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the

MainLine

magazine

the official journal of the

National Model Railroad Association Incorporated
Australasian Region

NMRA Inc. - Australasian Region Directory

REGIONAL COMMITTEE

President:	Duncan Cabassi 0424 844 807 president@nmra.org.au
Vice President:	Trevor Phillips 0402 926 930 vicepresident@nmra.org.au
Secretary:	Randall Jones 0409 743 254 secretary@nmra.org.au
Treasurer:	John Gillies 0408 917 965 treasurer@nmra.org.au
Pacific District Director:	Brad Anderson 0451 186 852 director@nmra.org.au

MEMBERS

Member	Al Harris 0412 608 817 al_harris@nmra.org.au
Member	Raymond Sullivan 0409 625 278 ray_sullivan@nmra.org.au
Member	Aaron Stinson 0411 332 409 aaron_stinson@nmra.org.au

PUBLIC OFFICER

Public Officer	Raymond Sullivan 0409 625 278 public_officer@nmra.org.au
----------------	--

SUPERINTENDENTS

Division 1 QLD	Paul Rollason 0419 670 653 div1sup@nmra.org.au
Division 2 ACT	Stephen O'Brien 0402 913 196 div2sup@nmra.org.au
Division 3 VIC	Peter Kendall 0412 299 730 div3sup@nmra.org.au
Division 4 WA	Frank Godde, MMR® (08) 9253 3155 div4sup@nmra.org.au
Division 5 NZ	Philip Sharp (64) 2720 30428 div5sup@nmra.org.au
Division 6 SA	Scott Taylor 0413 665 014 div6sup@nmra.org.au
Division 7 Newcastle, Sydney Wollongong	Graeme Barnes, MMR® 0427 400 755 div7sup@nmra.org.au
Division 8 / 9 Northern NSW	Anne-Marie Briggs 0407 617 419 div8sup@nmra.org.au
Division 10 Tasmania	Eddie Gallier 0419 629 771 div10sup@nmra.org.au

REGARDING ARTICLE CONTRIBUTIONS

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

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

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

New Articles

6	Eureka Valley Narrow Gauge Railway Following the April 2025 Division 6 meeting at the home of Peter Jackson, MMR®, Division 6 member Ken House put pen to paper and included a number of photos, to describe Peter's superb narrow gauge model railroad. by Ken House
12	NMRA Inc.-AR 2025 National Convention advertising - In Brisbane QLD
13	NMRA Inc.-AR 2025 National Convention:- Newsletter 8
14	Tarped Loads One of the most important considerations for Mick Bennie when designing his layout, was operations. Mick wanted to give the trains a reason to exist, hence being able to have removable loads. By far, the most common tarped load on his layout is potatoes. These were loaded at various points, so the challenge was to model removable tarped loads. Here is what he did. By Mick Bennie
16	NMRA Inc. 2025 National Convention advertising - Station No. VI - In Novi, MI, USA
36	2025 Northeastern Region , NMRA Model Railroad Convention Advertising, Concord, New Hampshire

Regular Features

2	• NMRA Inc.-AR Directory • Regarding Article Contributions
3	• NMRA Inc.-AR Directory (Cont.) • NMRA Inc.-AR Disclaimer
4	• New Articles Directory • Regular Features Directory • The Cover Photo
5	• Editor's Comments
17	100% NMRA-AR Club Reports:- • <i>Adelaide Model Railroaders Inc. - for April & May 2025,</i>
37	• Meeting Dates in the Divisions
38	• Divisional Reports
66	• Model Train Market Place
81	• Magazine Publishing D/L Dates
87	Vale:- • Peter King • Peter Scarfe • Paul Smith
88	• What's in the next Edition

the Cover Photo

The superbly detailed Empire mine scene at Marysville on the 'Eureka Valley Narrow Gauge Railway' by Peter Jackson MMR®, is an excellent example of art in model railroading format.

Editor's Comments

By the time this edition of MainLine is out and you are reading through these comments, you may have already officially paid for your next yearly NMRA Inc.-AR membership of this great Model Railroading Association, and now your membership officially permits all of us to access the NMRA Digital Magazine.

Whether you voted Yes or No for access to the magazine, all members now have access to it. So if you haven't had a read yet, do yourself a favour and download the App and take advantage of that privilege. It is very good reading and there is a wealth of information included, which may be hard to find simply by searching YouTube or the like.

So if you haven't checked it out yet, make a note to do so, you may be surprised! The magazine certainly compliments any of the commercially available model railroading magazines, and I find it quite inspiring to read.

However, that doesn't mean for members to abandon submitting articles and reports to our Australasian Region Magazine!


It is also vital that our 'MainLine' magazine continues to be maintained for local Australasian content. I would encourage each Division to keep up the good work of informing members of what activities are happening within their division through MainLine via the submission of their reports outlining what has happened at their monthly meetings. Individual members should also continue to submit articles about their layouts or other Model or Prototype Railroading subjects.

At the time of writing, the 8th 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. I have included the cover page in this edition on page **13**, which has links to the newsletter which is on the Australian Region's website, and which also shows the layouts which are available to be viewed on the Layout Tours, and there is also a link to the clinics that will be presented at the Convention. A copy of the Promotional Flyer is on page **12**, so that you are fully in the picture with all that is occurring.

Following the April 2025 Division 6 meeting at the home of Peter Jackson, MMR®, Division 6 member Ken House put pen to paper and included a number of photos, to describe Peter's superb narrow gauge model railroad, which begins on page **6**.

One of the most important considerations for Mick Bennie when designing his layout, was operations. Mick wanted to give the trains a reason to exist, hence being able to have removable loads. By far, the most common tarped load on his layout is potatoes. These were loaded at various points, so the challenge was to model removable tarped loads. From page **14** Mick describes how he achieved this.

Also included in this edition commencing on page **17**, are reports for April and May from the Adelaide Model Railroaders, outlining the activities that has occurred at their club in recent months.

You can read what has been happening within the Divisions around the region over the last couple of months from page **38**.....

Meru Bagnall

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

Eureka Valley Narrow Gauge Railway

by Ken House

The Eureka Valley Narrow Gauge Railway is the layout of Peter Jackson, MMR® from division 6 South Australia. The EVNGR is in a fully lined, carpeted, and air-conditioned studio in Peter Jackson's back yard. The studio containing the layout is 23' X 11' with a 12' X 6' modelling annex.

The EVNGR is a freelanced On3 layout set in Northern California any time between 1930 and the early 1940s. Peter's work for a mining company took him to the region several times in the 1980s. This and the story of the Nevada county narrow gauge in northern California was Peter's inspiration. Peter likes the giant redwood trees.

The layout runs point to point but Peter has a lift up section that allows continuous running for display purposes. The dark green fascia and valance give a shadow box effect to the layout appearance. The EVNGR is laid with heavily weathered code 83 PSC flex track. All of the turnouts are hand made and are operated by Switchmaster stall type switch machines. The EVNGR is controlled with Easy DCC using wireless throttles. All of the locomotives are brass, nicely weathered and fitted with SoundTraxx tsunami sound decoders. The nicely weathered rolling stock is scratch built.

Peter has a passion for scratch building structures and all but a few of the structures are built by him. Many are built using card covered with paper. Much of the paper he uses is from Clever Models and can be downloaded as PDFs from <http://www.clevermodels.net/> For decking he uses coffee stirrers. He also uses plaster mouldings for walls and foundations. Peter moulds off of anything he can find.

Trees are made mostly on natural armatures especially the deciduous trees. Lately he has been making pine trees using a carved, stained balsa trunk and foliage made of cut up and teased out furnace filter pads that he got from the USA. He made rock moulds from rocks that he collected himself. Ground cover is all natural dirt and sand. There is very little grass on the EVNGR and what is there is mostly static grass layered over a little flock. When Peter is riding his bike or just out and about he is always looking for soil, rocks, sticks or plants that he can put to use for scenery.

When walking through the EVNGR the first town is Grass Valley where there are many huge redwood trees. Then after crossing the impressive trestle over Bear river we reach Marysville a largely denuded area with the large Empire mine. Scenery changes again at Cedar Kress to reddish coloured cliffs and rock formations. Another scenery change is noticeable after going through Cedar junction and Reid River, this time to an arid looking sandy colour at Eureka. Peter has been able to make the transitions between each area look completely natural.

The EVNGR is operated regularly by a crew of between four and six using switch lists generated using JMRI panelpro.

The EVNGR is truly moving 3D art. Peter has an eye for detail and the ability to interpret what he sees into believable model railway scenes. The more you look at the EVNGR the more detail you see, and not only that it runs well.....



Above: Please click image for video of Bear River trestle.



Right: Grass Valley

Below: Track Plan





*Left: Browns Brewery
Grass valley.*

*Right: The Jackson's dog
is a Bassett hound.
Bassett hounds enjoying
one of the few grassy
spots on the EVNGR.*



*Left: Trestle bridge over
Bear River.*

*Right: The Empire
mine scene at
Marysville is art in 3D*



*Left: The town of
Cedar Kress*

*Right: Note how Peter has
the dirt road disappearing
into the back scene*





Left: A street scene in Eureka

Below: Looking from Grass Valley. Left Bear River, Left distant Marysville with Empire mine, Right distant Cedar Kress, Right Eureka on the peninsula.



Right: Lake with boathouse at Eureka

Below: Cedar Kress at night, blue light creates the night time effect.





Left: EVNGR crosses standard gauge Southern Pacific mainline. The caboose shows difference in rolling stock size between the 3' narrow gauge at 4'8 1/2" standard gauge

Right: A tank train approaching the Bear River trestle.



Below: An EVNGR Consolidation in the Nevada City Staging Yard





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

**NMRA
AUSTRALASIAN
REGION**

**CONVENTION
BRISBANE 2025**

CELEBRATING
90 YEARS

**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

www.nmra.org.au E: div1sup@nmra.org.au



2025 NMRA AR CONVENTION – BRISBANE NEWSLETTER

Key Dates

Registration Closes 30th July 2025

- Convention runs over 7 days from Wednesday 20th to Tuesday 26th August (inclusive) offering all the following activities:
- 3 days of clinics and workshops (22nd - 24th August)
- 4 days of layout tours and Ops sessions (20th - 21st August & 25th - 26th August)
- 7 days of socializing with fellow enthusiasts
- 2 official social functions (Calamvale Hotel)
 - Welcome Social Gathering Thursday 21 August
 - Convention Gala Dinner Saturday 23 August
- **Partners Program:**
 - Day 1: Friday 22nd August - Sunshine Coast Experience
 - Day 2: Sat 23rd August - Brisbane River Cruise with morning tea
 - Day 3: Sun 24th August - South Bank Collective Markets
- **Important Dates:**
 - 23rd July - Memorabilia Orders Close
 - 30th July - Registration Closes
 - 11th July - Layout & OPS Session Registration Opens

Welcome

Welcome to the 8th Edition Newsletter for the 2025 NMRA AR Convention – Brisbane August 20th to 26th 2025.

***Less than 2 months to the 2025 NMRA AR Convention -Brisbane!
Daily Tickets for Clinics (Members Only) now available!***

As detailed last newsletter, Daily Tickets available for those members who cannot attend the full three days of the Convention due to work or other commitments. These tickets not only are for the clinics, they also include the layout tours and Ops Sessions with the purchase of daily tickets. 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!

Ops Sessions: For those interested in Ops Sessions, registration will open will be **open from 11th July 2025.**

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/>

Tarped Loads

by Mick Bennie

One of the most important considerations when designing my layout was operations. I wanted to give the trains a reason to exist. The line I model is The Beechie and the era is the last three years, 1959 to 1962. This means Excursion Specials, the Wednesday Goods and pulp wood trains. The techniques I am going to describe can be translated to any other era and, really, any railway, scale or gauge.

Closed vans such as the NU or NT can travel in either direction and be considered empty or full. Open wagons such as the NQR are obviously either loaded or empty. One of simplest methods of disguising their status is to fit a tarpaulin. By far, the most common tarped load on The Beechie was potatoes. These were loaded at various points and always travelled to Colac. So the challenge was to model removeable tarped loads. Here is what I do.

I started by making a lid for my NQR from a cedar blind slat, but any thin timber will work. (3mm mdf may warp, so I steer clear of it.) I fitted a piece of wood about the size of a match stick to the underside just in from each end to keep the lid from sliding off.

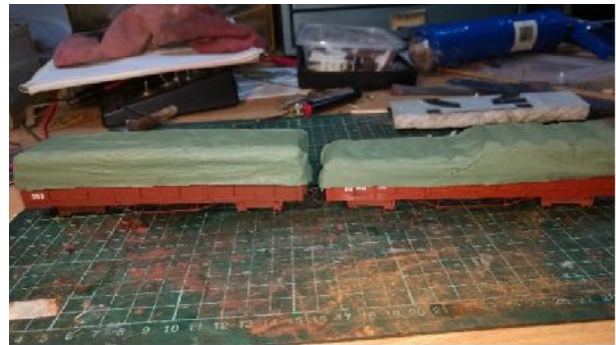
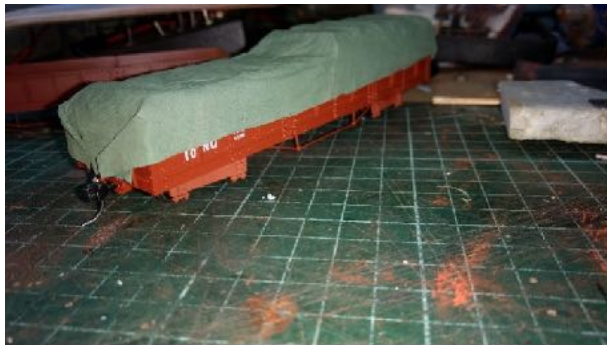


I then carved a piece of extruded foam to represent the load. (I later found out that this is not the correct way to load potatoes, so this load will be scrapped and replaced with a more realistic version.)

