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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](mailto:president@nmra.org.au)

Vice President: Trevor Phillips  
0402 926 930  
[vicepresident@nmra.org.au](mailto:vicepresident@nmra.org.au)

Secretary: Randall Jones  
0409 743 254  
[secretary@nmra.org.au](mailto:secretary@nmra.org.au)

Treasurer: John Gillies  
0408 917 965  
[treasurer@nmra.org.au](mailto:treasurer@nmra.org.au)

Pacific District  
Director: Brad Anderson  
0451 186 852  
[director@nmra.org.au](mailto:director@nmra.org.au)

## **MEMBERS**

Member Al Harris  
0412 608 817  
[al\\_harris@nmra.org.au](mailto:al_harris@nmra.org.au)

Member Raymond Sullivan  
0409 625 278  
[ray\\_sullivan@nmra.org.au](mailto:ray_sullivan@nmra.org.au)

Member Aaron Stinson  
0411 332 409  
[aaron\\_stinson@nmra.org.au](mailto:aaron_stinson@nmra.org.au)

## **PUBLIC OFFICER**

Public Officer Raymond Sullivan  
0409 625 278  
[public\\_officer@nmra.org.au](mailto:public_officer@nmra.org.au)

## **SUPERINTENDENTS**

Division 1 Paul Rollason  
QLD 0419 670 653  
[div1sup@nmra.org.au](mailto:div1sup@nmra.org.au)

Division 2 Stephen O'Brien  
ACT 0402 913 196  
[div2sup@nmra.org.au](mailto:div2sup@nmra.org.au)

Division 3 Peter Kendall  
VIC 0412 299 730  
[div3sup@nmra.org.au](mailto:div3sup@nmra.org.au)

Division 4 Frank Godde, MMR®  
WA (08) 9253 3155  
[div4sup@nmra.org.au](mailto:div4sup@nmra.org.au)

Division 5 Philip Sharp  
NZ (64) 2720 30428  
[div5sup@nmra.org.au](mailto:div5sup@nmra.org.au)

Division 6 Scott Taylor  
SA 0413 665 014  
[div6sup@nmra.org.au](mailto:div6sup@nmra.org.au)

Division 7 Graeme Barnes, MMR®  
Newcastle, Sydney 0427 400 755  
Wollongong [div7sup@nmra.org.au](mailto:div7sup@nmra.org.au)

Division 8 / 9 Anne-Marie Briggs  
Northern NSW 0407 617 419  
[div8sup@nmra.org.au](mailto:div8sup@nmra.org.au)

Division 10 Eddie Gallier  
Tasmania 0419 629 771  
[div10sup@nmra.org.au](mailto:div10sup@nmra.org.au)

## **REGARDING ARTICLE CONTRIBUTIONS**

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

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

Please send your articles to [editor@nmra.org.au](mailto: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 <a href="mailto:ap@nmra.org.au">ap@nmra.org.au</a>	A.P. Assistant Manager SA	Ray Brownbill 0417 849 630 <a href="mailto:apvicesa@nmra.org.au">apvicesa@nmra.org.au</a>
A.P. ACT Assistant Manager	Stephe Jitts 0497 425 753 <a href="mailto:apviceact@nmra.org.au">apviceact@nmra.org.au</a>	A.P. Assistant Manager WA	Frank Godde, MMR® (08) 9253 3155 <a href="mailto:apvicewa@nmra.org.au">apvicewa@nmra.org.au</a>
A.P. NSW South Assistant Manager	Steve Pettit, MMR® 0499 910 196 <a href="mailto:ap.southern.highlands@nmra.org.au">ap.southern.highlands@nmra.org.au</a>	<b><u>REGIONAL VOLUNTEERS</u></b>	
A.P. NSW Eastern Sydney Assist Manager	David North, HLM (02) 9975 6436 <a href="mailto:ap.eastern.sydney@nmra.org.au">ap.eastern.sydney@nmra.org.au</a>	Librarian	David North, HLM (02) 9975 6436 <a href="mailto:librarian@nmra.org.au">librarian@nmra.org.au</a>
A.P. NSW Western Sydney Assist Manager	Gary Norwood 0438 121 258 <a href="mailto:ap.western.sydney@nmra.org.au">ap.western.sydney@nmra.org.au</a>	Regional Contest Chair	Vacant  <a href="mailto:contest@nmra.org.au">contest@nmra.org.au</a>
A.P. NSW North Assistant Manager	Dennis Clarke, MMR® 0447 290 145 <a href="mailto:apvicensw@nmra.org.au">apvicensw@nmra.org.au</a>	Editor - MainLine On-Line	Merv Bagnall (07) 4125 2360 <a href="mailto:editor@nmra.org.au">editor@nmra.org.au</a>
A.P. Assistant Manager Coffs Harbour	Ian Phemister (02) 6658 2626 <a href="mailto:apvicech@nmra.org.au">apvicech@nmra.org.au</a>	Web Master	Wayne Eagle 0410 665 047 <a href="mailto:webmaster@nmra.org.au">webmaster@nmra.org.au</a>
A.P. Assistant Manager QLD	Arthur Hayes, MMR® (07) 3345 7887 <a href="mailto:apviceqldsth@nmra.org.au">apviceqldsth@nmra.org.au</a>	Education Chairman	Vacant  <a href="mailto:education@nmra.org.au">education@nmra.org.au</a>
A.P. Assistant Manager VIC (West)	Peter MacDonald, MMR® (03) 5367 3601 <a href="mailto:apvicevicwest@nmra.org.au">apvicevicwest@nmra.org.au</a>	Social Media Manager	Martyn Jenkins 0407 637 607 <a href="mailto:ssm@nmra.org.au">ssm@nmra.org.au</a>
A.P. Assistant Manager VIC (East)	Bill Black (03) 5968 3094 <a href="mailto:apviceviceast@nmra.org.au">apviceviceast@nmra.org.au</a>	Membership Officer	Glen McCarley 0435 064 004 <a href="mailto:membership@nmra.org.au">membership@nmra.org.au</a>

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

## New Articles

<b>6</b>	<b>Adding Automatic Protection to A DCC System</b> While DCC boosters do have short circuit protection built in, the protection will not kick in until the short current exceeds that level. Malcome Jenkins MMR® discusses the types of Automatic Circuit Breaker protection you can use to limit the current before any damage to locos occurs. <b>by Malcome Jenkins, MMR®</b>
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<b>12</b>	<b>Kadee Couplers</b> Most modellers use Kadee Couplers on their locos and rolling stock, but they often have problems uncoupling the cars. Gerry Hopkins MMR® FNMRA outlines the correct way to uncouple Kadee couplers. <b>by Gerry Hopkins, MMR® FNMRA</b>
<b>13</b>	<b>Narrow Gauge Wagon Loads</b> Pulp wood traffic was the mainstay of 'The Beechie' by the end of its life. Mick Bennie describes how he models removable pulp wood loads for his NQRs. <b>By Mick Bennie</b>
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<b>36</b>	<b>First Australian OpSIG Mini Convention</b> The first Australian OpSIG Mini Convention was held between the 14th & 16th March 2025, to operate model railways in a manner that approximated that of one to one scale railways, as described by Stephe Jitts MMR®. <b>by Stephe Jitts, MMR®</b>

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## the Cover Photo

*A farmer in an EH Holden ute waits patiently at the level crossing, as a double headed freight with NSW locos 42110 & 4205 at the head end, are traversing the cutting in a realigned section of double track main line in rural NSW, as replicated on one of the Division 1 Free-Mo modules.*

## Editor's Comments

**I**t is that time of year when the number of model train exhibitions and conventions start to ramp up for us model railroaders to enjoy, and I for one am looking forward to attending a few this year.

At the time of writing, the 5th newsletter for the 2025 NMRA Inc. Australasian Region Model Railroading Convention in Brisbane is out. It has all the information that you need to know about what to expect at the convention, and I have included links to the newsletter and also a link to information on the Australian Region's website on page **32**. There is also a copy of the Promotional Flyer on page **11**, so that you are fully in the picture with all that is occurring.

While DCC boosters do have short circuit protection built in, the protection will not kick in until the short current exceeds that current level. Malcome Jenkins MMR® discusses from page **6**, the types of Automatic Circuit Breaker protection you can use to limit the current drawn, before any damage to locomotives or control systems occurs.

Most modellers use Kadee Couplers on their locos and rolling stock, but they often have problems uncoupling the cars. On page **12**, Gerry Hopkins MMR® FNMRA outlines the correct way to uncouple Kadee couplers.

Pulp wood traffic was the mainstay of 'The Beechie' by the end of its life. Mick Bennie describes on page **13**, how he models removable pulp wood loads for his NQRs.

Commencing on page **33**, Ian Barnes outlines the activities of the 1st Operations Weekend Workshop, which was held by a small group of NMRA AR-Inc. members, who met from video conference discussions on Interchange.


From page **36** you will read about the first Australian OpSIG Mini Convention that was held between the 14th & 16th March 2025, to operate model railways in a manner that approximated that of one to one scale railways, as described by Stephe Jitts MMR®.

Also included in this edition commencing on page **31**, are reports for February and March from the Adelaide Model Railroaders, and also a report from the Wide Bay Burnett MRC, both being an NMRA Inc.-AR 100% clubs, outlining the activities that have occurred at their clubs in recent months.

You can read what has been happening within the Divisions around the region over the last couple of months from page **47**.

In my 'Editor's Comments' column over the last couple of editions, I have put a call out to NMRA AR-Inc. members to submit photographs of their layouts or model railroading scenes, which could possibly be used as a cover photo for our magazine. I haven't been overwhelmed with submissions of photographs to date, but it is not too late to send your photos in. I know there are a lot of talented modellers with great layouts in our Region, so don't be shy about sharing photos of your layout. If you would like to send in a photo or two, then they should be taken in portrait mode and be in focus with no tools, facias, ceilings or floors in the shot, and which is accompanied with a brief 20 to 30 word explanation telling what is happening in the scene.

If I get more than I can use, 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!

I am also always seeking interesting model or prototype railroading articles to include in MainLine, so if you have some ideas or stories to share, I am eagerly awaiting to receive your submission.....

*Meru Bagnall*

Editor - MainLine On-Line

[editor@nmra.org.au](mailto:editor@nmra.org.au)

# Adding Automatic Protection To A DCC System

by Malcom Jenkins, MMR®

I noticed that Barry Fisher wrote in the newsletter (149) about the damage that a short circuit can do to a locomotive heading the wrong way into points. A friend of mine in Brisbane suffered a similar problem recently - he was repositioning a train on his extensive layout and a storm erupted outside, so he left the train running and went to protect other things. The train ran into a wrongly set turnout and melted the bogie of an Atlas loco.

There is a solution, which I have used since implementing DCC on my layout: automatic circuit breakers. While the DCC boosters do have short circuit protection built in, because the current level needed to run multiple trains is large (e.g. 3 to 5 amps), the protection will not kick in until the short current exceeds that level. That amount of current directly through the wheel of a loco is enough to melt the bogie and do other damage. The automatic circuit breakers detect the short circuit rapidly and turn off the power. As I see it there are three (well, maybe four) levels of installation of these devices:

1. Simple added protection for the whole layout
2. Multiple "Power Districts"
3. Automatic reversing loops
4. Back-to-back reversing loops

There are various suppliers, but the ones which I have used are properly called PowerShield or PSX. They are the only ones I really know, so I shall refer to them. The installation for others would be very similar. The good news is that installation really is very simple.

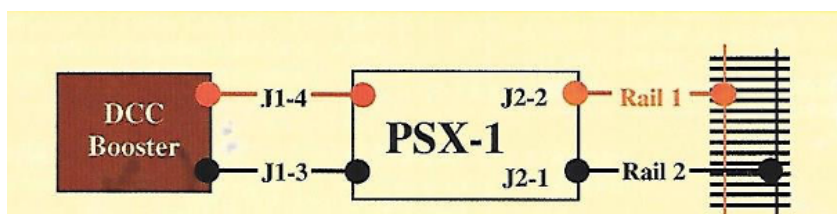
The protection device is simply a solid state current monitor and circuit breaker. If it detects a current above a pre-set level for more than the briefest moment, it shuts off the power. Usually they also attempt to reconnect after a second or so, in case the short was only momentary, such as a wheel shorting between rails on a point frog. If momentum has carried the train over the problem area, power will be restored and everything continues running. If the short is on-going, then power stays off and you will have to find the fault and fix it. You will notice that this has happened, because the trains won't run! You can also add an audible warning buzzer as I have done.

## **Level 1: Short Protection**

To add a single circuit breaker to protect your whole layout, you simply wire it in series between your DCC power source and the track connections. **Figure 1** comes from the PSX manual and shows the wiring. The board has clearly labelled terminals for input and

output. It also has a few other options, but they needn't worry you at this stage.

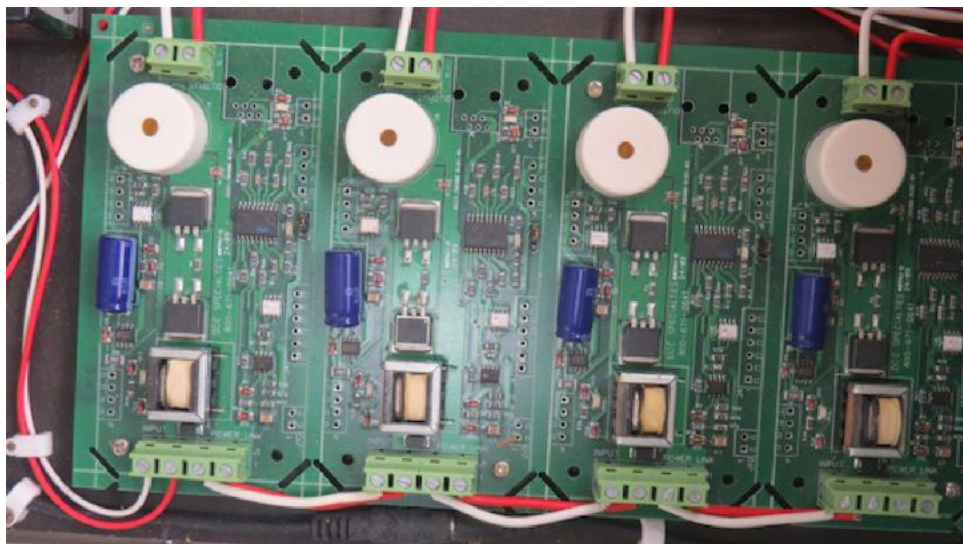
**Figure 1**



## Level 2: Power Districts

If you have installed a single breaker like this and you have a large layout where two or more operators can be in action, then if a short occurs at any point on the layout, everyone's train will stop. This is basically an inconvenience. The larger the layout, the greater the inconvenience, particularly if (as on the above-mentioned friend's layout) you literally have to use the radio to ask "What's going on? Is there a short?" The solution is what our US friends call "Power Districts". The layout is broken into sections, with insulated breaks in both rails between sections. Each section then has its own circuit breaker. If a fault occurs, that section will be shut down but the rest can continue to run. Obviously the cost of the protection goes up as the price for the convenience. The PSX units come in one, two, three and four units on a board. **Photo 1** shows my four unit board as installed.

**Photo 1 PSX 4 circuit breaker wired to four power districts**



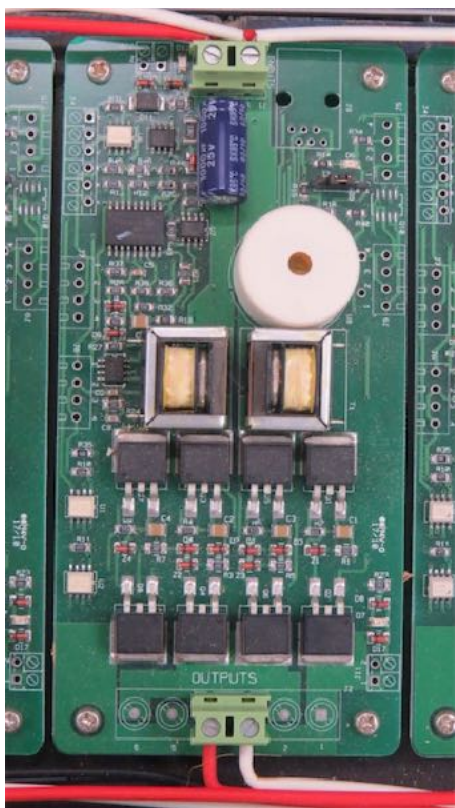
You can see that the input power comes from the DCC booster on the left of the picture, with a daisy-chained supply to each of the four breaker units at the bottom in the picture. Each breaker has its own output, seen at the top, wired to its individual power district. The wiring really couldn't be simpler. You can see that I added the optional buzzers (the circular white things). They cost \$3.95 at Jaycar (part no AB3458).

