and then have the consist deleted.

If you know the number of the consist you can remove the locos from the track, delete the consist on the command station, put the locos back on the track and they will only answer their consist address - in **CV19**. It is easy to remove the consist - using ops programming (programming on the main) call the loco by its normal address and set **CV19** to zero. This applies to all systems.

Modellers who have regular operating sessions and use advance consisting, normally use the first 2 digits of the lead loco as the consist number. This becomes a pseudo standard or reference point among regular operators.

Some decoders do not have Advanced Consist capabilities - some MRC and the 120 series from Digitrax.

The moral of the story is, if you take your loco to a mates place or the local club and it will not respond when you get home - just set CV19 to 0 and it should be back to normal. There are pros and cons for all forms of consisting, I use all 3 forms depending on the application. The one time you do not use a consist is when you are using helper engines on a grade, have two drivers who communicate by whistle.....

Momentum, Inertia, Control System Response & Model Railways

by Stephen Reeves

Some years ago (2021) I wrote an article regarding an explanation of Back Electromotive Force, or BEMF, in motors.

In writing that article I mentioned the terms momentum and inertia. In this piece I want to explain these terms and the relevance to both real world and model trains. I also will touch on response to changes in control systems, and the relationship between input, set point and output in control terms.

Inertia and momentum affect all objects and bodies around us, or anything that has mass. Furthermore, inertia and momentum are related and the terms are sometimes used interchangeably.

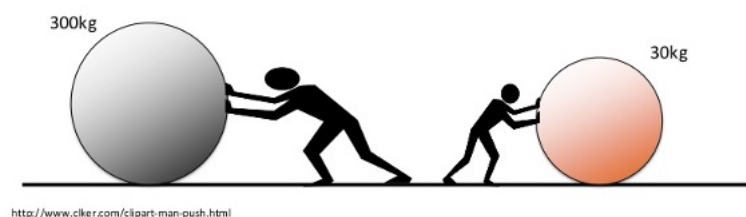
Inertia is defined as when a body at rest remains at rest, or a body in motion remains in motion unless acted on by an external force. In summary it is resistance to motion, action or change.

Newton's First Law of Motion: Inertia

An **object** will **not change its motion** unless **acted on** by an **unbalanced force**.

- if it is at rest, it will stay at rest
- if it is in motion, it will remain at the same velocity

Objects with a **greater mass** have **more inertia**.
It takes **more force** to change their motion.



The more massive an object or a body is, the greater its inertia. This is why very large freight or unit trains, such as coal or iron ore trains, have a large number of locomotives, sometimes including mid-train units, to start the train moving in the first place and take a



long time to build up speed. As with any mass gravity has to be overcome, as well as friction, when motion is initiated.

We can observe this when large trains are moving off from standstill. Thus, as our model railroading is all about emulating the prototype we

need to apply this principle of physics when starting off, and conversely slowing down our trains, especially when we are modelling or replicating large trains.

Also, by having sufficient motive power it is easier to keep the train moving once started and it can effortlessly deal with minor changes in topography.

Momentum is defined as strength or force gained by motion or by a series of events. Again this relates to trains in that the heavier they are, and the faster they are moving the longer it takes to bring them to a complete stop. Unfortunately people sometimes do not understand the difference between a car or vehicle stopping and a train stopping due to the huge difference in mass and therefore momentum, (and adhesion to the surface, i.e. tyres adhere to the road better

$$\begin{array}{c} \text{momentum} \\ \swarrow \\ \mathbf{p} = \mathbf{mv} \\ \swarrow \quad \searrow \\ \text{mass} \quad \text{velocity} \end{array}$$

than steel wheels to steel rails)

and take foolish risks trying to beat trains at level crossings, which sometimes causes catastrophic accidents.

So we have to anticipate when we want to stop our train at a station or industry so we can allow ample time and distance to slow the train down. Due to the momentum of the train going forward any force acting

on the train in another direction doesn't have to be very big to disrupt momentum, which is why trains typically and easily derail when a vehicle collides with them, or if hit by flood water runoff, which caused a freight train to derail near Traveston in February 2022.

And if we're modelling passenger train operations starting and stopping at stations and platforms the trains have to be accelerated and decelerated smoothly so as not to cause discomfort to our "passengers".

Another point to consider is if our trains are travelling up or down hill. It is very important for a train to maintain momentum when going uphill to overcome the slowing effect of gravity. Failure to maintain momentum, and apply the required torque to move the train up to the top of the incline, may result in the train stalling, which prototype railways avoid at all possible costs. This is why helper or banking locos are utilised to provide extra force to assist on steep and long grades. The longer and steeper the incline the more the train will slow up.

If building or designing a mainline type layout this is why grades should be minimised where possible as steeper and longer slopes cause problems and are avoided in the real world to improve trip times between point of departure and destination. Also reducing grades on the prototype decreases fuel or energy consumption, and transport companies want to maximise their profit, operation and availability of their locomotive




fleet. If they have to deploy more locos to move one train, and it takes longer to go from A to B, then their revenue is decreased as costs mount.

When trains are negotiating a decline they have

to reduce their momentum through braking to avoid gaining too much speed and derailling. Again we have to keep this in mind when driving our trains downhill and rather than running at a continuous speed we need to simulate braking. If traversing a particularly long downhill grade then on a sound equipped loco we can simulate dynamic braking by turning on the cooling fan, as well as slowing down.

On a real locomotive excess energy generated by the traction motors over speeding and turning into generators is fed into large resistors to "load up" and retard the motors. As these resistors are very powerful and get very hot they have to be cooled by large fans so they don't burn out.

Adjustments to momentum, or acceleration and deceleration can be achieved with DCC equipped locomotives by adjusting CV3 for acceleration and CV4 for deceleration. Some analogue controllers include momentum control.

Lastly, as with any system there are lags in regard to changing the desired set point, or output level, and the response of the system to adjust the parameters to achieve this new set point. This occurrence coupled with momentum changes as trains negotiate our layouts, starting and stopping as desired, means we have to slow down our adjustments to the throttle and as mentioned anticipate when to start decelerating. It may take several seconds or more for a diesel locomotive to build revs as the throttle is increased. As the throttle is "notched" up or down the driver has to wait for the train to achieve the required speed before changing so as to not cause sudden changes in engine revs, jerky motion, etc.....



NMRA Inc.-AR

Achievement Program Report

by David O'Hearn, MMR®, AP Manager

Attached is the information for our latest MMR, Kel Sherson in Division 5, NZ. I'm a retired professional engineer and live in Wellington, New Zealand, with my wife Ruth. We have three Children and five Grandchildren. All the Grandchildren like running Grandad's trains.

Like many Railroaders, I was five years old when my Dad built our first layout. Fast forward to my early teen years and I built my own 10' x 5' layout; then came Surfing, Surf lifesaving, Cars and Girlfriends.

After we got married model railroading was put aside until a work transfer took Ruth and I to Melbourne, Australia. I joined the Melbourne MRC and my interest in US prototype was accelerated. Following our return to New Zealand I had to decide whether to model a Western railroad, like many of my friends here, or an Eastern railroad. I was always going to model the steam era, just to be different from the diesel era modellers around me.

Returning home from a business trip to the USA, I was in San Francisco (the same weekend as the first Star Wars film premiered) wandering around hobby shops when I came across John Rehor's book, The Nickel Plate Story. Endgame for me. Steam, Berkshires, High Speed Service, great safety record, customer focused; I've modelled the NKP since.

I'm a firm believer in the 'It's your railroad' philosophy so do what pleases you. My HO layout at home is 'proto-style'; obviously NKP themed, but not precisely prototypical. I'm on my fourth iteration of the NKP - Whitby Division. The third lasted 20 years, iteration 4 uses that layout but extended in a longer room, that layout is now 23 years old. The layout era is 1949; Berkshires, Mikados and Consolidations rule. There are some Alco PAs on passenger assignments. I also have an O Scale modular layout which is used for public shows and summer operating sessions when we can put that layout up in the garage.

I'm a founder member of an operating group, the American Central Model Railroaders, who have been meeting for over 40 years. We meet every second Friday night to operate our layouts on a round-robin basis. This group has provided life-long friendships, a lot of fun and continuous inspiration to keep improving my layout.




My getting to MMR took a while. I was influenced and encouraged by my fellow ACMR modellers, the wider fraternity of US prototype modellers in New Zealand and other NMRA Members. These include NMRA Australasian Region members John Saxon MMR FNMRA HLM (Dec), Gerry Hopkins MMR FNMRA, Sowerby Smith MMR FNMRA and David O'Hearn MMR. Just as influential on me were members of the Nickel Plate Road Historical and Technical Society, Tony Koester and David Vaughn amongst many others. Over time, visits from other NMRA Members to my layout, such as Ralph and Nathan Oxhandler, and Gerry Leone, provided further encouragement. I'd also like to acknowledge the work the JMRI folk do to enhance our hobby and support users.

Participation in the hobby and associated interest in the prototype has provided Ruth and I with the incentive to attend conventions, and visit layouts and railroad related locations we otherwise would never have considered. We are grateful for the welcome and friendship extended on those visits.

I've always been happy to promote the hobby in general and the NMRA specifically. So, no surprises that my first Certificates were Association Volunteer (in 2007) and Association Official (in 2013). Someone forgot to tell me that Divisional Superintendents are only meant to hold that role for two years. Some twenty-two years after appointment I recently got to hand the role over. Full momentum on my AP Certificate journey got underway in 2020. Building my layout provided Civil and Electrical. Operating the layout provided Chief Dispatcher. Providing articles for and editing our ACMR e-Mag, Highball, got me Author. This was followed by Cars, as I needed a set of O Scale NKP Cabooses. Finally, to complete the requirement across the four categories to attain MMR, I completed the Structures Certificate.

I'll continue to promote the hobby, encourage others to obtain their Achievement Program goals and get on with completing the multitude of projects I have to finish on my layout. That's the neat thing about our hobby, there's always something to do, even if it's just relaxing and running a train.

Model Railroading is indeed fun., Kel.....