I make my tarps from a single ply of facial tissue, which I spray with a rattle can of matt green. (Colour bond touch up paints are available in three different matt green colours.) I cut the tarps to 32 scale feet long by 12 scale feet wide. You may need them slightly longer and wider depending on the shape of your load. There are two methods for fitting the tarps. The first is to fit the tarp before




you paint it and hold it down using a PVA and water mix. Once this has dried, paint the tarp, but spray lightly using multiple coats. If the paint soaks through it may dissolve the foam. The other method is to paint the tissue before cutting it to size. This is my preferred method as it makes the tissue firmer and easier to cut.



NEW ARTICLE OR CONTINUATION OF THIS ONE.

Another common load was hay. Hardware and garden supply stores sell a compressed coconut fibre mat for hanging baskets. It comes in round or rectangular sheets for about \$12. The sheet is the correct thickness for a bale of hay.

I tried cutting it to size for single bales, but this was messy and tedious and when assembled in the wagon the individual bales were not obvious. So I got lazy and cut a single sheet to fit the NQR and then several more to create height. I then tied them together using cotton thread. I superglued some cotton thread to the underside of the tarp before draping it over the hay. I wrapped the tie downs under the load so that load could be removable. If I was going to make the load permanent I would have super-detailed the NQR with tie down eyelets and tied the thread to these, or to the truss rods.....



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-Novi, 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 - **April 2025**

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

CASUAL RUNNING

by Ken House

Casual running is available on all Wednesday nights except for the operating session night, the second Wednesday of each month. On work nights some track may be unavailable but there is still plenty to use. It is unpredictable as to how many turn up on a night intending to run trains.

This month casual running had a distinctly Australian flavour.



*Left: Paul Wright's NSWGR 422 class comes out of Houseman yard. The spheres on the blue wagon contain sand for locos.
photo: C Werk*



*Right: Also from NSW, a Tangara Sydney commuter train on the mainline at Werkendam.
photo: C Werk*



*Left: With tangerine passenger cars Billy Page's S306 and B83, two V-line EMDs stand at Zieglersdorf.
photo: C Werk*

Right: Peter Kirkland's Australian National CL class at Jefferson City. The CL class are mechanically the same as an EMD SD40. Peter bought the S sheep van at the club's internal swap meet.



WORKING ON THE SOUTHERN CENTRAL

by Ken House

Some months it is obvious that work has been happening around the club rooms and layout. Possibly its just that projects that have been worked on for some time have come to fruition. This month is one of those.

Right: Tony Mikolaj is hand laying turnouts on the second module of the club's portable switching layout. The club is entering the 3.2 metre long two module layout in the upcoming Adelaide model railway exhibition.





Left: On March 26 module two of RPH Steel was fixed permanently in place.

The module was made by Ken House. Christiaan Werk covered the module with 3mm sheet cork and Wayne Hoskin helped with the wiring and underneath lighting. Ken built the module in place, and laid the track and connected the pushrods that operate the turnouts

from electrical slide switches, while the module was in place.

The module was taken down in about July 2023 so that wiring could be done with the module upside down. Illness caused Ken to be away for the first nine months of 2024. Then because of back scene problems it was not possible to fix the module back in place until March 26.

When we lifted the module in place and tried to screw it down we found that it had warped by a couple of centimetres probably because the module had been standing on it's end in the workshop for over twelve months. We managed to get most of the warp out, and, when tested, the tracks were level enough that cars did not roll away.

RHP Steel is in a room 8.4 metres long and 2.1 metres wide and is the only part of the Southern Central Railroad that is double decked.

Right: The piece of track joining module 1 to module 2 has been installed and the structures placed temporarily. The large shed is the rolling mill. The crane in front straddles the stripping yard where the moulds are stripped from the white hot steel ingots immediately prior to the rolling process. The brown overhead bins are for the storage of and the loading of coke. All of the structures are Walthers' kits modified and built by Ken House. The size of the steel mill structures necessitated double decking the SCR here.





Above left and right: Wayne Hoskin spent all day Tuesday April 1 fixing the troublesome curve behind the Prattis car shops. Wayne removed the damaged no 8 curved turnout and installed a RH turnout into the Prattis passing siding west of the entrance to Prattis yard.

photos: Wayne Hoskin

OPERATING SESSION REPORT - APRIL

by Ken House

SET UP.

Set up night as usual seemed to have people all over the place but everyone pulled together and got the job done. I would like to thank Peter Kirkland for swapping all the hopper loads and helping clean wheels and track, Wayne Hoskin for turning cards and cleaning track, Tony Mikolaj for turning cards, Warwick graham for cleaning track, Peter Wilcox for cleaning loco wheels and placing trains in correct places and order. It is great to see club spirit in action. Without member's input we would not be able to enjoy fulfilling operating sessions.

The Kingston turn west did not complete its run last session so I ran it for the final part of it's run before set up. When running the Kingston turn I found it confusing to have Car Orders in the pick up boxes. These car orders are for local moves, cars that carry product between towns and never go off line into staging. I think that cards in the pick up box should always say pick up. To negate that problem I have changed the naming on the cards for local moves to read PICK UP - CAR ORDER on both sides and, to make them stand out even more, they are printed on darker yellow card. See **fig 1** for examples of the new PICK UP - CAR ORDER cards.

On looking around the layout at the end of the night I noticed that there was no cards in the HOLD boxes when there should have been a few at least. I have had a feeling that our system for holding a few cars over to the next day (session) to simulate cars that had not been loaded or unloaded during that day was not working. It would be simpler for road crews to put all their cards in the set out box at each town rather than some in the set out box and some in the hold box as instructed by the car order cards.

During set up, to simulate cars waiting to be either loaded or unloaded, it will be easier to do as most car card and waybill systems do. That is, before turning cards at any town the operator will place one or two cards at random in the HOLD box unturned. Then he will turn the remaining cards and place them in the PICK UP box.

I will endeavour to alter all the cards that say "hold" to "set out" before the next sequence begins in June so that the above method can be used..

We have now completed three sequences since we began using the car order system. I feel that members are getting the hang of it. Our use of the car order system is evolving and being refined. If any of you have any ideas for improvements or can see a better way of doing something please let me know.

SOUTHERN CENTRAL RAILROAD

PICK UP - CAR ORDER

From ZIEGLERSDORF
PETERS PACKING CO

REEFER

DELIVER TO

WERKENDAM

KERRY CANNING CO

SPOT 1

When car has been delivered
place this card in box labelled

SET OUT

SOUTHERN CENTRAL RAILROAD

PICK UP - CAR ORDER

From WERKENDAM
KERRY CANNING SPOT 1

REEFER

DELIVER TO

ZIEGLERSDORF

PETERS PACKING CO

When car has been delivered,
place this card in box labelled

SET OUT

Above: **Fig 1** Top: PICK UP - CAR ORDER card for a reefer taking fruit from Peters Packing Co at Zieglersdorf to Kerry Canning Co at Werkendam. The bottom PICK UP - CAR ORDER will return the reefer, empty, to Peters Packing Co to begin the cycle again. Because Peters Packing Co has places for two reefers, the second reefer going off line, and we are not using car numbers I expect that it will not always be the same reefer making this round trip every sequence.

APRIL 9 THE OPERATING SESSION

Nine people turned up for the session. Since there was three newbies it was decided to go without yard masters at Prattis yard and Kingston meaning that road crews would have to do all of their own switching at those places.

Tony Mikolaj was the Houseman yard master and Ken House took the Port Douglas job. Wayne Hoskin and Christiaan Werk were single man road crews. The two man crews were Paolo Arman and son Nick, Peter Kirkland and Peter Wilcox and Warwick Graham and another prospective member Mark Fenwick made up the third two man crew.

Five road crew made for interesting running although at times things became congested especially around Zieglersdorf. Even so a good number of trains were run including several of passenger trains. Houseman yard was quiet at times, then as expected Tony was engaged in frantic work when two trains arrive at the same time with another approaching quickly.

The following is my observations of some of the trains run. Christiaan Werk had fun running the grain train. Wayne Hoskin ran the Doodle bug and one of the turns. Peter Kirkland and Peter Wilcox ran the consumables train and 216 merchandise. Paolo and Nick ran the Ippinitchie Creek train.

Wayne's work on the curve coming out east of Prattis paid off with no derailments there. Also once again no trains stalled due to dirty track. Our use of white spirits as a track cleaning solvent is proving to be working well.

We finished operating at around 9.30 and headed for the meeting area to partake supper, debrief and chat.

During the debrief one operator declared that he was unable to find the loco for the Houseman turn, GP7 number 436. So he used RS3 number 477. This got me worried. Where was 436, it was in the round house at Kingston last Wednesday. After several minutes I found 436 on the point of the Kingston turn. How did it get there? It seems that what happened was that the operator in question did not understand his train order. Train order number 9 for the Houseman turn west which reads on the top line "Train order no 9 Kingston". When reading train orders the place name on the top line is where an operator will find his train. The trains name does not necessarily indicate where to find your train. The turns are named for the town where they turn for their return journey. The Houseman turn starts at Kingston goes to Houseman where it turns to head back to Kingston. It seems our hapless operator picked up his train order then went to Houseman where, of course 436 was no where to be found. I surmise that another operator was unable to find the Kingston turn east's loco, number 477 so he grabbed 436. See **fig 2** page 23.

All operators proclaimed that they enjoyed the session and several were still sitting around engrossed in deep and meaningful conversation when I left at 10.15pm.

Video of the session features the grain train and Houseman yard.

www.youtube.com/watch?v=ZbjbeW8ttQE

SOUTHERN CENTRAL RAILROAD

[A]

Train order no..... Kingston

Loco..... Code.....

Train # 311 Houseman turn West

Maximum train length 12 cars.

YM to have train built.

Take loco from roundhouse

Depart for Houseman.

At Prattis, Werkendam, & Zieglersdorf

pick up any cars headed West

and make set outs as required.

On arrival at Houseman set out

cars at Ym's directions.

Turn loco. Train is now Train # 312

Houseman turn East.

PTO

***Above: fig 2:** On the top line the name Kingston in bold lettering tells where an operator can find his train. Also in the sleeve with the train order is a loco card. By finding the loco an operator can identify his train. Usually line 2 is not filled in because the loco card supplies that information. Line 3 gives the train's number and name. Trains numbered in the 100s are 1st class 200s 2nd class and 300s 3rd class. The body off the Train order contains instructions for running the train.*



Above: Wayne Hoskin running the Doodle Bug on the Kingston passenger east.



Above: Ippinitchie creek train at Opie



Above: A busy scene looking toward Jefferson City from Inge bridge.



Above: ACL 109 has just placed the last car on the car float at Pt Douglas. When switching the car float I was having derailment problems on a rough rail joint in the short piece of track before the turnout to the car float. I found that by using one idler car instead of two did help, the other flat car seemed more susceptible to the rough joint.



Left: Prospective new member Mark Fenwick, left, trying operations under the guidance of Warwick Graham.

WHAT'S THAT CAR 1 - REEFER

by Ken House

Not using car reporting marks (numbers) for operations on the Southern Central Railroad does make it easier to operate, but it does mean that operators need a good knowledge of American transition era rolling stock to be able to identify the cars they need to move during a SCR operating session.

Most Australian modellers do not have that knowledge. In this series I will show members all of the types of cars used during SCR operating sessions and maybe more of you will come along on operating session nights and have a go.



Above: All of the reefers on the SCR are iced reefers. The key identifier for iced reefers is the hatches in the roofs so that blocks of ice can be loaded into bunkers to keep the produce being transported cool.



Left and Below: The older wooden bodied reefers have full roof walks with the hatches built into the roof walk.



Another clue to identifying reefers is the signage on their sides. On the top example the signage says "ventilated refrigerator". Pacific Fruit Express (PFE) was a line of reefers run by Union Pacific and Southern Pacific RRs and, another among many, is the Swift refrigerator line that carried meat. On the Southern Central we have a number of "Bill Board" reefers which were discontinued in the 1930s but they do look good.

ADELAIDE MODEL RAILROADER'S VIDEOS

Please click on images



Left: An 830 class with OB wagons on Jolliffees Jump, a casual running compilation by Christiaan Werk.

Right: Narrow gauge diesel exiting Cedar Kress tunnel on Peter Jackson MMR's layout the Eureka Valley Narrow Gauge Railway by Ken House.



100% NMRA Inc.-AR Club News

Adelaide Model Railroaders Inc.

A 100% NMRA Club in Division 6

Club News - **May 2025**

By Ken House (AMR Newsletter Editor)

<https://adelaidemodelrailroaders.com>

CASUAL RUNNING

by Ken House



Left: Tony Mikolaj's shay geared locomotive crossing Jolliffe's Jump.

Right: Billy Page's SDS 900s in a what might have been livery if Australian National applied their green livery to the 900s before they were withdrawn in 1984. Compare the 900s with the similar looking American Santa fe Alco PA behind.



Left: Billy's 900s pull a long train of grain hoppers around Upper Kerry.



Left: Another pair of 900s at Upper Kerry with a long train

Below: The actual livery of the 900 class in 1984. Passing the Kingston turntable is visitor Anthony Goldsmith's train.



Above: Billy Page's long SCT train stretches back from Farm curve through an S bend right back into the Prattis passing siding.