The breaker can be located anywhere between the booster and the track, but close to the booster in a central location makes sense. The breaker has a LED which indicates if a short is occurring i.e. the breaker has turned off track power, so it helps if you can see the LED. Then you know which district has the problem. The boards also have provision for wiring a parallel external LED on a panel or similar.

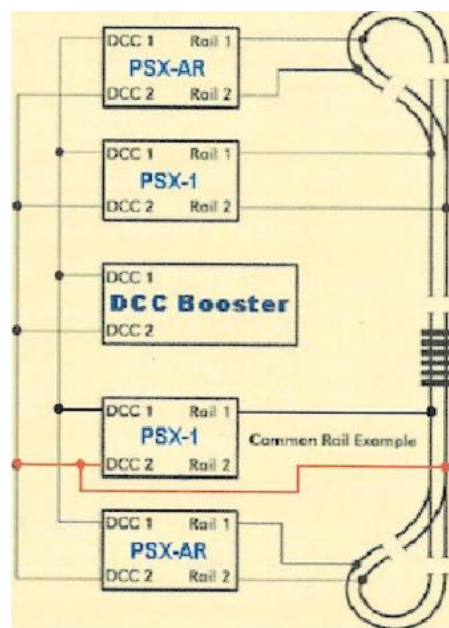
How you determine power districts is up to you, but it makes sense to have them geographically logical, or perhaps the division locations will be determined (as mine are) by the presence of reversing loops.

### Level 3: Reversing Loops

A reversing loop may be as simple as the balloon loops shown in **Figure 2**, or may be much more extensive and subtle, as in my layout. The essence of a reversing loop is that a train which enters it will leave it, either returning to the same track but reversed, or going on to another section which may have opposite polarity in its power supply. This situation is the same with DCC as with DC. You must do something about reversing the polarity before the train leaves the



**Figure 2**

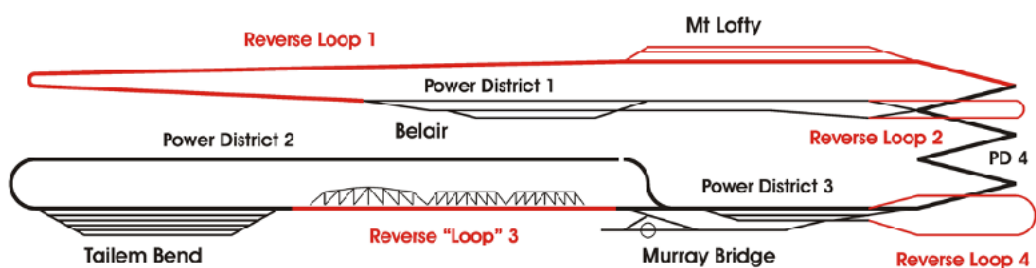


section, or there will be a short as the loco wheels connect across the insulated joint. With DCC this is relatively easy – you do not have to stop the train and throw switches. You simply get a different version of the circuit breaker (in my case the PSX-AR) which can detect the short due to the train leaving the loop, and switch the polarity for you. This occurs so quickly that you (and the train) won't notice anything.

The wiring for installation is just the same as for the simple breaker. **Photo 2** shows one PSX-AR with its connections. You can see the same daisy-chain power input and the separate output. In this case the input is at the top and the output is at the bottom.

**Photo 2**

The location of the breaks for reverse loops needs some thought. Obviously if the reversing section is shorter than the maximum length train (at least if you are using metal wheels on rolling stock) then confusion will occur if the train is leaving the section while still arriving. If possible it is good to make the breaks in single track portions. **Figure 3** shows my layout with the four reverse loops, making the definition of



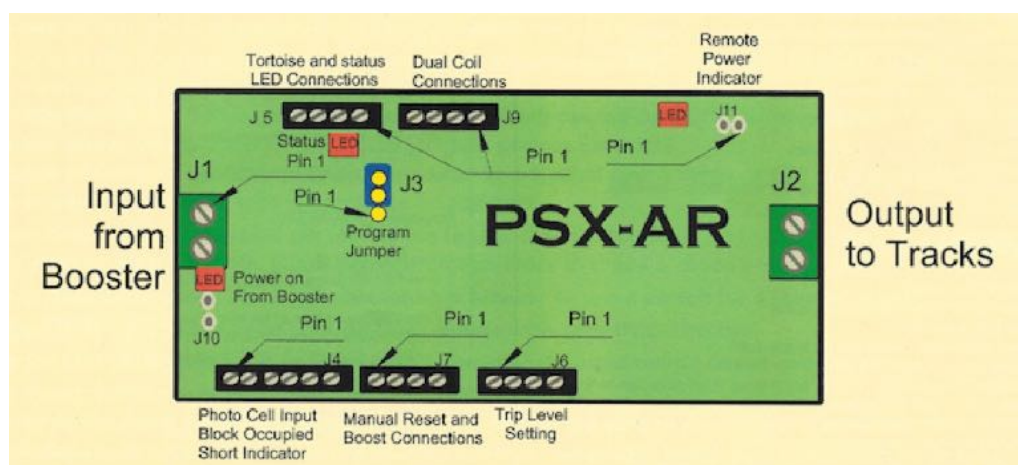
the remaining four districts fairly obvious.

**Figure 3** Layout schematic showing power districts and reverse loops in red

## Level 4: Back-to-Back Reversing Loops

The only real complication comes if you have two reverse loops back-to-back. The problem is that as the train crosses the joint, both breakers will try to reset the polarity to get rid of the short that they have sensed. They will then happily play footsies all day and the train will not run. The solution is also simple – it is possible to program the electronics on one of the two breakers to make it a “slave” i.e. slower to respond than the “master”. This means that the master switches the polarity and then the slave either stays the same or makes the appropriate switch to avoid shorts. This is the only time that I have had to use the programming capability of these units.

The circuit breakers are DCC devices – they sit on the DCC track wiring and “see” the DCC signals. They can be addressed and manipulated like other devices. There are various other DCC features that you can program, including automatically changing points e.g. at the exit of the loop, but I have not needed any of these. The programming is simple, but does depend on the DCC system in use and the main ones are described in the PSX manual. To enable programming, a jumper is moved. This is shown as J3 in **Figure 4**, which is from the PSX-AR manual. When the jumper J3 is connecting pins 2&3, as shown, the device is in run mode. When J3 is moved to connect pins 1&2, then it is in program mode. The power is turned off when the jumper is moved. In program mode you can either set addresses for pseudo accessories to make use of the point control and block occupancy capabilities, or you can set CV's, for instance, to make a unit a slave. I confess that I have not used the accessory features, because I have had no need.



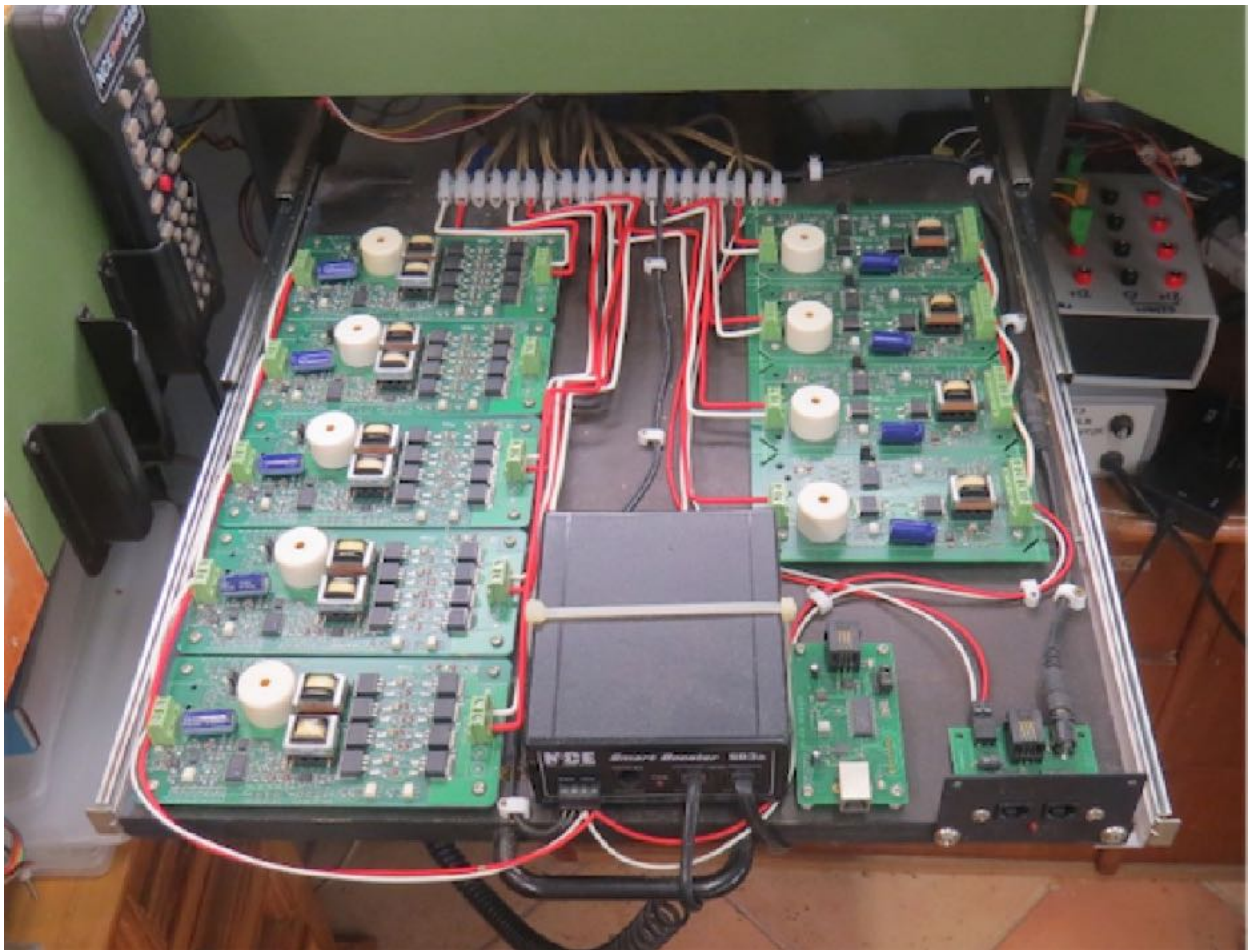
**Figure 4**

To program a slave or set other CV values, the device is manipulated by using a “fake” locomotive address that is not in use on your


system. This gives access to the CV's in the device. The particular method depends on the DCC system: using NCE as I do, you use “program on main”. You then address the device and tell it that it is a slave (CV55 is set to 1). You can also alter the time constant of the delay by varying CV65, although to date I have not had to do this. When you have finished programming, you turn off the power and return the jumper J3 to pins 2&3 so that it is in run mode when you power back up. It is also possible to program other values, such as the trip current and block detection source and parameters. I admit that all of this except the slave and delay setting are a mystery to me, but if you need or want to use them, clear programming instructions are included in the instruction booklet which comes with the units. Where there are variations among systems, details are given

for each DCC system in the instructions. You can see from **Figure 4** that there is a range of other things that can be connected to or driven by the PSX device (point motors of both types, block occupancy, trip level etc.).

When I first set up my layout I thought that I had five reverse loops (sections) and four fairly logical ordinary sections, hence the purchase of a PSX4 and five PSX-ARs. In fact after struggling with the back-to-back business for a while I realised that I only had four reverse loops. So, I combined the non-reversing section into its adjacent section and simply disconnected the spare AR unit. Recently I have been prevailed upon to add a further terminal to my layout for more realistic operations. The terminal has a Y-connection in the middle of a balloon loop (Reverse Loop 2 on the diagram), so the spare unit is spare no longer and will have to be programmed as a slave again.



**Photo 3 The whole DCC installation with booster and breaker units**

Although the wiring for installation is simple, it pays to put a bit of thought into it. I set my nine units up in a retractable “drawer” so that they can be got at for maintenance and troubleshooting, but are discreetly out of the way in normal operation. See Photo 3. The flexible connection to the drawer was wired with heavy flexible speaker cable. (It is supported on portion of a conveyor from a bread factory, but that is another story...)



The graphic features a stylized blue and red curved shape on the left. In the center is the NMRA Australasian Region logo, which is a circular emblem with 'AUSTRALASIAN' at the top, 'NMRA' in the middle, and 'REGION' at the bottom. To the right of the logo is a detailed illustration of a diesel locomotive pulling a freight train. To the right of the locomotive, the text 'NMRA AUSTRALASIAN REGION' is written in a large, bold, black serif font. Below this, 'CONVENTION BRISBANE 2025' is written in a smaller, bold, red sans-serif font. At the bottom right, 'CELEBRATING 90 YEARS' is written in a very small, black, all-caps sans-serif font.

**Convention Dates:  
22nd to 24th August 2025**

**Location: Flight One  
Qantas Drive  
Archerfield, Brisbane**

Join us for camaraderie and sharing of knowledge  
and skills by talented likeminded individuals

- CLINICS (PRESENTATION & HANDS ON)
- DEMONSTRATIONS
- DISPLAY LAYOUTS
- MODEL AND PHOTO CONTESTS
- NON-RAILROAD PARTNER PROGRAM
- DINNER WITH GUEST SPEAKER
- LAYOUT TOURS & OPERATION SESSIONS
  - 20TH, 21ST & 25TH AUGUST 2025
- FLIGHT SIMULATOR SESSIONS

**Open to NMRA and non-NMRA members**


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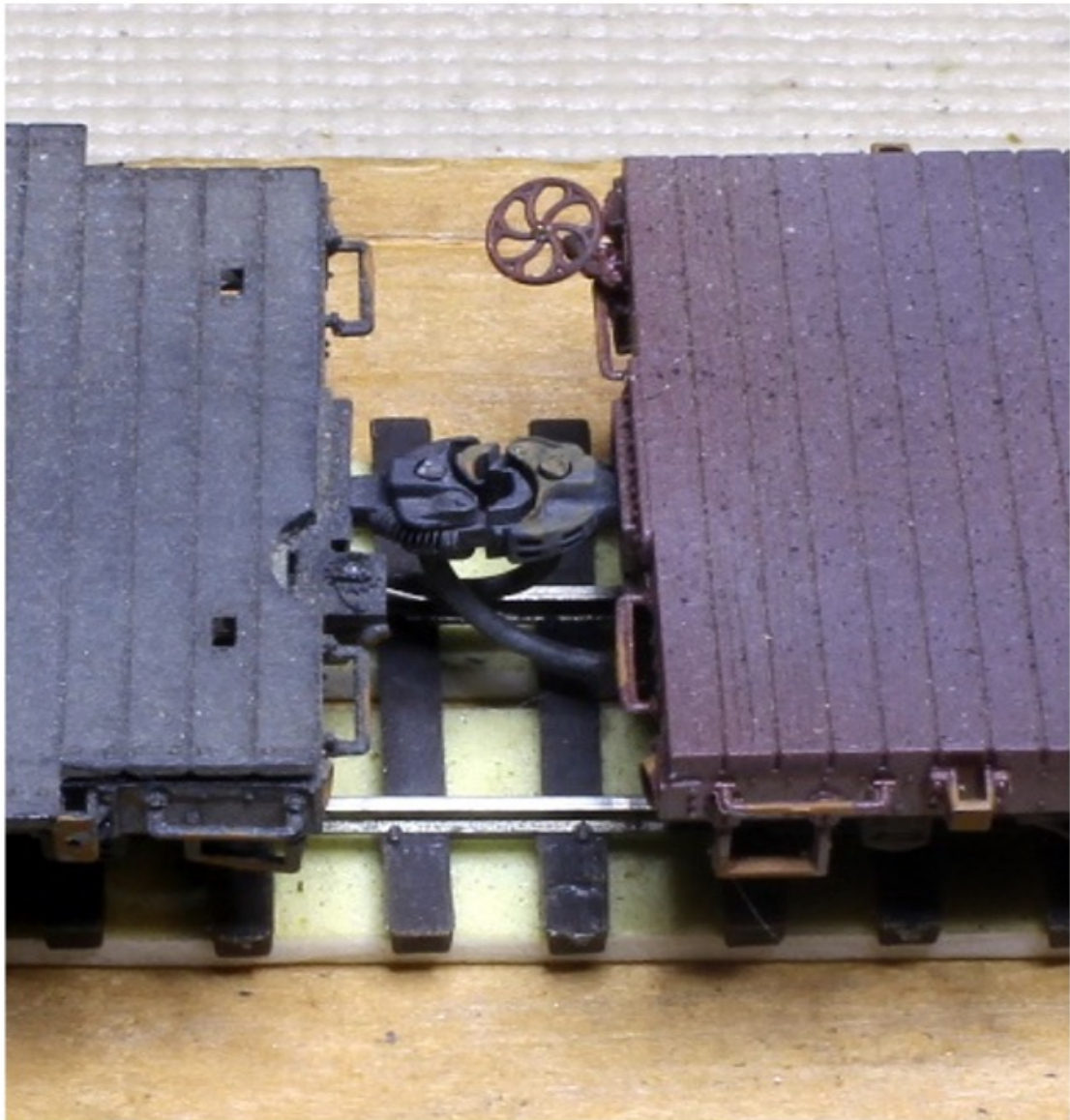
# Uncoupling Kadee's

by Gerry Hopkins MMR® FNMRA

**M**ost modellers use **Kadee Couplers** on their locos and rolling stock, but they often have problems uncoupling the cars. The thing they often forget is to back up the loco and **compress the coupling** - THEN insert the tool to separate them.

