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the

MainLine

magazine

the official journal of the
National Model Railroad Association Incorporated
Australasian Region

NMRA Inc. - Australasian Region Directory

REGIONAL COMMITTEE

President: Duncan Cabassi
0424 844 807
president@nmra.org.au

Vice President: Trevor Phillips
0402 926 930
vicepresident@nmra.org.au

Secretary: Randall Jones
0409 743 254
secretary@nmra.org.au

Treasurer: John Gillies
0408 917 965
treasurer@nmra.org.au

Pacific District Director: Robert Peterson
(02) 9871 4157
director@nmra.org.au

MEMBERS

Member Al Harris
0412 608 817
al_harris@nmra.org.au

Member Raymond Sullivan
0409 625 278
ray_sullivan@nmra.org.au

Member Aaron Stinson
0411 332 409
aaron_stinson@nmra.org.au

PUBLIC OFFICER

Public Officer Doug Wallace
0490 928 334
public_officer@nmra.org.au

SUPERINTENDENTS

Division 1 QLD Paul Rollason
0419 670 653
div1sup@nmra.org.au

Division 2 ACT Stephen O'Brien
0402 913 196
div2sup@nmra.org.au

Division 3 VIC Peter Kendall
0412 299 730
div3sup@nmra.org.au

Division 4 WA Frank Godde MMR®
(08) 9253 3155
div4sup@nmra.org.au

Division 5 NZ Philip Sharpe
(64) 2720 30428
div5sup@nmra.org.au

Division 6 SA David Orr
0420 885 669
div6sup@nmra.org.au

Division 7 Newcastle, Sydney Wollongong Graeme Barnes MMR®
div7sup@nmra.org.au

Division 8 / 9 Northern NSW Anne-Marie Briggs
div8sup@nmra.org.au

Division 10 Tasmania Pat Britton
0417 625 278
div10sup@nmra.org.au

REGARDING ARTICLE CONTRIBUTIONS

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

(cont.)

ACHIEVEMENT PROGRAM (AP) VOLUNTEERS

A.P. Regional Manager	David O'Hearn, MMR® 0407 811 577 ap@nmra.org.au
A.P. ACT Assistant Manager	Stephe Jitts 0429 447 021 apviceact@nmra.org.au
A.P. NSW South Assistant Manager	Steve Pettit, MMR® 0499 910 196 ap.southern.highlands@nmra.org.au
A.P. NSW Eastern Sydney Assist Manager	David North (02) 9975 6436 ap.eastern.sydney@nmra.org.au
A.P. NSW Western Sydney Assist Manager	Gary Norwood 0488 121 258 ap.western.sydney@nmra.org.au
A.P. NSW North Assistant Manager	Dennis Clarke, MMR® 0447 290 145 apvicensw@nmra.org.au
A.P. Assistant Manager Coffs Harbour	Ian Phemister (02) 6658 2626 apvicech@nmra.org.au
A.P. Assistant Manager QLD	Arthur Hayes, MMR® (07) 3345 7887 apviceqldsth@nmra.org.au
A.P. Assistant Manager VIC (West)	Peter MacDonald, MMR® (03) 5367 3601 apvicevicwest@nmra.org.au
A.P. Assistant Manager VIC (East)	Bill Black (03) 5968 309 apviceviceast@nmra.org.au

A.P. Assistant Manager SA	Ray Brownbill 0417 849 630 apvicesa@nmra.org.au
A.P. Assistant Manager WA	Frank Godde, MMR® (08) 9253 3155 apvicewa@nmra.org.au

REGIONAL VOLUNTEERS

Librarian	David North HLM (02) 9975 6436 librarian@nmra.org.au
Regional Contest Chair	Gerry Hopkins, MMR® 0415 845 599 contest@nmra.org.au
Editor - MainLine On-Line	Merv Bagnall (07) 4125 2360 editor@nmra.org.au
Web Master	Wayne Eagle 0410 665 047 webmaster@nmra.org.au
Education Chairman	Vacant education@nmra.org.au
Social Media Manager	Martyn Jenkins 0407 637 607 ssm@nmra.org.au
Membership	Glen McCarley 0435 064 004 membership@nmra.org.au

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the Cover Photo

As described on page 51, Division 1 had a 'Layout Tour' weekend on the 19th/20th October, 2024, where 5 layouts were viewed and Divisional meeting held during the two day event.

The cover photo shows a scene from the 1st layout visited, which was Bob Richardson's 'Duck Creek Mountain Railway' layout, which features both NSW and QGR rolling stock.

Editor's Comments

As 2025 gets underway, there are already many model train shows and hobby expos being advertised, so I would encourage all members to support these shows as best you can. Support can take many forms, whether it be as part of a club or private showing of a layout, or helping out on your local NMRA Inc.-AR stall, or supporting the traders who are always ready to provide the products you need to build your model Railroading empire, or providing support and information to those who are new to the hobby, or by just attending and supporting the organisers of the event with your entry donation. Whichever way you support a model train exhibition, there is always a positive outcome for the hobby.

The venue and date for the NMRA Inc.-AR 2025 convention in Brisbane has now been finalised and the details are shown on the flyer on page **17** of this edition. More information will follow in future editions, so be sure to read the next edition of MainLine for an update.


Commencing on page **6** in this edition, we have an article from Rob Nesbitt, where he outlines the certificates he has completed in the Achievement Program as well as an in-depth insight into his experience with completing the 'Master Builder - Structures' Certificate. Well worth a read for anybody looking for the challenge of completing this AP and the persistence Rob has endured to achieve the final outcome.

Operating your layout is a ton of fun when everything runs without issues. Dirty track and wheels have the potential to turn your day upside down with stop start running and derailments. In this article about 'Track Cleaning Cars' commencing on page **18**, Arthur Hayes, MMR® describes the various methods he has used for cleaning track and the many different types of track cleaning cars that he has built and used for that purpose.

Mick Bennie is a modeller of Victorian narrow gauge rail scene and scratch builds most of his rolling stock. Apart from the NM cattle wagons, there were a number of wagons altered either temporarily or permanently to take live-stock, as well as people on excursions, over a Victorian narrow gauge network. From page **29**, Mick describes the models he has built for this purpose.

I am always looking for suitable model railroading inspired photos to use as a cover photo for our magazine. The photos I seek are those which are taken in portrait mode and which are in focus, with no tools, facias, ceilings or floors in the shot. Your photo should preferably be one taken from a scene on your layout and accompanied with a brief 20 to 30 word explanation telling what is happening in the scene. So if you would like a photo from your layout to be on the cover of MainLine, then I look forward to receiving a few photos sent in so I have a few to choose from. If I get more than I need, then those not used as a cover photo could possibly be included in a 'Photo Gallery' in a future edition. So get the camera out and start clicking!

Also included in this edition commencing on page **32**, are reports for October and November from the Adelaide Model Railroaders Club and a report for October and November from the Wide Bay Burnett Model Railway Club. Both clubs are NMRA Inc.-AR 100% clubs and they outline the activities that have occurred at their clubs over the last few months.

For the third month running there are well over 60 pages of Divisional reports in this edition from the AR Divisions, and they commence on page **51**. The reports outline what has been happening recently around our region. You may also notice that this edition has again topped the 100 page mark!.....

Meru Bagnall

Editor - MainLine On-Line

editor@nmra.org.au

NMRA Achievement Program

by Rob Nesbitt

One of my companions on my Model Railway journey is the National Model Railroad Association (NMRA). It might seem strange to credit the association, but without them, I doubt the hobby, and my own modelling would have progressed.

A quick history

The NMRA was set up in the USA nearly 100 years ago, with aims to provide a consistent standard to manufacturers of models, to enable compatibility between brands. It was also to allow the sharing of ideas between modellers, and to advance the hobby. To those many unsung pioneers, I thank you.

The association grew in North America organised into a number of geographic regions. And the association also welcomed

international members, with regions established in Britain, and Australasia. The Australasian region was known as the Southern Cross Region. In the 1970s, the Southern Cross region broke away from the parent, and became the independent Southern Cross Model Railway Association (SCMRA). However, some former NMRA members were not happy with this arrangement, and after a campaign, were able to re-establish an Australian Region of the NMRA in 1984. As modellers in this country, we are blessed with 2 associations.

I joined the NMRA in 1990, after attending an NMRA meeting in Canberra, at Graham Hodges abode in Belconnen. I liked what I saw, and members in attendance, primarily from Sydney, were friendly, and happy to share ideas.

The 1991 NMRA convention in Denver was put on my calendar, and combined with a holiday, my horizons were broadened to what was possible. These week-long conventions can be addictive, I also attended Portland in '94, Long Beach in '96, Seattle in 2004, and Portland (again) in 2015. In addition, there were quite a number of shorter conventions here in Australia, the next one being in Brisbane in August 25.

The NMRA Achievement Program

The achievement program was started in 1961, and has 2 main aims - to recognise those individuals who are supporting the Association, and the wider Model railway community; and to challenge and improve the personal modelling standards of the member. It is not a contest.



Northbound Southern Aurora, running very late, doesn't stop at Wagga Wagga station. This image, as well as others, are ones I have accumulated to show operation of trains through Wagga, something that I hope to simulate with my yet to be built layout. Image from the internet. I do not know the photographer.

The main categories are:-

Service to the hobby:- Association official; Association Volunteer; Author

Model Railroad Equipment:- Master builder motive power; Master builder cars

Settings:- Master builder Structures; Master builder Scenery; Master builder Prototype Models

Engineering and Operation:- Model Railroad Engineer (civil); Model Railroad Engineer (electrical); Chief Dispatcher

Full details of the achievement program can be found on the NMRA websites.

My own experience in the Achievement program.

In 2006, I had accumulated sufficient points to apply for the Authorship Category award. This is one of the categories "Service to the hobby".

Around 2011, I completed the Model Railroad Engineer(electrical) category

Most modellers who have a model train layout have an advantage in many of the categories, although lack of a layout is not a huge impediment. What was harder for me, living in Junee, is being geographically distant, or isolated from judges.

Master Builder Structures

I have been documenting my progress with making structures on a blog created about 7 years ago. The blog also includes history of the NSW railways in the Wagga Wagga area, as many of the structures I build are miniatures of real structures that were, or once were on the line. The long term intention is that these structures will be placed on a model railway layout based on Wagga, and the branch line to Tumbarumba.

Over the years, I could see that my modelling standards were improving, and I started more and more ambitious projects. However, I rarely completed detailing the models, before starting on the next project. After all, I figured that without spending the time detailing, would give me more time to make other structures. Detailing could always be performed later.

That changed 2 months ago. I received notification that the Achievement Program judge for Div 2 of the AR region was planning to move to Queensland, and if I wanted to get my models judged for the AP Master Builder Structures within Div2, I had little time.

So, I collected up a varied selection of models that in my assessment, may achieve merit standards (87.5 marks out of a possible 125), and then "completed" them, along with the task of filling out the paperwork

In short, the structure category needs 6 out of 12 models to achieve Merit, 6 models out of the 12 must be scratch built, and one model has to be a bridge

And on the first Wednesday in August, I made the 2+ hour car trip towards Canberra, where Stephe, and Ross assessed my models. Below are the results.

The models and judging results

Ladysmith Station building

This is a Walkers NSW A4 laser cut wood kit, but modified and detailed to match the station building at Ladysmith.

- Construction(workmanship): 28 points out of 40
 - Detail (Quality and amount): 13 out of 20
 - Conformity (to prototype practice): 24 out of 25
 - Finish and lettering (general appearance): 22 out of 25
 - Scratchbuilt(parts added by the modeller): 4 out of 15
- TOTAL: 91 points out of 125. This model MET Merit standards



Kyeamba Creek bridges

This model was recycled from an earlier layout. It started as a Quality Scale Models NSW 4 span timber trestle kit, but enlarged to 9 spans, crossing 2 creek openings. It is scaled to be as close to the real bridges near Ladysmith, and presented on a diorama (which is not judged)

- Construction(workmanship): 35 points out of 40
 - Detail (Quality and amount): 18 out of 20
 - Conformity (to prototype practice): 23 out of 25
 - Finish and lettering (general appearance): 20 out of 25
 - Scratchbuilt(parts added by the modeller): 10 out of 15
- TOTAL: 106 points out of 125. This model MET Merit standards



One of the 2 bridges of the diorama. Wombat models C30T placed for effect

Paddle Steamer

This model was scratchbuilt around 20 years ago, out of wood, and brass, using plans from the LJ Models P.S. Pevensey. I included it to show my proficiency in using wood, as the model has quite a number of subtle curves, and not a simple box

- Construction(workmanship): 16 points out of 40
- Detail (Quality and amount): 13 out of 20
- Conformity (to prototype practice): 11 out of 25

- Finish and lettering (general appearance): 12 out of 25
- Scratchbuilt(parts added by the modeller): 15 out of 15

TOTAL: 67 points out of 125. This model DID NOT meet Merit standards. Judges considered the model was toylike in appearance (fair comment, I had always intended this model for the mantelpiece, and was heavily varnished)



The heavy varnish finish is fine for a mantelpiece display model, but lost me points for a scale model. Cargo is via ebay, and only secured with blu-tac

NSW 60' turntable

This model was scratchbuilt mainly from brass. Since constructing this model in around 2018, I added some side ribbing, as well as painted and weathered the model prior to judging



The approach roads, and general scenery are awaiting for the turntable to be installed on the layout. The turntable is manual, just like the prototype, and will be placed close to the aisle for operators to easily turn the locos

- Construction(workmanship): 28 points out of 40
- Detail (Quality and amount): 12 out of 20

- Conformity (to prototype practice): 15 out of 25

- Finish and lettering (general appearance): 12 out of 25 - Scratch built (parts added by the modeller): 15 out of 15

TOTAL: 82 points out of 125. This model DID NOT meet Merit standards. Judges considered the model was too small, and lacked details

Murrumbidgee River Bridge

This model was kit bashed from two Uneek 159' Whitten span brass kits, and 3 sets of cast piers. Extensive rework to match the Murrumbidgee river bridge, and to scratch build the bridge track (the kit assumes flex track which doesn't look right). Presented in a "ready to be assembled" state, due to the space requirements for a built diorama, and future placement on the layout.

- Construction(workmanship): 38 points out of 40
- Detail (Quality and amount): 19 out of 20

- Conformity (to prototype practice): 21 out of 25
- Finish and lettering (general appearance): 23 out of 25
- Scratch built (parts added by the modeller): 7 out of 15

TOTAL: 108 points out of 125. This model MET Merit standards.

Aerial Rope tower

This freelanced O scale model was mostly scratchbuilt from brass, and was inspired by the Hercules Haulage towers beside



Archive image of my model bridge from 2019. Since then, my model was broken into subassemblies for storage



the highway at Rosebury on the west coast of Tasmania. I drew my own plans, and built the model for the small diorama contest at the 2017 Narrow Gauge convention in Geelong.

- Construction(workmanship): 39 points out of 40
- Detail (Quality and amount): 19 out of 20
- Conformity (to prototype practice): 23 out of 25
- Finish and lettering (general appearance): 23 out of 25
- Scratchbuilt(parts added by the modeller): 15 out of 15

TOTAL: 118 points out of 125. This model MET Merit standards.

Wagga Wagga station

This scratch built model took over 2 years to make, and is mostly of styrene construction, with some brass, including specially commissioned etched brass for the distinctive



The railside view (the roadside view is on the header of this blogpost). This side of the station won't be viewable from my layout aisles

ironwork. I covered the construction of this model extensively in over 10 posts on my "BuildingWagga" blog.

- Construction(workmanship): 39 points out of 40
 - Detail (Quality and amount): 19 out of 20
 - Conformity (to prototype practice): 23 out of 25
 - Finish and lettering (general appearance): 24 out of 25
 - Scratch built (parts added by the modeller): 14 out of 15
- TOTAL: 119 points out of 125. This model MET Merit standards

Bomen station

This scratchbuilt model of styrene construction, with plans I made myself. I covered the construction of this model on my "BuildingWagga" blog.



Railside view. Since my original blog posts on construction of Bomen station, I have added downpipes, and platform signs

- Construction(workmanship): 39 points out of 40
 - Detail (Quality and amount): 18 out of 20
 - Conformity (to prototype practice): 24 out of 25
 - Finish and lettering (general appearance): 22 out of 25
 - Scratchbuilt(parts added by the modeller): 15 out of 15
- TOTAL: 118 points out of 125. This model MET Merit standards

56 Lever Wagga signal box lever frame

This is approx.1:10 scale. This frame matches the real frame in the former Wagga signal box, and is an operational model, built to cope with the 1:1 scale operator hands, I built the model over 2 years, in 1997-8. This model was not a kit, but steel metal laser cut parts were obtained from "MacKenzie in H.O.Lland", and then hand machined, as Mackenzie had a number of deliberate faults to stop intellectual theft. Each lever is connected to a cam, and future mechanical interlocking is possible. A description of the theory of interlocking can be found in an earlier post on my blog. The lever plates are paper "decals" on brass strip to match Wagga - in the future these plates will be replaced with etched versions.



This model is on the same table the showed the Murrumbidgee Bridge model earlier, and is quite a large and weighty model

- Construction(workmanship): 39 points out of 40
 - Detail (Quality and amount): 16 out of 20
 - Conformity (to prototype practice): 22 out of 25
 - Finish and lettering (general appearance): 24 out of 25
 - Scratch built(parts added by the modeller): 11 out of 15
- TOTAL: 112 points out of 125. This model MET Merit standards.

Docker Street Gatekeeper cottage

This scratch built model of styrene construction, with plans I made myself.

- Construction(workmanship): 36 points out of 40
- Detail (Quality and amount): 18 out of 20
- Conformity (to prototype practice): 24 out of 25
- Finish and lettering (general appearance): 20 out of 25
- Scratch built (parts added by the modeller): 15 out of 15

TOTAL: 113 points out of 125. This model MET Merit standards.

Wagga Wagga Signal Box

This scratchbuilt model of styrene construction, with plans adapted from Greg Edwards Data Sheets, and based on my own photos from pre 1983, and others.

- Construction(workmanship): 29 points out of 40
- Detail (Quality and amount): 18 out of 20
- Conformity (to prototype practice): 22 out of 25
- Finish and lettering (general appearance): 23 out of 25
- Scratch built (parts added by the modeller): 14 out of 15

TOTAL: 106 points out of 125. This model MET Merit standards



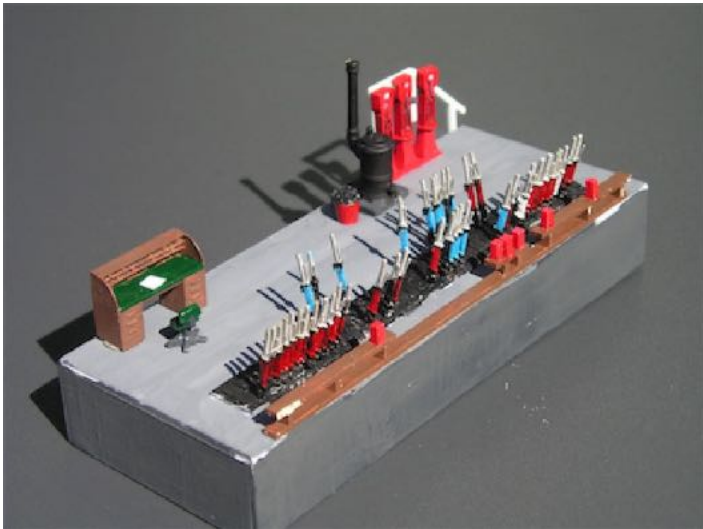
Closeup of the levers. The paper labels did not print out as well as I hoped, but are accurate to the original descriptions



When I was showing this model at the July NMRA meeting, Ross asked me about why there was a lack of window sills. My prototype photos failed to show the bottom of the windows, but I checked an archive picture of the Ettamogah gatekeeper cottage, and it did have sills, so sills have been added.



Accurate angle - mimicks the view from the footbridge. The signalbox was removed in 1983



I added an interior to the signalbox. The levers and block instruments match a real photo supplied by Bob Taaffe, but the window side is a guess. The desk, chair, coal bucket, block instruments, and miniature staff instruments were all scratchbuilt from styrene. Seriously small details

Ladysmith Toilet and lamp room

This scratchbuilt model of styrene construction, with metal foil cladding, using plans from Greg Edwards Data Sheets, and my own photos. This was my first scratchbuilt prototype model in styrene, and I treated it as a learning exercise.



- Construction(workmanship): 21 points out of 40
- Detail (Quality and amount): 12 out of 20
- Conformity (to prototype practice): 21 out of 25
- Finish and lettering (general appearance): 13 out of 25
- Scratch built(parts added by the modeller): 15 out of 15

TOTAL: 82 points out of 125. This model DID NOT meet Merit standards. Judges said it was just a bit too small to accumulate enough points.

=====

To hedge my bets, I had included some other models that were subsequently not registered on the Statement of Qualification Form. Included here for completeness.

5 Tonne yard crane

This is a Stephen Johnson brass kit, and has a reputation (well earned) to be difficult.