WORKING ON THE SOUTHERN CENTRAL

By Ken House

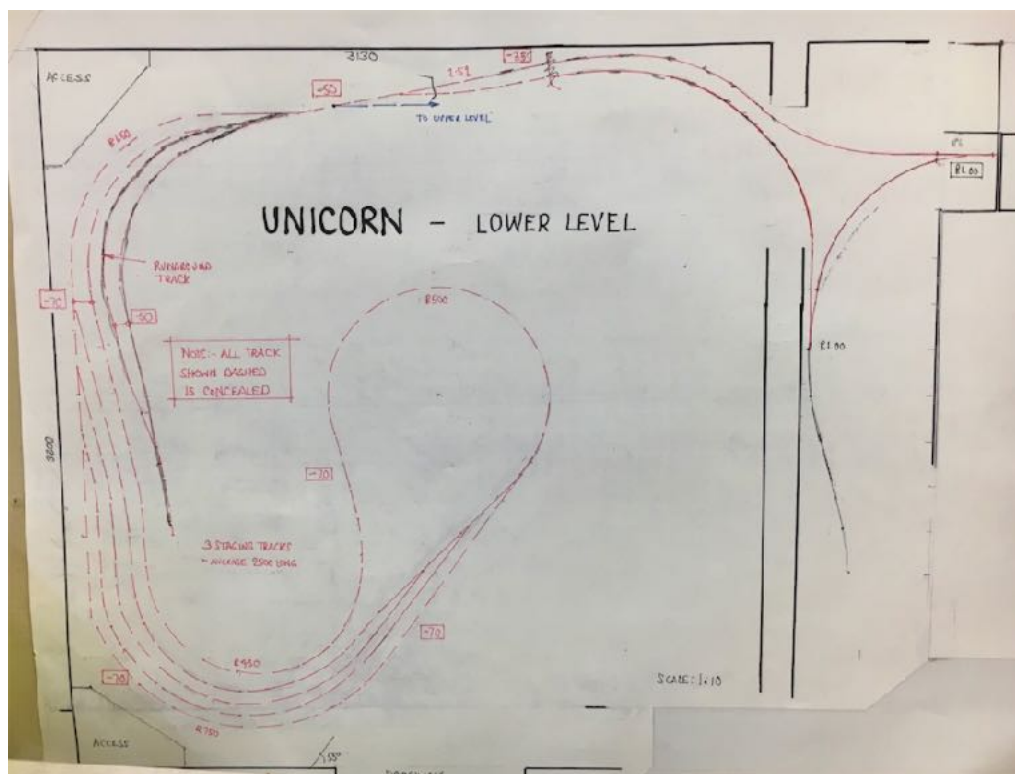
The club is nearing the end of construction on the Southern Central Railroad. We have been continually in construction mode since we moved to the Islington railway workshops in 1993 from the Mt Lofty railway station. When I joined in 1984 the club was in a lull. The layout had been completed for a few years and the only activity was casual running one Wednesday night per month and again on the first Saturday combined with a working bee plus a meeting one other Wednesday night. The only building work being done at the time was by Wayne Hoskin and John Hall who were carrying out a major realignment of the narrow gauge, HOn3.

As soon as we recommenced construction enthusiasm built and has carried on ever since. To carry on construction for a while yet Tony Mikolaj has come up with a proposal for more layout in the old ladies toilets. His proposal is for two levels. The bottom level will be four hidden staging tracks while the top level will be a HO standard gauge logging and mining area.

Tony has drawn concept plans for the area which he has on display in our meeting area for member's comments and suggestions.



Above: The ladies toilets: We will put up shelving in the workshop to accomodate the items stored here before the toilet cubicles are demolished. A hole in the back right hand corner will allow track to flow trough to the lower level of the main layout at Atkins in the adjoining room.

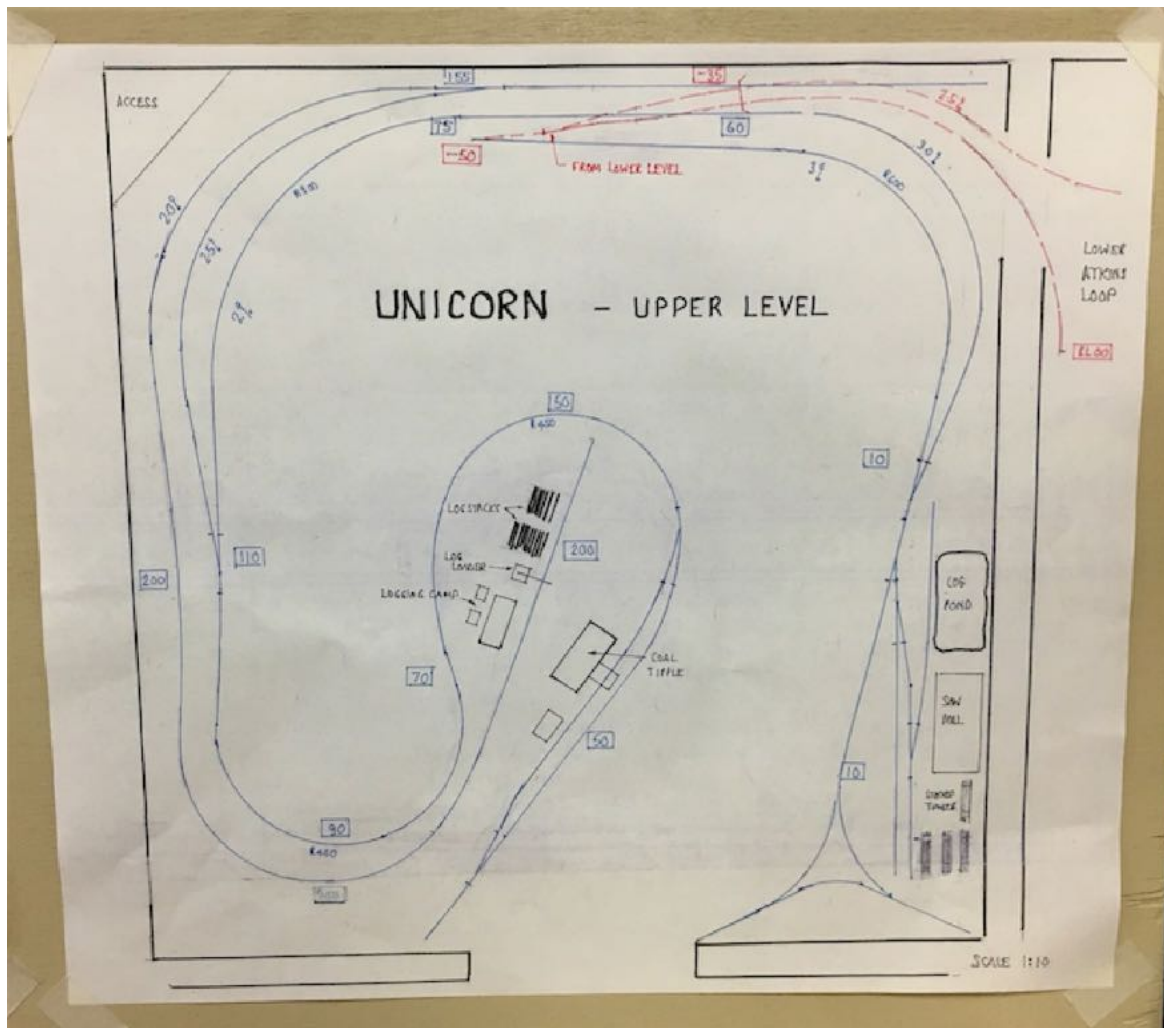


Left: The staging area. There are four hidden staging tracks capable of holding on average a 2.5m long train.

Two of these tracks could be used for a manifest freight and a passenger train that would terminate at Redman freeing up two tracks at Jefferson City.

The tank train and steel train could terminate in the other two tracks instead of Cooke's cut off. Having those two trains terminate in Cooke's cut off is not ideal. This staging would send those two trains out of sight and allow us the opportunity to run them back as empties in the following session.

I think that it would be a good idea to have the controls for the staging turnouts in the adjoining room and use CCTV so that the crews can see their train move in staging without having to go through the lift up bridges and through Pt Douglas to get their train in and out of staging.



Above: Unicorn will be a layout within a layout. This layout has the potential to be one of the most scenic areas on the Southern Central. The run around track, arrivals and departures, shown on the lower level will actually be visible to the upper level. The run around track is the interchange between Unicorn and the rest of the Southern Central. Locos and their short trains will be turned on the triangle at Unicorn. Unicorn is where the saw mill and it's log pond will be. The logging camp is reached by a switch back while it is a steady grade to the mine 150mm lower than the logging camp. Possibly a steep high mountain ridge could block out the view between the two.

These plans are concepts and have already been updated.



Above: Wayne Hoskin is still working on the road bridge over Letheby and the road leading to the piggy back ramp at Kingston.



Right: Paolo Arman has been running a bus wire around the layout for the ambient sound modules. Here he is on the ladder consulting with Tony Mikolaj. photo: C Werk



Above: Christiaan Werk is progressing with the area above Henschke Junction



Above: Christiaan is also building this small bridge under the Zieglersdorf passing loop

MAY OPERATING SESSION

by Ken House

Seven members arrived for this month's operating session. Paolo Arman, Peter Kirkland, Christiaan Werk and Peter Wilcox were road crews. Tony Mikokaj carried on as Houseman yard master. This month we had a yard master at Kingston, Paul Atkins. I carried on as the Pt Douglas operator.

This session was the second part of the sequence. As it happened, last month Christiaan finished at Zieglersdorf with the empty grain train west and entered Atkins passing siding as I was departing Pt Douglas, west, for Houseman with the train I had made up last month. However I neglected to check if there was an east bound train departing Houseman. This lead to a near head on collision with the approaching Kingston turn

east as my Pt Douglas train rounded the curve approaching Gayler Junction. What a situation. On the single track we had the Kingston turn heading east and the Pt Douglas train heading west and the grain train, travelling west about to enter the same block of single track. The Pt Douglas train was sandwiched between the other two trains. To fix the problem the Kingston turn backed the short distance up to Gayler Junction and proceeded into the return loop, allowing the Pt Douglas train to proceed on to Houseman. Then, being the superior train by direction, the Kingston turn backed out of the return loop and proceeded on to Atkins. As soon as the Kingston turn was in the main line at Atkins the grain train was able to depart from the Atkins passing siding and proceed to Houseman. I was the operator at fault. When travelling in a westerly direction train crews must make sure the track ahead is clear when entering a block of track. Trains of the same class travelling east are superior to trains travelling west. All three trains involved in this incident were third class trains so the Kingston turn east was superior to the other two trains by direction. All of the above would not have occurred if we had our automatic block signals completed. I would like to see the club put more priority into getting the signalling completed and getting members used to using the signals, me included.

Last session, which was the first half of the current sequence, we did not have a yard master at Kingston, meaning that crews had to do their own switching there. While that sounds all right in theory, road crews do not read through the Kingston yard master's instructions. So when Paul Atkins was co-opted into the Kingston yard master position it looked like he was in for an easy job because all the cars at industries had been picked up except for the cattle pens. The box cars from the grain train were sitting on track three ready to be set out at Murray Milling and an empty coal hopper needed to be taken to Redman mining co. Not a lot to do especially as it looked like it would some time before a train was due to arrive at Kingston. He had one problem though. A point blade had broken in the turn out at the western end of the mainline. There were ways that he was able to work around the broken point so he was able to manage quite well. Right at the end of the session Paolo Arman arrived at Kingston with the Kingston turn. It had taken almost the whole two hours for Paolo to travel from Houseman to Kingston. Peter Wilcox had his first run as a solo road crew. His first train was the coal drag from Redman mining co. at Dent to Northern electric co. at Haynes.

Even with Tony Mikolaj running the Ippinitchie creek train west we still had the steel train and the hot merchandise west left to run and the Kingston turn west had only just turned it's loco on the Kingston turntable.

The Kingston turn west not running makes for extra work during re-set next month. This type of thing has occurred at the end of each of the three sequences we have run since we began using the car order system. It seems that the sequence needs to contain less trains. If we do ever need to extend a sequence it is easier to add in a few trains than it is to re-stage trains that are out on the layout part way through their runs. Next operating session I will have a new shorter sequence. In fact two new sequences so that we can continue to run all of your favourite trains and as an added bonus having two different sequences to follow one another we will have more varied sessions.

Right: Paul Atkins in his domain as Kingston yard master. Paul graciously accepted the job of Kingston yard master, a job that can be high pressure at times especially if more than one train at a time arrives. Then at other times there can be nothing to do so you have a chance to watch what is going on elsewhere, but you do need to have a system. It is nice to have a go at multiple jobs, It makes the experience more varied, not only for yourself, but others as well.



Above: A mirror makes the Central Ports shed look longer. A train is departing Pt Douglas. When departing Pt Douglas I like the train to clear the western most turn out, then stop, while I set the line up to the passing track, station building, before I make my way out through the lift ups to the aisle from where I can drive the train to Houseman.



Above: The near cornfield meet on the single track. The Pt Douglas trains Atlantic Coast Line GP7 to the right is blocking the single track mainline. The SCR RS3 is backing the Kingston turn east up so that it can enter the reverse loop, the other track in this photo.



Left: Tony Mikolaj enjoying time as a road crew. He has just set two flat cars out at the Opie saw mill while driving the Ippinitchie Creek train.



Below: Christiaan Werk is about to cross Inge Bridge with the empty cattle train west.

For video of Pt Douglas operating during the May ops session watch.

www.youtube.com/watch?v=PdkAaYJSDr4

WHAT'S THAT CAR 2 - TANK CARS

by Ken House

Not using car reporting marks (numbers) for operations on the Southern Central Railroad does make it easier to operate, but it does mean that operators need a good knowledge of American transition era rolling stock to be able to identify the cars they need to move during a SCR operating session.

Many Australian modellers do not have that knowledge. In this series I will show members all of the types of cars used during SCR operating sessions, and then, maybe more of you will come along on operating session nights and have a go.