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

100% NMRA Inc.-AR Club News

Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - **March 2024**

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

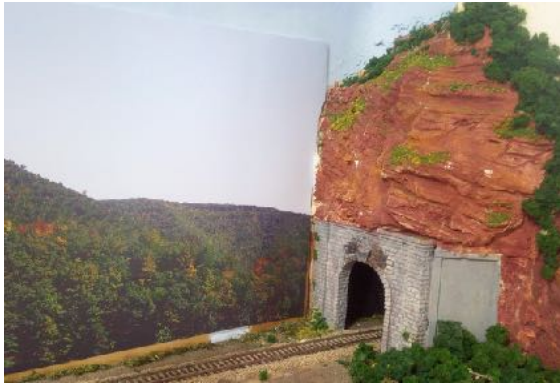
WORKING ON THE SOUTHERN CENTRAL

On Wednesday 27th March Warwick Graham, Paul Atkins, Mel Jones and Tony Mikolaj set up and glued the back scene to the board (3mm ply). Some discussion was had on the "best" method but overall the hardest part was making the decision to start, once we got going it went very well and the board is installed.

We did it in the meeting area on the tables and then carefully took it back through the layout, slid it into position and used some gap filler to stick it to the wall. The bottom edge is slightly below the track base for most of the length, only pops out at the power station. I think it will blend in nicely. The other side should be easier as it will tuck in behind the doorframe near the port. *(Tony Mikolaj)*



About a week later Christiaan Werk blended the back scenes into the existing scenery using bushes and some trees



Above: After Tony and co added the back scene near the tunnel. photo: A Mikolaj



Above: After Christiaan had added bushes photo: C Werk



Left: The back scene after Christiaan added trees and bushes to blend the back scene into the layout. photo: C Werk

Warwick Graham has reached a couple off milestones at Pt Douglas.

Right: The car float is waiting to be loaded for the next trip up the Warwick river which empties into a bay in the Atlantic Ocean after passing under the bridge seen in this photo. Warwick has now connected the car float and apron to the Port Douglas trackage. photo: W Graham

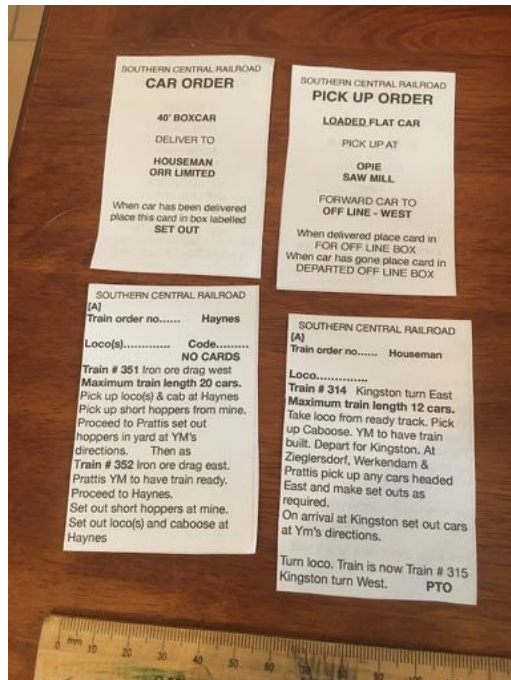


Left: Warwick has built a finger wharf with fuelling bowlers for fishing boats to fill their diesel tanks before heading out into the bay. The rail road will supply the diesel in tank cars to be set out in the track seen here. Pt Douglas is in a bay off the Atlantic Ocean. photo: W Graham

ON MY WORKBENCH

by Ken House

Not actually work bench, but I am making progress with the Car Order System for freight forwarding in the new proposed operating system for the SCR. I am refining the re-staging of trains between sessions to make it as streamlined as I can. Minor changes have been made to the car order cards as new information is supplied to me, like Barclay being re-named Jefferson City and the purchase of 17 two bay hoppers from Graham Redman. I am glad that I have taken my time over this because hopefully I can iron out the wrinkles before putting the system into operation thus making for a smooth introduction.



Left: Test examples of the new paper work. At the top are the two sides of the car order cards. One side is the car order and the other the pick up order.

At the bottom, train orders (instructions) will be abbreviated and on cards so that all cards can be easily carried in a pack by operators.



Above & Left: The tank loading rack is from the Ray Applebee estate. To prepare it for use in the Coke plant by-products I made it one sided, painted it with matt black from a spray can, and added a sign "RPH ammonia", RPH being the company operating the steel mill on the Southern Central.

Right: Also from the Ray Applebee estate is this sanding tower. I have made this one sided so that it can go in the track to the turntable at Houseman. I will paint it yellow.



Above & Left: I am also getting a bit done for my own layout. I am building a new SAR type goods shed for Wooldowie using my usual materials, beer carton card covered with BGB corrugated card and paper from

PDFs from Clever models. In the middle photo I am test fitting the goods shed and in the end photo it has a roof.

APRIL INFORMAL RUNNING



Left: On the upper mainline a SAR goods is at Wallage Wells while a Canadian Pacific passenger train approaches Werkey's Gorge's lower bridge.



Above: 830 class number 847 hauls it's goods train past Yorsen mine.



Above: UP 844 on the main heading for Houseman.



Videos:- Click on images to view

*Left: Southern Pacific Daylight at Holland Junction on the Southern Central Railroad
video: Christiaan Werk*

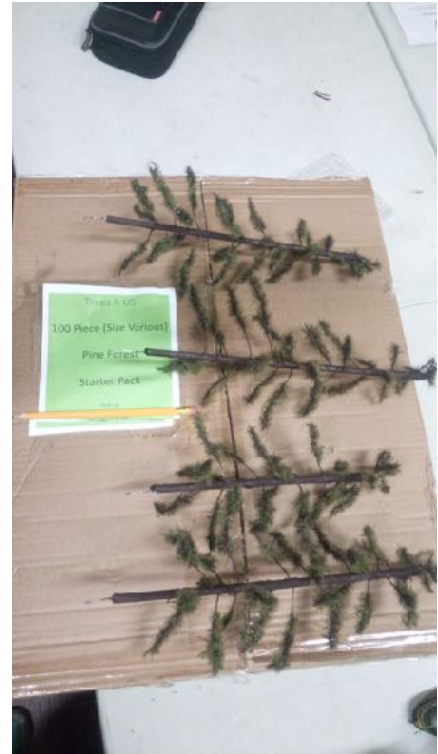
*Left: 830 class 858 arriving at Maranalgo on Ken House's home layout with the grain train.
video: Ken house*

100% NMRA Inc.-AR Club News

Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6
Club News - Operating Session & Running Night **May 2024**
By Ken House (AMR Newsletter Editor)
<https://adelaidemodelrailroaders.com>

WORKING ON THE SOUTHERN CENTRAL



Above & Right: Mel Jones has been busy making trees. These are his latest trees which will soon populate the SCR. Thanks Mel.
photos: A Mikolaj



Left: On April 29 Tony Mikolaj installed uncoupling magnets under the track approaching the Pt Douglas car float apron. photo: A Mikolaj

Right: The loaded car float: The two gondolas in front of Atlantic Coast Line GP7 number 109 are the idler cars used to push cars onto the car float without the loco having to go onto the apron or float. photo A Mikolaj

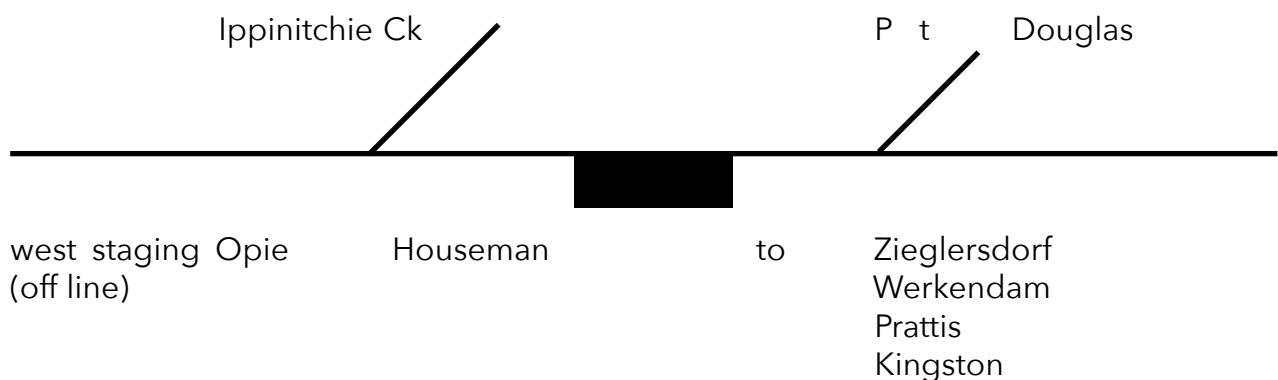


CARD ORDER SYSTEM UPDATE



At last I have something tangible to up date members with re the card order system. Having purchased the coloured card, plastic sleeves and stickers and I am well on the way in producing the car order cards.

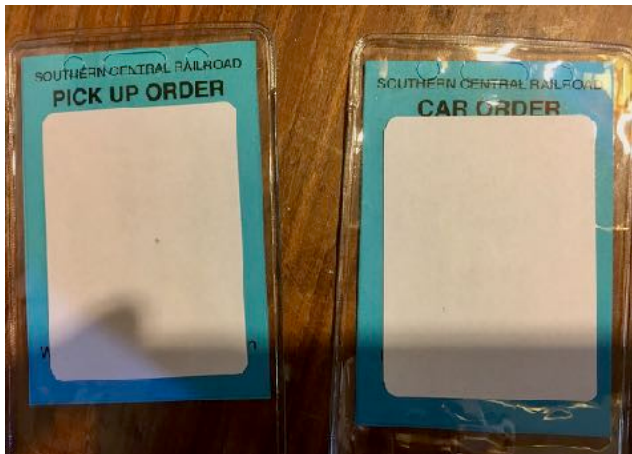
Above: The cards in their sleeves. Green is for Pt Douglas industries, Blue Pt Douglas car float, Orange Ippinitchie Creek train, Pink Houseman industries, and then pink for Train Orders also. Still to be done are the cards for the two turns Houseman to Kingston which will be yellow.