Once the cars are together, place the uncoupling tool of your choice in the space formed between the couplings. If a "pointy stick" then click clockwise and drive away - leaving the uncoupled car behind.

My favourite is the dental brush (the blue one) just place it in the space and drive away - **NO** twisting required.....



Na

# Narrow Gauge Wagon Loads

by Mick Bennie

**P**ulp wood traffic was the mainstay of The Beechie by the end of its life. Here is how I model removable pulp wood loads for my NQRs.

I start with a piece of timber cut to fit easily in the floor of the NQR. There have been several manufacturers of NQRs over the years and there are slight differences in the dimensions. For the actual pulp wood I collected twigs from the garden and some branches from a Golden Biota or Aurea Nana. If the twigs are larger than about 3mm diameter I split them with a sharp knife. You can also use timber off cuts, cut to length and split with a knife or chisel to add bulk to the load. I have tried pine, Oregon and Australian hardwoods. When cutting your pulp wood, remember the thickness of your bottom piece and cut for an overall height of four feet from the wagon floor. Start by lining your NQR with cling wrap. Then fit the timber base and glue your pre-cut pulp wood using PVA. I have also tried liquid nails and hot glue, but still prefer PVA. It dries clear and it easier to remove from the cling wrap.



Keep filling until the wagon is full. You can cheat by using a filler piece such as a block of balsa in the centre and covering it with logs laid flat. The picture to the left shows how some wagons were loaded and wagon to the right shows another form of wagon load, the subject of a future article.



Once the glue has dried, and this could take a day or two if using PVA, remove the load and peel off the cling film. The load should fit more easily in the NQR and be easy to remove and replace when required. If you have several different manufacturers on your layout, write which wagon the load was made to fit on the bottom of the load.....**M**

NATIONAL MODEL RAILROAD ASSOCIATION  
2025 National Convention

# STATION No. VI

Hosted by:  
the NORTH CENTRAL REGION

## July 14-19, 2025

Open to ALL model railroaders! You do not have to be an NMRA member to attend! **REGISTRATION IS OPEN!!**

Our location – Sheraton Detroit-Nov, MI  
A suburban location with FREE parking!

### CONVENTION GOALS and HIGHLIGHTS -

Our main objectives are to provide events of value, items attendees will see as worth their money, all at the lowest possible cost. \*\* We will honor the traditions of past conventions but at lower cost and with greater flexibility. \*\* This convention will be shorter, starting at 1 PM on Monday and continuing through Saturday afternoon with a banquet Saturday evening. \*\* Note that registration includes all layout visits and operating sessions, and all activities at the hotel except Modeling with the Masters, and admittance to the National Train Show. \*\* We will support all the traditional activities of the SIG's. \*\* The National Contest will be fully supported. The contest will be in a prominent room and will be run by the National Contest team. There will be space for model displays, modular layouts and other functions. Those putting their models on display will have the option of entering the People's Choice Contest. \*\* We will have several prototype tours which may include a Ford plant tour and a cruise on the Detroit River with an emphasis on the industrial aspects of the waterfront. \*\* We expect to have at least 90 clinics. The clinics will be varied, and each will be given twice. \*\* We expect to have at least 60 layouts open for visit. Most layouts will be at least 900 sq. ft. in size running to over 3,000 sq. ft. in one or more cases. All layout visits and op sessions will be self-guided so you may take your time.

**<https://nmra2025.com/>**



**July 14-19, 2025**

The *NCR and SE Michigan* will be your host for the 2025 NMRA National Convention! This will be like no other convention you have ever attended!

#### Convention Highlights –

- ✓ One low price for everyone! includes layout tours & OPS!
- ✓ 90+ clinics - 65+ layout tours - 30+ OPS sessions
- ✓ 2 day National Train Show - 5 day Yard Sale Room
- ✓ RPM modeling displays - Full NMRA modeling Contest
- ✓ People Choice Voting w/awards - Saturday night banquet
- ....and MUCH MORE!!

**<https://nmra2025.com/>**



# 100% NMRA Inc.-AR Club News

## Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - **February 2025**

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

### CASUAL RUNNING

by Ken House



*Above: Kris Cann's Aurizon CLF on a short train at Lower Kerry*



*Above: An EL class in the Jefferson City staging tracks*



*Above: Keith Pennington's Pennsylvania RR K4 pacific 4-6-2 at Jefferson city.*



*Above: Also from Keith, an A&B set of PRR F7s cross Jolliffe's Jump*

The following article is reproduced from the August 1956 edition of the Booster magazine.  
*Forwarded by Warwick Graham*

### **CORRECT USE OF A HACKSAW**

#### **1. CHOOSING THE BLADE**

**Hard blades** are made from regular tungsten steel and because of their rigidity are generally preferred by skilled workers.

**Flexible blades** are made from regular tungsten steel for hand and light power use. Being unbreakable in use, they are recommended for cutting by hand for semi-skilled workers.

**Double edge blades** are made from regular tungsten steel. Being exceptionally tough, they are suitable for cutting tubing, rods etc where the diameter of the article is less than the width of the blade.

**High speed steel blades** are incomparable and in many cases are necessary for cutting alloy steels such as stainless, chrome, nickel, manganese etc. They are made for hand, light and heavy power use.

## 2. CHOOSING THE PITCH

**Coarse pitch.** Mild steel chips twist and curl. A coarse pitch gives the necessary clearance, whereas a fine pitch would clog.

**Medium pitch.** Hard steel chips are small and do not need much clearance. A medium pitch blade with more points of contact gives better results than a coarse one.

**Fine pitch.** On light sections, a coarse pitch would span the thickness of the material and result in tooth breakages. A fine pitch is necessary.

**Extra fine pitch.** For very thin materials, an extra fine pitch is essential to ensure that as many teeth as possible are in contact with the work so as to avoid tooth breakages.

Material		Correct pitch		Blade
		Thickness		
	Up to 6mm	6-25mm	> 25mm	
Alloy steel incl tool steel & stainless	32	24	24	High speed steel
Alloy steel, med carbon steel	24	24	18	High speed steel
Mild and case hardened steel	24	18	14	Regular tungsten
Steel rail, steel tyres	-	18	14	High speed steel
Cast iron		18		Regular tungsten
Steel wire rope & armoured cable		32		Regular tungsten
Electrical cable		24		Regular tungsten (note bind each side of cut)
Monel metal, brass, bronze, copper, aluminium, white metal		18		Regular tungsten

### **3. CORRECT USE**

1. Fit blade with teeth pointing forward. Tension by first taking up slack and then giving three more turns of wing nut.
2. Secure work firmly.
3. Commence cutting on as flat a surface as possible.
4. Move frame at 50 strokes per minute with a steady forward stroke along whole length of blade. Release pressure on return stroke.
5. Never start a new blade in an old cut.

### **FEBRUARY OPERATING SESSION PART 1**

by Tony Mikolaj

Four brave souls ventured out to enjoy the February operations run on a very hot evening, some others had decided that it was too hot to attend. In reality it was not actually as hot as the forecast had made it seem, because being a solid building, the clubrooms had not yet absorbed much of the heat so with some fans moving the air, we were a bit warm, but reasonably comfortable.

Road crews were Christiaan Werk, Wayne Hoskin and Peter Kirkland. With the small crew numbers I did both Housman and Kingston yards and found time in between to do one return run of Port Douglas.

I made up a couple of trains in Housman and then went to do the same at Kingston, the shunter in Kingston failed right at the start, I could hear the motor working but movement was very slow, guessing this might be a split gear I placed it out of service and carried the Housman shunter between the yards as needed. I took the loco home and inspection showed that one flywheel and driveshaft had come loose and so the shaft was slipping. A cleanup of the parts and the addition of some Loctite soon had it running again.

Up until now we have been using metho to clean the track and wheels the week before operations but recently have been noticing intermittent running. This time we changed to using white spirits and I tried CRC 2-26 in Housman Yard. The difference was remarkable, I did not hear of any problems of poor running, so we will change to white spirits as our method going forward.

The four of us managed to get six trains finished and had two more part way through, quite good for a small crew. After the session it was discussed, over some coffee and cookies, about finishing the run the next week after our meeting.

We did this, but made it a combination operations and free running night which included swapping some member's locos for the normal club ones. This made quite a pleasant twist to the evening with a variety of US and Australian power doing the work. For this second part of the run we were joined by Ken House and Poalo Arman that had stayed away from the heat, Warwick Graham, back from his trip and Paul Atkins. With this bigger crew the track was quite busy, I continued at Housman yard, Ken did Kingston yard, and Paul shunted Port Douglas, everyone else were mainline crews.

New this month are the hidden magnetic uncouplers at the ends of the main yard tracks in Housman yard (still some more to be added). Even with many of our couplers in need of some adjustment, they worked well overall and saved a lot of time fiddling with skewers.

## FEBRUARY OPERATING SESSION PART 2

by Ken House

Because only four turned up on the second Wednesday when the temperature was 43 degrees celsius it was decided to hold a short session on February 19. Since February 19 was a casual running night it was decided to make the session a "bring your own loco" session. It was also open to casual running along side the sequence of operating session trains, in the hope that some of the regular casual runners would turn up and experience what an operating session had to offer. Unfortunately it was only the hard core operators who turned up. More operators are always welcome. Please come along on operating nights and experience the fun and camaraderie of running trains with a purpose.

Eight operators arrived. One more and we could have a yard master at Prattis yard. If each road crew were two men the SCR would have a crew of 14. So there is plenty of opportunity to come along on operating night and join in. Jobs were assigned as follows, Road crews, Paolo Arman, Warwick Graham, Wayne Hoskin, Peter Kirkland, Christiaan Werk, Pt Douglas operator, Paul Atkins, Houseman yard master Tony Mikalaj, Kingston yard master Ken House.

Three operators brought their own locos, Warwick Graham's PRR Alco RSD 15 and Wayne Hoskins Santa fe Alco RSD 12 fitted in nicely as era correct but the star of the show was Paolo Arman's BHP EMD SD70 Ace which just played with the Kingston turn in both power and sound much to the delight to the rest of us.

Paul Atkins enjoyed his stint as the port operator. Trains ran well. There was a hiccup when turnouts lost power at Jeremy Junction. Paolo found the fault. A power source was not fully plugged in. A short occurred in Prattis Yard. I was not able to find the culprit so that fault was unresolved at the end of the session.

The card order system seems to be working quite well. I did the Kingston yard and slipped two rooms along to the Prattis yard to help out from time to time. In so doing I found a few anomalies among the cards in the pick up boxes. The fun is in the actual movement of the cars and cards so those anomalies did not detract from the fun of the session. However the measure of how well we go is how well we moved commodities, in the cars, to their correct customers.

We all enjoyed the session. This session proved that we can run operating sessions with foreign power, that is, members own locos. I think that we should run a couple of "bring

your own locos" session a year. Do you think you would be interested? Please let me know.



*Left: Two of the "bring your own" locos meet at Gayler junction. On the mainline is Warwick Graham's PRR Alco RSD 15. On the return loop is Wayne Hoskin's AT&SF Alco RSD 12. photo C Werk*



*Left: Warwick Graham, Tony Mikolaj and Wayne Hoskin enjoy the meet between foreign power.  
photo C Werk*

*Right: Southern Central EMD GP7 number 436 crossing the through girder bridge over Werky's Gorge.  
photo C Werk*



*Below: There is a lot of traffic on the road past Cottage grove farm today. They could be coming and*



*going from the clearing sale going on at the next farm down the road.  
photo C Werk*

*Right: Christian Werk is switching at Werkendam while Paolo Arman brings a train around and over the upper Werky's Gorge bridge.*



*Left: Christiaan Werk has arrived at Zieglersdorf with the Kingston turn west.*



## WORKING ON THE SCR


by Ken House

Wayne Hoskin has relaid the troublesome curve which had a kink and a dip in the Atkins passing siding just to the right of the lift up going through to the workshop. Wayne has also fixed the dead spots in four turnouts at Opie by soldering short wires across the gaps in the turnouts. The gaps were supposed help make the turnouts DCC friendly. As long as rolling stock has wheels that are in gauge there will be no problems.

Ken House has painted an Alco RS3 with the black SCR livery. Now the SCR has four black SCR road switchers giving the SCR even more of it's own identity.

Christiaan Werk has completed ballasting around Henschke Junction.

Tony Mikolaj found and fixed the short at Prattis that I eluded to in the ops session report. It was an untidy solder joint on one of the turnout toggle switches.

Progress has been made on the steel mill back scenes. This job seems to be one step forward and one step backward. Warwick ordered a 16' steel mill back scene, see the November 2024 Booster. Jeff Barclay's daughter brought it over from the USA. However when it was unrolled it was found to be only 14' long, two foot short. Warwick e-mailed the manufacturer who was most apologetic for the mistake and has undertaken to send us a new back scene the correct 16' long. Some members have been trimming the back scenes ready for the roadside wall of the steel mill area.....



*Left: Wayne Hoskin is making progress on the road bridge over Letheby. He has achieved much more than just the abutment shown.*

*Below: Tony Mikolaj is still making progress with turn out LED indication. As well as adding the LEDs at Houseman he is also rationalising the controls.*



*Left: Paul Wright is working on the oil refinery. So far installing piping.*

## Videos:



*Above: Recent AMR casual running.*



*Above: Paolo Arman's BHP iron ore EMD SD70 Ace heading through Jeremy Junction with the Kingston Turn east. The tank train on Cooke's cut off has ended it's run.*

# 100% NMRA Inc.-AR Club News Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - **March 2025**

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

## **WORKING ON THE SOUTHERN CENTRAL**

by Ken House

Finally after many months and frustrating failed attempts, the first of the photo back scenes has been installed. Persistence has paid off and we have all learnt from the experience.

*Right; A 16' long piece of 3mm ply was painted blue. Then the printed paper photo back scene was fixed to the ply using double sided sticky tape. Five of us did that job. Some had to hold the scene down because there was a small breeze on the platform that night. Rolling the tape on are, Warwick Graham, Peter Kirkland and Christiaan Werk. Once the scene was attached to the ply backing the whole lot was installed.*





*Left: The new steel mill back scene. The open area in the foreground is where module 2 of the steel mill will be. Module 2 contains the rolling mill and bins for coke loading.*

## **MARCH OPERATING SESSION**

by Ken House

On Wednesday March 12 we had a much more pleasant evening to complete the current sequence. The session began in a relaxed manner with operators setting off on their various jobs as they felt like it over a period of about three quarters of an hour. Starting gradually over a period of time does help to ease congestion at the start of the session.