The SCR has two types of tank car, the oil/fuel tank car and chemical tank car. The oil/fuel tank car, just referred to as a "tank car" on our car cards, is the most numerous. The chemical tank car is always referred to as "chemical tank car" on our car cards.



Left: A typical tank car for carrying oil or fuel on the Southern Central Railroad. I call these cars normal tank cars.

They are used in the tank train which takes refined petroleum products eg. petrol, diesel, or

kerosine off line from the OP oil refinery at Opie. Also normal tank cars take crude oil from the Wallage Wells loading rack near Prattis, take fuel to Mikolaj fuel and oil at Kingston, take diesel to the fishing boat fuelling point at Pt Douglas and the car float takes them up the Warwick river.

Having a car float allows us to use all sorts of cars because there could be many a varied industries up the Warwick river.



Left: Normal tank cars on the SCR can come with either one, two or three domes.

Right: A chemical tank car at the ammonia loading rack at the coke plant by-products at Prattis.

The platform with safety hand rails around the dome is the main way to identify chemical tank cars.

As well as the ammonia loading rack chemical tank cars serve Warwick Chemical Co at Kingston and industries up the Warwick river via the car float



Above & Left: The ends of the tank cars are different.

Left: The more rounded and protruding end of the normal oil tank car.

Above: Chemical tank cars have a straighter end that is somewhat indented.....M



Above: Christiaan Werk's N&W Y6b mallets crossing Werky's Gorge. video: C Werk

— Videos —



Above: A Bachman On30 2-6-0 on the Mc Lean County RR video: K House

NER 2025 NORTHEASTERN REGION, NMRA MODEL RAILROAD CONVENTION SEPTEMBER 11-14, 2025 CONCORD, NEW HAMPSHIRE

Four Days Immersed in Model Railroading

Time to recharge your model railroad batteries? Getting a little stale on ideas to nurture your model railroading interests? How about getting out of the normal pattern? Immerse yourself in a new environment for four days with fellow modelers who have experiences and ideas that can inspire and help you recharge.

Come early, and stay late. It's Not Just About Model Railroads!

The season will be in bloom for the *Concord Flyer*. Central New Hampshire is a genuine year-round destination, drawing folks from across the US and around the globe. Most notably during autumn, where the breathtaking span of the New England natural beauty is an imperative to nature lovers worldwide.

Railroad enthusiasts and their guests too, have some special treats awaiting. A variety of tourist train rides will be available, topped by the spectacular Cog Railway up Mt. Washington and the Crawford Notch train from North Conway. Consider a cruise around beautiful Lake Winnepesaukee aboard the MV Mt. Washington or visit museums, mountain tramway rides, rail-bike outings, kayak tours. Travel along picturesque auto routes - such as the Kancamagus Highway and Sandwich Notch Road. Fill out your convention day with visits to quaint country stores and covered bridges.



Photo courtesy of Scenic Railriders

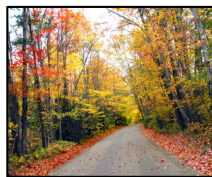


Photo courtesy of Winnepesaukee Scenic Railroad



What is special about Concord Flyer 2025?

This convention taps into Concord New Hampshire's remarkable history of intense railroading. Our clinics and workshops will feature northern New England railroading and industries served by railroads. Our layout tours, operating sessions, and model showcases will inspire you. The Concord Flyer convention team includes 15 amazing volunteers actively engaged in making this convention exceptional with dozens of other division members ready to assist at the convention. And our non-rail activities make this event fun for the whole family.

Model railroad clinics

Concord Flyer 2025 will feature 45 fresh and original clinics and workshops. Several will be related to northern New England railroads and the industries they served, such as lumber, paper, textiles, and potatoes. Special attention will be given to the Boston and Maine Railroad which was by far, the dominant railroad in the state during the 1900s.

Clinics will also be offered on the full range of traditional topics including building structures, cars, scenery, operations, electronics, photography, weathering, and overall layout design and construction.

Modeling with the Masters®

Master Model Railroaders Jim Gore and Carl Smeigh will help you expand your modeling skills. They will give you hands-on instruction and guide you through building a model during the clinic, which you can take home and add to your home layout.

See nationally recognized and other notable layouts

Prepare to be inspired! *Concord Flyer 2025* will feature many layouts for touring as well as operating sessions. Quite a few have been featured in the model railroad press, while other layouts are impressive in their own right.

Take part in 'Model Showcase' and 'Contests'

Plan to bring one or more of your models to exhibit in the Celebration Room. If you wish, you can ask that your model be evaluated for the model contest, too. Have you taken railfanning photos? Bring your favorite photos to be exhibited and evaluated. During the convention, visit the Celebration Room to be inspired by the efforts of fellow model railroaders.

Enjoy social hours, banquet, and awards breakfast

A special welcome event awaits you Thursday evening. A social hour and banquet will occur on Saturday evening. The banquet will include a featured speaker on this region's rich railroad history. On Sunday morning, enjoy breakfast as contest awards are presented.

Win awesome prizes

Visit the raffle room filled with donated rail-oriented prizes for you to win.

Easy to get to and affordable hotel

The convention facility in Concord is affordable and comfortable. The Courtyard by Marriott & Grappone Conference Center offers complimentary parking, on-site fitness center, an indoor swimming pool, a hot tub, and a business center. The hotel restaurant, The Bistro, is convenient and is where you can sit and be served or order a takeout meal.



**To learn more and see information
updates, visit the Northeastern
Region, NMRA website at
www.nernmra.org/convention2025**

Meeting Dates Scheduled Around the Divisions

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

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

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

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

Division	Meeting Date	Venue	Location
Division 1	July 19	Darren Starkey	Jimboomba, QLD
	August 22-24	NMRA AR Convention	Archerfield, QLD
	September 13	Ross Balderson MMR	Goodwin Beach, QLD
Division 2	July 19	Rob Nesbitt	Junee, NSW
	August 22-24	NMRA AR Convention	Archerfield, QLD
	August 30-31	Goulburn Exhibition	Goulburn, NSW
Division 3	July 21	TBA	
	August		
	September		
Division 4	July		
	August		
	September		
Division 5			
Division 6	July	Ron Solly	
	August	Adelaide Model Railroaders	
	September	Scott Taylor	
Division 7	July		
	August		
	September		
Division 8/9	July		
	August		
	September		
Division 10	July 12	TBA	
		No Meeting Scheduled	
	September 13	TBA	

Divisional Reports

Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)

Report for April 2025:-

Division Number:	1 (Queensland)
Month:	April 2025
Meeting Date:	12th April 2025
Reported by:	Paul Rollason and Bob Tisdall
Reporting Period:	1/04/25 to 31/04/25
Number of Members:	373
Attendance:	Members - 33 Guests - 0 Via Zoom/Teams 6 Via Facebook Live N/A Apologies - 11
Awards Presented:	Nil
Clinics Held:	2 Clinics + 1 Presentation
Future events:-	- Toowoomba, May 2025, Layout Tours and Meeting - Bowen, October 2025, Scott Whitaker O scale layout
Next Meeting:	17-18/5/25 - B Toowoomba MRC & Layout Tour, *6 Layouts Saturday *Dinner Saturday Night * Gathering Sunday

Detailed Meeting Report:

The monthly Gathering was hosted by Gary Paper's work at In-2-Joinery, 45 Tradelink Drive, Hillcrest 4118.

Paul opened the Gathering at 10.32am and thanked Garry for his hospitality. Paul went through the housekeeping procedures (Exists, Toilets, Emergency Meeting Points etc.).

There were 33 Members, 11 apologies and 6 via Zoom.



Presentations & Clinics (by Bob Tisdall)

Presentation #1 - Building Micro Trains N Scale Coupler - Mark Bailey

Mark has a collection of rolling stock from many sources and with a variety of couplings. As not every coupling is compatible with every other coupling (looking at you "Tension Lock"), he decided to replace all couplings with a standard product.

Looking at the alternatives of ready-made products Mark concluded that there had to be a less expensive solution available. He settled on Micro Trains N Scale couplers. These couplers require assembly from several parts. This is a job that needs some precision on behalf of the modeller, even with the jig that can be purchased as an aid. Still, this provides a cost-effective solution even though it requires an investment in time.



Unfortunately, most of Mark's demonstration of the assembly process was lost in the video recording due to technical difficulties. In discussions with Mark said he is recording the assembly at home and that may be available for members by the time of the next gathering.

Presentation #2 - Using advances CNC tools in woodwork - Gary Paper

Gary is the CEO and owner of 'In-2-Joinery' and an ardent railway modeller specialising of North American prototypes. Gary demonstrated several of the devices he uses to manufacture items for office and dwelling fit outs, He has an encyclopaedic knowledge of these machines and the materials he uses.

My first reaction was I would need a bigger shed!! These machines are not small.



The first machine was a very clever table saw (although that description underrepresents the capability and the clever features) costing \$100,000 or more new.

Gary described MRDF being a moisture resistant version of standard MDF. This board type uses more glue and can be stood in water without distortion.

The demonstration of perfect mitres on laminated MRDF resulted in a perfect box section. This was used to turn steel poles in an office to look like wooden features.

Gary discussed the features of the machine including a scribe saw that rotates in the opposite direction to the main saw. This scribe saw can be used to prevent chipping when using Melamine laminated boards.

The CNC machine is an automatic programmable machine. This machine accepts building instructions that originate from CAD system, the designer then develops a schedule for the machine to cut out. The machine has a "library" of cutters which are available to cut or drill into the



construction material. The item being build is held steady by a suction system that produces a vacuum through a 3mm sacrificial MDF sheet under the build sheet.

Features such as making sure that "grain" on laminated pieces is consistent are available as well as optimising cutting to minimise waste.

The third demonstration was an edge banding machine that finishes cut sheets with a veneer applied to any cut edges that may be on view.

Gary's practical knowledge and ability to explain what is going on illustrates how a precision woodworking shop operates.

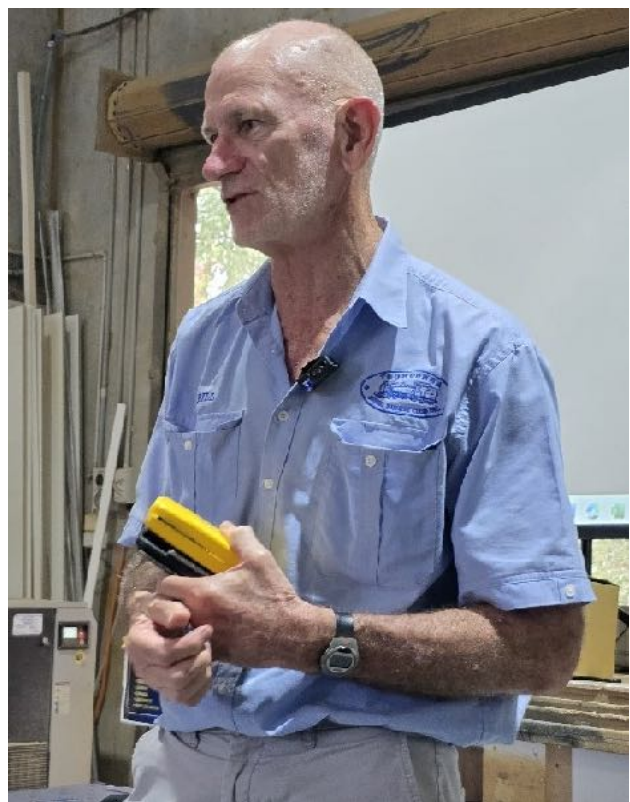
Show and Tell

Kevin Frost showed a home built "grater" (fly screen mesh on a wooden frame) he uses for creating a weathering powder from stick of pastel and a model of a woodshed.



Paul Andrews showed a "book that did not exist" illustrating the Franklin and South Manchester Railway along with a commentary of the maker of this famous layout.

Garry Paper re-appeared with a "free offer" of a jig for holding small panels while working on scratch builds.



Nigel Gartshaw showed a method of attaching a card to a DCC throttle to act as a prompt for the DCC functions available.

12:50 Lunch Break

Participants socialised whilst they had their lunch.

13:40 Return

Division 1 Report - Paul Rollason:

1. Div Super Report
 - FREE-MO layout
 - Ø 2.5 modules fully completed and a 3rd will make its way to Brisbane soon
 - Ø Garry Paper to make components available with a new light weight design. Cost TBA
 - Ø Looking for people to take on completing a module. 7 modules to go.
 - Ø Chris Patterson agreed to complete several modules at the Convention as demonstrations
 - Ø Aiming to have all modules completed by August for display at Shows in 2025.
 - NMRA shirts and jackets. Shirts \$45 and jackets \$85. Current batch distributed
 - Ø Next batch **18th June 2025**
 - Track Gauges arrived - N, Ho, HoN3, ON30 - Available from Paul (please contact)
 -

2. AR Report

- Successful Promotions Display at Bundaberg Model Train and Hobby Expo
- Ø Picked up 3 new members and a sponsor for convention
- Ø Social dinner Saturday night
- 2025 NMRA Convention.
- Ø The date is 22-24 August 2025
- § Pre and post conference layout tours and Ops sessions (19 layouts)
- § Welcome Social Gathering
- § Convention Gala 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 Costs for 7 day event \$295 (early bird fee until 30th April)
- NMRA AR AGM
- Ø Monday 28th April 7.30pm - Teams meeting
- Ø Voting will be for the increase in membership fees by Apr 24 2025 11:45pm
- Ø Non election year for positions
- 2026-2028 NMRA AR Div 1 Committee
- Ø Succession planning
- Ø Interested in a role
- Ø Mentoring for next 12 months
- Ø PR stepping down as done 2 terms.
- 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 loose 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

- 373 current Qld members (up from 371 in March)
- 3 new members last month (62 for last 12 months) - Welcome Jim Heemskerk (Maryborough) and Patricia and Richard Brown (Bagara)
- Gone Home - Nil
- **REMINDER** to all 100% clubs that EVERY member MUST be an NMRA member otherwise your club cannot be considered as a 100% club and are not covered by insurance.
- 100% also to put in their annual report to NMRA AR before 31st March each year

4. AP Awards

- Report from Arthur Hayes MMR (see report below)

5. Reports

- SIG
 - Ø Modular SIG group
- 100% Clubs
 - Ø Action MRC
 - Ø Ipswich MRC
 - Ø Gladstone and District MRA
 - Ø Miniature Train Gold Coast
 - Ø Northern Rivers MRC
 - Ø Toowoomba MRC
 - Ø Wide Bay Burnett MRC



6. **Events for the Year**

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

7. Future Gatherings

- 17-18th May - Toowoomba MRC and layout tour
 - Ø 6 layouts Saturday
 - Ø Dinner Saturday night
 - Ø Gathering Sunday
- 21 June - Craig Mackie - 22 Springfield Cres., Parkinson. Qld. 4115
- 19 July - Darren Starkey - 2-14 Glenlogan Court, Jimboomba Qld 4280
- August - 2025 NMRA AR Convention

Division One - Achievement Program (AP's) March 2025 Report - Arhtur Hayes MMR.