The diagram above shows how Houseman will be the centre of traffic under the card order system. Houseman will begin each sequence containing a pool of cars. More cars will be brought in from off line by two manifest freights. Once in Houseman yard, cars will be assigned a car order. Using the car orders the Houseman yard master will build the trains for Ippinitchie Creek, Pt Douglas, and Kingston. Returning cars with pick up orders will be placed in a track for off line. When the car goes off line in one of two westbound manifests the pick up order and the car will be out of play.



Left: The two sides of the cards. All cars sent out from Houseman in trains will have a Car Order. The crews of those trains will place the Car Orders in set out boxes when they have set out the car at an industry. In between sessions the card will be turned to a pick up order so that the car can be picked up and forwarded on to Houseman yard where the yard master will then set out the car in a track for cars going off line.



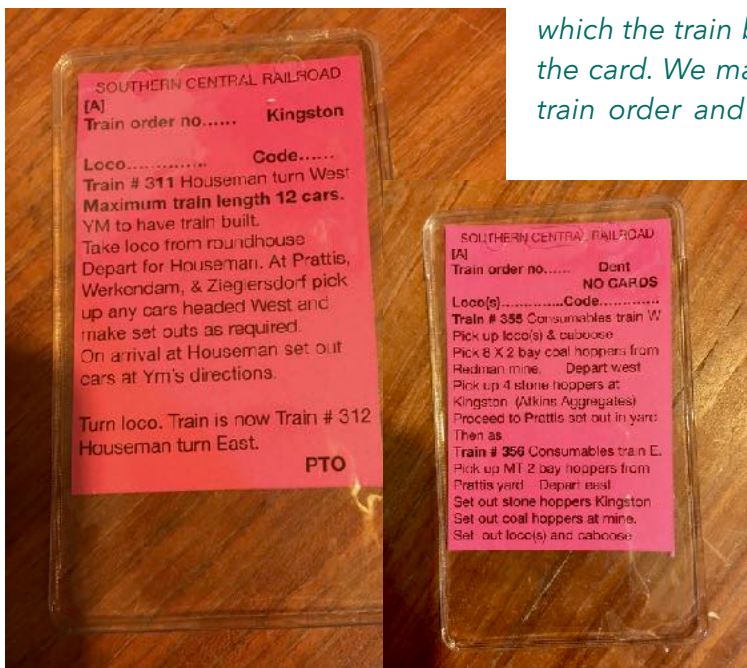
Left: The back of each plastic sleeve is covered by a stick on label to blank off the reverse of the card. The sleeves are actually plastic ID card holders.

Right: To forward flat cars of timber from the Opie saw mill to Pt Douglas for loading on to a ship replicating the scene on page one will require two cards.



The Ippinitchie Ck train (orange pick up order) will pick up the loaded flat car at the saw mill and forward it to Houseman yard where the yard master will place it in a train for Pt Douglas using a green card (car order). On arrival at Pt Douglas the loaded flat car will be set out at the dock crane. At the same time an empty flat car will be making the reverse movement from Pt Douglas to Opie. These movements rely on the Ippinitchie Ck train east arriving at Houseman early in the sequence and the Ippinitchie Ck train west departing Houseman late in the sequence. Similar movements will occur when two industries at Kingston export and import box car loads through Pt Douglas. Once again scheduling of trains will be important. By using two cards to complete these movements we can overcome the limitations of using two cycle cards as opposed to the more favoured four cycle way bill cards.

Below: Two examples of the new train orders. I have used the same size cards for the train orders to make them more convenient to use. The station at which the train begins is at the top right hand corner of the card. We may put a loco card in the sleeve with the train order and not fill in the loco number and code.



Thus making its easier to change locos if needed.

The instructions have been condensed, but still some trains like the Houseman turn, top photo, have required train orders to be printed both sides, hence the instruction please turn over, PTO.

Not all trains will use car orders. For example, bottom photo, the consumables train's instructions are still a form of switch list. This train order is single sided.

MAY OPERATING SESSION

PRE THE OPERATING SESSION

by Tony Mikolaj



827 steamer is simmering on the ready track at Housman, *(Left)* it will be doing the box car pick up run to Kingston so a bit of shunting to test it out. *Photo Tony Nikolai*

Housman is a bit full *(Right)* but there are two trains on the departure track ready to go and really only the port trains to make.



Once we have got it (Pt Douglas) going we should be able to use cars that have come in on other trains, and so it would not be as crowded. This would be more prototypical too. The new system would help here as it would pull cars as needed.

We have one train to finish and 9 to run plus a reset run and the port runs so should be ok. *Photo Tony Nikolai*



Left: Port Douglas with the car float waiting to be unloaded prior to the operating session.

photo A Mikolaj

Right: The wharf area at Port Douglas prior to the operating session.

photo A Mikolaj




THE OPERATING SESSION

by Tony Mikolaj

The setup for this run was nearly missed as it was only at home time the week before that we realised that it was the 1st Wednesday of the month and therefore the next Wednesday was the ops night. I had planned to be at the club the next day so spent a fair chunk of that day cleaning track and doing the setup. Most was fine but I did miss a few car spots for the boxcar run from Houseman to Kingston, so now there is a corner missing from my setup licence.

There was a better turnout this run with 8 members and if this keeps up we will be able to go back to having two yard masters to keep things running smoothly. The start was a bit slow as several members were having trouble connecting to JMRI, I think this maybe a password issue due to the router change, if so, this should get sorted once everyone has got connected the first time and then should connect automatically from then on.

With the port now having a full serve of track the barge could be utilised. Ken has put together a run sheet that includes serving the barge and running the Budd cars. He estimates that it would take about two hours to run. This also creates more work for the Housman yardmaster and a more cluttered yard, but still quite doable even with the less space in the yard. Unfortunately with the late start and messing about with the missing boxcars only about 70% of the run got done. With a good start and no delays I think it would be much better, we will see next time. This is definitely a job for those that like to shunt.....

Videos:- Click on images to view



Left: April running night by Christiaan Werk. A Canadian Pacific passenger train.

*Right: BL 29 and 940 bring the Up Mt Gambier goods into Cooper (Adelaide staging) on Ken House's home layout.
Video: K House*



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 & Layout Construction Update June 2024

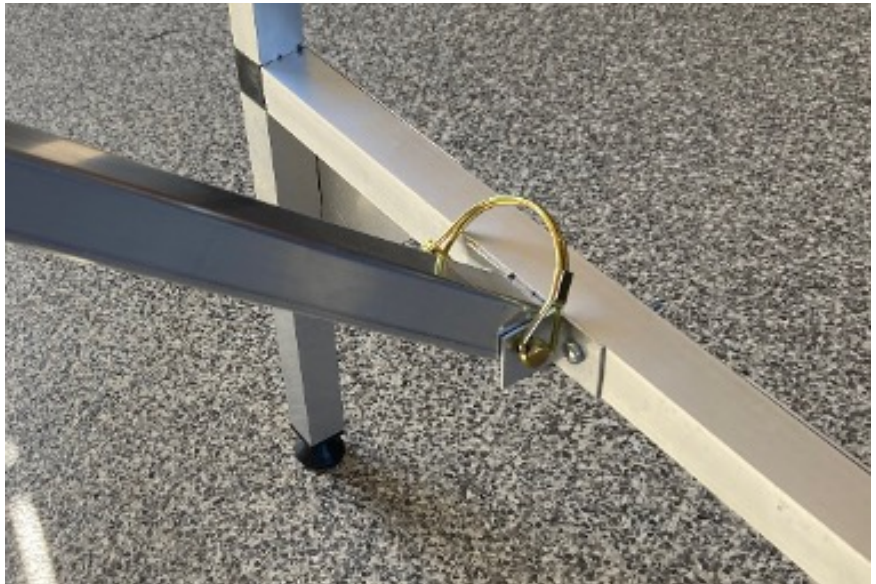
The most recent working bee on the Wide Bay Burnett Model Railway Club HO layout was held on Saturday 15th June.

We held a previous working bee in May, however we achieved more during the most recent working bee. In May we purchased lengths of 25mm square hollow aluminium from a local supplier. This new box section has radius edges unlike the square edged square hollow aluminium sections we used for our module legs. We also purchased a short length of aluminium angle and a couple of locking pins.

We cut a length of the box section in May to act as a diagonal strut, but our measurements were incorrect, and the first piece was cut too short.

Yesterday, we reassessed and confirmed the correct measurement, and through some test fitting determined the perfect length. We installed the angles onto one of the end modules and then drilled the struts in position and fitted the locking pins. The accompanying photos show the end result.

I must thank Glen McCarley for allowing me to examine the support system for the "Mainindustry Yard" layout which was displayed by the Miniature Train Club Gold Coast at the Bundaberg Model Train and Hobby Expo this year. Their method of interlocking the bracing struts inspired the system we have adopted. It's great to be part of a supporting and sharing community of railway modellers, such as we have in the NMRA.



Close up of bottom of strut connection to leg cross piece

Next working bee will be on the last weekend of

July, where we intend to install more struts and backdrop bracing supports on our other modules.

Until next time, keep safe, stay happy, and enjoy modelling.....