The crew line up was as follows, Houseman YM, Tony Mikolaj, Kingston YM, Paul Wright, Pt Douglas operator, Paul Atkins, a two man road crew was Warwick Graham and visitor, prospective new member, Peter Wilcox, the single man road crews were, Paolo Arman, Peter Kirkland, and Ken House.

After the two disjointed operating nights last month we were well advanced in the sequence, so two additional trains were added to fill out this session. This was done by running Merchandises 214 and 216 again. These trains take cars off line from Houseman yard. Because of the small crew on February 12 the YM at Houseman did not have many cars going off line so the two manifests did not collect their full quota of cars. This meant that Houseman was becoming clogged. To rectify the situation 214 and 216 did not set out at Houseman, but on their return trip to Jefferson City, they picked up enough cars to make up the required quota of cars going off line.

At the beginning of the session there was three trains left out on the layout, two of which had no crews because their crews were not present this week and the Kingston turn's crew was running late. Since all work at Kingston was up to date, and it would be a while before a train was due to arrive, Paul Wright was able to take the hot merchandise train, that was in the loop at Letheby, and completed it's run to Redman before the first train arrived at Kingston. I took the ten car Houseman turn east which was left at Jeremy Junction. Paolo Arman, who arrived late, took the Kingston turn east that he had parked at Phillips last session.

My first stop was Werkendam where I pulled up on the mainline to pick up a reefer from Henschke Wursthau for Kingston and set out two box cars at door two at Kerry Canning Co. These two trailing point moves proved to be quite straightforward but my movements could have been shorter had I taken the passing siding. I left Werkendam

with a nine car train heading to the next stop, Prattis yard. Prattis yard will serve the yet to be completed steel mill. Pulling up on the main proved to be the right choice at Prattis where I had no set outs but I had to pick up a box car from the car shops for Kingston. This would require a facing point move. There was no yard master at Prattis so I grabbed the Prattis switcher to pull the boxcar from the car shops in to a convenient yard track from where I could make a simple trailing point move with my road engine. Then I made the final leg to Kingston with the ten car Houseman turn east. At Kingston I met the cattle train west behind Ippinitchie Creek consolidation number 27 ready to depart with empty cattle cars.

The order system is very forgiving. It is just a means of allowing operators to move cars in a meaningful way. For example when arriving at Werkendam heading east toward Kingston the road crew finds four cards in the Werkendam pick up box, a boxcar at spot 2 Kerry Canning, two loaded flat cars at Wright stone cutting all going off line west and a reefer at Henschke Wursthause to go to Jefferson abattoir at Kingston (east). He will pick up the reefer at Henschke's and leave the other cars for a westbound. It is usually best to do pick ups first. Then on checking the train order cards for the cars in his train he sees that he has two empty flat cars for Wright's, a reefer for Kerry canning spot 1 and a boxcar for Kerry canning spot 2. Then when, looking at his train, it is obvious which are the empty stone flats, but he has to decide that perhaps the green reefer in his train goes the Kerry canning spot 1 and the red boxcar goes to Kerry canning spot 2. After that all he has to do is work out how he will set those four cars out.

Not having to read car numbers helps to make the process easier and still appear to be prototypical. Also if some cars are spotted incorrectly it is easier for those resetting the layout after each sequence has been completed, usually every other month, to put the cars in their correct spots.

It is all good fun, and a bit of a challenge, to move trains over the Southern Central with a purpose no matter how simple or complex the train's run may be.



*Left: Peter Kirkland is shunting empty coal hoppers under the tipple at Redman Mining Co.*

*Right: SCR GP7 number 436 on the Houseman turn east is waiting within the yard limits at Kingston while the cattle train is readied for departure.*





*Left: The Houseman turn east has entered Kingston so now Ippinitchie Creek 2-8-0 no 27 is clear to depart west with a train of empty cattle cars.*

*Right: left to right, Paul Wright is the Kingston yard master, Warwick Graham and visitor-prospective member Peter Wilcox are the crew on the cattle train.*



*Left: Paolo Arman ran SCR 477 an Alco RS3 on its first revenue run. Seen here departing Kingston with the Kingston turn west.*

*Right: Peter Kirkland is driving the geep heading this hot merchandise train through Kingston. He will set out the piggy back car at Kingston before travelling the whole length of the SCR to finish at Jefferson City.*





*Left: Under Paul Atkins' control the budd cars glide into the new station at Opie. No train must pass on the near track while a passenger train is stopped at Opie so that passengers can cross the tracks to board and alight from the train which has come from Pt Douglas and will soon arrive in Jefferson City.*



*Right: 2-8-0 number 28 heads it's train up the picturesque Ippinitchie Creek branch line. This train will be staged on this line.*



*Above: There being no yard master at Prattis Ken House acquired, EMD SW1000, SCR number 115, the Prattis switcher, to pick up a boxcar from the car shops. Ken's train the Houseman turn east, SCR GP7 number 436 with it's headlight on, waits on the mainline. When the boxcar had been pulled into a yard track it was a simple trailing point move for 436 to pick it up.*

## CASUAL RUNNING

by Ken House

It is always interesting to see what trains members own. Casual running gives the layout a work out and helps members to "learn the road".



*Left: Union Pacific big Boy 4014 and northern 4-8-4 number 844 back on to a train of Indian Pacific coaches. All belong to Billy Page.*

*Right: Billy Page checking that all the wheels of his steamers are on the track before his train departs from Jefferson City.*



*Below: Even the club's motor inspection car got a run this month. Here, at Zieglersdorf, it crosses with an Ippinitchie Creek Alco Fa on track cleaning duties.*





*Left: Billy Page's V-line B class in front of the iron ore mine.*

*Right: Terry Le, standing at Farm bend, is running Union Pacific diesels.*



## Videos:



*Left: From the March Division 6 NMRA meeting Bob Bevan's layout "Down the track".*



*Left: Billy Page's Big Boy at Jefferson City during casual running.*

# 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

2025 Bundaberg Model Train and Hobby Expo

The 2025 Bundaberg Model Train and Hobby Expo was yet another large show with over 20 layouts in attendance. We hosted many of our regular layouts along with some new ones, including members of Gladstone Model Railway Group, another 100% NMRA club.



*Left: Trouble Brewing on the NMRA Inc, AR Division 1 stand*



*Right: A prize-winning diorama built by Arthur Hayes for the 2022 New England Model Railway Convention.*



*Left: The splendour of a cricket match recreated in miniature*

*Right: A Romanian themed layout which made its first appearance at our Expo*



Regrettably, perhaps due to the aftereffects of tropical cyclone Alfred, or clashing with other events, our numbers were down on last year when we had an overall attendance of 1000 for the weekend. For 2025 we only had approximately 840 supporters come through the doors.

It was the tenth show presented by the club as the original show occurred in 2014 and we missed the 2020 and the 2022 shows due to COVID-19 restrictions and COVID-19 community concerns respectively.



*Left: Action in the yard on Brad's layout from Gladstone*

*Right: Heavy industry (steel plant) in N scale presented by another Gladstone modeller*



This was the sixth show held in the Multiplex, and it continues to impress visitors and new exhibitors alike with the standard of comfort and the advantages offered by the venue, such as being fully air conditioned and floor power pits in the main exhibition area eliminating the risk of having to run extension cords across aisles.

All layout owners and their operators benefit from the Wide Bay Burnett Model Railway Club consistently providing crowd barriers to enclose layouts and exhibits, thus preventing anyone from touching and possibly damaging delicate features on layouts and other modelling creations that take many hours to build, maintain and perfect.



*Left: Static display of radio-controlled model yachts*

*Below: Aeromodellers Display of helicopters*

Once more we had static displays of radio-controlled aircraft and yachts, the Maryborough City Whistle Stop and the Mary Valley Rattler rail preservation groups,

as well as Bundaberg Model Railway Club attending for their second time at our show.



Exhibitors and patrons were impressed with new caterers Alowishus providing beverages

and refreshments throughout the Expo.



*Left: Samples from the members of the Bundaberg Model Railway Club including 3d printed cane harvesters in HO and N scales*

I would like to take this opportunity to thank our hard-working club members, including their behind-the-scenes preparation and packing up, as well as former members who supported us, and others including Jim Morris who all pitched in together to make the Expo a success. Many people are impressed that a small club of less than ten members hosts such a successful and popular Model Train and Hobby Expo.

I also thank the NMRA for assisting us and promoting the association by having a stand at the show displaying member's skills and including enthusiastic volunteers willing to answer questions and introduce the many facets of the hobby to the general public.

Finally, thank you to everyone who attended our show to make it such a great time and to share in the enjoyment of our Exhibition.

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

## 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	May 17	Toowoomba Model Railway Club	Lot 2 Frank Thomas Avenue, Glenvale, QLD
	June 21	Craig Mackie	Parkinson, QLD
	July 19	Darren Starkey	Jimboomba, QLD
Division 2	May 17	Tony Roberts	Bombala, NSW
	June 21	John Gillies	Lyneham, ACT
	July 19	Rob Nesbitt	Junee, NSW
Division 3	May 19	Peter Kendall	Essendon, VIC
	June 16	Mick Bennie	Wallan, VIC
	July 21	TBA	
Division 4	May		
	June		
	July		
Division 5			
Division 6	May	David Orr	
	June	AMRE	
	July	Ron Solly	
Division 7	May		
	June		
	July		
Division 8/9	May		
	June		
	July		
Division 10	May 10	TBA	
	June	No Meeting Scheduled	
	July 12	TBA	



<b>Key Dates</b>	<b>Registration: Open - Early Bird Discount Ending 30<sup>th</sup> April!</b> <ul style="list-style-type: none"><li>• Convention runs over 7 days from Wednesday 20<sup>th</sup> to Tuesday 26<sup>th</sup> August (inclusive) offering all the following activities:</li><li>• 3 days of clinics and workshops (22<sup>nd</sup> - 24<sup>th</sup> August)</li><li>• 4 days of layout tours and Ops sessions (20<sup>th</sup> - 21<sup>st</sup> August &amp; 25<sup>th</sup> - 26<sup>th</sup> August)</li><li>• 7 days of socializing with fellow enthusiasts</li><li>• 2 official social functions (Calamvale Hotel)<ul style="list-style-type: none"><li>◦ Welcome Social Gathering Thursday 21 August</li><li>◦ Convention Gala Dinner Saturday 23 August</li></ul></li><li>• Partners Program:<ul style="list-style-type: none"><li>◦ Day 1: Friday 22<sup>nd</sup> August - Sunshine Coast Experience</li><li>◦ Day 2: Sat 23<sup>rd</sup> August - Brisbane River Cruise with morning tea</li><li>◦ Day 3: Sun 24<sup>th</sup> August - South Bank Collective Markets</li></ul></li></ul>
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**WELCOME - EARLY BIRD FEE CLOSES IN 4 DAYS**

**Welcome to the 5th Edition Newsletter for the NMRA 2025 Brisbane Convention August 20th to 26th 2025.**

**Registration is open - Early Bird Discount Ends 30<sup>th</sup> April 2025 book your tickets to the convention!**

The committee continues to finalise more details as the venues, ops sessions, clinics and more are finalised. Remember, this convention not only are we offering **3 days** of clinics and workshops and a week of activities of layout tours, operating sessions & social dinners/functions over a full week!

The Convention is located at "Flight One", 4 Qantas Avenue, Archerfield Airport, Archerfield.

**Convention details here:** <https://nmra.org.au/nmra-ar-convention-2025/>

**Layout Tour Details here:** <https://nmra.org.au/nmra-ar-convention-2025/layout-tours/>

**Clinic Details here:** <https://nmra.org.au/nmra-ar-convention-2025/clinics-and-workshops/>

**Registration Now! Early Bird Discount Ends 30<sup>th</sup> April**

**Registration is Open! Get your tickets now!**

# An Operations Weekend Workshop, Batemans Bay NSW Division 2

By Ian Barnes

Since October 2023 a small group of NMRA members have been meeting each month by video conference on Interchange with the objective of:

- Bringing together AR members who are interested in operations, particularly reflecting Australian prototype
- Promoting discussion on modelling Australian type operations
- Sharing members' layout facilities
  - Through practical demonstrations of operations, simple to complex, and
  - For the sheer enjoyment of running trains to Australian prototype practice.



**Any NMRA member is welcome to join us on Interchange, each third Thursday of the month, at 8pm AEST.**

In early discussions, exploring ways to overcome remoteness and isolation, particularly for modellers in regional Australia, led to a suggestion of weekend operations workshops to justify the travelling required by participants.

**The first such weekend was held in November 2024 at Batemans Bay, NSW (Division 2).** It was hosted by Ian Barnes, owner/operator of the East Coast Railway (ECR), a HO scale NSW prototype layout. Go to the NMRA web page (members only) <https://www.nmra.org/members/layouts/ian-barness-east-coast-railway-ho> for further information.

Eight NMRA members attended, all from southern NSW. The weekend was a program of workshops and running sessions.

**From mid afternoon on Friday, attendees arrived and gathered** at the host address for an evening BBQ and beers. This was followed by a short operating session on the host's railway for familiarisation to subsequent days' running sessions.

**Saturday morning was devoted to a workshop in two parts. In the first part each participant explained how their interest in model railway operations evolved over time.** Although there was commonality in their introduction, and continuing participation, in model railways, there were big differences in their modelling philosophies and operating practices. Everyone gained insight to new ideas and methods to improve their own operations.

**In the second half of the morning session** a broad range of operations related topics was canvassed and an Australian flavour was emphasised. The discussion followed these topics:

- The OpSIG's membership and its relation to the NMRA
  - Features of its Compendium book.
  - The possibility of compiling an equivalent Australian industry/rolling stock database.
- The NMRA's AP Dispatcher Certificate
  - Can it be regionalised?
- The NMRA "Operator's Guide to Model Railway Operation" 1996 (as amended for AR).
- Examples of AR layout manuals.
- Operations opportunities in the Region
  - Clubs, other member layouts.
  - Overcoming isolation.
  - Reality driving via the internet.
- Types of layouts with an operations focus
  - The strong relationship between layout design and operations.
- Issues for the layout owner/host





- Reliability of the layout and trains.
- Aiming for "immersion".
- Setting up a session.
- Operator availability
- Motivation and commitment.
- Skills, training.
- Age issues – physical and mental.
- Technology challenges.
- People management.
- Creature comforts.

**We broke for a leisurely lunch**, followed by a briefing of the first planned operating session set up on the host's railway. The session started slowly as new operators gradually became familiar with the layout but by closing at 6pm we had operated about 30 train movements, broken only by a mid afternoon tea break.

**On the Saturday evening, we dined at a local restaurant.**

**Sunday morning's 3 hour operating session** completed the planned schedule on the ECR. By closing we had run about 60 trains and most of us were "trained out".

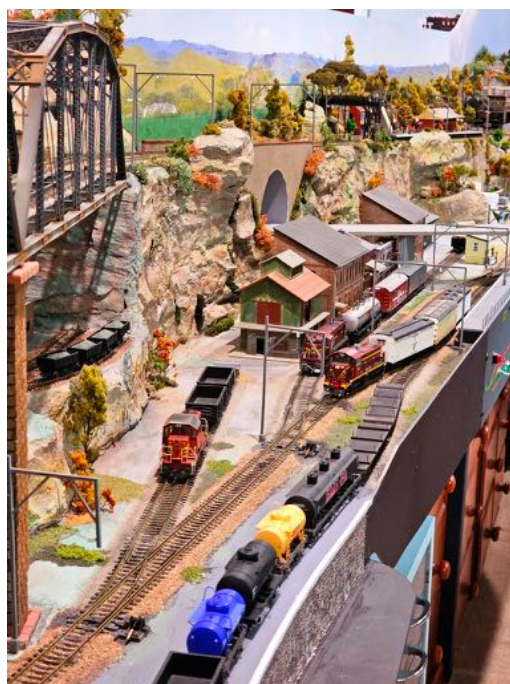
**After lunch we debriefed** the running sessions and drew some conclusions:

- The schedule was reasonably complex, requiring high concentration. A maximum of 2 hours between breaks was recommended.
- There was discussion on various ways to introduce new operators.
- It was concluded that matching driver skills to train movement complexity can work.
- There was discussion on:
  - The number of operators in the room.
  - Layout design features which enhance operations.

