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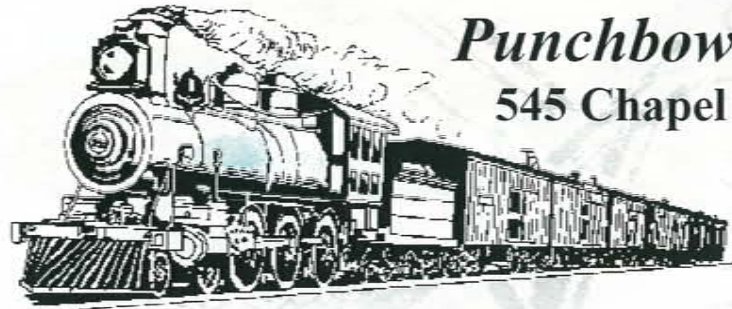
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MainLine

May 2003
Volume 20 Number 2
www.nmra.org.au

In this Issue:
The Cackle Train
New Product Reviews
Region Trustee Election
on30 Scale Model Trains
Narrow Gauge Convention Report
Brass, Investment or Waste of Money?



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Australian, American, New Zealand & British Videos. N Scale Magazine, Model Railroader, Rail Model Journal, Pacific Rail News, Trains, Narrow Gauge and Shortline Gazette, Australian Railways, Roundhouse Bulletin, Australian Model Railway Magazine, Pacific Railway, Railway Digest, Main Line Modeller, Continental Modeler and Model Railroad Craftsman.

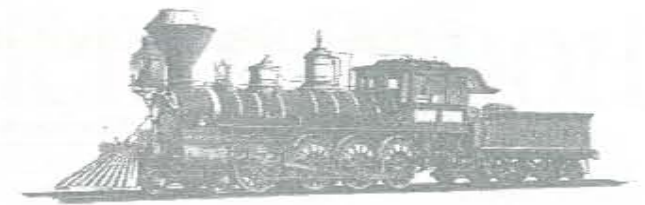
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ON THIS COVER:

A short blast on the whistle and Shay No. 3 heads from the mill with a load of replacement rail ties to the track maintenance gang deep in the forest. This scene from the 'Red Stag Lumber Company' featured at the Narrow Gauge Convention. Digital Photo manipulated in Paint Shop Pro 7, Olympus 2.5 Megapixel Camera.

The next MainLine will be available August 9th.
featuring C B & Qs "Pioneer Zephyr" & Modelling for the Disabled.



Schedule of Divisional Meetings for 2003

Division 1 Queensland

June 14 th / 15 th	Toowoomba Model Train Exhibition NMRA (Div 1) Stand		
July 12 th	Ken Leitch	10 Stephenson Court,	Beerwah.
September 13 th	Denis Lane	3 Tyron Close,	Springwood.
November 8 th	Graham Prideaux		
December 7 th	Division 1 Christmas Lunch		

Start Times 1.30pm. For details of Queensland meetings and venue addresses, please contact Glenn Stevens. (07) 3207-2442

Division 2 New South Wales

Sydney meetings organiser John Baker (02) 9629-2349. Meetings start 2.00 Saturday unless indicated differently. Please note new postal address for John Baker: 54 - 60 Roseberry Rd. Kellyville. Same house, different address.

24 hour recorded message meeting information line now in operation for NSW Group (02) 9975-5565

June 14th	Lyndon Spence	53 Springfield Ave.	Figtree (Wollongong)	(02) 4272-9245
July 5th	Dence Park, one day convention.			
July 13th (Sunday)	Don Davis	5 Wake Place	Kings Park	(02) 9671-4351
August 9th	Sowerby Smith	174 Fullers Rd	Chatswood	(02) 9411-5726
September 13th	Trevor James	124 Mandalong Rd	Mandalong (Morrisset)	(02) 4977-2816
October 12th (Sunday)	Modular Group			
November 22nd	John Saxon	186B Davistown Rd.	Yattalunga	(02) 4369-7453
December	Venue to be Decided			

Division 2 Canberra

June 14th	John Gillies	14 Earle Street	Lyneham, ACT 2602	(02) 6248-8408
July 5th	John Prattis	159 Jackie Howe Cres.	MacArthur, ACT 2904	(02) 6291-7898
August 9th	Peter Weller-Lewis	5 Tarilta Court	Nth Terrace, Queanbeyan	(02) 6284-4363
August 30th	Stephen Walker	5 Pasmore Close	Kaleen, ACT 2617	(02) 6242-8786
September 27th	Jess Brisbane	17 Forwood Street	Monash, ACT 2904	(02) 6291-4260 (H) 0404-254-910 (mobile)
October 25th	David Service	1 Kleinig Street	Nicholls, ACT 2913	(02) 6255-7477
November 22nd	Stephen O'Brien	138 Nemarang Crescent	Waramanga	(02) 6288-3614

Division 3 Victoria

All meetings start 11.30 Sunday. * N.B. Meeting is being held on the third Sunday of the month.

June 15th*	Gavin Hince	25 Dwyer Street	Clifton Hill	(03) 9489-4527
July 10th*	Bob Backway	4 Tor Road	Belgrave Heights	(03) 9754-6502
August 10th	Rod Hutchinson	40 Erskine Ridge (Cnr Hedwig Drive)	Mooroolbark	(03) 9726-6187
September 14th	Peter MacDonald	4 Boyd Street	Bacchus Marsh	(03) 5367-3601
October 12th	Graham Meyer	2 Elizabeth Court	Emerald	(03) 5968-4518
November 9th	Geoff Truman	12 Goodwin Close	Hoppers Crossing	(03) 9748-7864
December 7th	Grant M ^c Adam	194 Booran Road	Ormond	(03) 9578-8685

Letters and comments: Modelling detail at times can become an obsession with barrels, trash cans, animals, cars and people. To achieve more realism, I started using my digital camera to capture that extra prototype detail and colour. I captured inside machinery shops, different types of buildings, member layouts and in general anything that could be of interest. Initially, I handed out CD's to some of the NMRA members and then came up with an

idea. I plan to make the CD available to members and others, for a small fee and donate the money to the "Puffing Billy Society National Heritage Restoration Fund". The CD will contain literally thousands of pictures including over 400 of the Puffing Billy alone, plus their machine shops, museum, Shay Locomotive, the Climax, and the bridges. There will be pictures of the Healesville Sawmill, various model railroad exhibitions and some

well known private layouts and models. I have where possible achieved extreme close up shots for detail.
The cost of the CD will be \$15.
Anyone interested in a copy can contact me on Telephone (03) 5962-2190 or email me at mjbd@hard.net. I will donate the hardware and mailing costs. More information regarding availability will be included in the next MainLine.
Mario Rapinett



MainLine

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Australasian Region
of the

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RAILROAD ASSOCIATION**

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Editor / Publisher **David Jupp**
Assistant **John Saxon**

SUBMISSIONS: MainLine

welcomes articles, photographs, drawings, cartoons, letters to the editor and other related material as contributions to the mutual enjoyment of the hobby by the membership. Material should have wide appeal and preferably be sent by email or post to the editor. Articles may be submitted on either 3.5 inch floppy or CD in any Windows format. Preferably include hard copy of your contribution. Sharp photos, may be submitted for inclusion. Type written articles are also welcome. The NMRA accepts no responsibility for the accuracy of articles, which are published in good faith and at all times deemed the opinion of the author. Publication of any article shall be at the discretion of the editor.

The Editor MainLine
51A Greene Avenue
Ryde NSW 2112
editor@nmra.org.au

ADVERTISING: Rates are just \$30 for a business card entry, \$40 a 1/4 page, \$70 a 1/2 page, \$130 for a full page, \$150 buys the back cover. Rates are for one year. Magazine is published quarterly. Advertising contained in the MainLine in no way constitutes endorsement or guarantee of product by the NMRA. The NMRA reserves the right to reject or refuse advertising for any reason.

Local Membership \$55.00 includes posted quarterly publication MainLine Magazine.
Additional Fee for US Bulletin Magazine posted monthly \$45.00

All fees are payable in Australian Dollars to Toni Saxon, Membership Officer.

Please note that fees must be received by the 8th of the due month in order to maintain continuity of Bulletin delivery.

Send address changes to
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(02 4369-7453)

Australasian Region
National Model Railroad Association
PO Box 382
Forestville NSW 2087

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President's Report



Mission Statement

The NMRA, advancing the global model railroading community through advocacy, standards, education and social interaction.

I would like to thank all the mem-

bers, the executive team and the superintendents who volunteer their time and talents, enabling the Region to continue to be an effective group within the NMRA, all working together to assist the Region to meet the NMRA's mission goals.

Membership

Memberships continues to steadily increase. Our Region is the only one that manages its own renewals and so reflects credit on the quality of the membership administration by Toni Saxon.

Mainline

David Jupp volunteered to be the Editor from July 2002.

Colour cover and occasional inside front page.

Additional advertisers and therefore additional revenue.

Thank you to the commercial people who advertise in the Mainline. Well done David.

Video Library

A considerable number of new tapes have been added to the library.

Each Division has got or is getting their own set of video tapes where we have the copyright. Other tapes on rotation.

Thanks to David Latham for bringing the library and David North for making a working copy of each tape.

Achievement Program

A unique NMRA activity that continues to be well supported by members taking part. Thank you to Ken Scales and John Saxon.

Member Meetings

Meetings are held regularly in NSW, ACT, Victoria and Queensland.

Several members in South Australia are keen to have meetings and we are assisting them with various resources.

A special thank you to our Hosts and Hostesses for generously hosting our meetings. Typically 70 or more people meet here in Sydney.

Web site

A great promotional and communication tool for our Region and the NMRA.

Our thanks to our Webmaster, Wayne Eagle, who provides the site at no cost to the Region.

Thank you also to Gerry Hopkins who updates the content of the site.

Region Convention at Dence Park, Epping

Good economical venue with easy parking.

One of our traders told me that he did more business at our one day Convention than in 3 days at the Liverpool exhibition in October.

Thank you to all the people who plan and are part of

making our conventions
Allan Garbutt

Letters and Comments. (continued)

Dear Editor,

I would like to thank the Victorian Branch for their kind hospitality during my recent visit to Melbourne. I was invited to a monthly meeting at Bill Black's residence in Emerald to see his very promising Narrow S Gauge layout.

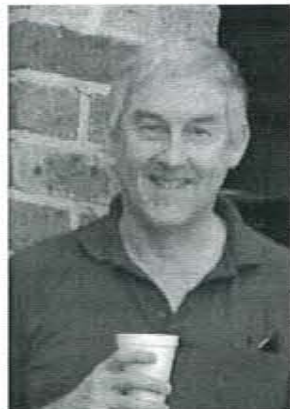
The layout looks really grand indeed, not much scenery as yet, but I would love to go back some time in the future to see the progress made. The branch supplied me with lunch, had a great show and tell session with Mario bringing along some of his finished and partially finished projects.

Well done lads, thanks again for a really fun afternoon.

Our southern members seem to be into the larger "G" and associated gauges, so we may see some more of these larger gauges from the Victorian Branch very soon.

I took some of the Library Tapes down to our Southern Friends and they disappeared in a flash. A very popular idea indeed, other divisions can do the same. Contact our librarian for further details.

Warm regards,
Steve Chapman, Members Aid Officer.
On30 & DCC User, Sydney, Australia.



From the Editor:

Lenz have long been known as the innovators in DCC and true to form, their newest product Un-interruptible Signal Processing (USP) will change the way we clean track possibly forever. It is claimed that a USP equipped decoder will even operate through plastic tape insulating the pickup wheels from the track. Locomotives and rolling stock decoders equipped with USP act the same as any other decoder with the

exception that poor pickup and dirty track are no longer an issue to smooth and flawless performance. Additionally, decoders are now able to receive all DCC packets independent of dirty track or poor electrical pickup. The repetition rate for DCC packets can therefore be reduced, effectively increasing the bandwidth which could open up wide new possibilities for DCC operation such as faster transmission or alternatively additional codes to be transmitted. Yet another step forward in the DCC world is the first commercial release of a new DCC operated Kadee style coupler. The first units have been demonstrated in a Proto 2000 SW9 switcher. The coupler swings either up or down, making it unnecessary for the adjacent knuckle to open. Expect to see these for certain Proto, Atlas and Bachmann models as we publish this issue. Pricing is expected to be close to a sound decoder to start with. Expect

soon also the first of the DCC controlled automatic signal controllers from NCE. These advancements in electronic control add yet another dimension to our world of model railroading.

In yet another major step forward for DCC, the NMRA DCC WG (Working Group) has recently approved its new bi-directional DCC specifications which is based on technology donated by Lenz and known as RailCom. It is proposed that these new products will be demonstrated at the NMRA Convention, Toronto in June. The concept allows for decoders to talk back to the controller giving a true status of how the decoder has responded to the given command. This too, means that like USP mentioned previously, packet repetition commands could be a thing of the past. Some of the Lenz controllers already have the concept built-in, requiring only software changes in order to comply with the new NMRA specification. Yet another major step forward in the world of DCC. Where will it all end? Is this some of the "insurmountable opportunity" that Boone Morrison spoke of at the NG Convention. (See page 18) I think the times ahead for DCC are truly exciting..... Do you have a smoke detector in your train room? Think seriously about getting one. I'll tell you a true story in the next issue.

Please support our advertisers. We have their support and they deserve ours.

Happy reading and modelling. David Jupp

Regional Roundup

Division 1 Queensland Glenn Stevens

7th December 2002:

The Division 1 Christmas picnic was held at the park adjacent to the railway crossing at Landsborough, and was attended by fifteen members and partners, with Bob and Margaret Deakin from the Caloundra MRC as visitors. As Ken promised, there was plenty of train action (considering it was Saturday), and with adequate warning provided by the crossing signals, every one had time to get in their preferred photo or viewing position. It was an excellent venue for a picnic lunch, however if our ladies had known the church jumble sale across the street was closing so soon after our arrival, pressure would have been applied to gather earlier. All in all, a good day.

8 February 2003:

The February meeting was hosted by yours truly. The meeting was attended by 10 members, with apologies from Nick and Denis. It was good catch up with Graham Emery who we hadn't seen for nearly 12 months. For the formal part of the agenda, Glenn aired a proposal for a sectional display layout that had been the subject of discussion between four or five members late last year. He passed around copies of "Points for Discussion" and invited interested members to the inaugural meeting of interested parties on 20th February, to discuss the possibility of constructing and exhibiting a HO Scale layout depicting the North American prototype, with the emphasis on a high standard of modelling.

As is now normal, the quality of "show & tell" was very high. Models on show ranged from Garth's scratch built, O Scale Rolling Mill, through a highly detailed Roundhouse 2-8-0 presented by Ian Venables to Bob's Brown's selection of highly detailed Santa Fe F-7's and E-8's.

