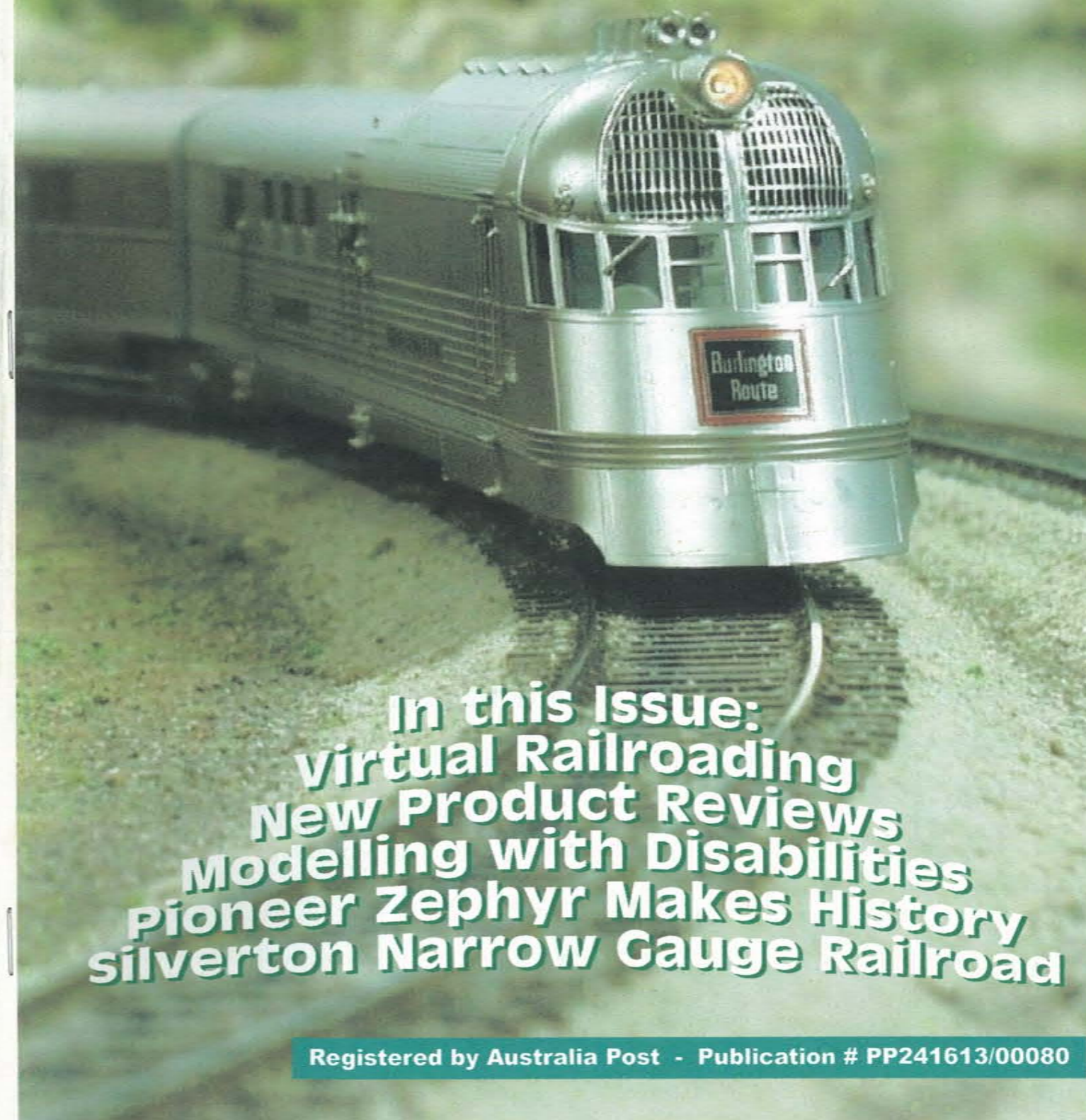


# MainLine



**In this Issue:**  
 virtual Railroading  
 New Product Reviews  
 Modelling with Disabilities  
 Pioneer Zephyr Makes History  
 Silverton Narrow Gauge Railroad

## Loudspeakers - The Most Important Part

*They either help or hinder a sound system. Usually it's the latter.*

Audiosound Laboratories are Australia's oldest manufacturers of quality Loudspeaker systems, - Since 1968. They are used by many professional organizations such as the ABC, National acoustic Laboratories and many recording studios. James Morrison CD's are mastered on our loudspeakers (and amplifiers) However, the majority of our systems are used in homes by people just appreciating better sound, and it starts from just \$480 a pair.

 <p>"Floor Standers" from \$1,250 pr.</p>	<p>"Piccolo" 2 models from \$480 pr.</p>   <p>"DM-1 Micro Monitor" Used by the A.B.C. \$550 pr.</p>	 <p>"8033AB" Constant Phase \$3,800 pr.</p>
---	---	--

Arrange for a demonstration, otherwise you'll never know what you're missing.



*Loudspeaker Engineers*

148 Pitt Rd., North Curl Curl NSW 2099. Ph. 9938 - 2068

Audio/Hi-Fi equipment that's finer *and*

Australian [www.audiosoundlabs.com.au](http://www.audiosoundlabs.com.au)



# The Signal Box Model Railways

8/15a Great Western Hwy  
Blaxland  
NSW 2774

Phone (02) 4739 - 1799

All mail and phone orders welcome.  
Open Tuesday - Saturday

All credit cards and EFTPOS welcome.

We buy, sell, trade and consign second  
hand models and modelling equipment.

With contacts to all major model brands!

## THE RAILCAR

The Source for US Narrow  
Gauge in Australia.

Scratchbuilding supplies.  
Craftsman type kits.  
Extensive range of detail parts.  
Rolling stock.

Address: 41 Shakespeare Drive  
WNMALEE NSW 2777  
Ph/Fax: 02-4754 2880  
E-mail: [railcar@hunterlink.net.au](mailto:railcar@hunterlink.net.au)  
Website: [www.railcar.com.au](http://www.railcar.com.au)  
Contact: Herna or Paul Ward

All enquiries welcome.  
Phone, fax and e-mail orders welcome.  
Credit cards - Visa, Mastercard & Bankcard

## AUSTRAL MODEL CRAFT

SHOP 15 FAIRLAND STREET, MT GRAVATT QLD 4122  
PHONE [07] 3849 2655 • FAX [07] 3849 8664



InterMountain  
Railway Company



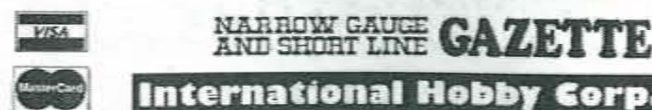
Grandt Line

MICRO SCALE DETAIL ASSOCIATES

PRECISION SCALE CO. INC.



WALTHERS



Above is just a selection of the brands we carry. We also stock  
Shinohara, Railline, CBT Shops, Greenmax, Tomix, Con Car,  
CT Decals, Bachmann, Heljan, Kibri, Trax, Vollmer and many more.

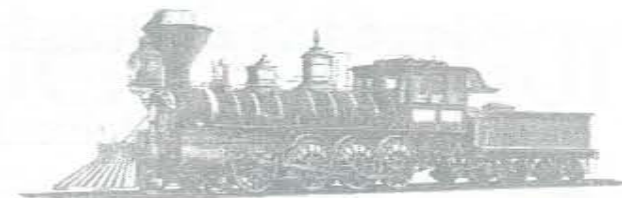
We are a WALTHERS dealer. We accept Bankcard, Mastercard, Visa.  
MAIL ORDERS, LAY-BYS. Try us for your next order.  
TRADING HOURS: 9.30-1pm TUES. 4pm-8pm THUR & FRI. 9am-4pm SAT.

LARGE SELECTION OF BOOKS TO CHOOSE FROM  
WE SELL BRASS MODELS ON CONSIGNMENT



## CONTENTS

August 2003  
Volume 20 Number 3



### Feature Articles

- 14 Virtual Railroading.
- 15 Region MMR News Picture.
- 16 Pioneer Zephyr... A Legendary History.
- 20 Trustee Election Candidates and Voting Form.
- 22 Modelling with Disabilities.
- 30 Cedar Valley Railroad Revisited.
- 31 The Silverton Narrow Gauge Railroad.
- 33 New Member List.
- 36 Memories of Don Wangrow.

### Regular Articles

- 3 Divisional Meetings Schedule.
- 5 Presidents Report.
- 6 From the Editor.
- 7 Regional Roundup.
- 12 Product Reviews.  
Broadway Limited Class A Norfolk & Western 2-6-6-4  
Puffing Billy Photographic record CD
- 19 AP Report.
- 25 New Products.
- 28 Exhibition Calendar.
- 34 Safety Note.
- 37 The Library Car (Videos)
- 38 Advertising Directory.
- 39 Region Directory.

### ON THIS COVER:

C B & Qs Pioneer Zephyr on a super-elevated during a historical run back in  
1934.

This "Challenger Imports" brass model re-enacts the record run.

The next MainLine will be published December 6th.  
Featuring Allan Rocket's beautiful 0n3 layout





# Schedule of Divisional Meetings for 2003

## Division 1 Queensland

September 13<sup>th</sup> Denis Lane 3 Tyron Close, Springwood.  
 November 8<sup>th</sup> Graham Prideaux  
 December 7<sup>th</sup> 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

September 13<sup>th</sup> Trevor James 124 Mandalong Rd Mandalong (Morrisset) (02) 4977-2816  
 Take the Morisset exit off the F3 Freeway (approx 90 kms from Sydney start of Freeway) and turn left into Mandalong Rd. Travel 3 Kms on Mandalong Rd and you will arrive at 3 letterboxes on the LHS. ( the red one has Frog Acres on it). If you reach Browns Rd you missed by a few hundred metres. Turn into the dirt track at the letterboxes and follow the "Frog Acres" and "NMRA" signs for 1 Km. Take it steady on the dirt track( and obey the speed limits)

October 12<sup>th</sup> (Sunday) Modular Group 54 - 60 Roseberry Rd Kellyville  
 November 22<sup>nd</sup> John Saxon 186B Davistown Rd. Yattalunga (02) 4369-7453  
 December 6<sup>th</sup> Uniting Church Hall Cnr Edgar & Charles St. Baulkham Hills (02) 9686-4270  
 \$10 per head. Tickets from Ruth Garbutt.

## Division 2 Canberra

August 30<sup>th</sup> Stephen Walker 5 Pasmore Close Kaleen, ACT 2617 (02) 6242-8786  
 September 27<sup>th</sup> Jess Brisbane 17 Forwood Street Monash, ACT 2904 (02) 6291-4260 (H)  
 0404-254-910 (mobile)  
 October 25<sup>th</sup> David Service 1 Kleinig Street Nicholls, ACT 2913 (02) 6255-7477  
 November 22<sup>nd</sup> Stephen O'Brien 138 Nemarang Crescent Waramanga ACT 2611 (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.

August 17<sup>th</sup> Rod Hutchinson 40 Erskine Ridge Mooroolbark (03) 9726-6187  
 September 14<sup>th</sup> Peter MacDonald 4 Boyd Street Bacchus Marsh (03) 5367-3601  
 October 12<sup>th</sup> Graham Meyer 2 Elizabeth Court Emerald (03) 5968-4518  
 November 9<sup>th</sup> Geoff Truman 12 Goodwin Close Hoppers Crossing (03) 9748-7864  
 December 7<sup>th</sup> Grant M Adam 194 Booran Road Ormond (03) 9578-8685

### FROM STEVE PETTIT, A final view of his section of the legendary RED STAG RAILROAD.

Thought I'd share with you the last view of my sections of my spar Tree and trestle bridge modules of the Red Stag as they hit the compactor floor at the waste depot after the NG convention. They are no more & have gone to the big model RR in the sky. (see attached photo) Naturally I salvaged all the detail stuff, structures, figures & CHB blocks etc that I could beforehand.....(hope I got them all) A small amount of scenery was reusable as



were about 80% of my trees so all this stuff will resurface on my TF&LCo. layout in the near future.

Although this is the end of a long and rewarding project working with the other guys, nothing stays the same and we all have to move on. We decided as a group that after reloading the layout onto the truck at the NG convention it was all too hard & taking a huge physical toll on all of us. On the up side I'm really buzzed about starting work on my own layout at home & running some trains.

Talk soon.....back to the drawing board with too many ideas & not enough time.



## MainLine

Official Publication of the  
 Australasian Region  
 of the

### NATIONAL MODEL RAILROAD ASSOCIATION

Registered at Australia Post  
 Publication No PP241613/00080

Editor / Publisher David Jupp  
 Assistant John Saxon

#### ARTICLE 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:** Rear page, full page, half and quarter page space is available at attractive rates. Contact the editor for information. 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 and it is the responsibility of an accepted advertiser to comply with regulations associated with the Trade Practices Act.

Local Membership fee of \$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  
 Toni Saxon  
 186B Davistown Road  
 YATTALUNGA NSW 2251  
 jsaxon1@bigpond.com  
 (02 4369-7453)

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

© NMRA Australasian Region.

# President's Report

### BOD Elections

The Trustee who is our representative on the US NMRA Board is currently David North. Nominations for this position were called for in the May issue of *MainLine*. There being two nominees, an election will be required and I urge you to exercise your right to vote for the person you wish to see as our Trustee. Details on page 20.

In this issue we are also calling for nominations for the Board of Directors. Please refer to the form included in the magazine for the positions. Multiple nominations for a position will require an election or more than 3 nominations for Ordinary Members positions. Nominations close on November 15th and election details if required will appear in the December *MainLine*.

### Mission Statement

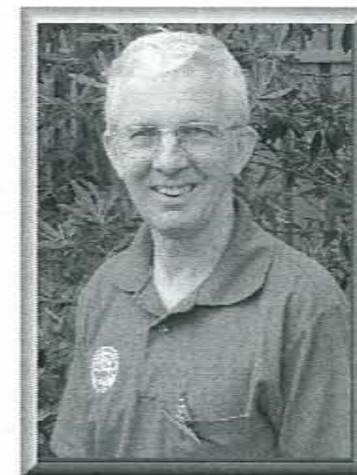
The NMRA, advancing the global model railroading community through advocacy, standards, education and social interaction.

### Workshop

The NMRA Mission Statement was demonstrated at the recent July Workshop held at Dence Park, Epping. Members attended a 'hands-on' day where a wide variety of skills were experienced. These included, a scenery diorama, two methods of making model trees, air brushing, car tune up and car weathering with pastels, soft rocks, track ballasting and weathering, applying decals, landscape painting, switching, and a method of applying water to scenery. People were challenged to step out of their comfort zone.

### New Special Interest Groups

We welcome Ian Phemister and friends who have an existing module group in Coffs Harbour. We met Ian and his friend at the Taree meeting in May.



David Ratcliffe and friends from Melbourne have a special interest in an 'N' scale module group and are joining with us. These new members will have access to the video library, *MainLine*, member meetings and other membership benefits. As Australasian Region SIG's, they will have the benefit of the Australasian Region's Public Liability insurance cover.

### Achievement Program

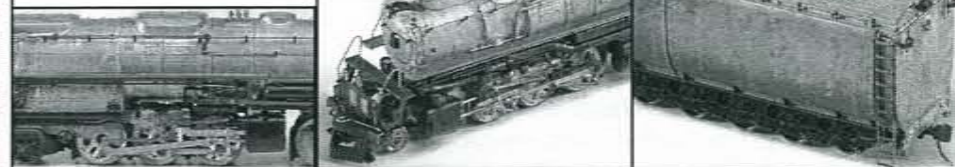
Ken Scales, our Achievement Program Chairman for the last four years, has been an enthusiastic promoter of the Achievement Program to the Region. Many recipients of certificates have benefited from Ken's encouragement and guidance with both the modelling and administrative work required to qualify for a certificate. Ken has been chairman for 4 years and his expertise has been greatly appreciated. Gerry Hopkins has agreed to take over the role of AP Chairman.

Happy Modelling.

*Allan Garbutt*

### PRODUCT NEWS FLASH

Just announced: Lionel are returning to HO scale locomotives with their first model a 4-6-6-4 Challenger due November this year. There will be 6 different versions with 2 cab numbers each and all equipped with DCC and DC QSI sound modules. In December they will release a Veranda Gas Turbine also DCC and DC QSI sound equipped. Bodies will be metal with many detail parts. RRP \$US699. More locos in 2004.







### From the Editor:

I recently received an email from a friend (we shall call him Bill) in the US with a tale to tell that brought home one of the dangers of our hobby. Layout rooms and workbenches can be untidy places at times and Bill's layout room was no exception. Inadvertently he had left his soldering iron on over-night and a number of reference magazines balanced precariously in an adjacent pile fell onto the hot iron. Even though there was a protective spiral over the iron, the heat was intense and smoke from the smoldering magazines soon set his smoke detector to alarm. Bill admitted he was lucky this time and this situation, which can easily happen, emphasizes how important fire prevention and preparation can be. It's always happens to someone else though right? If you don't have one, get yourself a smoke detector or two just for the train room. Get an extinguisher too, as a lot of damage can be done before the brigade arrives. The assumption was that the magazines in Bill's situation were knocked over by little rodents seeking warmth from the soldering iron.