**The weekend was deemed a great success**, a pleasing mixture of serious discussion on a particular topic within the hobby, some challenging train running, pleasant social interaction, and all within relaxing surrounds. More of such events would be planned, possibly two per year.

In fact, the next event was recently held near Canberra in March 2025.

Ian Barnes Division 2.....



# First Australian OpSIG Mini Convention


By Stephe Jitts, MMR

The first Australian OpSIG Mini Convention was held at the home of Kangaroo Valley Historic Railway (KVHR) in Murrumbateman, Australia on 14 to 16 March 2025. It was attended by seventeen intrepid enthusiasts who were dedicated to working model railways in a manner that approximated that of one to one scale railways.

A major theme of the weekend was the use of **Shipper-driven Traffic Simulator (STS)**. This program uses a computer program to develop goods trains to transport commodities from a place of origin to a place of destination. The frequency and quantity of commodities to be transported is input by the owner and can be randomised in such a way that no operating session is that same. As such it emulates the real world in a way no other similar program does.

KVHR is a medium sized railway (designed from its earliest days to maximise operations) that requires a minimum of twelve operators. It runs to a timetable and a four times fast clock. Over the weekend a total of twelve hours of operations, some with and some without STS, ensured that even the most die hard operators had their fill.

Discussions covered virtually all aspects of railways operation including timetabling, signalling, safe working, operator management, variations between different railways system, different operation techniques and improvements that could be implemented in STS. Suggestions for future events were proposed. Everyone had input and everyone seemed to have things to take away for their own layouts.

The weekend was supplemented with good food and great camaraderie. It was a pleasure to have been the convenor of the convention.....



# Divisional Reports

## Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)

Report for January & February:-

<b>Division Number:</b>	1 (Queensland)
<b>Month:</b>	January & February 2025
<b>Meeting Date:</b>	15th February 2025
<b>Reported by:</b>	Paul Rollason and Bob Tisdall
<b>Reporting Period:</b>	1/01/25 to 28/02/25
<b>Number of Members:</b>	365
<b>Attendance:</b>	Members - 42 Guests - 0 Via Zoom/Teams 5 Via Facebook Live N/A Apologies - 12
<b>Awards Presented:</b>	Glen McCarley - Paul Rollason - Association Official
<b>Clinics Held:</b>	2 Clinics + 1 Presentation
<b>Future events:-</b>	- Toowoomba, May 2025, Layout Tours and Meeting - Bowen, October 2025, Scott Whitaker O scale layout
<b>Next Meeting:</b>	15/3/25 - Bundaberg Model Train and Hobby Expo. Bundaberg Multiplex Sports & Convention Centre 1 Civic Avenue, Bundaberg West.

### Detailed Meeting Report: by Paul Rollason

The monthly Gathering was hosted by the Ipswich Model Railway Club at the Masonic Hall, Cnr of Roderick and Nicholas streets, Ipswich.



Paul opened the Gathering and thank the club for their hospitality. Paul went through the housekeeping procedures (Exists, Toilets, Emergency Meeting Points etc.). There were 42 Members, 12 apologies and 5 via Zoom.

## Presentations & Clinics (by Bob Tisdall)

### Presentation #1 - Craig Mackie MMR - "Fulls in - Empties Out" (There and Back Again)

No, Craig Makie MMR is not a Hobbit (look it up on Google 😊). Craig explored the many possibilities of using wagon loads to increase realism and interest in operating sessions, starting with the observation that many prototypical operations involve moving freight from one point to another and returning empty.

There are limitations on what can be achieved. A box car with closed, non-operating doors is unlikely to look different whether loaded or unloaded (the idea of modelling spring compression was deemed a step too far).

Many wagon types can carry loads that are easy to load and unload. Craig showed simulated loads that could be unloaded using a magnet, starting with bulk materials such as coal and grain. The loads are made from a flat platform with load material glued in place. Underneath this platform, two metal washers are attached, providing something for a magnet to attract. Loads are placed into the wagon manually, and removal is aided by bringing a magnet into close contact with the simulated load and lifting it clear so the "Hand of God" can easily remove it.

Moving on from this start, Craig explored options for many types of rolling stock. The solution was often to bundle stock together using glue or strapping. Loads such as logs can then be removed as a unit.

A variation on this theme is to place the load on a "platform" and tie it down to the platform rather than the wagon. The platform should be thin and coloured like the base of the empty wagon.

Craig demonstrated a simple tool he had 3D printed, making manipulating steel coils very straightforward.



Passenger cartridges pose a different problem. Two suggestions were made: placing passengers on one side of a cartridge or turning lighting on or off.

Providing these options on a layout, an operations session can be a closer simulation of the prototype. It introduces complexity to the timetables and operations similar to those that occur in the real world

### Show and Tell

- Super Detailed model of a sailing ship - Ross Balderson MMR
- 3d Print Queensland Rail Motor - Guy Limpus
- Suitcase Models - Richard Marshall
- A detailed Tie Loader - Geoff Cosgrove
- Bundaberg Model Train Show - Stephen Reeves

## Presentation #2 - Paul Rollason - "Rovos Rail South African Adventure - Part 2"

Paul Rollason did not bring a whip or Fedora hat to this session, but I may be getting my films mixed up. Instead, Paul presented Part 2 of his travelogue of a train journey across several counties in southern Africa. Part 2 of the photographic journey took us from



Pretoria to Victoria Falls with extensions to Chobe National Park and the Sandstone National Park. My wife and I were lucky to join Paul and five others on this journey. The Rovos rail team provided a rich and varied itinerary for this journey, and we were able to visit their HQ in Pretoria. There, we had the pleasure of catching up with Rohan Voss. Rohan is the inspiration behind Rovos and, despite many obstacles, provides an excellent luxury train-based adventure.



Rovos has moved from steam to diesel and electric traction for economic and practical reasons but maintains a few steamers in running condition. At our visit, they had an engine in steam (I suspect only to satisfy two party members).

Rail infrastructure is under attack from gangs who strip away copper wire and decimate both the signalling system and the power transmission system. Add a mixture of DC and AC overhead lines and

unpowered sectors, and you start understanding the physical complexities. Now, add different countries, cross-border requirements and a demanding clientele, and you can begin comprehending the challenges.

For example, Rovos is developing a locomotive that works in three power modes to help overcome some of the limitations. It's a world first in a 3ft gauge.

A visit to the Sandstone Estate Museum, a private collection of mainly narrow-gauge stock, was an add-on to the main journey. Opportunities for "footplate" action may or may not have resulted in some unscheduled "controlled burning" of the adjacent grasslands.





[This link](#) provides a complete account of this trip. The Password is XG? vh0 b. Fast-forward to 1:24:00, and you can see the outstanding pictures that Paul collected on the journey.



### 13.20 Lunch Break

Participants were treated to a superb spread of meats, salads and deserts by the Ipswich Model Railway Club. Many thanks to Maureen and her tea.

### 14.00 Return

## Division 1 Report - Paul Rollason:

### 1. Div Super Report

- FREE-MO layout
  - Ø 3 modules fully completed and a 3<sup>rd</sup> will make its way to Brisbane soon
  - Ø Garry Paper spoke about the light weight design he has come up with later in the meeting
  - 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 June for display at Shows in 2025.
- NMRA shirts and jackets. Shirts \$45 and jackets \$85. Current batch distributed
  - Ø Next batch **18<sup>th</sup> February 2025** and then 18<sup>th</sup> June 2025
- Track Gauges arrived - N, Ho, HoN3, ON30 - Available from Paul (please contact)
- Calendar for 2025 - issued

## 2. AR Report

- 2025 NMRA Convention.
  - Ø The date is 22-24 August 2025
    - § Pre and post conference layout tours and Ops sessions
    - § Welcome function
    - § Formal dinner
    - § Hands on clinics (need more clinicians esp hands on)
    - § Traders
    - § Layouts on site
    - § Flight Simulations and Joy Flights
    - § Off site tour (TBA)
  - Ø Venue - Flight One, Archerfield
  - Ø Budget approved by Executive last night and ARC by Wednesday this week.
  - Ø ALL SYSTEMS GO
- 2026-2028 NMRA AR Div 1 Committee
  - Ø Succession planning to commence
  - Ø Interested in a role
  - Ø Mentoring for next 12 months
  - Ø Paul Rollason stepping down as done 2 terms and can't take on a third.
  - Ø Need a Chairman for Div 1
- 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. The ARC needs 3-4week's notice to provide a sanction. Anything less than this may not be processed and approved.
- Bunnings Member discounts. Ø 5% discount
- Jaycar Ø Discount code been given
- 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
  - Ø If you don't use it you will lose it
- DMK Forest Products
  - Ø (Timber Products for Sydney, Brisbane and Gold Coast Members only)
  - Ø **20% discount off all pack and loose sheet purchases throughout the National Price List.**
  - Ø Majority of pricing is \$m²,
  - Ø All prices are GST exclusive,
  - Ø All prices are ex our branches: **Brisbane, Gold Coast & Sydney &**
  - Ø Delivery can be arranged \$P.O.A.

### 3. Membership

- 365 current Qld members (up from 349 in November)
- 15 new members last 3 months (56 for last 12 months) - Welcome to Roy Berryman, Dylan Thiedeke, Robert Scurr, Dallas Qualife, Neil O'Halloran, Don Gant, David Fischer, Adean Finch, Sam Elliott, Terressa Elliott, Peter Doherty, Colenso Botha, Wayne Bloss, Alf Briers, Michael Bungard, Ben Dunlop, Michael Whitmore, Jai Gibbs and Derek Bennett.
- 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% Clubs also to put in their annual report to NMRA AR before 31<sup>st</sup> March each year

### 4. AP Awards

- Report from Arthur Hayes MMR
- Awards Presented
  - Ø Glen McCarley - Golden Spike
  - Ø Paul Rollason - Association Official
- AP Stats
  - Ø In 2024 there were 527 AP certificates issues Nationally, 36 certificates in the AR and that is equal 6<sup>th</sup>
  - Ø On Jan 2025, 18 volunteer AP's were issues Nationally
- Great opportunity for Div. 1 . to earn up to 24 points with the Regional Convention in town this year. Small things add up to larger totals. Record your service as you go.
- A dripping tap don't take long to fill the bucket.

### 5. Reports

- SIG
  - Ø Modular SIG group
    - § Les Ellen spoke about their aging members and that there are some modules from past members being offered.
- 100% Clubs
  - Ø Action MRC - Nil
  - Ø Ipswich MRC - Nil
  - Ø Gladstone and District MRA - Nil
  - Ø Logan District MRC - Spoke about their upcoming show and table sales

- Ø Miniature Train Gold Coast – Spoke about their activities
- Ø Northern Rivers MRC - Nil
- Ø Toowoomba MRC – Advised Ted Freeman isn't well
- Ø Wide Bay Burnett MRC – spoke about their upcoming show

## 6. Events for the Year

- o 15<sup>th</sup> March 2025 - Bundaberg Model Train and Hobby Expo Other future events
- o May gathering - Toowoomba - layout tour and gathering
- o Bowen 18-22 Oct 2025 - Whitsunday Tour (Scott Whitaker - O Scale hand-built Victoria - 450m2 shed). Layout tours of Townsville, Whitehaven Beach etc

### § Outline

- Arrive Townsville Friday night and overnight
- Layout tours Sat AM
- Visit Scott's layout in Bowen PM incl dinner
- Overnight Bowen
- Gathering Sunday
- Overnight Bowen
- Monday - Whitehaven Beach/Hamilton Island Cruise
  - o People may wish to depart us here and stay longer
- Overnight Bowen
- Proserpine Mill Tour and return to Townsville

## 7. Future Gatherings

- **15<sup>th</sup> March 2025** - Bundaberg Model Train and Hobby Expo (short gathering and dinner being organised)
- **12<sup>th</sup> April 2025** - Gary Paper's workshop
- **17<sup>th</sup> May 2025** - Toowoomba Model Railway Club (and layout tour) weekend

## FreeMo

At the back of the hall was an intriguing collection of FreeMo modules produced by members. Gary Paper, Darren Lee and Geoff Cosgroves presented these and explained their construction. This caused a lot of interest and may have encouraged others to start FreeMo projects of their own. Gary has designed a very light weight module out of RV ply along with a genius leg system.

Gary is also selling the module components should you wish to purchase them.





#### **Presentation #4 - Dean Herman - "Easy methods to custom build passenger cars"?**

This presentation's subtitle was "Quick and Relatively Easy Ways to Rebuild Passenger Cars." Dean Herman showed us how to reuse old stock and etch brass sides to produce excellent, high-fidelity models.

The premise was that older, inadequate models could be used as a starting point


for a much better model by replacing the sides with etched brass panels to enhance the look of the passenger car. A ten-step approach makes the task less forbidding.

1. Pick a car
2. Create a parts list
3. Disassemble donor car
4. Establish wall length and depth
5. Remove the external plastic wall and slides
6. Replace wall and sides with brass parts
7. Add exterior details such as doors and handrails
8. Add interior and roof details
9. Complete reassembly
10. Add windows, paint and decals.

The transformation is quite remarkable. The donor car is stripped down, and the roof is removed. The new sides are applied to the carcass and then augmented with details such as handrails, doors, and windows. The inside may also be augmented to lift the overall fidelity of the model.



**Gathering Closed** @ 16.15.

These photos are photos taken from the layouts at the gathering.....



## **Division 1**

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

Report for March 2025:-

<b>Division Number:</b>	1 (Queensland)
<b>Month:</b>	March 2025
<b>Meeting Date:</b>	15th March 2025
<b>Reported by:</b>	Paul Rollason
<b>Reporting Period:</b>	1/01/25 to 28/02/25
<b>Number of Members:</b>	371
<b>Attendance:</b>	Members - 45 Guests - 0 Via Zoom/Teams N/A Via Facebook Live N/A Apologies - 13
<b>Awards Presented:</b>	Lincoln Driver - Golden Spike
<b>Clinics Held:</b>	Nil, as only a quick gathering following the Bundaberg Show
<b>Future events:-</b>	- Toowoomba, May 2025, Layout Tours and Meeting - Bowen, October 2025, Scott Whitaker O scale layout
<b>Next Meeting:</b>	12/4/25 - Gary Paper's, 45 Trade Link Drive Hillcrest.

### **Detailed Meeting Report: by Paul Rollason**

The monthly gathering was hosted by Wide Bay Burnett Model Railroad Club at the Bundaberg Civic Centre.

There were 45 attendees and 13 apologies.

Paul opened the Gathering and welcomed all to the Bundaberg Model train and Hobby Expo and thanked and congratulated the Wide Bay Burnett Model Railroad Club for not only hosting the gathering but for putting on yet another fantastic show.

The gathering was restricted to 30minutes as it was held after a long day at the show. The gathering consisted of Paul's monthly report, Arthur Hayes presented Lincoln Driver with his Golden Spike and gave an update on the AP Award Stats (the AR is currently leading the world this current year) and there was some debate about the increase in membership fees.

### **GATHERING NOTES**

1. Welcome - Thanks to Wide Bay Burnett MRC for hosting
2. Apologies
3. Div Super Report
  - FREE-MO layout
  - Ø 2.5 modules fully completed and a 3<sup>rd</sup> will make its way to Brisbane soon
  - Ø Garry Paper to make components available with a new light weight design.  
Cost TBA
  - Ø Looking for people to take on completing a module. 7 modules to go.