All members had a most enjoyable time as we do when we get together to talk trains, with a good afternoon had by all.

Awards:

It gives me great pleasure to announce the award of Master

Builder - Cars to Grahame Davis. This is the third award Grahame has received in the Achievement Program, with the paperwork for his fourth application (Master Builder - Scenery) submitted by the time you read this. Well done Grahame.

It will be a toss-up between Grahame and Garth who will be the first Master Modeller (MMR) in Division 1, and I am looking forward to the "race" with interest.

Railway Notes:

It was sad to hear in the news that the Steam Railway at Swanbank, and the Woodford Cane Railway Museum are being forced to shut down because of a nearly 900% increase in Public Liability Insurance, particularly so when it is not caused by a claim on any previous policy.

Early on the morning of February 17, 2003 the structure of the 1884 Baldwin Roundhouse at the B&O Railroad Museum



Part of the collapsed roof at the B & O Museum. Photo Alexander Mitchell

collapsed under the weight of snow. No one was in the museum at the time, and Museum staff worked with the Baltimore City Fire Department and structural engineers to stabilize the building. The Museum will be closed until further notice while the damage is assessed and work progresses to extricate the pieces of the collection contained in the Roundhouse.



Just released pre-production pictures of the new Broadway Limited USRA Heavy Mikado 2-8-2 scheduled for release in September this year, complete with DC and DCC sound in a number of different road names.

These new pictures to the right of Broadway Limited Norfolk and Western 2-6-6-4 expected to be available as we go to print. The model is complete with QSI sound module and operates with sound on both DC and DCC. We will review this locomotive as soon as it is available.

Ed.



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The first meeting for 2003 was held at Colin Upton's place. For the first time in a long time at one of our meetings the heavens opened and the rain came down, but only for a short time fortunately. A large number still made the trip to the far west. Colin's layout, housed in an upstairs room is ready for the application of scenery and has a long main line run. We look forward to a progress report. For the formal part of the meeting, Allan, Ray Walter and Peter Jensen spoke about the Narrow Gauge Convention and our Main Convention respectively. John Baker also briefed everyone on the proposed



Colin Upton's Layout

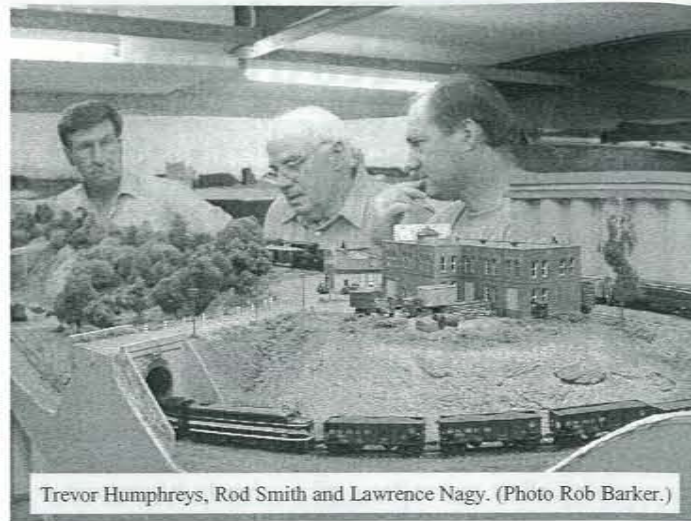
Taree trip to the Mike Bartlett Ranch. We were treated to a huge spread of yummys which seemed to just keep on coming. A number of items were also available for sale at giveaway prices. John Baker then presented the plaque and thanked Colin and Lenore for opening their home to us.

Bob Carr deserves thanks for his continued contribution to the Sydney meetings. I can't remember many where Bob is not present, but he is also usually the first to arrive and the last to leave. During the meeting Bob makes sure that the coffee and hot water is always available. Thanks Bob, we apologize for taking you for granted.

February 15th produced a temperature of 34 degrees for our meeting at Lawrence Nagy's place but it didn't affect the member turnout. Lawrence models N scale on a 'double deck shelf' layout round the perimeter of his double garage and the results are outstanding. The shelf principle allows for the parking of vehicles without interference. It was pointed out to



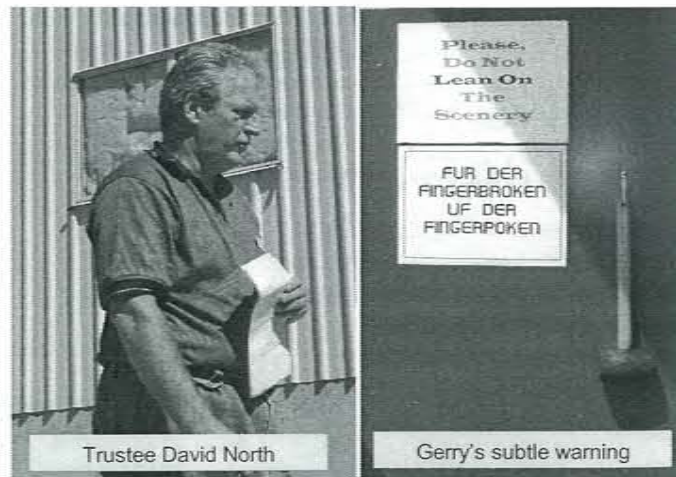
John Baker and Host Lawrence Nagy. In the background from left, Erik Bennett, Toni Saxon, Allan Garbutt and John Montgomery.



Trevor Humphreys, Rod Smith and Lawrence Nagy. (Photo Rob Barker.)

me that even the weathering seemed scaled correctly. A great job Lawrence. The formalities of the day chaired by Allan included briefs by John Baker, David Jupp, Geoff Nott, David Latham and Gerry Hopkins. David North was absent as he was overseas at the Board of Trustees meeting. Show and tell included weathered freight cars from Gerry Hopkins, an 'N' scale station building from Warren Wormald and the new DC/DCC Broadway Limited Hudson complete with sound was demonstrated huffing and puffing on DC by our editor, who also released the February MainLine. Irene supplied us with food fit for royalty and it was without doubt that she went to a lot of trouble. Thank you very much, your efforts were much appreciated. The host award was presented by John.

A beautiful day and a turnout of in excess of 80 members and visitors for the March 15th meeting at Gerry and Lauris Hopkin's on the Central Coast. Gerry's layout room has had



Trustee David North

Gerry's subtle warning

air-conditioning added since the last visit and the layout, modeled on the Great Northern, continues to operate in a flawless and smooth way that Gerry achieves so easily. His layout will feature in the August edition of MainLine. The official part of the meeting chaired by President Allan was addressed by our Trustee, David North explaining the long term plan of the NMRA, a subject that has been debated at the Board of Trustees meetings in the US and will soon be put to a membership vote. This plan involves the change of status from

Trustee to Director to meet the laws of the home state of Ohio amongst other things. These will be outlined in the Bulletin and MainLine before being put to a membership vote. John Baker and State Rail Authority Heritage Officer Stuart Sharp outlined some of the proposed May Taree trip plans before John thanked Gerry and Lauris for their hospitality.

April Sunday 13th was the date set aside for the Annual General Meeting at Rod and Anne Smith's home. The rain stayed away and the official AGM address came from President Allan Garbutt and Treasurer Ken Scales. The treasurer's report may be found on page 27. Allan praised the volunteers across



David Latham and AP Chairman Ken Scales

the Region for their contributions to a successful year. Specific mention was made of the web site, MainLine, AP Chair, conventions, the video library, superintendents, meeting organisers and the meeting hosts. The

local meeting included contributions from Ken Scales where an achievement award went to David Latham. Ray Walters spoke of the forthcoming NG Convention and Sowerby Smith of the



It's that Flashing Café Sign again.

July one day workshop. Alex Danilov is also proposing a visit to Newcastle to see behind the scenes engineering of the Sate Rail Millennium Trains, scheduled for May 3rd. John Baker thanked hosts Rod and Anne Smith.

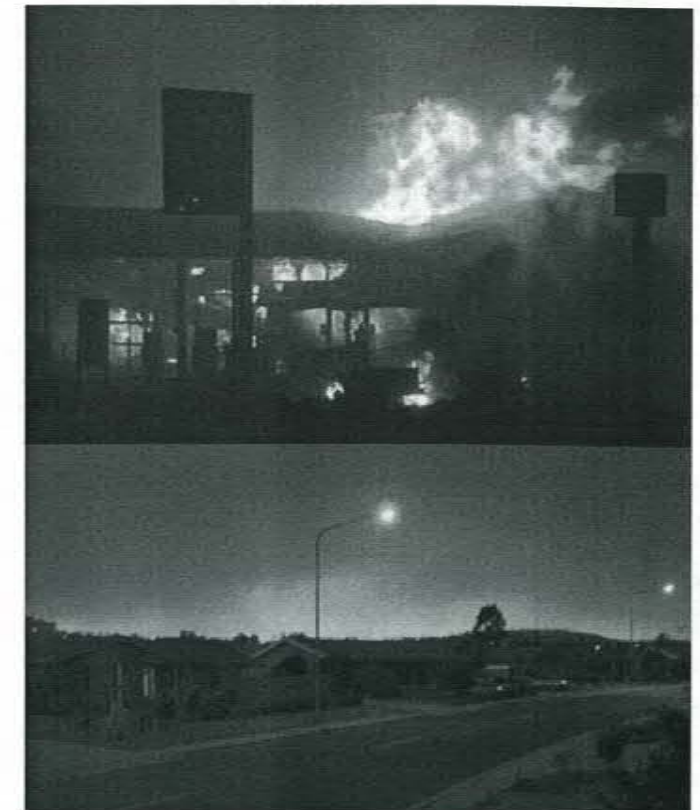


Rod Smith & John Baker

With the official part of the meeting over, the food became priority one and as usual the standard indicated by the empty plates within a short time was high. Thank you Anne. Rod's layout is right up there with the best. It ran flawlessly, looked very impressive and was the envy of many a member. The street

and building lighting and the flashing neon café sign attracted much attention, a first on any layout exhibited in the Sydney Division. Thank you Anne and Rod for an excellent afternoon.

Our first meeting of the year was at Tony Payne's home. It was a hot windy day in Canberra, with plenty of smoke about from bushfires to the west. We started looking at Tony's rebuilt layout and soon got the message from June (Tony's wife) that the radio was starting to give out bushfire warnings. By 3:00 pm, the warnings were on in earnest, winds gusting up to 80 km/hr, temperature near 40°C and humidity down to 4%. Then the disaster happened and there can be few of you who have not heard of Canberra's suffering. For those of you on the web, try



<http://canberrafires.xsnet.org> for a large number of photos. While almost everyone I've spoken to since that day knows someone who lost their home, none of the NMRA members here were affected. In the ten days following those fires, many suburbs were put on evacuation alert. The fires and other emergency services personnel did a wonderful job. They cut a firebreak all around the northwest of the city to protect it against fires burning within 15 kilometres to the northwest. When I saw that this firebreak came within 200 metres of my home, I certainly got the message, and packed ready to get out at short notice.

And what do you take with you, apart from photos, collectibles etc - what model railroad stuff do you take? I ended up taking my one brass loco (a 50th birthday present from my family) and then fell into a state of total indecision over anything else. Let's

all hope that we never get into that situation again. And our sincerest thanks go to those of you who called or emailed in to check on our welfare – I can assure you that it was much appreciated.

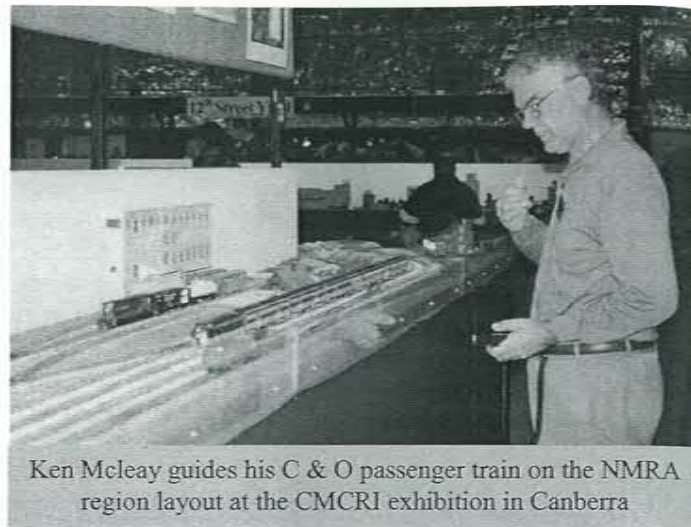
The **February** meeting in Canberra was held at my home. There was no theme to the meeting other than to plan for the forthcoming exhibition in Canberra in early April. Our recent “stands” at this exhibition had been based on showing a layout under construction, together with some static displays and a person actually doing some model making. This year, based on an offer from our President Allan Garbutt, we decided to use the NMRA’s own display layout. This would turn out to be a very good decision.

Rob Anderson hosted the **March** meeting. He gave us an insight into virtual railroading, with a comprehensive look at the TRAINZ program. Rob showed us not only how to run some of the built-in simulations but also how easy it is to create a custom simulation. He then proceeded to show us a simulation he is creating of his own HO layout, the “Great Southern Railway”. A fascinating aspect of TRAINZ is that it not only does it use simulations of real cabs for train control, it also includes a digital command control handset, not that this is necessarily easier to use, as Rob showed by running a train into a lake – however, the simulated view from inside the train underwater was quite impressive!

On the weekend of **5/6 April**, the Canberra Model Railway Club Incorporated (CMCRI) hosted Canberra’s major annual railroad exhibition and the NMRA was present, using the associations own Region DCC layout. This was transported to Canberra by Allan Garbutt and Greg Morris and then set up and run by them and some very enthusiastic volunteers from the ACT Division. The general standard of layouts on show was



very good but the NMRA layout was the only one offering visitors the chance to drive a train and this chance was eagerly taken up, to the extent that there was at least one visitor-controlled train running for most of the time. The layout and its action proved to very popular with the public and modelers. One young man spoke to us on Saturday about DCC and by Sunday afternoon had purchased 3 Atlas Master Series locos and an Atlas DCC system from traders at the show. Of particular interest was the insight into DCC that the layout gave to the ACT guys. We had a great time with the layout and several of us were soon operating two trains on one circuit with



the same controller. Given the interest shown in the layout and the number of visitors who stopped to talk, a number of ‘incidents’ quickly showed the difficulty of operating two trains at once, AND, talking at the same time. The layout was a great advertisement for both the NMRA and for DCC, so much so that by the time you read this, my order for a DCC system will be very much in place.

Ten members attended the **second April meeting** at John Bullen's (including John). The CMCRI exhibition generated some discussion. There was agreement about the need for four operators of the Sydney exhibition layout and the requirement for some additional rolling stock when we display this layout at the Malkara Exhibition in August. Mention was made that the Sydney exhibition layout publicised the use of DCC as much, or more than, the NMRA. No one raised any objections to exhibiting the Sydney layout at Malkara, but some members suggested that any Sydney people who came with the layout would benefit from a copy of what's on in Canberra over the Malkara weekend. It was noted that there are a number of craft activities at Malkara besides model railways that might entertain the partners of any Sydney NMRA members who come south, such as doll's houses and miniatures.