Please note that the next MainLine will be published a month later than normal, that is, in December, not November as in previous years. This is to allow yours truly to have a worry free Christmas break before producing the next issue in March. The release months for 2004 will now be March, June, September and December. Sorry, I do like to relax some time.

This month we review the new monster locomotive from

Broadway Limited, the DC/DCC sound equipped Class A Norfolk and Western 2-6-6-4. This follows the crediting of the recently released NYC Hudson by Model Railroader as HO locomotive and best product of 2002. The competition for HO sound is really hotting up now. (no reference to paragraph one please) Later this year we should be seeing the first Bachmann locomotives with Soundrxx modules RTR and the new Genesis Challenger will be sound equipped. How things have advanced since DCC began. I hope to have the new sound equipped Trix Big Boy reviewed for the next issue.

On a closing note, our hobby has seen the passing of two well known figures. Firstly, Tom Fisher, one of MainLine's advertisers, owner of Fisher Discounts and Toms Discount Hobbies sadly passed away on May 17th. Tom was a colourful figure in our industry and was instrumental in providing quality Australian prototype models with his partner John under the Austrains label. Tom will be missed and we offer our condolences to Lucy his partner and his daughter. A card and flowers were sent to Lucy on behalf of the NMRA Australasian Region. Secondly, Don Wangrow, died late June after a battle with prostate cancer. He founded Wangrow Electronics, a major company that was the early innovator in advanced DCC concepts. Don was a true gentleman and one of the pioneers that made DCC what it is today. He not only built a very successful company but helped other companies as well. He pioneered the advanced concepts that now are commonplace and to a large extent is responsible for DCC being accepted in the hobby's mainstream. He will be missed. Hopefully the joy he brought to fellow model railroaders will follow him.

David Jupp



## HOBBIES IN THE HILLS

Cnr. Windsor Road & Victoria Ave  
Castle Hill 2154

PHONE (02) 9899-5207

- Plastic Kits
- Slot Cars
- Model Railways
- Timber Ships
- Dolls Houses
- Radio Controlled cars
- Girls Crafts
- Paints
- Materials

Railway materials include, Trees, Glues, Paints, Xacto Knives and Blades, Perspex, WoodLand Scenics Materials  
**Come visit us and have a look. Hobbies for the whole family.**

## Regional Roundup

### Division 1 Queensland Glenn Stevens

The April 2003 gathering was hosted by Bob Brown, that well known modeller of things Santa-Fe. The meeting was attended by 9 members and two guests of members. At this meeting we welcomed Daniel Calvert and Justin Walker for the first time after their arrival from ENZED.

There being no formal agenda, we spent the afternoon running trains on Bob's layout. The editor of this fine newsletter had a Bachmann 2-10-0 and seven WM wagons to try out Brownie's helix. For a loco that is rumoured not to pull the skin off a custard, pulling seven weighted wagons up a six turn, 2<sup>1/2</sup> % grade, was very good. It ran all afternoon, and mixed very well with Bob's first generation Santa-Fe diesels that were competing for track space.

Bob's layout is split level, with the levels connected by the helix. The lower portion is in the garage and comprises two small industrial areas which are part of the switching task when Bob has an operator run. The upper level is a rectangular single track mainline, with a major classification yard, storage sidings, and two industrial switching areas.

Bob's hospitality was up to his normal high standard, the trains ran all afternoon, and every one had a good time.

It gives me great pleasure to announce the award of Master Builder - Scenery to Grahame Davis. This is the fourth award Grahame has received in the Achievement Program, so he is now well on the way to MMR status. Well-done Grahame.

### NMRA Modeller's Choice Award Toowoomba Model Train Exhibition

The winner of the 2003 NMRA Modeller's Choice Award is 'Moelfryn', a 9mm scale layout representing a Welsh Tramway. Congratulations to Kerry and Dale on a job well done.

This was the fourth year the NMRA has sponsored this award at the annual Toowoomba exhibition, with the previous winners being 'Caintode Flats', 'Ravenstor', and 'Forrest Hill'. When Division 1 first introduced this award, there was one or two layouts which definitely stood out, with 'Caintode Flats' setting the standard now for over five years. There are now about eight to ten layouts in the SE QLD circuit which are getting to that level, so the judging task is definitely not getting any easier.

The judging panel, comprising a member of NMRA and DDMRC, easily narrowed the field to five, however as our thoughts were as varied as the layouts, we added two additional judges and points were allocated 3-2-1. The immediate runner-up, by a very close margin, was 'Caintode Flats', with the efforts of 'Huntingdon Creek', 'Wongaburra', and 'Running Creek' commended by the judges.

### NMRA Information Stand Toowoomba Model Train Exhibition

For the second year, Division 1 manned an NMRA information

stand at the annual Toowoomba exhibition. Whereas last year we concentrated on the AP program as an interest "grabber", this year Ken Leitch and I carried out our own modelling tasks to attract "customers", and this seems to have been the better approach.

Ken bought along his DCC equipment, including programming track, and installed DCC on three of my locos and two of his in preparation for running on our future display layout. The amount of interest in DCC was considerable and consistent over the whole weekend. For my half of the effort, I carried out a gear change on four P2000 FA's, and continued upgrading the detail on two Con-Cor GP-38's. I was happy to get the overflow from Ken's display and most people were genuinely interested in what we were doing.

From an NMRA perspective, we were successful in that we took four names and contact details to provide further information.



On Saturday, 28<sup>th</sup> June, Division 1, in conjunction with the UPMRC, hosted a layout tour for Gordon Miller, a USN NMRA member from a visiting ship.

First up was a visit to Austral Modelcraft, where Gordon not only caught up with 5 months of magazine supply, but he found some Walthers passenger coaches in UP that he just had to have.

Then, accompanied by Denis Lane and Ian Venables, we had a couple of hours at the UPMRC clubrooms running trains on Sierra Central, and then lunch and more running of trains on Brownie's layout in the afternoon.

The last stop for the day was my house, where Gordon ended up receiving a mini clinic on hand laying track from yours truly. He went back to the ship having sampled Sandra's cooking and with memories not only fine Australian modelling, but also culinary delights such as lamingtons, pavlova, and vegemite sandwiches.

Many thanks to Gordon for the ship visit, and to the UPMRC and Brownie for hosting the layout visits.

### Display layout progress

Six NMRA members and two UPMRC members have been having preliminary discussions on putting together a HO scale display layout to highlight the North American prototype, and our modelling skills. As a result we have agreed to progress, with Bob Brown and Paul Skehan (of UPMRC) carrying out the calculation of timber required, and myself and Ian Venables doing a scale drawing of the proposed layout.

The layout will be sectional, rectangular in shape, and



approximately 22 by 10 feet in size. A 10 track staging area at the back will store trains, with two separate (and not parallel) mainlines travelling through generic Illinois rolling country side (that way we can run almost anything we want with some credibility).

The main scenic feature is expected to be a low sloping ridge bisected by two cuttings, with a river on one side, and a road on the other, both parallel to the edges of the ridge, at 45 degrees to the front of the layout. There will be a small passenger depot and grain silo on the left of the ridge at the end of the road, and a rail line parallel to the river, connected to one mainline by an interchange track.

**Division 2 Sydney Kim Bradley**

Our *May* meeting was a long one that started on Saturday at 7:30am with all assembling at John Baker's residence to await the Pegasus Bus Lines tour coach to take us to Rainbow Flat for our weekend adventure with Mike and Carmel Bartlett. Our action packed adventure was attended by 71 members and wives. Highlights of the weekend were a historical and informative talk from member and NSW Railway Heritage Officer, Stuart Sharp on the railway station and its historical



Taree Railway Station (inset Stuart Sharp)

significance for Taree, followed by a short legitimised walk across the track to the goods shed and the home of the Taree Model Railway Club. Four layouts are housed here including Wingham built by

the late Rodney James, Manning, Mid Coast Rail and an N scale layout Spring Valley. We were made most welcome by president Gordon Robbie and by Noel Sawyer, with all enjoying the friendly atmosphere and good modelling. A 30 minute bus ride to the quiet haven of the Bartlett residence and Mike's Union Pacific Rainbow Flat Division Railroad. Housed in a serious mans shed, this railway is some 40 x 25 feet and contains very long dual track continuous runs. A more than adequate multiple track yard easily held UP length trains. Running on DC, much time was spend running and watching long trains leave an area and then reappear some 10 minutes later. Mike's layout is in its early stages of scenery construction and promises to be one of the biggest if not 'THE' biggest in the region. A beautiful roving roast dinner and golden spike presentation was held in



Our Tour Bus

the evening before returning to our motel for much needed sleep. A hearty breakfast was organised for Sunday morning before returning to the ranch for a clean up, monstrous morning tea and a class of

2003 photograph. (See page 33) Just as we were about to leave a flat tyre was discovered on the bus. This took some ingenious actions by bus driver Tim, Gerry Hopkins, Colin Upton and Sowerby Smith to get the wheel nuts undone and the wheel lifted clear of the road. Thanks guys, it would have been a much longer wait without your help. That delay got us stuck on the wrong side of a double fatality on the F3 involving five vehicles during a rather heavy bout of rain. After that 90 minute delay we arrived back in Kellyville some two and a half hours late. On the whole a most enjoyable weekend with much discussion about where to venture next. Thank you Mike and Carmel for a fabulous time. Who do you know that has had 71 for dinner at one sitting? John, for organising a great weekend, many thanks.

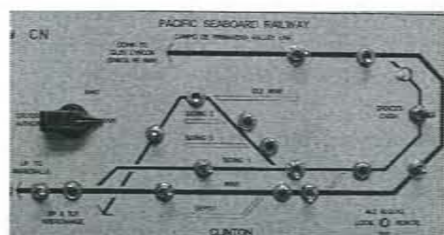
Our *June* meeting was held at the home of Lyndon and Marie Spence in Figtree. Not quite as far to travel as the May meeting but a long way never-the-less,

57 members took the time to attend. It was a cold day but the enthusiasm overcame that problem. Lyndon's 'Pacific Seaboard Railway' in its early stages of scenery construction is resident in a spacious room behind his double garage. The layout is very professionally built and the control panels are a prime example of his build quality. It was good to see a liberal supply of Union Pacific motive power on the track. The layout history can be seen in layout tours which is set as a link from [www.nmra.org.au](http://www.nmra.org.au) Following the formalities from Allan,



John Baker with Host Lyndon Spence

Lyndon was presented with his host plaque by John Baker. Thanks Lyndon and Marie for a pleasant day.



*July 5* was the date for our one day hands-on "Work on the Railroad" workshop convention. The response was good given the Narrow Gauge convention held a couple of months ago and those that attended spoke very positively about the experience. There were 4 retailers present and the frequent blur racing through the halls was identified later as one John Montgomery (although you could be forgiven for thinking there were many clones) John put in a mammoth effort toward making the day an absolute success. The roving roast dinner was good, the company was great and after dinner speaker Ross Goodman from the Power House Museum in Sydney spoke about his involvement as second in charge for the refurbishment of locomotive 3830. The slide and video presentation took us through the trials and tribulations of the locomotive rebuild. The result is a tribute to all who worked on her from the volunteers to the paid employees. \$2,000,000 later, the track trials and then the double heading with 3801 at full steam up the hill from the Hawkesbury River Bridge to Cowan was a wonderful sight and sound. The next project the Museum is working on is a "P" class, 3265.

To the organising committee for the convention who spent many days planning, and the presenters for their planning and participation, well done guys, the hands-on idea was a hit.

The *July* meeting held at the residence of Donald Davis was held just a week after the workshop convention and attracted 69 members and visitors. Don's layout for the day sporting Union Pacific locomotives ran all afternoon and attracted much interest Many items of rolling stock contained military loads and I believe Don will be writing in the next issue an article on his research of 1/87 scale kits.

Gerry, attracted a lot of interest with his display of decoder installations from the workshop and Lauris ran a hands-on tree making clinic using dried 'Stalice' as a base with very realistic results. There were many comments about the clinic idea being continued as our other



Donald Davis

division members frequently do. David North was not present as he was braving Toronto at the Board of Trustee's meeting with son Robert. The convention train show was also cancelled at the last minute because of the SARS scare and the subsequent reduction in retail interest. The Maple Leaf train show was however announced in June as a substitute. Ruth Garbutt was busy managing the tape library as David Latham was absent moving house. Jack and Shirley MacMicking were also moving house. After the official part of the gathering run by Allan, we were treated to another yummy afternoon tea spread. Love those Sarah Lee cakes!! Thanks Don for hosting the meeting.



Part of the loco servicing area

A couple of weeks earlier, video librarian David Latham hosted a small group for the final running of his 'Fanta Se' Railroad before he was to dismantle the layout. Those present had a great time but I believe they were not privileged to the sight of the actual chainsaw massacre of the set-up. Hope your move went well David and that your new residence allocated train space will be adequate [Please note David's new address in the library section! Unfortunately his address on page 39 was not corrected before the printing process began. Ed]

John Gillies was the host of Canberra's *June* meeting. John's theme was "Box Cars 101 - a brief history of box car development from 1937". This was given in the form of a very professional presentation (ignoring all of the 'Death by PowerPoint!' catcalls). 1937 was set as the start date because that is the year that the AAR standard 40 foot box car first appeared, and can be considered the start of the 'modern' era of box cars.



The pre-demolition operations group. From left, Rob Peterson, secretary Rob Barker, host and video librarian David Latham, president Allan Garbutt, treasurer, retired AP chairman and MMR Ken Scales, trustee, David North and new AP chairman and MMR Gerry Hopkins.

**Division 2 Canberra Viv Brice**

Canberra's *May* meeting was hosted by Ken Macleay. Ken is in the process of building a new N scale layout to replace his current HO layout. The HO layout is built into a room and can never move if he moves to a new house. Hence the new layout, in N scale to make use of his existing collection of N scale rolling stock. It is also modular and while it does not conform to any of the published module specifications, it is designed to be broken down for transportability.

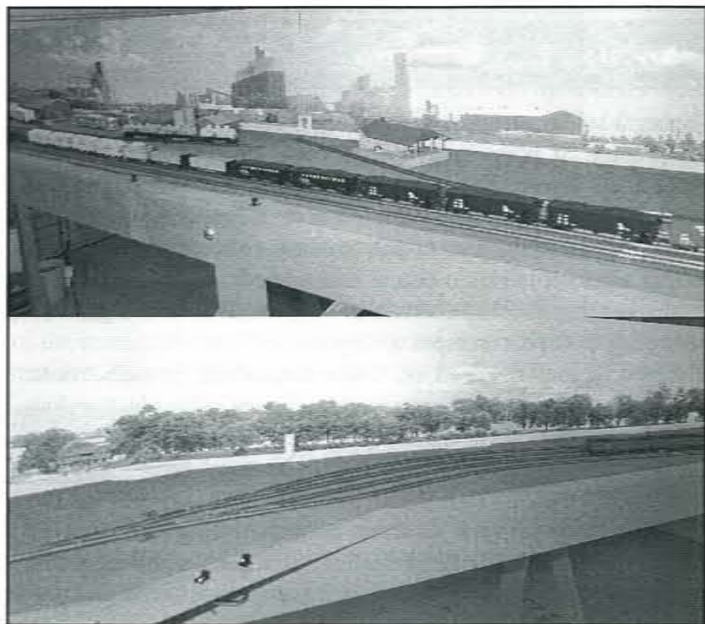
The new layout is based on Cincinnati which he selected to allow him to run trains from several different railroads. Ken has designed the layout in 12 modules and he has so far built 2. Trackwork is down on these modules and trains can be run, and it is here that a significant problem has arisen, in the incompatibility between his track, his new rolling stock and his older rolling stock. He has selected Atlas track as he feels this to be more realistic than Peco but it is to a finer scale and the wheel contours of his older rolling stock have difficulty in places. Also, the Atlas track is new and they have yet to work out all of the manufacturing bugs and this has required him to do some work on the points where the point rails are very blunt. The new rolling stock has no problems on the track. The rest of his problem is couplers, where he has managed to get rolling stock with three different and incompatible coupling systems.

Ken's biggest advance is in his backdrop, where he has been experimenting with the use of photographs. There is at least one source of photo backdrops in the US but their cost has driven Ken to investigate other ways. The backdrops seen in the accompanying photos (Page 10) were made from photos downloaded from the Internet, manipulated and stitched together on his computer and then printed on Kodak gloss photo paper. Some photos have been used more than once but modified in some way to minimise the fact that they are duplicated, such as inversion or modification of signs or skylines. I think we all found the method to be very effective, and with the scenic of the foreground, Ken will have a very good looking layout.

John Gillies was the host of Canberra's *June* meeting. John's theme was "Box Cars 101 - a brief history of box car development from 1937". This was given in the form of a very professional presentation (ignoring all of the 'Death by PowerPoint!' catcalls). 1937 was set as the start date because that is the year that the AAR standard 40 foot box car first appeared, and can be considered the start of the 'modern' era of box cars.

John then proceeded to show most of the major varieties of box cars from then until the present, giving reasons for the changes that were made and describing some of the key features in recognising a box car. Not only did he have photo examples of all the box cars discussed, he also had models of many, either of the whole car or of parts, particularly ends, rooves (or is it roofs now?) and doors. So everyone who attended the meeting at least for a short time understood the differences between Youngstown and Superior doors, and between the huge varieties of dreadnaught ends. Well done, John, this was one of the best presentations given to this group in many years, and





Digitally stitched, photographed backgrounds on Ken Macleay's new N scale layout.

there have been several in that time that have been good – it's a standard that we shall all have to work hard to maintain. Apart from that main theme, I advised the group that we had been accepted as an exhibitor at the Malkara Model Exhibition at the beginning of August and confirmed that we would be using the NMRA layout from Sydney. Arrangements are in hand with Allan Garbutt for its transport from and to Sydney.