- Construction(workmanship): 35 points out of 40
- Detail (Quality and amount): 5 out of 20
- Conformity (to prototype practice): 20 out of 25
- Finish and lettering (general appearance): 15 out of 25
- Scratchbuilt(parts added by the modeller): 0 out of 15

TOTAL: 75 points out of 125. This model DID NOT meet Merit standards. Being a detailed kit, adding extra details was not really an option. Thus , it would have failed the Structure Category rules, even if it did reach merit, and as such, I could not include it in the Statement of Qualification

6 Lever Ground frame.

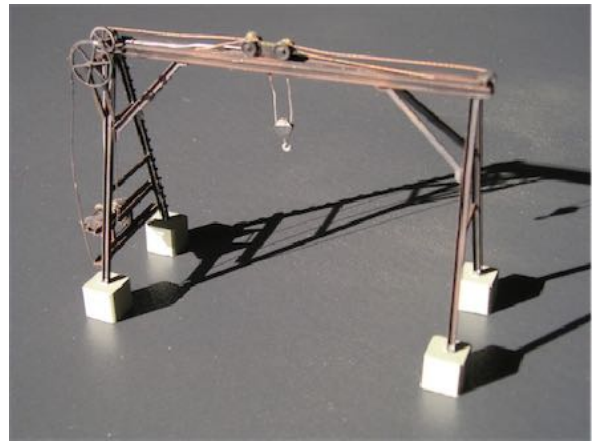
This is approx.1:10 scale. I built the model in around 1995, using kit parts supplied by "MacKenzie in H.O.Lland". It is fully interlocked to my design, and represents a fictitious branch coming off a main line. The lever plates are varnished paper "decals" on brass strip.

- Construction(workmanship): 30 points out of 40
- Detail (Quality and amount): 7 out of 20
- Conformity (to prototype practice): 17 out of 25
- Finish and lettering (general appearance): 22 out of 25
- Scratch built (parts added by the modeller): 5 out of 15
- TOTAL: 82 points out of 125. This model DID NOT meet Merit standards.

Catenary for Yendys Exhibition layout

I posed a question in the 'Ask the MMR' segment of the NMRAx online convention during Covid. "How do members, who are remote from judging, participate in the AP program?". After a long pause, Arthur Hayes MMR, suggested that one needs to take lots of photos, and if possible write it up in the region magazine "Mainline".

Well, this seemed reasonable. After my article appeared in Mainline. I then sent the paperwork through to Ross, the




DIV 2 AP judge. Yendys exhibition layout had been seen on the exhibition scene for over 10 years, so it was a well known subject for this test. Well, the judging took around 8 months. I consider this aspect of remote judging to be a serious question to be considered for the USA based NMRA BOD, as the process needs to be formalised.

- Construction(workmanship): 32 points out of 40
 - Detail (Quality and amount): 13 out of 20
 - Conformity (to prototype practice): 23 out of 25
 - Finish and lettering (general appearance): 5 out of 25
 - Scratch built (parts added by the modeller): 15 out of 15
- TOTAL: 88 points out of 125. The Catenary model MET Merit standards.

Paperwork

Prior to judging, paperwork needed to be filled out. Here is a copy of my paperwork forms for the Yendys catenary. It can be time consuming to fill out, but it is possible to access a word template on the website, which helps the judges to read, as well as making corrections easier.



NMRA NATIONAL CONTEST JUDGING FORM

NMRA Form #902 Rev. E, 6/16/11 All previous forms obsolete. Please print.

Entry Name CATENARY FOR YENDYS EXHIBITION LAYOUT

Entry No.

1. CONSTRUCTION (Maximum 40 points) Points Awarded
(*May qualify for AP scratch built)
Model Basis – Select the description that best applies to your model
 Scratch Built (Complete) * – SB struc. + details (>90%) Kit Bash – Multi kits/ comm. parts assem. not per kit plan
 Scratch Built (Partial) – SB struc.; comm. details (<90%) Kit Built – Per kit plan (> 90%); few modifications
 Mod. Comm. – Shells, frame, struc. or major parts (>50%) Mod. RTR – Some mod. (<20%) to finished comm. model
 Name kit or major comm. parts & manufacturer Sommerfeldt

Construction Techniques – Select all methods & materials that apply to your model
 Drew own plans Followed construc. article Cut & fit wood Soldered metal
 Used proto/comm. plans Cut & fit metal Cut & fit cardstock Made patterns (J.T.S.)
 Used kit plans Cut & fit plastic Cut & fit glass Made molds

Describe in detail how model was built, its complexity and the methods used. Modified Sommerfeldt European catenary masts to be accurate for NSW. Fabricated 29 metres of overhead catenary wire from phosphor bronze wire. Installed over the track using jigs. Soldered construction. Painted with brush. I wrote an article for my blog with pictures. <https://buildingwaggon.blogspot.com/search?q=catenary>

2. DETAIL (Maximum 20 points) Points Awarded
 Describe complexity, difficulty, refinement & quantity of detail parts added. Identify all commercial parts.
Complexity to design a method where the 4 front masts of the exhibition layout separated and to cope with rough handling rigors of an exhibition layout where bumps and knocks were expected to be frequent. The overhead has lasted so far 12 years. Details are insulators, pull-offs, single & multi track masts, 29 masts, 28 metres of overhead.

3. CONFORMITY (Maximum 25 points) Points Awarded
 Describe prototype design. Include prototype documentation (beyond what may have been supplied in kit).
Following prototype practice all overhead wire was tensioned to fixed masts. Design of pull-offs & catenary arms closely matches NSWGR. Insulators are chosen to simulate the 1500 Volt DC of the prototype. One deviation, was to have the contact wire 5mm higher than scale, to prevent pantographs from snagging. NB Pantographs on locos were to be fixed at a height below the contact wire to ease maintenance.

4. FINISH & LETTERING (Maximum 25 points) Points Awarded
 Weathered Hand Lettered Decals Dry Transfers Spray Airbrush Dry brush Stain
 Non-Weathered - Describe methods & materials
Painting of the overhead wire & some masts by brush painting. Timber masts were pre-stained. There is no lettering on the masts - there is only so much detail one can add to an exhibition layout, when so many other tasks had to be done.

5. SCRATCH BUILT (Maximum 15 points) - Kit Built Classification Points Awarded
 List all parts scratch built; note special refinements Apart from the Sommerfeldt masts and insulators, all the mast arms and contact wire/catenary wire, were formed from either brass wire or fine phosphor bronze wire. Some masts were K&S "H" beam, or wooden dowels cut to size.

6. TOTAL POINTS (Staff only) - Final Score
 Tabulated by _____ Verified by _____

**ACHIEVEMENT PROGRAM
MASTER BUILDER STRUCTURES
EVALUATION FORM
FEBRUARY 2019**

MEMBER ACHIEVEMENT STATEMENT OF QUALIFICATIONS (SOQ) FORM

Member's Name: _____ Bob Nohak _____ NMB No: 4748 _____ Department: 07022
 Club Number: 449700 _____ Region: AR District: 2 _____

Model: _____ (Name of Model or Exhibit Label)

An exhibitor judges entry that the model or exhibit is awarded by the above stated NMB-A number, has been previously prepared by the exhibitor, awarded by the NMB-A or District, and the model or exhibit shall be prepared in accordance with the NMB-A or District. The exhibitor shall be notified and must still apply for NMB-A Member's Award a year from date of 877 years and has been awarded a Merit Award.

MERIT AWARD SCORING SCHEDULE

CATEGORY	DESCRIPTION	POINTS	SCORE
DESIGN	Design	1-40	32
CONSTRUCTION	Construction	1-20	15
PROPORTION	Proportion	1-10	8.5
FINISH & PAINTING	Finish & Painting	1-10	5
REPRESENTATION	Representation	1-10	1.5
	TOTAL		62

NOTE:
 Excessed items: light bulbs, ornaments, etc. are not used and placed along. The score will be given for the model and the reason is still considered to be a model.

EVALUATOR'S NAME	SCORE	YEAR
Ross Stewart	700408	
David Lew	700279	

REGIONAL AP CHAIR: _____ REGION: 2 DATE: 2/1/23

**ACHIEVEMENT PROGRAM
MASTER BUILDER STRUCTURES
STATEMENT OF QUALIFICATIONS FORM
FEBRUARY 2019** page 2 of 3

DESCRIPTION	SEARCHED	MERIT AWARDS	VERIFIED BY	DATE	NAME
Wagon Wagon Station Building	✓	✓			
Bremen Station Building	✓	✓			
Aerial Ropeway Tower	✓	✓			
Wagon Wagon Signal Box	✓	✓			
Lady Smith Station Building	✓	✓			
New 60 Steel Turbine	✓	✓			
Wagon St. George's Cottage	✓	✓			
Lady Smith Station Building	✓	✓			
Kyaukse Creek Bridge	✓	✓			
Murumbidgee River Bridge	✓	✓			
Pacific Steamer	✓	✓			
Wagon Wagon Lower Frame	✓	✓			

Member Statement and Agreement:
 I certify that I have completed all of the requirements for this Certificate of Achievement as listed above and that I will urge to assist other members in this subject whenever possible, whether or not they are participants in the Achievement Program.

NAME: _____ SIGNATURE: _____ Date: _____

Certificate of Region Achievement Program Chair:
 As the NMB-A Region Achievement Program Chair of the _____ I certify that I have examined this SOQ and, having compared it to the stated requirements for this certificate, I am satisfied that the stated requirements have been met.

NAME: _____ SIGNATURE: _____ Date: _____

Region Chair/Club # _____

Approval by AP National Executive Assistant Manager:
 NAME: _____ SIGNATURE: _____ Date: _____


The Statement of Qualification sheet is to be sent to the Region AP chair, along with details of all the models listed. Yes, paperwork is a necessary evil, and tends to put people off the Achievement Program. However, if you have spent 100s of hours on a model, the extra 30 minutes to fill out the paperwork is not that bad a

Summary

I thank both Ross and Stephe (and David earlier) for their patience, and time in viewing, and judging my models. I would have been disappointed if this aspect had been glossed over, and rushed. Yes, they did find a few (quite a few) flaws in my models, and that is an aspect that will help me in future modelling. Overall, I thought they were generous in their mark awarding, but I am also my harshest critic. However, I trust that the analysis, and description of the models judged can help guide others to challenge themselves.

I will await the necessary time for the paperwork to be received, and assessed, and finalised by the AR region AP chair. I am in no rush - I have more projects on the go to keep me fully occupied.

More of that in my next blog post.

Until next time, build a model or two.....



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Track Cleaning Cars

by Arthur Hayes, MMR®

Operating your layout is a ton of fun when everything runs without issues. Dirty track and wheels have the potential to turn your day upside down with stop start running and derailments. Having clean track on your layout makes the layout more reliable and enjoyable. Over the years there has been various methods and it can be time consuming and taking the shine off operating the layout.



For many years I used a track cleaning rubbers, Peco, Fleishman, and a few others. At times a fine grade wet and dry paper has been used on heavy stained areas. Reading various reports, some say track cleaning rubbers causes' damage to the top of the rail and over time causes other issues. In short this is called the "Dry" method. This method leaves small particles of the rubber behind, a type of dust from the rubber that's lays on the track that can find its way into mechanisms, rollingstock etc. adding additional tasks to maintaining the layout. Usually, the vacuum cleaner comes out for a run over the track. Scrubbing the track with a rubber and then waving the vacuum cleaner around can cause damage to structures near the track in the rush to complete the task. Because of this some detail has been placed away from the track or left off the layout. Having said that, from time to time it's a good idea to run the vacuum cleaner, with care, over the layout to pick up dust that has come in from outside. I also use a soft brush on the roof of buildings and rollingstock on the layout. I usually loose a few people and small detail from the layout in doing so. And then there is the tracks in hidden areas like tunnels or out of reach etc. I found if the layout was not used regularly, the track cleaning rubber on the track was required before running trains. Track cleaning cars can help and there are many to pick from.



For the standard gauge network on the layout I did modify a Bachmann Silver Series item # 16301 "Track Cleaning Car Weed Sprayer Service" tank car (*above*) to look Australian.

Several different models in various colours/railroads are available. Various parts were removed and others added.

Steps, handrails, platforms, burner tubes, coupling release handles etc. painted and decals were added, a bit of weathering to make a bitumen tanker. In general, the wagon were given a NSW flavour.

A second one (later era) was modified for a mate, this time the underframe was also altered.



Over time the rubber did clog up and I was able to purchase a replacement. Using the car after lengthy periods of not running I found I still have issues

with some steam loco not wanting to run and a deeper clean was required.

The other way modellers have reliable running is using the "wet" method, this is adding a fluid to the rail to improve the flow of electric current between the track and the loco motor. Wahl clipper oil was popular a few years back and is still used by some modellers. To me, oil on the track may keep a shiny top, but does it help conduct power to your locos. Plus the dust factor in the layout room, oil and dust together becomes a grinding paste. Yes, I can hear you saying, oil on the track. I recall when working at the Gabba, some Cleaner would put oil on the track after the coal stage when another Cleaner (he should have been help us) was driving a loco, it was up hill back to the shed roads. Yes, there was some wheel spinning, a few words and a bit of skill (a few attempts) required from the driver to make it up into the yard. When working the QR "N" scale layout on tour in the 1980's I found the dry method didn't work all that well in wet weather. I used WD 40, spray it on a cloth, wipe the track with the cloth and then wipe

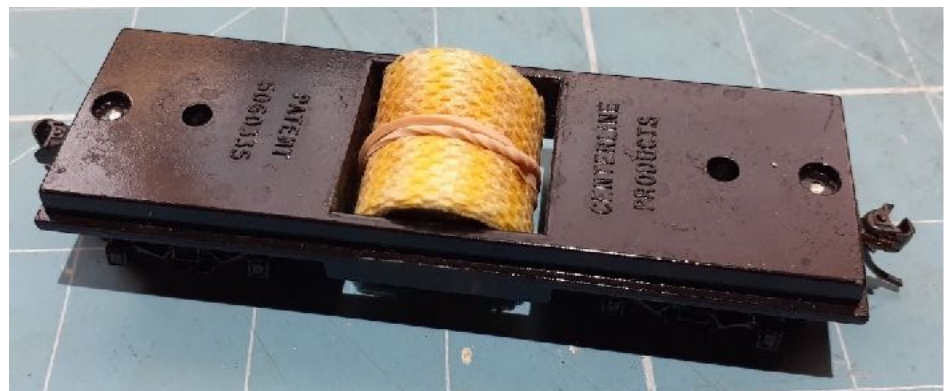
the track with a clean cloth. Trains with two working locos did climb a spiral on the layout. Having said that, black scum did build up on the wheels that needed to be cleaned off. If allowed to build up to much, derailments were the order of the day. In recent times CRC 2-26 and INOX - MX3 are has been used, I understand both of these products are used in maintaining reliable operations of electrical equipment including railway signalling.

A local modeller just down the road, Gregg from Fishplate Films has done a couple of videos on tracking cleaning, very entraining and lots of information for consideration. Since watching Gregg's videos a couple of years back I have been using INOX-MX3 on the track. I can go to the layout any time, and trains well run. Sometimes there may be a few weeks between running sessions, turn the power on, trains still run. Cannot recall the last time I have had to cleaned wheels on rollingstock. Locos have their wheels cleaned when they are serviced from time to time.

I don't think one method can be used on all layouts, I feel the location of the layout and the environment along with general weather conditions you live in, on the day will play a part in how your layout will run. Some products are good for a deep clean of the rail head, others help with the flow of power to the locomotive. Some will be good in some applications and not so good in others. And then there is your style of train operations, long trains winding up grades to short trains on a flat shelf layout. Some locos may be fitted with traction types and other are not, some solvents may cause damage to them.

Recently, I was given an article published in the NMRA Magazine "Track Dirt Science" written by Paul Welsh. The article covered everything from sludge accumulation, rail tarnish, rail scratches, wheel scouring, know your enemy, Wet and Dry rail philosophy, track cleaning cars, cleaning wheels, cleaning solvents volatility, effects of solvents on locomotive adhesion down to having a scientific dirt management program.

Several years back I did purchase a Centerline track cleaning car for the standard gauge section of the layout and have never used it, I think at the time of purchase it cost around a \$100.00. The question I keep asking myself, what's the best practice for using this car and I kept coming up with different answers.



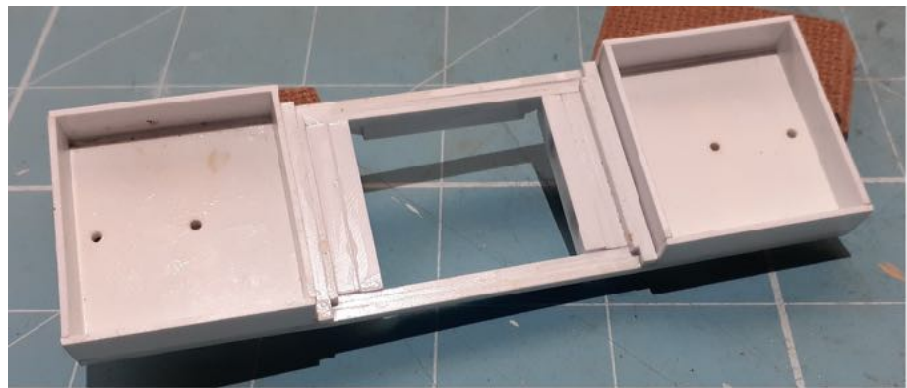


Gwydir Valley Models (Glen Inners NSW) website show the following Centerline products:-

Rail Cleaners in "N", "H0-3", and "H0". Replacement knurled brass rollers, elastic bands and roller covers. <http://www.gwydirvalleymodels.com/>

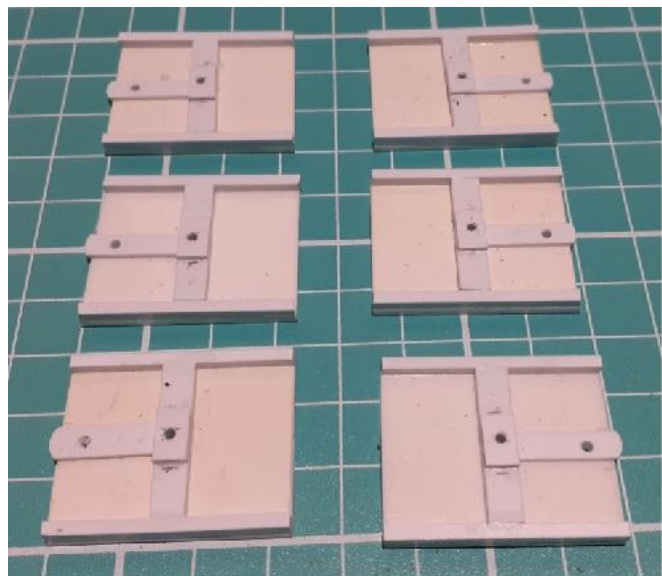
The "Track Dirt Science" article shows how to build a number of tracking cleaning car. This was another matter I have been tossing around for years for the H0n3½ QR network on the layout. What wagon can I built and how to fix a pad that rubs on the railhead.

Thanks Craig for the article, hear go. Some time back Craig had a number of knurled rollers made by a relative, much the same size as the Centerline roller car. I purchased two of them to do something with one day. After purchasing the rollers I did make one car for them using styrene, after it sat around on the bench for a few months it started to bow. That's a bugger @#####\$%^ . I think too many alteration and to much solvent may have contributed to the bow.



After reading the article a number of times I decided to build three cars changing my construction method. The article shows three different types of blocks/pads being used to clean the track.

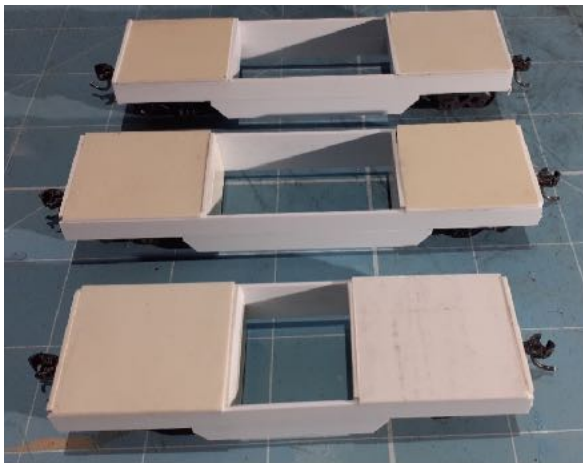
My cars were built from styrene, sub end frames were joined using Evergreen strips to have an open pit between the bogies.



Lead sheet was added to each end to assist in keeping the wagon on the track.

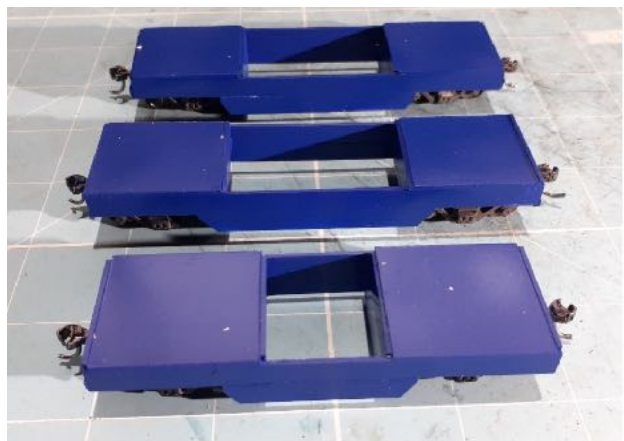


One car was made with all sides of the pit the same clearing the top of the rail by 2 mm.