- Ø May look at a couple of weekends to complete remaining modules
- Ø Aiming to have all modules completed by June for display at Shows in 2025.
- NMRA shirts and jackets. Shirts \$45 and jackets \$85. Current batch distributed
- Ø Next batch 18<sup>th</sup> June 2025
- Track Gauges in stock – N, Ho, HoN3, ON30 – Available from Paul (please contact)

#### 4. AR Report

- 2025 NMRA Convention.
- Ø The date is 20-26 August 2025 (with clinics on 22-24<sup>th</sup> August)
- Ø Pre and post conference layout tours and Ops sessions
- Ø Welcome function (21<sup>st</sup> Aug at Calamvale Hotel)
- Ø Formal dinner (23<sup>rd</sup> Aug at Calamvale Hotel)
- Ø Hands on clinics (need more clinicians esp hands on)
- Ø Traders
- Ø Layouts on site
- Ø Flight Simulations and Joy Flights
- Ø Off site tour (TBA)
- Ø Venue – Flight One, 4 Qantas Drive, ArcherfieldArcherfield
- Ø Costs for 7 day event \$295 (early bird fee)
- Ø ALL SYSTEMS GO
- NMRA AR AGM
- Ø Monday 28<sup>th</sup> April 7.30pm – Teams meeting
- Ø Voting will be for the increase in membership fees
- Ø Non-election year
- 2026-2028 NMRA AR Div 1 Committee
- Ø Succession planning underway
- Ø Interested in a role, see Paul Rollason
- Ø Mentoring for next 12 months
- Ø PR stepping down as done 2 terms so need a new Division Superintendent for Div 1
- 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. The ARC needs 3-4week's notice to provide a sanction. Anything less than this may not be processed and approved.
- Bunnings Member discounts.
- Ø 5% discount
- Jaycar
- Ø Discount code been given
- 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

Ø If you don't use it you will lose it

• **DMK Forest Products**

Ø (Timber Products for Sydney, Brisbane and Gold Coast Members only)

Ø **20% discount off all pack and loose sheet purchases throughout the National Price List.**

Ø Majority of pricing is \$m<sup>2</sup>,

Ø All prices are GST exclusive,

Ø All prices are ex our branches: **Brisbane, Gold Coast & Sydney &**

Ø Delivery can be arranged \$P.O.A.

5. Membership

• 371 current Qld members (up from 365 in February)

• 6 new members last month (56 for last 12 months) – Welcome to Paul Richie, Bruce Clifford, Daniel Murphy, Nicholas Woods, Scott Morton and Glen Zumbach

• Gone Home – Boris Zoubakin and Richard Whitworth

• **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 31<sup>st</sup> March each year

6. AP Awards

• Golden Spike awarded to Lincoln Driver

• Report from Arthur Hayes MMR

Ø **Australasian Region**

Ø **February 2025.**

• Golden Spike 1

• AP's 2

Ø **Division One**

• Golden Spike 1



Ø **National Report - Totals for 2025.**

Ø Golden Spike 5

Ø AP's 27

Ø MMR's 1

7. Reports

- SIG
- Ø Modular SIG group - nil report
- 100% Clubs
- Ø Action MRC - Brief report given
- Ø Ipswich MRC - Brief report given
- Ø Gladstone and District MRA - Brief report given
- Ø Logan District MRC - Brief report given
- Ø Miniature Trains Gold Coast - Brief report given
- Ø Northern Rivers MRC - Nil report
- Ø Toowoomba MRC - nil report
- Ø Wide Bay Burnett MRC - Report on activities

8. Events for the Year

- o May gathering - Toowoomba - layout yours for weekend
- o Bowen 18-22 Oct 2025 - Whitsunday Tour (Scott Whitaker - O Scale hand-built Victoria - 450m2 shed). Layout tours of Townsville, Whitehaven Beach etc

9. Future Gatherings

- 12 April - Gary Papers - 45 Trade Link Drive, Hillcrest.
- 17-18<sup>th</sup> May - Toowoomba MRC and layout tour
- 21 June - Craig Mackie - 22 Springfield Cres., Parkinson. Qld. 4115

Division 1 Activities

Division 1 also attended the Bundaberg Model train and Hobby Expo and has their usual promotions table. The focus was to:-

- Promote the NMRA AR and membership
- Promote the upcoming Convention
- Support the Wide Bay Burnett Model Railway Club
- Support the hobby

Whilst attendance numbers for the show up from last year but still a little low, we had 3 genuine enquiries about membership and all three signed up. There was a lot of interest in the Convention.

A huge thanks goes to those who were clinicians at our display:-

- Arthur Hayes MMR (tree making and styrene structures)
- Megan Graham (tree making)
- Tim Rollason (building cane bins)
- Stewart Norton (soldering)

Equally, thank you for the following Ambassadors:-

Glenn Graham

Kim Graham

Merv Bagnall

Stewart Norton

Bill Roberts

Paul Rollason

Following the meeting on Saturday, 53 NMRA AR members and family attended the Old Bundy Tavern for dinner and friendship.....



*Meghan Graham demonstrating tree making*



*Arthur Hayes MMR showing styrene structures*



## **Division 2**

*Stephen O'Brien (NMRA Inc.-AR Division2 Superintendent)*

Report for February, 2025 Meeting:-

<b>Division Number:</b>	2 (ACT)
<b>Month:</b>	February, 2025
<b>Meeting Date:</b>	15/02/2025
<b>Reported by:</b>	Stephen O'Brien
<b>Reporting Period:</b>	1/2/25 to 28/2/25
<b>Number of Members:</b>	51
<b>Attendance:</b>	Members - 15 Guests - - Via Zoom - - Apologies - 9
<b>Awards Presented:</b>	Stephe Jitts - Association Volunteer Craig Veitch - Author Craig Veitch - Golden Spike
<b>Clinics Held:</b>	Nil
<b>Future events:-</b>	Baleen Model Railway Exhibition ACT 29-30 March
<b>Next Meeting:</b>	15/3/25 - Stephe Jitts - Murrumbateman, NSW

### **Detailed Meeting Report:**

Over the years some Division 2 members host meetings on the same month each year and once again members met at the home of Steve Walker in February.

Members from across the division attended from the Eurobodalla Coast, Bemboka, Bombala and the surrounding ACT/NSW.

The superintendent advised members on the following items,

Keep your contact details up to date.

Goulburn Model Railway Exhibition NSW, 30-31st August 2025

Brisbane National Convention

March Meeting

The Digital Magazine, a thorny issue !

Eckersley Art and Craft Supplies, a venue for later in the year.

Achievement Program,

Stephe Jitts outlined the requirements for the Association Volunteer category, having just received his award.

Many members may also qualify for the award without realising their efforts credit them.


Our Host Steve Walker gave a presentation on the history of "Incentive Per Diem" IPD Boxcars.

Models in HO and N scale and photos from visits to the America high lighted the topic.

Micro Trains are producing a IPD Boxcar each month that will tempt Steve !

Show n Tell provided a range of members modelling.

Members were invited to run trains on Steve's N scale layout using their mobile phones. This was to high light the use of DCC-EX system. A low cost solution that offers a great deal for the money.

Afternoon tea closed the meeting and thank you to Steve Walker for being our host and also those members who attended the February meeting.....

## **Division 2**

*Stephen O'Brien (NMRA Inc.-AR Division2 Superintendent)*

Report for March, 2025 Meeting:-

<b>Division Number:</b>	2 (ACT)	
<b>Month:</b>	March, 2025	
<b>Meeting Date:</b>	15/03/2025	
<b>Reported by:</b>	Stephen O'Brien	
<b>Reporting Period:</b>	1/3/25 to 31/3/25	
<b>Number of Members:</b>	51	
<b>Attendance:</b>	Members -	17
	Guests -	4
	Via Zoom	-
	Apologies -	11
<b>Awards Presented:</b>	Nil	
<b>Clinics Held:</b>	Presentation by Stephe Jitts	
<b>Future events:-</b>	Baleen Model Railway Exhibition ACT 29-30 March	
<b>Next Meeting:</b>	No meeting in April	

### **Detailed Meeting Report:**

The March meeting was hosted by Stephe and Karina Jitts of Murrumbateman NSW.

On this weekend Stephe hosted an Operating Convention starting late Friday afternoon and concluding on Sunday afternoon with the Division 2 March meeting on Saturday afternoon. An action packed weekend with participant from Tasmania, Pat Britton making the journey and Aaron Stinson from Sydney and others from Melbourne and the local contingent.

Members were welcomed to the meeting and Stephe and Karina were thanked for hosting.

Host plaques were presented and the new supplier has made it easier with precut individual plaques.

Positive feedback has been made regarding the Division 2 newsletter, The Flimsy under Ben featherstone's editorship.

As part of this weekend Stephe gave a presentation STS, Shipper Driven Traffic Simulator which would be used over the weekend on the Kangaroo Valley Historical Railway KVHR.

The layout is featured in the April 2025 issue of the Australian Model Railway Magazine.

Show n Tell was a bit light on probably because of the focus on the Operating weekend. A more detailed coverage will be in the March issue of The Flimsy.

The formal part of the meeting closed and afternoon tea was served by our host Karina who had whipped up two batches of scone from two recipes, the CWA and Karina's secret mix !

Members adjourned to the KVHR layout for some operating and observing using STS.

Thank you to Stephe and Karina for hosting and to all those able to attend the March meeting.

Hopefully an article will cover the Operating Convention hosted by Stephe. ....

## **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:-**

#### **July / August 2025**

**Deadline date for All Report Types = 20th June, 2025**

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

**Publish Date on Web Site= < 5th July, 2025**

#### **September / October 2025**

**Deadline date for All Report Types = 21st August, 2025**

**Date for Reports of Div Meetings that occur after the Deadline date = 26th August, 2025**

**Publish Date on Web Site = < 5th September, 2025**

## Division 3

Peter Kendall (NMRA Inc.-AR Division 3 Superintendent)  
Report for February, 2025 Meeting:-

**Division Number:** 3 (Victoria)  
**Month:** February, 2025  
**Meeting Date:** ??/02/25  
**Reported by:** Peter Kendall  
**Reporting Period:** 01/02/25 to 28/02/25  
**Number of Members:** –  
**Attendance:** Members/Guests- 9  
Via Zoom/Teams N/A  
Apologies - 5  
**Awards Presented:** Nil  
**Clinics Held:** Nil  
**Upcoming Events:** - Macedon / Kyneton Show, March 8-9  
- Sandown Show Mar 15-16  
**Next Meeting:** - Rosemary Greens's, Sunbury

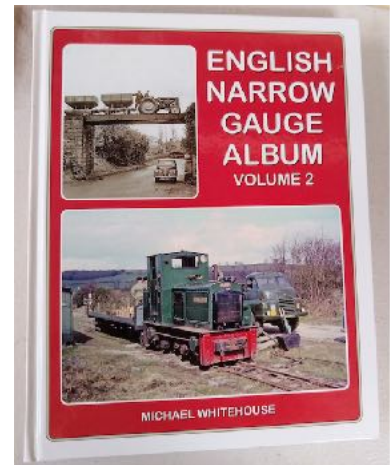
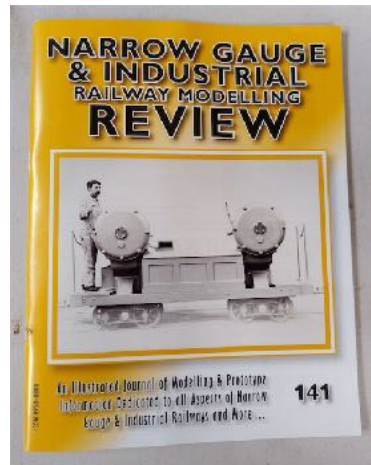
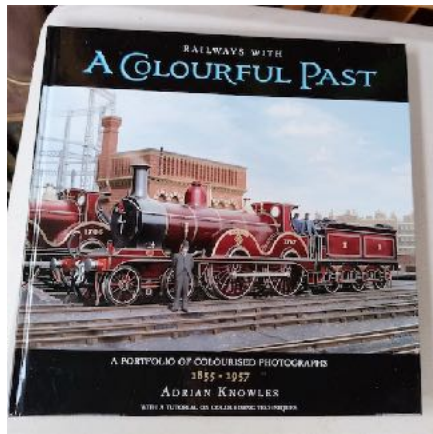
### Detailed Meeting Report:

- Particular welcome to John Droste up from Warrnambool.
- Information and discussion regarding the probable increase in annual fees due to the decision imposed on the Australian Division regarding the US magazine.
- Viewing Paul Richie's South Park Diorama and his home layout.

### Items for Display:

- A variety of railway references (Grant McAdam)





Above: Outback Models "Dray and Load"  
(Peter McDonald)



Above: South Park Diorama  
(Paul Richie)

Below: 2 Freelance Railcars  
(Peter Kendall)



**Next Meeting:** Rosemary Green's, Sunbury

Note: Many of Laurie's remaining models and rolling stock etc.  
will be available for purchase on the day.....

## **Division 3**

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

Report for March, 2025 Meeting:-

<b>Division Number:</b>	3 (Victoria)
<b>Month:</b>	March, 2025
<b>Meeting Date:</b>	23/03/25
<b>Reported by:</b>	Peter Kendall & Rob Gosling
<b>Reporting Period:</b>	01/03/25 to 31/03/25
<b>Number of Members:</b>	?
<b>Attendance:</b>	Members/Guests- 21 Via Zoom/Teams N/A Apologies - 9
<b>Awards Presented:</b>	Nil
<b>Clinics Held:</b>	Nil
<b>Upcoming Events:</b>	Diamond Creek April 19-20
<b>Next Meeting:</b>	Gavin Hince, 2C Yandanah Rd, Fairhaven, 4/5/25
<b>Detailed Meeting Report:</b>	

Many of Laurie's remaining models and rolling stock etc. were available for purchase on the day. Thanks to Peter MacDonald for all the work assisting Rosemary with Laurie's collection.

Discussion concerning the new annual fees and the current situation.

Up date on changes to schedules for the next two meetings along with reminders on upcoming exhibitions.

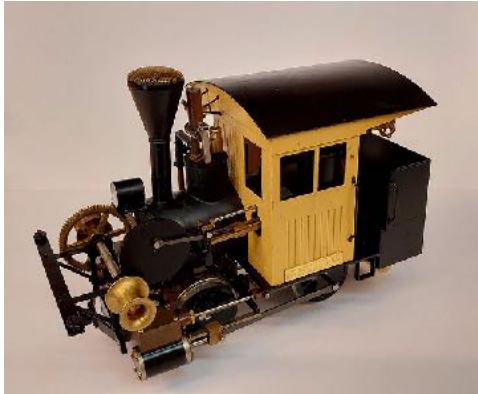
### **Items for Display:**



*Above: O Scale Freelance  
Goods Office  
(Peter McDonald)*

*Left & Right:  
1/48 Scratch built Boast x 2*





Above & Left:  
1/48 CoffePot Locos x 2 & live-steam loco

Below: Cutouts



## **Division 4**

*From Frank Godde, MMR® (NMRA Inc.-AR Division 4 Superintendent)*

Report for February, 2025 Meeting:-

**Division Number:** 4 (Western Australia)

**Month:** February 2025

**Meeting Date:** 16/02/25

**Reported by:** Frank Godde

**Reporting Period:** 1/2/25 to 28/2/25

**Number of Members:** 15

**Attendance:**

Members -	7
Guests -	1
Via Zoom/Teams	0
Apologies -	1

**Awards Presented:** Dave Whibley - Scenery

**Clinics Held:** Portable Layout Construction

**Upcoming Events:** Nil

**Next Meeting:** Brad Watts, 68 Canmore Way, Langford, 2pm, 16th March 25

### **Detailed Meeting Report:**

New Members: Anne Turner has joined our group as a member.

Awards presented: David Whibley was presented with his Scenery Certificate. This now gives him four of the AP awards.

Division Photographer: Dennis Turner has agreed to take up this position.

We had a very pleasant afternoon at Dennis and Anne Turner's home. Seven of us turned up to discuss the group's affairs.

There was much discussion on the way the US Board is treating their brothers in Australia in regards to their digital magazine. As a group, we are very disappointed in the way that the US has gone about the implementation of the digital magazine. They seem to have no regard to the thoughts of the Australian membership and the effect of the membership numbers should their plans go ahead. I must note here that this is only our collective opinion, and may not be the opinion of Australia as a whole.

We talked about the up-and-coming convention in Brisbane and found out that five of our Div 4 members are going over to that event. That's 30%, of Div 4's total membership !!. Rod Tonkin and Frank Godde will be presenting clinics as well.




Matt Brooks has been busy with his 3D printer making HO scale "control holders" for the boys.