Also, a brief was given to the meeting on the progress of our new HO Module SIG, noting that its aim was to have sufficient modules available to use as an exhibit at the next CMCRI exhibition in Canberra in April 2004.

**Division 3 Victoria Laurie Green MMR  
Grant McAdam**

The *April* meeting was hosted by Lyn and John Cracknell. This was the second meeting that John had held and it was pleasing to see the progress on his home layout. When I arrived further work was going on, on the layout with the installation of a barrier across the end of one of the yards. John had had a locomotive come off there and fall several feet to the ground. He originally thought that the locomotive was a goner but Peter MacDonald and Ken Hughes advised him that it should be relatively easy to fix the damage and John is now prepared to have a go.

Most of the day was spent indoors as it was cool outside and very welcome rain fell throughout. The only time spent outside was to cook our barbecue lunch. Of the ten members who were in attendance at the meeting, eight of them were heading for the narrow gauge convention the following weekend. Some of the afternoon was spent finalising the arrangements for the trip. All those present were looking forward to the convention, which promises to be a great event. Some warnings were offered to the Divisional members of double demerit points and double

finer for holiday weekends in NSW.

Six apologies had been received prior to the meeting and as a result the items for display were down this month compared to normal. Structures came from John Hunter, a farm shed, and Grant M<sup>c</sup>Adam, a funeral parlour, both of which were in O scale. Reading material came from Geoff Truman "Narrow Gauge Downunder", John Hunter "Historic Australian Towns" and Grant M<sup>c</sup>Adam "Narrow Lines". Steve Cullen had some of his scrapbooks which consisted of a collection of articles from railway magazines. Rolling stock was not neglected with Steve Cullen bringing along an On30 Shay that had started life as a Bachmann HO 3-truck Shay, examples of Steam Era VR bar-frame bogies from Geoff Truman and a scratch built brake van by Michael Holian based on a vehicle that ran on the Innisfail Tramway. It started a rather bleak, windy and rainy day, but we all headed off to Steve and June Cullen's for the *May* meeting, with hope that the day would improve. The rain passed over but the wind remained, however this did not deter the 19 members and 4 visitors who attended. There were two apologies.

Thanks must go to Steve and June, who opened their house at short notice to cover for Ron Wrigglesworth whose work has taken him overseas for 12 months. They always are great hosts. It was standing room only in Steve's family / layout room, and it is always a joy to see the changes, improvements and additions to Steve's layout. It is a credit to his modeling and layout design skills. There were dozens of models, books and other items on show, too many to list here, and it is always amazing how prolific the Victorian branch is. The interchange of ideas, skills and how to's makes each meeting a must to attend each month.

The *June* meeting was held at the home of Gavin and Louise Hince at Clifton Hill, a suburb just east of the city of Melbourne. Routinely we are now getting over twenty members attending our meetings and this one was no different.

Since our visit last year many changes had taken place. The backyard has been re-modelled as a result of a neighbour's gum tree coming down through the boundary fence. The fence was scheduled for replacement but this just precipitated it and as a result the G scale garden railroad was re-built. The foundation for this incarnation of Gavin's outdoor railroad appears to be more sound than the previous, so it should hopefully last longer. Gavin already has plans to extend the railroad. Great inroads have also been made on Gavin's On3 indoor layout. Most of the basic scenery has been blocked in and the track work is being fine-tuned to allow regular running sessions to take place. The layout uses DCC and most of the locos are fitted with sound chips and speakers to add to the realism.

Once again this month there were plenty of items for display. There appears to be preponderance toward O scale and in particular the narrow gauge variety but it does not preclude other scales and gauges from appearing. There was also plenty of reading material to stimulate the mind. Space precludes me from providing a full list.

A very pleasant day was spent in great company and with fine food and all the members look forward to our next meeting at the Hince's to check on Gavin's progress.

**Coffs Harbour  
Module Group**

**Ian Phemister**

Our group started out in Coffs Harbour in May 1996. The initial intention was to not be an organized club as such, but to be a group of friends that get together once a month to operate our trains. After 12 months of our normal house meetings some smart one suggested to get together a modular railway to give everyone a chance to either show off, practice or learn for themselves a little more about model railways. At first we did not have any real purpose (bad mistake) for the layout. As we all model different prototypes i.e. British, Australian, American and European it was easier for us to just model what and how we wanted on each module. After only one short discussion, a few of us launched into construction of the baseboards. Before we knew it we ended up with a mass of modules that were not compatible. Although we had a few specifications roughly drawn out on a piece of paper, nothing seemed to go along smoothly.

The first mistake was we had laid our track (at 50mm) too close to the edge. When running trains we found that a simple derailment ended in tears. We then had the problem of joining tracks between modules. Initially we used standard rail joiners followed by our current thinking of using circuit board across both tracks. This worked OK for those who can measure a "perfect" 51mm between rails, but surprisingly not many could. We tried making jigs which was also a failure. Finally we came to the realization that they needed to be assembled one way and one way only. Simple plugs now join track power between modules.

Running Standard DC and code 100 track gave us the ability to run everything and cater for everyone. (i.e. For those who collect Triang or those who do not have DCC)

We are currently in the process of changing one side completely to accommodate more operation and a blended scenery texture. It has been a great learning curve for all involved and we are still keen to keep going in this side of our model railway hobby.



Three of our modules successfully integrated

**MAIL ORDER  
DEPARTMENT**

Phone or fax your order for speedy delivery. Postage and Insurance – as applicable, extra on all purchases. Please include phone number with all orders. Prices subject to change without notice.

Ph: 02-9602-8640

Fax: 02 9602 8874

**TRADING HOURS:**

Mon-Fri: 9:00am – 5:30pm  
Thursday: 9:00am – 8:00pm  
Saturday: 9:00am – 3:00pm  
Closed Sundays

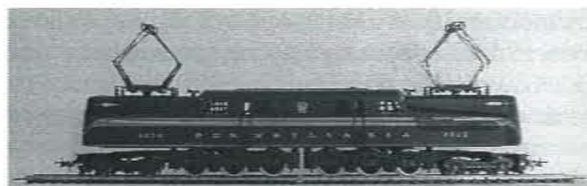
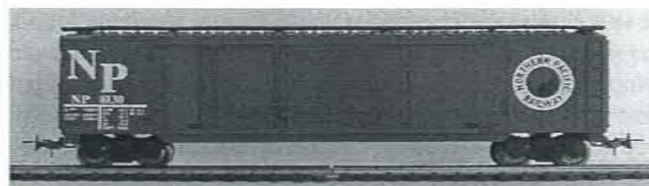
**CASULA HOBBIES**

Manufacturers, Distributors & Importers of Model Trains

62 Moore Street, Liverpool NSW  
PO Box 3206, Liverpool NSW 2170

*We are the Home of Australian Trains*

We accept Bankcard, MasterCard or Visa. EFTPOS is available.



See a sample of the complete range at Casula Hobbies. MEHANO has introduced a 'Prestige' range of models – fully detailed in every aspect, including weathering. Refer to bottom pictures of J-2, 4-8-2.



We are re-introducing into the Australian model railway market the MEHANO range, directly imported from Slovenia.

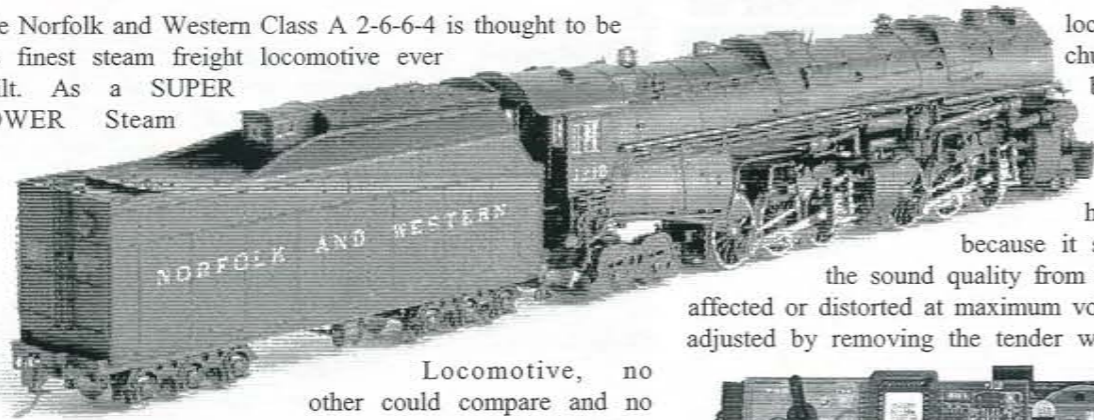


## PRODUCT REVIEW

### Broadway Limited 2-6-6-4

David Jupp

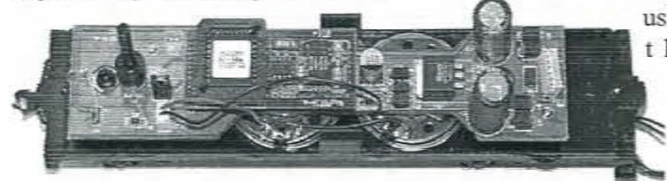
The Norfolk and Western Class A 2-6-6-4 is thought to be the finest steam freight locomotive ever built. As a SUPER POWER Steam



Locomotive, no other could compare and no other could compete. This is the model from Broadway Limited that we've been patiently waiting to see. Expect it to be good, even better than the Model Railroader 2002 award winning NYC Hudson and you won't be disappointed. Its appearance is way closer to brass than the price difference between them with good detailing.

Lights are absolutely outstanding, fading up as if the dynamo is running up to speed. The "open firebox" lighting effect is a little strange given that the fire is auger fed, but it looks okay. A good talking point I guess. Performance - (All on straight DC) was excellent although the tender plug was difficult to engage and then disengage. I needed three hands but the slack in the cable helps and means it can be pulled quite a long way out to engage and then pushed back into the tender. In my opinion, wires are too thick and plugs are too soft for repeated coupling. The starting voltage is high, specifically for the sound system to operate and at full volts, the speed is a little high. The whistle is great, very Norfolk and Western. It's very sensitive and responsive to small throttle changes once moving but it has good, smooth, slow speed response. Tractive effort is almost unbelievable and could easily out-do most locomotives. The helping hand here comes from the traction tyres and weight. The number of NMRA weighted cars I used for the test was 60 and it didn't seem to be straining. That was over a 2% grade on 36" curves. I do think though that the leading pony truck needs a bit of weight. It had a mind of its own on some No 6 turnouts.

The sound is just fantastic and once again sets new standards for the other manufacturers to follow. As this is an articulated locomotive, the second set of chuffs go in and out of synchronisation allowing for some nice sounds. The chuff load (a sort of phasing sound) or bark also appears to change as the loco is accelerated. The chuff, pumps, brake squeal, bell, coal auger, dynamo run up, pop off, blow down and doppler all sound great and in fact I had to turn it down a little because it seemed overbearing, but the sound quality from the twin speakers is not affected or distorted at maximum volume. Maximum level is adjusted by removing the tender water tank cover and using the



supplied screwdriver in the slotted control. The sounds also mask some unwanted mechanism sounds from the mass produced bearings, side rods and valve gear. A parts kit with screw driver, front coupler for double heading, replacement Kadee No 5 and a couple of spare traction tyres is included. The operators manual tells you everything you need to know, however if you want to make full use of all the available sounds, then even more comprehensive manuals can be downloaded off the internet for DC and DCC.

Programming is available for DC as well, as is DCC via the CVs. The novel programming mode where the locomotive talks in English to you is a neat party trick and some of the adjustments available make the loco respond as a mid helper or end helper. This allows for variations as to how the lights, bell and whistle operate. Inertia is also programmable in DC operation with 16 different variations. In DCC it also has a constant speed mode (back EMF) irrespective of load. That worked well with a load of 20 cars and no appreciable speed change up a 2.5% gradient.

The supplied manual has a nice section on the prototype and maintenance showing with pictures, how to remove the body, lubricate, and also replace lamps. If you program the loco and don't know what you've done there is a 'reset to factory defaults jumper'.

Both sets of drivers are articulated but don't expect it to negotiate 18" curves like the Rivarossi Big Boys. Broadway say 22" but I feel that 36" is the minimum radius for this one.

Broadway have announced a Seuthe smoke system installation for this locomotive and the wiring is pre-installed. Check their web site. ([www.broadway-limited.com](http://www.broadway-limited.com))

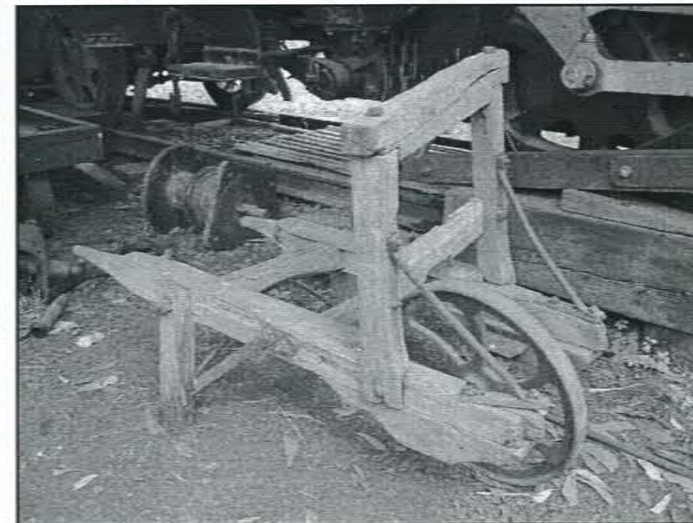
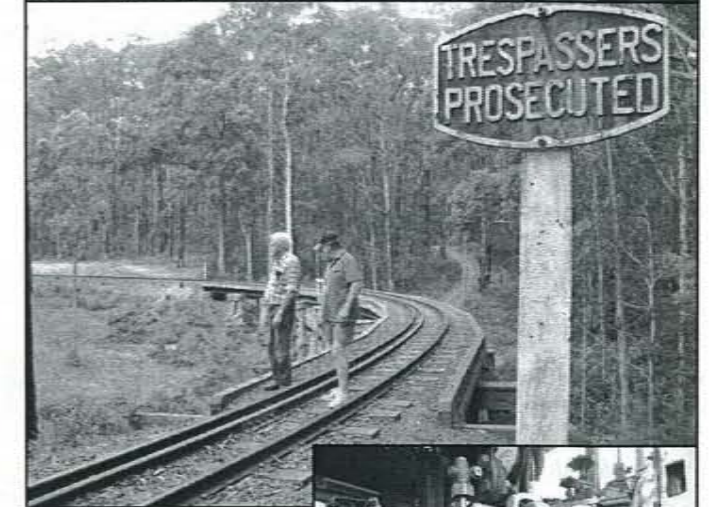
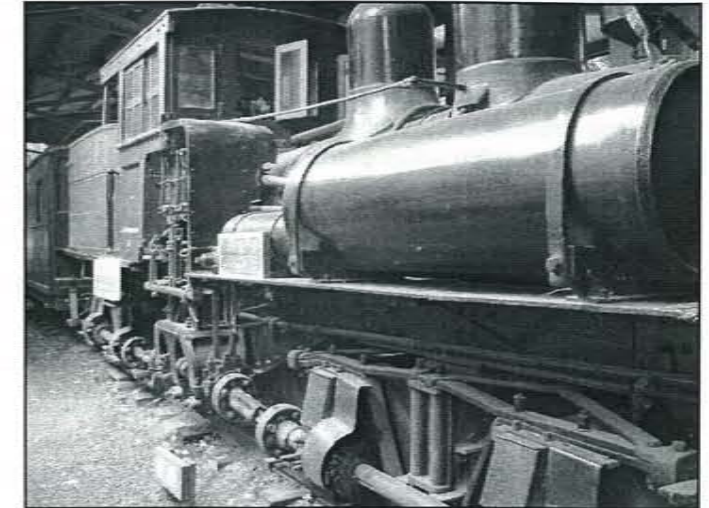
If you've been thinking about buying one, do it before they are all gone! They will be I can assure you! I wish it came with a cab crew though. That would be the cream on the cake.

Expect to pay up to \$Au900, 3 cab numbers 1217, 1218, 1224 and painted unlettered available. The next loco from BLI is the E7A and B followed by the GG1 then the Heavy Mikado. I am sure that they too, will be very popular.