The cars were painted with some left over SMS Paint.

On the scales, the wagons weight in between 62 / 64 grams.



One car was made for the roller, a smaller opening in the centre.

A Chux "Superwipe" was cut into 26 mm wide strips. The strip was wrapped around the roller and secured with a small strip of masking tape. A small rubber band will do the job also. The masking tape didn't stay in

place for long once the solvent was added, maybe, I should wrap the masking tape fully around the roller bring it back onto its self??. If planning to run in one direction only, the Chux strip does not require securing if the roller is placed in the car with the end of the strip trailing. Spare Roller Covers are available from for Centerline track cleaning car as well if you don't like the idea of making your own.



Another part of the project was to make homemade decals with my jet ink printer.



The second car was make to take timber block, fitted with Chux "Superwipe" strip the same dimensions as the roller. The pad can be used wet with cleaning fluid or dry same as the roller car.



The timber blocks were made from a stick of 42mm x 19mm dressed pine cut to be 25 mm wide. Not knowing how dirty the cleaning pads would end up, a number of extras



were made with the saw in action. This would give me spares to change at any time without stopping to change cleaning pads. Two 19 mm foldback paper clips were secured to the top of the block with a screw to hold the Chux wipe strip into place. When

adding the Chuck strip, a Masonite block (same size as below) was sandwiched onto the timber block, rough side down. The Chux "Superwipe" strip needs to be tight on the block, if loose, you may find it will catch on points.



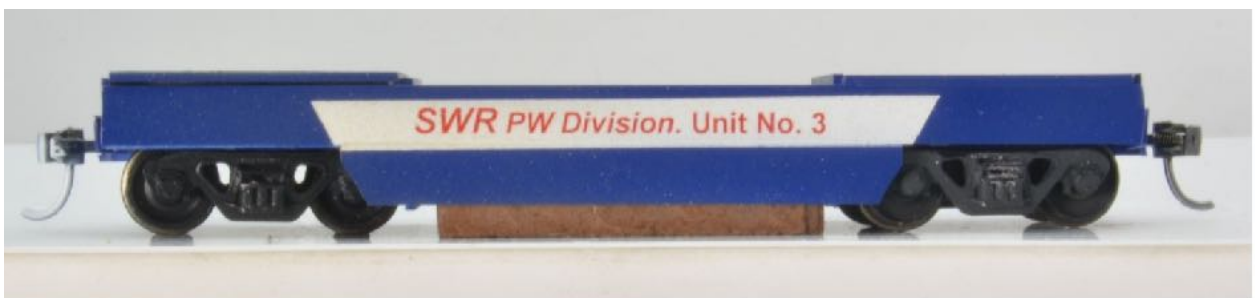
This wagon could be used similar to the roller car.

The third car with built with a full centre pit that cleared the rail by a few millimetres to take Masonite blocks.

A 25 mm strip was cut from a 4.8 mm thick Masonite sheet. The strip was cut into small blocks 42 mm long. When in the track cleaning car the rough side goes down onto the track. The pit on the wagon will take a number of blocks, this helps with a bit of weight to keep bottom block on the track.



Nothing new about this method, it has been around for years.





A number of pads were also made from a paint edger pad, these were cut to size using heavy duty scissors, 25 mm wide by 42 mm long. The pads are 5mm thick and fits in the same car as the Masonite blocks. Two refill pads in a pack are available from Bunnings hardware stores for under \$8.00. Masonite blocks were added on top the paint pad for weight and to keep the pad in place.

The blocks and pads can be used



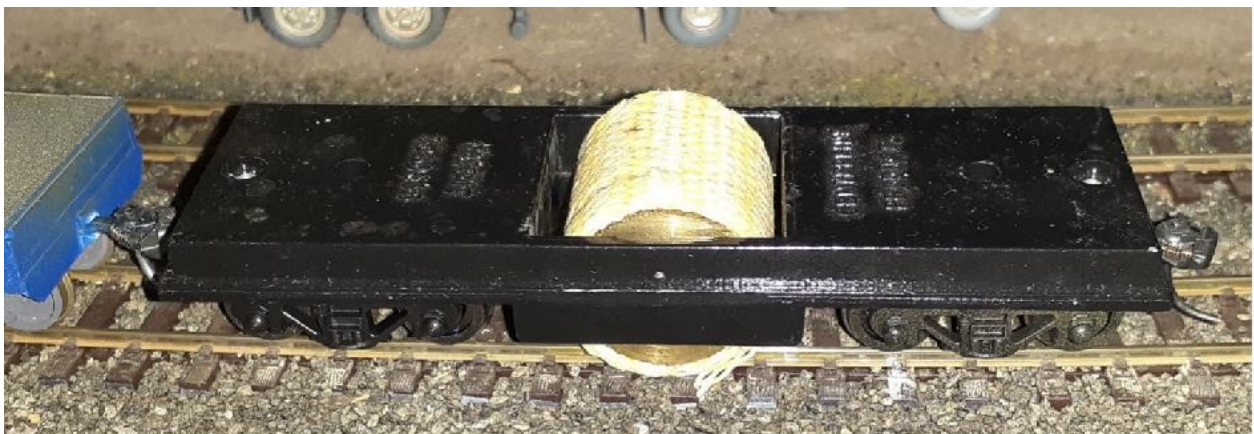
on both the H0n3½ and H0 track systems by changing the bogies.

For the first test run the train was set up with the paint pad in front of the loco (Car # 3) to clear dust etc. from the track (*below*).



Behind the loco was the roller car (Car # 1) with a few drops of INOX on the pad, followed by a car # 2 with a dry pad.

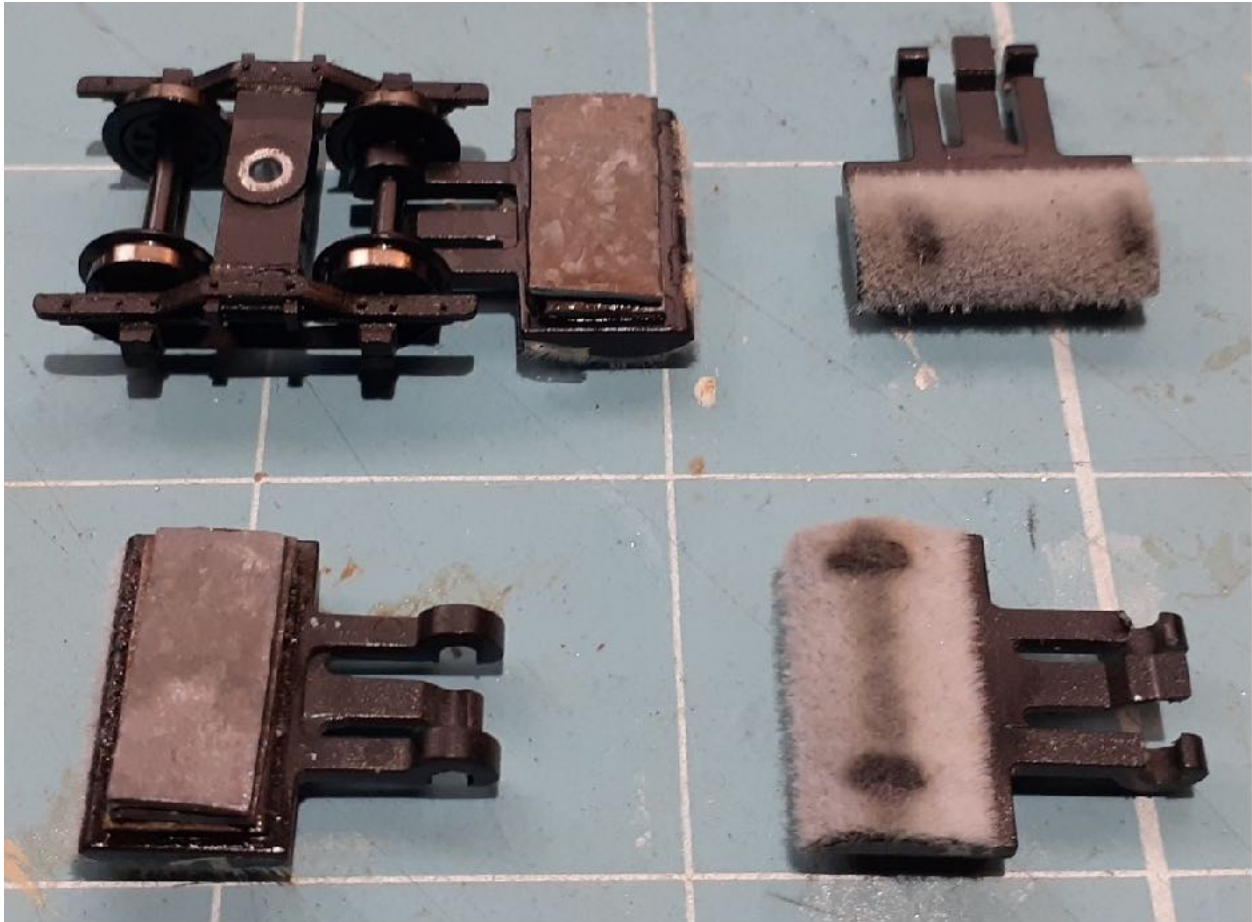
Below is the results after four laps of the layout.




I also had a play around with the HO Centerline car, changing the bogies, the HO Kadee bogies were removed and replace them with Southern Rail HOn3½ bogies. The side mounting lugs on the Kadee coupler were removed to allow the bogies to turn. The car worked well on the layout coupled to the other track cleaning wagons.

For sidings I plan to use a push/pull, dry pad, roller with cleaning fluid, and a dry pad. I use the train about every six months and that gives me reliable running even if the layout is not used for a few weeks.

I would still like to explore a method using prototype wagons with pads etc., fitted into the underframe. Some time back I did try "clip on" wheel axle pads, these were light (plastic), a small piece of lead sheet was added to the top, this did improve things a little. They needed to be removed for cleaning and the whole thing was a bit messy.



Noch # 60159 TT Track cleaners, there is 5 to a pack. Noch also make them for "N" and "HO" scale track. Woodlands Scenics make a HO scale Dust Monkey that is very similar.

I trust you find the information helpful for your railroad/railway/layout. Until next time, stay safe and enjoy your modelling. Arthur Hayes MMR

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/>

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<https://nmra2025.com/>





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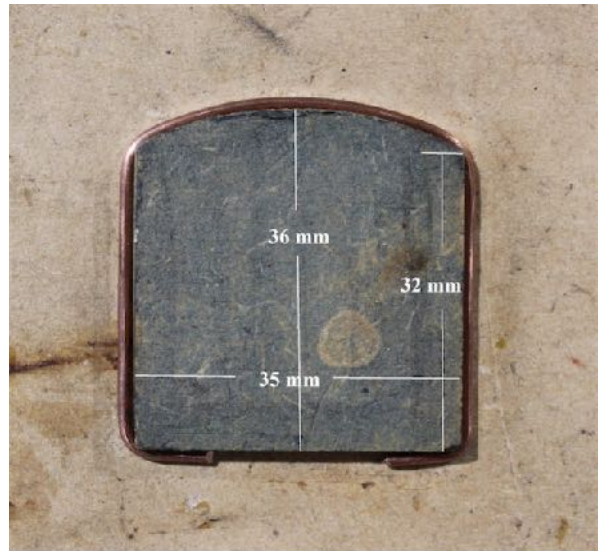
Narrow Gauge Wagon Loads

by Mick Bennie

Fourth Class. Apart from the NM cattle wagons, there were a number of wagons altered either temporarily or permanently to take live-stock. Sheep and pigs were often transported in NQRs fitted with a frame made of pipe, with a central gate. The side door of the NQR would be dropped and the central door opened for loading and unloading. In some cases, the central drop door was removed and a makeshift timber hoarding was constructed either side of the gate. (See the photo of 172 below)

I made my pipe frames using 2mm solid copper wire. You could also use brass wire or tube. I bent the wire around a former made of 3mm MDF. This was glued to a larger piece of 10 mm MDF.

I made six of these frames for each wagon load. A false floor is made from 30 thou styrene sheet to fit easily into the NQR. I then glued the six frames onto this floor using two-part epoxy. This could also be done using a sheet of brass or tinplate and the frames soldered on. The upper rods were made with 1.5 mm brass rod and soldered to the shoulders of the frames. The door frame was bent of the same copper



and a piece of plastic fly screen super glued to it and then trimmed to size. A simple locking lever was bent up from thinner wire. The



sheep are Slaters 7mm scale sheep, on their way to be shorn.

The floor was painted the same colour as the NQR and covered in herbs and scale straw. The pipe frame was painted to represent galvanised pipe. The



timber slats are bass wood scale timber, 6 x 1 inch, stained and weathered and superglued in place.

Oh, and why Fourth Class. The same frames were also used for excursion traffic where the NBH cars were not available. On these occasions a central roof board was added, to keep a tarpaulin from sagging on the passenger's heads and also for hanging lighting. The floor was swept out, a simple bench seat was placed along the centre of the wagon,

and presto! Fourth Class!

This model shows a frame without a central door. This is based on a picture taken in UFTG yard of a frame in an NQR without any obvious access point!



Note the NQR directly under the photographer. No entrance or exit!

(Photo T, McCaw from p51, Speed Limit 20, E.A. Downs, 1963)

172 NQ showing the central door and timber hoardings which replaced the central drop down side.

(This photo has appeared in books by Stephen Watson and Nick Anchen without attribution to the photographer. I have also found it on the internet without attribution.).....



This article appeared in a condensed form in the July, 2022 issue of Narrow Gauge Down Under.



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Adelaide Model Railroaders Inc.

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Club News - **October 2024**

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

On Tuesday the 15th October members would have received by e-mail a vote, perhaps survey would be a better word, as to whether members would like to receive the "national" NMRA magazine from the USA involving an additional amount of \$22 in fees. AMR members at our meeting felt that the extra \$22 would be unacceptable for a magazine that no one was particularly interested in. If this vote got up and our subs rose by the unacceptable \$22 we resolved to look elsewhere for our public liability insurance with the view of avoiding unnecessary hikes in annual subs.

At the October meeting our long standing president, Jeff Barclay, announced that for personal reasons he has to retire from his position. We must thank Jeff for his almost forty years as club president. I am sure we will all thank him when the job is handed over to a new incumbent in the coming months.

Going the Right Way

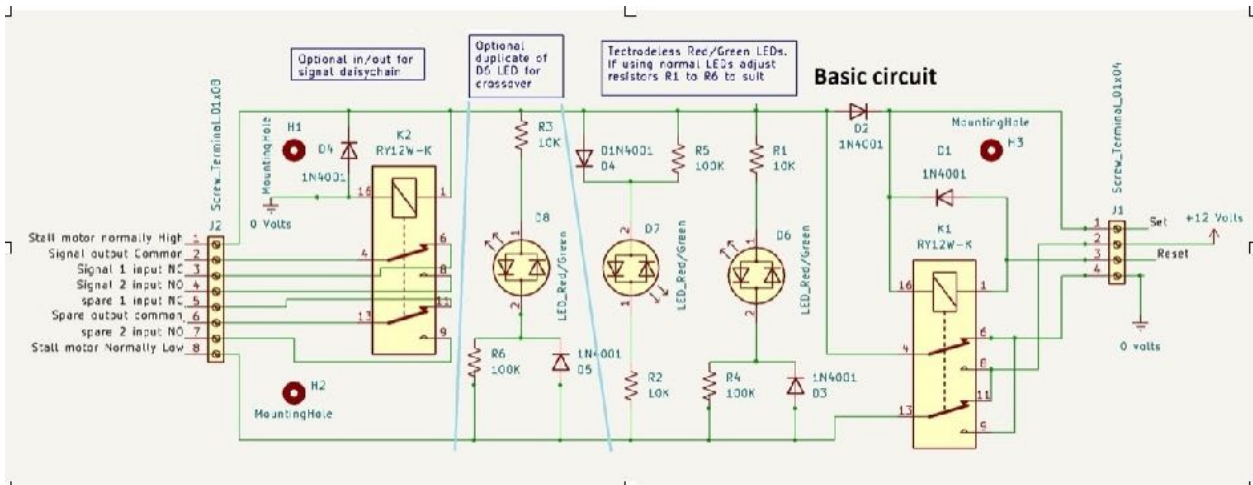
by Tony Mikolaj

I have both watched members, and also performed the same head shuffle of, look at the fascia, find the point switch, look back at the track to see if the correct point moved in the correct direction and if not, repeat the process until success is achieved. Now most of the point switches are basically in line with the heel which helps but many are not done to this "standard" and when there are a few in close proximity the above shuffle is often invoked. A similar situation occurs when the points are hard to see. Not only is this annoying but it can lead to derailments if the points are switched the wrong way under a train.

Part of the solution to this is the LEDs that I have fitted to the fascia at Phillips and Upper Kerry to show the settings of the points that are difficult to see. These are a great help and have been favourably commented on by many members. A later addition to the LEDs is to change the point switches from a hold action to act momentarily so that the switch is normally centred and moved up or down to change to the direction required and automatically returns to the centre but leaves the point set until moved again. The switches we use are quite easy to change to momentary with a thin spacer to stop them locking. As we use stall motors for the points a little bit of circuitry is required to get them to remain where set.

I designed and built a couple of the basic section on Veroboard as a proof of concept and then handed the building, along with instructions and a sample over to Paolo who had told me he could solder. That way I could save time and continue with other projects. Paolo built a few but took things a bit further by learning an electrical circuit board CAD program and produced the files for having the 67×30mm bare boards

made in China. We need quite a lot, so this saves him time and effort prepping the Veroboard. The cost was only about \$1 per board including delivery so it is a worthwhile process. The relays for the basic boards we have in stock and the rest of the components, LEDs, resistors and diodes are very cheap and mostly in stock.



(Above) is the my latest version of the schematic, I have added the extra bits on the left to make the boards even more useful. The right side up to the blue line is the basic board that does the motor control and the LEDs and will be used on all points, the next section is just a repeat of the right-hand LED for use on crossovers and the far left is switching for signals etc. These last two sections will only be tracks and holes on the board unless needed so saving cost. As the relays that we had were only DPDT the frog wiring is done locally at the point using a micro-switch, this also helps clean up the wiring and keep the track power and control power totally separate.

The circuit is a set-reset or flip-flop, the same as a reversing switch.

On the far right is the +12volt and 0-volt supply this is always on so that the LEDs are showing the point setting and the stall motor is held in the set position. The power on default is relay off, so the top power rail is 0volts through the normally connected (NC) pin 6 and common (COM) pin 4, the bottom is +12volts through NC pin 11 and COM pin 13. To change the point a 12volt pulse from the switch is applied to the set input which energises the relay to change the polarity of the power to the stall motor and the LEDs, this also feeds, via diode 2, to the coil of the relay and so holds it on.

To change the point back, the 0volt line from the relay coil is disconnected at the reset pin by the switch so the relay drops and changes back to the normal off position and in doing so, changes the polarities back to the start position. The handy feature of this is that all the points, regardless of where they were set at power down, will automatically be set to the normal mainline position when the power is first applied to the layout as the relays will not be energised. This feature also allows for a master switch to be installed to set the local mainline points to the normal position at a yard without effecting the yard tracks or the rest of the layout so that a train can pass the yard. Another feature is that multiple switches can control the same point, giving the opportunity for route control.

Several of the initial boards along with the LEDs have been installed at Werkendam/ Henschke Junction and at Kingston. At Kingston where I have installed them, some points are very close and could not be used without also having the next point switched, I added some route control to make things easier. I will also do this at the Housman yard ladder so that selecting a yard track will also set all the points leading to it from the head shunt.

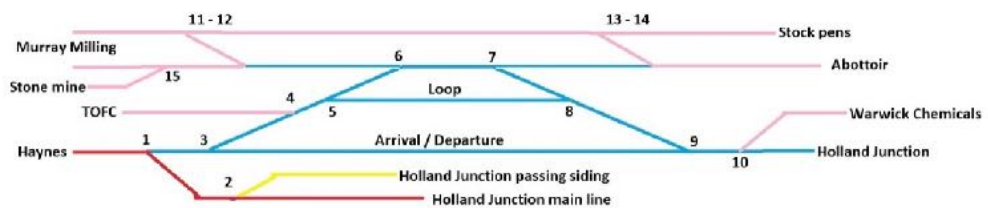
As part of the installation at Kingston I changed the access flaps from open upwards which required either a stick or one hand to hold them up making it difficult to do any work. They now open down this makes for much better service access and at the same time I cleaned up the "rats nest" of wires that used to exist there. We can now easily access wiring and the hidden track if the need arises.

Right: Kingston in full service/access mode, still a little bit of tidying to do.



Left: Kingston in user mode with LEDs and track lines

Right: is the track schematic, red is main line, yellow is passing, blue is yard tracks and pink is sidings. Points are numbered 1-15 for this description.