Steve Walker then raised the subject of finishing our own modules and using them as the display layout at future exhibitions. Tony Payne suggested a working bee approach and most present without commitments, were supportive of the get together at Rob Anderson's on 26 April to progress them.

I brought two Athearn Genesis SIECO 50' box cars for show and tell along with a copy of the May issue of Model Railroader as it has a feature on small prototype passenger trains while Rob Nesbitt brought some Roco European coaches given the theme of the meeting.

John Bullen gave a very informative presentation on passenger car development from 1850 -1990 and illustrated it from the 1880s to 1970s with a wide range of motive power and appropriate coaches from his collection. The focus of John's talk was naturally Swiss equipment as that's John's interest. John ran through the various stages of passenger car development from the first open two axle wagons to high speed intercity trains with some of the major changes being (I hope I've got all the dates right):

open wagons in the 1830s
stage coach style coaches with luggage on top and how these evolved into separate compartment coaches
the move to end platforms with a central aisle (and no window glazing) in the 1850s
introduction of bogies and the third axle for improved ride qualities
development of Pullman cars in 1860 with traveller comfort being the prime focus
introduction of corridor coaches in Germany in 1870s
introduction of widespread creature comforts such as lighting, heating and toilets
varnished wooden coaches for luxurious travel at the turn of the 20th century
heavy steel coaches introduced in 1930s and design standardisation for international travel
lightweight steel coaches introduced in Switzerland in late 1930s with no entrances at end of the coach
Trans European Express service starts in 1957 and runs to 1987

high speed intercity trains introduced in the 1980s
passenger rail travel is still a major form of travel in Europe

Yvonne produced a delicious and very varied afternoon tea, complete with miniature Easter eggs for those who wished to indulge themselves. It was another very enjoyable and informative meeting.

Division 3 Victoria Grant McAdam

February 2003 was our traditional start to the year with the members of Division 3 trekking out to Ballarat to the home of Paul Richie. Paul is a long time supporter of the Division and the NMRA and was the divisional superintendent for many years. No meetings are held in January because of people taking their summer holidays and the exhibition season starting in Victoria, with shows at Warrnambool and Corio. Actually the exhibition season in Victoria lasts virtually the entire year, with an exhibition occurring on average once a month. Another reason for holding our meetings at this time of year in Ballarat is that it is more likely to be hot than cold.

Fourteen members attended this meeting and there were plenty of items for display from many of our usual suspects. The mind was stimulated with reading material coming from Steve Cullen “Loggers of Tiger Mountain”, Paul Richie new book on the Victorian Railways and Grant M'Adam “Narrow Gauge and Industrial Railway Modelling Review” and “Narrow Gauge World”. We have two very prolific structure modellers in our midst and they brought along their latest buildings. John Hunter had a little jetty scene and a derelict shack both in O scale. The shack started out as an attempt to remove the paint finish from a building that John was not happy about. The paint stripper started to attack the glue and the building started to fall apart in John's hands. He very quickly placed it on a base and the final result was remarkable. Laurie Green had a blacksmith's under construction in O scale. Grant M'Adam brought along an On30 railcar that started life as a Bachmann

On30 coach. Paul Richie had been busy working on a new exhibition layout in HOM and also had examples of Halling power bogies.

The **March** meeting of Division 3 was held to the east of Melbourne at the home of Bill Black. Bill is a relatively new member of the NMRA but this was the second meeting that he had hosted. The members of the Division were keen to return to Bill's to see the progress that he made on his large home layout that follows Rio Grand Southern practice in Sn3. Bill had been busy since our last visit and now had trains running, so part of the day was spent running the layout and listening to its PBL sound system. The backdrop is impressive, being large commercial posters that are available in the USA that Bill had brought into Australia.

The meeting was well attended by 18 members, including Steve Chapman from Sydney. Steve and his wife Sue were in Melbourne to celebrate their 25th wedding anniversary. Unfortunately Sue could not make the meeting as she was feeling unwell. The weather was mild and the day was passed with much socialising. The formal part of the meeting was kept brief with Grant M'Adam reminding the members of the upcoming Narrow Gauge Convention to be held in Sydney over the Easter weekend. There is a large contingent of Division 3 members attending the convention and some time was spent coordinating the carpooling arrangements.

This month there was an embarrassing large array of items for display covering most scales with structures, freight wagons and locomotives, in fact too many to describe. Many of the items for display stimulated discussion and questions and the members gave very freely of their advice in how they achieved a particular effect.

I am sure that many of the members will be eager to go back to Bill's to check on his progress.



Above: Breakfast before heading off for another action packed day at the Sixth Narrow Gauge Convention.

Inset: MMR Laurie Green receives his Presidents Award from Allan Garbutt during the presentations on the Saturday evening at the NG Convention.

Both photos by Mario Rapinett.



PRODUCT REVIEW Athearn Genesis SD 70 (Ready To Run) (David Jupp)



The demand in the USA is for locomotives and rolling stock models to be Ready to Run (RTR) straight out of the box and given the complexity and fine scale of some of the handrails now, I can understand that completely, having personally experienced many parts jump out of the tweezers to be lost forever in my carpet. Genesis have released the SD70 now as a ready to run model and the first release is the Norfolk Southern version. If you have ever tried to install the ditch lights in a Genesis locomotive, then I think you will welcome this RTR model. As mentioned in the last issue when Andrew reviewed the SD70, the model is NOT DCC ready, rather unfortunate. Also mentioned was how difficult it was to install those ditch lights. Well, in this model it's done for you. All lights have constant illumination and are directional. If you run DC this model is for you and if you run DCC you are going to have to pull it apart in order to get the existing PC board out and a decoder in its place. Because the Ditch lights are so small and they are 1.5 volt, I would not recommend removing them so a dropping resistor is the obvious choice to operate

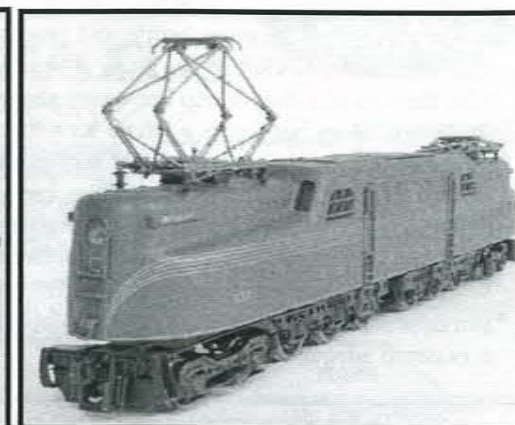
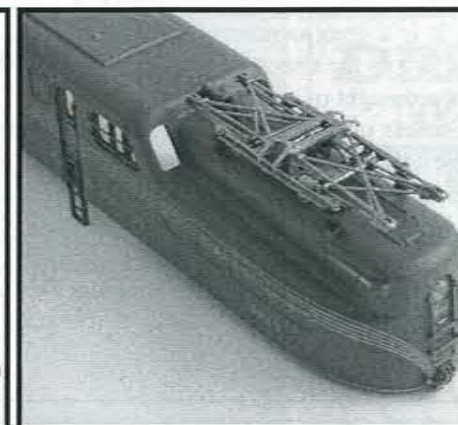
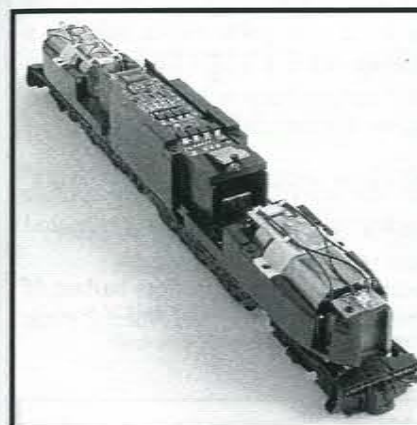


them. See February issue page 24. The model runs quietly and smoothly both at low speed and high speed. Plastic knuckle couplers are included and both the detail of the text and paint work is excellent. Comment was made at the fineness of the handrails when I first 'showed' the model.

Price: \$280



The release of the Broadway Limited Pennsylvania icon GG-1 Electric Locomotive is imminent and these pre-production pictures of the model were made available after publication of the February *MainLine*. Fully operational with sound in both DC (pantograph pickup or track) and DCC modes this locomotive will be available in several colour schemes. Prototypically correct electric motor humming sounds, cooling fans start up and shut down, air pumps, released compressed air, air horn, bell, doppler effects and squealing brakes are all part of the sound system. The model is complete with dual 5 pole can motors with flywheels, die cast body with full cab interior and directional lights. Released before only from brass importers and Rivarossi (IHC) this model will be worthy of forming part of your model railroad. I know several people who want this model and they don't even model the Pennsy! These then, are the available models: Brunswick Green / Gold Leaf 5 stripe #4805, Brunswick Green / Buff Broad stripe Roman Lettering #4868, Tuscan Red / Gold Leaf 5 stripe Clarendon Lettering #4913, Pennsy Brunswick Green / Gold leaf 5 stripe / Futura lettering #4862, Tuscan Red / Buff Broad stripe Roman Lettering #4916, Silver / Broad stripe #4866, Pennsy Brunswick Green / Buff 5 stripe / Clarendon lettering #4801, Tuscan Red / Buff 5 stripe / Clarendon lettering #4929. Like the other Broadway product, expect them to be SOLD OUT. Recommended retail price \$US279.99



PRODUCT REVIEW

Timesaver Layouts 'NSW RAILWAY TRACKSIDE PHOTOGRAPHS' (David Jupp)



each photograph for modelling purposes only. Reproduction or copying of any of these photographs or files for any other reason is prohibited except with the written permission of Timesaver Layouts. Time Saver layouts is the brain child of Geoff Horne who tells me that he has other numerous ideas coming to fruition including better indexing of the CDs. The quality is good, the idea is good and there are enough excellent pictures to be able to include a lot of prototypically correct features or structures on your NSW layout.

Geoff advises me that his new CD "Coalies in NSW" has now been released and should be available at the supporting retailers below as we go to print.



Available from these supporting hobby shops; Bergs Hobbies, Punchbowl Hobby Centre and The Model Railway Craftsman.

Price \$22.00

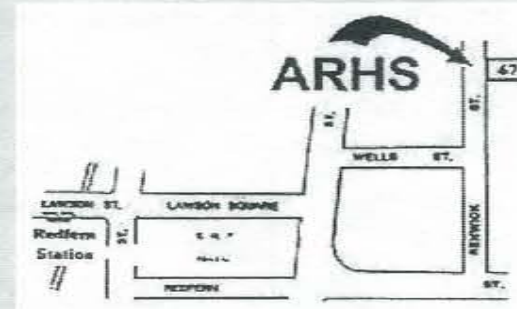
For more information, contact geoff_horne@idl.net.au

Timesaver Layouts have produced a CD ROM containing photographs taken around NSW of bridges, level crossings, lineside items, sheds, signage, signals, signal boxes, stations and general trackwork. Given that a lot of these structures are fast disappearing then this CD has a lot to offer the new or mature NSW modeller. Pop the CD into your PC and the autorun software does the rest, bring up the colourful index in your explorer window. You can then surf the CD just as you would the internet. Numerous photos, (total approx 250) all high quality JPEG format are available in each category and purchasers of this disc are permitted to print off one copy of

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Please Note: Tours of Sydney' St James Tunnels and Central Station are postponed indefinitely.

SOME USEFUL TIPS

- When cleaning track you **do not** use an abrasive pad. Abrasive material scratches the surface of the rail head leaving cavities for the buildup of more dirt. Clean with a damp non abrasive pad and cleaning fluid. Years ago I used Carbon Tetra Chloride before it was discovered it was toxic. Nothing wrong with me yet though. I think. Any currently available solvent should suffice. A good broad utility cleaning agent is a lacquer thinner. Read the label though and keep the thinners clear of the plastic ties. The properties of lacquer thinner mean that it must be used with utmost caution as they are highly flammable. Keep the area well ventilated. Isopropyl Alcohol is also quite suitable and probably safer to use but it's still flammable. Be careful!
- Most RTR or kit cars come with plastic wheels. Unfortunately the manufacturers use additives to authentically colour the wheels to give them the right look. These additives eventually come to the surface and are deposited on the rail surface. Answer? Change the wheels to metal type. Pushes up the cost of those models unfortunately but it's worth it. The cars will probably run better too. If you insist, for cleaning black plastic wheels though, use only methanol (methyl alcohol). Other solvents can melt or buckle the cheap plastic wheels.
- Beware, the use of CRC Electrolube will, over time will destroy plastic products. Takes about 5 years Ron Cooper tells me before the plastic becomes brittle and cracks. It is a great conductor though. If you use it on your track, use it only on a sparsely moistened cloth to run along the rail surface as the sleepers / ties, check rails etc are plastic.
- Like the idea of a double slip but worry about the thought of complex wiring? Use two "Ys" instead back to back. Takes up a little more room but works a whole lot better, unless of course you have space limitations or love double slips. Personally I love double slips simply because they are complex and look good.
- When soldering make sure the tip of your iron is clean and tinned with fresh solder! Rub the heated tip on a damp sponge before soldering. After doing this the tip should look shiny. Heat the work and then quickly run the solder into the heated work, not into the iron tip. It becomes much easier with practice.
- When laying track, paint matt black or dark grey underneath all switches/turnouts. This means that you can use less ballast. If you miss some areas while trying to not foul the mechanism, the black paint below will cover the lack of ballast. Normal track is easier to adequately cover with ballast.

EXHIBITION & CONVENTION CALENDAR

MARSFIELD - NSW.	June 7-9, 2003 Epping Boys High School, cnr Epping Rd & Vimera Rd, Marsfield. Open 10am-5pm (Sat-Mon).
NMRA CONVENTION 2003	July 5 Dence Park Epping.
CASTLE HILL - NSW.	July 26 - 27 Harvey Lowe Pavillion, Castle Hill Showground. Open 9 - 5 Sat & Sun.
LIVERPOOL - NSW.	October 4-6, at the Whitlam Leisure Centre, Memorial Avenue. The 41st Sydney Model Railway Exhibition. Open 9am-6pm (Sat & Sun), 9am-4pm (Mon).
CANBERRA - ACT.	August 2-3, at the Malkara Special School, Wisdom Street, Garran. Open 9.30am-5pm (Sat), 9.30am-4pm (Sun).
BURWOOD EAST - VIC.	June 7-9, 2003 World Vision Centre, Cnr Springvale Rd & Vision Drive, Burwood East. Open 10am-6pm (Sat & Sun), 10am-5pm (Mon).
MORWELL - VIC.	June 7-9. The Latrobe Valley Model Railway Association exhibition at Kenot Hall, Morwell.
STAWELL, GRAMPIANS - VIC	July 12-13. SES Drill Hall, Sloane St, Stawell. Open 10 - 6pm Sat, 10am - 4pm Sun.
ESSENDON - VIC	August 9 - 10 Ukrainian Community Hall, 3 - 11 Russell St Essendon. Open 10am - 6pm Sat, 10am - 5pm Sun.
MILDURA - VIC.	September 20-21 2003 Irymple Leisure Centre, Karadoc Ave, Irymple. Open 9am (Sat & Sun)
BALD HILLS - QLD.	August 9-10, at Memorial Hall, Gympie Road, Bald Hills, Brisbane. Open 9am-5pm (Sat), 9am-4pm (Sun).