Close of where the top of the struts connect to the module centre section



Overall view of the one of the struts



Rear view of the module with the installed supports for the backdrop

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	July 20	Martin Lindley	Labrador QLD
	August 17	Jack Schmidt	Palm Beach QLD
	September 21	Darren Starkey	Jimboomba QLD
Division 2	July 20	Stephe Jitts	Murrumbateman NSW
	August	Vacant	
	September 21	Rob Anderson	Bemboka NSW
Division 3	July	TBA	
	August 18	Graham Stockfeld	Castlemaine VIC
	September 15	Gavin Hince	Fairhaven VIC
Division 4	July		
	August		
	September		
Division 5 ?			
Division 6	July 13	Ron Solly	Evanston Gardens SA
	August 10	AMRE	Outer Harbour Railway Station SA
	September 14	Bob Bevan	Mallala SA
Division 7	July		
	August		
	September		
Division 8/9	July		
	August		
	September		
Division 10	July		
	August		
	September		

Divisional Reports

Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)

Report for April 20th, 2024 Meeting:-

Division Number: 1 (Queensland)

Month: April 2024

Meeting Date: 20/04/24

Reported by: Paul Rollason

Reporting Period: 1/04/24 to 30/04/24

Number of Members: 371

Attendance:

Members -	38
Guests -	0
Via Zoom/Teams	4
Via Facebook Live	2
Apologies -	11

Awards Presented: AP Volunteer to Duncan Cabassi
AP Association Official to Trevor Phillips

Clinics Held: 2 Presentation Style

Upcoming Events:

- AMRA Train Show, 4-5th May
- NMRA Clinics Weekend, 25-26th May
- MTGC Show, 22-23rd June, Nerang Comm Centre
- Modellers Warehouse Show, 31 Aug-1 Sept @ Beenleigh

Future events:-

- Casino & Lismore 19-20th October 2025
- Bowen Oct 2025, Scott Whitaker O scale layout

Next Meeting: Garry Paper's Workplace, 45 Tradelink Drive, Hillcrest, 4118

Detailed Meeting Report:

The monthly gathering was hosted by Logan District Model Railway Club, 76 Springlands Dr, Slacks Creek QLD 4127 and opened @ 10.20am.

There were 38 attendees, 4 via Zoom and 2 via NMRA Div 1 Facebook Live. There were 11 apologies.

Chris Paterson from LDMRC opened the Gathering and welcomed all to his Club and went through housekeeping procedures (Exits, Toilets, Emergency Meeting Points etc.).



Presentations & Clinics

Presentation #1 – Craig Mackie “Building Wagons”

Craig talked about how he came to model Grain Wagons after having seeing them while still at school. Craig started by purchasing a kit as a base and improved from there. Craig talked about the method of construction from a kit through to super detailing, adding decals and weathering.

Arthur Hayes gave information on how modelling rolling stock can be improved using different methods. How to complete a piece of rolling stock to be judged for AP's and contests.



NMRA-AR AGM Break

AGM opened @ 11.00

AGM closed @ 11.20

NMRA Monthly Gathering reopened @ 11.30.

Presentations & Clinics (continued)

Presentation #2 – Paul Rollason and Bob Tisdall

“Paul & Bob’s Grand Model Railroad Adventure – Part 2”

Paul and Bob presented a large range of photographs and talked about the adventures of their continuing trip through the USA and Europe.

This presentation (Part 2) centred on parts of their trip through Europe, including the Nuremberg Toy Festival, Old Nuremberg, the Fleischmann Museum and the DB Museum.

12.30 Lunch Break

13.45 Return

Paul’s Div 1 Report

- Paul reported on activities for March 2024.
- Arthur Hayes reported on the presentation to Aaron Durkin regarding him receiving a “Certificate of Excellence” for his incredible modelling in Toowoomba. Aaron now has 15 Diorama Layouts.
- AP Volunteer awarded to Duncan Cabassi.
- AP Volunteer awarded to Trevor Phillips

(next page).



- Paul thanked LDMRC for holding the Gathering and especially for the provision of an unbelievable BBQ Lunch.
- Paul also talked about the progress of the upcoming Clinics Weekend.
- 100% Clubs gave their reports.

GATHERING NOTES

1. Div Super Report

- Clinics Weekend

Ø Committee decided to have a combined clinics weekend and STREAM clinics weekend in on 25th-26th May

Ø Aimed at all levels from beginner to advanced and will have many hands on sessions/clinics and not just lectures

Ø 5 streams (module stream, 3 general streams and Electronics Stream)

Ø Have 51 EOI from the public already as a result of the Pine Rivers, Redlands, Gold Coast and Bundaberg Shows

Ø 1 person travelling from Victoria

- FREE-MO layout

Ø Great Progress at Bundy Show and more at AMRA show

Ø Sponsor is Aurora Trains (for first 4 modules)

Ø Huge thanks to Chris Patterson and Merv Bagnall for offering to take a module home to complete

Ø Looking for other members to do the same

- NMRA shirts and jackets. Shirts \$40 and jackets \$85. Next batch 30th April 2024
- Track Gauges (arrived)
- Calendar out for 2024 is on the website

2. AR Report

• Division 1 IS hosting the 2025 NMRA Convention. Volunteers needed. Planning already underway.

• Bunnings and Jaycar Member discounts. First batch of cards arrived and available for collection at the gatherings (171 Div 1 Members)

3. Membership

- 371 current Qld members (up 1 member since last report in March 2024)

- 1 new member last month - Welcome to Neville Schumacher

- 2 more new members about to sign up this week

• 33 guests looking at possibly joining (a result of Bundaberg, Redlands and GC Show - very successful)

- Gone Home - Peter Wadge, Gladstone MRC, Passed away 3rd January 2024

- Some members struck off as not paid their membership

- Renewals just going out

• REMINDER to all 100% clubs that EVERY member MUST be an NMRA member otherwise your club cannot be considered as a 100% club and are not covered by insurance.



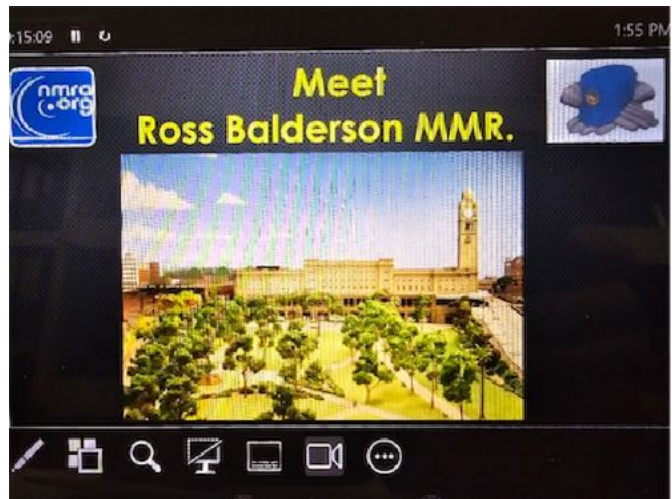
- 100% also to put in their annual report to NMRA AR before 31st March 2024
- 4. AP Awards
 - Report from Arthur
- 5. Reports
 - SIG
 - Ø Modular SIG group
 - 100% Clubs
 - Ø Action MRC
 - Ø Ipswich MRC
 - Ø Gladstone and District MRA
 - Ø Logan District MRC
 - Ø Miniature Trains Gold Coast
 - Ø Northern Rivers MRC
 - Ø Southern Downs Steam Railway MTA
 - Ø Toowoomba MRC
 - Ø Wide Bay Burnett MRC
- 6. Events for the Year
 - o AMRA Show - 4-5th May 2024
 - o NMRA Clinics Weekend - 25-26th May
 - o MTGC Show - 22-23rd June 2024 - Nerang Bicentennial Community Centre
 - o Modeller's Warehouse Model Show - 31st Aug and 1st Sept 2024 - Beenleigh Rum Distillery
 - Other future events
 - o Casino and Lismore - 19-20th Oct 2024
 - o Bowen Oct 2025 - Whitsunday Tour (Scott Whitaker - O Scale hand built Victoria - 450m2 shed)
- 7. Future Gatherings
 - Next Gathering - Gary Paper's work (In-2-Joinery, 45 Tradelink Drive, Hillcrest, 4118)
 - Seeking people to run clinics for the rest of 2024

Presentation #3 - "Scott Whitaker's Casterton"

Scott gave a presentation about his Victorian O Scale Layout "Casterton", how it came about, what were his inspirations and different aspects of the Layout.

Scott pointed out the areas that a prototypically correct and how other parts of the Layout blended in.

Show and Tell



- Ross Balderson presented examples of his ability to produce N Scale models, motor vehicles and other forms of models.
- Craig Mackie presented building he is modelling of Kyogle Station and Signal Box.

Fellowship

Members socialised throughout the afternoon with much camaraderie shared.

Members also spent time looking at LDMRC's (host) Layouts.

Gathering Closed @ 15.05.....



Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)

Report for May 18th, 2024 Meeting:-

Division Number:	1 (Queensland)
Month:	May 2024
Meeting Date:	18/05/24
Reported by:	Paul Rollason
Reporting Period:	1/05/24 to 31/05/24
Number of Members:	378
Attendance:	Members - 33 Guests - 1 Via Zoom/Teams 8 Via Facebook Live 2 Apologies - 15
Awards Presented:	Nil
Clinics Held:	2 Presentation Style
Upcoming Events:	- MTGC Show, 22-23rd June, Nerang Comm Centre - Modellers Warehouse Show, 31 Aug-1 Sept @ Beenleigh
Future events:-	- Casino & Lismore 19-20th October 2025 - Bowen Oct 2025, Scott Whitaker O scale layout
Next Meeting:	15/6/24 - Greg Keliher's residence - Karalee

Detailed Meeting Report:

The monthly gathering was hosted by Garry Paper, In2Joinery, 45 Tradelink Drive, Hillcrest. QLD 4118 and opened @ 10.35am.

See list above for the numbers of members, visitors and those linking in via Zoom.

There were 33 attendees (including 1 guest who subsequently join), 15 apologies and 10 on-line (8 via Zoom and 2 Facebook Live).

Paul opened the Gathering and welcomed all to Garry's business premises and Garry then went through housekeeping procedures (Exits, Toilets, Emergency Meeting Points etc.).

Presentations & Clinics

Presentation #1 - Garry Paper "Woodworking Tools and their Use"

Garry demonstrated many of the high end and everyday tools used in his business of Cabinet Making. He explained how these tools applied to his work but also how similar tools and techniques can be applied to our hobby.

Garry also demonstrated the very important of using tools and that is the safety aspect. He also gave alternative



methods of being safe and what NOT to do.

Guests were then given the opportunity to use the tools which was very much welcomed.

Presentation #2 - Ralph Dowling "A Lightweight Solution to a Heavyweight Problem"

Ralph brought in aluminium framing to show how to make a lightweight frame for Show Modules etc. Ralph assembled the module whilst attendees watched on how easy it was.