11/12, 13/14 and 15 are the old style switch setup with white knobs but now have LEDs fitted. All the rest of the switches which are black have the reset system fitted. This gives a known state at power up and the opportunity of route control. On power up 1+2 will be set to the main. 3,9,10 to Arrival/Departure and Holland Junction. Point 1 switches as per normal but if point 2 is switched to either direction it will also trigger point 1 to the main. Point 3 and 4 work like a crossover when set towards each other but have no

influence if set away. 5 and 6 are the same. This means that only two points need to be set to have the full crossover. 7,8 and 9 work similar, 9 is like any other point, 7 sets 8 and 8 sets 9 when set to the loop and both 7 and 9 when set to crossover, so one switch to give either the loop or crossover. 10 is just like a normal point up to set, down to reset. Once you get used to it, things will be much simpler, until then just look at the LEDs.



Above: The fascia at Werkendam/Henschke Junction with LEDs and operations boxes installed.

The points at Werkendam/Henschke Junction have the reset system but no route setting as there is no need for it. The crossovers will be normally set for straight through, push up to cross and down for straight through. The switch for Kerry Canning is white as it does not need the reset system.

The point for the port is in the tunnel so the LEDs will be vital here. The port point also has a reset switch in the port to set back to main line but this will not set the point as you should be outside to check for clearance to proceed before setting the point and driving out on to the main.

Catch you down the track...Tony Mikolaj

OCTOBER CASUAL RUNNING



Left: Ken House's NR 84 "Southern Spirit" passing OP oil refinery with a rake of container flats. photo: K House

Right: South Australian Railways 830 class 848 arriving at Kingston with Centenary cars. Wayne Hoskin's train. photo: C Werk



Right: Billy Page's SCT train exiting the tunnel at Letheby. photo: C Werk



Below: Two 1960s transition era trains. On the upper level Paul Wright's blue Vic Rail T class diesel hauls a goods through Jeremy Junction. While Billy Page's SAR Rx 4-6-0 steams along the double track on the Southern Central Railroad with a train of four wheelers. photo: C Werk



Below: These high horse power Union Pacific locos at Jefferson City belong to Terry Le.



WORKING ON THE SOUTHERN CENTRAL

by Ken House



Left: Christiaan Werk and Peter Kirkland on Sept 2 after they had completed this section of plaster scenery at Gayler Junction. The plaster is laid over a web of cardboard. photo: C Werk

Right: Christiaan returned during the week to add the ground cover. photo: C Werk



Left: Still unballasted, is the new run-around track at Kingston.

Right: A piggy back track (TOFC) ramp has been installed at Kingston. Both of the above are the work of Wayne Hoskin.





Left: Wayne's work has meant that Tony Mikolaj has had to add toggles for the new turnouts in the Kingston fascia. In so doing he hinged this section of the fascia from the bottom instead of the top as it was before. Tony has done much more than this, see "irregular feature" page 5.

OCTOBER OPERATING SESSION

by Ken House

October's session was the first to use the improved operating system, the Car Order system, to forward freight on the Southern Central.

Set up night was on Wednesday October 2. Thanks must go to Tony Mikolaj and Paolo Arman for their able assistance. Even though I arrived at 5.45 we did not quite finish the job. Myself, Paul Wright, and Wayne Hoskin, arriving early on session night, spent half an hour completing the job before the session began. It was a lot of work making sure that all trains and individual cars were staged properly for the beginning of the session. There are over 130 car cards which had to be matched with appropriate cars. Now that that is done re-setting will not be so intense between sessions. All those cards will need to be turned every other month, a job that two or three of us should be able to do relatively quickly. Setting up took so long that I decided that we did not have time to clean track. A mistake on part, because trains did not run well on the night causing headaches for some operators. My apologies.

On Wednesday night October 9 eight members turned up for the session. We had five road crews, Paolo Arman, Paul Atkins, Warwick Graham, Wayne Hoskin and Peter Kirkland. Tony Mikolaj volunteered to be Houseman yard master, Paul Wright was yard master at Kingston leaving myself to be the Pt Douglas operator, a job I had not planned to do.

The road crews seemed to grasp the car order system saying that it was mostly doing the same thing but using cards instead of switch lists. I think that they appreciated the business card size instructions, "train orders". Which meant that they no longer had to carry clip boards around. Instead the "train orders" can be clipped to a lanyard allowing crews to have both hands free for operating trains. While walking through the layout at one stage I spied the Iron ore train west travelling east through Jeremy Junction. How was that possible? The iron ore should be going to Prattis yard which is west of Yorsen mine, the iron ore mine. Operators still have to carefully read their train orders. Also the Holland Junction crossover must always stay straight during operating sessions. Holland Junction crossover is only there to allow for continuous running during casual running sessions. Paul managed Kingston, an industrial area on the SCR, well with only a couple of questions. One being, where is the box car at Warwick Chemical co? My fault, I

missed that one during set up. Although Tony did look to be tied up at times with more experience with the car order system he will be OK. I found Pt Douglas to be a fun yard to switch even though I got well behind due to the dirty track causing the loco to stall often. I annulled a passenger run to keep the goods moving on time.

Despite poor running trains all operators enjoyed the night and found the experience positive completing almost half of the four hour sequence.



Left: Paolo Arman, foreground, has arrived at Prattis with an iron ore drag from somewhere west, not ore from Yorsen mine east of Prattis. At the same time Wayne Hoskin arrived with the Houseman turn to pick up empty scrap gondolas and cars of by products from Prattis yard.



Right: Left Tony Mikolaj right Peter Kirkland at Houseman. In the distance the ACL GP7 can be seen entering the yard with loading from Pt Douglas. Car order cards can be seen in their boxes attached to the layout fascia.....

Videos



Above: During to October Ops. session. At Pt Douglas ACL 109 sets the idler flat cars aside after unloading the car float.



Above: Video of the Caloundra & District Model Railway Association club room and HO scale layout.

100% NMRA Inc.-AR Club News

Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

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

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

CHRISTMAS LUNCH

A group of members and spouses enjoyed our annual lunch at the Birkenhead tavern on Wednesday 20th of November. *Photo by Wendy Wright*



WORKING ON THE SOUTHERN CENTRAL RAILROAD

by Ken House

Right: Tony Moikolaj is working on a removable tunnel over Henschke Junction so that derailments and other problems can be fixed when necessary. This requires a tunnel on the upper level through the wall to the east of Werkendam. We can catch a glimpse of the Werkendam grain elevator through the opening in the wall.



Left: Tony made the removable rock face using rock moulds. He fixed the rock moulds on to a plywood former which he then stood up against the wall. The rock face will be held in place with screws but the actual tunnel top, made of foam, will be removable. photos: A Mikolaj



Left: Look up guys. Warwick Graham, Murray Dent and Peter Kirkland taking down one of the light fittings in the meeting area. The club has numerous LED tubes left over from changing the lighting over the layout from fluorescent tubes to LED tubes. More electricity can be saved by changing the meeting area lighting from fluorescent to LED.

NOVEMBER OPERATING SESSION

by Ken House

On Wednesday November 13th we completed, well almost, the second half of the new sequence and freight forwarding system. Thanks to an intense track cleaning and wheel cleaning session on the previous Wednesday night we were rewarded with great running trains.

Six members arrived for the session. Thanks for turning up guys. We divided up as follows, Peter Kirkland, Wayne Hoskin and Warwick Graham road crews, Paul Wright Kingston Yard master, Tony Mikolaj Houseman Yard master and Ken House Pt Douglas crew.

Being locked away in a separate room as the Pt Douglas crew meant that I was not very aware of what was going on elsewhere.

To alleviate the shortage of road crews I drove 216 merchandise to Houseman then off line around the reverse loop retuning to Jefferson city as train 217. My only problem being mismatched couplers between a SCR chemical tank car and a box car on the return run with 217. I remedied the problem by reversing the tank car.

When interacting with the Houseman YM I thought that his yard was somewhat disorganised. I think he was trying to get further ahead making up trains than he needed. This meant that he had cars for off line mixed up with trains made up ready to go, and cars with fulfilled orders. He did seem to have a handle on what he was trying to achieve though. He could have been less stressed if he kept all of his off line cars in one track, track 1, the longest track and only kept one Pt Douglas train and one turn ahead, more than that requires too many tracks. The same can apply to Kingston yard. I think that both YMs enjoyed the freedom to choose what cars to send out when.

I hope that the road crews enjoyed the decision making that needs to be done when driving one of the turns. All decisions about the switching of cars had been made for them in the old switch list system. Now they have to carefully read the car order cards to decide which cars need to be picked up. Set outs are a little easier. Road crews need to

know in which direction they are travelling, east or west and what order the stations come in.

These are the only stations that they really need to know.

East from Houseman, Zieglersdorf, Werkendam, Prattis, Kingston.

West from Kingston, Prattis, Werkendam, Zieglersdorf, Houseman.

When the crew on a turn arrives at a town the first thing that needs to be done is check the Pick Up box. Cars with Pick Up Orders always go west to Houseman.

SOUTHERN CENTRAL RAILROAD

PICK UP ORDER

40' BOX CAR

PICK UP AT

WERKENDAM

KERRY CANNING CO SPOT 2

FORWARD CAR TO

OFF LINE - WEST

When delivered place card in

FOR OFF LINE BOX

When car has gone place card in

DEPARTED OFF LINE BOX

Above: Example of a Pick Up Order. When the crew of the Kingston turn east arrives at Werkendam they will leave this box car in it's spot at Kerry Canning. They read this card as a 40' box car to be picked from Werkendam, spot 2 Kerry Canning co and then sent off line (a place outside of the Southern Central Railroad). All cars going off line go in manifest freights that call at Houseman. There for, this box car will be taken by a westbound turn to Houseman not the Kingston turn east. When the west bound (either Kingston turn west or Houseman turn west) arrives at Houseman the yard Master will tell them where to leave their train. They will place their Pick Up orders in the For Off line box. That is the end of the turns work. The YM will place the cards in the Departed Off line box when cars are put in a Manifest train heading off line.

Most cards in the Pick up boxes will be Pick up orders which all go to Houseman. Pick up orders are for cars going off line.

However there will be a few Car orders in the Pick up boxes. These need to be read carefully. They are for cars going between towns on line (towns on the SCR). For example, Peters Packing co at Zieglersdorf supplies fruit to Kerry canning co at Werkendam and Henschke Wursthau at Werkendam receives meat from Jefferson Abattoir at Kingston. The crew of a turn has to decide in which direction a car described in a Car order is headed. An east bound turn will only pick up cars going east and vice versa.

Having both types of cards in the Pick up boxes make work at each town more varied and interesting.

SOUTHERN CENTRAL RAILROAD

CAR ORDER

From WERKENDAM
HENSCHKE WURST HAUS

REEFER

DELIVER TO

KINGSTON
JEFFERSON ABATTOIR

When car has been delivered
place this card in box labelled

SET OUT

SOUTHERN CENTRAL RAILROAD

CAR ORDER

From WERKENDAM
KERRY CANNING SPOT 1

REEFER

DELIVER TO

ZIEGLERSDORF
PETERS PACKING CO

When car has been delivered
place this card in box labelled

SET OUT

Above: Examples of Car orders. Say we are driving the Kingston turn east. We may see either or both of these Car orders in the Pick up box at Werkendam. The top car order is for a reefer at Henschke wurst haus that has to go to Kingston, Jefferson Abattoir. Since Kingston is east of Werkendam the Kingston turn east will pick up this reefer.

The bottom Car order is also for a reefer but this one at Kerry canning spot 1 is going to Zieglersdorf, Peters Packing co to the west of Werkendam in fact the Kingston turn east has just come from Zieglersdorf, so this reefer will be left in it's spot until a westbound turn arrives at Wekendam.

Considering that we did start a little late both sessions and had a reduced crew this session we did pretty well. There were only four trains in the sequence not run and the

cattle train only did one pick up, Opie. Since we got through so much on the first Wednesday of December we can do a full reset. To do that in a timely manner we will ideally need four people to turn cards and swap empties with loads and one to run the track cleaner over the mainline and sidings.

Finally every one who took part had a fun time. We do not take operations to the Nth degree on the SCR. The main objective is to make it look like our trains are doing some work. If we reach our combined destinations and get freight to where the instructions say we can give ourselves a pat on the back. If some trains go astray we don't loose any sleep over it. It is all part of the fun. I would like to see more club members join our operating sessions.

Right: It is great to watch lengthy trains traverse the double track section of the SCR. Ippinitchie Creek Alco Fa number 1410 at the head of manifest freight 216 rounds the curve at Lower Kerry. 216 is 21 cars, including caboose, long.



10 cars are to be set out at Houseman before 216 heads off line round the reverse loop. The 10 cars set out will be matched with car orders in the unfulfilled orders box at Houseman and, once the cars are set out ,the car orders will be placed in the fulfilled orders box.

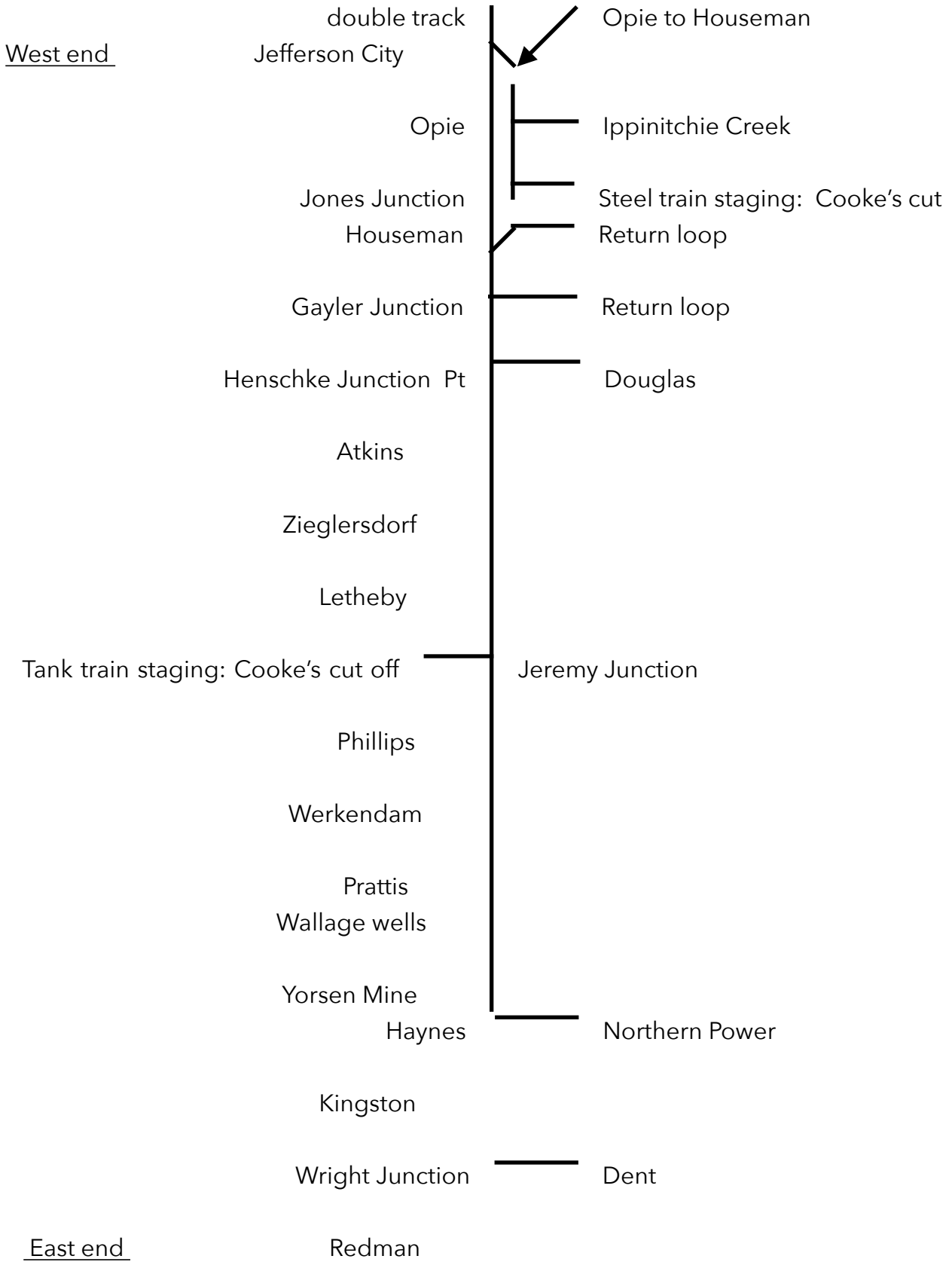


Left: While some workers at Daly Produce enjoy rail fanning Houseman yard during their break. SCR GP7 number 437 hauls 311 the Houseman turn west up Phillips viaduct. 311 only has a stop at Zieglersdorf before arriving at Houseman.

Right: Pt Douglas: The ACL caboose is on a Pt Douglas train ready to depart but first, the cars behind have to be loaded onto the car float in the fore ground.



SOUTHERN CENTRAL RAILROAD



Above: Southern Central Railroad station names in order.....M

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 October 2024

The most recent working bee on the Wide Bay Burnett Model Railway Club HO layout was held on Saturday 26th October.

We did hold a working bee since the last MainLine update in June, but only some painting took place then, not actual construction.

Last Friday, prior to the working bee, I picked up the pre-cut brackets and took photos of the bracing we had already installed on the first module to determine spacing of the required holes. I then proceeded to drill all the holes into the brackets using my recently purchased drill press and accompanying drill press vice.



Digressing for a moment, Bundaberg, where our club is located, has numerous tool outlets. I bought the drill press from Bunnings. In the same street, in order from oldest to most recent, we have Trade Tools, Total Tools and Sydney Tools. This is in addition to Mitre 10, as well as other industrial shops that sell various cordless tools. So there's plenty of variety for tradespeople and hobbyists to shop around for tools. The drill press vice came from Sydney Tools.



I predrilled all the brackets to save time on Saturday and to increase the speed of progress.

Left: Drilled leg and strut connection brackets.

Right: Drilled module and strut connection brackets.

We were able to complete the strut and bracket installation on the second and third module. The drill press vice came in very handy for holding and re-drilling some of the brackets and drilling the pin holes in the struts. We still need to install the support bracing for the backdrop on the rear of the modules and complete undercoating of the modules.





Left: Detailed view showing top and bottom connections.




Right: Overall view of the second module with struts fitted.



Left: Overall view of the third module with struts fitted.

We are planning to run the next, and most likely final working bee for layout construction for 2024 on the 23rd of November. During 2025 we hope to be able to continue construction including building a fiddle yard and to be able to start installing track, possibly?

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

Stephen Reeves, President, Wide Bay Burnett Model Railway Club Inc.....

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 November 2024

The most recent working bee on the Wide Bay Burnett Model Railway Club HO layout was held on Saturday 23rd November.

This working bee involved completion of fitting backdrop bracing pieces on the back of two of the modules as the third one was completed previously. We also completed undercoating of the rear of the backdrops and the bracing pieces.

Right: Rear view of Right-Hand side module showing installed backdrop bracing.



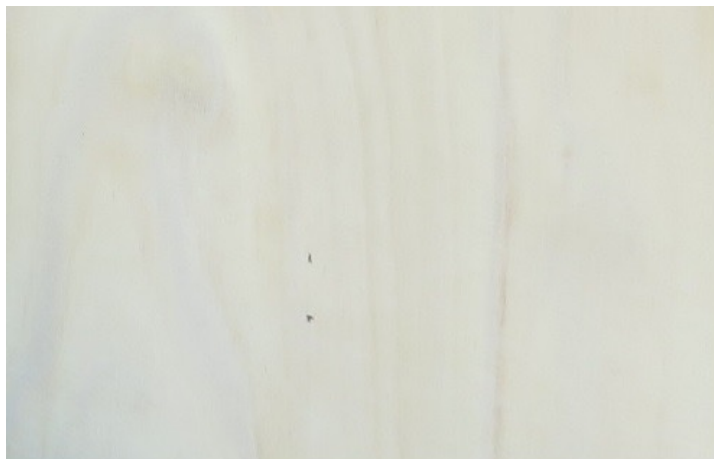
As previously we were able to utilise Trevor Hodges' cordless Brad Nailer to fix the braces in place as well as applying glue to adhere to the backdrop and trying to remove the 'waves' in the flexible plywood.



Left: Rear view of centre module showing installed backdrop bracing.

To further ensure a flat backdrop we strategically installed a few brad nails from the front on the backdrop. Whilst we will have to fill and sand the holes created by nails the holes are virtually invisible due to the very small diameter and heads of the nails. The cordless Brad Nailer provided a faster and more


superior result than if we had attempted to drive in the nails manually.



Left: Virtually invisible Brad Nail hole.

So as per my foreshadowing in my previous report this was the last working bee on the layout until next year as we are taking a hiatus from club activities until January.

Once more I would like to acknowledge the vital assistance of Trevor along with Kerry and Cory Buckholz in making our working bees a success.