Certificates Awarded.

National	Golden Spike	AP's	MMR's
March 2025	7	45	2
YTD	18	109	5

Australasian Region	Golden Spike	AP's	MMR's
March 2025	2	7	2
YTD	5	15	2

AP's awarded to AR Members during March. .

Motive Power
Structures
Scenery
Civil
Dispatcher
Electrical (2).

Division One	Golden Spike	AP's	MMR's
March 2025	0	0	0
YTD	1	1	0

Other Happenings;

1. AP forms have been revised. New fillable PDF forms will be available on the website shortly.
2. Draft Evaluation Feedback form being evaluated.
3. Judging Guideline being reviewed. Mainly eliminating references to Judging.
4. Reviewing how to treat 3D printed models, mainly scanned objects.
5. Reviewing Volunteer AP requirements. To include other areas of service
6. AP's are being translated for use in the EU countries.
7. The AP App. has been developed and is in testing, this gives on-line application of documents to your local AP Manager.

Activities;

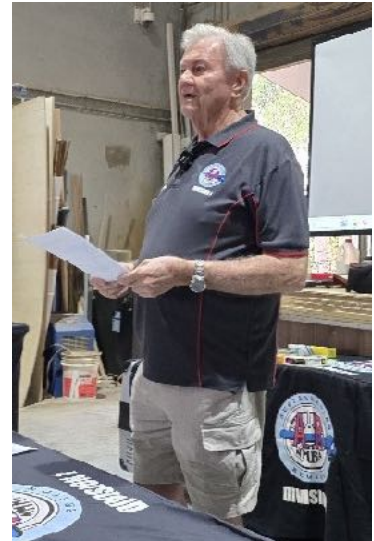
During March I visited members in the Gladstone, Bundaberg and Harvey Bay area to encourage and support them in their AP journey.

Support, encouragement and information was extended to a number of members in the Brisbane and Ipswich area. A number of our members are not far from submitting their documents for their certificates.

Volunteer Certificate: I'm sure a number of members have provided service to the division in various ways. All of which is very much appreciated by the whole membership. Could I encourage you all to sit down for a few minutes and document your service, I think you will be surprised just how many points you do have. Just like a dripping tap, it not long before the bucket is overflow. It would be great if we could acknowledge your effects to the membership.

Please come a chat with me, only too happy to assist.

Arthur Hayes MMR
QLD Assistant AP Manager.



Presentation #3 - Dean Herman - "Design and Construction of his Milwaukee Road Layout"

The story of the development of an operations layout and decisions made and the result. The first decision was what to model The Milwaukee Road - Pacific division was the prototype. It is difficult to capture the wealth of information that Dean packed into this presentation. I commend the last section of the Gathering recording. It is well worth the time to view and understand the planning process that Dean undertook before starting the building stage. He knew the purpose of the layout, how it was going to be

In The Beginning.... Planning to Make Perfect

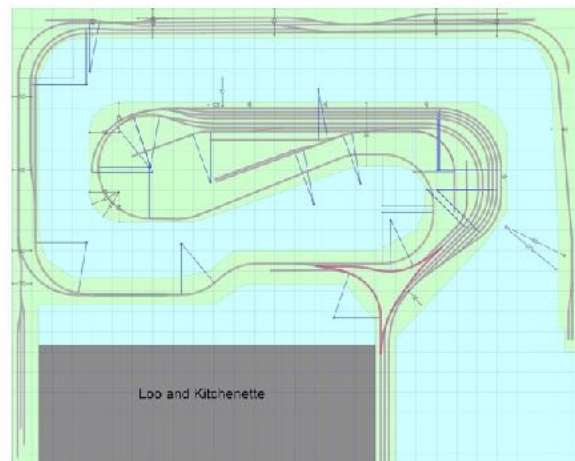
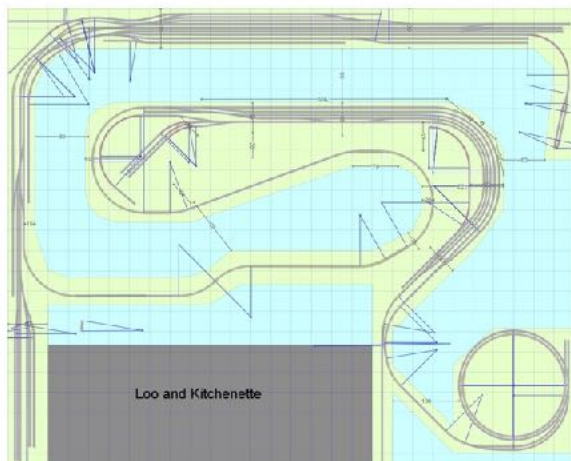


The Mission: *To create a model railroad that looks like and operates similarly to The Milwaukee Road's Pacific Extension in its final years before abandonment, consistent with my modelling skills and budget!*

operated, the period that was providing the prototype, the rolling stock he wanted to use, the length of trains to supported, the track plan, the block and signalling plan and a whole lot more.

The layout is now well under construction and Dean plans to finish it within the next twelve months.

Accurate Planning:



Capacity Planning:



Max Train Length: 3 x GP40's + 30 x 40' Cars incl Caboose = Approx 4m

Therefore all Loops must be 4.5-5m long

Therefore all track circuits 5.5m long minimum.

Terminal -> 2 track sections -> Intermediate Station ->

Helix Loop -> 2 track sections -> Intermediate Station ->

2 track sections -> Terminal.

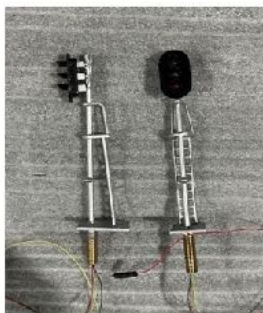
Can Leave each station on a Green Signal



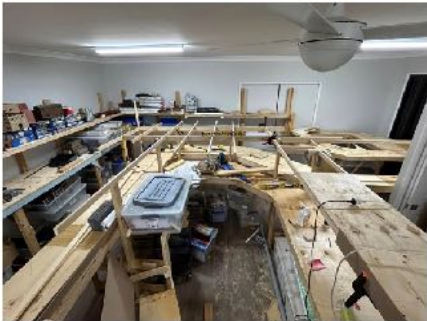
Signals and Safeworking: APB, Timetables and Train Orders

Basic Rules:

- **Timetable authorizes departure**
- **Train Orders vary or augment the timetable**
- **Eastbound trains have priority over west bound, First class Priority over Second Class**
- **Signals indicate track occupancy**
- **Yards will be free to move per Yard Limits being sure to not obstruct the Main Line when it is required**



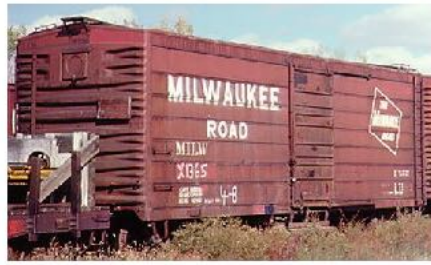
Construction Progress:



Plan, Draw, Test, Fit....



Air Slide	10
Auto Rack	12
Box Car	143
Covered Hopper	19
Dry Flow	3
Flat Car	82
Gondola	26
Grain	42
Open Hopper	73
Roofcar	28
Tank	25
Caboose	14



Freight Car Roster:



Gathering Closed @ 15:45.....M

Division 1

Paul Rollason (NMRA Inc.-AR Division1 Superintendent)
Report for May 2025:-

Division Number: 1 (Queensland)
Month: May 2025
Meeting Date: 18th May 2025
Reported by: Paul Rollason
Reporting Period: 1/05/25 to 31/05/25
Number of Members: 376
Attendance:

Members -	32
Guests -	0
Via Zoom/Teams	1
Via Facebook Live	N/A
Apologies -	13

Awards Presented: Nil

Clinics Held: 3

Future events:- Bowen, October 2025, Scott Whitaker O scale layout

Next Meeting: Craig Mackie -22 Springfield Cres, Parkinson QLD 4115

Detailed Meeting Report: by Paul Rollason

The monthly Gathering was hosted by the Toowoomba Model Railway Club (a 100% NMRA AR Club) at their club house at Lot 2 Frank Thomas Avenue, Glensvale. Qld 4350. The gather was held over 2 days with the Saturday being 6 layouts of Club members and Sunday being our formal gathering. Members of Division 1 are extremely grateful for the Club hosting this event but special thanks goes to Gary Sardoni for helping pull together the weekend.

Saturday 17th May – Layout Tour

Saturday saw us visit 6 member's houses to view their layouts

Name	Layout Description
1 Gary Sardoni	1.8m X 1.2m British OO freelance "tailchaser" steam era layout; full scenery and NCE DCC operation, allows 2 trains on continuous run.
2 Dave Lewis	N Scale Southern Pacific, in 3.9 X 3m shed, 80% scenery, island layout extending to shelf layout, 2 trains on continuous run plus shunting.
3 Aaron Durkin	Multiple freelance layouts: European modern electric HO and European HO steam both completed; American HO and American O scale, British OO and G scale on HO track all works in progress.
4 Neil Parker	2.2m X 1.5m British OO layout, LNER 1930's era, part scenery, based on Drem near Edinburgh. Features dead rail train operation.
5 Paul Andrews	HO scale layout in 6m X 6m shed on two levels, limited scenery, main feature is computer controlled operations, uses CTI operating system (rather than JMRI).
6 Bill Waterhouse	HO scale NSW layout, based on Tenterfield; in 6m X 6m room; 2 levels connected by a spiral with a return loop on each level. Electrically complete, scenery about to start.

All 6 layouts had something very different to offer and we all walked away with some new ideas/ways we could apply something to our own layouts. We are extremely grateful to each of the layout owners for opening their homes for the day and allow us to share their passion for the hobby.

A special mention goes to young Aaron Durkin (*supported by his amazing mother*) who had 11 different layouts spread over 1 room, a double garage and a 3 bay shed. Aaron has only been involved and making layouts for the last 3 years and his modelling has seen a dramatic change and his enthusiasm is outstanding. Keep it up Aaron.

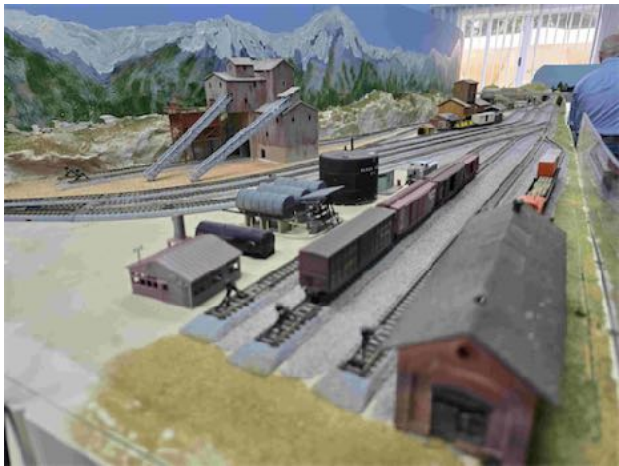
Gary Sardoni's Layout



Gary Sardoni's
Layout (Cont.)



Dave Lewis' Layout



Aaron Durkin's Layout



Neil Parker's Layout

Paul Andrew's Layout



Bill Waterhouse's Layout

Saturday 18th May - Division Gathering

Paul opened the Gathering at 10.05am and thanked the Toowoomba MRC for their hospitality and particular thanks to Gary Sardoni for doing most of the groundwork. Paul went through the housekeeping procedures (Exists, Toilets, Emergency Meeting Points etc.).

There were 32 Members, 13 apologies and 1 via Zoom.



Presentations & Clinics

Presentation #1 - David Skelton - "Rollingstock Maintenance for Great Operation"

David gave several tips on how to ensure our models run just like the prototype. David gave some statistics on the railways in the USA and how they need to ensure each and every element is well maintained to ensure efficient operations.