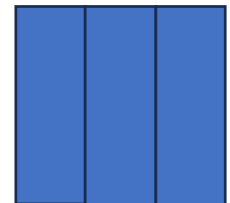
The basis of the lightweight frame was a module ratio of 3:1 and using dimensions of 1800mm x 600mm.

With these details a modeller could use many different various of the module to create their show layout.



Example of how 1 or 3 multiple units go together

The approximate cost of 1 module (1800mm x 600mm) = \$43.00.



13.00 Lunch Break - sausage sizzle provided for members

13.40 Return

Paul's Div 1 Report

1. Div Super Report
 - Clinics Weekend
 - Ø It is on next weekend 25th-26th May .
 - Ø Aimed at all levels from beginner to advanced and will have many hands-on sessions/clinics and not just lectures

- Ø 5 streams (module stream, 3 general streams and Electronics Stream)
- Ø 51 Individuals attending
- Ø 1 person travelling from NSW.
- FREE-MO layout
 - Ø Great Progress at Bundy Show and more at AMRA show.
 - Ø Sponsor is Aurora Trains (for first 4 modules)
 - Ø Huge thanks to Chris Patterson and Merv Bagnall for offering to take a module home to complete.
 - Ø Chris Patterson going to complete another module at the Clinics Weekend as part of his demonstration
 - Ø Looking for other members to do the same.
- NMRA shirts and jackets. Shirts \$40 and jackets \$85. Current batch should be ready this coming week. Next batch **31st July 2024**
- Track Gauges - new batch of various sizes being ordered.
- Calendar out for the remainder of 2024 and is on the website.

2. AR Report

- Very successful NMRA Stand at the AMRA show. 11 super energetic individuals helped be ambassadors and clinicians and drew lots of interest. Was very professional and very impressive.
 - Ø Huge interest in:-
 - Ø Fast Tracks with Keith Waples.
 - Ø Scenicing with Geoff Burns.
 - Ø Freemo module concept.
 - Ø Clinics weekend and managed to get 20 more people sign up as a result and half were the public)
 - Ø Managed to get 3 new members plus another 9 genuinely interested in joining.
- Division 1 IS hosting the 2025 NMRA Convention. Volunteers needed. Planning already underway.
- Bunnings and Jaycar Member discounts. First batch of cards arrived and available for collection at the gatherings (171 Div 1 Members)

3. Membership

- 378 current Qld members (up 6 members since last report in April 2024)
- 6 new member last month - Welcome to Ryan Mills, Dean Herman, Sharlene Brent and her son Samuel, Kyle Brady, Paul Compton.
- 39 guests looking at possibly joining (a result of AMRA, Bundaberg, Redlands and GC Show - very successful)
- Gone Home - Nil
- Some members struck off as not paid their membership.
- Renewals just going out.

- **REMINDER** to all 100% clubs that EVERY member MUST be an NMRA member otherwise your club cannot be considered as a 100% club and are not covered by insurance.
- 100% also to put in their annual report to NMRA AR before 31st March 2024.

4. AP Awards

- See report from Arthur

5. Reports

- SIG
 - Ø Modular SIG group - report below
- 100% Clubs
 - Ø Action MRC - report below
 - Ø Ipswich MRC - no report
 - Ø Gladstone and District MRA - no report
 - Ø Logan District MRC - report below
 - Ø Miniature Trains Gold Coast - report below
 - Ø Northern Rivers MRC - no report
 - Ø Southern Downs Steam Railway MTA - no report
 - Ø Toowoomba MRC - no report
 - Ø Wide Bay Burnett MRC - no report

6. Events for the Year

- o NMRA Clinics Weekend - 25-26th May
- o MTGC Show - 22-23rd June 2024 - Nerang Bicentennial Community Centre
- o 24-25 August 2024 - Redlands Model Railway Show
- Other future events
 - o Casino and Lismore - 19-20th Oct 2024
 - o Bowen Oct 2025 - Whitsunday Tour (Scott Whitaker - O Scale hand-built Victoria - 450m2 shed)

7. Future Gatherings

- Next Gathering - Greg Keliher's - 22 Waterlilly Dr, Karalee
- Seeking people to run clinics for the rest of 2024

Arthur Hayes AP Report

Arthur informed the gathering that member Kelvin Sherson, Division 5, has gained his MMR and will be presented with it shortly - congratulations to Kelvin, well done.

Modular SIG Report

Graeme spoke about:

- the SIG has been showing at the AMRA Show for 20 years this year,
- 2nd year of Showing a double track Layout &
- Photographs are on the AR Facebook page.

Rod Travis - Action MTC Report

Rod informed the gathering that Club Member Darren Lee was selling his Layout "Wattle Creek" and moving from Cedar Creek to Heritage Park.

Much conjecture as to what Darren will build next.

Mark Bailey - LDMRC Report

Mark spoke about:

- the feeling in the Club, warm and fuzzy,
- new Member Sam Kennedy (junior) &
- Open Day on 27th October, 2024.

Glen McCarley - MTCGC Report

Glen reminded the Gathering of the MTCGC Model Train and Hobby Expo on at Nerang Bicentennial Community Centre, 833 Southport Nerang Road, Nerang on the 22nd and 23rd June, 2024.

Raffle

- 1st – Dave Skelton
- 2nd – Glen McCarley
- 3rd – Bob Cuffe

Show and Tell

- Ross Balderson – showed us some of his latest projects including using laser cut palm trees etc.
- Paul Rollason – showed us how to bevel your cork underlay using a small hand plane. Secret is using a good nitrile cork from Klinger which they will cut into strips for you. Paul uses 2x18mm strips and only bevel one edge.

Presentation #3 - Ken Edge-Williams

"Magnetic People".



Ken gave a lecture on how magnets work and how can use that to our advantage on our layouts.

Small magnets can be used to help attach figures to the layout thus doing away with messy glue and if the figure gets knocked off, it can just be stood up again. Additionally, you can change the position of your figures easily.


Fellowship

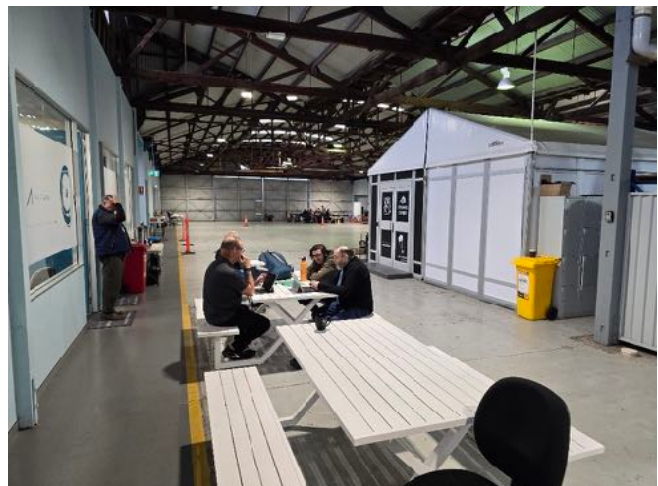
Members socialised throughout the afternoon with much camaraderie shared. Members also spent time looking at Garry's premises.

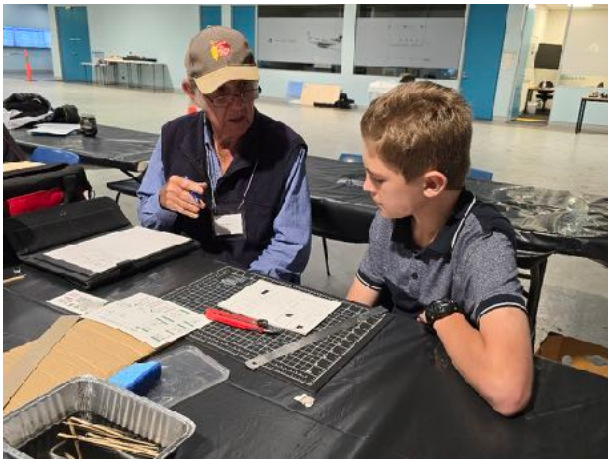
Gathering Closed @ 15.10.

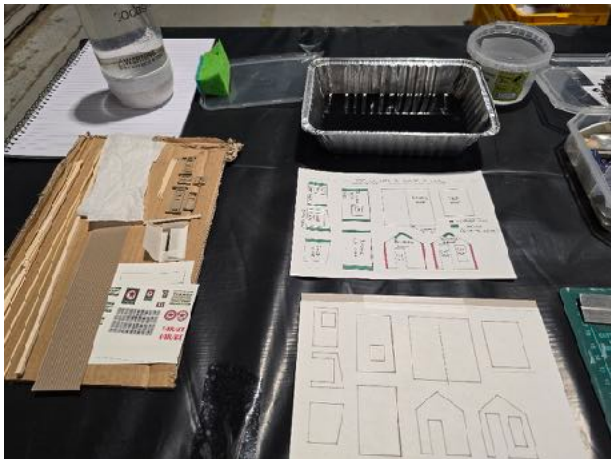
Division 1 Clinics Weekend Report

Clinics Weekend

- Held on 25th-26th May 2024 and a tremendous success.
- Was aimed at all levels from beginner to advanced and had many hands-on sessions/clinics and not just lectures.
- 5 streams (build a module in a day stream, 3 general streams and an electronics stream)
- 46 attendees (not including clinicians), and one from NSW.
- 22 clinicians
- Remarkably successful weekend and nothing but positive feedback received.
- Participants loved the hands-on sessions particularly ones they could just drop into at any time (e.g. tree making)
- Popular clinics included:-
 - Ø Building a card structure (hands-on)
 - Ø Making trees (hands-on)
 - Ø Making water (hands-on)
 - Ø Build a module in a day (hands-on)
 - Ø Advanced scenery (demonstration)
 - Ø Introduction to Ops Sessions
 - Ø Introduction to JMRI (hands-on)
 - Ø Weathering
 - Ø Decal application
 - Ø And more
- There were some lessons to be learnt but all fairly minor.
- Huge thank you to the organising committee plus the clinicians and Bob Tisdall and Tisdall Aviation for use of the hangar....