## PUFFING BILLY Photographic Record and support Model Railroads CD.

David Jupp

Mario Rapinett called me some time ago and the excitement in his voice was almost overwhelming. He told me he had just visited the Puffing Billy Railway in the Dandenong Ranges for the first time. I can't believe it he said. "I've lived in the area for years and I just didn't realise what a great asset we have". With veteran modeller Allan Rocket and past MainLine editor Keith McCarron now shooting and editing digital video, Mario had decided to take a visit. So impressed was he with the setup first time that he made contact with chief executive Ray Leivers and was granted almost open access for a photographic recording session. When Mario had loaded up his digital camera memory with the first 1000 shots he became even more enthused. He decided to take all sorts of close-up shots of the track, workshops, storage facilities, locomotives and rolling stock which he thought would enable modellers such as himself to accurately create the scenes or models. The project just grew and grew to the point where the photographic record became most impressive and attracted the attention of his colleagues. At this point Mario was encouraged to make a CD of his repertoire available at moderate cost and sell it. He thought about it quickly and decided to proceed



with the suggestion but to donate the takings to the restoration fund of the Puffing Billy Society. The CD just grew and grew and the copy I have has 3,380 pictures on it. Mario has added layouts from many well known modellers such as Allan Rocket, Laurie Green, Fred Gill, John Hunter and Geoff Nott. So far there has been enthusiasm world wide for the CD and at \$15, it's a bargain. I've seen the CD grow from inception to the current release and frankly, I believe we'll see even more growth in the future. Picture quality is good with lots of close ups and photos of subjects most modellers want. Take for example the old time wheel-barrow

pictured here. If you believe in the restoration of our steam railroad heritage, make contact with the suppliers of this CD. You'll find viewer software included so you can sit back and watch a great slide show! I understand from Ray that the Climax is at the head of the list for restoration and all monies from Mario's project will go toward this worthwhile project.

The CD available now from:  
Mario Rapinett,  
PO Box 1541,  
Healesville, Victoria. 3777





## Virtual Railroading

By David Latham



You might have read the article in Model Railroader Feb.2003 and some of you have even tasted the delights, or otherwise, of railroad simulations on your computer. Over the years computer technology and model railroading have come closer to having a symbiotic relationship. Computer speed and on screen performance have at last allowed the discerning modeler to design, operate and make changes to his / her layout without lifting timber and cordless drill. Modellers have been using CAD (computer aided design) packages of increasing complexity, devoted to model railroads and basic operations and dispatching software for over ten years. Now the combination of computers and modeling together has arrived with software that not only works well but looks great as well – driving your virtual locos on the layout you have designed on your computer.

Microsoft released their "Train Simulator" (MSTS) nearly two years ago and was praised immediately for filling a void, which had become apparent as computer-savvy modelers wanted more. The package contains sections of real railroads from around the world (Japan, Britain, Europe & USA). Both steam and diesel devotees are catered for and a simplistic control setting will get you moving without worrying about valve and brake pressures, etc., if you desire. It's a lazy way of doing things but as you progress in understanding the programme, you can graduate to full on control of all pressure settings, coal shoveling, etc. Most of the included routes rely on passenger operations but my favourite is Marias Pass which allows freight trains to be compiled and run from Selby to Kalispell and back with lots of switching in between. As with "Flight Simulator", an Internet community has sprung up catering for all aspects of this sim. Locos, rolling stock, scenery items and routes with associated 'activities' can be downloaded, but be warned, new routes take up a lot of hard drive real estate. If you have enough time and inclination, you can design your own railroad, using geographical data if desired, and run consists of your own making.

Auran (an Australian company) followed Microsoft by about six months with their train sim "Trainz". It was originally published as virtual model railroading as its default content was layouts, which a modeler would be used to. Layouts are set in Australia, USA and Britain. Operating the locos was either basic (the screen display actually shows a control knob similar to that of a model railroad) or advanced but steam is not catered for (yet). An Internet community has also emerged and Trainz users have asked for and received modifications to the main programme to the point where routes are available which venture far beyond what was considered by the original concept. For example, I have recently downloaded the Union Pacific route from Bakersfield to Mojave over Tehachapi. As with MSTS, building and operating your own part of a virtual world is possible.

Both programmes perform their intended function admirably but in different ways and with some problems. Being graphic intensive, a fairly fast computer with relatively new video card is necessary to achieve worthwhile results (in my

opinion). Obviously, it is possible to run both programmes with reduced detail, but to me that defeats the purpose. On my computer (P4 1.7 with GeForce Ti4200 card) I have set the detail to about 75% of maximum to stop the screen crawling. The graphics displays differ. MSTS graphics are a little 'flatter' than Trainz' (I'm sure there is a technical term for this) and as such have more contrast. Both allow the user to travel inside the cab, hover around the train or witness the train's passing using trackside 'cameras'. MSTS even has views from a passenger seat and from the caboose.

I have found that MSTS to be annoying in the way it loads. If there is one small item missing which is supposed to be loaded (such as from a downloaded route or activity) the programme will freeze and reset to the Windows desktop, wasting about 10 minutes and without telling you what part is missing. Luckily there is third party software which can be used to clarify the situation to some extent. If there are missing parts in Trainz, the programme will continue to load but it will tell you that some parts are missing and there might be erratic behaviour.

To gauge the ease and effectiveness of playing CEO, I have tried to virtually model my home layout. The tools supplied with MSTS leave a lot to be desired. Track is laid in sectional style using quite a large arsenal of sections but there are times when the parts don't fit perfectly such as in a yard and a small piece of flextrack is needed. This takes time to get perfect. Adding scenery is not difficult but is not elementary in application and details are tricky (for me). Also loops in track are not catered for because of the way the programme thinks so my layout became point to point instead of around the walls. My virtual layout never really got off the ground.

When Trainz appeared the makers promised easy manipulation of landscaping and trackwork. They have succeeded admirably. Track pieces are added using spline end points (similar to joining pieces of flextrack), turnouts made by adding a track to another's midpoint (any size frog is possible). Track is 'bent' in three dimensions to get a smooth transition from one piece to another. Mountains and valleys are made by 'pulling' and 'pushing' on the drawing board and the surfaces painted with the touch of a button. Buildings, trees, etc. are selected and placed at will. My virtual railroad is almost complete.

The Internet communities that have appeared cater for all aspects of the programmes. MSTS probably has the larger and more varied but the method of downloading and using into the programme is not as simple. Trainz has gone to great lengths to ease this problem – just download the file, open it and two clicks later it is loaded and ready to be used. If the designer has used non-default files, the user is informed. (The latest version of Trainz will even download them for you!) MSTS requires the user to set up consists after locos and rolling stock are loaded so they can be used and if a downloaded activity is missing just one car or a route missing one tree (or building, etc.), it will not work. The sites I have used most are <http://www.train-sim.com/> (MSTS) and <http://www.auran.com/>

[koolthingz/trainz/default.htm](http://koolthingz/trainz/default.htm) (Trainz). Free registration is necessary at both and cable / broadband connection is recommended. Both sites offer a bewildering number of links to sites dealing with the same programme and others dealing with trains and railroading in general. Most sites offer material for free but some sites also have payware.

Both programmes allow the user to delve into more and more details, too many of which can be mentioned here. Setting up operations, altering loco characteristics, adding new sounds and changing weather conditions are possible. In case you haven't realised it yet, my leaning is towards the Australian product. Auran sits up and listens to the users, the product is easier to use and any supplements are more easily installed. The display is subject to personal taste. The latest version is called

"Ultimate Train Collection" and makes no mention of model railroads. A paint programme for personalizing rolling stock is included and more improvements are planned including a 'scenario' editor and dispatcher views and hopefully controls for steam locos.

PS A demo version of Trainz is available from the library. Borrow it to find out if your computer can handle it. Auran has proposed a deal by which the programme can be bought through me, as a registered user, for about \$50, about \$30 off the RRP.

Look for Auran attending a Sydney meeting soon.



### NEWS PIC

The Sixth Narrow Gauge Convention held in Sydney this year had a great turnout of modellers from all walks of life. This group of our Australian MMRs may well be the biggest ever assembled in one city. They are from left, Phil Knife, Gerry Hopkins, Roger Hord, Gavin Hince, Fred Gill, John Saxon, Ken Scales and Laurie Green.

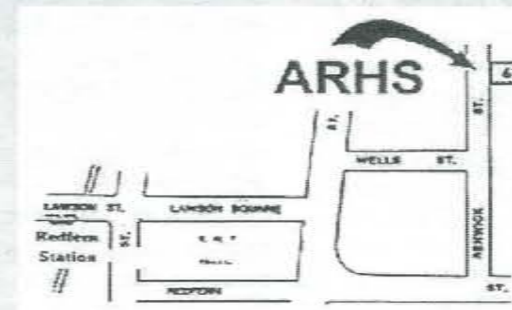
Absent Phil Badger.

Photo Tony Earp and Gerry Hopkins.

## Try the ARHS first for Railway Books & Magazines

Australia's best selection of new books, magazines, CDs, videos and DVDs on Australian, North American and British railways and tramways. Mail Order is a specialty.

ARHS/NSW Bookshop  
Open Mon – Fri  
12.00pm – 5.30pm  
and Saturday  
9.00am – 3.00pm



67 Renwick Street.  
Redfern, NSW 2016  
Tel: (02) 9699-4595  
Fax: (02) 9699-1714

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – New South Wales Division  
The ARHS Archives, at the same address are open for research on the first, second and third Tuesdays of each month also Saturdays 10.00am – 3.30pm

[www.arhsnsw.com.au](http://www.arhsnsw.com.au)

Secure on line shopping facility now available Mastercard, Visa, Bankcard and Amex accepted.  
Please Note: Tours of Sydney' St James Tunnels and Central Station are postponed indefinitely.



**Silver Streak reaches 112mph plus in record run!**

# PIONEER ZEPHYR

## A LEGENDARY HISTORY

David Jupp

There had been a monopoly by the railroads before and after World War 1 but during the 1920s the railroads entered a period of stagnation simply because there was no need nor incentive to develop innovations. Thus the 1930s became a difficult time for the passenger rail industry. People who travelled around the country preferred the comfort, freedom, and novelty of the automobile. Following the stock market crash in October 1929, rail industry income from transporting freight decreased significantly and job incentives during the Great Depression encouraged the building of roads and airports. Thus the automobile, trucking and airline industries prospered because change occurs in difficult times when conditions are at their worst. The Chicago Burlington and Quincy Railroad (CB&Q) management concluded that it had to revolutionize passenger rail service in order to survive, so they needed to make a new train from the inside out, a train the likes of which no one had ever seen before. The result, the Burlington Zephyr, renamed the Pioneer Zephyr in 1936 was the first diesel-electric streamlined train in passenger service and it sparked more than

just speedy and lucrative travel. Its revolutionary diesel-electric power plant, streamlined design, and lightweight stainless steel made it fast, sleek, and efficient. The shape and design of the Zephyr influenced everything that the consumer of the day could buy.

Instead of painting the train, the Zephyr's designers, allowed the corrugated stainless steel exterior to shine through, emphasizing the machine as art. Inside, the passenger compartments were clean and simple, as efficient and functional as the train's performance was on the rails. As much as the Zephyr was a technological innovation, its appearance set the stage for an entire new era of streamlined design. The popularity of the Pioneer Zephyr's design made it a fashionable mode of transportation, and its efficient engineering made it profitable to run. The Pioneer Zephyr put the CB&Q back on the right track.

Earlier Ralph Budd, president of the CB&Q, had seen a new engine produced by the Electro-Motive Division of General Motors at the 1933/1934 Century of Progress World's Fair in Chicago. This new diesel-electric engine sparked more than just energy, it sparked an idea for Budd to revolutionize passenger rail service in America. Shortly after his visit to the Fair, Ralph Budd placed an order with General Motors to make a diesel engine for his new train. The Pioneer Zephyr showed that a locomotive using hot air to burn diesel fuel was more reliable

and efficient than one powered by steam.

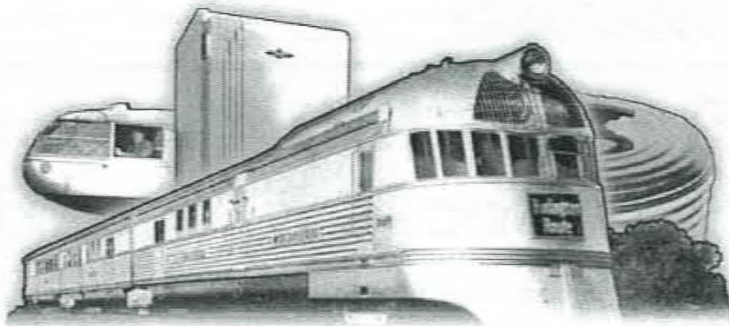
Diesel-electric locomotives are more efficient than steam locomotives at turning heat into useful mechanical energy. In a steam locomotive, burning fuel boils water, converting it into steam. The expanding steam pushes the pistons that turn the wheels. A lot of heat, or energy, is lost in making and delivering the steam. In a diesel-electric locomotive, burning diesel fuel pushes the pistons directly. Converting this mechanical energy at the traction motors for the wheels occurs with much less heat loss. This is why diesel-electric locomotives can convert up to 40% of the heat from burning fuel into useful power. Steam locomotives could rarely do better than 6% simply because of their greater heat loss.

The Pioneer Zephyr, like modern locomotives, was essentially an electric train that didn't need overhead wires or a third rail. Instead, it generated the electricity it needed with its own diesel power plant on board. The engine crankshaft extends to the generator, where it is wrapped with coils of conducting wire and is surrounded by a stationary magnetic field. A DC electric current is produced in the coil as the shaft rotates in the magnetic field. The electricity, up to 750 volts runs motors that turn the wheels, setting the train in motion.

Paul Phillippe Cret, a noted architect from Philadelphia, designed much of the Pioneer Zephyr's interior. He wanted the passenger compartments to reflect the state of the art appearance and engineering of the train. Compared to the ornate Pullman cars of the day, the Zephyr looked stark, simple and unadorned, but every detail of the car was heavily designed. Indirect lighting, soothing colors like pale green, cool blue, and light brown, and plush upholstered seats made the cars' environment comfortable and luxurious.

Cret, took the clean lines and sleek design one step further by refusing to install overhead baggage racks because they disrupted the uniform and modern appearance of the cab. However practicality won out in the end and racks were eventually installed on the later Zephyrs.

With its efficient engine and streamlined design, the Pioneer Zephyr could move so quickly that it was in danger of tipping over as it rounded sharp curves. To make it safe when it handled curves, the CB&Q engineers designed it to have a lower center of gravity. The efficient engine, sleek exterior, and low center of gravity made for a formula that just couldn't be



beaten. It could move swiftly and safely on the rails so there was only one more component needed for the Zephyr's success....

The next step was to put the new engine into an efficiently shaped body. The Pioneer Zephyr was one of the first trains shaped to cut through the air as easily and quickly as an airplane. A moving vehicle experiences drag, which is a resisting force caused by friction between the air and the vehicle surface. Square boxy shapes, experience more drag than smooth, rounded shapes. Turbulence also increases drag, which is caused by features extending out from the surface, such as smokestacks, or openings like windows or doors. Streamlining gained great popularity in the 1930s, and the teardrop, once tried in a motor car was thought to be the epitome of streamlined design. Engineers liked the performance of the teardrop car, but consumers demanded a more practical vehicle and the teardrop car never made it into formal production. The finished streamlined Pioneer Zephyr experienced about 1/3 less drag than did steam engines of the time. Because of its streamlined shape, the Pioneer Zephyr could reach higher speeds with less power because streamlining eliminated the projections and openings that caused turbulence.

The Pioneer Zephyr's silvery shine has lasted since 1934 due to the innovative use of the same stainless steel you use every day when you pick up a fork, knife, or spoon. Stainless steel is an iron alloy that contains 18% chromium, 8% nickel, and a trace of carbon.



9900 Burlington Zephyr

Stainless steel was a good choice for the Zephyr because it was relatively lightweight compared to traditional steel and it did not rust. Because stainless steel was so lightweight, engineers had to secure it to the frame tightly enough to keep passengers and engineers safe and to withstand the proposed high speeds. To do this, the Edward G. Budd company invented a new procedure called "spotwelding." Spotwelding allowed the Zephyr's engineers to use stainless steel without sacrificing strength and stability. Engineers discovered that they could create enormous heat by flowing very fast bursts of electricity, lasting 1/60 to 1/120 of a second, through two adjacent pieces of stainless steel. The 2,600F (1,400C) heat that was generated

fused the metal sheets together. The welds were so small and precise that they did not affect the strength and corrosion resistance of the stainless steel. Panels of stainless steel as thin as 0.02 inches (0.5mm) could be welded securely to the train structure with ease. The nickel content of the stainless steel helped to give it exceptional strength.

The Pioneer Zephyr's engineers and designers found the perfect formula for success on the rails:

- The diesel-electric engine was efficient, the streamlined exterior was sleek,
- the center of gravity was low,
- the stainless steel was lightweight and strong

The Zephyr's operating costs were only \$0.34 per mile, compared to the \$0.64 it cost to run a steam train on the same route. This, combined with a passenger traffic increase of 103% on the Pioneer Zephyr's route during its first two months of operation, made it the fastest, sleekest, and most efficient train on the rails.

The Pioneer Zephyr is indeed part of American railroad history and two or three examples remain. One example has been fully restored to a museum display and another is progressing in that direction. These small trains represented a truly major step in the evolution of high speed rail travel in the United States. It appears that the C B & Q railroad were going head to head with Union Pacific M10,000 series to have the first high speed passenger service operating with the C B & Q winning. The historical run was an overwhelming success which eventually led to the purchase of more consists as passengers flocked to be part of this new form of travel to compete with the airlines.