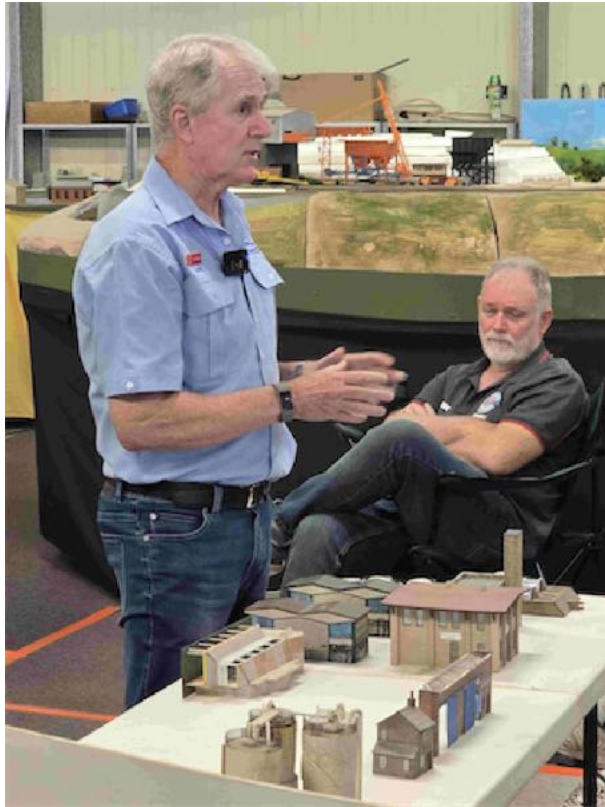
David advised the NMRA Standards go a long way to help us operate our layouts with the same reliability as the prototype and specifies things like:

- Weighting wagons
 - o 50'/175mm = 125g
 - o 60'/210mm = 145g
 - o 85'/298mm = 195g
- Couplers
 - o Coupler heights
 - o Coupler pockets
- Wagon Bogies and wheel sets
- Check everything with the NMRA Standards Gauge



Presentation #2 - Gary Sardoni - "Using 'freebie' downloadable card building kits"

Gary gave us some tips and tricks to constructing card buildings. These could be relief buildings, significantly cheaper than conventional kits, can be a great challenge, and lots of free kits available. The challenges can be not to make just a flat kit, building in relief by recessing glass and doors, taking time and hiding the edges of the card.



Card can also be used to create a back scene. Take a panorama photo, print it out on A4 pages, trim off white edges, stick it to card/back board by spraying backboard with PVA and water first then sticking the paper to it and then spray with clear varnish (this hides the glue lines and stops page curling).



Gary showed us several of his models including a magnificent Victoria style building which took 400 hours to construct.

Show and Tell

Craig Mackie showed us various items you can add to your layout such as birds (Ibis/bin chickens, chooks). Many can be obtained through Platform Printing or you can download many off the internet.

Rod Travis showed us a ON2.5 caboose which he was giving away

Mark Bailey showed us a video on how to assemble Micro-trains N Scale couplers

12:20 Lunch Break

A delicious BBQ lunch was provided by the Toowoomba Model Railway Club and over lunch participants could view the many layouts present at the Club (see photos at the end)

13:20 Return

Division 1 Report - Paul Rollason:

1. Div Super Report

- FREE-MO layout
 - Ø 3 modules fully completed
 - Ø Garry Paper to make components available with a new light weight design. Cost Freemo module kits to be forwarded members shortly (all CNC cut)
 - Ø Looking for people to take on completing a module. 7 modules to go.
 - Ø Paul R to construct modules
 - Ø Darren Lee agreed to design the remaining modules esp the 2 straight sections
 - Ø Chris Patterson to complete several modules at the Convention as demonstrations
 - Ø Aiming to have all modules completed by December for display at Shows in 2026.
- NMRA shirts and jackets. Shirts \$45 and jackets \$85. Current batch distributed
 - Ø Next batch 18th June 2025
- Track Gauges arrived - N, Ho, HoN3, ON30 - Available from Paul (please contact)

2. AR Report

- Successful Promotions Display :
 - Ø Nil in April/May

- 2025 NMRA Convention.
 - Ø The date is 22-24 August 2025
 - § Pre and post conference layout tours and Ops sessions (19 layouts)
 - § Registration bag includes a modellers apron, and many other goodies
 - § Welcome Social Gathering \$60
 - § Convention Gala dinner \$85
 - § Hands on clinics (need more clinicians esp hands on)
 - § Merchandise available (shirts, caps, mugs)
 - § Traders
 - § Layouts on site
 - § Flight Simulations and Joy Flights
 - § Off site tour - Ipswich Railway Workshops behind the scenes
 - Ø Venue - Flight One, Archerfield
 - Ø Costs for 7 day event \$335
- NMRA AR
 - Ø Digital Magazine now available to all members
 - Ø Updated member benefits now released
- 2026-2028 NMRA AR Div 1 Committee
 - Ø Succession planning
 - Ø Interested in a role
 - Ø Mentoring for next 12 months
 - Ø PR stepping down as done 2 terms.
 - 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

- 376 current Qld members (up from 373 in April)
- No new members but 3 Division 1 members were listed in other Divisions and now rectified
- Several members not renewing membership due to additional costs associated with the digital magazine
- Gone Home - Nil

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

4. AP Awards

Achievement Program (AP's)

April 2025 Report.

Certificates Awarded.

National	Golden Spike	AP's	MMR's
April 2025	2	44	3
YTD	20	153	8
Australasian Region	Golden Spike	AP's	MMR's
April 2025	0	3	0
YTD	5	18	2

AP's awarded to AR Members during April. .

Motive Power			
Official			
Volunteer			
Division One	Golden Spike	AP's	MMR's
April 2025	0	1	0
YTD	1	2	0

Activities;

Support, encouragement and information has been extended to a number of our members during the month.

5. Reports

- SIG
 - Ø Modular SIG group
- 100% Clubs
 - Ø Action MRC
 - Ø Ipswich MRC
 - Ø Gladstone and District MRA
 - Ø Miniature Train Gold Coast
 - Ø Northern Rivers MRC
 - Ø Toowoomba MRC
 - Ø Wide Bay Burnett MRC

6. Events for the Year

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

7. Future Gatherings

- 21 June - Craig Mackie - 22 Springfield Cres., Parkinson. Qld. 4115
- 19 July - Darren Starkey - 2-14 Glenlogan Court, Jimboomba Qld 4280
- August - 2025 NMRA AR Convention

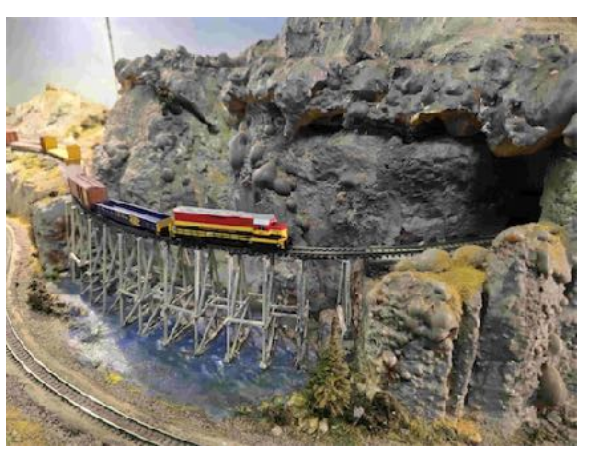
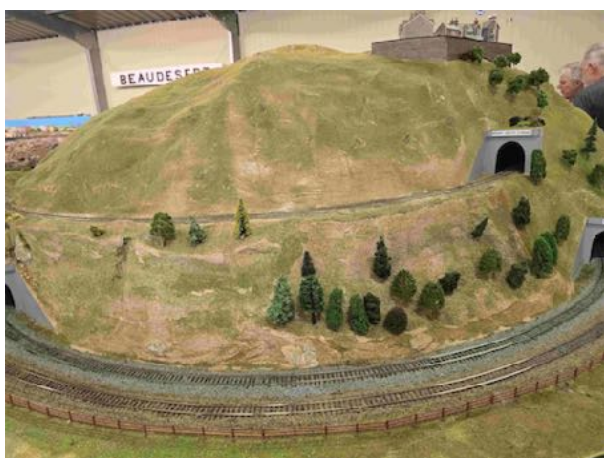
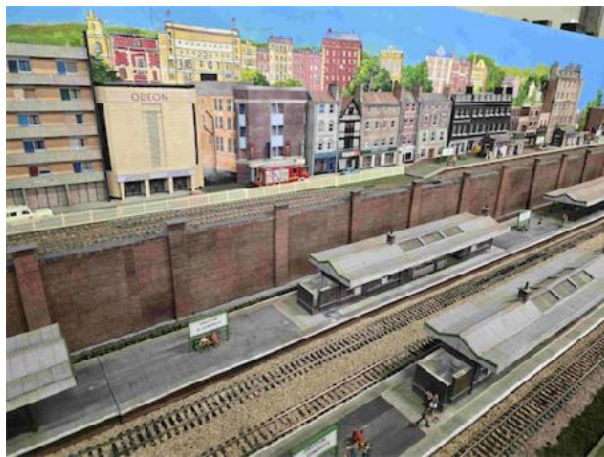
Presentation #3 - Craig Mackie - "Scratch Building the NSW NOCY Wagon"

Craig showed us the steps in the construction of his NSW NOCY wagon and how to add additional detail to the wagon.



Gathering Closed @ 14:00.....M

Toowoomba Model Railway Club Photos;- (Below)



Division 3

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

Report for April / (May), 2025 Meeting:-


Division Number: 3 (Victoria)
Month: April (May), 2025
Meeting Date: 04/05/25 (The April meeting was delayed until the 4th May)
Reported by: Peter Kendall
Reporting Period: 01/04/25 to 04/05/25
Number of Members: ??
Attendance: Members/Guests- 15
Via Zoom/Teams N/A
Apologies - 5
Awards Presented: Nil
Clinics Held: Nil
Upcoming Events: Ballarat June 7-8
Waverly June 7-8
Next Meeting: Sunday May 25 at Peter & Julie Kendall's Essendon.

Detailed Meeting Report:

- Mick Bennie conducted the meeting in the absence of Peter Kendall
- Discussion concerning the new annual fees and the current situation.
- A great day involved with Gavin's narrow gauge layout as well as great running on his garden layout.

The **Fairhaven Meeting** was held on the **4th May 2025** at the home of Louise and Gavin Hince. A sunny but windy morning at their beautiful beach side home at Fairhaven. Gavin had his 45mm garden railway open for visitors and a number of people brought locos and carriages for a running session. Gavin's layout is dead rail so a number of battery and live steam locos put on a show for the crowd. Gavin also had his On30 VR Narrow Gauge layout in operation. The layout, in a



studio adjacent to the garden railway, is themed on the Otway Ranges and explores a fictional extension from Crowes to the coast. All of Gavin's locos and rolling stock are operational, along with Mick Bennie's visiting NK1 and trailer.....

Items for Display:

- Paul Richie Miniprint detail parts and 4 magazines
- David Price Bachmann Quarry Hunslet
- Phil Hillebrand Reference Guide to Signals & Inter. Kalmbach (by Dave Abels)
- Mick Bennie 45mm Timber Tractor with 2 log cars (R/C with sound)











MMR EARNED

PETER KENDALL

EARNs

MASTER MODEL RAILROADER® #790

Inspired by the steam era and narrow gauge railways, model railroading has been a fantastic hobby for me for the last 30 years. I joined the NMRA about ten years ago, and it has introduced me to many like-minded modelers. Their knowledge and experience with model railroading have really helped me develop and diversify my skills in the hobby. Over that period, I have completed numerous layouts, mainly in HO_n30, On30, and On18.

In recent years, I have focused on creating portable exhibition layouts that are slightly different from the usual. My free-lance modeling style involves exotic locations, waterfront scenes, a variety of lighting solutions, and interesting storylines that justify particular visual themes. Some layouts represent railways from Southern Australia, Tasmania, and Sri Lanka, along with novelty layouts displaying “haunted” and “underground” scenes. I particularly enjoy talking to members of the public during these exhibitions. Explaining the hobby’s technical, historical, and artistic aspects is a great way to highlight model railroading’s diversity of interests.

Like many modelers undertaking the Master Model Railroader challenge, working toward the required certificates has taken me outside my comfort zone. I have needed to learn new skills and seek ad-



vice, particularly in areas where I have less experience. Great Australian modelers, including MMR® Peter MacDonald, Bill Black, MMR® Laurie Green, and Grant McAdam, have been a great source of advice and inspiration. David O’Hearn, our Australasian Region Manager, has also been very helpful in explaining some of the technicalities of the MMR® process.

Challenging and frustrating at times, ultimately, my involvement with the

MMR® journey has been a very enjoyable and satisfying experience.

Certificates Earned
Peter Kendall, MMR® #790

Association Official
Model Railroad Author
Master Builder – Motive Power
Model Railroad Engineer – Electrical
Master Builder – Structures
Master Builder – Cars
Master Builder – Scenery

June 2025

55

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.

Division 3

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

Report for May, 2025 Meeting:-

Division Number: 3 (Victoria)
Month: May, 2025
Meeting Date: 25/05/25
Reported by: Peter Kendall & Rod Hutchinson
Reporting Period: 05/05/25 to 31/05/25
Number of Members: ?
Attendance: Members/Guests- 22
Via Zoom/Teams N/A
Apologies - 4
Awards Presented: Nil
Clinics Held: Nil
Upcoming Events: Ballarat June 7-8
Waverly June 7-8
Next Meeting: Euroa in rural Victoria on the 15th June at 11:30 am.

Detailed Meeting Report:

- Discussion was conducted concerning the clubs DVD collection. Due to the ready availability of information on the internet and on forums etc., member agreed that there was no longer any need to retain this collection. The DVDs were then made available to members who were interested in retaining them for their own use. Approximately half were collected on the day with the remainder to be made available at meetings later in the year. Rod Hutchinson is currently storing the remaining DVDs.
- Notification of the 2026 Easter Narrow Gauge Convention in Melbourne
- Discussion concerning the new annual fees and the current situation. Members were encouraged to renew their membership.
- Mark Bean was presented with his 25-Year NMRA membership award.
- Notification of the date change for the Oct Meeting to the 12th Oct. Reminders will be sent closer to the date.
- Members inspected some of the Laurie Green dioramas that have been recently restored. These dioramas will be displayed at the upcoming AMRA Exhibition later in the year.