Division 2

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

Report for April 2024 meeting:-

Division Number: 2 (Australian Capital Territory)

Month: April 2024

Meeting Date: -/- /24

Reported by: Stephen O'Brien

Reporting Period: 1/4/24 to 30/4/24

Number of Members: -

Attendance: Members - 15
Guests - -
Via Zoom/Teams - -
Via Facebook Live - -
Apologies - -

Awards Presented: Nil

Clinics Held: Nil

Upcoming Events: Nil

Next Meeting: Eckersley's Art and Craft Supplies Braddon ACT

Detailed Meeting Report:

Queanbeyan Railway Station was once again the venue for the April meeting, with fifteen members attending.

Lunch for those members was held at the "Top" pub before meeting on the platform.

Our meeting coincided with Australasian Region Biennial AGM and results of the elected members was announced especially for those members travelling.

Stephe Jitts MMR outlined the category of Author and the process for this award under the Achievement Program.


Again members commented that the category does not sufficiently recognise non NMRA contributions to the hobby.

A common thread with the categories of the Achievement Program is the need for review to make them more relevant to today's modelling.

Members were advised that the May meeting would be at Eckersley's Art and Craft Supplies Braddon ACT.

The meeting closed with no train passing through Queanbeyan Station, not even the Ghost train!

Members adjourned to the Canberra Monaro N Scale Group shed that is part of the station precinct. Tom Dowling a Division 2 member gave a history of the group and the N scale modules that is the running layout.

Thank you to all members who attended the meeting.....

Division 2

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

Report for May 2024 meeting:-

Division Number: 2 (Australian Capital Territory)

Month: May 2024

Meeting Date: -/-/24

Reported by: Stephen O'Brien

Reporting Period: 1/5/24 to 31/5/24

Number of Members: -

Attendance: Members - -
Guests - -
Apologies - -

Awards Presented: Nil

Clinics Held: Nil

Upcoming Events: Nil

Next Meeting: ??

Detailed Meeting Report:

The venue for the May meeting was the first Division 2 has held in an art supply shop.

Brad Hinton, a Division 2 member had put some effort into having a meeting at this type of venue. Initially the first store was not enthusiastic to the idea and what would be involved. Brad continued and approached Eckersley's Art and Craft Supplies at Braddon, with Mary the manager happy to give it a go.

Thirteen members met for lunch at the Bentspoke Brewery to be fed and fortified before the meeting. Pubs can be noisy places so any presentation was put on hold with no modelling displayed.

This superintendent thought the presentation at Eckersley's would be a half an hour.

Mary the manager and Rhys from behind the counter led members down each aisle explaining the different paints and mediums. Brushes come in a variety of types and applications. Maintaining brushes was another important aspect.

Just about any item of interest to modellers was explained and getting the best from the product and some of the problems that can occur. Eckersley's have a range of scenery materials and figures, clear sheet with various ripple effects for water features and more.

A hour and a half later members had seen what an art store can supply. The staff at Braddon all have some experience in different aspects of the art world and would help you with what technique you are trying to achieve with your modelling.

With the tour over it was time for members to open their wallets. Discounts were on various products that made it worthwhile with a good spend by members.

Hosting a group of people through Eckersley's at Braddon was a first and the results will be passed onto other ACT stores.

Members were positive about the meeting and the information presented.

Division 2 members can thank Brad Hinton for his efforts in getting the venue off the ground and the benefits to us all.

Eckersley's Art and Craft Supplies may have branches in your State/Division that might be of value to your members, just like the experience of Division 2 members.

Division 3

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

Report for April 13th, 2024 Meeting:-

Division Number:	3 (Victoria)
Month:	April 2024
Meeting Date:	13/04/24
Reported by:	Peter Kendall & Rod Hutchinson
Reporting Period:	1/04/24 to 30/04/24
Number of Members:	—
Attendance:	Members/Guests- 23 Via Zoom/Teams N/A Apologies - 1
Awards Presented:	Nil
Clinics Held:	Nil
Upcoming Events:	- N-Scale Convention Wangaratta May 31- June 2 - Murray Valley Albury Exhibition May 18-19
Next Meeting:	Peter Kendall, Esendon, Sunday 19th May. 2024

Detailed Meeting Report:

This month's meeting was held at the home Michelle and Peter MacDonald in Bacchus Marsh, west of Melbourne. Their home houses On30 "Jackson's Creek". Originally built by Laurie Green to showcase Outback Model Co kits, Peter has doubled it's size into a continuous loop with assorted sidings. Much of the stock is Puffing Billy themed but



includes an eclectic stock of Peter's scratch/kit bash endeavours. Jackson's Creek is DCC controlled.

Peter has focused on his scenery and the extended layout features many cameo scenes providing

interest to viewers and aficionados of model railways. A delightful layout by any measure.



Some guest operators arrived. Stephen Postma ran his NA and stock which has been superbly weathered and is in now a sort after commercial offering. Mick Bennie ran his 3D print of Whitfield Trolley NK1 aka "Spirits of Salts" much to the delight of photographers and viewers.

Bacchus Marsh is central for rural Victorians with around 5 from Ballarat and Skipton and an assortment from various Melbourne Suburbs making a total of 23 members and guests.

Most attendees enjoyed a delightful Autumn day with bright sun and a cloudless sky. Our superintendent presented Michelle MacDonald with the NMRA thank you plaque.

Summary:

- New name badges distributed with additional badges to be arranged
- Bunnings discount cards distributed
- Discussion on the changes to meeting schedule for remainder of 2024
- Inspection of Peter Mac's fantastic On30 layout
- Additional discussion on areas of interest

Models on display:

Peter MacDonald: On30 layout Jackson's Creek / Sandy Creek







Grant McAdam: O scale Glass house and fortune teller stand



Ian Jones: HO scale US style station building



Mick Bennie: On30 NK1 3d print and scratch built trailer

Paul Ritchie: HOn3 assortment of US style cars on the same 3d printed chassis



Robert Goslin: O scale pigeons modified to Oz birds

Robert Goslin: O scale Mexican Cantina



Roger Hill: O scale 2-8-2 N class built from a modified K class Veteran Models kit



Stephen Postma: On30:
NB coach.

*:- The June Division 3 Report
commences on page 66 below.*



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:-

September / October 2024

Deadline date for All Report Types = 21st August, 2024

Date for Reports of Div Meetings that occur after the Deadline date = 26th August, 2024

Publish Date on Web Site= < 5th September, 2024

November / December 2024

Deadline date for All Report Types = 21st October, 2024

Date for Reports of Div Meetings that occur after the Deadline date = 26th October, 2024

Publish Date on Web Site = < 5th November, 2024

Division 4

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

Report for April & May, 2024 Meeting:-

Division Number: 4 (Western Australia)
Month: April & May 2024
Meeting Date: 21/04/24 & ??/05/24
Reported by: Frank Godde
Reporting Period: 1/04/24 to 31/05/24
Number of Members: 13
Attendance:
Members - 5
Guests - 0
Via Zoom/Teams 0
Apologies - 2
Awards Presented: Nil
Clinics Held: Frank Showed off some of his larger trees
Upcoming Events: Nil
Next Meeting: 1.00pm at the AMRA Club House, see notes below

Detailed Meeting Report:

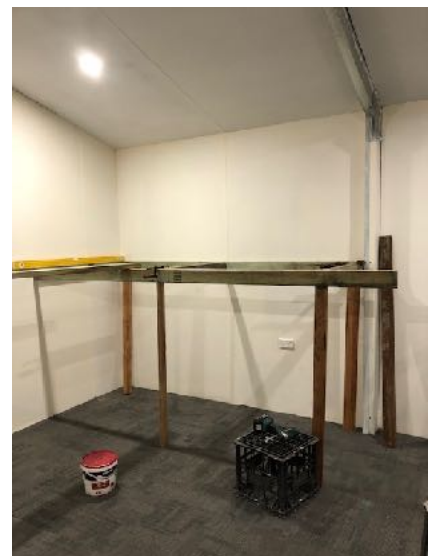
We meet at Frank's place in the new train room, which had been already painted and the bench work for the new G gauge had been started. Frank had set up a display of G gauge bridges and larger trees on a fold up table for the members to look at, Frank had invited a prospective new person to the meeting but he never showed up.



Later that month Hilary did pick up Peter Scarfe who is now wheel chair bound to come and view the new room on his birthday, and after going to lunch.

Peter is 93 and cannot walk any more, but still wants to stay a member of the NMRA.


I will combine the May meeting into this one as well seeing as the members that showed for the two meetings were the same.



The May meeting was held at the AMRA club house through the curtesy of Alan Burrough who had the key to let us in. Ireen had provided the food (thanks Ireen) Frank mentioned that the NMRA had a new executive that would run the group for the next year or so, and that he got on very well with these gentlemen.

Division 1 were running zoom clinics on a Tuesday night and that I had received an invite to one of them this week.

At the May meeting one of the members suggested that the six of us put together a small shunting layout with which to work on and get involved with the Dispatchers certificate, they all agreed to this and that costing is to be under taken. I will report on this as it goes further.

We then went onto one of the layouts and ran some trains for a while until the days end.....



Division 5

From Philip Sharpe (NMRA Inc.-AR Div 5 Superintendent)

Regarding the May or June 2024 Meeting Report:-

There has been no report received by the editor from Division 5 (New Zealand) for inclusion in this edition.

Division 6

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

Report for May 11th, 2024 Meeting:-

Division Number: 6 (South Australia)

Month: May 2024

Meeting Date: 11/05/24

Reported by: David Orr

Reporting Period: 14/04/24 to 11/05/24

Number of Members: 59

Attendance:

Members -	13
Guests -	0
Via Zoom/Teams	0
Apologies -	2

Awards Presented: Nil

Clinics Held: Nil

Upcoming Events: Adelaide Model Railway Exhibition, June long Weekend.

Next Meeting: 13th July, Ron Solly's @ 9 Grey Crescent, Evanston Gardens.