Finally may you all enjoy a blessed, restful and memorable Christmas with family and friends, maybe running trains or catching up on some waiting modelling tasks. I look forward to a challenging, exciting and promising New Year as we will again host our Bundaberg Model Train and Hobby Expo on 15th and 16th March at the Bundaberg Multiplex Sport and Convention Centre. I sincerely hope you can join us. Additionally, as I know many others will be, I'm looking forward to the NMRA convention in Brisbane in August.....

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:-

March / April 2025

Deadline date for All Report Types = 18th February, 2025

Date for Reports of Div Meetings that occur after the Deadline date = 23rd February, 2025

Publish Date on Web Site = < 5th March, 2025

May / June 2025

Deadline date for All Report Types = 20th April, 2025

Date for Reports of Div Meetings that occur after the Deadline date = 25th April, 2025

Publish Date on Web Site = < 5th May, 2025

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	February 15	Ipswich MRC	Ipswich QLD
	March 15	Bundaberg	Multiplex Centre, Bundaberg QLD
	April 12	Garry Paper	Hillcrest QLD
Division 2	February		
	March		
	April		
Division 3	February		
	March		
	April		
Division 4	February		
	March		
	April		
Division 5			
Division 6	February		
	March		
	April		
Division 7	February		
	March		
	April		
Division 8/9	February		
	March		
	April		
Division 10	February		
	March		
	April		

Divisional Reports

Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)

Report for 19th & 20th October, 2024 Meeting:-

Division Number:	1 (Queensland)
Month:	October 2024
Meeting Date:	19th & 20th October, 2024
Reported by:	Paul Rollason & Bob Tisdall
Reporting Period:	1/10/24 to 31/10/24
Number of Members:	344
Attendance:	Members - 20 Guests - 0 Via Zoom/Teams N/A Via Facebook Live N/A Apologies - 4
Awards Presented:	Nil
Clinics Held:	2 Presentation Style and Layout Tours
Future events:-	Bowen Oct 2025, Scott Whitaker O scale layout
Next Meeting:	Jim & June Costello's @ Beaudesert, QLD

Detailed Meeting Report: by Paul Rollason

NMRA AR Division 1 Road Trip to Lismore - 19-20 October 2024

The trip's purpose was to provide members and partners with a social function and to visit some of our members in the Northern Rivers region of NSW. We have decided to have more of a social outing amongst enthusiasts and friends with a railway theme and to take the chance to visit our "country" cousins.

Holding an NMRA-AR Inc. Division 1 gathering in the Northern Rivers area allowed regional members to experience a formal Division 1 gathering at a location closer to their homes. This made travelling to a meeting a viable and attractive option for our members and members of our 100% clubs located in the region.

A huge "thank you" goes to Brad Anderson and NRMRC members for helping pull this trip together.

Saturday 19th October 2024

The format of this event was a self-drive experience. The start of the day had people up with the Sun, as it is now summertime in NSW. It was a lovely morning to start the journey. As though we were running on a train timetable, all the cars arrived simultaneously at the West Ballina servo. A minor miracle?

The first layout visit was at the Duck Creek Mountain Railway. Bob Richardson started to build this DC layout over 18 years ago. It features Queensland and NSW railways, with the former tending to run on the ridges of an



extensive mountain range while NSW weaved in and out of the valleys and cuttings. A feature of this big layout was the amount of trackage below the roadbed. Trains went past, disappeared into a tunnel, and appeared again at some distant point, all adding to the interest.



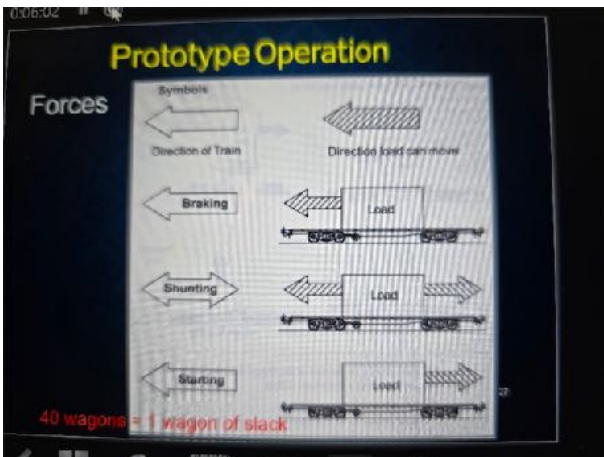


Next, at Graham Sneath's residence, we saw a neat N-scale garage layout. This packed a lot of interest into a small space running the length of the garage but with an approximate width of 20cm. Much detail was packed into this limited space with many exciting cameos.



At the next venue, we were treated to a beautiful, green outlook from the veranda at Paul Nugent's house. This was the setting for lunch (Subways and soft drinks), followed by the "business of the day": the monthly DIV 1 gathering.

Arthur Hayes, MMR® first presentation had a longish title “Conveying Good & Freight on your Layout” that could be paraphrased as ‘Love Those Load’. The premise of this talk was that the intelligent addition of loads to wagons added realism and interest to a layout. Arthur has extensive knowledge and a vast collection of documents, photos, and other sources, making his presentation informative and authoritative. In the world of the prototype, there exists a collection of instructions and practices that control the use of wagons and their loads. These documents and understanding the industries modelled on your layout can help you achieve a reasonable facsimile of reality.



The next presenter off the rank was Graig Mackie, MMR®, presenting how to bend history to fit the story on your layout or, possibly less controversially, the existence of a Modeller's Licence. The title of his clinic was "Are you a Prototype Modeller?" Craig has a large layout based on traffic between Casino and Fisherman's Island, including Acacia Ridge and Rocklea. Craig runs ops sessions, which can mean using rolling stock that should not have been used at specific locations or loads. For example, there is no infrastructure at Fisherman's Islands to empty tipper wagons. Yet reality is enhanced by assembling longer rakes with the mixture of wagons that Craig has available. An example of the modeller's licence?

Paul Rollason then addressed the day's business, which included information on the referendum concerning the electronic version of National's magazine.

Further details of events will follow this report.

The day's planned activity finished with an inspection of the layouts of both Paul Nugent's and the NRMRC's located on Paul's grounds and the day ended with a dinner and a few bevvies in the city.



Sunday 20th October 2024

Up early for breakfast at the Bank café started another lovely day in Lismore. The whole area was lush, green and very tidy. You could still see damage from the two severe floods that had hit the town in recent years, but recovery was well on the way.

We arrived at Brad Anderson's residence to look at his HO-scale North American layout. This is a work in progress but complete enough for Garry and Paul to undertake some practice shunting. This DCC layout is currently controlled by a Raspberry Pi running JMRI. All switches are controlled by touch screens (old phones) using JMRI-generated panels connected over Wi-Fi. Brad is working with other members of the NMRA, including Speed in the US of A, to develop Wi-Fi devices based on ESP technology as a way forward on layout control.



Then, we visited Tony Anderson's shed (*below*) to view his HO and N-scale layouts. The N-scale layout is more complete than the HO, with all trackage in

place and considerable scenery finished. The HO layout is a work in progress based on an exhibition layout with extensions. The extension is currently a vast, elongated loop showing Tony's ambitions.





We left Lismore to visit the Casino Miniature Railway and the Old Casino Railway Museum. To quote the Facebook site

We are a train club who open to the public every Sunday (weather permitting). We offer a ride on a miniature train which goes through a wetlands area & skirts around the Casino Golf Club, during the ride people can get the chance to see the local flora & fauna. Our track is 3.6km round trip & it stops halfway around at Old Casino station where people get to disembark the train & have the chance to look through a railway museum.





That was the end of planned proceedings.

The trip home on the B91 via Kyogle, Mt Lindesay, Rathdowney, and Beaudesert provided vistas of the countryside rich in pastures, forest, and, above all, space. It's a great way to finish an exciting and fun trip.

Bob Tisdall

Paul's Div 1 Report

1. Div Super Report

- FREE-MO layout
 - Ø 2.5 modules fully completed and a 3rd will make its way to Brisbane soon
 - Ø Garry Paper to make components available. Cost TBA
 - Ø Looking for people to take on completing a module
 - Ø May look at a couple of weekends to complete all modules
 - Ø Aiming to have all modules completed by April for display at Shows in 2025.
- NMRA shirts and jackets. Shirts \$45 and jackets \$85. Current batch distributed.
 - Ø Next batch **16th November 2024**
- Track Gauges arrived - N, Ho, HoN3, ON30 - Available from Paul (please contact)

2. AR Report

- Digital Magazine - voting closes 20th Oct - have your say.
- Insurance - Looking at Association Liability Insurance for ARC
- 2025 NMRA Convention.
 - Ø Division 1 hosting the event
 - Ø Had 3 committee meetings already
 - Ø Planning already underway.
 - Ø Likely to be held late Aug/early Sept 2025 or early Nov 2025
 - Ø Venue - Tisdall Aviation, Archerfield (to be approved by ARC)

- Ø Committee (thus far)
 - § Chair - Paul Rollason
 - § Treasurer - John Howie
 - § Secretary - Phil Mooney
 - § Ticketing/Reservations Coordinator - Bob Tisdall
 - § Site and Services Coordinator (venue and accommodation) - Niel McMahon
 - § Promotions and Communications - Phil Mooney
 - § Judging Coordinator - Arthur Hayes MMR
 - § Clinics coordinator - Glen McCarley
 - § Layout tour coordinator (includes layout tour and operating sessions) - Darren Starkey assisted by John Howie
 - § Partner's Program coordinator - NEED
 - § Sponsors Coordinator (including for donations for raffles) - NEED
 - § Traders Coordinator - NEED
 - § Questions and Answers Session Coordinator - NEED
 - § Plenary Session Coordinator - Duncan Cabassi as NMRA AR President
 - § 100% Club Coordinator - Bob Tisdall
 - § General - Craig Mackie MMR (the ideas man)
 - § Advisors from 2023 - Randall Jones and John Arrowsmith
 - § Others interested:

- Ø Charles Clarke
- Ø Ken Edge-Williams

- Bunnings and Jaycar Member discounts.
 - Ø Now have a link for anyone wishing to sign up and details go straight to ARC Secretary
- Barnes Products - 15% discount (min order \$50)
 - Ø Coupon Code nmra15off
 - Ø Sculpting Clays and Waxes, Mould Making Silicones and Polyurethanes, Epoxy Resin, Latex, Gypsum, Metal Paints and Patinas, as well as other Casting materials

3. Membership

- 344 current Qld members (down from 376 as a number of people stuck off as not paid their membership and some resigned and Southern Downs Model Train Club no longer a 100% club but some members remain NMRA members)
- 6 new members last month (since August) - Welcome to Jaye Reynolds, Jasmine Cox, Shaun O'Donohue, Taylor O'Donohue, Colin Hartley and Lincoln Driver (joined yesterday)
- Gone Home - Nil

- **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 each year.

4. AP Awards

- Report from Arthur Hayes MMR


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 Train Gold Coast
 - Ø Northern Rivers MRC
 - Ø Toowoomba MRC
 - Ø Wide Bay Burnett MRC

6. Events for the Year

- o 16-17th November 2024 - New England Convention - Armidale
- o 7-8th December 2024 - RMCQ Pine Rivers Model Train & Hobby Exhibition - South Pine Sports Complex (NMRA Div 1 has a stand and need volunteers)
- Other future events
 - o Bowen Oct 2025 - Whitsunday Tour (Scott Whitaker - O Scale hand built Victoria - 450m2 shed)

7. Future Gatherings

- Next Gathering - 9th November 2024 - Jim Costello's residence, 15 Selwyn Street, Beaudesert. Qld. 4285
- NMRA Div 1 Christmas Party - 30th November 2024 (not 7th Dec as advertised) - Monier Hotel, Darra
- Seeking people to run clinics for the rest of 2024 and 2025
- 2025 calendar nearly completed.....

Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)

Report for November & December, 2024 Meeting:-

Division Number:	1 (Queensland)
Month:	November & December, 2024
Meeting Date:	9th November, 2024
Reported by:	Paul Rollason
Reporting Period:	1/11/24 to 31/12/24
Number of Members:	349
Attendance:	Members - 42 Guests - 0 Via Zoom 5 Via Facebook Live N/A Apologies - 18
Awards Presented:	Nil
Clinics Held:	4 Clinics & 3 Presentation Style
Future events:-	Bowen Oct 2025, Scott Whitaker O scale layout
Next Meeting:	15/2/25 - Ipswich Model Railway Club, Masonic Hall, 82 Nicholas St, Ipswich.

Detailed Meeting Report: by Paul Rollason

The monthly Gathering was hosted by Jim and June Costello, 15 Selwyn Street, Beaudesert. Qld. 4285 @ 10.30am.

Paul opened the Gathering and thank Jim and June for their hospitality. Paul went through the housekeeping procedures (Exists, Toilets, Emergency Meeting Points etc.).

See list above for the numbers of members, visitors. There were 42 Members, 18 apologies and 5 via Zoom.

Unfortunately, Paul informed the Gathering of the sudden passing of Bob Cuffe as well as the passing recently of Bob Brown. There was a 1-minute silence observed as a mark of respect of the two individuals who are now enjoying the big model railway in the clouds.



Presentations & Clinics

Presentation #1 - Jim Costello - "Jim's Journey through the Model Railway Hobby"

Jim spoke that he has been in the hobby in one shape or another for over 60 years. His current Layout is built using Micro Engineering Track, he has hand built all his points which are controlled by servo's.

He described his Layout being N Scale based on New Haven / New York area.

Jim also mentioned all wiring is connected without any soldering. All plugs require no solder.

Presentation #2 - Ross Balderson MMR - "The Great Horse Manure Crisis of 1894"

Ross talked about the many opportunities of modelling early Streetscapes (horse and buggy days) using his own Layout of Newcastle as an example. Part of his Layout of modelling Scott Street, Newcastle.

Items you could include:

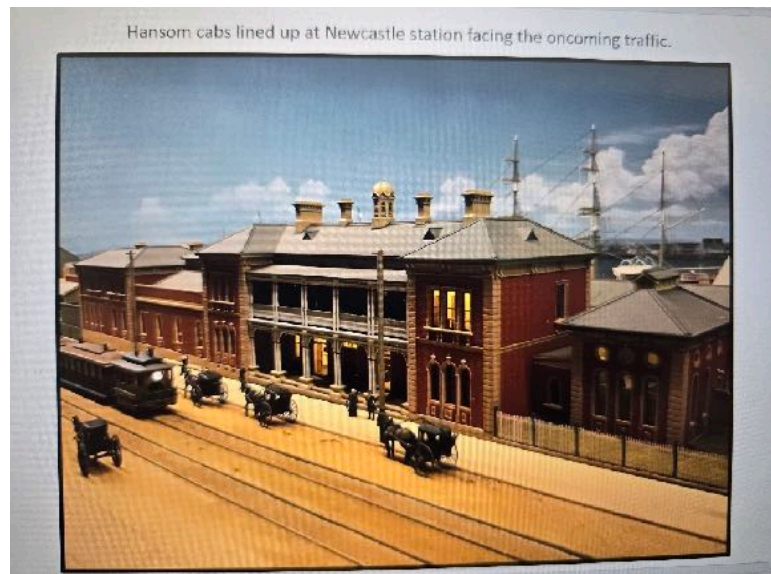
- Signs,
- Horse manure scattered on the Road,
- Trams and
- Hansom Cabs.

Ross spoke of a rather uncomfortable issue which rose it's head (*or should I say splattered on the ground*) in 1894.

Due to the ever-increasing number of Horses appearing on the streets for carrying passengers, freight etc. the presence of horse manure was becoming a huge problem on the streets of major Cities.

Some interesting facts:

- 1 Horse leaves 7 to 14 kilos of Manure daily,
- Horses were stabled on Streets,
- Horses needed to be fed,
- Sumner - dry and blowing conditions carries the aroma far and wide,
- Wet - manure created a very slushy atmosphere,
- Horses died on the streets and were left to petrify and were cut-up to be removed,
- The London Times report that in 50 years every street would be buried under 9' of Manure.





Show and Tell

Show and Tell #1 - Rod Travis

"JMRI and CV's"

Rod gave a rousing talk on CV values, how you can calculate them for your needs and how they interact with JMRI.

This talk explained the process of fine-tuning Locomotives and programming them.

Show and Tell #2 - Kyle Martin

"DCC Workings"

Kyle spoke on the use of instruments to assist with Locomotive operation such as a Oscilloscope.

Show and Tell #3 - Arthur Hayes MMR

"Structures for a Shunting Layout"

Arthur had a number of structures he is building for his new Shunting Layout. He described the materials, techniques and applications of the Structures.



Show and Tell #4 - Jim Costello

"JMRI and CV's"

Jim presented some of his latest item, handmade turnouts, TP90 Radio Controlled solenoids, DPDT switches under the Layout to control features.

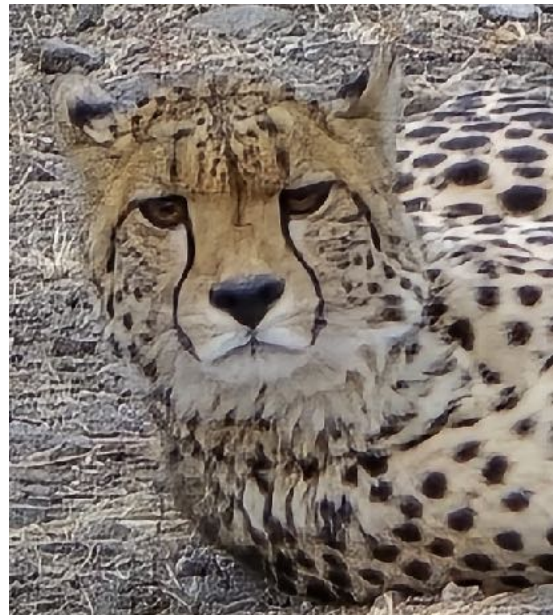
Jim also presented a Travelling Workshop Box he made which to take to Shows to work on Locomotives, wagons etc. while at the Show or in the Motel.

Presentation #3 - South African Adventure - Part#1

Paul gave a talk with slides on his recent trip to South Africa.

Places they went included:

- Cape Town to Pretoria
- Rovos Rail
- The Big Hole - Kimberley Diamond Mine
- Cape Point.
- Pilanesberg National Park



Raffle

1st - Kim Graham

2nd - Glenn Graham

3rd - Maureen Kathage

4th - PK (Paul Kaluschke)

5th Arron Bower.

13.20 Lunch Break

14.00 Return

Division 1 Report - Paul Rollason:

1. Div Super Report

- FREE-MO layout
 - Ø 2.5 modules fully completed and a 3rd will make its way to Brisbane soon
 - Ø Garry Paper to make components available. Cost TBA
 - Ø Looking for people to take on completing a module
 - Ø May look at a couple of weekends to complete remaining modules
 - Ø Aiming to have all modules completed by April for display at Shows in 2025.
- NMRA shirts and jackets. Shirts \$45 and jackets \$85. Current batch distributed
 - Ø Next batch 16th November 2024
- Track Gauges arrived - N, Ho, HoN3, ON30 - Available from Paul (please contact)
- Calendar for 2025 nearly complete

2. AR Report

- 2025 NMRA Convention.
 - Ø Division 1 hosting the event
 - Ø Had 3 committee meetings already. Next one will be next week.
 - Ø Planning already underway.
 - Ø The proposed date is 22-24 August 2025
 - § Pre and post conference layout tours and Ops sessions
 - § Welcome function
 - § Formal dinner
 - § Hands on clinics
 - § Traders
 - § Layouts on site
 - § Off site tour (TBA)
 - Ø Venue - Tisdall Aviation, Archerfield
 - Ø Committee (thus far)
 - § Chair - Paul Rollason
 - § Treasurer - John Howie
 - § Secretary - **NEED**
 - § Ticketing/Reservations Coordinator - Bob Tisdall
 - § Site and Services Coordinator (venue and accommodation) - Niel McMahon
 - § Promotions and Communications - **NEED**
 - § Judging Coordinator - Arthur Hayes MMR
 - § Clinics coordinator - Glen McCarley

- § Layout tour coordinator (includes layout tour and operating sessions) – Darren Starkey assisted by John Howie and Duncan Cabassi
- § Partner’s Program coordinator - **NEED**
- § Sponsors Coordinator (including for donations for raffles) - **NEED**
- § Traders Coordinator - **NEED**
- § Questions and Answers Session Coordinator - **NEED**
- § Plenary Session Coordinator – Duncan Cabassi as NMRA AR President
- § 100% Club Coordinator – Bob Tisdall
- § General – Craig Mackie MMR (the ideas man)
- § Advisors from 2023 – Randall Jones
- Sanctions for Insurance – Anyone putting on a sales table (private) or display and is a NMRA member, can request for a sanction for PLI coverage for these events (strongly advised). This excludes traders/businesses but does include 100% clubs and Special interest Groups.
- Bunnings and Jaycar Member discounts.
- Ø Now have a link for anyone wishing to sign up and details go straight to ARC Secretary
- Barnes Products – 15% discount (min order \$50)
- Ø Coupon Code nmra15off
- Ø Sculpting Clays and Waxes, Mould Making Silicones and Polyurethanes, Epoxy Resin, Latex, Gypsum, Metal Paints and Patinas, as well as other Casting materials
- 3. Membership
 - 349 current Qld members (up from 344)
 - 4 new members last month (45 for last 12 months) – Welcome to Lincoln Driver, Marilyn Minetti, Gary Malcolm and oscar Malcolm
 - Lost 71 members (some simply didn’t renew, some sighted couldn’t afford some didn’t pay their membership and were resigned). This large loss is due to cleaning up of the data base thanks to Glen McCarley.
 - Gone Home – Nil
 - **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 each year

4. AP Awards

- Report from Arthur Hayes MMR for August to October 2024

- **Golden Spike:**

- Ø Australasian Region 0;

- Ø National 13, Year to Date 62

- **AP Awards:**

- Ø Australasian Region 1 and Year to Date 27;

- Ø National 85, and year to date 339.