Other railroads wanted their trains to look like the Pioneer Zephyr, but some did not have the resources to rebuild their fleets. Several companies compromised at first by building streamlined sheaths over their steam trains, then building new streamlined trains later. The New York Central Hudson streamliner was styled by Henry Dreyfuss for the Twentieth Century Limited in the 1930s.

While streamlining helped the Pioneer Zephyr perform better, the fluted sides were only for decoration. The Zephyr's corrugation became a popular symbol of modern efficiency on the rails and in the home, particularly in the kitchen.

**The Historical First Journey started from DENVER on May 26th 1934 when the Burlington's streamlined train pulled out of Union Station at 5:04 AM. (8:04 AM. Eastern daylight saving time) on a new record-breaking non-stop run to Chicago.**

The start was originally scheduled for 4 AM. (Denver time), but a discovery of a faulty main bearing delayed the start. Mechanics had made the discovery in a final inspection of the equipment at the Burlington shops the night before, finding that one of the roller bearings on the traction motor armature was





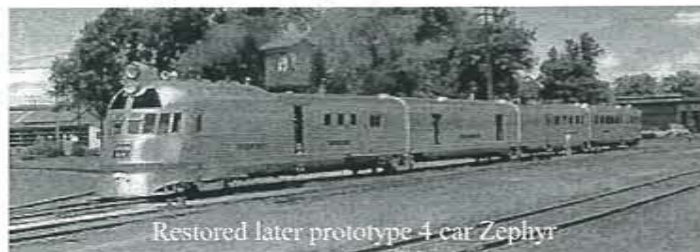
"Challenger Imports" HO Zephyr makes its historical run

damaged. A replacement bearing was borrowed from the Union Pacific shops in Omaha and was delivered by plane, arriving shortly before midnight. Mechanics worked frantically to replace the damaged bearing, and for a while it looked as though the trip might have to be delayed even further.

C. J. Ince, general manager of the western division of the Western Union, was the official starter. He waved a flag and the train broke a tape attached to a clock which stopped at exactly 5:04:40 AM., the clock hands bearing witness to the exact historic moment.

Aboard the Zephyr was a distinguished group of men who conceived and built this history-making train. The group included Ralph Budd, president of the Burlington and almost every high ranking official of that railroad. Edward T. Budd, (no relation) president of the Budd Manufacturing Company of Philadelphia, which built the train, was on the train to watch the performance of his creation.

Striking over a distance of 1,015 miles between the Union Station in Denver and the Halsted Street Station in Chicago, the Diesel-motored silver tinted flier maintained an average speed of 77.6 miles an hour during its run of thirteen hours and five minutes. Arriving at 8:09 o'clock tonight, the train negotiated the journey in one hour and fifty-five minutes better time than was expected by Burlington officials when the rail dash was planned. The goal aimed at was fifteen hours. In spanning a third of the continent the Zephyr's speed at times reached 112 1/2 miles an hour. The speed record of the nation on wheels is held by the Philadelphia & Reading--115.2 miles an hour over a 4.3 mile stretch between Brigantine Junction and Harbor, N. J. The train cut twelve hours and forty minutes from the regular running time of the Aristocrat, the road's crack regular train. Passenger traffic along the entire route was sidetracked.



Restored later prototype 4 car Zephyr

Freight trains also were stopped. Switches were spiked to prevent tampering. At each station, where crowds were gathered to see the silver king of transportation speed through, the track was guarded by local law officers and posts of the American Legion and Boy Scouts.

Every road crossing over the 1,000-mile plus route was kept clear by a flagman. Difficult curves and isolated sections of trackage were watched by patrols of railroad men on foot and in motor cars. For days section gangs had worked on the tracks and road ballast, ensuring that every spike and nut was in place for the supreme test of forward-looking railroading. Special placards warned the train's drivers as to practicable speeds along every part of the race course.

H. L. Hamilton, president of the Winton Motor Company, which developed the 660 horsepower Diesel motor of the train, also was a passenger. In addition to large train crews, there was a staff of technical experts associated with companies who designed and built different parts of the train. There were more passengers (85) than seats (72) and extra chairs had to be placed in the express and baggage cars. Newspaper men comprised a large part of the passenger list. The 660-horsepower Diesel motor of the Burlington's Zephyr, which pushed the modernistic train along at record-breaking speeds in a non-stop dash from Denver to Chicago, functioned without a miss. Consistently, the three-coach train, which weighed less than 100 tons, had accepted race challenges from airplanes and beaten them, officials of the road said.

Yet in its 1,015-mile journey averaging 77.75 miles an hour, the Zephyr sped for 96.3 miles at a sustained velocity of 90 mph, and reached a peak speed of 112 1/2 mph, which it held for three miles.

A crowd of about 100,000 at the World's Fair cheered enthusiastically when, shortly after the Zephyr reached the Halsted Street station, it wound its way over tracks in the city and appeared on Chicago's lake front. The crowd had covered the train's track with pennies to be mashed as souvenirs.

The Zephyr carried a fuel supply of 600 gallons of crude oil, which was more than sufficient to make the run. Costing 4 cents a gallon, the total fuel bill for the Denver-to-Chicago run

actually totaled only \$17.

At the fair, the Zephyr was bunked in the Travel and Transport Building--representative of a new era of rail transportation and placed for exhibit beside an engine of the past, a Delaware & Hudson locomotive of 1827 vintage. It was, said Ralph Budd, a great day in American rail history. The trip, Mr. Budd said, demonstrated three things: "That the morale of the men and officers of the Burlington is proved by the way this run has been planned and carried out; second, the efficient condition of the railroad has been shown; third, the train performs fully up to expectations."

History had indeed been made.

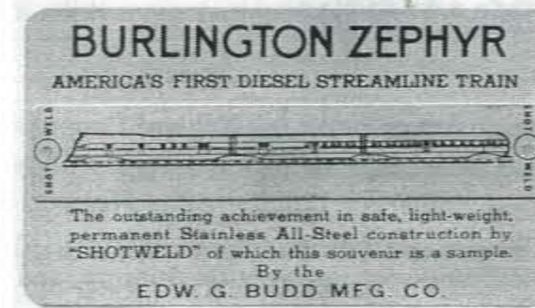
Models of the Pioneer Zephyr are scarce and have been produced mainly by the brass manufacturers. 'Challenger Imports' is an HO brass manufacturer that has been around as



The modified streamlined "teardrop" rear end

long as I can remember with one major point that stands out. Just about all their models are "SOLD OUT" even before they reach the retailers outlets. Their latest release has captured many new and different versions of their highly regarded 1993 Shovelnose production, each fully factory decorated, with constant lighting and complete interiors.

Credits: New York Times & Chicago Museum of Science and Technology.



## ACHIEVEMENT PROGRAM REPORT

By Ken Scales

During the last financial year our region has achieved 11 Achievement Awards. When you consider the number of members we have this is an excellent result. It is a credit to the skill and hard work of the members of our region that the awards were earned in seven different categories. As well as modeling skills the program also recognizes the efforts of members who share their skills with other modelers or help run the organization. I would particularly like to thank the AP vice chairmen and divisional superintendents who have given me such great support.

Most members of our organization have their own views on the value of the program. Many consider it is not for them. Many also consider that the paperwork is too hard and that they are really only in the hobby for enjoyment. That is one of the best features of the AP program. Everything is optional and you do it at your own pace. You volunteer to do it and the people who support the program will help you.

I believe that one of the best features of the AP program is that it gets us out of our comfort zone. Because it is something we do for relaxation we tend to stay in a comfort zone. We say that

we don't want to do something, when really we are afraid to fail, or simply can't be bothered. However when we look at things other people have built, deep down we wish we could do the same. The AP program forces us to learn new skills. I have found that I get a lot more satisfaction from the hobby because of the new skills I have acquired through the AP program. I have also found that many of the people who hold AP awards are the first ones to volunteer to give clinics and help their fellow modelers.

It was interesting to see that the desire to learn and improve does not abate once people earn their awards. This was demonstrated by the fact that there were seven of the nine Australasian Region MMRs at the narrow gauge convention.

Gerry Hopkins will be taking over as region AP Chair from 1<sup>st</sup> July. I would like to thank the AP vice chairmen, divisional superintendents and judges who have given me such great support during my time in the position. I would also particularly like to thank John Saxon who is Assistant Manager of the National Program for the help and support he has given me.



## TRUSTEE ELECTION Australasian Region.

Nominations have been received for the following resident Australasian Region members, to stand for the position of Region Trustee. They are, current Trustee David North, and David Jupp. In this issue you will find a voting paper and a personal statement from each of the contenders. Please indicate your preference for Trustee by placing a ✓ in the square on the voting form adjacent to the member whom you wish to vote for. Post your completed form to "The Returning Officer" to be post marked no later than November 15th 2003. The address is on the voting form. Please exercise your right to vote. The successful member will be announced in the December MainLine and will take up the position in March 2004. Voting, for one candidate only, must be on the published form and you may vote only once.



I have been your Region Trustee since 1998 and have worked to minimise the cost of administration for our Region and expand the services available to members. Some of the things I have done toward achieving these goals are listed here:

I have also been able to arrange for product donations to the Region by US manufacturers. These goods have been sold or raffled, providing additional funds to offset the need for dues increases.

A few years ago, in partnership with Geoff Hoad and Ken Edmier, I formed and managed the development

of the Module SIG, the aim being to get armchair modellers out of the armchair. The SIG has been well received and many members have had lots of fun and acquired some skills along the way.

Additionally, representing the Region, I approached Pacesetters for a cash grant for our region library to be matched dollar for dollar by the Region. This money has provided a significant increase in the number of tapes in our Region Library and the establishment of Division Libraries.

My aim if re-elected, is to continue to search out similar opportunities to reduce the cost of and/or add value to your membership of our organisation.

**David North.**



*David Jupp*, since joining the NMRA, has become an active member. As MainLine editor since June 2002, I now create, edit, print and help pack MainLine ready for distribution. I have enhanced the already great magazine, added front page colour, attracted considerable advertising revenue and published on time at reasonable

cost. Now one of the top NMRA region magazines, it has received commendations from many including President Allen Pollock. I voluntarily attended Board of Director meetings as editor but following the resignation of Mario Rapinett, was officially appointed to the executive team as runner up ordinary member.

My promise in standing for the Trustee position is to support the local divisions and SIGs, lift the profile of the Australasian Region, take local concerns to the Board of Trustee meetings, then **communicate back** to the members through MainLine and in person, any information in a meaningful and precise manner. Through my career as a broadcasting engineer, I have experience in negotiating at high levels. If successful being appointed trustee, I will continue to carry on my role with MainLine and use the magazine as the communications and information medium it is intended to be. I possess both the maturity and ability to carry out the jobs (Editor & Trustee) efficiently, effectively and in a non dominating manner. My philosophy is simply that we as members of the NMRA must enjoy our hobby, contribute and gain from membership in the NMRA. Model railroading should be fun.

## DIGITAL SOUND MODULES

Bring Your Layout to Life with Digital Sound Modules. Trains, Animals, Nature, City, Industrial, Rural etc. Try the Sawmill and Waterfall.

### LIGHT WORKS NEON SIGNS

Neon, and Animated Neon Signs, Miniature Fluorescent Lamps  
Try the Popular Hotel and Café Signs

### IRDOT INFRARED TRAIN DETECTORS

Automatic Train & Signalling Systems and Automatic Train operation

### HERITAGE BILLBOARD DECALS

*Gwydir Valley Prints*, Range of framed prints of railway art from famous railway artists, Kenneth G Bowen, Phil Belbin, Brian Baigent

*Gwydir Valley Models* P.O. Box 740 GLEN INNES NSW 2370 Phone: 02 6732 5711  
Fax: 02 6732 1731 Email: steam@northnet.com.au Web: www.gwydirvalleymodels.com

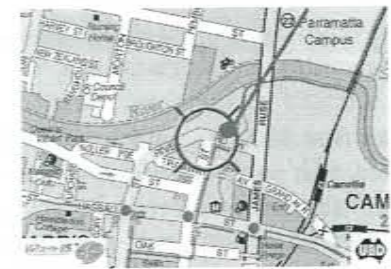


Full Range of Karts, Engines and Parts  
New and Used

We specialize in Tar and Dirt Racing  
With a full shop to meet all your needs  
Phone: (02) 9635-8456 Fax: (02) 9635-8479  
email: ParraKarts@Bigpond.com



Check us out now at  
www.My105.com  
or just stop by the shop!  
12 River Rd, Parramatta NSW 2150



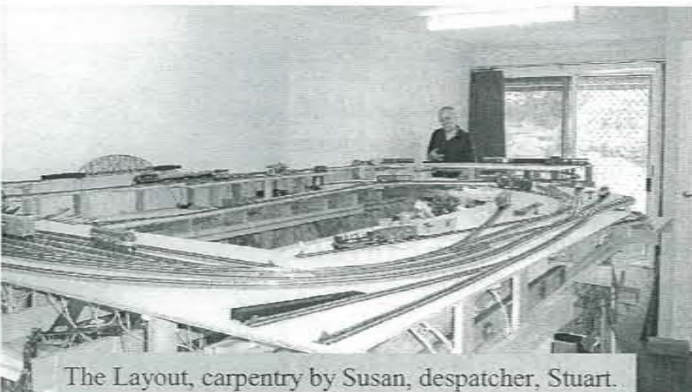


## WHERE'S MY WHEELCHAIR? MODELLING WITH DISABILITIES

Stuart Sharp

All the literature on model railroading assumes that the modeller is 100% physically and mentally able to participate in the hobby. The reality is different. At any meeting of the NMRA in NSW, there are members who attend with obvious physical disabilities. I am one of them. For those members, to simply attend is an effort because of pain or the inability to do everyday things like drive a motor car or stand for two hours. Little mercy is shown to them. Like society generally, the healthy members do not understand the physical needs of those people who are less fortunate. Despite their disabilities, members with disabilities continue to participate in NMRA activities in small numbers. This article deals with the how and not the why in relation to two such members.

After the kids went for good with their beds, my wife Susan, and I decided to build a model railway in our house. The thing we had to consider was our physical problems. After 40 years of psoriatic arthritis damaging every part of my body and Susan's tremor, which affects her hands, we had to take into account how we would achieve our objective. I am unable to stand for long periods, unable to exert physical pressure and force in any muscle group, unable to bend my body and unable to hold any small object in my hands. Susan cannot hold her hands steady. Both of us are thankful for every day of life, without or with pain.



The first thing on which to decide was the scale. We knew that many able body older members could not use their fingers to place rollingstock on "N" scale track. They couldn't detect if a car was in the dirt because of their poor eyesight and they didn't have the dexterity to fix it. The conclusion was that "N" was strictly for the very able-bodied, younger members. "O" scale would

have been great but we didn't have the space. That's how we selected "HO" scale.

Because there is a chance that I shall end in a wheelchair, our layout was designed for operation while seated. The baseboard top ranges between 100-125cm, with the majority of the layout at 115cm from the floor. We sit at chairs with tops at 55cm from the floor. This allows us to view our layout at mostly eye level. Although the top of the layout is too low for some people while standing, it is good for me because of my inability to raise my arms straight out in front of me. I can manage to drop my arms but keep them outstretched. We sit on stools 65cm from the floor to do our modelling work. The height of the layout is also good for our four-year-old grandson as he stands on our chairs.

Another important ingredient was the width of aisles around the layout. Even for able-bodied people we had become aware of the need for two people to pass each other while respecting the privacy of their bodies. Susan wanted 100cm aisles as a standard for the entire railway room. The problem was that we could not fit the desired track design into the available area. After a little marital disharmony, we agreed that we would adopt 100cm for those areas between peninsulas and 85cm between the layout and the surrounding walls. We left a 115cm gap at the layout ends for windows that Susan insisted had to be cleaned.

The layout was designed to avoid ceiling lights that required new bulbs from time to time and air-conditioning outlets that had to be cleaned. Electrical power points were raised from skirting board level to 15cm from floor level. These are connected to power boards on the floor, as I am only able to use my feet to push in or pull out three pin plugs. The railway room was connected to a central vacuum cleaning system in order to minimise problems associated with the cleaner unit being pulled along on the floor. Carpet was laid on the floor because Susan and I knew that we would drop lots of things. We made a decision not to have a backdrop because we can't hold paint brushes and we can't fix anything if there is a problem later on. The walls have been left neutral grey and nothing will be attached to them in order not to distract the eye from the layout. We installed a hands-free intercom system connecting all the rooms and outside the front door. Thus, it is possible to carry on the usual matrimonial dialogue without moving from one's chair. We feel the

railway room is a big hit. Our dog has a collection of bones and toys in it and it is the first point of call when our grandson visits.

Susan had to construct the baseboard. She did a wonderful job and it is a thing of pride for me to show people her textbook work using the "L" girder principle. Women do often get the rough end of the pineapple in Australia, it being a blokes' place. Nevertheless, there are times when it pays to be a woman. One of those times occurred when we were at the very start of benchwork construction. We went down to our local Mitre 10 hardware store and, when the salesman realised our predicament, he cut every piece of timber for legs, bracing, girders etc to the exact measurement, without additional cost. That kindness helped us a lot.

All the books we read said that we had to get the maximum thickness of plywood for the top of the layout. The reality was that we could only buy what Susan could carry. That maximum was five ply of 3/8" thickness. It has not warped after 15 months of construction, possibly because the railway room features ducted air-conditioning as well as good natural ventilation. Susan screwed the whole baseboard structure together so that our children could easily remove it upon our demise. None of it is fixed to the walls but it stands as solid as our marriage.