Detailed Meeting Report:

13 members gathered at David & Maggie Orr's residence for our Meeting 2024 meeting. David welcomed the members,



especially Paul Atkins at his 1st NMRA meeting.

Paul is also a member of the Adelaide Model Railroaders, a 100% club, and doesn't get many opportunities to attend weekend meetings. Welcome Paul.

Achievement Program:

Achievement Program Asst Manager, SA, Ray Brownbill, advised the meeting that in the month of April, there were 6 Achievement Program Certificates awarded in Aust. Of the 6, Pat Britton, the Div Super for Tasmania achieved 4, 1 for Master Builder - Scenery, 1 for Model Railroad Engineer - Civil, 1 for Model



Railroad Engineer - Electrical and 1 for Association Official!. Well done Pat! There was also another Association Official and 1 Association Volunteer awarded. In the rest of the world, there was also 1 MMR Certificate awarded.

Finance:

Treasurer, Ron Solly, advised the meeting of our current financial state after paying for the embroidery of shirts and jackets and some metal wheels and Kadee couplers to improve the rolling stock used on NT Junction.

NT Junction:

The modules donated by Ainslie Brittain have now been joined to NT Junction. Some track has been laid and wiring will commence shortly. We plan to have some scenery and ballast on these modules. Ballasting will not be completed in time for the Adelaide Model Railway Exhibition as we plan to provide a demonstration of ballasting at the exhibition.

Member Benefits:

David advised the group that the Bunnings cards had arrived and handed them out to the members present.

Shirts, jackets and badges:

David also handed out the newly embroidered shirts and jackets. Someone commented that we will look "very speccy" at the exhibition. Name badges have been completed and will be received soon.

AMRE:

Ron Solly advised the meeting that we have 16 traders and over 30 layouts including 3 from interstate.

Ray Brownbill advised that assisting at AMRE, we have the following members;

Friday setup: Ray Brownbill, David Orr, Ainslie Brittain, Scott Taylor

Sat Morning: Ray Brownbill, David Orr, John Marsh, Michael Robinson, Jane Robinson, Paolo Arman

Sat afternoon: Ray Brownbill, David Orr, John Marsh

Sun morning: Ray Brownbill, David Orr, Bob Bevan, Marcel van Eck, Michael Robinson, Jane Robinson, Peter Jackson

Sun afternoon: Ray Brownbill, David Orr, Bob Bevan, Marcel van Eck, Peter Jackson

Mon morning: Ray Brownbill, David Orr, Ainslie Brittain, Scott Taylor

Mon afternoon: Ray Brownbill, David Orr, Ainslie Brittain, Scott Taylor

Mon pulldown: Ray Brownbill, David Orr, Ainslie Brittain, Scott Taylor

Many thanks to those members that have volunteered to assist, especially Ainslie Brittain and Scott Taylor.



Testing & Tagging:

The Adelaide Model railway Exhibition has a requirement that all electrical equipment must be tested and tagged if used at the exhibition. David Teague has offered to test & tag any member equipment that will be used at the exhibition provided it is brought to David at the exhibition on the Friday setup day.

Next meeting:

Our next meeting will be on July 13th at Ron Solly's, 9 Grey Cres, Evanston Gardens.

Round the group:

Peter Jackson

Peter has written an article, published in the latest MainLine, called "Why the NMRA is great". You should read it, it's good.

Ray Brownbill

Ray is still "underground" wiring for lights in buildings and yards. He's also been repairing some of his 40-50 year old locos and he reports that they're now travelling like new.

At Bob Bevan's layout, he's been track cleaning (Bob has a little problem with mice). But the result is trains are now running.

John Marsh

John continues to get his train room ready. He's still emptying boxes after his move but he thinks the room will be finished in about a month, and allow him to start the restoration of the layout.

Bob Bevan

Bob told us that he's been wiring, cleaning tracks and running trains. Great news, Bob.

Peter Cawthorne

Peter has been busy casting N scale service trucks and building modules for a T-Trak layout. He tells us that there is a good chance that the N Scale Convention for 2026 will be held in Adelaide and is looking for volunteers.



Ron Solly

Ron told us he's been working "underground", wiring on Bob Bevan's layout at Mallala. Then Ron told us he's been working "underground", wiring on the P4 layout at St Kilda. Then Ron told us he's been working "underground", wiring on the Devan & Summersett Railway, Ron's own layout. He's beginning to feel like a mole!

For a break, he's been working on his timetables and sequence list on the Devan & Summersett. But he's finally finished his Adelaide Model Railway Exhibition duties.

Rod Stewart

Rod told us his track laying is finished and the layout is being cleaned of building materials - so much building materials!

Ainslie Brittain

Ainslie has been replacing a circuit diagram on his layout control panel which was causing incorrect point selection.

He's also been working on a couple of turntables, one of which a 'Fleischmann' that he's worked on some years ago. This is fitted with a DCC Decoder allowing operation from a DCC hand controller. The other turntable is his own and suffered from too much back-lash to the motor drive. This was being caused by the design of the shaft connecting to the motor drive. In his attempt to correct this he had to remove the turntable, including the table pit, from the layout base board. This was made more difficult due to the end of the roundhouse tracks being glued to the edge of the pit. It's often the case that we regret decisions made previously as all the entry tracks had to be cut to get the turntable out. Ainslie contacted the American supplier to ask how the shaft was connected but the supplier told him that he didn't know and so was unable to help. Little wonder, as Ainslie found out when the turntable was eventually lifted out and he could see a label, that it came from CIL Distributors Pty Ltd, Castle Hill NSW and was a NSW 125' turntable to HO scale.

Remedy of the back-lash is still ongoing!

Paolo Arman

Paolo told us "As Tony Mikolaj's humble apprentice, I've been helping Tony by building electronic circuit boards. These are designed to be retrofitted to, and control all the main line points on the AMR club layout. Designed by the master himself, Tony M, the circuit will essentially reset every mainline point along the entire club mainline run. This will occur whenever the entire club layout is switched on again after being switched off at the end of the previous day of use.

Given the number of points on the club mainline requiring such a circuit, the task is proving to be quite a job as each Vero/Strip/Breadboard requires many steps to complete. Perfect and very acceptable for a few breadboard circuits to be made up but given the intention to retrofit the entire length of the club's mainline, this may well prove to be a very long task to complete.

So in true real life railway/road engineering thinking, I thought it might be an idea to get commercially manufactured PCB boards made up to replace the breadboards

and significantly reduce the time for each board to be assembled and installed. To that end and after about 16 hours of self teaching how to use the KICAD PCB software program, how to design a PCB board- based on Tony's already designed on paper circuit, compiling all the necessary manufacturing and instructional files, I was able to send all the necessary files online to a company in China that catered for PCB boards manufacturing.

10 prototype boards have been received and one recently assembled and completed board awaits the testing and commissioning by the Chief Engineer, Tony M. Should the new PCB boards/circuit receive the all clear, I will then organise the necessary number of boards in order to retrofit all the mainline points on the club layout. At this stage each board costs \$2 each to manufacture and ship to Australia. I think that's a very good price to pay to achieve a quality and reliable outcome."

Paul Atkins

As a first-timer (his first NMRA meeting), we were all keen to hear what Paul's train and/or modelling interests were. Paul told us he's built 4 layouts over time and, rather than start from scratch for his next, he's on the lookout for another.



Paul models SAR in HO scale in the 1950's - 1980's. He has a number of 900's, some old and some of the new models and some 930's.

He still has the first train set he got as a child and it still works. He still has all the other locomotives, rolling stock and models that he's collected as a child/teenager to expand this set.

He believes that model railroads that you build are a personal form of art which should be respected, Through our model railroad/railway clubs, he believes that we can promote a great hobby where, with family

members and friends, you can solve problems, learn basic 12v electronics, design track layouts that you have to think about when shunting, operating or running and this gets people interacting together and away from screens.

Graham Cocks

In January, at the meeting at Jim Gifford's, Graham told us about an SAR N scale SAR Sf0 sheep van he's been building. He's now finished it apart from the wheels. Graham added to the comments by Peter Cawthorne by advising the group that N Scale Conventions are not run by any 1 club or association but rather by like-minded individuals. He reiterated the opportunity/requirement for volunteers for the 2026 N Scale Convention.



Vern Cracknell

Vern has been writing an article, with photos, on his Uphill Logging layout for the Narrow Gauge Down Under magazine.

Scott Taylor

Scott had plans to attend the meeting but was called away on a very pressing family issue at the last minute. Here's what Scott was going to tell us;

I had 4 models to show and a few other things too.

1:20 flatcar - fitting of detail parts, including 3d printed stake pockets, Bachmann bogie sets. Brake assembly under development.



FRN Flatcar - fitting of 3d printed items - narrow gauge bogies, coupler boxes, couplers, painted areas black to accept lettering. Decals and brake system in development to fit.



FBN wagon - painted, addition of mounts for brake system and grab irons. Decals and brake system being fitted.



OBN open wagon - 3d printed sides glue together and fitted to underframe, additional work needed to correct mistake and strengthen weak points. Being prepped for painting and decalling.



I'm hoping to have 3 finished models by the Expo.

David Orr

David's layout is located in heavily wooded areas in the border district of Pennsylvania and Maryland, USA. Most of the trees are the painted background on the walls. For trees that are on the layout, David experimented with buying Christmas trees, available from department stores that would normally be placed on the table at Christmas time. With some judicious trimming, hair spray as glue and some scatter material and flocking, these trees present a reasonable finish that is quick, easy and inexpensive.



David's trees showing originals on the left




In David's train room

The meeting closed at 3:30pm and we adjourned for a sumptuous afternoon tea of hot pies and sausage rolls and scrumptious home made fruit cake and pineapple cake - delicious - provided by Maggie and a look at David's layout.

Thanks to Peter Jackson for the photos of the meeting.

Next meeting

Our next get together will be at the Adelaide Model Railway Exhibition on the June long weekend (7th-10th) at Greyhound Park, Angle Park. Our next meeting will be on Saturday 13th July 2024 at Ron Solly's, 9 Grey Cres, Evanston Gardens.....