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On30 Scale Model Trains

By Steve Chapman

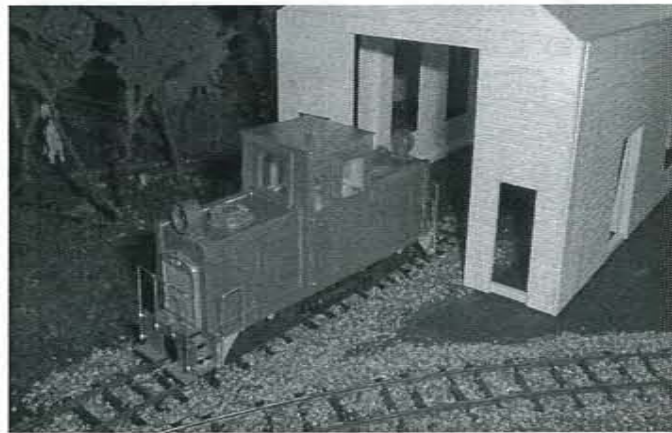
This article is to be used to explain On30 model railroading (also known as On2 1/2) gauge. This involves using HO gauge track, with O scale (1:48) models to represent 30" narrow gauge in O scale. In other countries this is sometimes called O-16.5. O scale ratios vary slightly in different countries (1:43 or 7mm to the foot, or 1:45) this variation does add to the fun of On30. The ratios can be interesting as you can use them to make smaller or larger buildings to suit a particular location. The large advantage to modelling On30 is the availability of high quality HO locomotive mechanisms and some rolling stock as well as bogies and couplers. You can use modified HO gauge track, but once you settle in, you may consider laying your own track or using On30 Peco track.

Why Model in On30?

In On30, trains are much shorter than standard gauge. This is because the track is narrow gauge about the same as Puffing Billy in Melbourne Victoria.

WHY On30:

I started like most modellers today on toy train sets like Triang and Hornby. I was no different, my Dad brought me a Train Set when I was 12 or so and it's been fun ever since. I wanted to



model something different other than HO. Most modellers I know have wonderful HO layouts, a few have N gauge layouts and a very select few have O gauge. Even today I only know three modellers who run standard O gauge large layouts. I have always loved O gauge for the size was just right. But standard O gauge was very hungry for space. So when Bachmann brought out their On30 narrow gauge line I was in Heaven.

On30 Models:

Most of the On30 models also have a cute look about them. An example is the Bachmann Porter 0-4-0, and the new Bachmann porter 0-4-2. The Bachmann Mogul is also a classic looking locomotive. An example of an On30 train would be, running a train of say one loco and six boxcars plus a caboose around the layout stopping and shunting at most sidings. Operation is the name of the game, that's what narrow gauge does best. I have seen a nice mock-up video of a days operation of the

Melbourne Puffing Billy when it stopped everywhere, helped the population and the crew probably knew most residents by their first names.

The locos:

The locomotive would be either Bachmann ready-to-run or just about any HO mechanism converted into a freelance unit. There are other models around, usually someone has made a shell that will fit onto a standard HO loco. A lot of ideas come from the On30 Conspiracy List at www.yahogroups.com. The possibilities are almost endless. You could have a slow and smooth-operating O scale engine for a fraction of the price of On3 locos. You can model a railroad that is so obscure it defies the rivet-counters or make up your own and still be prototypical.

Rolling Stock:

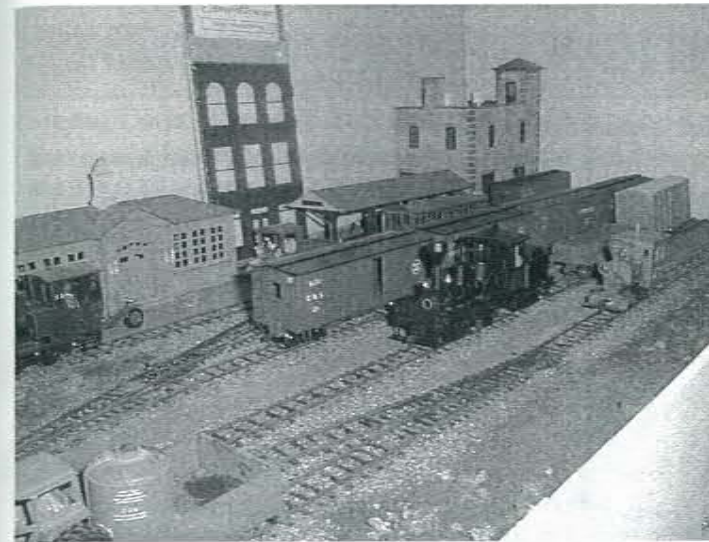
On30 rolling stock is a real dream, most of the time it is ready-to-run other than fitting Kadee couplers, using the N.M.R.A. HO standard gauge on all vehicles. I have modified several Bachmann cars for other uses. I have shortened a boxcar to make it look different to all the rest. I also have one Chivers Boxcar but found it a bit small for what I wanted. It came in a kit form, unpainted or lettered. But Bachmann for the same price, come assembled, painted, lettered all ready to go. What more could you ask. I have also scratch built several other pieces of rolling stock but I probably won't use them, as they are unsuitable for a tourist Railway.

My Layout, Central Western Railroad

I decided to model a tourist railway owned by an eccentric recluse. Over a period of time the railway evolved into a very busy passenger and freight service, mainly because of pressure from the town's population. It all started when a regular



passenger wanted to take some extra freight to the other end of the line. The staff, knowing the passenger well, typical of most small towns agreed to take the extra luggage for no fee. At this time there was no freight service other than a small mail



service. The Baron found out that most of the carriage was full of freight instead of passengers. So instead of sacking staff he brought six second hand boxcars that strangely came his way. He was in the right place at the right time and was offered some slightly larger gauge boxcars that he re-gauged in his workshops to the Central Western Railroad gauge.

The Layout:

The layout has been planned with three stations. Names have not been finalised as yet. It is a simple point-to-point with as much space-saving techniques as I could muster. The C.W.R. will have 2 branches with lots of sidings & operation.

Station A:

Station A is at western end of the line, it is also the junction for the hidden standard gauge.

The station complex contains a medium station, small town and shop area, some industry and passenger carriage service centre. The yard is all dead-end; there is no run around so a second shunting loco is required most of the time. Future plans are there will be a small branch line going to a large loading unloading area. It will work in a similar fashion to the double Decker loading platform at Darling Harbour in Sydney Australia. Now the sheds have all gone and have been replaced with big money making tourist attractions.

Station B:

This is the intermediate station; it contains a loco servicing area, several industries, a small town and sorting or shunting yards. I have included passing loops here as they are needed for passing trains or opposing movements. Supplies will be needed for the loco servicing area as well as coal and water for my fleet of steam locos. This will generate traffic, as the steam locos on the layout will need to visit this station fairly regularly.

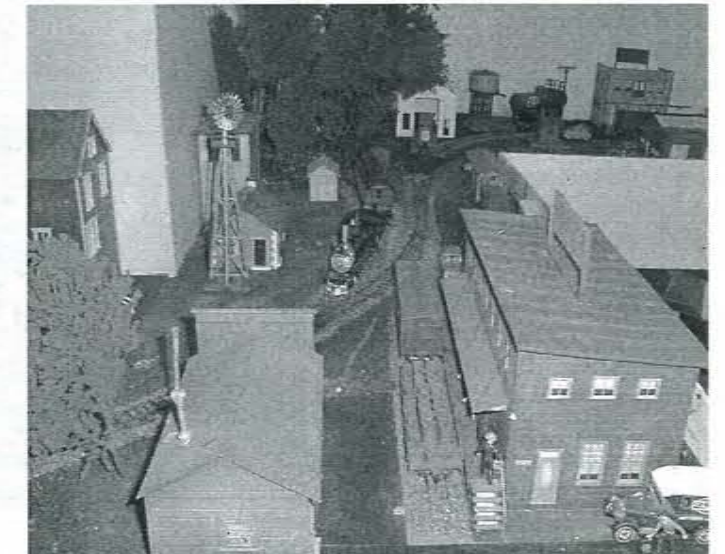
Station C:

This is the end of the line, again no run-around, Small Town area, some industry, plenty of shunting, and the start of a small branch line. There will be limited loco servicing and passenger car servicing. There will be lots of action with the regular passenger train, freight trains up the branch as well on the main

but a regular passenger service up the branch using a scratch-built rail bus.

Branch B:

The branch starts out at station C and continues around to the Branch Siding. Along the way there are two industries and at the terminus there will be three industries a small station, dead end track as usual and of course plenty of shunting. Due to the tight curves, only 0-4-0's can access this branch. The whole layout is controlled with Digitrax DCC with two boosters. Each Station will have a hand held controller, most points or turnouts are motorised, operation will be similar to the Old Sydney N Gauge modules. Example: The town receiving the train drives the train from the station of origin to the destination. This will also reduce the possibility of any unwanted meets in the middle. The layout itself is about 80% wired, with about 40% scenery. The scenery will be minimal due to the size of the layout. With O gauge it is hard to have both scenery and running, due to size of the room and room taken up by track, minimal buildings, cars people etc. By the time you add track, two or three wide,



then add a street, half buildings usually fronts only, there isn't too much room for mountains, hills etc. The layout is in a 24 foot by 12-foot garage, so there isn't too much room between the different sections of the layout, and the aisles are about 24 to 30 inches wide.

Other On30 Modellers:

As far as I know, I am the only full time On30 modeller in our local branch NMRA. Sydney Australia.

But there are several very talented modellers in Sydney and Melbourne who have On30 as well as other gauges of model trains.

Some exciting news in On30

Broad Gauge Models are repeating their kit for the VR Na class 2-6-2T, ironing out a number of bugs from the first run. The Na class is a typical Baldwin export design from the late 1890's, and could have been found almost anywhere in the world.

Also early in 2003, Bachmann are releasing an On30 two truck shay, 0-4-0 Diesel, some log cars as well as other minor items.

NARROW GAUGE CONVENTION REPORT

BY KIM BRADLEY

This year it was Sydney's turn to host the Narrow Gauge Convention. I recall talking to Geoff Nott some time ago and he was hopeful of an attendance figure of 70. Over 150 registered, an indication of the faith in the organising committee, the rising popularity of Narrow Gauge and the expertise we have come to expect from this group of modellers. Those who registered were not disappointed. The venue, Tara School in Sydney, was ideal and well suited to the format of the convention. Thirty arrived in mass from Victoria, in fact there were attendees from every state, one from Canada and guest speaker and presenter Boone Morrison from the US. We were treated to 100% pure professionalism from the organisers. The convention started with a slick multi-screen slide and video presentation from Keith McCarron including a simulated steam burst to the surprise of all present. Boone Morrison, well known publisher and film maker spoke about Logging the Redwoods of California, held a chat session and spoke about his favourite railroad, The North Pacific Coast. These sessions were illustrated with Boone's excellent archival photographs. Boone frequently mentioned the world class standard of the modelling down under. Presenters gave sessions on a variety of subjects from structures, double deck construction, railroading in



Special Guest Boone Morrison

"What ever we do in life, it appears we are faced with insurmountable opportunity".

A statement remembered and relayed by Boone Morrison, in his Saturday morning opening address.



Some of the Trade Stands in the main hall.

and Michael Flack.

Ever present and operational was the award winning, rumoured to be the last ever showing of the RED STAG LUMBER Co, jointly created by Michael Flack, Geoff Nott, Steve Pettit and Ray Walter.

A number of trade stands were present and received enthusiastically by the attendees. In addition a contest for numerous modelling categories was well patronised and the standard could only be described as exceptional. Voting for the various categories was carried out by attendees. For the duration of the convention a bring and buy stand was also operational.

On the Saturday evening, we were wined and dined with a superb 2 course roving roast style meal. After dinner the Contest Award presentations were held and then Boone's after dinner talk was a slide presentation on Hawaiian Narrow Gauge Steam. Boone, a quiet articulate presenter, encouraged attendees to consider visiting the 24th Narrow Gauge Convention in California USA 2004 to see what he believed would be a Narrow Gauge convention to be remembered. Expected at that convention is a live steam train to be hauled by 2 Shays and a Heisler triple headed. That statement brought oohs and aahs from all present. 'Save your pennies' was the suggestion from Boone, 'you will

not regret attending this one'! One final statement from Boone Morrison: "I wish that I could go back in time to the late 1800s with my camera and loads of film and shoot picture after picture of the narrow gauge railways. Colour? No! Black and

White because we all know the world was black and white in those days".

At the conclusion late Sunday afternoon, Bernard Snoodyk called upon all present to meet on the Gold



Keith McCarron

These Photos Mario Rapinett

Coast Easter Weekend 2005, for the Seventh Narrow Gauge Convention. Don't miss it! I'll see you there! ☺



Convention Contest Winners.

(First Place only)

Steam Loco – Bernard Snoodyk.

Internal Combustion Loco – Peter Grace.

Passenger Rolling Stock – Kim Marsh.

Freight Rolling Stock – John Montgomery.

Non-Revenue Equipment – Mario Rapinett.

Structure – Steve Pettit.

Structures Off Line – Laurie Green.

Diorama – Laurie Green

Model Photograph – Grant McAdam.

Computer Enhanced Photograph – Ian Newton.

Prototype Photograph – Ray Walter.

Build a Flatcar – Scott Norward.

Bash-a-Bachmann – Mark Fry.

Small Layout Challenge – Dieter Chidel.