Because of my inability to crawl on the floor, bend over and reach out, we eliminated anything that was difficult. This included duck-unders, access holes and steps. No part of the layout is greater than 60cm from reach. This in turn made other things possible. We had no need for power operation of points. Another design policy guideline was to eliminate anything that we could not see. This included hidden fiddle yards, inaccessible track in tunnels, under track coupler magnets and electrical wiring. Bus wires and block sections were placed in front of the layout between 80-90cm from the floor attached to the girders. The benchwork also allows for the provision of an open shelf for storage 50cm from the floor.

In order to minimise the likelihood of people bumping into each other, the layout design features yards that are distant from each other and the separation of pointwork so that people do not have to stand back-to-back in the peninsula.

In order to minimise the extent of wiring and Susan's time, we decided to install a DCC radio controlled system. This eliminated the command wires and the outlets, as well as the effort to pull and push the plugs. We waited for years for System One to go radio but that

organisation seemed to go belly-up in the water. It was always a concern to us that the "T" bone cabs were so large, being difficult to hold with my deformed hands. We also overheard the cursing of one senior office-bearer who was angered by an unknown person interfering with the command mechanism on the System One hand-held unit. Enter Easy DCC.

Easy DCC has what must be one of the best hand-held cabs as it is small and easy for me to hold. A number of senior members of the NMRA gave us demonstrations on their layouts. Now we knew that, even if NCE radio were available in Australia, it is not the best unit for my disabilities. Susan installed it without too many



platitudes about the extent of work she does for me. Again, members helped with Email and telephone advice. DCC also eliminates the need for a control panel of any form. Our grandson can easily hold the DCC cab in his small hand. Our three transformers and command and related boxes for the radio unit sit on the shelf where they are easily accessible.

There had to be a compromise in the laying of track. We stuck to Peco code 100 because of its big size. We laid all the track but it is imperfect. Tangents are not necessarily straight and curves at time are of varying radii. I am not too worried because I remember some relevant evidence to the Judicial Enquiry into the Granville rail disaster in 1977, which I attended for some sessions. When Judge Staunton asked the Manager of the Per Way Training School at Valley Heights whether he had a sample of poor trackwork at the facility, the manager replied that there was no need as the School was adjacent to the main line and there were sufficient examples next-door of poor main line track to examine. At an early stage of membership, we suggested that we would like to host a regular monthly meeting. We are now in retrospect thankful for rejection of our offer, after inspecting the track of many high-class layouts operated by other members. We do not think the mass of membership would understand that we have done the best that we can do. Our disabilities have an impact also on



kit building. We cannot put handrails etc on box-cars and sometimes the joints of structures and rollingstock display a little cement.

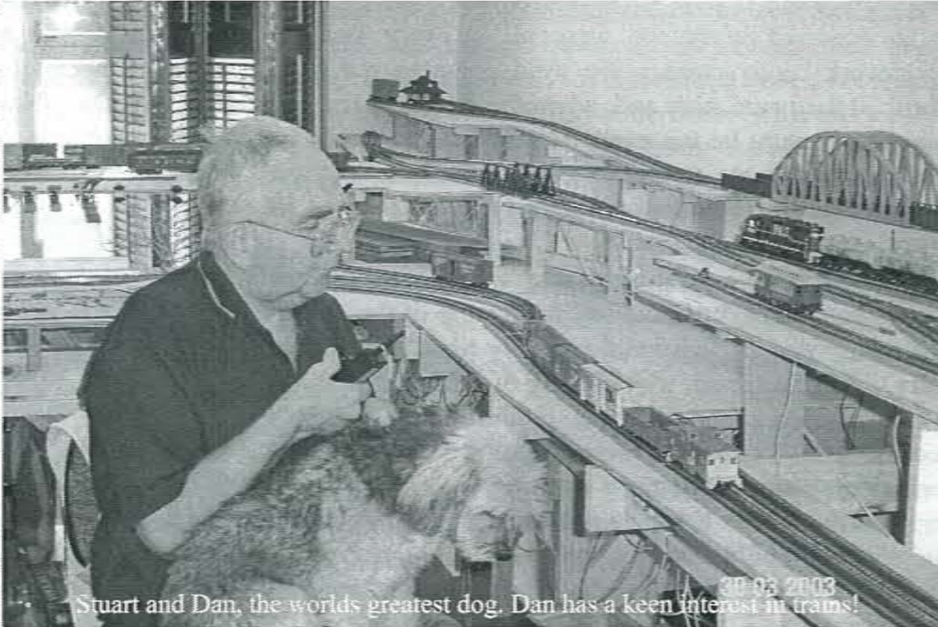
Wiring was a problem for us. We downloaded every bit of information on wiring for DCC, bought books and took varying counsel from senior members. Although we can recant the warnings about short circuits if points are not adequately and correctly wired, we adopted a middle-of-the-road approach because we are unable to do fine work like wire the movable blades. Yes, it is scary living on the wild side, relying on mechanical connections for electrical contact, but the good news is that we can report no casualties to date.

Model train operation for a disabled person extends to a purchasing policy for the actual models. It is frustrating to see the extent to which kits have difficult parts or procedures. Take for example the 2002 Convention Car. The roof didn't fit and there were other problems. When they were touted for sale, there was

announcement as to their poor construction. It seemed that modellers simply expect things not to work as they should. For this reason ready-to-run items are the preferred form of acquisition. It is refreshing to see Walthers do this for structures as well as rollingstock. For us, decoders are a mandatory, factory-installed item. It is disappointing that some large manufacturers, such as Athearn, do not do this much. Thank God for Atlas!

All the doorways in our house have been widened to accommodate a wheelchair. The railway room is next to our bedroom. I am planning to make that journey from bed to layout until I cannot crawl. The good thing about

model railways is that it is a hobby ideally suited to people with disabilities who are housebound. It is possible to place orders with manufacturers and suppliers via the Internet. It is possible to communicate using Email. With taxis, trains and stations becoming more accessible for disabled people, it may be possible one day to make regular meetings available to those who, like me, cannot drive a motor car.



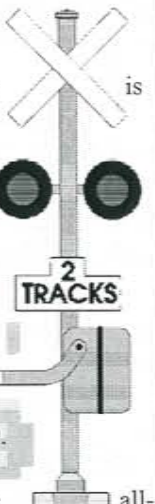
Stuart and Dan, the worlds greatest dog. Dan has a keen interest in trains!

Susan and I will probably never be able to participate in the NMRA Achievement Programme because there is no discount for disability. Moreover, model railroading at times is as much frustration as it is fun. However, much of what we have done to date would not have been possible without the grateful help of many members of the Australasian Region. We have tried to attend every monthly meeting because we know there will always be many helpful people to explain to us how to do something or other. It is that union of friendship that Susan and I appreciate as important to help us cope with our disabilities as well as our hobby.



## New Products on the Horizon.

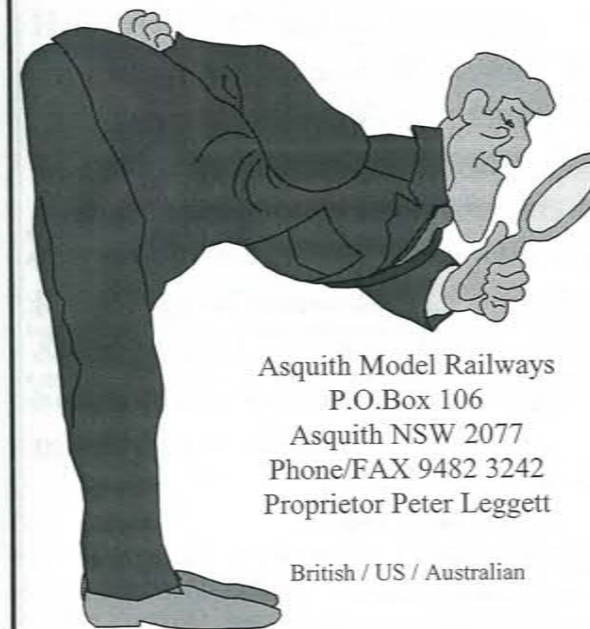
- ⇒ **NCE DCC** Radio system 1/2 wave antenna gives better coverage than the 1/4 wave version. Effective coverage increased with 'effective radiated power' rather than real power increase. Battery consumption is reduced.
- ⇒ **Atlas Announces New DASH 8 Series Locomotives** which can be purchased with or without the 4-function dual-mode decoder! (Apparently, the decoderless version is strictly analog. In other words, it's not DCC ready like the Atlas Classic line). Another innovation by Atlas is operating ditch lights that will work in analog and digital mode. However, independent control is only available in digital mode. Estimated delivery October.
- ⇒ **Model Power Announces DCC Ready N Scale 4-6-2** The "world's finest N gauge steam loco," a USRA 4-6-2 Pacific. Not only does this model feature DCC compatibility, but also brand new tooling, a detailed metal boiler, all 6 wheels gear driven, all wheel pick-up on the tender and locomotive, a flywheel drive with a skewed can motor, and state of the art detailing. Roadnames include Santa Fe, Pennsylvania, Baltimore & Ohio, Southern Pacific, Northern Pacific, Soo Line, Canadian Pacific, Southern, and L&N. Available in limited quantities in August or September, at an MSRP of \$US139.99.
- ⇒ **Athearn** has announced that the firm will be offering some big new products in the coming months. The biggest is an HO scale 4-6-6-4 Challenger steam locomotive that will be part of the firm's Genesis line. The all-new, fully-assembled model will feature factory DCC and sound systems, and both the detail parts and the body styles will be railroad-specific. Available next year, the first release will include models decorated for the Clinchfield, Denver & Rio Grande, and Union Pacific. An undecorated model will also be offered.
- ⇒ Coming from **SoundTraxx** later this year is a system designed to work within the DCC environment, that's aimed primarily at situations in which installing sound decoders and speakers in individual engines isn't practical. SurroundTraxx operates with up to six speakers strategically placed in locations around the layout. Using the latest Digital Signal Processing technology and advanced block detection techniques, sound appears to follow the locomotives around the layout.
- ⇒ **Life-Like** has just announced a run of Proto 2000 GP38-2 locomotives in 'HO'-scale available in American road names. Due December 2003.
- ⇒ **Atlas U30C**, the six-axle, 3000-h.p. Locomotive, primarily used in heavy-haul road freight and unit train service. This model represents the more common "Phase III" carbody style with and without DCC. Decoder will be 4 function. Numerous roads.



## LOOKING FOR THOSE ELUSIVE DETAIL PARTS?

THEN LOOK NO FURTHER THAN

**NOW LOCATED AT**  
Unit 4 / 113 Hunter Street  
HORNSBY NSW 2077



Asquith Model Railways  
P.O.Box 106  
Asquith NSW 2077  
Phone/FAX 9482 3242  
Proprietor Peter Leggett

British / US / Australian

- Australian Model Craft Kits & Accessories
- White Metal Figures & hard to find castings
- Etched Brass Fencing/Gates & other treasures
- Fine Scale Screws, Nuts, Washers (brass & Steel)
- Peco fine scale code 75 track & turnouts
- Romaford gears, wheel & worm sets
- Narrow Gauge kits & accessories
- Woodland Scenics – large range
- '0' Scale kits & accessories
- Floquil paints – new stock
- Wide range of Decals



## WOODPECKER MODEL RAILWAYS

8 Joyce Street, Pendle Hill, N.S.W. 2145

Phone: (02) 9636-3855

Fax: (02) 9631-4204

Modelling extras - drill sets No and metric, individual drills, pin vice, slitting discs, etc. Pro-edge knives, blades, saws, etc., scale rules, Evergreen plastic strip and sheet, Slaters plasticard embossed sheets, K & S brass rod and shapes, Badgerflex paints, EF Simply Glues plaster, Fruggle Rock, Solvents etc.

Model Railways - Lifelike N, Lifelike Scene Master Series, Microtrain couplers, Kadee couplers, Preiser people - painted and unpainted, Peco, Atlas and GT track in N and HO, Gaugemaster and CDA controllers, Heljan buildings etc.

Always a range of second hand books, videos, railways etc, available.

**LENZ product will be available soon!**

*Why not call in and check us out?*

Monday to Friday 10am to 5.30pm and Saturday 9am to 2pm

P.O. Box 43, Pendle Hill N.S.W. 2145

email [wmr@zeta.org.au](mailto:wmr@zeta.org.au)

ABN 42 436 211 701

### BERG'S HOBBIES

There are several good brands of HO and N scale track on the market - but there is only one Shinohara, the Rolls Royce of nickel silver track and points. Sure, it costs a bit more, however, if you want top quality, always in gauge, long lasting, trouble free track and points then Shinohara works out cheaper in the long term.

Berg's Hobbies has been selling Shinohara track and points for nearly forty years as we have the utmost confidence in this product.

Shinohara has a large range of track and points in various gauges, but this issue we are featuring two ranges in HO, Codes 83 and 70. Many railway modellers are now using Code 83 for their mainline and Code 70 for sidings, the same as the prototype. For a smooth transition from Code 83 to Code 70, or vice versa, Shinohara even has a transition track.

Why not try it on that new layout or extension. We are sure you will be more than satisfied with the effect and the smooth running.

CODE 83		CODE 70	
No. 4 point L or R	\$32-95 ea	No. 4 point L or R	\$30-95 ea
No. 6 point L or R	\$32-95 ea	No. 6 point L or R	\$31-95 ea
No. 8 point L or R	\$34-95 ea	No. 8 point L or R	\$34-95 ea
No. 4 Wye point	\$32-95 ea	No. 4 Wye point	\$31-95 ea
No. 6 Three Way point	\$69-95 ea	No. 6 Three Way point	\$69-95 ea
No. 6 Double Crossover	\$105-00 ea	No. 6 Double Crossover	\$105-00 ea
No. 6 Double Slip	\$97-95 ea	No. 6 Double Slip	\$97-95 ea
Flexible Track 1000 mm	\$13-95 ea	Flexible Track 1000 mm	\$12-50 ea
Transition Track Codes 83-70	\$10-95 ea		

Ring or call in for a free complete price list.

After laying down all that beautiful Shinohara track and points, you will need something to run on it, so, why not try one of our N.S.W. prototype whitemetal steam or diesel loco kits. Then there are our "N" and "HUB" passenger car kits, plus our range of goods wagon kits, to go behind these locos. On the structure side we have G1-A and G1-B goods shed kits, the signal box kit, the station building kit and the out of shed.

Our Seven Ton Luffing Crane loco kit when released last year sold out in less than four weeks. Amazing! Another two batches have been ordered since and are selling well. WARNING. This is not a "shake the box kit". There is a lot of work in building the kit, even with very detailed instructions. However, the result is well worth the effort and is not beyond the capabilities of the average modeller. Complete kit with wheels, motor, gearbox etc. is \$350-00.

For a change of pace, why not try one of The Model Company's 7mm scale whitemetal vehicle kits. These range in price from a 1925 Model T Ford at \$69-95 through a range of twenty types to a Dennis F8 Fire Engine at \$175-00. Just imagine one of these sitting on your bookcase, or, better still, on your O Gauge layout. Ring or call in for a free complete price list.

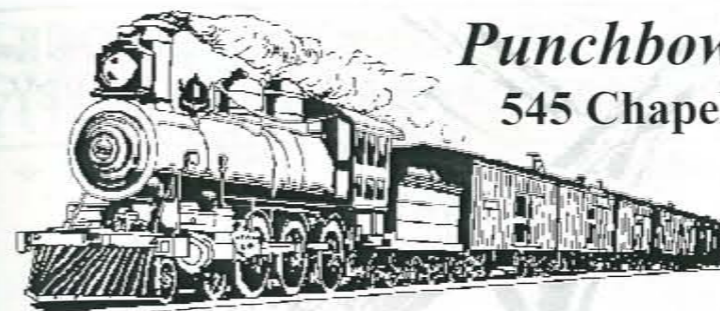
### BERG'S HOBBIES

181 CHURCH STREET, PARRAMATTA, N.S.W., 2150.

Phone (02) 9635 8618. Fax (02) 9689 1840.

Web site: [www.bergshobbies.com](http://www.bergshobbies.com) \* Email: [bergshobbies@pnc.au](mailto:bergshobbies@pnc.au)

Catering to the Australian, American, English, European and Narrow Gauge modeller seven days a week.



**Punchbowl Hobby Centre Pty Ltd**

545 Chapel Road, Bankstown, NSW 2200

Tel: (02) 9709-5082

Fax (02) 9790-2886

### LOCOMOTIVES AND ROLLING STOCK

Atlas, Stewart, Kato; Athearn, Roundhouse, Rivarossi, Brass Locomotives, Powerline, A R Kits, Ian Lindsay Models, Main West Models, Lima, Concor, Ibertren, Bachmann, Liliput, Jouef, Fleischman, Roco.

### BUILDINGS AND SCENIC ACCESSORIES

Atlas, Woodland Scenics, Design Preservation, Evergreen, Camp Bells, Fox Castings L J Models, Pola, Heki, Heljan, Volmer, Preiser, Viking, Kibri, Brekina, Roco.