A HOn30 home layout along with HOn30 and On18 exhibition layouts were also on display.

The April meeting was shifted to early May to avoid a clash with Easter. As a consequence there were two meetings held in May. One at Fairhaven on the SW coast of Victoria and the 2nd at Essendon which is close to Melbourne.

The **Essendon Meeting** was held on the **25th May 2025** at the home of Julie and Peter Kendall (Supt.). A sunny but windy day ensued and most attendees were able to soak up the sun or keep warm out of the wind. Peter Kendall is a prolific layout builder with a large HOn30 home layout and a mix of HOn30 and On18 very portable exhibition layouts.



Peter Kendall has become MMR790 on the completion of all tasks required of the Association. (See page 67)

Mark Bean received a 25 year membership award plaque for his devotion to the hobby. (Right)

Our superintendent mentioned the recent membership fee increase which allows all members access to the digital version of the "NMRA Magazine". The Australian price rises will occur as a two step process.

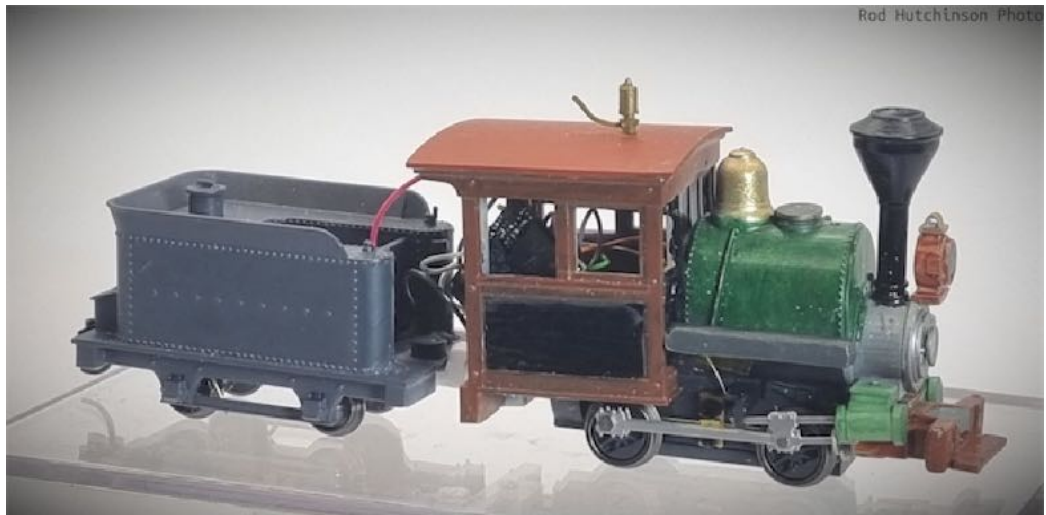


The Australian Narrow Gauge Convention will take place in Victoria at its previous venue, Carwatha College, during Easter 2026 (3rd-5th April 2026). Dinner will be held at the Stamford Hotel, Rowville.

Most of the railway modellers spent the day in the "crew room" discussing all manner of issues. A great social day was had by the 22 members and guests in attendance. Our hostess put on a sumptuous repast, thoroughly enjoyed by all. Our superintendent, Peter Kendall, delegated Rod Hutchinson to present the NMRA thank you plaque to Julie Kendall.....

Items for Display at Essendon Meeting

Paul Ritchie -
Toma Porter
HO_n3 (Right)



P e t e r
K e n d a l l :
Layouts and
On18 Locos
(Below)







Rob Goslin:
N scale Mechs *(Right)*

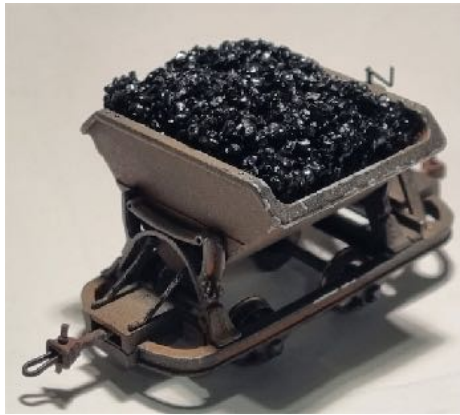
Peter MacDonald: On30 Puffing
Billy NA. (no photo)



Roger Hill: On30 Baby Krauss *(Below)*



Rod Hutchinson: On30 Simplex and Bachmann V Tippers *(Below)*



Division 3

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

Report for June, 2025 Meeting:-

Division Number: 3 (Victoria)

Month: June, 2025

Meeting Date: 15/06/25

Reported by: Peter Kendall

Reporting Period: 01/06/25 to 30/06/25

Number of Members: ?

Attendance: Members/Guests- 13
Via Zoom/Teams N/A
Apologies - 7

Awards Presented: Nil

Clinics Held: Nil

Upcoming Events: Stawell July 12-13
Sunshine Aug 2-3
AMRA Showgrounds Aug 2-3
NMRA Convention Brisbane Aug 20-26

Next Meeting: Mick and Gabbie Bennie's in Wallan on Sunday 20th July.

Detailed Meeting Report:

Members enjoyed a rather cold day but enjoyed the extensive display of layouts and collections that Glenn has assembled over many years. This included his N-Scale and G-Scale layouts as well as a fantastic array of other model railway material stacked to the roof.

Members were also able to inspect the first-stage construction of Jack's O-Scale standard gauge layout with running on part of the initial track work. This layout is to be relocated to Jack's home and transported in nine separate modules. It will then be on display during our November meeting later in the year. An event not to be missed!

Mick Bennie provided a report on his visit to the Adelaide Train show as well as an expanded discussion on numerous scales and gauges in model railroading. This was all prompted by some of Glenn's Fn3 models and his numerous versions of US, UK & Euro O-Scale models.

Noel Purdey presented information on the newly formed T-Trak Cooperative, the upcoming Goulburn Valley Show in Oct and the Mornington-MtMartha Model Railway Club. Information concerning these matters will be posted to all members shortly.

Members also discussed the excellent Ballarat Exhibition held during the recent long weekend. Paul Richie had his "Kathy's Cove" layout and other displays at the event. Grant McAdam, Rob Goslin and Peter Kendall also represented the NMRA at the Waverly Show with their displays.

A reminder of the 2026 Easter Narrow Gauge Convention in Melbourne. It will take place in Victoria at Carwatha College, during Easter 2026 (3rd-5th April 2026). Dinner will be held at the Stamford Hotel, Rowville.

Notification of the date change for the Oct Meeting to the 12th Oct. Reminders will be sent closer to the date.

Upcoming Expos/Train Shows:

- Stawell July 12-13
- Sunshine Aug 2-3
- AMRA Showgrounds Aug 2-3
- NMRA Convention Brisbane Aug 20-26

Items for Display at Essendon Meeting

Peter McDonald: TEMV Mini Pedestal & Vice

Grant McAdam: O-Scale buildings (small cottage, false fronted shop & shop under construction)

Paul Richie: 2 magazines and small HOn3 power truck

Noel Purdey: pocket modules using untrack

Philip Hillebrand: tortoise and cobalt point motor & installation template
Peco code 100 sleepers
drilling jig for spiking flex track

Next Meeting:

Our July meeting will be held at Mick and Gabbie Bennie's in Wallan on Sunday 20th July.....



Division 4

From Frank Godde, MMR® (NMRA Inc.-AR Division 4 Superintendent)
Report for April, 2025 Meeting:-

Division Number: 4 (Western Australia)
Month: April 2025
Meeting Date: 27/04/25
Reported by: Frank Godde
Reporting Period: 1/4/25 to 30/4/25
Number of Members: 15
Attendance: Members - 7
Guests - 0
Via Zoom/Teams 0
Apologies - 0
Awards Presented: Frank Godde - Official
Clinics Held: Nil
Upcoming Events: Nil
Next Meeting: Frank Godde, 5 Leiden Place, Forrestfield, 18th May 25
Detailed Meeting Report:

The meeting was held a week later this month due to Easter Day being on our usual day.

We went to Matt's place for this one and viewed his newly purchased HO layout which he had fitted into the corner of his train room. Some adjustments were needed to accommodate the layout. So, a lift up entrance was made to obtain entry into the space behind, but the HO train did run quite well over the track. Matt said that he would work on the new layout to enhance it's features and work towards his Golden Spike certificate being part of the AP program. The computers had been moved into the other corner and the tools were placed out side under cover of the lean to.

Rod Tonkin brought along two HO bulldozers one weathered and one still in it's original look. He also brought along a UB 35 (from Athearn).


We discussed the skills of our modellers in their own scales and how varied we all are.



The topography of the portable layouts was mentioned and it was decided to work on this before we glued down any more track. We will groove the layout base near the track to give it more perspective and include more scope for scenery. We did not do any work on the portable layout this day.

Finally, Alan Burrough presented Frank Godde with his AP "Official" certificate. Frank has been the Division Superintendent twice now and is also on the ARC for NMRA AR.

We want to thank Matt and his wife for hosting the April meeting. It's always a very welcome afternoon tea at our meetings

The next meeting will be at Frank Godde's place 5 Leiden Place in Forrestfield on the 18th May at 2pm.....

Division 4

*From Frank Godde, MMR® (NMRA Inc.-AR Division 4 Superintendent)
Report for May, 2025 Meeting:-*

Division Number: 4 (Western Australia)
Month: May 2025
Meeting Date: 18/05/25
Reported by: Frank Godde
Reporting Period: 1/5/25 to 31/5/25
Number of Members: 15
Attendance:
Members - 4
Guests - 0
Via Zoom/Teams 0
Apologies - 3
Awards Presented: Dave Whibley - Motive Power
Clinics Held: Nil
Upcoming Events: Nil
Next Meeting: AMRA Club House, 20th July, 1.00pm.

Detailed Meeting Report:

The meeting was held at Frank Godde's place and with only four members present it was a very quiet meeting.


Frank mentioned that he has had no information about the AMRA show to be held in June, it was confirmed that it will be staged on the 21st and the 22nd of June at the show grounds.

Awards presented, David Whibley with his Motive Power; Dave now has 5 of the 7 that are required to become an MMR.

The subject of the bank book was brought up and it was decided to leave things as they are.

We decided not to have a meeting for the June meeting seeing that the AMRA show would be on and most of us would go to that one.

The next meeting will be at the AMRA club house where we will be running trains for the day starting at 1 pm on the 20th in July.

I closed the meeting down and we all went into the G gauge room for a look at the progress of what's been happening in there.....



Division 5

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

Report for April, 2025 Meeting:-

Division Number: 5 (New Zealand)
Month: April, 2025
Meeting Date: --/4/25
Reported by: Philip Sharp
Reporting Period: 01/04/25 to 30/04/25
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:

It was a reasonably quiet month for activities that involved NMRA members.

American Central Model Railroaders

The members of the American Central Model Railroaders Group held one operating session in April. This session was at Steve Thomas's layout and is reported upon in *Highball* #398. The group plans three operating sessions in May.

City of Sails Model Railway Club

The April meeting of the CoSMRC was postponed to May 7 and held at Anthony Eames's layout. The layout is in a double garage and of modular design. This was the first time the club had visited Anthony's layout. I found the visit enjoyable and I look forward to more visits.

The main activities at the meeting were discussions on many topics and a car cards operating session.

The topics discussed included the results of the ballot on the annual membership fee increase, the effect of the tariff war on the hobby, and the upcoming AMRA and national conventions. There was also a discussion about the offer from two CoSMRC members to assist with the AR website.

Michael Hill who is the president of the City of Sails and Western Suburbs MRCs announced at the meeting that the clubs will host a Free-Mo event on July 5 and 6 this year. The event will be in a school hall that is being hired for a small cost. The modules at the event will include those of non-members. The aims of the event include having fun, testing modules that might be used in this year's Morrinsville Free-Mo event, and helping modellers gain experience with Free-Mo events.

The first photograph below shows four people operating and three people in a deep discussion. L-R: Anthony, Michael, Craig, Joshua, Paul, Alex, Stephen.



The track plan of one module on the layout, see the photograph below, was complex for a module and provided plenty of shunting opportunities.

Another photograph of the layout.....



Division 5

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

Division Number:	5 (New Zealand)
Month:	May, 2025
Meeting Date:	- /5/25
Reported by:	Philip Sharp
Reporting Period:	01/05/25 to 31/05/25
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:

AMRA

The main activity for American modellers in New Zealand during May was the 2025 national convention of New Zealand's American Model Railroaders Association. The association has been overseeing biennial conventions since 1979. The conventions are referred to as AMRAs and held in odd-numbered years. The association also oversees mini-AMRAs in even-numbered years. These conventions are one day shorter than AMRAs.

The 2025 AMRA was held at the Porirua Club in Wellington from the evening of May 30 to the morning of June 3. There were pre-convention operating sessions and two post-convention activities. One hundred and ten people registered for the convention. Five people withdrew to leave 105 attendees.

Although the 2025 AMRA was not an NMRA event it was well supported by Division 5 members. Over half of the Division 5 members attended the convention, and all four clinics at the convention were presented by Division 5 members.

Saturday and Sunday mornings of the convention were devoted to clinics and spending money at the trade tables. Saturday and Sunday afternoons were devoted to layout tours, eleven layouts in all, and spending money at the trade tables.

The convention dinner was Sunday evening. The dinner was followed by a talk on the restoration of the steam locomotive Ab608. The presenter was New Zealand musician Wayne Mason. Wayne had been heavily involved in the restoration. Excluding volunteer time, the restoration cost between NZ \$500,000 and NZ \$600,000. After Wayne's talk, I presented Kel Sherson MMR with his MMR plaque.