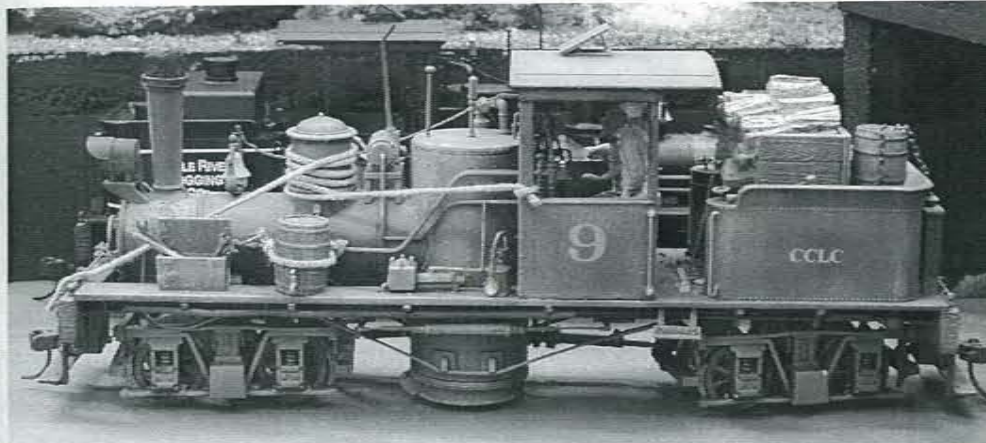
Spirit of Narrow Gauge Award – Kim Marsh.

Best Junior Modeller – Michael Holian.

Best in Show – Dieter Chidel.

NMRA President's Award – Laurie Green. (MMR)

(Thanks to Gary Wheatley for compiling this list)



This fine Bachmann On3 Shay kit bashed, rusted and weathered by Phil Gibson.

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Synonymous with Narrow Gauge modelling is this Shay locomotive, bell ringing on Michael Nott's presentation layout.

BRASS, AN INVESTMENT OR WASTE OF MONEY?

Andrew Jordan

Last time we looked at why people buy Brass locomotives. Now we will have a look at how to buy a Brass locomotive.

Every month there are always a few advertisements from Brass manufacturer / importers or retailers in the model railway magazines. To me, these advertisements are very tempting especially when there is a product I am desperate to have. With the advent of the internet and email, shopping for Brass is much easier than ever.

Current manufacturers of Brass are:

Overland. (OMI) Modern and transition, Strong leaning to Union Pacific. The only manufacturer to make modern locomotives.

Challenger. Transition Diesel and Steam. Many Southern Pacific locomotives.

Key. Mostly late Steam

Coach Yard. Full coach sets of famous trains, mostly 11 cars with add on packs of 3. (COLA, 20th Century Ltd etc)

Other include, Division Point, Iron Horse, Railworks, Rail Classics and Oriental Limited.

Overland I believe is the most active current producer followed by Challenger.

Markets.

There are two distinct methods of buying Brass.

New from future release brochures, the PRIMARY MARKET or second hand or new from a retailer, the SECONDARY MARKET.



U-50 from Overland Models Inc.

Many of the major manufacturers and retail web sites will list future releases so you can see what they intend to produce over the next 12 months. The advantages of ordering a future release is that you can virtually request your own custom version. In the past I have requested specific numbers for locomotives. By ordering ahead you will also receive a discount off the retail price up to 15%. A deposit of 10% is usually required. The advantage is that you will not miss out on obtaining the desired locomotive as in many cases they are fully reserved especially with Challenger well before reaching the stores. Also with such

a long time between ordering and delivery, some times up to 18 months, it allows time to save for payment at a reasonable rate. I know all about this method, as I have had items pending for well over 12 months from the time of my order.

The secondary market, buying of stock already at a retailer, also



Yet to be released Challenger Imports early Union Pacific Challenger

has its advantages over the primary market. One can buy an item and have it shipped in a few days, unlike the above. Most items are new at the retailers but beware of older items, as they can be duds. It is true that mechanisms and pickups on older models leave a lot to be desired. Stick to newer releases when purchasing as older models can be very suspect unless you want them as display case models. Consult Browns Brass Book or contact the shop, as many boxes have the dates listed on their sides as to when the models were produced. The biggest disadvantage of this market is that you only get what is available. A certain version of a run might not be available, as they were all sold out prior to delivery. A shop might be able to try to find the model that you are after but do not hold your breath.

Purchasing.

Now that you are informed about the two markets lets look at buying a model.

Since you have read this far, can I tempt you to buy? Think of a locomotive that you would like. Your favourite model. Everyone has one. A steam locomotive, Diesel, Electric, Turbine, or something else. This is the hardest part. Finding the locomotive that you want can be a tedious task, but a fun one, as many different versions and runs probably have been produced of the locomotive you are after. It is always best to go for the latest run, as they are most often the best and easiest to find. Reminder! Stay away from older runs as they run very poorly. Some could not pull a slippery sausage off a greasy plate if you get my meaning.

As a dedicated Union Pacific Modeler, I have always wanted a 3 unit Gas Turbine. Since this has only ever been offered in brass, I had no choice. From my investigations of current brass producers the last "Big Blow" produced was a 1996 run by OMI. There were even older runs in 1987 by OMI and an earlier run by Alco. OMI leave about 10 or more years in between runs so get in quick while they last as you will have a long wait until their next run. OMI prices are higher simply because there is more detail especially in their trucks and cabs.

Next I searched through old Model Railroader magazines and found an Overland Advertisement. featuring a 3 unit turbine, listing 4 different versions all with their own product codes. With this information in hand I went to a search engine (www.google.com) on the web and typed in what I was after. Usually this will work. Retail outlets like Caboose Hobbies or Canadian Model Trains hold large inventories of brass and are an ideal starting place for the cautious. I have dealt with both and not had too many problems. These two sites have many pictures of locomotives so you can see what you are getting. Most shops



C44-9W BNSF Locomotive from Overland Models Inc.

will have experts who can assist with finding the item that you

desire or can give you information on them if they do not have them. These sites also have want lists. It is nice to know that items that I have purchased previously are still in demand. Checking the web sites for my desired Big Blow, I could not find the model that I was after, so I sent an email to a shop that I had dealt with as a last option. Lucky for me they knew some one who was selling the exact Overland model that I was after. Confirming that I was interested, the shop forwarded me some pictures of the locomotive by email for me to check it out. Happy with these pictures, the shop then arranged to obtain the locomotive for me.

Sometimes you might find the item you are after at various sites. Consider shipping costs and currency exchange rates before deciding. I have found over \$US100 differences in the cost of this, so the item might not be as cheap as first thought. Always ask for pictures if not provided on the web site. If this is a problem go elsewhere and remember any purchase is BUYER BEWARE!

Payment:

This is probably the biggest drawback of the whole exercise and very costly if you are buying in US dollars. Many people balk at giving credit card details out so here are the alternatives. All prices are in USD, so please take care.

- Bank drafts. Local banks can provide cheques in USD, these are called Bank Drafts. These are secure and just like bank cheques. Drawbacks are that it takes time to send them by snail mail and for funds to clear once received by

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the shop. Shipping will have to be included in the amount before it is sent. Shops usually ship via United Parcel Service (UPS) or other secure methods for insurance reasons. \$US40 is a very reasonable amount but can be as high as \$US150.

- Credit Cards. Very efficient way of paying for overseas items in foreign currencies. Security must be good on the sites. What I have done is to send them my details in two parts via email or via facsimile for the shop to keep on file. Thus when I order I just ask them to debit my card. No numbers no risks. Care must always be taken however to check all transactions on the monthly statement. Shipment costs are easy to include.
- Cash. Plan an overseas holiday and visit the store and pay in cash or the equivalent. No postage required. Not really feasible in most cases, but an option.

Customs Costs:

A dirty word. Once shipped from the store, UPS usually takes between 4-5 days to arrive. Once the package hit the shores, customs will need to clear it. You will need to give the shop your phone number so they can attach it to the declaration, otherwise a card will be sent advising to contact Customs as GST on the package will have to be paid. This runs at 10% of the value from my experience including shipping costs. Payment can be made in person or over the phone. There are no import duties on model railway equipment. Delivery will usually occur the next day after payment of the GST and

clearance fees of about \$30. I have my parcels sent to my work and it is an exciting time opening them. Let your receptionist know to expect a delivery, it always helps and an acceptance signature is required. UPS have very state of the art electronic signature recording. If all has gone OK then you should receive a large box. Check for damage before opening, if all OK which it usually is open it up to see what is inside. Buried amongst the bubble wrap or foam should be a box containing you dream locomotive.

The rest is up to you. Have fun!



Union Pacific Standard Gas Turbine from Overland Models Inc.

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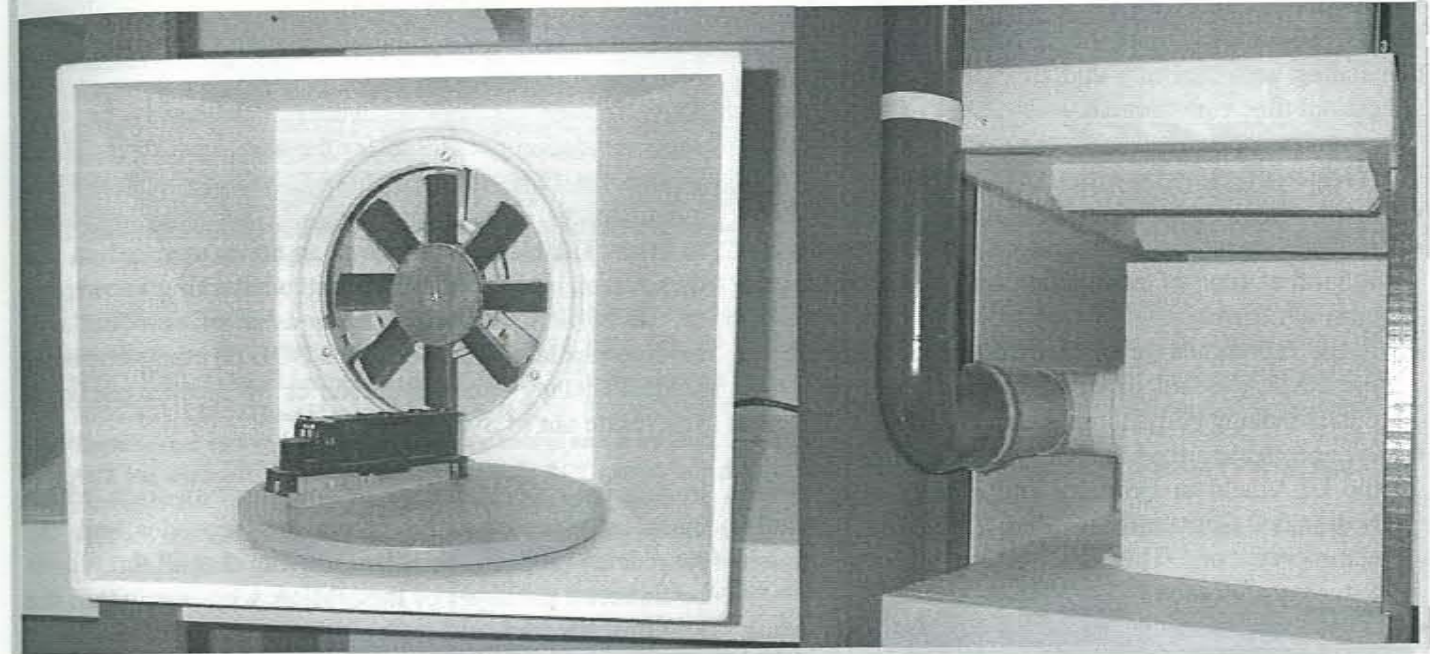
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It's always nice to know that articles published in the MainLine mean enough to a reader for them to follow through to creation of the idea. A year or so ago, John Saxon published his own design spay booth. Member Bernie Benson has built one and these are the photos of his creation based on John's article. As John told me, these are his "before" pictures, "mine sure does not look like his now"! Nice job Bernie, do you take orders? Almost seems a shame to use it. John's article is available for you to read on the NMRA Australasian Region web site. www.nmra.org.au

Ed.



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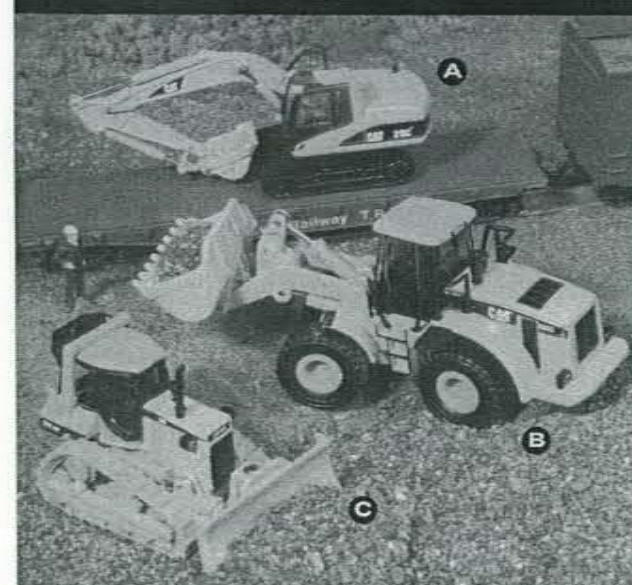
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TRUSTEE ELECTION INFORMATION

In accordance with the constitution of the NMRA, 2003 is an election year for the position of Trustee. The successful candidate will take up the position in March 2004. Here is a brief outline of the duties and qualifications needed for the role. Prospective candidates should be aware that the position can be rather demanding both mentally and financially and requires a significant time commitment.

The Trustee

- must be a member in good standing of the NMRA.
- must reside within the boundaries of the Australasian Region at time of nomination and during the entire term of office.
- is the representative of the Australasian Region on the NMRA Board of Trustees (BOT) which is the policy making body of the Association.
- is expected to attend the half-yearly BOT meetings in the USA held in February and in July prior to the National Convention. The meetings usually commence on Thursday afternoon and finish Saturday afternoon.
- is responsible to the parent NMRA for overseeing the operation of the Australasian Region.
- is a member of the Board of Directors of the Australasian Region.

These points have a number of implications for potential Candidates. The most obvious is that overseas travel is required twice a year with the obvious financial implications. Currently the NMRA reimburses the airfare at the cheapest excursion rate. The Trustee is required to pay the airfare at least two weeks in advance and is reimbursed by the NMRA at the BOT meeting.

This excursion rate requires the minimum stay in the US to be seven days. The Region currently provides US\$50 per day towards the cost of accommodation and meals for the three days of the BOT meetings. (Room rates are typically over US\$100 per night however room sharing with other Trustees during the meeting, if available, can help contain costs).

The Trustee is not however subsidised for his accommodation and meals for the additional days. There is also the temptation of the US hobby shops and the attendant cost of car rentals (min US\$60 per day) to get to them. The elected Trustee must be up to speed on our own region business and have a good working knowledge of the NMRA and its business as a whole. This will involve regular attendance at the BOD meetings currently held in Sydney either in person or by speaker phone, if you reside out of Sydney.

In this issue of MainLine is a nomination form which must be signed by the nominator, seconder and the candidate – and it goes without saying that all three must be financial members of the NMRA who live within the Region (although not necessarily members of the AR). Anyone who is interested in this position can get information from the NMRA web site or from either David North or Rob Barker (Region Secretary). John Saxon was Trustee until 1998 and David North has held the position since 1998.