Dennis has made a portable HO shunting layout which was set up in his spare room. He used a hollow core door for the module base and the track is fixed on a cork base. The track is in a railway yard configuration,



which was quite easy to operate. Two of us at a time operated the shunting system. We went through the stages on the switch list of moving the prescribed wagons. By the time the day was over we all had had a go at the shunting puzzle.

We thank Anne and Dennis for the wonderful afternoon tea and hospitality.

All photos now are thanks to our Division Photographer, Dennis Turner.....

## **Division 4**

*From Frank Godde, MMR® (NMRA Inc.-AR Division 4 Superintendent)*

*Report for March, 2025 Meeting:-*

**Division Number:** 4 (Western Australia)

**Month:** March 2025

**Meeting Date:** 16/03/25

**Reported by:** Frank Godde

**Reporting Period:** 1/3/25 to 31/3/25

**Number of Members:** 15

**Attendance:**

Members -	7
Guests -	1
Via Zoom/Teams	0
Apologies -	0

**Awards Presented:** Nil

**Clinics Held:** Nil

**Upcoming Events:** Nil

**Next Meeting:** Matt Brooks, 10 Blackall Dr, Greenwood, 2pm, 27th March.

## Detailed Meeting Report:

The March meeting was held at Brad's place in Langford. I noticed that some changes had been made to Brad's layout and more track had been laid. A VW combi was running on the outer track.

I noticed some new rolling stock and a new Dash 8 sitting in the display cupboards fixed to the wall. So, he too had visited "Maylands Model Railways" before it closed down. I think we all went there to obtain a bargain before it closed. It was a very sad day when our local secondhand dealer closed the doors for the last time.



We set up the modules and proceeded to fix the rest of the HO track to the remaining half of the module. This kept us busy for most of the afternoon while we discussed news from the NMRA in general.

Now, the two modules are at my place where they have been given a coat of drab olive as a base coat, and I will ballast the track before the next meeting. I


will put a plinth around the module edges to protect them as they need to be reasonably sturdy to travel around to the members' homes.

Dennis takes all the photographs of the group. He likes to take impromptu photos and catches us all out.

Brad supplied the goodies for the afternoon tea, and our thanks go to Brad for his efforts. Thanks Brad.



We have had no further luck with two prospective individuals who had originally showed an interest in becoming members.

Our next meeting is on Sunday 27 April 2025 at 2.00 pm at Matt Brook's place 10 Blackall Dr Greenwood. *Please note that this is a week later than normal due to Easter being on our usual Sunday.....* 

## **Division 5**

*From Philip Sharp (NMRA Inc.-AR Division 5 Superintendent)*

Report for February, 2025 Meeting:-

**Division Number:** 5 (New Zealand)  
**Month:** February, 2025  
**Meeting Date:** --/2/25  
**Reported by:** Philip Sharp  
**Reporting Period:** 01/02/25 to 28/02/25  
**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:**

#### **Free-Mo**

In the January activity report I suggested the popularity of Free-Mo in New Zealand could be used to raise the profile of the NMRA in New Zealand by getting Division 5 more involved with Free-Mo activities.

There has already been progress on my suggestion. A group of 14 Auckland and Hamilton modellers are holding a Free-Mo running session March 28 - 30 (most of these modellers are not NMRA members). The session is being held in a small town between Auckland and Hamilton and members of the City of Sails MRC have been invited to attend as visitors.

At least five CoSMRC members will visit on March 29. The visit will be used as an opportunity to catch up with the Free-Mo group and to discuss the plans for the Deshler Junction modules being built by members of the Western Districts and City of Sails MRCs.

#### **Digital Magazine**

The Division 5 members have told me of the enjoyment they get from reading the NMRA's digital magazine and their engagement with the magazine's content. Members have shared their appreciation for the wealth of information, including detailed articles, technical tips, project ideas, and updates on the latest trends in model railroading.

The digital format has made it easier for Division 5 members to access the magazine anytime, anywhere, and they like the convenience of being able to quickly browse through articles that align with their specific interests. Members have highlighted the magazine's focus on both beginner-friendly content and more advanced topics, making it a valuable resource for continuous learning and skill development. Members have also noted the vibrant photography and visual features, which inspire new ideas for their own model layouts.

The digital magazine of the NMRA has been a source of continued enjoyment and education for Division 5 members, contributing to their growth as model railroaders and enhancing their sense of connection with the broader community.

### American Central Model Railroaders


The members of the American Central Model Railroaders Group in Wellington were very busy in February. They held four operating sessions and each session was on a different layout in the Wellington area. These sessions are well reported upon in issues 393, 394 and 395 of *Highball*, the editor of which is Kel Sherson, MMR. Issue 393 has a report on the group's operating session held on January 24. That's five operating sessions in six weeks.

### City of Sails Model Railway Club

The City of Sails Model Railway Club held a very enjoyable meeting at James Kelso's layout in the third week of February. James' layout is one of the few, possibly the only, triple deck mushroom layout in New Zealand. James models the Montana Rail Link at the end of the twentieth century and enjoys experimenting with electronics on the layout.

Members of the CoSMRC ran locomotives and trains and discussed the recent additions to the layout. As has happened on some previous visits, there were glitches with the train running such as sections of unpowered track and difficulties with the DCC system. The glitches added to the evening.

After the train running, Paul Hobbs gave a 20-minute presentation on his recent trip to the US. The highlight of the trip was attending the Amherst Railroad Hobby Show.

Over supper, the members discussed the digital magazine and the future direction of the NMRA in New Zealand.....

## Division 5

*From Philip Sharp (NMRA Inc.-AR Division 5 Superintendent)  
Report for March, 2025 Meeting:-*

<b>Division Number:</b>	5 (New Zealand)
<b>Month:</b>	March, 2025
<b>Meeting Date:</b>	- -/3/25
<b>Reported by:</b>	Philip Sharp
<b>Reporting Period:</b>	01/03/25 to 31/03/25
<b>Number of Members:</b>	??
<b>Attendance:</b>	Members & Guests ?? Via Zoom/Teams 0 Apologies - 0
<b>Awards Presented:</b>	Nil
<b>Clinics Held:</b>	Nil
<b>Upcoming Events:</b>	Nil
<b>Next Meeting:</b>	TBA

## Detailed Meeting Report:

### American Central Model Railroaders

The members of the American Central Model Railroaders Group held two operating sessions in March. The first session was on March 14 at Ian Milburn's layout. There was a good muster of 12 operators and one visitor. This session is reported upon in *Highball* 396. The second session was two weeks later at Stewart Hainsworth's Feather River Canyon subdivision. Eleven operators and one visitor. See *Highball* 397 for a report on the session.

### City of Sails Model Railway Club


A group of 15 modellers held a FreeMo event in the Huntly Memorial Hall (a one-hour drive south of Auckland in light traffic) from Friday March 28 to Sunday March 30. Members of the City of Sails Model Railway Club (CoSMRC) were invited to attend the event. Four members including me attended on the 29<sup>th</sup>. A fifth member, Steve Anderton, had modules in the layout.

The track plan for the layout in Huntly was such that an operator could follow their train for much of the train's trip around the layout. This ease of following a train was enhanced by having three duckunders in the layout.

As reported in the January, 2025 issue of *The Bridge*, the CoSMRC is building a module that is a semi-freelance model of the existing crossing at Deshler, Ohio. CoSMRC members Michael Hill, Stephen Coleman and Craig Mayall visited the Huntly layout and took the opportunity to discuss the CoSMRC module with some of the Huntly modellers.

The CoSMRC very recently received bad news. The club has about one half of its monthly meetings at the clubroom of the Western Districts Model Railway Club (WDMRC). The clubroom is rented from the Auckland Council. The Council inspected the clubroom and found there is an unhealthy level of mould in the clubroom. The clubroom cannot be used until the mould has been removed. This removal is expected take two or three months.

There is silver lining to this gray cloud. A good portion of the WDMRC members are members of the CoSMRC. These CoSMRC members will use the time the WDMRC clubroom is closed to finish the Deshler module.

Steve Anderston who is a CoSMRC member has several FreeMo modules. This combined with the enjoyment the CoSMRC members are getting from building the Deshler layout led the CoSMRC club to decide to hold a FreeMo weekend. This will be in Auckland in July. The venue is the hall of a primary school. The cost of hiring the hall is modest. The club anticipates several modellers who are not members of the NMRA will have modules in the layout.....

**Photographs  
from the  
Huntly  
FreeMo**



## Division 6

From David Orr (NMRA Inc.-AR Div6 Superintendent)  
Report for March, 2025 Meeting:-

**Division Number:** 6 (South Australia)  
**Month:** March 2025  
**Meeting Date:** 08/03//25  
**Reported by:** David Orr  
**Reporting Period:** 09/02/25 to 08/03/25  
**Number of Members:** 58  
**Attendance:**  
Members - 10  
Guests - 0  
Via Zoom/Teams 0  
Apologies - 3  
**Awards Presented:** Nil  
**Clinics Held:** Nil  
**Upcoming Events:** Nil  
**Next Meeting:** Peter Jackson's, 4 Sharon Crt, Aldgate, 12th April 2025

### Detailed Meeting Report:

10 members gathered at Bob Bevan's residence for our March 2025 meeting. David welcomed the members and presented Bob with his Host Plaque.



Achievement Program:

AP Asst Manager, SA, Ray Brownbill, advised the group that no certificates were awarded in AR last month and 64 certificates were awarded in the rest of the world.

Library:

No report.

AMRE (Adelaide Model Railway Exhibition):

Ron Solly advised that the layout plan for the exhibition should be finalised at the next AMRE committee meeting next Thursday. The dinner at AMRE will be at the Queens Restaurant next door and limited to 80. If you plan to be at the dinner, you must pick up and pay for your ticket on the exhibition Saturday morning at the Information Desk.

Ray Brownbill circulated a list looking for helpers to set up on Friday before the exhibition and take down on the Monday after the exhibition. If you will be attending the exhibition as part of the NMRA display, on what days and what you are planning to do on the display,

Adelaide Model Railway Exhibition requires all electrical equipment to be tested and tagged. If you need anything tested and tagged, David Teague will be available to test and tag at our May meeting at David Orr's residence.

ARC:

David presented information from the AR Membership Report by Glen McCarley, the AR Membership Officer, the AR financial status and the AR Treasurer's Report by John Gillies, the AR Treasurer, the NMRA AR Convention 2025 March Report by Paul Rollason, the 2025 AR Convention Convener and the NMRA AR February Newsletter from the AR NMRA President, Duncan Cabassi.

Diary for this year:

The meeting diary for Div 6's 2025 meetings is now complete.

Jan - done,

Feb - done

Mar - done

Apr - Peter Jackson

May - David Orr

Jun - AMRE.

Jul - Ron Solly

Aug - Adelaide Model Railroaders

Sep - Scott Taylor

Oct - Paolo Arman

Nov - Ray Brownbill

Dec - Jane & Michael Robinson

Next meeting:

Our next meeting will be on April 12<sup>th</sup> at Peter Jackson's, 4 Sharon Court, Aldgate, commencing at the usual 2pm.

## Round the group

### Ron Solly

Ron has been planting many trees and bushes on his D&S Railway. Words were heard at his last operating session about how busy the session was so he's also been adjusting the trains on his layout, reducing the number and frequency.

### Paolo Arman

Paolo's been having some fun with fitting a decoder to an old FA2. Power pickup is via the metal chassis and the loco has metal KDs which require the loco to be run so that the KDs don't cause a short when coupled to another loco of the same type. The simple solution is to use plastic shank KD's.



He's also fitted some heat shrink to the power pickups to make sure they don't short on the chassis.

### David Teague

David has been assembling Trackside Models card model buildings from Somerset Models in Gawler and he's very impressed with them.

### Ken House

Ken has recently uploaded a couple of videos to YouTube. He has a couple of Athearn SW1200's that are causing him issues. He's trying to get them to run better.

### Ray Brownbill

Ray has been making repairs to some of his locos, putting handrails back on - the trials and tribulations of running operating sessions. He's also been decalling some of his coal and stone hoppers, which have been waiting patiently in a drawer for many years.



A special decalling operation was the application of the 2017 NMRA Convention decals on to a boxcar. Looks great, Ray!

Ray also told us about a special item given to him when he was travelling in the USA. One particular modeller he met up with, Zeke Forter in Roswell, New Mexico, took him to several locations not available to the general public and presented him with a special memento - a Round-to-it!



## Ainslie Brittain

Ainslie informed the Members about three modelling items that he was involved with during the last month. The first was replacing in situ a broken tie bar within a "Tillig" HO/HOm dual gauge point.

As he had no suitable thickness copper clad PCB material, he elected to use a suitable strip of plastic credit card that was 0.74mm thick, very slightly under the size of the original plastic tie bar. After drilling three 0.08mm holes, one in the centre for the "Tortoise" springy operating wire and two for attaching the end of the point rails. He shaped the wire as per the "Tortoise" attachment method then threaded an over-length piece of wire through the tie bar, then the fulcrum sliding adjustment, then located the cam attachment hole, finally installing the retaining screw. After checking for reliable operation he cut off the excess wire using a "Dremel" fitted with a disc cutter. Job done until it maybe breaks again! Refer to accompanying photo.



The second item involved a three pole "Stereo" plug that was required in the 'box of tricks' to control the audio output of an animated display that Club Member Vern is involved with preparing for displaying at the AMRE show in June. After spending a good 30mins or more trying to figure out why the audio would not work he finally thought to check the plug for continuity! As

the plug was brand new and only soldered the once to attach the three core cable he assumed that everything would be OK. Wrong assumption, the plug was open circuit to the tip! It's understood nowadays that when using resistors it pays to check the resistance with an ohm meter as the colour code can now no longer be relied upon, but it would seem to be a good idea to check other items as well. See accompanying photo.

The last item involved was also connected to Vern's animated display. He has an operating large scale playground populated with children. While working on a suitable timing circuit to control the see-saw, Vern commented that the see-saw was really moving too fast even on the lowest setting of his variable power supply set on about 6 volts. So Ainslie, during a recent visit took a variable bench supply that allowed him to measure and adjust voltage and observe current. Starting at approx. 5.0 volts, he then lowered voltage down to 4 volts (waiting for the OK from Vern re the speed), no response, so lowered the voltage to 3 volts, no response, so lowered down to 2 volts, eventually at the 1 volt level, Vern agreed that the resultant speed

was ideal, but what about the starting torque of the motor, would it reliably start each time with such a low running voltage? After quite a few 'start-ups' it proved to be reliable in this respect.

So then the task was to choose a method of lowering the input voltage of 12 volts down to 1 volt. There were probably 2 or 3 different possibilities that immediately sprang to mind but Ainslie decided to use a Voltage Regulator as the minimum the regulator is capable of is 1.20 volts, this level being acceptable to Vern. One of the trade-offs however is heat generated as the regulator will get hot. This was dealt with by the use of a 'heat sink' attached to the regulator as the current consumed by the motor was only 145mA. Ainslie admitted that it was a long time since he was involved with a motor requiring only 1 volt!

### Scott Tayler

Scott told us that he's been working on assembly and test fit of underframe to body, along with wheelsets and couplers. He's done a bit of remedial work to improve everything fitting

together. Some weight was added, and another ounce is needed to meet NMRA standards. The shell has been primed, and will be prepared for painting shortly. A test run today showed what areas need correction before final assembly and decalling.



### Vern Cracknell

Vern admitted that he's in awe of Ainslie and his work with electronics. He didn't have electronics when he was young (but then, none of us did - just shows you how old we all are!).

Vern told the group of, when his layout was at the National Servicemens' Association in October last year, a number of the Servicemen helped Vern pack up his layout. One of the Servicemen offered a book to Vern as he concluded that Vern was interested in trains. The book is a copy of Railway Directory 2007, which contains all sorts of information regarding 1:1 scale trains.




Bob Bevan

Bob's been appreciating the work done by Scott on the MBT van.

The meeting closed at 3.30pm and we adjourned for afternoon tea, a general chit-chat and a look at Bob's Allalam Railway. Thanks to Ray Brownbill and Ron Solly for the photos of the meeting. Yours truly took the photos of Bob's layout.

Next meeting

Our next meeting will be at Peter Jackson's, 4 Sharon Court, Aldgate, on 12<sup>th</sup> April 2025.  
David Orr - NMRA Div 6 Super.....