Other than brief announcements during the convention, the only administrative part of the convention was the 20 minute business meeting on Monday morning. People who helped with the running of the convention were thanked, and the two clinician present were given certificates of appreciation.

Next was the discussion of where the next mini-AMRA and AMRA will be held. The 2026 mini-AMRA will likely be in Christchurch. No one volunteered to host the 2027 AMRA. After the business meeting a group of modellers from the Waikato, a province south of Auckland with Hamilton as its main city, said they were interested in hosting the 2027 AMRA. Waikato modellers have a lot of experience running AMRAs and mini-AMRAs and I expect the 2027 AMRA will be in the Waikato.

After this discussion I presented Brian Roulston with his 25 year NMRA membership plaque.


The 2025 AMRA was very successful. I believe the main reasons for this success were:

- a) The registration fee was reasonable. The NZ \$190 (AUS \$176) for the five-day convention included lunches and dinners on Saturday and Sunday.

- b) There was a good variety of activities on Saturday and Sunday. These activities included clinics, layout tours, and plenty of time to visit the trade and the buy, sell and swap tables.
- c) The American Model Railroaders Association has a very simple administrative structures. No officers, no committee, and no funds. No meetings except for the yearly business meeting. Each AMRA is organised by a local committee..

CoSMRC appoints a new secretary

After six and a half years in the role, I stepped down as the secretary of the City of Sails Model Railway Club. I stepped down partly because I believed it was time for new blood in the role.

And new blood we got with eighteen year-old Joshua Hill being appointed to the role. Joshua has been an NMRA member for five years and is in his last year at high school. Joshua received strong support from Paul Hobbs and me for the role.....

Magazine Publishing Deadline Dates

If any member wishes to submit **An Article** for publication in MainLine, your article may be submitted at any time and it will be included in a future edition, where the subject matter will allow for a balanced number of differing subjects to be included, and where the number of available articles will allow for that to occur.

If you are providing any type of report, then **All Report Types** can be submitted at any time with a deadline date being as shown below, which is 10 days prior to the end of the month of publication.

This criteria is requested to ensure that the editor has sufficient time to complete the bi-monthly edition of MainLine in the required time frame.

If you are providing a **Divisional Meeting Report**, please submit your report as soon as possible after each monthly meeting, with the deadline date being as shown in **All Report Types** below. If your meeting is scheduled after the deadline date, then the cut off date is 5 days prior to the end of the month as shown.

This criteria is requested to ensure that the editor has sufficient time to complete the bi-monthly edition of MainLine in the required time frame.

File Types:- For all submissions, text files saved as MSWord, Pages or Open Office files are preferred with limited text and page formatting. Please don't send pdf files, they are unsuitable for use in this publication.

Photo Types:- For all submissions, photographs are preferred as jpegs or png file types and to be resized to under 300KB in size.

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

September / October 2025

Deadline date for All Report Types = 19th August, 2025

Date for Reports of Div Meetings that occur after the Deadline date = N/A (Convention)

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

November / December 2025

Deadline date for All Report Types = 21st October, 2025

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

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

Division 6

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

Report for May, 2025 Meeting:-

Division Number: 6 (South Australia)

Month: May 2025

Meeting Date: 10/05//25

Reported by: Scott Taylor

Reporting Period: 12/04/25 to 10/05/25

Number of Members: 54

Attendance:

Members -	18
Guests -	0
Via Zoom/Teams	0
Apologies -	2

Awards Presented: Nil

Clinics Held: Nil

Upcoming Events: AMRE Show, 7-9 June 25, Adelaide G/hound Park, Angle Park

Next Meeting: Adelaide Model Railway Exhibition (As Above)

Detailed Meeting Report:

On a beautiful Adelaide autumn day David Orr hosted the Div 6 meeting at his residence. We had eighteen people in attendance, so we had a very good turnout



indeed. We discussed a number of topics on model railroading, the upcoming model railway expo and then enjoyed the afternoon tea.

Sadly, this was to be David's last meeting as a host for the NMRA and also for his railway, the On30 MacClean County RR. (he's considering a possible whole new change)

During the meeting David Teague carried out electrical testing and tagging of electrical items in preparation for the AMRE.

Achievement Program:

Ray Brownbill reported that only 3 awards were given in Australia, since the last meeting - 1 each in NSW, QLD, and WA. With 44 AP certificates awarded worldwide.

Library:

Michael has worked on updating the current listing of available items and will send to all members shortly. The Div has some double ups with a small number of DVDs and those superfluous items are available for personal purchase at the princely sum of \$1 each.

Finance:

Peter has been working updating the banking details for the accounts since the changeover. As well as auditing accounts, ensuring everything is in order.

AMRE (Adelaide Model Railway Exhibition):

Ron reports that exhibitor passes for the event have been printed, with each tag also holding the meal tickets. Exhibitors have increased from 250 people up to 419 over the stalls and railways. The roster for the weekend has been compiled of those volunteering at the NMRA stand. Jane and Michael will be attending the Sunday Night Dinner.

ARC:

Breakdown of the AGM and voting results.

Round the group

Michael Robinson - Michael says he's been working on a lot of scenery for his layout, as well as constructing a chain link fence topped with barbed wire to go around his electrical substation, plus putting in a tennis court (not part of the sub-station).

Vern Cracknell - Vern has continued on work with the Paddy's Market Diorama. Making market stalls, veggies, fruit, produce crates and people. Utilising ply, modelling clay and other materials to create the market.



submitted some progress pics and the diagrams to make his umbrellas as featured from the last meeting.

David Orr - David showed off the Arduino kits he uses on his layout. Doing a breakdown of the types of kits, along with cost comparisons between name brand and generic items available. As well as talked about the programs and Wi-Fi plug-ins that add extra functionality.

Jim Gifford - Has been doing further refinement on his layout, reducing some of the operations involving the yard work and streamlining co-ordination. With new printed cards that will supplement his updated card system, the plan is to have everything ready by the July meeting. Also, Jim has installed a new PIKO decoder into a Krauss Maffei locomotive, 2 hours of work, and the new chip has 20 functions!

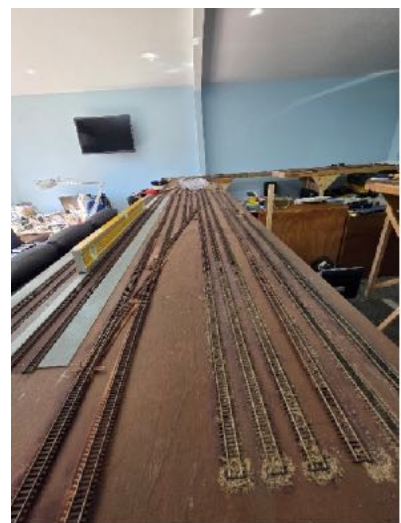
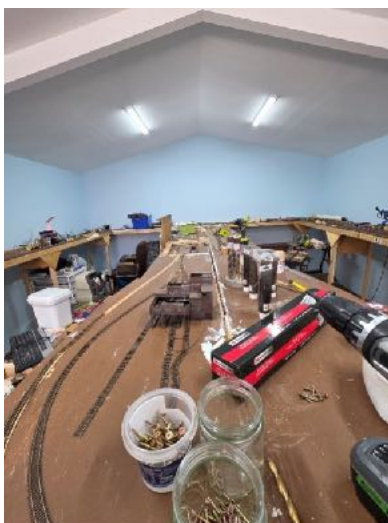
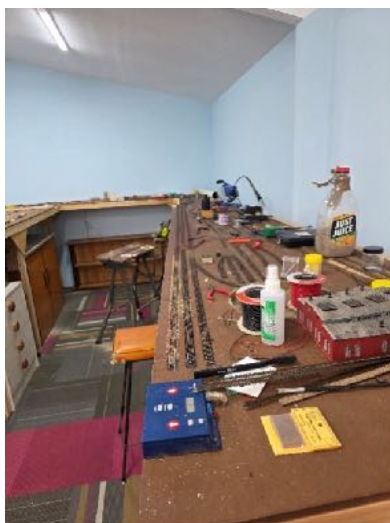
Jane Robinson - Doing some work on the gardening and supporting Michael's layout work with models and trees.

Rowan Lee - Recently bought a O scale backwoods layout and has been busy working on the getting it operational. He bought along some of his small industrial GE locos to show.

Graham Cox - Graham has been in the process of finding models for his layout, at present he is working on an Outback Models car repair shop. With 3d printed detailing parts coming from suppliers in China.

Ron Solly - Ron in conjunction with Ray have been working on the staging yard expansion for Bob Bevan. He's been busy working on the wiring and doing the layout panels. Ron's also working on another layout for a friend, this time in O scale! The panels will interlock with the signals and the turnouts. The layout also has a sector plate / traverser for building or breaking down trains.

John Marsh - John has possession of his late father's 2 ½" inch gauge live steam locomotive. His father started the project in 1947, but never got around to finish the loco, John took up the reigns later to finish the loco, with some help from a friend. On top of that John has been working on the framework in his shed, and laying trackwork, with the aim to complete a yard, ballast it and have it ready for operating.



Tony Mikolaj – Has been working on his loco's modifying them to work better with slow speeds, ballasting track for display.

Ken House – Ken has been working on a Steel Mill for AMR. Also, Ken has been working on installing push rods for his switches on his home layout. For ease of use, he's had them sited in small trench cut into the cork bed. Then he applies tape over the trench, so once ballast is applied, it does not interfere with switch operation.



David Teague –Busy with EIT tagging.

Rod Stewart – future track planning, needs to renew 40-year-old areas to improve operation and also planning an operating session.


Ray Brownbill – Has been 3d printing HO scale pallets as well as a new holder for his LENZ controllers. He has found that when the new remotes are placed into the cradle, it happens to activate the locos to move at very low speed unintentionally. On top of the printing, Ray has been carrying out some maintenance, operating session preparation, plus packing some items for the AMRE second hand store.



Scott Taylor – Has made progress with the MBT body in large scale, with improvements to the 3D prints. The model is at the stage of initial painting and the first of coats of varnish. Once decaled, it will be finished off with varnish to seal the decals and detailed. Scott is currently doing up the SAR M Van 3d print files which is the basis for the MBT and hoping to have both close to finish by the AMRE.

The meeting closed at 2.28pm

Next meeting

Our next meeting will be at AMRE Exhibition, Angle Park Greyhound Park. Kings Birthday Long Weekend.....

Division 10

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

Report for May 2025 Meeting:-

Division Number: 10 (Tasmania)
Month: May 2025
Meeting Date: 10/05/25
Reported by: Eddie Gallier Jr.
Reporting Period: 01/05/25 to 31/05/25
Number of Members: 12
Attendance:
Members - 4
Guests - 0
Via Zoom/Teams 0
Apologies - ?
Awards Presented: Nil
Clinics Held: Nil
Upcoming Events: Nil
Next Meeting: TBA.

Detailed Meeting Report:

A Division meeting was held Saturday, 10 May at Eddie Gallier's house. One third of the Division 10 membership were in attendance. We talked about the Achievement Program, future meetings and how to connect to meetings remotely.

Options for connecting remotely to our meetings had been explored. The limitations of commercially available platforms were unacceptable for our purpose. We have started connecting to the NMRA Interchange. Gert "Speed" Muller, the NMRA IT Manager has helped us get started and attended our May meeting to help us along. Speed has also set up a private meeting room for Division 10 on the NMRA Interchange. We are discovering and exploring what the NMRA Interchange has to offer.


Pat Britten brought along some items for showing. He had two kits from Rags to riches, the Kimball Store and JJ .Harris warehouse. Pat also brought an On3 loco that was hand built by master loco builder Ron Cullen of Melbourne.

Kevin Brown brought a collection of videos that, unfortunately, I did not get a chance to look at.

I had a few of my HO scale house projects and the Flinders Street Station project on display.

Planned 2025 Meetings:

7 June
12 July
13 September
15 November
13 December

Our new facebook group for Division 10 is beginning to get some content.....

VALE

Peter King

NMRA Member No: 700271 00

Division 6 (SA)

Joined the NMRA in April 2008

Passed away in 2025

Peter was 86

It is with much sadness that I must mention of Peter King's passing recently. He was a regular attendee of our NMRA meetings until ill health several years ago meant that he could no longer attend.

Peter was held in high regard and fondness by all those who knew him. His congenial nature plus passion for both trains and gardening brightened our meetings exhibitions and operating sessions. (Scott Taylor)



VALE

Peter Norman Scarfe

NMRA Member No: 098840 00

Division 4 (WA)

Joined the NMRA in June 1999

Passed away 23rd May 2025

Peter was 94

It is with sad regret that I announce the passing away last night the 23 May of long time member Peter Norman Scarfe. Peter had just turned 94 early May and was living in a care facility in Vivash just outside Midland.

Peter supported the NRMA all his life, and will be greatly missed. (Frank Godde MMR)

VALE

Paul Smith

NMRA Member No: 106842 0A

Division 7 (NSW)

Joined the NMRA in September 1995

Passed away on the 5th May 2025

Peter was 80+ years old

It is with a very heavy heart, I would like to advise you of my husband Paul's passing. He passed away on May 5th.

Whilst he hadn't attended meetings in recent years, he had been a member for perhaps 30 years, and enjoyed reading the various information that came through from the NMRA. During the time of his membership, we met many people at the monthly meetings and they were enjoyable times. (Sue Smith)

What's in the Next Edition

- *Graeme Bull has been working on his layout with the help of a few friends for many decades, and in this article, Jeff Lee MMR® will outline what they have been up to.*
- *In the final of a number of short articles that Mick Bennie has provided for inclusion in the last four editions, Mick describes how he uses old rail for 'Scrap' loads.*
- *Any articles that are sent in for future editions will be welcomed additions!!*

Please be aware that due to the AR Convention, the deadline date for reports for the next edition has been changed.