Nominations for the position will close on July 15th 2003.

Ballot forms will be in the August MainLine which must be returned by November 15th 2003.

ELECTION OF AUSTRALASIAN REGION TRUSTEE

Nominations are hereby called for the position of AUSTRALASIAN REGION TRUSTEE to take up office on 31st March 2004 for a term of two years. Details of this position are contained in the article above.

All nominations must be on the form in this magazine (or a photocopy) and must be signed by the nominator, seconder and the candidate. All three of these must be members in good standing of the NMRA and resident in the Australasian Region. Each candidate must submit the following Candidate Personal Information with the nomination form.

- A statement of qualification for the position of Trustee.
- A personal platform statement of no more than 250 words (which will be provided with the ballot papers to all members, should a ballot be necessary).
- A photograph of the candidate.

Closing date for nominations is July 15th 2003.

New Products on the Horizon.

- Standard Gas Turbine Union Pacific in Resin from *Resin Trains*.
- *Broadway Limited*, second run of NYC Hudson with block style lettering. Cab numbers; 5324, 5330, 5334. Out now.
- *Lenz* has introduced new technology for DCC decoders called Un-interruptable Signal Processing (UPS). Look for it around June in O and N and then HO scale decoders. See editorial for the amazing claims.
- *Atlas O* has acquired the O scale product of Intermountain.
- Atlas 'HO' scale new paint schemes for GP38 and GP40 have been announced. Road names available are Conrail, Cotton Belt, Family Lines, Florida East Coast, Frisco, Gen. & Wyoming, Green Mountain Railway, MKT, Tennessee, Alabama & Georgia & Vermont Railway.
- *Atlas* - 'HO' scale extended wide vision cabooses have been announced by Atlas. These items are available in Chessie Safety, CSX, Frisco, RF&P, & Undecorated.
- *Atlas* - 'N' scale new paint schemes for N scale H15-44 and H16-44 have been announced by Atlas. Early and late body versions are available. Road names available are KCS, Lackawanna, NH, PRR, SRR & Undecorated.
- *Bar Mills Scale Model Works* Majestic HARDWARE & FEED in HO & N scale laser-cut super detailed structure. www.barmillsmodels.com
- *Broadway Limited*, Southern Pacific AC 4/5 early Cab Forwards targeted for release this year. (\$US600) Also NW2, switchers 2 cab numbers ea of B & O, BN, GN, PRR, SP, UP and undecorated. SW7 Phase 2 in BN, C & O, C B & Q, GN, NYC, PRR, UP and undecorated. (\$US180) E7B dummies in UP, NYC, SP. PRR J2 2-10-4 in 3 cab numbers is targeted for 2004. (\$US380) Class H2a hopper cars in N & W, PRR and B & O with A, B C and D packs with 6 differently numbered cars in each. These hopper cars will come completely assembled and decorated.
- *NCE* has announced its re-entry into the N scale DCC market with the introduction of the N12SR, generic style decoder and the NIMFT-A and NIMFT-B, plug and play decoders for the Intermountain FT's. More "N" scale decoders coming soon.
- *TCS* has also just announced that the company is entering the "N" scale DCC decoder market with the introduction of the M1 and M1P (NMRA Plug), the first two such decoders in its "Micro Decoder" series.
- Realistic, good looking large trees, (12 inches tall) from www.ScaleTree.com.
- *Norscot* HO scale CAT die-cast precision construction machinery.

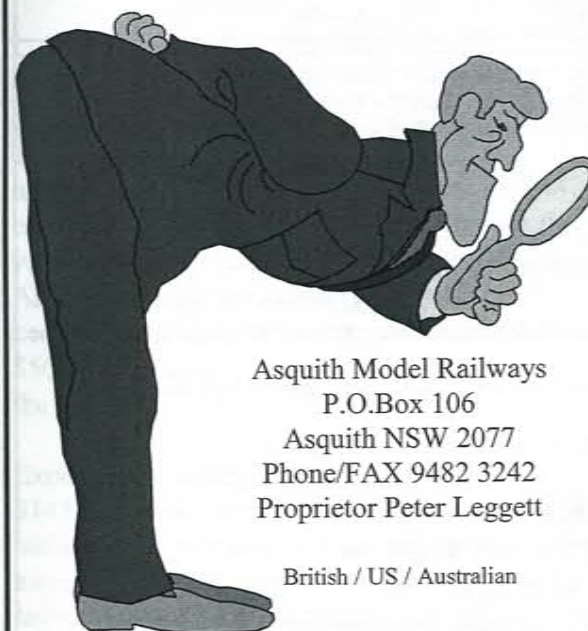


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- Woodland Scenics – large range
- 'O' Scale kits & accessories
- Floquil paints – new stock
- Wide range of Decals

A USEFUL ADDITION TO THE WORKSHOP FROM MARIO RAPINETT.



Hi All..... many modellers have wall racks to hold their small tools..... I recently added another to hold my smaller tools.....

The cheap plastic rack is great with the many size holes, however some holes are just are too large.

So I used some plastic nozzles that are included with the liquid nails tubes.

These now hold my very small files and tools that have a straight shafts, etc.....

BERG'S HOBBIES

The recent Narrow Gauge Convention held in Sydney over the Easter weekend was, without doubt, a huge success. The clinics were well presented, clinic notes invaluable and the standard of modelling in the layouts, dioramas and competitions was incredible. Credit is due to the organisers for a job well done. While it is still fresh in our minds, we thought it was appropriate to list some of our narrow gauge stock.

BACHMANN ON30

2-6-0 locos various road names	\$195-00	Flat cars	\$44-70
0-4-2 tank locos various road names	\$150-90	Gondolas	\$44-70
0-4-0 tank locos various road names	\$132-70	Tank cars	\$61-90
2 truck Shay various road names	\$439-95	Box cars	\$61-90
		Stock cars	\$59-95
		Cabeese	\$74-30
		Coaches	\$47-70

In stock at present are a limited number of both passenger and freight sets at special prices, so now is your chance to move into ON30 for a modest outlay. At the Convention it was announced that Bachmann will be releasing 25 ton 2 truck Class B Climax with a straight boiler later this year. It just gets better and better for the narrow gauge modeller! Note. All Bachmann locos and rolling stock are ready to run and fitted with E-Z Mate magnetic couplers.

PECO O-16.5

Tram loco kit	\$179-95	4 wheel coach kits	\$61-95
Hunslet Quarry loco kit	\$179-95	4 wheel goods wagon kits	
0-4-2 saddle tank loco kit	\$179-95		are from \$23-95 to \$30-95

These locos and rolling stock are based on the great little railways of Wales in England and are designed to operate on HO gauge track hence the O-16.5.

We stock Peco "crazy track" suitable for both Bachmann and Peco, flexible track 900mm long is \$10-50 a length, left and right points are \$34-95 each and a Y point is \$30-95.

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Trustee Report

The majority of the discussion at the Mid-year Trustee meeting held in Seattle during February revolved around fine tuning the Long Range Plan.

As you may be aware, the National Association is registered in Ohio and recently, Ohio law regarding non-profit organisations has been significantly upgraded and naturally we are amending our rules to both comply with and to take advantage of the new changes.

One relatively minor point will be that the Board members of the National Board will be called Directors, not Trustees and the rules will be called Regulations, not By-Laws.

Currently, the NMRA has two sets of governing documents. The first is the Constitution and the second is the By-Laws.

Typically the Constitution will refer to the By-Laws and therefore you are constantly going back and forth between the two documents when working out what the "law of the land" is. So the proposal is to simplify the rules by rolling both into the one document.

Naturally, there will still be those areas that require a membership vote to change, preserving the members' control on the important issues. However, the change will allow the procedural, day to day matters to be amended with a vote by the Directors (Trustees).

The consensus of the legal minds is that we are simply bringing the rule making process into the 21st Century.

The other major issue was that of single membership. The aim is to have members of the Association

automatically be members at all levels.

Currently, you can be a National member without being a Region or Division member. From a dues perspective the aim is to have a common dues amount for all members allowing simple centralised collection.

Due to the differences across the many Regions and Divisions this was and continues to be a thorny issue.

The consensus is to add US\$3 to the National dues, which will be allocated to the Region.

This is simply a consolidated way of collecting dues and NOT a dues increase.

And of course, all the above changes will only take place if you, the membership vote for these changes.

Interestingly, the final outcome may have little impact on us here in Australasia. The National Board have agreed to us (and the UK) looking at restructuring our relationship with the parent body in an attempt to deal with the admin problems due to geographical distance and financial fluctuations due to exchange rates.

I have been working towards this for the last few years with some success. For example we now manage the new member and renewals process for both the Region and National and that is working well. So the challenge and opportunity for the Region board is both exciting and daunting.

David North
Australasian Region Trustee

Treasurers Report for 2002

Total income for the year was \$28266.81 and expenditure was \$28100.71, which meant that income exceeded expenditure by \$166.10. The total funds on hand on 31st December 2002 were \$11447.25. The expenditure for the year was increased by the very low value of the Australian dollar in relation to the American dollar. On the positive side the one day convention held at Epping had a surplus of just on \$5000.00 which compensated for the exchange rate of the dollar.

Expenditure during the year included an amount of \$1437 on video tapes for the library. This was financed mainly from a grant for this purpose from the US. An amount of \$1100 was spent purchasing the exhibition layout known as Sweetgrass. All of this money was recouped from the sale of the existing layout and money

earned from showing the layout at exhibitions. There are currently no major unfunded liabilities and an amount of \$1200 will be recouped from the US in early 2003 for membership and insurance expenses incurred in 2002.

A much smaller profit has been projected from the workshop to be held at Epping in 2003 instead of a convention. The decrease in revenue from this source should be partly compensated by a better exchange rate on the Australian dollar and increased revenue from advertising in the mainline.

Ken Scales
Treasurer

THE COCKLE TRAIN GOOLWA TO VICTOR HARBOUR

Author Mal Carroll

On a cloudy wind-swept day with winds gusting up to 45kph, we stepped from our coach to view a steaming, hissing 4-6-0 steam locomotive and three end-platform cars. We are at Goolwa Station to board steam locomotive Rx 207 for the forty minute trip to Victor Harbour.

Rx 207 was built by North British Locomotive Co and entered traffic on 5th December 1913. She was converted to a superheated engine in September 1926, which increased her load capacity to work hill line traffic to Bridgewater.



Superheating refers to boiler design where steam from the boiler passes through a number of tubes or elements placed outside the boiler flues to further raise the steam temperature and dry the steam making the engine more efficient.

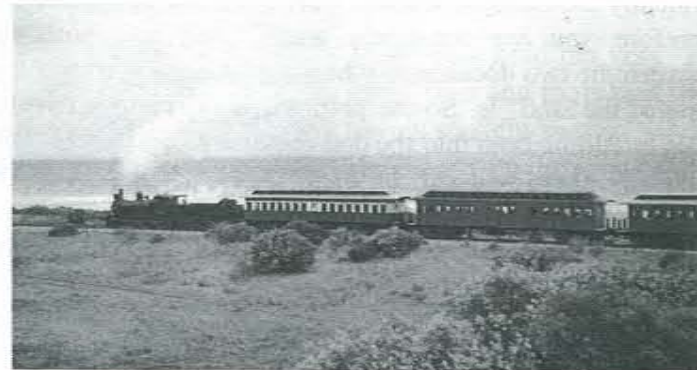
Some of the "Rx" class were initially built as the "R" class and later converted to "Rx" Class by enlarging the firebox thereby increasing boiler pressure. A total of 30 "R" and 54 "Rx" class engines were built for South Australian Railways. Before 1926 they were the most powerful engine on the broad gauge system. The "Rx" was used to haul "THE OVERLAND" over the Mount Lofty Ranges, two engines pulling and one pushing. Double heading on Broad Gauge came to an end in 1926 when larger locomotives were introduced. The "Rx" class were then used for secondary duties on branch lines and as shunting locomotives in depots. In 1965 they were still working trains to Peebinga as 830 class diesels were too heavy for that line.

Rx 207 was withdrawn in 1996 and Steamranger staff and volunteers worked for four years on a major overhaul. It

returned to service to haul 'Cockle Train' in December 2000. Its sister locomotive Rx 224 was withdrawn earlier following mechanical failure and is awaiting overhaul.

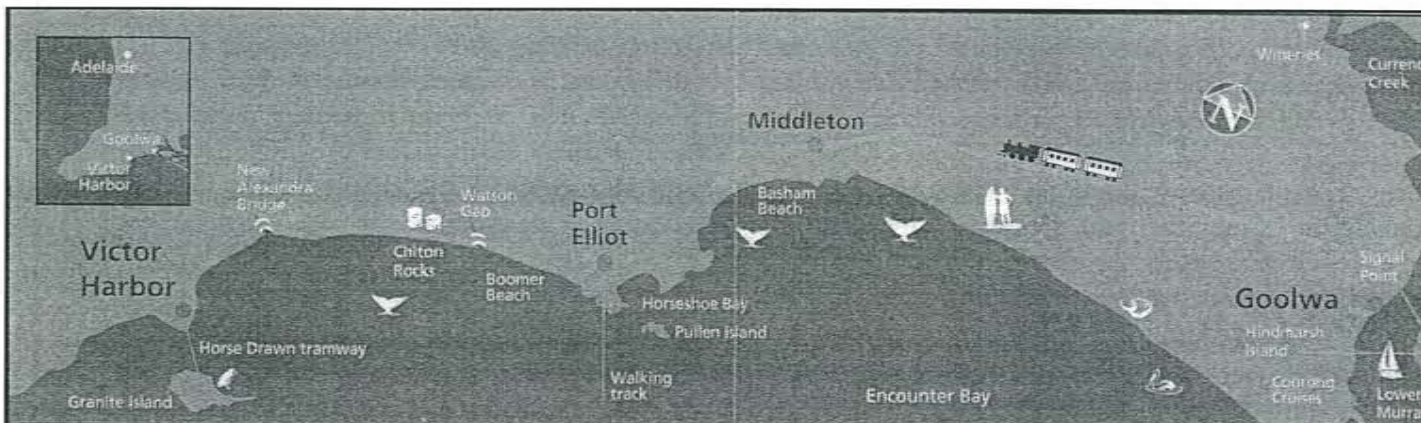
The volunteer staff made us feel welcome as we settled into the comfort of the OLDE WORLD Carriages for our journey to Victor Harbour. The Goolwa to Port Elliot section was built in 1852 and was South Australia's first railway. It was built to service the River Murray paddlewheel traffic but was found to be unsuitable. A boat was then built at Port Elliot where produce was transhipped after unloading at Goolwa.