## **Division 6**

*From Scott Taylor (NMRA Inc.-AR Div6 Superintendent)*

Report for April, 2025 Meeting:-

**Division Number:** 6 (South Australia)

**Month:** April 2025

**Meeting Date:** 12/04//25

**Reported by:** Scott Taylor

**Reporting Period:** 08/03/25 to 12/04/25

**Number of Members:** 57

**Attendance:**

Members -	16
Guests -	0
Via Zoom/Teams	0
Apologies -	2

**Awards Presented:**

Golden Spike	- Bob Bevan and Jim Gifford
Electrical	- Jim Gifford and David Teague
Civil	- Jim Gifford
Structures	- Jim Gifford
Scenery	- Jim Gifford

**Clinics Held:** Nil

**Upcoming Events:** AMRE Exhibition, 7, 8 & 9 June, Adelaide Greyhound Track

**Next Meeting:** David Orr, 53 Rawlings Road, Modbury North. 10 May 2025

### **Detailed Meeting Report:**

Sixteen members gathered at Peter Jackson's residence in Aldgate on a beautiful autumn day for our April 2025 meeting. New Div 6 Super Scott Taylor and new Div 6 Treasurer Peter Jackson MMR welcomed the members and also thanked outgoing Div 6 Super David Orr and Div 6 Treasurer Ron Solly for their time and hard work in those roles.

After going over the reports, a number of awards were handed out, members discussed their projects, and Scott presented Peter with his Host Plaque. After the meeting we all enjoyed the fine repast laid out by Peter's wife Mary, as well as viewed the very excellent EVNGR railway.

### **Achievement Program:**

AP Asst Manager, SA, Ray Brownbill. Reported for the March period that 2 Golden Spikes, 7 AP Certificates and 2 Master Model Railroaders (MMR) were awarded in Australia. Div 6 did extremely well with both Golden Spikes awarded to Bob Bevan & Jim Gifford. David Teague awarded for AP Electrical. Jim Gifford collected four AP awards for Scenery, Civil, Electrical, and Structures .





### **Library:**

2 DVDs were returned to the library. While some of the double ups of DVDs and CDs held in the library will be moved on.

### **AMRE (Adelaide Model Railway Exhibition):**

Ron Solly mentioned that the Marklin Club will not be attending this year, and the NMRA will be sited in its usual corner on the upper level. With the SCL on display. For those wanting to attend the dinner on the Sunday night to get their tickets now.

Ray Brownbill passed around sheet for those members wishing to attend to put their names on what days they are available to volunteer over the weekend.

Any items needing electrical testing and tagging, please bring them to the May meeting for David to test and tag.

The NMRA sanction for the AMRE has been approved, and we now have a copy for the event.

## **ARC:**

We received the Membership report and March minutes from the ARC committee.

There was an email sent out regarding the ballot and that all members should vote if they want their say regarding the pricing of membership fees moving forwards. Last day to cast your vote is 24th April 11:45pm GMT +10:00, Sydney (Actually 0945am 25 Apr 25)

Next ARC meeting - 21 April 25 at 1930hrs AEST

Annual AGM - 28 April 2025 at 1930hrs AEST

## **Diary for this year:**

The meeting diary for Div 6's 2025 meetings is complete.

Jan - done,

Feb - done,

Mar - done,

Apr - done,

May - David Orr,

Jun - AMRE,

Jul - Ron Solly,

Aug - Adelaide Model Railroaders,

Sep - Scott Taylor,

Oct - Paolo Arman,

Nov - Ray Brownbill,

Dec - Jane & Michael Robinson,

Hosts for the 2026 calendar are being sought.

Next meeting - David Orr, Saturday, 10<sup>th</sup> May 2025. Commencing at the usual time of 2pm.

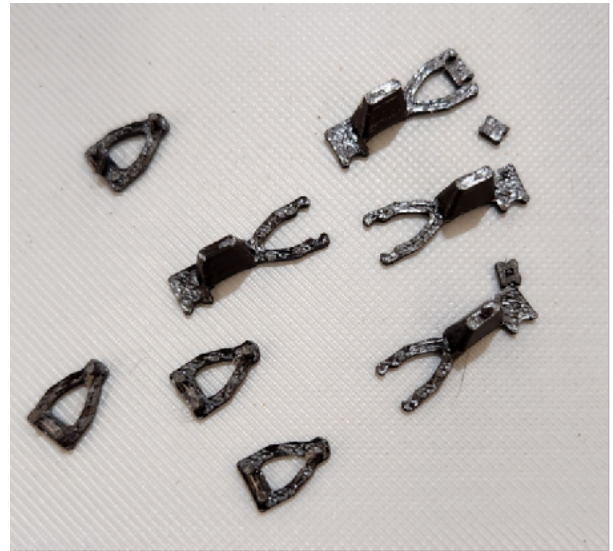
## **Round the group:**

Micheal Robinson - Has been doing scenery work on his HO scale layout, Long Plains. He also recently got some 3d printed animals. Also, he recently got a new G scale Circus Lion Van and converting his Aristo GP-40 to battery power.

Tony Mikolaj - Mentioned he was working on a display to display at AMRE and currently converting his switches over to servo control.

Ken House - Is busy working the most recent club newsletter (the Booster) as well as YouTube videos. A while ago he converted 2 Athearn SW1500 switchers into SAR 500 class diesel locos, changed over to Mashima motors and discovered issues with operability with the Micro-Mark components. However, using some other aftermarket gearing as well as adding flywheels has improved the engines.

David Orr - talked about his collection of small UK engines and the issues with split frames having electrical issues. After a bit of time and effort, has now produced a way to fix that by adding a plastic piece effectively reducing the problem. He has also been working with a friend fixing a small broken part on their steam loco. He did try 3d



printing in resin and found it too fragile, so asked Scott Taylor for help. Unknown to Scott, when he printed the file discovered that the file was not at the right scale and it was ten times larger than expected! However, a more size appropriate part was printed off. He also showed off a brass Conrail belt buckle that he

was given from a friend in the US who had worked for a number of pre-cursor railroads prior to the formation of Conrail (Penn, C&O, Chessie). Also, David had some items from the late Ray Applebee estate comprising of speakers, Bachman throttles and power boosters for Broadway and QSI systems, to see if anyone wanted the items for their railway.

Ron Solly - Has been busy revamping his train orders on his railway, while doing a bit of work for a friends O scale shelf layout. He has done work on the panel wiring, Semaphore signals, the interlocking, the stationmasters building, and the goods yard.

Jim Gifford - Spoke about the improvements to his railway from the motive power (changing over from QSI to Tsunami chips) to the scheduling system. Using his computer, he refined his waybill system and integrated that with JMRI and now has progressed to his scheduling graphs as well as his website. With the changes there is more need for additional yardmasters to assist with operating sessions. (So, if you are looking for more time and need to get those operating credits up, contact Jim).

Steve Weedon - Has done some small operating sessions but is in the process of changing locations and prototypes, he is making the move from N scale US outline to N scale Sth Australian Railways.

Bob Bevan -

Working on the fiddle yard extension of his layout and installing new gears into his TrainOrama 930 class loco and has been proving



a bit tricky to do. Bob also received his HO scale MBT wagon, quite the rare car from the South Australian Railways steam era.

Ainslie Brittain - Recently gained a quantity of multi strand cable and is very ideal for using the different wires in a wide range of others uses (dropper, feeder, lights, battery, etc). He also showed off a flashing LED that has an internal flashing circuit which simulates the arc welding flashes. It also comes with some opaque filters that can change the level and intensity of the light. Also, Ainslie has been making some pine trees utilising the gutter guard of the bristle type that has a wire armature and is available from Bunnings. He showed off some items in progress and some finished trees.

Vern Cracknell - The Stump Park Diorama is complete and working beautifully, Ainslie has helped with the wiring improvements. As Vern is

a member of the Marklin LGB Club, he received a Market Stall Stand kit last year for his birthday. Realising he had leftover parts, after building the kit, he was discovered there was plenty to make another scratch build market stall. Which



works nicely into the new diorama he is building featuring a marketplace. (Which is what you do when finish one module - start another! This one has no working parts) So he is now making the market umbrellas to go with the tables, of which there'll be some square café umbrellas and a some octagonal café umbrellas. Vern also showed the plans and drawings of his work.



Ray Brownbill - Quiet month, just running a few operating sessions, maintenance and building a few kits.

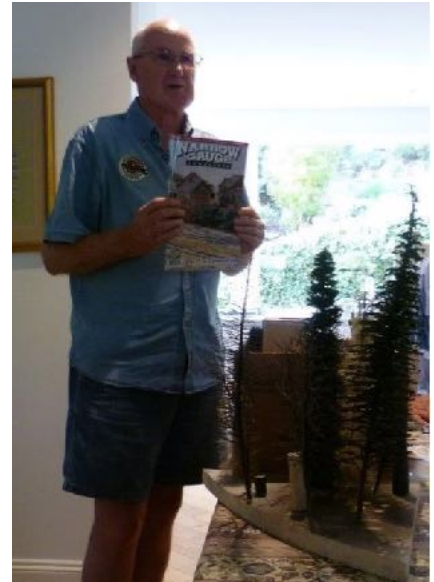
David Teague - Not much work, just building a couple of kits.

Paolo Arman - Has been working on isolating the loco underframe from the coupler boxes to prevent shorting out. After some trial and effort, he has fitted some styrene to the coupler mounts and that has worked out well.



Peter Jackson, MMR® - Did a talk for about 10 minutes covering off on a wide range of modelling skills from making trees utilising a wide number of materials, and techniques. To glues, painting, weathering, tools, and the construction techniques with the buildings on his layout.

Scott Taylor - Presented to Bob Bevan the completed HO scale South Australian Railways MBT model that he has been working on for some time. As well as showing the developments with the large scale (1:32) version of the model by showing a failed test print of the shell.



Plus, the improved modified shell and underframe prints which were more successful. He also showed the PIKO remote control system that he will be using to control the G scale locomotive that he is building.



The meeting closed at 3.20pm, with Scott presenting Peter his host meeting plaque. Then we adjourned to partake some afternoon tea. As well more conversations over home-made sausage rolls plus scones with jam and cream. Plus, a tour of Peter's EVNGR railway.

Next meeting - Our next meeting will be held at David Orr's house, Saturday, 10<sup>th</sup> May 2025.

Commencing at the usual time of 2pm.

Scott Taylor - NMRA Div 6 Super

The following are a few photos of Peter Jackson, MMR® beautifully made and detailed Eureka Valley Narrow Gauge Railway (EVNGR) On30 layout.....[M](#)



*Photo Credits - Scott Taylor, Ken House, Michael Robinson*





## **Division 8/9**

Ann-Marie Briggs (NMRA Inc.-AR Division 8/9 Superintendent)  
Reports for February, 2025 Meeting:-

**Division Number:** 8/9 (Northern NSW)  
**Month:** February, 2025  
**Meeting Date:** 02/03/25  
**Reported by:** Ann-Marie Briggs  
**Reporting Period:** 02/12/24 to 02/03/25  
**Number of Members:** --  
**Attendance:**  
Members - 5  
Guests - 20  
Apologies - --  
**Awards Presented:** Nil  
**Clinics Held:** Nil  
**Upcoming Events:** Nil  
**Next Meeting:** Undecided at this stage

### **Detailed Meeting Report:**

News from the Club House Shed: The new large layout has been tested and is all working after a year in storage.

The Coffs Coast Railroad Modellers chook shed transformation is 98% finished into a working club room with concrete floor and air-conditioning.

From a dirt floor, white ant restaurant, to an almost fully functioning Club room that can occasionally allow the public access to view our permanent layout and another layout in progress.



The skirting boards, toilet and tiling are almost finished, air conditioning and power (Thank you to Jim Sowter our in club electrician) with final beatification and minor trimmings to finish off.

Completion will be almost 3 yrs ahead of schedule, but still on budget of approx. \$50k.


Thank you so much to Paul Baker for his vision and skills in obtaining the shed and getting great discounts on materials. This may never have eventuated without Paul.

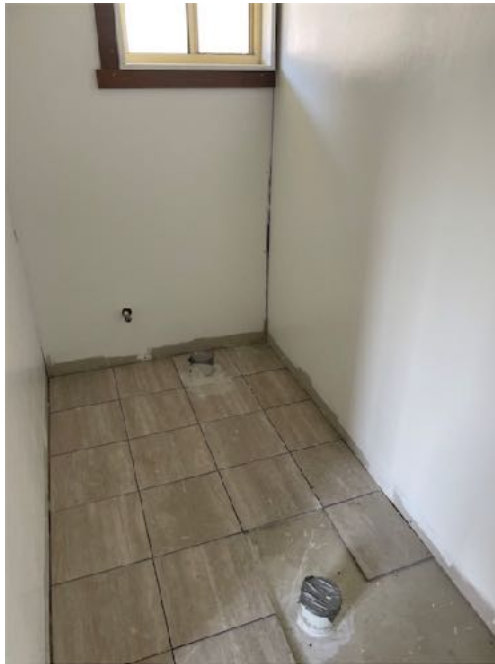
Thanks also to Geoff and his team of handymen for all their efforts and hard work to get us this far without the need for many tradies!

The club has pulled together, working and fund raising hard to raise the necessary funds (only one \$6000 grant) with Bunnings BBQ's and our Swap meet to raise \$50K in under 2 yrs.

Many said it was impossible, but we have so proved them wrong when a bunch of determined, like minded individuals pull together.

What we now have and will have for years to come is a true credit to the entire club

pulling together to help further their interest in model railways.....



## **Division 10**

*Eddie Gallier Jr. (NMRA Inc.-AR Division10 Superintendent)*

Report for February 2025 Meeting:-

<b>Division Number:</b>	10 (Tasmania)
<b>Month:</b>	February 2025
<b>Meeting Date:</b>	--/- -/25
<b>Reported by:</b>	Eddie Gallier Jr.
<b>Reporting Period:</b>	01/02/25 to 28/02/25
<b>Number of Members:</b>	12
<b>Attendance:</b>	Members - 7 Guests - 0 Via Zoom/Teams 0 Apologies - 3
<b>Awards Presented:</b>	Nil
<b>Clinics Held:</b>	Nil
<b>Upcoming Events:</b>	Nil
<b>Next Meeting:</b>	TBA.

### Detailed Meeting Report:

- Items talked about the digital magazine and upcoming vote on it.
- AP program talked about. 4 members are interested in pursuing it. Mentioning Cinthia Priest's 'Destination MMR' articles and possible guest speaker in a future meeting.
- Various modelling techniques talked about.
- The work going on at Flinders street station was disused.
- Members shared status of their modelling projects
- Upcoming conventions and the benefits of attending.
- Possible dates and locations of 2025 Division 10 meetings.

Yours in modelling Eddie.....

## **Division 10**

*Eddie Gallier Jr. (NMRA Inc.-AR Division10 Superintendent)*

Report for March 2025 Meeting:-

**Division Number:** 10 (*Tasmania*)  
**Month:** March 2025  
**Meeting Date:** - -/- -/25  
**Reported by:** Eddie Gallier Jr.  
**Reporting Period:** 01/03/25 to 31/03/25  
**Number of Members:** 12  
**Attendance:** Members - -  
Guests - -  
Via Zoom/Teams - -  
Apologies - -  
**Awards Presented:** Nil  
**Clinics Held:** Nil  
**Upcoming Events:** Nil  
**Next Meeting:** May 10

### Detailed Meeting Report:

Planned 2025 Meetings:

10 May  
12 July  
13 September  
15 November  
13 December

Our Facebook page has encountered access problems. Tyler Meiklejohn has put together a facebook group for Division 10.....

## VALE

Boris Zoubarkin

NMRA Member No: 701605

Division 1 (Qld)

Joined the NMRA in May 2024

Passed away 8th January 2025

## VALE

Richard Whitworth

NMRA Member No: 700343

Division 1 (Qld)

Joined the NMRA in April 2009

Passed away 22nd February 2025

## Model Train Market Place

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

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

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

## *What's in the Next Edition*

- *Mick Bennie describes the materials and processes he uses to Tarp Loads of different materials in 1:48 Scale.*
- *Any articles that are sent in for future editions will be welcomed additions!!*