- Ø The AR is the 4th highest.

- **MMR:**

- Ø Australasian Region 0 and year to date 1;

- Ø National 6 and year to date 26.

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 Train Gold Coast

- Ø Northern Rivers MRC

- Ø Toowoomba MRC

- Ø Wide Bay Burnett MRC

6. Events for the Year

- o 16-17th November 2024 - New England Convention - Armidale

- o 7-8th December 2024 - RMCQ Pine Rivers Model Train & Hobby Exhibition - South Pine Sports Complex (NMRA Div 1 has a stand and need volunteers)

- Other future events

- o Bowen Oct 2025 - Whitsunday Tour (Scott Whitaker - O Scale hand-built Victoria - 450m² shed)

- o Interest in a layout tour?? Suggest Toowoomba as part of the gathering in Toowoomba in 2025.

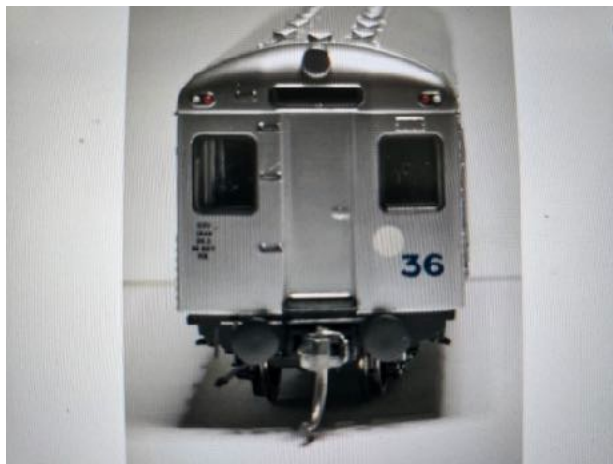
7. Future Gatherings

- NMRA Div 1 Christmas Party - 30th November 2024 (not 7th Dec as advertised) - Monier Hotel, Darra

- Seeking people to run clinics for 2025

- 2025 calendar nearly completed.

Presentation #4 - Greg Cash - "Modification of the latest IDR SX kits"

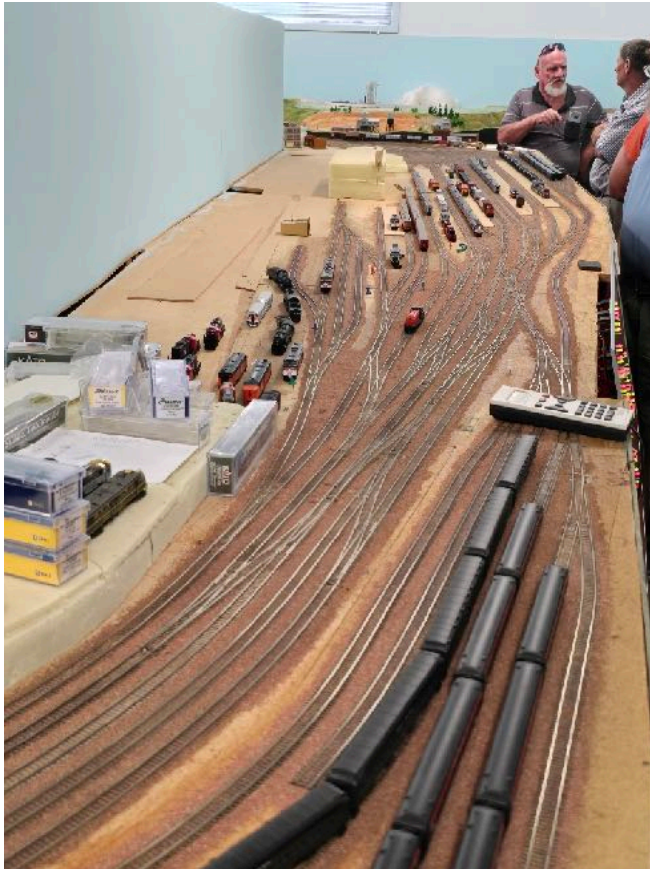


Greg Cash gave a handout to persons at the Gathering on QR's SX/SXV Cars following the recent release of IDR's SX sets.

Gathering Closed @ 15.00.....M

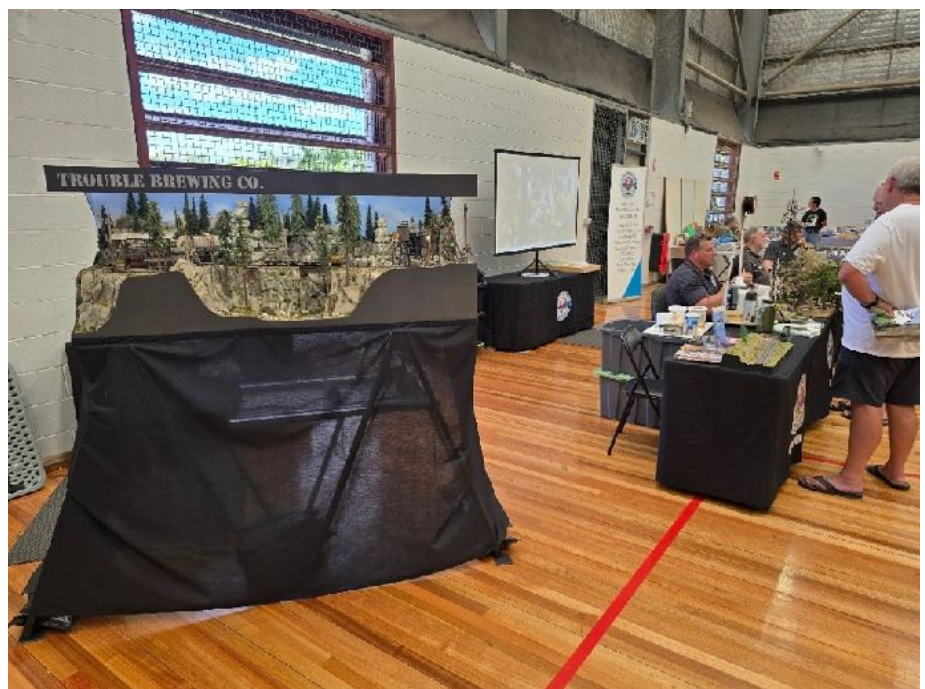
These photos are photos taken around Jim's layout.





The final gathering for the year was the Division 1 Christmas Party at the Monier hotel on the 30th November where 30 people and partners attended for a great social chat and awesome feed.

The final event for 2024 was Division 1 had a promotions stand at the Railway Modellers Club of Qld at the South Pines Sports Complex at Eatons Hill. It was a very hot weekend and unfortunately this saw low numbers of patrons. However we did manage to get 1 new member sign up and 2 other very strong leads. We had a lot of interest in our spectacular ON30 layout "Trouble Brewing Co." along with our skilled clinicians of Johnathon Boswell making trees and Crag Mackie



MMR making structures out of styrene. This interest really allowed us to engage with the public without the huge membership drive approach. Thanks also goes to our ambassadors Bob Tisdall, Kim and Meaghan Graham and Glen McCarley.



Division 2

Stephen O'Brien (NMRA Inc.-AR Div2 Superintendent)
Reports for November & December 2024 Meetings:-

There have been no reports received by the editor from Division 2 for the November & December monthly meetings for inclusion in this edition.

VALE

Robert (Bob) Cuffe

NMRA Member No: 700059

Division 1 (Queensland)

Joined the NMRA in 2006

Passed away 7th November 2024

Aged 80+ Years

Bob Cuffe

Every second Monday Bob Cuffe, Les Ellen, Warren Cameron and I have a running day on my layout, this event has been in place for many years. There was a routine, Bob and Les would bring a large Danish for morning tea and sausage rolls for lunch, Warren was responsible for the red wine, and I supplied the layout.

So it was last Monday the 4th. of November. We had a great running day, no derailments and no equipment failures. Bob always brought interesting models, but he was in his element when he ran his all-time favourite, a Sant Fe 4-8-4, 'I've been in the cab of 3751 the preserved one and was allowed to blow the whistle'. We did hear that story quite often.

Bob was an exceptional modeller and an avid Sant Fe devotee, although he couldn't resist models from a lot of other prototypes. He specialised in tuning brass locomotives and then completely disassembling them to paint them, without exception they were beautifully running mobile works of art, he also customised brass passenger cars.

It was a privilege to have them run on my layout.

Bob was an architect, and he brought that discipline to his modelling, it's a pity that few people have seen what he created. Of course, Bob had a long history with the NMRA.

On our last running day, as part of the routine at the end of the day, I helped carry his box of models out to Les's car, he was always so grateful for the day, I was always grateful for his company, insight, knowledge and friendship.

Bob was not only a gentleman, he was also such a gentle - man.

He suffered a catastrophic stroke later that night. *Written by Charles J Page*

VALE

Jon Bailey

NMRA Member No: 105385

Division 2 (ACT)

Joined the NMRA in 1995

Passed away late 2024

Aged 80+ Years

Jon Modelled Western USA in the
50's / 60's era in HO scale.

VALE

Robert (Bob) Brown

NMRA Member No: 126986

Division 1 (Queensland)

Joined the NMRA in 2002

Passed away in September 2024

Aged 70+ Years

Bob Modelled Western USA in the
40's / 50's era in HO scale.

Division 3

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

Report for November 17th, 2024 Meeting:-

- Division Number:** 3 (Victoria)
Month: November 2024
Meeting Date: 17/11/24
Reported by: Peter Kendall & Rod Hutchinson
Reporting Period: 1/11/24 to 30/11/24
Number of Members: –
Attendance: Members/Guests- 22
Via Zoom/Teams N/A
Apologies - 4
- Awards Presented:** 2 to Peter Kendall: Cars & Electrical
Clinics Held: Nil
Upcoming Events:
- 7mm NGA Meeting Nov 23 (Dan Pickard's, Highton Geelong - contact Rod Hutchinson for details)
 - Warrnambool Exhibition Jan 11-12 (John Droste usually host a meeting on the Sat evening, details to be confirmed)
 - Philip Island Exhibition Jan 18-19
- Next Meeting:** - Bill and Karen Black, Sunday 8th Dec. 2024

Detailed Meeting Report:

The November meeting was held in the cosy confines of your reporter and wife's (Rod & Julie Hutchinson) rumpus room. Conveniently located to a toilet and the all important Train Room. The day began with a balmy 32 degrees (Coldstream) but a trough of low air pressure and accompany cold front wrought a change in temperature towards the teens and associated rain squalls. A barbecue lunch was cooked outside, for around 22 members and guests, in a bracing wind but consumed, for the most, inside a warm rumpus.

Rosemary Green brought along many of the late Laurie Green's model railway items which are for sale. Whilst NMRA Div3 members are enjoying access to Laurie's collection there are a lot of items available. Anyone wishing to access Laurie's stock should contact Peter MacDonald via the Division 3 Superintendent, Peter Kendall.

Two members had completed rail related journeys overseas and both gave a synopsis of the their trips. Rod Hutchinson recently





completed a Rail-fan Tour of Taiwan, hosted by the Puffing Billy Preservation Society. The focus of the trip was the famous Alishan Narrow Gauge Railway, but included mainline museums, the Longteng Bridge and coal and firewood tramways located in the NE of Taiwan. Grant McAdam returned from a work trip to the USA. Side visits included Ernest Hemingway's house in Key West, and a model railway show and aircraft museum in Dayton, Ohio.

Bill Black presented Peter Kendall with two more Achievement Awards which are contributing to his MMR qualification.

In all a great day was had by all, with a range of self catered barbeque meats and huge array of salads and sweets meant that an opportunity to take home samples was readily available. Our superintendent, Peter Kendall, presented Julie Hutchinson with the NMRA thank you plaque.



Summary:

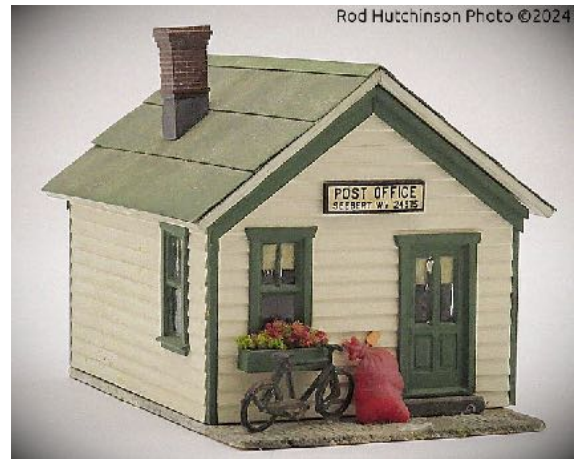
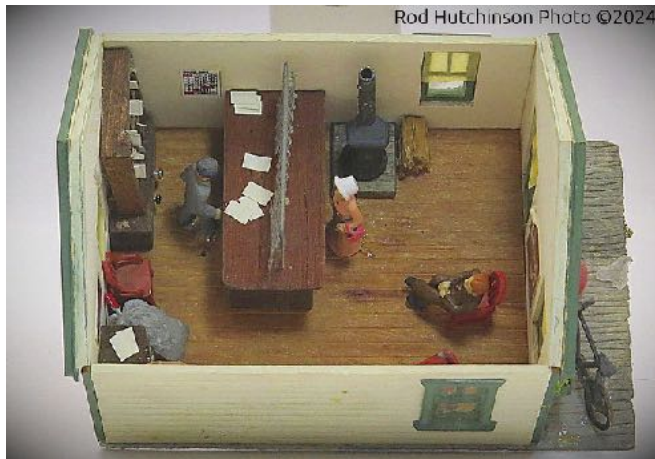
- Travel Report from Rod Hutchinson's Taiwan Rail Trip
- USA Travel Report from Grant McAdam
- Rosemary Green brought along more of Laurie's modelling equipment for sale. Members also brought along many items for display.
- Presentation of Achievement Program awards
- Members announcements and modelling requests from the floor
- Viewing Rod Hutchinson's modules and modelling room.

Items for Display:

Grant McAdam: A number of books and magazines

Ian Jones: HO Advertising Billboards and a Post Office with Interior. Scratch built.





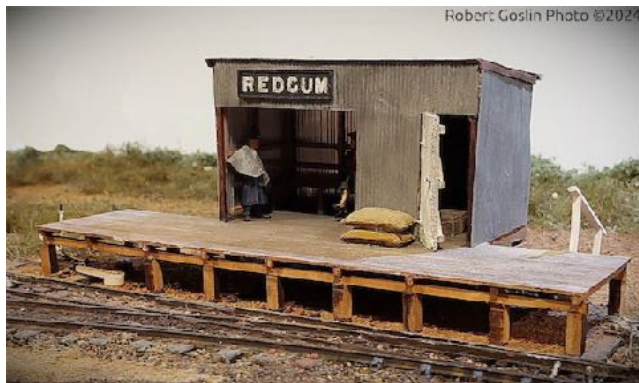
Phil Hillebrand:
VMRS Prototype Modellers Forum (held 10th Nov.) bound notes.

Mick Bennie:
2 x On30 NBH from Haskell. These are pre-production unbuilt kits.



O Mallee Shed by SMALLTOWN (John Hunter)

Rod Hutchinson:
On30 "The Points" diorama.



O Mallee Shed and deck by Outback Model Company (antecedent of SMALLTOWN) (Above)

Assortment of Railway Related books and DVD from Taiwan.



Robert Goslin Photo ©2024



Robert Goslin Photo ©2024

The Points



Robert Goslin Photo ©2024



Robert Goslin Photo ©2024

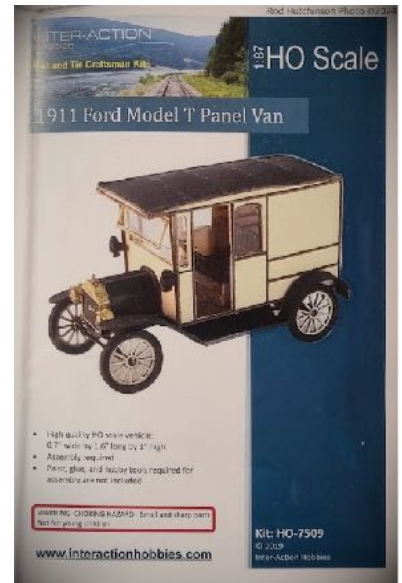
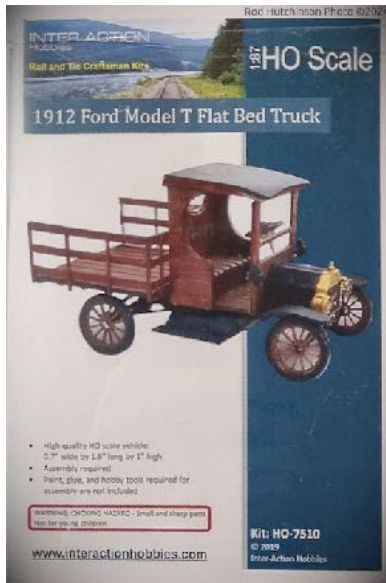
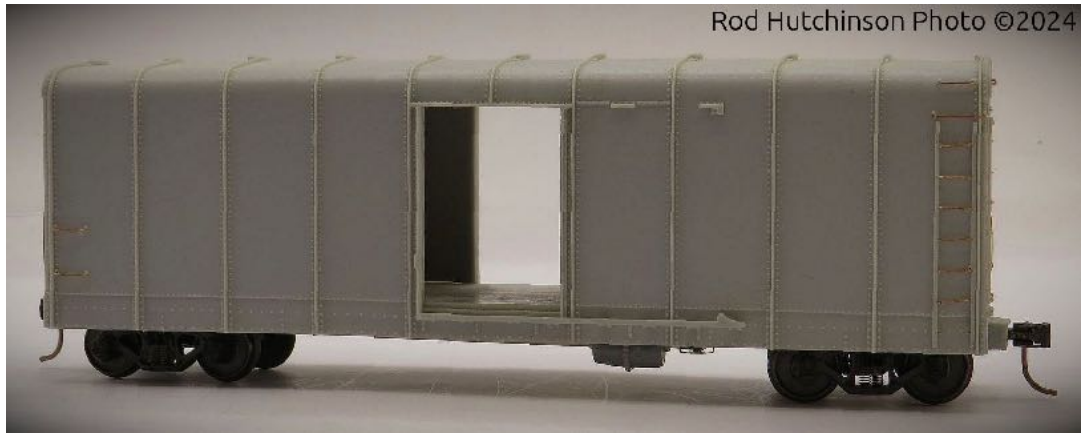
Paul Ritchie:

3 x HOn3 PBR stock (L-R in Photo - NM, NBC, NB)



Rod Hutchinson Photo ©2024

S scale
Box Car,
3D print.



Next Meeting:

The December meeting is on Sunday 8th December 2024, Bill & Karen Black, 15 Steel Road Emerald.....M

Division 3

Peter Kendall (NMRA Inc.-AR Division 3 Superintendent)
Report for December 8th, 2024 Meeting:-

- Division Number:** 3 (Victoria)
- Month:** December 2024
- Meeting Date:** 8/12/24
- Reported by:** Peter Kendall and Rod Hutchinson
- Reporting Period:** 1/12/24 to 31/12/24

Number of Members: ?

Attendance: Members/Guests- 21
Via Zoom/Teams N/A
Apologies - 7

Awards Presented: Nil

Clinics Held: Nil

Upcoming Events:

- Warrnambool Exhibition Jan 11-12
- Philip Island Exhibition Jan 18-19

Next Meeting: - TBA before the end of the year

Detailed Meeting Report:

The December meeting was held in Emerald at the home of Karen and Bill Black. Bill has an extensive layout, the Sn3 Animas & Lobato Southern, which has been well documented in video, print and the World Wide Web. The day promised an early



shower or two then fining up to blue sky and sunshine. Emerald is an elevated position in the Dandenong Ranges and not too far from the Puffing Billy Railway's Emerald Station thus a beautiful summer day and not too hot.

Karen Black loves Christmas and the Black's house is completed decorated with Christmas themed items. No room escapes Karen's Christmas touch and the decorations have turned their home into a festive wonderland.

The NMRA Div 3 has access to much of the late Laurie Green's modelling estate. Rosemary Green brought along many of this model railway items which are for sale. Anyone wishing to access Laurie's stock should contact Peter MacDonald via the Division 3 Superintendent, Peter Kendall.