As the strength of the wind increased and the rain became heavier, we headed inland from the jetty passing evidence of previous railway traffic. Port Elliot proved to be a poor choice for a port as there was no protection for shipping and it was a shallow harbour together with dangerous conditions. Seven



ships foundered between 1853 and 1864. As we traveled northward we passed many historical buildings which are relics of the river boat trade. We crossed the main Goolwa to Victor Harbour road with the rising threatening ocean on our left. The country side is rather flat and undulating for the 6km journey to Middleton which used to be the junction of the line from Stathalbyn. Large quantities of sheep were railed from local sheep sales here.

For the remainder of the journey we travelled closer to the coast and the surfing beaches of Fishermans Bay and Basham Beach. This area is a taste of heaven for the rail enthusiast. Above the railway overlooking Bass Strait stood luxury two and three bedroom homes with open verandas and plenty of open space.



What better way for a train enthusiast to spend his time soaking up the trains and the seas.

Soon we arrived at Port Elliot where the railway continues to run parallel with the coast along the sand dunes. We travelled through Watson's Gap over an arched reinforced concrete bridge built in 1906 to replace a wooden trestle constructed in 1863. Approaching Victor Harbour the line crosses Hindmarsh River on a five-span Concrete bridge built in 1907. The original combined Road/Rail crossing known as Alexandra Bridge was built in 1863.

We steamed past the electric turntable on the right and the semaphore signal on the left. Then heavens opened up and the skies brightened from thunder and lightning as it rolled across the afternoon sky. The rain and wind continued to increase as

we approached Victor Harbour Railway Station in the centre of town. As we departed the train, sheltering from the wind and rain, we sought the comfort of a warm dry place for a meal of fish and chips, facing the beach, soaking up the rich sea air. Visit Victor harbour and the Cackle Train soon. You will be glad you did.

Steamranger Bookings and general information. PO Box 960 Mt Barker SA. 5251 Tel: (08) 8231-4366. or

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Trip Report USA November 2002

"Or how to kill a whole weekend playing trains in the 'DC area' on a business trip?"

by Julian Israel

Vice President Australasian Region NMRA

When my boss told me I must go to the USA and meet with our customers, how could I turn him down. With reserved enthusiasm I made the airline reservations and decided on places to stay.

I mentioned to David North (our Region Trustee) that I was going to the States and he suggested that I contact one of the US Trustees and get some names of NMRA members in the areas I was intending to visit, so I could set up a few layout tours. This is one of the less obvious benefits of being an NMRA member, BUT it is probably the greatest benefit if you ever get the chance to travel to the USA (or wherever there are NMRA members).

I looked up the directory in the NMRA Bulletin magazine, and I sent off two e-mails, one found its mark! I got an e-mail response from the Mid Eastern Region Vice President, Clint Hyde. He explained that there was a Potomac Division that covered this area and that they had just recently had a big "open house" layout tour (last weekend). Just my luck eh?

Anyway Clint offered to contact a few of the hosts and see if he could set up a private layout tour for me. Although I had never met or communicated with Clint before, he was very helpful and responded quickly to my e-mails and questions. As I had never been to Washington DC, or Virginia and Maryland before it was great to find a person on the other side of the planet who not only shared my interest in model railways but also was kind enough to spend the time setting up a layout tour for me.

I was also somewhat nervous about this business trip as the infamous "Killer Sniper" was at large and each day as the trip departure approached, yet another dreadful killing would occur. At about murder number ten, I was seriously ready to cancel this business trip!

It was mid October and the aftermath of the Bali bombing was also heavy in the air. All US airports were on "Red Alert" literally, with thousands of new security trainees all ready to X-ray every component of your body, up-end all your luggage and repeat this at least three to four times prior to every departure within the USA. (I believe that this has settled down a bit now...)

So where was I ... Oh yes, deciding if I should go or not. I was scheduled to go for two weeks with the first week on the West Coast and the second week on the East Coast. I thought maybe by the time I reached Washington they may have caught the culprit. Well, the day before I departed for the US they arrested the two snipers, so I left Sydney on a Saturday morning

relatively relaxed and looking forward to a great trip.

Just prior to departing my home (taxi waiting) I sent one last e-mail to Clint letting him know I would be in Washington Friday week, but at that stage I was not aware of whether a confirmed tour was on, but I made sure I had Clint's home phone number.

I had also tentatively arranged to meet another NMRA person in San Francisco but unfortunately my business calendar was so full I didn't have a chance to slip out and see any trains in the West. I did get to walk down Sunset Strip ... I nearly stepped on Mickey!



I arrived a week later in Washington DC very late in the evening so I didn't call Clint until 9am Saturday..

I dialed his home number and Clint answered. We exchanged greetings and I wondered if there would be a chance to see any layouts. Clint said I better get moving as he had lined up four layout tours for the afternoon, we'd have dinner and discuss NMRA regional business and then two layout tours that evening!

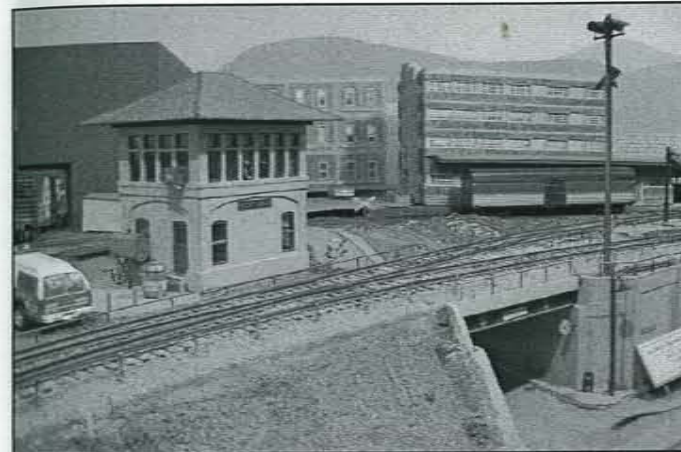
The next day we would attend the local N-Track meeting, then another layout tour, followed by dinner with the President (not George W. Bush!) of the Potomac Division at a lovely Scottish pub. I couldn't believe it. I grabbed my vitamins, my camera (and a coat... as it was getting quite cool) and I headed out. I utilised the local Metro which is very clean, very fast and very cheap (\$5 for an all day ticket to anywhere on the system). I took the "Orange Line" train from Metro Center all the way out to Vienna/Fairfax (West of the District, in Virginia). This gave me my first impressions of Washington and Virginia. The Fall colours were absolutely mind blowing. The forests run right up to the edge of the Interstates and bound the sides of all the roads and houses. There were also wild Deer roaming around

the suburbs (the locals say they are pests as they eat all the flowers in the garden!).

It was about half an hours run from the centre of DC to the end of the line (which is not even half way to the outskirts of town).

Clint and I met at Vienna station and we jumped in his brand new Chevy pickup and hit the road. We headed off on the "Beltway" (a major connecting ring of Interstate highways that runs around the city about 15kms out. A quick way to get around although there were traffic jams even on the Sunday afternoon).

The first layout we visited was that of the famed John Armstrong. John has a wonderful O scale layout in his basement that has been in many magazines. He has written large numbers of articles and books on model railroading over fifty years. His scratch built track and three rail AC system are



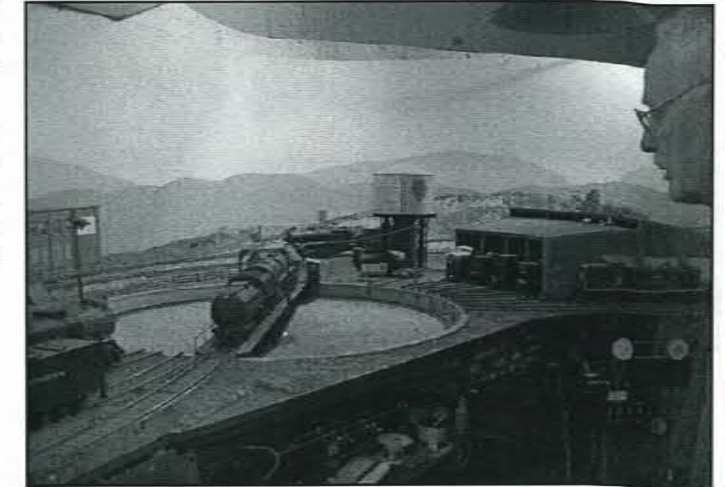
superb (the third rail is uniquely disguised on each side of the track and looks something like signal cable conduit, see photo above) the third rail pickups are small shoes that protrude on each side of his locos (you'd never notice though).

John has a recreated the building and street scene found in the famous painting the "Boulevard of Broken Dreams". See photo below.

John explained his throttle system which was built using the magnets and motors out of old pinball machines. You push buttons (which are at ten foot intervals around the entire layout's fascia) and they boost the track voltage (with a sound



like a flipper on a pin ball machine) up or down, progressively, thus increasing or decreasing the locos speed. I have never seen anything like it and it worked flawlessly. Many of John's electrical gadgets were there to see, just as I had read about in his articles. For example, he has all his layout lighting on a manually driven dimmer system which has a bunch of "cotton reel like" controls linked by string to turn down the dimmers! You can just see them in the lower right of the picture below.



That's John there too, watching as he prepares one of his 'monster' locos for a run.

Out on the mainline and there's plenty of action....



Well we had over-run our time at John's - so much to see and so much to say (who me?).

Now we were running late (this didn't get any better over the two days as we spent a long time at every layout...more than



the one hour allotted for each stop!)

Off to the next layout, built and owned by Captain Plinny Holt, a young guy of Ninety Two years of age (I think he has been at this game longer than all of us). Plinny has one of the largest N scale layouts I have ever seen. No actually THE largest N Scale layout.



The picture below shows Oakland wharf (in San Francisco) all scratch built in N scale! Plinny is an electronics whiz too. He has designed and manufactured (all on printed circuit boards) an entire progressive block system with fully interlocked signaling. Sometimes what you see under a layout is more impressive than what is on top. Check out these photos of down under...



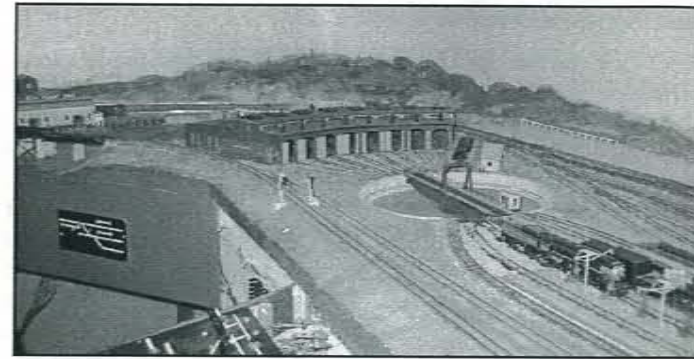
In the centre of the photo is the fully indexed (scratch built of course) turntable mechanism. Is this the neatest wiring you have ever seen on a layout? 10 out of 10 Plinny. All this for N scale!



That's Plinny's hand (not Thing)... you can see that the control panels all have mimic indicators to show where all blocks are occupied too. I have never seen anything that comes close to the amount of electronics that was jammed into this layout.

Plinny had other rooms in his basement one of which contained a drill press, lathe, milling machine etc. Basically it was a full on workshop. I bet even "Tim the Toolman" would have been impressed.

Below is the top side of the indexed turntable that was shown



previously ... down under.

One last shot of Plinny's empire, before we depart for our next layout destination.



Well by the time we arrived at Andrew Dodge's home it was getting dark. Although I could see that he had prepared the right of way for his new live steam layout that runs around his 5 acre property! It seems that On3 wasn't quite big enough.

However, his basement was quite big enough for me. Andrew has written several articles over recent years in Model Railroader. See April 2001 (How to build 3-way stub points), June 2001 (use of a real Telegraph on model railroads) and to the right is Clint Hyde my host at the Telegrapher's desk! As Andrew's layout is set in the late eighteen hundreds, the dispatcher must also go back in



time.

Andrew is also published in MR Planning 1997 - anyone got a copy?

One of the first stops along the line



This is Clear Creek and Andrew model's the Denver South Park and Pacific (DSP&P) railroad, which was later taken over by the Colorado and Southern (C&S) in 1899. So you will see Mason Bogie steam engines and other interesting narrow gauge equipment (yum this is my indulgence too!). There's that three way stub point below, from the MR article... P.S. The mine tailings are actually from a real mine site in



Colorado. In fact all the soils and gravels on Andrew's layout were collected by him and boxed up while on a rail-fanning trip in Colorado and he posted all the dirt home! (Truly) Buildings in O scale get pretty big, the one below is about three feet long, eighteen inches deep and eighteen inches high (what



ever happened to metric). By the way all the track and points are scratch built.

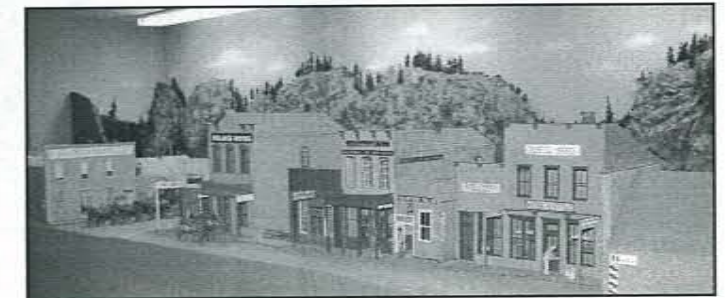
O Scale is truly the scratch builders scale. So many great detail

parts, and figures of people in all sorts of poses. Andrew had originally built this layout in HOn3 in the same basement, but when he got one look at really nice



On3 layout he ripped his old one out and up-scaled. Sounds like a few people I know in Sydney (you know who).

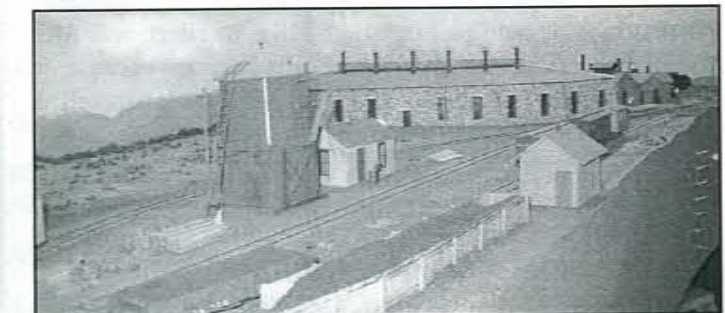
Mainstreet ...check out the size of these buildings!



and this superb stage coach!



and this all-stone roundhouse!



Well its time for some dinner and then off to another On3 layout...

After dinner Clint and I visited Dick Patton who lives very close by to Andrew. Dick also has a narrow gauge 7 inch live

steam loco sitting in his garage. It seems that these East Coast boys like their railroading big!