### ACCESSORIES AND TOOLS

Atlas track and accessories, ties, Peco, Shinohara, North Yard Wheels, Romford, Detail Associates, Wheel Works, Sentinel, Cal Scale, Kadee, Mitronics, Labelle, Lubricants, MicroScale Decals, Kerroby Models, AMRI Signals, J & C Models, Front Range, Brawa, Eda, Floquil, Dremel, Pro Edge Knives, Drills and Taps, K & S Metal, Fuller Pliers, Jeweler Screwdrivers Sets, G-Clamps and many other tools.

### MAGAZINES AND VIDEOS

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.

**THE ONLY DRIVE-IN HOBBY SHOP IN SYDNEY**





**The latest, biggest & best  
Turntable in HO yet!**

Big enough for the NSW Garrett, US Big Boy or Challenger locos in HO scale.  
Complete motorised unit, ready to install,  
With remote control cable 1.5M long, indexing.  
Fitted with miniature ball & needle roller bearings for super running bridge,  
43.5cm in length.  
Phone for full information leaflet.  
Delivery approximatedly November 2003.  
Estimated price \$455.00

**Anton's Trains**  
Cnr Prince & Mary Streets  
North Parramatta 2151  
Phone: (02) 9683 3358 Fax: (02) 9899 4484

Trading Hours:  
Thursday & Friday 10 - 5.30  
Saturday 10 - 1

**YOUR LADY SUPPORTS YOUR  
MODEL RAILROADING HOBBY  
DOESN'T SHE?**

OK, WHY NOT SHOW HER  
HOW GRATEFUL YOU ARE.

Call

**Kim Bradley**  
**0410-680-517**

**for suggestions on how  
to surprise your lady**

Weekend & Evening appointments available

**You'll be glad you did. So will your lady.**

**HOT & STRIP WAXING, NAIL CARE, PEDICURE,  
FACIALS, OR JUST PURE PAMPERING.**

**ONLY THE BEST PRODUCT & MODERN EQUIPMENT USED**  
Greene Avenue, Ryde, Sydney N.S.W. 2112

**SERIES 567 RAIL VIDEO**  
**YOUR TRANSPORTATION VIDEO SPECIALIST**

- ❖ VIDEOS (PAL) : From ~ Green Frog, Highball, Greg Scholl, Pentrex, Kalmbach, WB Video
- ❖ VIDEO (NTSC) : From ~ Pentrex, BIG E, Railway Productions
- ❖ DVD'S ❖ AUDIO COMPACT DISCS (UK & USA Steam/Diesel)
- ❖ USA RAILROAD ATLASSES ❖ COMPUTER RAIL SIMULATION : PC-RAIL

Contact us for a FREE catalogue of PAL/NTSC Video/DVD titles on railroading in the USA ~ visit bygone railroads, re-live the steam era or see modern day railroading with high-horsepower diesel locomotives. Also available, FREE catalogue of the UK video producers, VIDEO 125, Globe Video Films & Cinerail/Marsden Rail.

**SERIES 567 RAIL VIDEO**

PO BOX 239, HEATHCOTE VICTORIA 3523  
TEL: (03) 5433 3709 FAX: (03) 5433 3718  
EMAIL: ser567@netcon.net.au  
View the full range on our Website:  
www.series567railvideo.com.au

We accept Bankcard / Mastercard / Visa, Cheque or Money Order.

Visit us at the  
**Sydney Model Railway Exhibition**

Whitlam Leisure Centre, Liverpool NSW  
October 4 - 6, 2003

**Ask for FREE Exhibition Bag at our stand.**



**VIDEOS > DVDS > COMPUTER SIMULATION > T-SHIRTS > AUDIO CD'S > ATLASSES**

*EXHIBITION & CONVENTION CALENDAR*

**New South Wales**

**NEWCASTLE - NSW.** August 30-31, 2003. Our Town Model Show at the Newcastle Entertainment Centre, Broadmeadow, Newcastle. Open 9am-6pm (Sat) and 9am-5pm (Sun).

**LIVERPOOL - NSW.** October 4-6, 2003. The 41st Sydney Model Railway Exhibition at the Whitlam Leisure Centre, Memorial Avenue. Open 9am-6pm (Sat & Sun), 9am-5pm (Mon).

**MORTDALE - NSW.** October 18, 2003 at the new Clubrooms of the Australian Model Railway Association, NSW Branch Inc. 48 Barry Ave, Mortdale. 10am-5:30pm.

**BLACKHEATH - NSW.** November 1-2, 2003 at Blackheath Public School, Cnr Great Western Hwy & Leichhardt St, Blackheath. Open 9am-4.30pm (Sat) and 9.30am-3.30pm

**KURRI KURRI - NSW.** November 1-2, 2003 at the Ambulance Practice Hall, Lang Street, Kurri Kurri. Open 10am-5pm (Sat) and 9am-4pm (Sun).

**Victoria**

**BRAYBROOK - VIC.** August 23-24, 2003 at the Braybrook Secondary College, Sports Stadium, Burke St, Braybrook. Open 9.30am-5.30pm (Sat), 9.30am-5.00pm (Sun).

**MILDURA - VIC.** September 20-21 2003 at the Irymple Leisure Centre, Karadoc Ave, Irymple. Open 9am (Sat & Sun).

**EAST BURWOOD - VIC.** November 15-16, 2003 at the World Vision Centre, Cnr Springvale Rd & Vision Drive, East Burwood. Open 9.00am-5.00pm (Sat & Sun).

**Model Railroad Craftsman**

4/47 Bedford Road Blacktown, 2148  
Showroom open Thursday 12pm to 8pm  
Wednesday 12pm to 5pm  
Saturday 9.30am to 3.30pm  
Tel: 02-9831-8217 Fax: 02-9831-4132  
Credit Cards Visa, MC, Bankcard

**Winter DCC Sale.....!!!!**

**Purchase an NCE Pro or Pro Radio and  
receive 6 - D13SR Decoders [total] with your  
package and \$10 off the 8 amp Transformer**

**NCE Decoders from \$25.20  
Hot Discount on all NCE Products**

**TCS T1 decoders from \$31.00**

**SoundTraxx 10% OFF**

**SUPER SPECIAL** All in stock Soundtraxx DSD150 decoders \$220 till cleared.....!!!!

Visit <http://www.zip.com.au/~mrc> for product details.

CHIVERS [IHC] On3 & On30 Rolling Stock  
Stake Car, Low Side Gondola, Flat Car - \$44.00  
Caboose, Box car, Vented Box Car, Way [Pass] Car - \$54.00  
High Sided Gondola - \$47.00 Caboose with cupola - \$58.95  
On30 Bogies Chivers [IHC] \$23.50 Bachmann \$16.50  
Bachmann On30 0-4-0 \$119.00 / 0-4-2 \$139.00 / 2-6-0 \$189  
Banta Modelworks:  
On30 Rail Car \$62.00 [mention this ad. \$58.00], 4 Board Gon  
Sides [Bachmann Flat] -\$23.00 Bachmann Flat Car Floor -  
\$8.50 Bachmann Shay Wood Cab - \$35.95 Bachmann 2-6-0  
Wood cab - \$35.60 Bachmann 0-4-2 All Weather Wood Cab -  
\$35.50 Bachman Porter Summer Wood Cab - \$35.60 Two  
Glass Cases - \$25.95 Short Counter Top - \$10.50 2 wide  
Shelf Unit - \$12.95 3 wide Shelf Unit - \$11.95 Backwoods  
Repair Shed - \$150.00  
Precision Scale Co Buda Type I & II Handcar [plastic] \$33.00  
Micro Eng On30 Flex Track weathered per bundle - Code 100  
\$81.00, Code 83 \$86.00, Code 70 \$86.00 plus full range rail  
accessories and flex track in HO & N scale  
Bachmann Shay On30 - \$420.00 and **coming**, a Climax ..!  
Bachmann Logging On30 Logging & Mining Cars \$108.00  
Good range of Bachmann On30 Rolling Stock & Sets  
Books - Loggers in Tiger Mountain - \$70.00, The Climax  
Locomotive \$149.00, Logger Lexicon \$105.00, West Virginia



## Cedar Valley Update

John Saxon (MMR)

Shoehorning a scaled down version of Tony Koester's extensive Allegheny Midland into a 23' x 16' space meant some compromises had to be accepted. These included leaving out the trackage through North Durbin and Big Springs Junction that provided an interchange with the Western Maryland, a paper mill and transfer sidings for the coal traffic to and from the breaker at Big Springs.

However, I did manage to fit a small WM branch in between Cedar Valley (Sunrise) and Craig (Gap Run), a junction for the Silver Spring (Low Gap) coal branch was added to the north end of Silver (Lime) Springs and an additional branch was added for the loader at Antonia No.1 mine. Considering the space available I thought that I had arrived at an acceptable compromise although it meant sacrificing a couple of the signature locations of the original.

In operation, it soon became clear however that the loss of the passing tracks at North Durbin and at Big Springs Junction caused considerable problems for our Central Coast Operating Group and I determined to find an answer. There was no way I could fit any more trackage in the layout room and so my eyes turned to the garage adjoining.

Now the garage is large, designed to hold 3 cars plus storage and workbenches. However the floor is some 16 inches below the layout room floor and a necessarily elevated track exiting and entering the train room would therefore be some 74 inches from the garage floor. This meant that any trackage to be operated in the garage would require a narrow step-up bench to be erected which would interfere with the other uses of the garage and would be a safety hazard for the operators.

It was then an easy decision to conclude that the layout was already comprehensive enough for me, that the garage trackage would attract dust and all that really was required were more passing loops. And so I have now incorporate a simple passing loop suspended with 72 inches clearance above the floor in the garage, providing sufficient clearance above the floor in the garage and allowing introduction of additional trackage

between Summit (Altapass) and Middleton (Midland). Although the acrobatics was a challenge to my physical condition (stretching from a 2-step ladder to lay track 40" away is not recommended) I believe that it has all been worthwhile.

If you refer to the accompanying schematic you will see that we have not one but three lengthy passing loops plus two short loops between both division points (Cedar Valley and Middleton) to meet and pass trains. Also, apart from the many staging tracks at each of the North and South ends of the layout, we have an additional seven intermediate staging tracks plus two coal branches to challenge our operators.

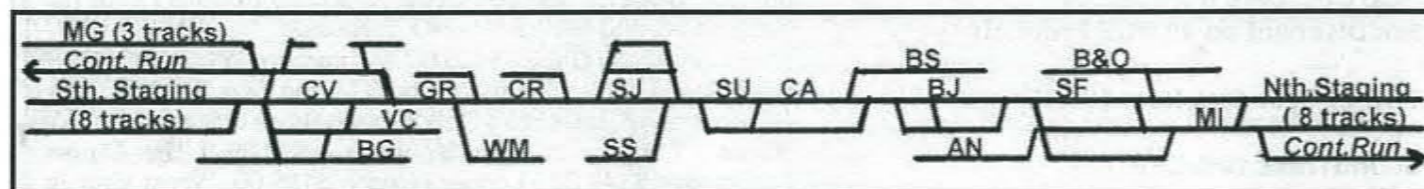
Sure, there are not too many on-line industries to support peddler freight operations but, like the original Allegheny Midland, the new Cedar Valley is designed to operate a number of through trains in a prototypical manner, provide three or four locals for those amongst us who are happiest with on-line switching and also provide plenty of action on the coal branches.

As of writing, all the tracks are in and tested, the slide switch turnout controls installed and although the few electrically operated switch motors are not yet wired we will shortly be able to return to operating. Then when the bugs are ironed out I will be able to get back to the many cosmetic matters requiring attention such as furthering the scenery, weathering all the recently acquired locomotives and rolling stock and also scratchbuilding a few more appropriate structures.

I have always been interested in coal mining and its associated railroading – many will remember that even my former SP – based Cedar Valley had a coal branch (In California). Wanting to short-cut the research needed to build a layout that would provide operating enjoyment for many years, adopting the well-publicised and proven AM (with Tony's OK) as a basis seemed to offer the answer. I believe I am well on the way now to achieving my aim and both Toni and I invite you to have a look when you attend our meeting scheduled for 2pm on Saturday 22 November next.

### CEDAR VALLEY SHORT LINES SCHEMATIC JUNE 2003

(Representative Only, Not All Tracks Shown)



Key:	MG: Mountain Grove	CV: Cedar Valley	BG: Boyd Gap	VC: Valley Center Staging	GR: Grant
	CR: Craig	WM: Western Maryland Staging	SJ: Silver Springs Junction	SS: Silver Springs (Branch)	BS: Big Springs (Branch)
	SU: Summit	CA: Carsburgh	BJ: Big Springs Junction	BS: Big Springs (Branch)	Mi: Middleton
	AN: Antonia No.1 (Branch)	SF: South Fork	B&O: B&O Staging		

## "The Silverton" Narrow Gauge Model Railroad

by Julian Israel  
2003

### Introduction

My *Silverton* Narrow Gauge railway was conceived in December of 1990 when I had purchased two brass HO3 C&S narrow gauge moguls and immediately fell in love with these wonderful little loco's.

I set about designing a railway to fit in the rear of my garage (it has since been moved three times!). I also planned to expand upon this initial 4' x 8' module. The first module was originally called Black Hawk as I was quite interested in the C&S railway.

In September 1995 I had a railroad room constructed in my back yard. The room measured 6m x 4.2m and housed the expanded Silverton railroad. I designed several track plans prior to deciding on the best plan, to accommodate my desires of the Colorado and Southern and the Denver and Rio Grande



Western, as my love of narrow gauge had grown to encompass the vast narrow gauge empires of the Colorado region.

After riding the Durango and Silverton NG Rly, I was inspired and determined to recreate the famous "High Line" on the way to Silverton, on the original D&RGW, where so many spectacular photos and movies have been shot (e.g. "Butch Cassidy and the Sundance Kid").

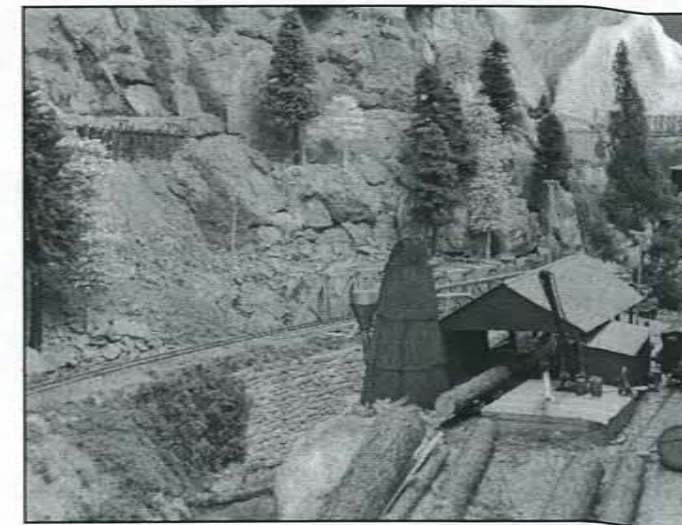
The revised design for the mainline track plan was completed during March/April 1996 and construction commenced immediately. The mainline was opened for traffic on the 12th of May 1996. Scenery followed slowly....

The terminal facilities at Durango were re-designed several times (prior to construction during August 1996) to fit the requirements of the NMRA Achievement Program, for both the "Civil" and "Electrical" categories, as well as my personal requirements and scenic expectations. Construction of Durango was commenced in September and completed in late October 1996.

In January 1999 we moved house and the railway was dissected and transported in four large modular sections and stored in the new home's garage for 18 months while a new railroad room was constructed to accommodate it. The new room was 7.2m x 4.1m and was located at the rear of a triple width garage. The railroad room was built around the three modules of the railway (creating much fun for the builder). The track plan was altered to enable operations to be commenced again relatively quickly and a triple level helix was created in the process. The (primary) Durango yard module was not re-connected and in fact remained unused for 4 years.

The mainline was once again opened for traffic in September 2001 and the layout was exhibited on the layout tours of the National Model Railroad Convention in June 2001. We sold that home just a week later and the layout was again cut into several modules, but this time we had to remove (and later re-instate) a large section of the Gyprock wall between the new train room and the garage to get the railway sections back into the garage area ready for another move.

The layout was then moved again to our current home and is now in a single garage (somewhat downsized but basically the same track plan) 6m by 3.3m. The garage was turned into a layout room (walls painted light blue, lighting and backdrops installed and carpet tiles laid (I like a nice environment for my modeling). The mainline was again opened for traffic in December 2001. During the summer of 2002 a major yard was added and a secondary mainline is now being built as this article is written.



### Trackwork Features

The single track mainline is a continuous loop which climbs slowly up the "High Line" and over itself and then descends via the hidden triple level helix. The main switching point is at the Durango yard which will be reached via the second main-line which will also be a continuous run.

The original Black Hawk module (which has been remodelled and incorporated into the Silverton Railroad several years ago now) can be used as a through station or a terminal (for point to point operation). Black Hawk has a passing siding



and a branch line that loops around the module past Pagosa Jct. and returns into Black Hawk.

The mainline is at an average height of 50.5 inches above the floor at (Black Hawk) and climbs to a height of 58.5 inches (an average person's eye level) at which point it then crosses over a timber truss bridge to the mining district above Silverton. The bridge is a scale 100 feet above the Las Animas River. The Durango yards are at 47 inches above the floor (the lowest elevation of track).

All grades are 3 per cent or less (which is quite acceptable for narrow gauge operations). The minimum radius curves are 18 inches but in many cases larger radii are used to provide a more visually appealing effect.