Rod Hutchinson has reported that On30 Puffing Billy Railway Modeller, Bob Stack, is selling up his layout, locomotives and rolling stock. Bob is located in Karing-gai, NSW and has a PDF file listing items for sale.

Most of the railway modeller spent the morning in the "crew room" discussing all manner of issues. In the afternoon a number of members had the opportunity to run trains on Bill Black's extensive layout. The interest was high and many operators left late in the day.

A great social day was had by the 22 members and guests in attendance. Our superintendent, Peter Kendall, presented Karen Black with the NMRA thank you plaque.

Summary:

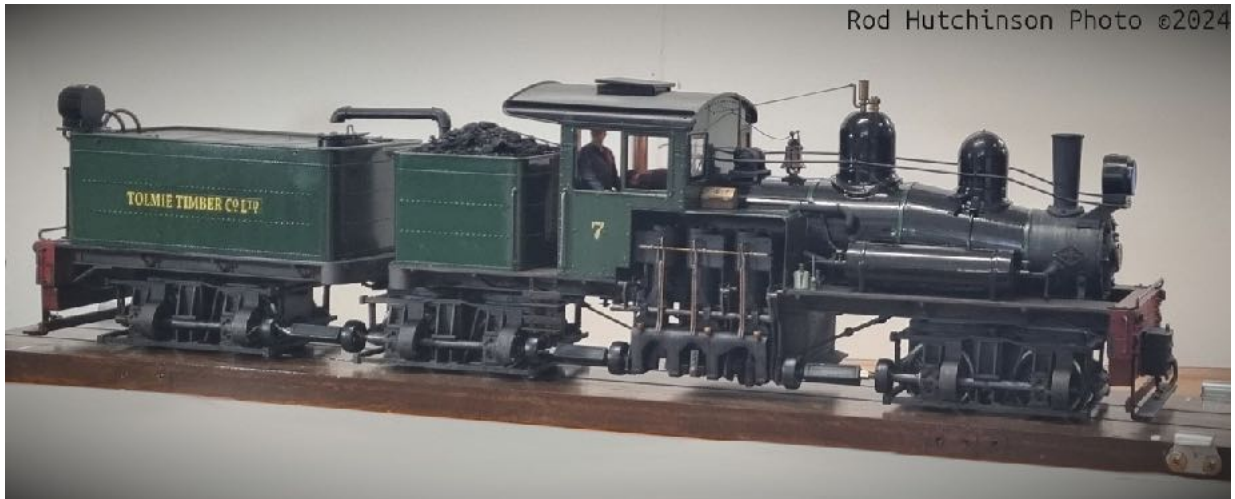
- Planning for 2025 Meeting Program
- Nominations for Div 3 Super for 2025. Peter Kendall volunteered to take on the position for one final year.
- Superintendent's Report for 2024, with a thankyou to members who hosted events during the year along with particular mention to Rob Goslin (Vic Facebook Manager), Rod Hutchinson (Monthly Reports and Event Photographer), Mark Bean (Vic Representative attending NMRA National Meetings) and Grant McAdam (Past Superintendent & Senior Advisor)
- Name tags for new members was arranged.
- Rosemary Green brought along more of Laurie's modelling equipment for sale. Members also brought along many items for display.
- Members announcements including information about Bob Stack's collection which is for sale.
- Viewing Bill Black's magnificent Sn3 layout
- A Merry Christmas to all members and their families.

Items for Display:

David Price:

16mm scale Roundhouse Davenport ; Fn3 Bachmann Mallet and anFn3 Bachmann Shay.





Mark Bean:
3D illuminated coupler pick



Peter Kendall: On30 Rail-bus



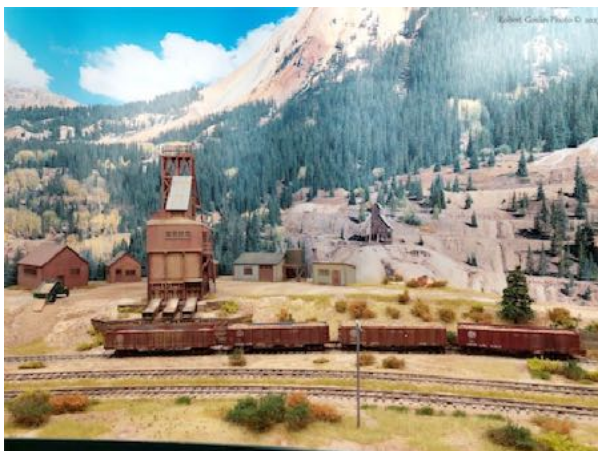
Rob Goslin: O scale workshop carved from polystyrene.

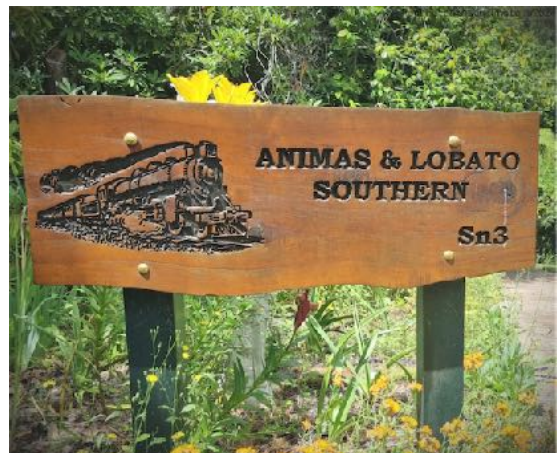
Karen Black: A Christmas themed decorated home.



Next Meeting:

2025 Meeting Program TBA. A draft program will be sent to all members before the end of the year.....M





Division 4

From Frank Godde, MMR® (NMRA Inc.-AR Division 4 Superintendent)
Report for November 11th, 2024 Meeting:-

Division Number: 4 (Western Australia)
Month: November 2024
Meeting Date: 17/11/24
Reported by: Frank Godde
Reporting Period: 1/11/24 to 30/11/24
Number of Members: 13
Attendance:
Members - 5
Guests - 3
Via Zoom/Teams 0
Apologies - 2
Awards Presented: Nil
Clinics Held: Portable Layout Construction
Upcoming Events: Nil
Next Meeting: 15th Dec 2024 @ 1pm at Frank Godde's place. All members and partners are invited for lunch at 1pm and a pursual of the G gauge layout in the new custom built shed.

Detailed Meeting Report:

Members were advised about the new survey that is going to come out from the ARC President to deal with the NRMA magazine for the final time.

The November meeting was held at Matt Brooks' place. Matt was wiring up some of the tracks on the display layout.

I was introduced to a mate of Matt's, Geoff who showed an interest in our group and I took down all his details to which I sent him an email a little later in the month.

I told the guys that the December meeting would be our last for the year and that they and their wives are invited for lunch and a look around the G gauge layout.

The next year's fixtures were organised and placed in the meeting book.

Frank was invited to talk on the progress of his G gauge layout at the Zoom meeting which Div 7 held. Randall sent an email to all of our Division, so that they could also join the meeting, and Rod Diery joined the meeting as well. Thanks Rod and thank you to Randall for the invitation.

Frank had had a skin graft to the side of his nose and the tablets he was on were making him not feel well, so he went home early.....

Division 4

From Frank Godde, MMR® (NMRA Inc.-AR Division 4 Superintendent)
Report for December 15th, 2024 Meeting:-

Division Number:	4 (Western Australia)
Month:	December 2024
Meeting Date:	15/12/24
Reported by:	Frank Godde
Reporting Period:	1/12/24 to 31/12/24
Number of Members:	13
Attendance:	Members - 5 Guests - 3 Via Zoom/Teams 0 Apologies - 4
Awards Presented:	Nil
Clinics Held:	Portable Layout Construction
Upcoming Events:	Nil
Next Meeting:	Dave Whibley's in Lesmurdie on Sunday 19th Jan @ 2.00pm.

Detailed Meeting Report:

NMRA Inc.-AR ARC Feedback: Members advised me that they had voted for the survey that had come out from the ARC.

This was our last meeting for the year and the active members and their wives were invited to our place for Christmas lunch and to check out the progress of the G gauge layout. It was a very pleasant afternoon.

The 2025 format and meeting dates will be published in January.

My thanks to all for your support in the last year; the goodies provided and eaten by all and the effort by yourselves to open your homes for our meetings.

Look after your dogs, cats and wives over the festive season and best wishes from us two.

Our next meeting will be at Dave Whibley's home at

4 Heslop Rd; Lesmurdie on Sunday 19 January 2025 at 2.00 pm

Dave will have his portable G gauge layout up and running on his lawn. Dave also has an HO layout and his 7.25 gauge Davenport will be able to be admired.

Division 5

*From Philip Sharp (NMRA Inc.-AR Division 5 Superintendent)
Report for October, 2024 Meeting:-*

Division Number: 5 (New Zealand)
Month: October 2024
Meeting Date: --/10/24
Reported by: Philip Sharp
Reporting Period: 1/10/24 to 31/10/24
Number of Members: ??
Attendance: Members & Guests ??
Via Zoom/Teams 0
Apologies - 0
Awards Presented: Nil
Clinics Held: Nil
Upcoming Events: Nil
Next Meeting: TBA

Detailed Meeting Report:

PowerPass Cards for Division 5:

Four months ago, Barry McCullough, president of the Auckland Märklin Club arranged for members of New Zealand model railway clubs to have a PowerPass card for Bunnings stores in New Zealand.

Last month I asked the Division 5 members if they would like a PowerPass card. Eight members said they would. Last week, I picked up the cards for these members from Barry and started distributing them.

Access to the Digital Magazine:

I have encouraged all Division 5 members to access the digital magazine. Two of these members found it was difficult to get access.

I was able to get access after two short attempts and I have enjoyed reading the articles in the last four issues of the magazine (August to November 2024).

Train Show:

The Hamilton Model Railway Club has held two train shows most years for the last few years. One goal of the train shows is to raise NZ \$100,000 for the club. The club is well on the way to achieving this goal.

The latest train show was on the last full weekend of October. There were four large and several small layouts. One large layout was an N scale American layout. Steve Anderston, a long time NMRA member and a founding member of the City of Sails Model Rail Club, is one of the principals of the layout. Steve helped operate the layout all weekend.

The layout includes a suburban line on which light rail passenger trains move backwards and forwards along the line. The motion of the trains is automated and includes a stop at the stations.

Club and Group News:

The American Central Model Railroaders held several operating sessions during September. I have yet to receive reports on these sessions.

The City of Sails Model Railway Club held its October meeting late October.

The most interesting part of the meeting for me was the "What's on my workbench" session.

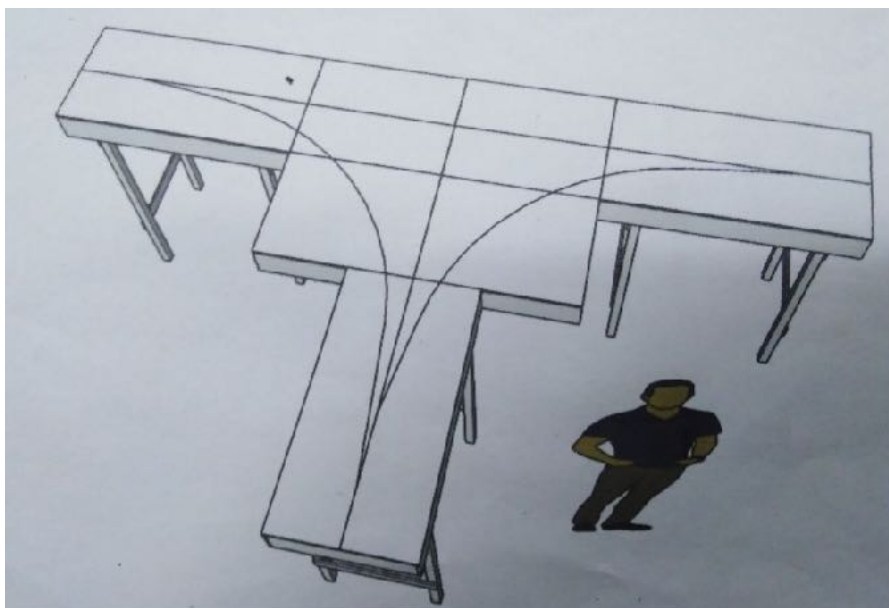
For the last eighteen months, Anthony Eaves has been using some of his modelling time to assemble Sn3½ scale kits of New Zealand Railways (NZR) passenger and freight cars. He has also started assembling locomotives. Some of his work is shown in the photograph below. The cars need finishing. The passenger car also needs an interior.



I was unaware Anthony is doing NZR modelling. I am pleased he is because I have long maintained there is a place for NZR modelling in the NMRA.

Three other members of the CoSMRC have been building HO Free-Mo modules These

members are currently building a wye. The photograph below shows a schematic for the wye which includes a straight through line. The junction of the two curved legs of the wye and the straight through line is modelled using two turnouts and not a three-way. The radius of the curves is 1200 mm.....M



Division 5

*From Philip Sharp (NMRA Inc.-AR Division 5 Superintendent)
Report for November, 2024 Meeting:-*

Division Number: 5 (New Zealand)
Month: November 2024
Meeting Date: --/11/24
Reported by: Philip Sharp
Reporting Period: 1/11/24 to 30/11/24
Number of Members: ??
Attendance: Members & Guests ??
Via Zoom/Teams 0
Apologies - 0
Awards Presented: Nil
Clinics Held: Nil
Upcoming Events: Nil
Next Meeting: TBA

Detailed Meeting Report:

PowerPass Cards for Division 5:

All Division 5 members who requested a Bunnings PowerPass card have now received them. I will likely put out another request to Division 5 members early 2025.

Second Survey for Digital Access:

On November 28, I emailed all Division 5 members and asked them to let me know if they had not received Duncan's email of November 24 about the second survey. None said they had not. My email also contained a summary of arguments for and against digital access.

I received the link to the second survey on December 1. Shortly after completing the survey, I emailed the Division 5 members and asked them to let me know if they had not received the link. None said they had not. Two members emailed me within the hour to say they had completed the survey.

In a few days, I will email the Division 5 members a reminder to complete the survey.

At least three senior members of Division 5 await the results of the second survey with much interest.

Major Change for the CoSMRC:

There is a close connection between the City of Sails Model Railway Club (CoSMRC) and the local Auckland club Western Districts Model Railway Club (WDMRC). The CoSMRC uses the clubrooms of the WDMRC as its base and most active members of the WDMRC are CoSMRC members.

The WDMRC's clubroom is a basement of a building owned by the Auckland Council (AC). The AC told the WDMRC a few weeks ago that the AC would be doing seismic

strengthening to the building. The strengthening work is expected to start in about 12 months' time. As yet there is no plausible estimate of how long the work will take.

One consequence of the work is that the WDMRC will have to remove its HO layout. The layout was started over 30 years ago and was constructed in very traditional style. Hence, "remove" is best viewed as a euphemism for "rip out and salvage little". The club expects to salvage some track and all of the recently installed wiring and Arduino boards.

To a person, the CoSMRC members who are also WDMRC members have seen this upheaval as a chance to rebuild the layout in the modern style that includes the following general features: a narrow shelf type design, standardized modules, peninsulas, and a walk around style.

Since the AC's announcement, there have been many discussions about the design of the new layout and how the new layout will be paid for.


Some agreement on the goals for the new layout have has been reached. These goals include those of minimising the time to build the layout, enabling good quality model railroading, ensuring reliable operation and a physically enjoyable layout, having visual continuity the length of the layout, having two or three major scenes on the layout, and using the building of the layout to earn AP certificates.

Not unexpectedly, there are differing opinions about the design of the layout. For example, should there be one, two or three decks (no one has suggested four decks, yay), should the outside walls of the basement be used to support part of the layout, and to what extent should the layout be devoted to the operations.

The above summary presents the situation in a positive way. There are at least two negative aspects. The WDMRC might not be allowed back into the basement after the strengthening work is completed. And the full membership of the WBMRC might decide the club should wind up because the rebuild of the layout would take too long and cost too much.

Club and Group News:

The American Central Model Railroaders have continued to hold operating sessions. These are reported upon in recent issues of *Highball*.

The City of Sails MRC held its November meeting on the 30th. The formal part of the meeting began with Paul Hobbs giving a possible track plan for the new layout at the WDMRC clubroom. The CoSMRC president Michael Hill then gave a presentation on a slew of suggestions about the new WDMRC layout. The suggestions were a mixture of the general and specific. Over supper, Paul Hobbs gave a short presentation on travel and accommodation options for the 2025 AR convention.....

Division 5

*From Philip Sharp (NMRA Inc.-AR Division 5 Superintendent)
Report for December, 2024 Meeting:-*

Division Number: 5 (New Zealand)
Month: December 2024
Meeting Date: --/12/24
Reported by: Philip Sharp
Reporting Period: 1/12/24 to 31/12/24
Number of Members: ??
Attendance: Members & Guests ??
Via Zoom/Teams 0
Apologies - 0
Awards Presented: Nil
Clinics Held: Nil
Upcoming Events: Nil
Next Meeting: TBA

Detailed Meeting Report:

AMRA and Mini-AMRA conventions

The American Model Railroaders Association (AMRA) is an informal organisation in New Zealand that oversees a series of annual national conventions for American modellers. The conventions are run by local model railway groups or clubs who manage all aspects of the conventions.

Although the AMRA conventions are run independently of Division 5, I promote the conventions as part of my effort to ensure the hobby is in a healthy state. In addition, many Division 5 members attend the AMRA conventions.

The next AMRA convention will be held in Wellington mid-2025. Several Division 5 members including Kel Sherson MMR are on the local organising committee for this convention.

A group of modellers in Christchurch have proposed hosting a mini-AMRA on the 8th, 9th and 10th of May, 2026. The dates have not been confirmed as yet but I believe they will be. A mini-AMRA convention is one day shorter than an AMRA convention.

If the proposed mini-AMRA convention goes ahead, this will be the first time an AMRA convention has been held in the South Island. One difficulty the organisers for the convention could well face is getting modellers to travel to the South Island.

Club and Group News

The American Central Model Railroaders (ACMR) in Wellington held their last operating session of 2024 on December 13. The session was at Steve Thomas' layout and is reported upon in *Highball* 392.

The *Highball* report describes the trials Steve has had with under-track and between-track permanent uncoupling magnets from Kadec. Steve has found the between-track magnet is catching on some switcher truck covers. Steve also said the under-track magnet "is so strong it impedes the switcher unless it's travelling quite fast over the magnet." Steve is thinking of lowering the height of the between-track magnet by shaving material of the top of the sleepers supporting the magnet.

The ACMR also held its Christmas lunch in December. This was at a local restaurant and was thoroughly enjoyed by all who attended. To quote from the *Highball*.

"Great to catch up with all the wives and partners and an opportunity to thank them for letting the guys loose for our Friday night operating sessions, and those increasingly more daytime sessions as well."

The City of Sails Model Railway Club (CoSMRC) held a Christmas barbeque at the home of a club member. This club member is semi-retired, soon to be fully retired, and has built a private train room that is large by New Zealand standards. He has finished the benchwork and laid the mainline. The work this member is doing is serving as inspiration for the design of the new layout at the Western Districts Model Railway Club.

Some CoSMRC spent as much time in the train room running trains as they did outside at the barbeque!

The photograph below shows the people at the barbeque. The signal box in the background used to be on the member's 7 ¼" railway and is now used as an office. As can be seen from the photograph, people thoroughly enjoyed themselves at the barbeque.



Division 6

*From David Orr (NMRA Inc.-AR Div6 Superintendent)
Report for November 9th, 2024 Meeting:-*

Division Number: 6 (South Australia)

Month: November 2024

Meeting Date: 9/11/24

Reported by: David Orr

Reporting Period: 13/10/24 to 9/11/24

Number of Members: 60

Attendance:

Members -	14
Guests -	0
Via Zoom/Teams	0
Apologies -	3

Awards Presented:

- Ken House, AP Certificate - Model Railroad Author,
- John Marsh, AP Certificate - Model Railroad Engineer Electrical. il

Clinics Held: Nil

Upcoming Events: Nil

Next Meeting: Jane & Michael Robinson's Flagstaff Hill, 14^h December, 2024

Detailed Meeting Report:

14 members gathered at Ray Brownbill's residence for our November 2024 meeting. David welcomed the members and presented Ray with his Host Plaq



Achievement Program:

AP Asst Manager, SA, Ray Brownbill, presented Ken House with his Model Railroad Author AP Certificate.



This was followed by Ray presenting John Marsh with his Model Railroad Engineer Electrical AP Certificate.

Well done to both members!

Ray went on to advise that there were 14 Achievement Program certificates issued since May this year.

There could be more but the report from the AP Chair hasn't been received yet.

Library:

No requests for any library item was made this month.

AMRE (Adelaide Model Railway Exhibition):

Ron Solly advised that 84 invites have been sent out with 8 replies so far.

Exhibitions:

St John's Model Railway & Hobby Show, 30 November - 1 December. Insufficient members have volunteered to be part of this so the group decided Div 6 will not be attending.