Dick's basement is over 56 feet long and about 25 feet wide. It is a combination railroad museum, historic society and fully scenicked On3 Denver and Rio Grande Western model railroad (I think Clint had an inkling I liked Narrow Gauge!).

Dick has spent about twenty years building this railroad. He builds each section to full scenery level before moving onto the next section. As such it was only a few years ago that a train actually ran the entire line! I liked the way Dick uses every spare bit of space, you can see from the photo below left that he has built in cupboards below the railway and even has the

back onto the last train out of Vienna and got back to my hotel at about 1.00 am. on Sunday.

I had to get some shut-eye, as we were off again at ten that morning for another big day! I'll save that for a future edition of Mainline!

I'd like to thank Clint Hyde, for

arranging and taking me to all these great layouts and thanks to all those who opened their homes and provided me such a wonderful and memorable weekend.

This is an NMRA major benefit, if you ever go away - check first if there are any NMRA members at your destination, and send a few e-mails out. Ask around and you may be very surprised to find some truly fine layouts and very friendly people 😊



coffee cups nicely stored for those long evening running sessions.

Above right is Red Mill, of the Smuggler Union Mining Company. Those sheer cliffs and winding mountain curves evoke feelings of really being there! Dick managed to recreate some very familiar sights along the D&RGW.

The scenery often reaches the ceiling of the basement.

Well that about wrapped it up for Saturday evening, I climbed



MEMBER NEWS (REPORTER CARMEL BARTLETT)

The *Taree and District Model Railway Club* recently was fortunate to secure an ongoing lease from NSW State Rail on the old railway goods shed adjacent to the historic Taree Railway Station. The clubrooms were officially opened February 4th 2003 by Mr. Tony Stewart, Parliamentary Secretary for Roads, who stood in for Mr. Carl Scully, otherwise occupied with the Waterfall railway accident. NMRA member and past treasurer **Mike Bartlett**, was MC for the occasion, the day specifically chosen because it marked 90 years of railway at Taree. Mr. Stewart travelled by train from Wingham to perform the memorial ceremony at the Taree Railway Station in front of a large crowd. Ninety years ago an even larger crowd welcomed the first steam train and such were the celebrations that day, the town was emptied of all food and drink supplies.

The opening of the Clubrooms followed, attended by club members and local people. Politicians, Mr. John Turner (member for Myall Lakes), Mr. Rob Oakeshot (member for Port Macquarie) and Mr. Mick Tuck (Mayor of Greater Taree City Council) added to the significance of the

occasion.

Front row: left to right in the photograph: Mayor of Taree, Cr. Mick Tuck, Mike Bartlett, Tony Stewart and Gordon Robbie, President of the Taree Modellers Club.



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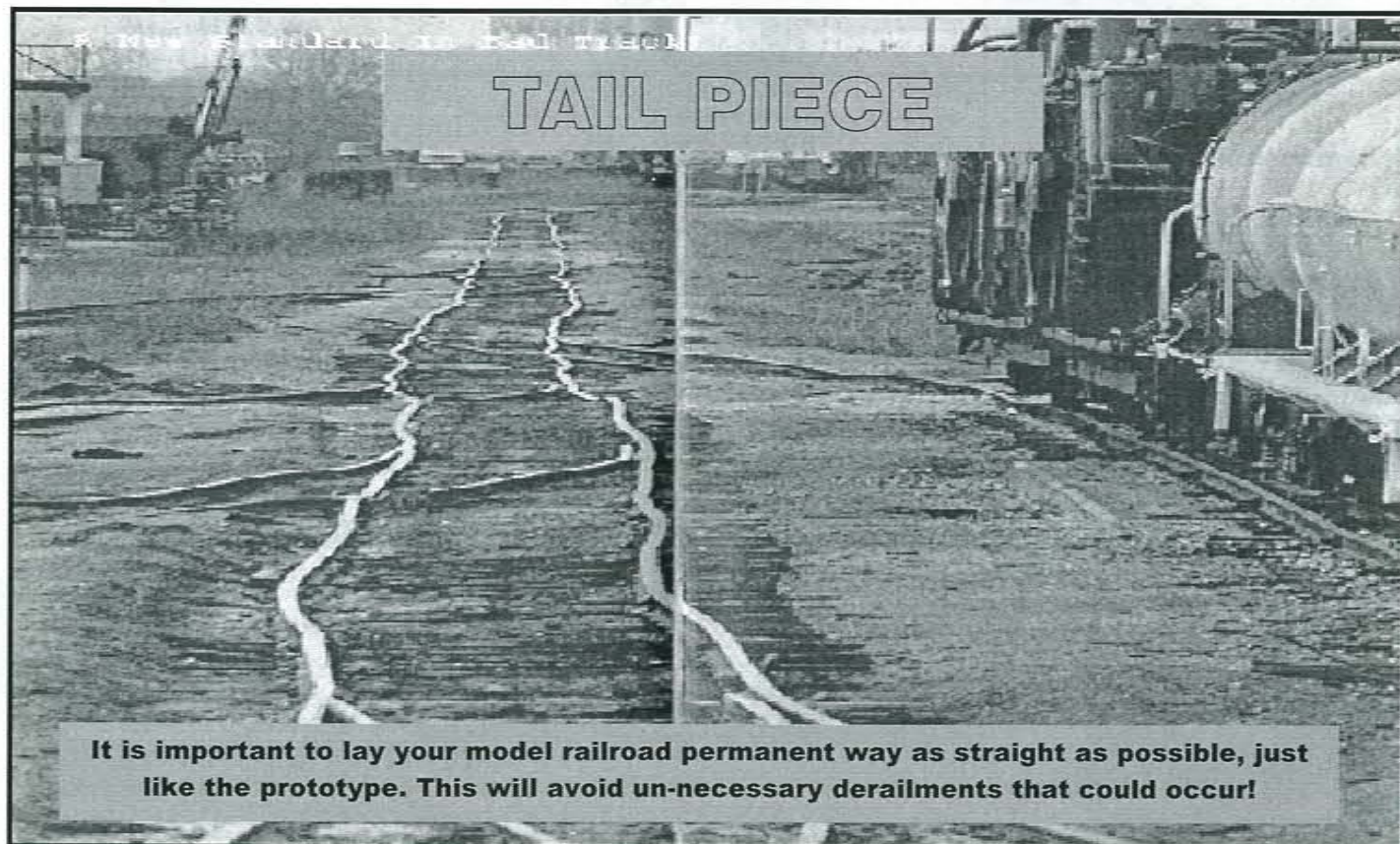
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VT 2 *	Clinic - Perfect Decals	VT40	Union Pacific Vol.5 (The LaGrande Subdivision)	VT80	Piedmont Div of WM - GMR#12
VT 3 *	Clinic - Modelling Tips & Tricks	VT41	Santa Fe's Arizona Mainline	VT81	Yosemite Valley - GMR#15
VT 4 *	Clinic - Freight Car Loads	VT42	Santa Fe's Mojave Mainline	VT82	Cat Mountain & SF - GMR#17
VT 5 *	Clinic - Styrene Construction/Casting	VT43	Burlington Northern's Crawford Hill	VT83	Erie Railroad - GMR#18
VT 6 *	Clinic - Planning Realistic Operations	VT44	NMRA Australasian Region 1998	VT84	F & SM - GMR#24
VT 7 *	Clinic - Detailing Passenger Car Interiors		Thornleigh Mini Convention (Rolling Stock, Soldering, Weathering Your Models & Pine Trees.)	VT85	Rock Island Railroad (Pentrex)
VT 8 *	Kansas City Convention 1998 Layouts Tours	VT45	Trains On Location Stevens Pass	VT86	BSNF Sand Hills Sub
VT 9 *	San Jose Convention 2000 Layouts Tours	VT46	Toronto To Chicago Railfan Way	VT87	All Aboard Series Vol 2
VT10 *	St Louis Convention 2001 Layouts Tours	VT47	Tehachapi Trains on Location (MISSING)	VT88	All Aboard Series Vol 5
VT14	USA Railroad Layouts (compilation videos 1-6)	VT48	Great Layouts US Prototype	VT89	Rock Island Railroad (Gm Frog)
VT15	USA Railroad Layouts (compilation videos 7-13)	VT49	Scenery Tips No.3 by Donald Davis	VT90	Forks Creek Central - Ron Morse
VT16	Airbrushing for Model Railroaders	VT50	Prototypes To Make You Comfortable by John Armstrong Memorable Locomotives by Charlie McCoy	VT91	California's Baldwin Diesels
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VT19	Scenery Tips No.2 Backgrounds by Donald Davis		Trees from Weeds by Louis Godbold	VT94	ATSF Argentine Div GMR#29
VT20	NMRA Australasian Region 1993 (Tony Koesters Clinic) by Kevin Brown		Weathering and Ageing with Pastels by Robert W Baily jr	VT95	East Broad Top
VT21	Waitemata (Auckland NZ) Convention 1990 by Gerry Hopkins		Rolling Stock from Cardboard by W Meijndert Van Alphen Foamcore Buildings by Robert Hubbard	VT96	Classic Chicago Railroading
VT22	Piki Piki Tram (visit to famous NZ NG layout of Merv Smith)	VT53	The Art of illusion by C J Riley	VT97	All Aboard Series Vol3
VT23	Diamond Valley Lines (visit to famous layout of Fred Gill) by Gerry Hopkins	VT54	N Scale and N Track by Jim Fitzgerald and Ben Davis Model Railroad Photography by John Allen	VT98	SP's Central California Mainline
VT24	US Pittsburgh Convention by John Saxon	VT55	NMRA National Convention 1998- Kansas City Layout Tours	VT99	NYC - The Beach Collection
VT25	All Aboard An Introduction to Model Railroads by Madeline Trimby (Kevin Brown's video conversion of tape/slide clinic)		Convention at Marayong 1995 and Clinic Presentations by Allen McClelland	VT100	Union Pacific
VT26	Optimum Use of Space by John Allen (Kevin Brown's video conversion of tape/slide clinic)	VT56	Union Pacific BIG BOYS volume 2	VT101	Southern Pacific - Last Cab Forward over Donner Pass / SP 1941 / SP The Coast Line
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VT28	NG&SL 1991 Convention Clinic by Gerry Hopkins	VT58	Santa Fe 3759 Final Run Over Cajon Pass	VT103	Union Pacific - UP Turbines of the Wasatch / UP Mighty Turbines / UP Trilogy
VT29	Exhibition Layouts 1982 to 1989 by Gerry Hopkins	VT59	Santa Fe - War Bonnets Through Raton Pass	VT104	Santa Fe - Challenge for Tomorrow / Vintage Diesels / SF, The Diesel Loco
VT30	Layout Tours No 3 by Gerry Hopkins (Visits to Sowerby Smith's & Geoff Nott's layouts)	VT60	Santa Fe Odyssey Vol.1.	VT105	This is my Railroad - SP Diesel Version / SP Daylights, Cab Forwards & Early Diesels
VT31	Realism with plastic Structures (video conversion)	VT61	Santa Fe Odyssey Vol 11.	VT106	UP Last of Giants / UP 6900 Centennials
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VT33	The Clinic (Woodland's)	VT63	Scenery & Water - Convention 1997	VT108	Glory Machines Vol 3 / Glory machines Vol 4
VT34	Distinctive Rolling Stock by Dean Freytag	VT64	1997 National Convention, Madison USA	VT109	UP Steam over Sherman / Otto Perry's Santa Fe
VT35	Convention 1995 at Marayong & Layout Tours	VT65	Little Engines of NZ	VT110	UP Battle up Sherman Hill / Pennsy Racetrack 1940-1980
VT36	Rocks & Basic Scenery Made Easy by Dave Frary	VT66	The Two Foot Gauge Tramway (NZ)	VT111	D&RGW, SF & BN Joint Line / UP Vintage West 1960-1980
VT37	Painting Model Structures by Dave Frary	VT67	Model Railways of Australia	VT112	Today's Chicago Railroads
VT38	Finishing Your Scenery by Dave Frary	VT68	Gateway 2001 USA Convention Models, etc	VT113	1997 NMRA National Convention Layouts
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		VT76	Utah Midland - GMR#4	VT121	John Gray's UP Cheyenne Div GMR #36
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VT126	Santa Fe Mojave Sub Division, Caliente		Two Foot Gauge Tramway		Episode 301
	to Mojave	VT145	Chesapeake & Ohio Steam Locos /	VT155	AMRA Exhibition Liverpool 2001 /
VT127	Franklin & South Manchester Part 3		Streamliners of Yesteryear		Model Railways of Australia 1992
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VT130	Twilight of the Rio Grande / Switching	VT148	On The Track - Lifeline of the	VT159	Diesel Power on the Southern Pacific
	along the Rio Grande / Work Train to		Nation/225,000 Mile Proving Ground/	VT160	New England Berkshire & Western
	Silverton		Railroads & National Defence		GMR#25
VT131	The New York Central Collection	VT149	Great American Railroads V1,2&3	VT161	Allegheny Midland GMR#14
VT132	Steam in St Louis 1990 / Sierra Railway		Golden Spike/ Nickel Plate Story/	VT162	M&K Division of the B&O GMR#5
VT133	The Blue Mountain & Reading / From		Milestones of Progress/	VT163	Rails in Kansas City Part 1 - 1998
	the Redwoods to the Boardwalk / Illinois		Railroads & National Defence/The Big		
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VT134	50's Memories of the Rio Grande	VT150	Great American Railroads Vol 4	CD1	DCC Forum Chaired by Peter Jensen
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			Track/225,000 Mile Proving Grounds		Jack Burgess
VT135	Santa Fe's Curtis Hill	VT151	Great American Railroads Vol 5 Easy	CD3	PC Data - photos, shareware, etc.
VT136	Cass & Mower Logging Trains		Does It/Something for Everyone/Coast	CD4	Alberta Coal Branch by Lynne Zelter
VT137	Rio Grande of the Rockies		to Coast in 48 Hours	CD5	Trainz Simulator Demo
VT138	Gunnison on the D&RGW	VT152	Great American Railroads Vol 6 End of		
VT139	The EMD FT103 Diesel Story		an Era / Thundering Rails / Ihabod, the		
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All the above listed videos are available from:

Tapes with an * are also available from each Division Library

David Latham. 86 Marine Drive. Oatley NSW 2223
 Phone: (02) 9570-5338 (h)
 Email: lathamd@optushome.com.au

Requests from interstate are most welcome and are at no cost to members. Requests for specific videos will be given priority when they are returned from loan.

NOTE : A \$5 overdue fee per tape is applicable to borrowings longer than 2 months

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WHO ARE THESE THREE PROSPECTORS?
 last seen touring the USA about 12 years ago.



NICE LEGS GUYS!
 Their names will be revealed next issue.

Australasian Region Directory

www.nmra.org.au
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Mission Statement

The National Model Railroad Association, Inc. advancing the global model railroading community through advocacy, standards, education and social interaction.