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

HO Scale House of "Questionable Use" Kit



Construction Materials

- **Unknown maker** (1980s vintage) plastic Shearer's Quarters kit.

Added Details

- 3mm LED (warm white) for internal lighting
- **Northeastern Scale Lumber** 6" x 1" plank for front porch
- Square balsa (roughly rounded) for house stumps
- Coloured paper on internal walls
- Scratch-built bed and bedding (from scrap)
- Commercial corrugated iron for roof
- **Preisser** figure outside chopping wood and figure inside
- Chopped wood made from scrap timber
- **Heki** tree debris in roof
- A lousy, pale brown and white, patchy, airbrushed paint job – **Tamiya** flat acrylic
- Weathering powders and India Ink-IPA wash

HO Scale Scratch-built Small Workshop and Tool Shed

Construction Materials

- Northeastern Scale Lumber 8" square for frame
- Northeastern Scale Lumber 10" x 2" plank for floor
- Northeastern Scale Lumber 10" x 1" plank for shelves
- Northeastern Scale Lumber HO Scale corrugated 'iron' for sides and roof



Added Details

- Preiser machinery
- Assorted commercial tools and small containers
- 3mm LED (warm white) for internal lighting
- Tamiya flat acrylic (airbrushed) pale grey-aluminium mix for corrugated iron
- Weathering powders and India Ink-IPA wash

The Story

After years of bickering, the MSNGR finally agreed to construct a small machinery shed at the southern end of the Muzzby turntable work area. Next, more outside lighting!

The model was displayed at the NMRA Division 6 meeting held on Saturday 13 March 2021.




Division 7

John Arrowsmith (NMRA Inc.-AR Div7 Superintendent)

Report for May 4th & 5th and 21st, 2024 Meeting:-

Division Number:	7 (Sydney NSW)
Month:	May, 2024
Meeting Date:	4th & 5th and 21/04/24
Reported by:	Randall Jones
Reporting Period:	1/05/24 to 29/05/24
Number of Members:	260
Attendance:	Members - 27 Guests - 7 Via Zoom/Teams 34 Apologies - -
Awards Presented:	- Association Volunteer to John Arrowsmith - Hopkins Bone award to Graeme Barnes
Clinics Held:	- Paul Cassar - Modelling on a shelf layout - Gary Rose - Getting Started Operations
Upcoming Events:	Nil
Next Meeting:	Gosford MRC, 8th June 8th, 2024

Detailed Meeting Report:

- Attended the Great Train Show - 6 new members, 4 prospective members, 50+ members attended
- Online Turnout - two clinics, 27 members, 7 guests attended
- Div 7 doing well in membership promotion.....

Division 10

From Pat Britten (NMRA Inc.-AR Div10 Superintendent)

Regarding the May or June 2024 Meeting Report:-

There has been no report received by the editor from Division 10 (Tasmania) for inclusion in this edition.

Division 8/9

Ian West (NMRA Inc.-AR Division 8/9 Superintendent)

Report for January to May, 2024 Meeting:-

Division Number: 8/9 (Northern NSW)
Month: January to May, 2024
Meeting Date: --/05/24
Reported by: Ian West
Reporting Period: 15/1/24 to 7/5/24
Number of Members: --
Attendance: Members - --
Guests - --
Apologies - --
Awards Presented: Nil
Clinics Held: Nil
Upcoming Events: - Coffs Harbour Show, 6-7th July
Next Meeting: - 29th June @ the CCRMI Club House, Coffs Harbour

Detailed Meeting Report:

Firstly, I must apologise for this being only my second report for this year. 2024 is the year of a birth, a death and marriages. Wendy and I have managed to survive the first two, even though they were only five days apart. The first wedding is only three weeks away, with the second in October.

Our sympathies to anyone else going through trauma and illnesses.

CCRMI

I finally managed to get to the Coffs Coast Railroad Modellers Inc working bee on Saturday morning 4th May. There has been quite a bit of progress since my last visit.



The floor space was finally cemented just before Easter and was left to cure for a few

weeks. The awning was also assembled around the same time. It protects the "Tuck Truck" and exhibition van from the weather. It looks a little crowded now, but, as funds permit, the awning will be extended to run the length of the shed.



Jamie out the front of the newly clad and painted entrance

Steve can be seen in the background sealing the open corner of the shed. The windows have been installed on the back wall, which they are waiting to have the top of clad.



The members like to do as much work as they can and leave the difficult jobs to professionals. Finding funds is always an issue.

You can see the new floor here, much better than dirt and mud. The front gates, seen behind, will be replaced by a roller door soon.



"Smoko" is an important part of the morning as it gives you a chance to catch on the news and admire your morning's work



Geoff and John are supporting the ladder for Steve while he measures up cladding.



M e a s u r e

twice, cut once. Jim, Chris and Paul working together. Members help where they can. There is a wide variety of skills in the group brought in from the many jobs that members have held over the years. The older members come to view the progress and enjoy the camaraderie.

The second annual Swap Meet sign went up in time for the Coffs Harbour Show. As you can see it will be held on 6th-7th July. This was an excellent fundraiser last year and the group hope the same for this year.

There is a vast variety of goods on sale and this year will be even bigger with the use of the new exhibition hall in the showground.

"Bob's Tuck Truck" has also been very successful with fundraising. It will be in use again for the Antiques Show on 29th June.

Next meeting:

As already mentioned, the next meeting will be on Saturday 29th June at the CCRMI Club House. It will also be the AGM of the CCRMI. A sausage sizzle will follow the meeting. Your RSVP will help with catering.



Division 3

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

Report for June 16th, 2024 Meeting:-

Division Number: 3 (Victoria)

Month: June 2024

Meeting Date: 16/06/24

Reported by: Rod Hutchinson and Peter Kendall

Reporting Period: 1/06/24 to 30/06/24

Number of Members: —

Attendance: Members/Guests- 21
Via Zoom/Teams N/A
Apologies - 6

Awards Presented: Peter Kendall - Model Railway Author Certificate
Peter Kendall - Association Official

Clinics Held: Nil

Upcoming Events: Stawell 13-14 July, Sunshine 3-4 Aug, AMRA Show 3-4 Aug

Next Meeting: Mick Bennie, Wallan , 21st July.

Detailed Meeting Report:

June 2024 was held at the home of Laurie & Rosemary Green. Laurie is one of Australia's elder statesmen when it comes to Model Railway Modelling. Having been a modeller for many years he has one many awards both in Australia and Overseas. Laurie's home is the location of his On30 Denver and Rio-





Grande home layout. Laurie has presented many layouts to the public over the years both in HOn3 and On30. A prolific scratch builder, Laurie's home is a museum of an eclectic collection of dioramas and model railway stock.

It was a cold almost dry day when around 21 members and guests descended into Sunbury to share experiences, enjoy the work of Laurie,

and take part in the hospitality of Rosemary and Laurie's sister. The wind kept at bay (mostly) and the rain was quite light. Lady guests enjoyed the warmth of the kitchen whilst the males toughed it outside, at least for short periods, and then quickly headed for the camaraderie of the layout room.

Our superintendent, Peter Kendall, received two NMRA Achievement Awards against "Model Railroad Author" and "Association Official". Peter has enrolled in the NMRA MMR achievement program



The cold weather encourage an early departure around 3:30pm and as has become custom, the lady of the house, Rosemary Green, received the NMRA thank you plaque.

Models on Display:

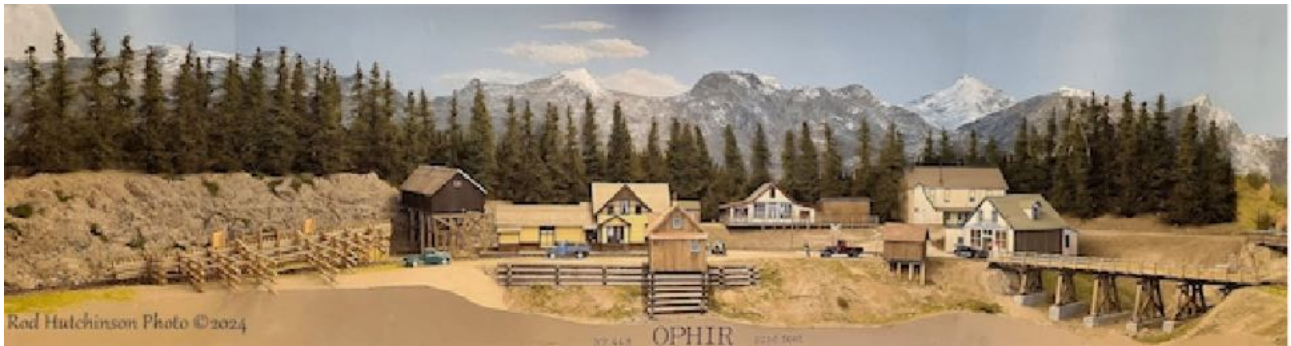
A small sample for display presented us with a high standard of modelling ranging from HOn3 to G scale.



Left: Bob Thornton: G scale Darjeeling B class locomotive by Roundhouse

Below: Graham Stockfeld: HO slide slider van by 3D Central





Left & Above:
Laurie Green On30 Home Layout



Left: Laurie Green
On30 Passenger and
Combine coaches




Paul Ritchie: HO Dunsmuir Depot



Peter Kendall: HO On3 Firewood Flat Car



Peter Kendall: On30 Apple Vinegar Wagon

Summary:- Names Badges & Bunnings discount cards distributed - Presented AP Certificates to Peter Kendall - A general explanation of AP & MMR programs - Report on the very successful N Scale convention @ Wangaratta - Inspection of Laurie Green's outstanding layout and modelling.....

What's in the Next Edition

- *And one must be a Passenger Car' are the words that Dave Whibley found that are on the paper work for the NMRA Achievement Program for the Cars Certificate, so Dave went about building a unique 19th century passenger car, and describes how he went about building it.*
- *There are a couple of articles which are being written and finalised by two authors as I write, so if they are completed in time for the next edition, then there will be much more interesting reading for the members.*