Christmas Lunch:

A reminder that Christmas Lunch will be held on the 14th December at Charlie's Diner in Brighton Metro, 466 Brighton Rd, Brighton, commencing at 11:45, prior to our meeting at Jane & Michael Robinson's. We have Scott, Bob, Ron, David T, Ray, Jane, Michael, Paolo, Jim and his friend and me going to the lunch. If you're planning on being part of the festive group at the lunch, let Jane know **now** if you haven't already. Jane advises that the cost will be \$24.95 for seniors.

ARC:

The group was brought up to date with the ARC minutes, the Treasurer's report and the Membership Report.

This was followed by an in-depth discussion on the digital magazine and the repercussions.

Next meeting:

Our next meeting will be on December 14th at Jane & Michael Robinson's residence, 60 Bolton Court, Flagstaff Hill, commencing at the usual 2pm. It will be preceded by Christmas Lunch at the Brighton Metro, corner of Brighton and Sturt Roads, commencing at noon. Get there around 11:45am.

Round the group

Bob Bevan

Bob is happy with the progress on his layout and scenery is expanding.

Ainslie Brittain

Ainslie has some locos with sound decoders but is unhappy with the motor function so has been fitting motor decoders to the locos. He also told us about a small AE Decoder, cheaper than ESU. It's 12mm square and 8mm thick, available from OzRail or DCC Concepts. He recently fitted a very small Z scale decoder to a very small H0m shunting locomotive.



David Orr

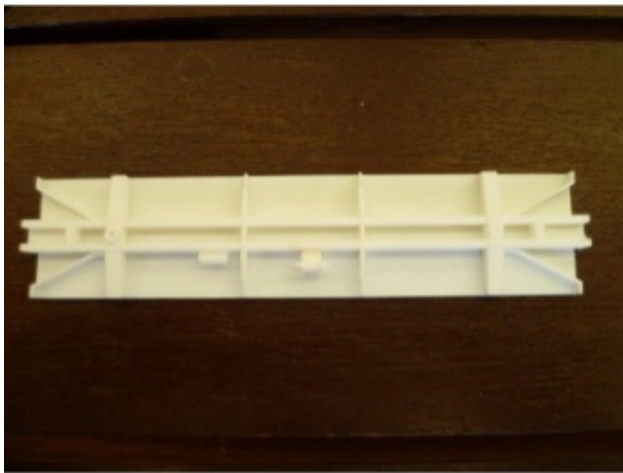
David brought along his new soldering iron he purchased via AliExpress. It's a YIHUA 982 Rapid Heating Soldering Iron Station costing \$80. It comes with 3 quick-fit heating elements, has very quick warm up, the ability for 4 pre-set temperatures, cools down to 200 degrees C when the iron is placed back in its holder and goes to sleep after 10 minutes of inactivity.



Scott Tayler

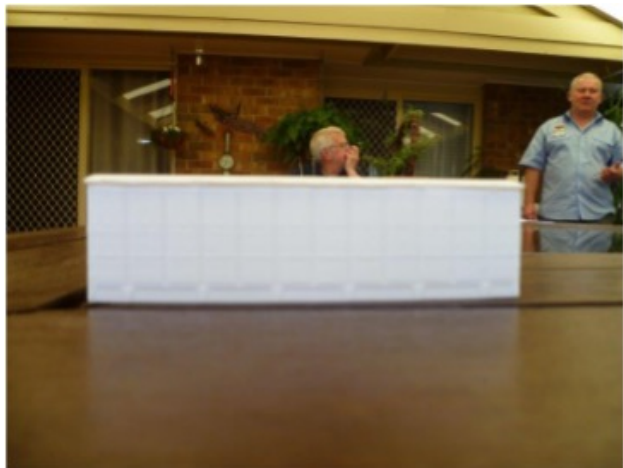
Scott told us about the HO scale MBT 1 - The test print of the revised files have been successful and yet other issues have appeared and are being fixed. Mainly the issue has been with the louvre doors. The revised underframe did test well and will be adjusted to fit the body better as well as accept Kadee couplers. The decals are close

to finding out the last detail, while the body details (steps, grabs, brake, etc will be done) by the next meeting.



As the MBT and M series of vans share a common lineage, a large scale version of both vans is being developed now.

1:24 scale Blue Brake Van - a test build of the SAR narrow gauge brakevan revealed which areas needed addressing before the next print. This is a very viable model with the next series of prints being organised with the adjustments included. Next thing is to work on the details and mounting holes.



Ron Solly

Ron has been fitting new panels on both his own D&S Railway and Bob Bevan' Alallam Railway.

Ken House

After his recent illness, it was good to see Ken back again. He had his 1st operating session in 12 months just the other day and was pleased to say that there were some new features on his layout. He must work his operators very hard because no one noticed the new features!

Ken is also proud to announce the 10th anniversary of The Booster, the Adelaide Model Railroaders magazine that Ken produces.

Ray Brownbill

Ray has been having major problems with his DCC system. It seems that the new Lenz DCC system doesn't work with older NCE decoders. After upgrading the Lenz system, all the locos with NCE decoders on Ray's layout stopped operating. Ray's

advice - don't use NCE decoders on a new Lenz system. He's now in the process of selling his NCE decoders and replacing them with Lenz decoders.

Jane & Michael Robinson

Jane and Michael were on holiday in Victoria recently. Jane told us:

We were on the road for a month and during that time we attended the BRMA convention in Box Hill, Melbourne. I recommend that modellers should try and attend these events as they are very relevant to our hobby and social groups.

We went on three tourist train trips. The Daylesford, Goldfields and Mornington. We managed to view layouts we would never have seen normally.

We included a visit to Melbourne museum which involved catching a local train. We also visited the Dandenong Botanic Gardens and the Australian garden at Cranbourne. You were able to have a loan of a mobility scooter at Cranbourne to get around the garden which was great.

On the way home we attended Sunbury model railway show, Maryborough railway station and Serviceton also. We also visited a member's layout while in Maryborough. We saw and filmed a few freight trains also.

Rod Stewart

Rod says he's getting back into it again. That's great, Rod!

Vern Cracknell

Vern is now at the point where he will no longer be exhibiting a layout. And he's finding it hard to break his layout apart. Parts are too good to throw in the bin so he's come up with the idea of turning them into dioramas.

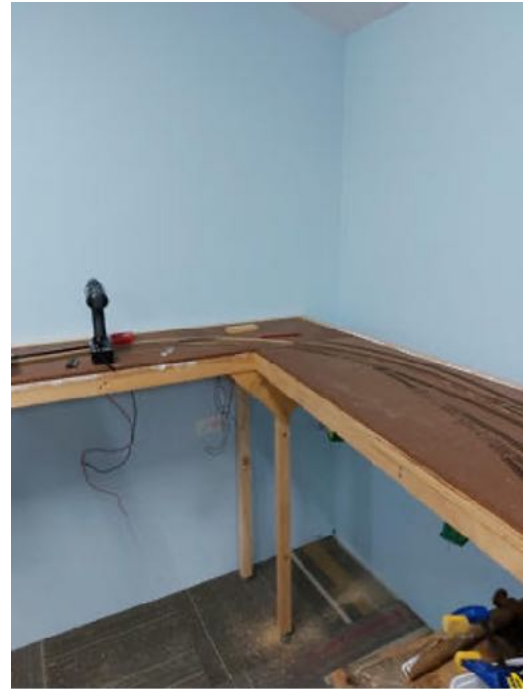
Marcel van Eck

Marcel has been developing the swamp area on his layout, including more swamp grasses and general detritus.



John Marsh

John was pleased to tell us that his layout is now in his new train room and is being assembled (that is if they remember to connect the modules up in the correct order!).



The meeting closed at 4:00pm and we adjourned for afternoon tea, a general chit-chat and a look at Ray's Wildcreek Railroad. Thanks to Ron Solly and Michael Robinson for the photos of the meeting.

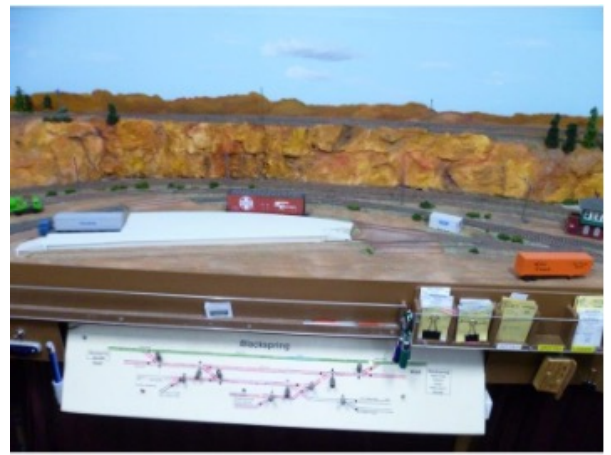
Next meeting

Our next meeting will be at Jane & Michael Robinson's, 60 Bolton Court, Flagstaff Hill, preceded by Christmas Lunch at Charlie's Diner, Brighton Metro, corner of Brighton & Sturt Roads on 14th December, 2024.....[M](#)

Some photos of Ray's Wildcreek layout







Division 7

*Graeme Barnes MMR® (NMRA Inc.-AR Div7 Superintendent)
Reports for November and December, 2024 Meetings:-*

There have been no reports received by the editor from Division 7 for either the November or December monthly meetings for inclusion in this edition.

Division 6

From David Orr (NMRA Inc.-AR Div6 Superintendent)
Report for December 14th, 2024 Meeting:-

Division Number: 6 (South Australia)
Month: December 2024
Meeting Date: 14/12//24
Reported by: David Orr
Reporting Period: 10/11/24 to 14/12/24
Number of Members: 60
Attendance: Members - 16
Guests - 1
Via Zoom/Teams 0
Apologies - 4
Awards Presented: - David Teague, AP Certificate - Association Volunteer.
Clinics Held: Nil
Upcoming Events: Nil
Next Meeting: Jim Gifford's, 3 Cadna St, Hallett Cove, 11^h January, 2025

Detailed Meeting Report:

11 members and 1 guest enjoyed Christmas Lunch at Charlie's Diner in the Brighton Metro Hotel (*Right*).



This was followed by our December 2024 meeting at Jane & Michael Robinson's residence, where we were joined by 5 more members. David welcomed the members and presented Michael with his Host Plaque (*above*).

Achievement Program

AP Asst Manager, SA, Ray Brownbill, advised the group that so far this year,



479 AP certificates have been issued worldwide with 4 Golden Spikes, 29 certificates and 1 MMR in Australasia and of them, 3 issued in November with 1 in SA. Ray then presented David Teague with his Association Volunteer AP Certificate (*above Right*).

Library

Convention, Clinic and Layout DVDS ex the Region Library were presented to the Librarian.

AMRE (Adelaide Model Railway Exhibition)

Ron Solly advised that, so far, 13 traders, 6 kindreds and 14 layouts will be attending the Adelaide Model Railway Exhibition next June.

Ray Brownbill advised that the South Central Lines registration has been submitted to AMRE.

ARC

David was hoping to bring the meeting up to date with the ARC minutes from the ARC meeting of Monday, the 9th December, but the meeting was postponed until Monday 16th December.. The current Treasurer's and Membership Reports were discussed.

This was followed by an in-depth discussion on the future of Division 6.

Next meeting

Our next meeting will be on January 11th at Jim Gifford's residence, 3 Cadna St, Hallett Cove, commencing at the usual 2pm.

Round the group

Michael Robinson

Michael was happy to tell the group that his garden railway is now operational. Here's a link to his Youtube channel. The latest instalment of his garden layout videos is Part 3.

<https://www.youtube.com/@m698dr/videos>

He's also been working on his buildings for his HO layout.

Steve Weedon

Steve showed the group a useful set of quite small levels available from Aldi for only \$7.

Tony Mikolai

Tony has scratchbuilt 5 turnouts for the layout at his club, the Adelaide Model Railroad club. This will allow an operator to shunt at this location without impeding the passing of another operator.



Ray Brownbill

Ray has been updating his layout with the addition of more lights whilst continuing to help at Bob Bevan's layout.

David Teague

David attended the St John's Model Railway & Hobby Show and told us that it was a completely different show to the previous shows. It seemed to be better organised and was populated with 3 layouts in the church hall and 8 layouts in the main hall. The only downside was that vandals attempted to break into a modeller's trailer parked there overnight and, when that failed, they destroyed the trailer's electrics.

John Marsh

John now has 3 panels of his layout up. But was disappointed that he had to repair some scratch-built points, damaged during the move. John scratch-builds his code 40 N scale points!

Bob Bevan

Bob tells us that his scenery is improving constantly now.

Ron Solly

Ron told us he's now finished all the control panels on Bob Bevan's Allalam Railway.

Scott Tayler

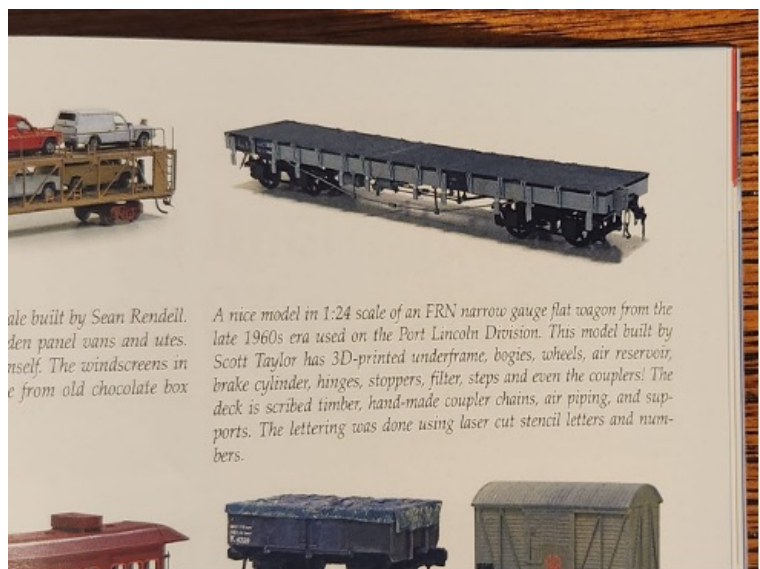
Scott told us he was:-



"Very happy to have had one of my models displayed at the Modelling Railways of South Australia Convention added as a photo in the December edition of Australian Model Railroading Magazine.

1:20 scale Wooden Stake flatcar. The first of two 1:20 scale wagons is almost complete, just needs decals, and details added.

MBT 1: the HO scale version had progressed well, with



ale built by Sean Rendell. den panel vans and utes. nsf. The windscreens in e from old chocolate box

A nice model in 1:24 scale of an FRN narrow gauge flat wagon from the late 1960s era used on the Port Lincoln Division. This model built by Scott Taylor has 3D-printed underframe, bogies, wheels, air reservoir, brake cylinder, hinges, stoppers, filter, steps and even the couplers! The deck is scribed timber, hand-made coupler chains, air piping, and supports. The lettering was done using laser cut stencil letters and numbers.

revisions printing nicely and almost at the final design. I did do a 1:32 scale version to check viability and that also printed well, if not better than the HO version. Testing the painting, decaling, and details stage now.

1:24 OBN Underframe: A revised test print of the OBN underframe show great improvements with no more failures and also kadee coupler ready. The support structure does not readily remove from the frame, otherwise great progress in the model. Next version will be a very good print."

Vern Cracknell

Vern is a member of the Scout Social & Service Group which meet monthly. At the November meeting, the members displayed their collection or interest on some tables. Vern displayed 3 dioramas from his layouts.



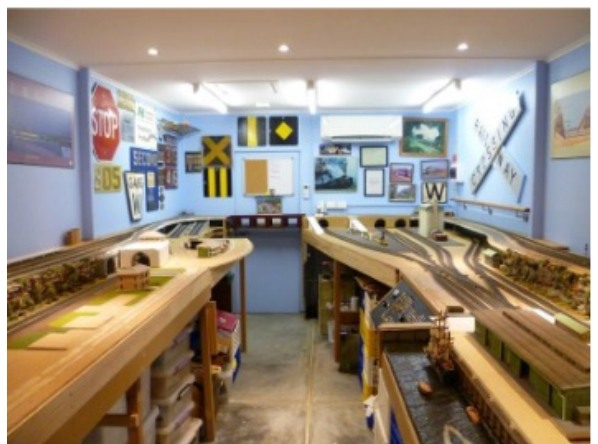
The meeting closed at 4:00pm and we adjourned for afternoon tea, a general chit-chat and a look at Michael's garden railway and his HO railway. Thanks to David Orr and Michael Robinson for the photos of the meeting.

Next meeting

Our next meeting will be at Jim Gifford's, 3 Cadna St, Hallett Cove on 11th January 2025

Some photos of Michael's layouts





Division 8/9

Anne-Marie Briggs (NMRA Inc.-AR Division 8/9 Superintendent)
Reports for September, 2024 Meeting:-

Division Number: 8/9 (Northern NSW)
Month: September, 2024
Meeting Date: ??/??/24
Reported by: Ann-Marie Briggs
Reporting Period: 1/9/24 to 30/9/24
Number of Members: - -
Attendance: Members - 21
Guests - ?
Apologies - ?
Awards Presented: Nil
Clinics Held: Nil
Upcoming Events: Nil
Next Meeting: 7th November @ Col South's House

Detailed Meeting Report:

Things are ramping up at the Coffs Coast Railway Modellers Inc and time to Christmas is fast running out.

We now have all but 1 piece of the floor ceiled (should be done this Wed.)




Plumbing may be done this week and then we can start to install the kitchen and line the toilet.

The large exhibition layout Approx 12 x 8m is being retired from exhibitions and is almost ready to be installed as the Clubs centre piece.

This will allow members to once again run trains at club meetings.

A timeline of start to finish photos is being gathered to show the site as it was before we started (chook pens and dirt floors) to where we are today.



The efforts of the club are to be commended as it is basically the concreting and installation of the roller that has been contracted out. All other work has been done by the club members.....

Division 8/9

Anne-Marie Briggs (NMRA Inc.-AR Division 8/9 Superintendent)
Reports for December, 2024 Meeting:-

Division Number: 8/9 (Northern NSW)
Month: November, 2024
Meeting Date: ??/??/24
Reported by: Ann-Marie Briggs
Reporting Period: 1/10/24 to 30/11/24
Number of Members: - -
Attendance: Members - 20
Guests - ?
Apologies - ?
Awards Presented: Nil
Clinics Held: Nil
Upcoming Events: Nil
Next Meeting: 7th December at the Club House


Detailed Meeting Report:

We've been very busy again at Coffs Coast Railway Modellers Inc. We had a meeting at a member's house to admire his ginormous layout titled "The Southbend and Southern Railway" with a rising moon, a dock area, bridge over Lake Jacqueline, Northern Light Power Company, a lot of trains and great detail such as lighted interiors.

News from the Club House Shed: We now have the large layout setup and in the process of testing it is all working after a year in storage.

We have a bit more room to the side than we had anticipated which is great, but the north/south ends are pretty much as we expected but comfortable to walk around.

Plumbing is installed in the kitchen and Toilet pending fit out of sink and loo with only one wall sheet remaining and the critical door to be installed.

Our club Christmas party will be this weekend (7th Dec) preceded by a general club meeting to discuss important items that have recently come to light.....

Division 10

Pat Britten (NMRA Inc.-AR Division10 Superintendent)

Report for September / October 2024 Meeting:-

Division Number:	10 (Tasmania)
Month:	September / October 2024
Meeting Date:	??/10/24
Reported by:	Pat Britten
Reporting Period:	1/9/24 to 31/10/24
Number of Members:	12
Attendance:	Members - -- Guests - -- Via Zoom/Teams - -- Apologies - --
Awards Presented:	Nil
Clinics Held:	Nil
Upcoming Events:	Nil
Next Meeting:	- 9th November @ Pat Britten's house, followed by;- - 8th December @ Tylers House.

Detailed Meeting Report:

General correspondence sent out re meeting dates and the various correspondence regarding the digital magazine.

Plus a general catch up and to advise at the end of December Eddie Gallagher will be taking over as Div 10 superintendent.....


Division 10

Pat Britten (NMRA Inc.-AR Division 10 Superintendent)

Report for November / December 2024 Meeting:-

Division Number: 10 (Tasmania)
Month: November / December 2024
Meeting Date: ??/12/24
Reported by: Pat Britten
Reporting Period: 1/11/24 to 31/12/24
Number of Members: 12
Attendance: Members - 7
Guests - --
Via Zoom/Teams - --
Apologies - 4
Awards Presented: Nil
Clinics Held: Nil
Upcoming Events: Nil
Next Meeting: TBA, sometime in February

Detailed Meeting Report:

- Talked about the digital magazine and upcoming vote on it.
- Discussed the AP program and 4 members are interested in pursuing it.
- Various modelling techniques, talked about the use of 3d printing and laser cutters as modelling tools.
- Eddie Gallier was introduced to the group as the new Div 10 Superintendent as from January 2025.
- The work on Flinders street station was disused.
- A good day was had by all.
- Tyler is rebuilding his On30 QR inspired layout.
- Yours in modelling Pat and Eddie.....







What's in the Next Edition

- *Mick Bennie describes the materials and processes he uses to build models of Tree Ferns in 1:48 Scale.*
- *Ken Edge-Williams tells of how he was approached to build a model of Engine 298 for a Mareeba History group, and how he went about building the model.*