#### Scenery

The scenery construction technique is based on strips of cardboard hot glued together to form a web over which plaster coated paper towels are laid. This base is then covered with a mixture of many rock moulds, dirt and small stones, stumps grasses and general litter. I have also incorporated some shale (real rocks) to enhance the overall effects bearing in mind the enormous extra weight this places on the framework (and the removalists!).

Water features are a mixture of "Envirotex" and artists "Gloss Medium" which is poured over a painted and detailed base that represents the river beds.

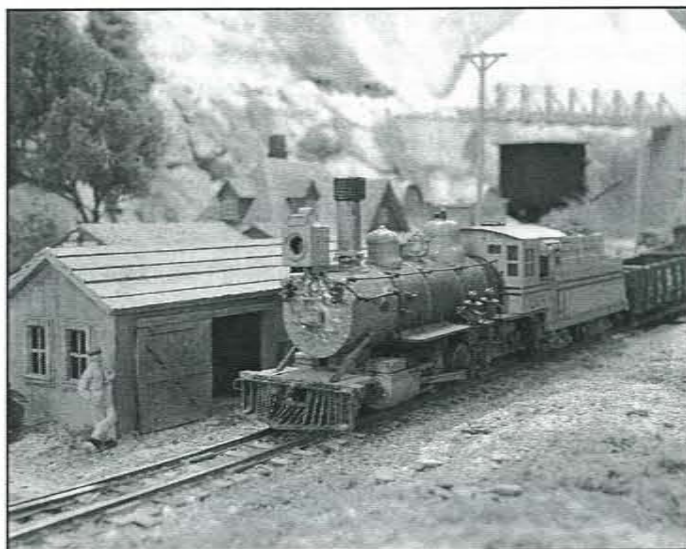
All trees are hand made using the "rope and wire" technique and I have also used armatures made from the expired flower of small Nandina plants.

There are several scratch built structures including trestle and truss bridges as well as mines, houses and depots. All structures are painted with subtle colourings and heavily weathered to add to the rustic appearance of an old Narrow Gauge railway.

#### Summary

The past twelve plus years of construction have taught me a lot, not just about the model but also of the prototype.

I have met many interesting people along the way especially from the NMRA which I have been a member of since 1990. I'd like to thank all those that have assisted me in guidance, patience and motivation, but most of all my wife Kathrine who has always been supportive of my indulgence in this wonderful hobby.



#### Construction

##### Benchwork.

I have utilised Linn Westcott's L-Girder construction for the railroad's bench work. This allowed me to have above and below the roadbed scenery with relative ease. As the railroad is set in the Rocky Mountains of Colorado there were many opportunities to have dramatic vertical scenery and rustic wooden trestle and truss bridges around the layout.

##### Sub-Roadbed.

The sub-roadbed was built with a mixture of 60% plywood (12mm) and 40% craftwood (also 12mm). I started out using the plywood which is a fairly standard material for sub-roadbed, and discovered that drawing curves etc on craftwood was extremely simple, the wood itself is often discounted and it is very easy to cut accurately with a jigsaw. It does not warp or distort as long as it is well supported by risers at regular intervals (similar to the plywood).

##### Roadbed.

The roadbed is 6mm cork purchased in bulk and cut into strips suitable for bending to the curvature of my minimum radii. At Durango I have also used canite on top of the craftwood and cork on top of the canite to enable easy excavation of the turntable pit, ash pit, coal dump pit and inspection pit.

## Welcome to the Following New Members

Robert North	Forestville	NSW	HO	WP
Ken Jackson	West Gosford	NSW	HO	North American
Jim Anderson	Perth	WA	N	
James Stublely	Bondi Junction	NSW		
Charles Emerson	Bellbird	NSW	HO	C&O
Adrian Guest	Blaxland	NSW	On30	US Narrow Gauge
Nick Negerevich	Capalba	QLD		
Bob Minchinson	Mooroolbark	VIC		
Danny Webb	Willowvale	NSW	HO	NYC/BNSF
George Johnstone	Sydenham	VIC		UP
Peter Eldred	Springwood	NSW	HO	Aust. Nat./NSW
Graham Quin	Emerald beach	NSW	HO/OO	GWR/NSW
Brendan Jack	Oatley	NSW	HOOn3/HO	
Dave Watkins	Kurri Kurri	NSW	HO	US/Aus/Brit
Norm Downes	Ballina	NSW	HO	UP
Marcus Ammann	Pymble	NSW	HO	NSW
Peter Webb	Urunga	NSW	HO	SP
Keith Morrison	Coffs Harbour	NSW	HO	NSW
John Skinner	Coffs Harbour	NSW		NSW/British
Mike Clayton	Bellingen	NSW		LNER
Howard Stelzer	Coffs Harbour	NSW		Aust/NSW
Phillip Booth	Ourimbah	NSW	N	
Steve Towers	Glenreagh	NSW	HO	American
Ray Lucas	Warranambol	VIC	HO	BN, RG, SF1985-1991
Robin Scott	Moorabin	VIC	N	Japanese
Robert Ringrose	Packenham	VIC	N	Japanese
David Ratcliff	Mt.Waverly	VIC	N	Japanese



NMRA AR NSW DIVISION 2 MEETING MAY 24/25 2003  
MIKE AND CARMEL BARTLETT  
RAINBOW FLAT, NSW.

#### WHO WERE THE THREE PROSPECTORS? touring the USA about 22 years ago.



Circled from left. NMRA Member Jim Crum, Greg Archer and BOD member Rodney Smith. Members of the original Prospect MRC during a trip to the USA. The gentlemen at each end are retired executives from the FRISCO LINE. I understand Jim, Greg and Rod "chased trains" for the duration of their tour.



## Safety of the Cedar Valley Spray Booth

Members will remember the article I published in MainLine some time ago about the construction of a cheap spray booth for the Cedar Valley that stressed the safety of the recommended fan because of its sealed motor. A photograph was published in the May issue of a clone built by Bernie Benson.

Newly re-joined member Peter Webb recently called me expressing some misgivings about the safety of the setup so I contacted the manufacturer Mistral for advice.

Mistral's technical department confirmed that although the motor is not designed as specifically flame-proof that, unless the fan seized from a locked rotor (It was suggested this could happen over some years in damp conditions if the oil-lite bearings were to rust and seize) and the motor then heats up to a red-hot level (which they say would take 30 minutes or so) that there is any danger of any explosion. (Obviously, if it stops, you stop spraying and common sense should tell anyone to turn

off the power.)

It is a brushless motor (the technician thought it was a squirrel cage motor) but only the New Zealand division where it is made would know. It has a sealed case and even if there was sparking in the motor, the only place it could escape would be through the grommet at the back of the motor where the cable enters the case.

Provided the motor is not allowed to run without supervision he said that its use as I described it to him would be quite safe.

I thanked Peter for his concerns and am glad I was able to reassure myself as to the safety of this very efficient unit. There is always a risk in using any tools but provided one uses common sense then we should all be able to carry on with our wonderful hobby without risk of injury.

John Saxon MMR

NMRA AR Long Time Members **Jack and Shirley Mac Micking** wish to advise that they have now moved to their new address at

3 Lawver Crescent  
Pacific Lakes Estate  
LAKE MUNMORAH, N.S.W. 2259  
Phone (02) 4358-2155

Peter Leggett of Asquith Model Railways has this suggestion. Shapely clock hands make great looking finials for those period construction jobs. Just cut to suit the scale.



INTRODUCING CSX'S NEW MINISTER OF MEDIA RELATIONS

# TAIL PEACE!

"DERAILMENT? WHAT DERAILMENT?  
REPORTS OF A DERAILMENT ARE ALL LIES!  
THERE IS NO DERAILMENT WITHIN ONE HUNDRED MILES OF HERE!"

## TOM'S DISCOUNT HOBBY WAREHOUSE 1001 VICTORIA ROAD WEST RYDE, 2114

Phone (02) 9809-0530

Fax (02) 9809-0650

Mon - Fri 8.30am - 5.30pm  
Thursday 8.30am - 7.00pm  
Saturday 8.30am - 3.30pm

Bankcard  
Mastercard  
Visa  
EFTPOS

## FISHER DISCOUNTS MAIL ORDER 1001 VICTORIA ROAD WEST RYDE, 2114

Phone (02) 9809-0530

Fax (02) 9809-0650

Mon - Fri 8.30am - 5.30pm  
Saturday 8.30am - 3.30pm

Bankcard  
Mastercard  
Visa  
Money Order  
Cheque

POSTAGE: NSW, VICTORIA, SA, QLD - \$6.00: TAS, WA, & NT - \$8.00. Peco Track, additional \$3.00 per box or part thereof. Postage includes Receipted Delivery INSURANCE if required - up to \$300 value - \$3, then \$1 per \$100 value.

(WE WILL NOT BE UNDERSOLD ON ANY GENUINE PRICE ADVERTISED IN THIS MAGAZINE)

### 20% OFF ALL THESE

Bachmann HO & N locos and rolling-stock

Walthers Cornerstone Kit HO / N

All N scale rolling-stock

Bowser rolling-stock kits

IHC coaches

Proto 2000 RTR and kits

Accurail rolling-stock and kits

IHC building kits

Kadee HO rolling-stock

All Athearn rolling stock and loco kits in blue boxes

Lima rolling-stock

Red Caboose

Intermountain

Roundhouse

We carry a range of Lenz DCC systems and decoders & TCS decoders.

### WE STOCK

Peco Codes 75 and 100 track  
Peco 75 & 100 Insulfrog and Electrofrog turnouts  
Athearn Rolling Stock  
Walthers Rolling Stock  
Proto 1000 / 2000 Rolling Stock  
Kato Locomotives  
Bachmann Passenger Coaches  
Atlas Locomotives and Rolling Stock  
Kadee Rolling Stock  
Rivarossi Passenger Coaches  
Circuitron Tortoise Motors  
IHC Kits  
Xuron Track Cutting tools  
NMRA Track Gauges  
BACHMANN / SPECTRUM G SCALE  
PLENTY OF N SCALE IN STORE  
BOLEY HO CARS & TRUCKS  
WOODLAND SCENICS  
EVERGREEN STYRENE  
AIR COMPRESSORS  
AIR BRUSHES  
NEW HUGE RANGE OF PAINTS & SPRAY CANS  
BRUSHES  
DRILL BITS & TOOLS  
AUSTRALIAN RAILWAY KITS  
MAGAZINES  
HOW TO BOOKS  
HO CONTAINERS  
CDA LED TRACK SIGNALS  
SCENERY MATERIAL  
BALLAST (range of colours) & COAL  
GLUES

LARGE DISPLAY CASE OF LOCOMOTIVES  
WE SELL BRASS ON CONSIGNMENT  
LARGE RANGE OF BRITISH LOCOMOTIVES & ROLLING STOCK

AUSTRALIAN MANUFACTURERS  
WALTHERS 2003 HO CATALOGUE \$57.95

FULL RANGE OF WOODLAND SCENICS  
INCLUDING NEW SCENIC ACCENTS FIGURES

PROFESSIONAL WEATHERING SERVICE AVAILABLE

### SUPER SPECIALS

#### Proto 2000 Locomotives

E6 - \$99  
E8 / 9 \$69  
E7 - \$89  
FA1 / FB1 - \$129  
FA2 / FB2 - \$99  
GP-18 - \$79  
GP-20 - \$89  
GP-30 - \$89  
GP-7 - \$109  
GP-9 - \$99  
SD-7 - \$69  
SW-9 / 1200 - \$69  
GP-9 Phase 3 - \$79  
GP-7 Phase 2 - \$99

#### Proto 1000

Budd RDC - \$87

Athearn Genesis

SD75M - BNSF, Santa Fe - \$159

#### SPECTRUM ON.30

0-4-2	Porter	\$139.00
0-4-0	Porter	\$119.00
2-6-0		\$175.00
	NEW 2 Truck T Boiler Shay	\$435.00
	[weathered & detailed add	\$80.00]
	NEW 'V' Dump Cars 3 Pack	\$99.50
	Tank Car	\$56.00
	Box Car	\$54.50
	Flat Car	\$40.50
	Caboose	\$65.00
	Cattle Car	\$48.00

10% DISCOUNT FOR NMRA MEMBERS ON PRESENTATION OF YOUR VALID MEMBERSHIP CARD (discount not transferable nor available on either sale items or goods on consignment)



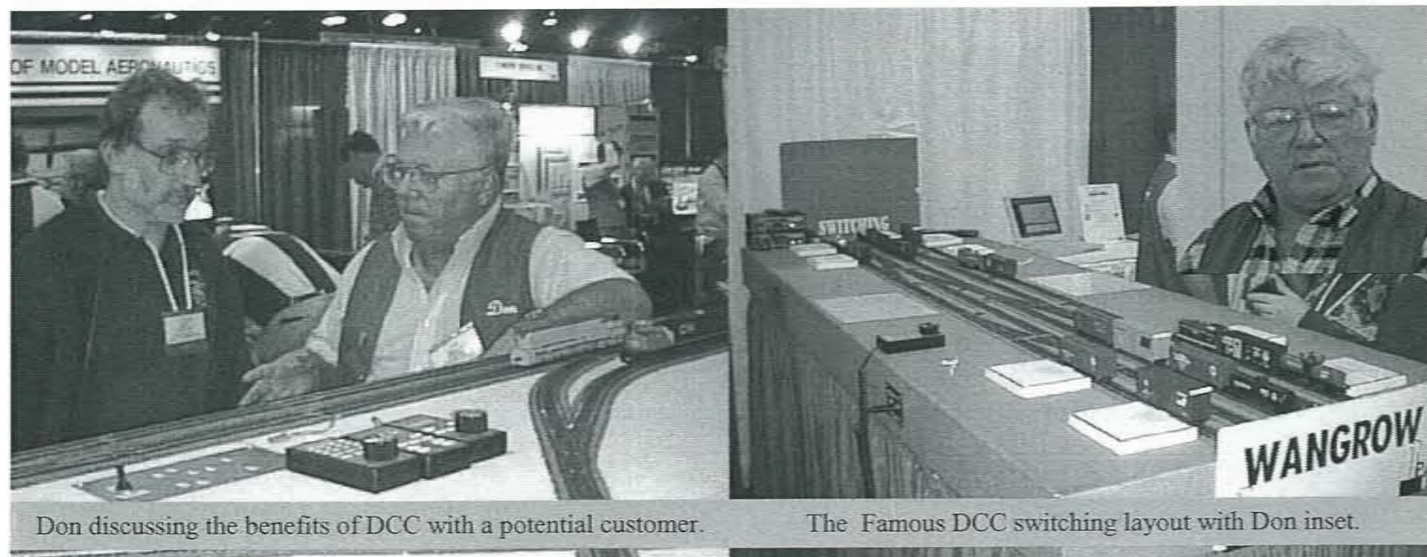
## Memories of Don Wangrow.

As you will now be aware Don Wangrow passed away on June 21<sup>st</sup> after losing his battle with cancer. I would like to take the chance to reflect on a few memories I have of Don and his system. Don had a overwhelming belief and faith in the NMRA, DCC but more importantly the advanced protocols in RP 9.2. I began my association with Don after being press ganged into being the System One representative in Australia. This was done after he sent back a letter on why I could not sell the System and then sending an email "System and accessory's sent if you have no luck in 12 months keep it". That was typical Don and his faith in DCC speaking. Well we did not have much luck for 24 plus months, but I decided to travel to the US to do Oskosh, Colorado, the NMRA convention and meet System One. Arriving in the US and discovering I did not have my drivers licence, my fellow aircraft nut decided to drive to Oskosh and that he would drop me off at the convention on the way back to Chicago. Well after being left at the convention door at 8 am, I waited for the opening I proceeded to drag myself and 2 weeks of luggage into the main hall. After travelling the convention hall I managed to find the System One Stand and introduced myself. Don greeted me with a handshake that nearly took my arm off and then asked what all the bags were for, then offering a room with the System One team for the show. Don was that typical mid-western American, warm, friendly but as deaf as a post. Don was legally deaf with two monster hearing aids. Our conversations during the day and that night were difficult and loud but we had little trouble. In following days I quickly discovered that Don was a genuine man whose word was a bond, to whom the customer was king and who was respected by all in the industry both in America and Europe.

I particularly remember being on the stand and having Don introduce me to Bernard Lenz, who at the time was playing on Don's switching layout. Don and Bernard discussed dinner and then Bernard commented "the child has grown up". That caused Don to beam, I think with pride in what he and his investors had created. After the show Don, Karl Kobel (K2 Engineering) and a few others piled into the wagon for the trip

back to Chicago. Arriving at System One office Don invited me in and proceeded to explained how the system was developed. Most would not remember this pre release advertisement "We asked 3000 modellers what they wanted in a DCC system and then built". Well they did, Don showed me the piles of yellow questionnaires mailed out. He explained they had pages of questions, where you ticked the box and people at the other end collated the results. Don commented on how he thought it should work, with the modellers replying by ticking boxes, then he began writing descriptions on their needs, up and down the margins and some modellers even attached diagrams and multiple page letters. Don said that all the investors had to spend many nights reading all these reply's but one thing became apparent and that was the current direction of DCC for short addressing, 14 speed steps and a few programmable CVs would never be enough. System One then committed itself to the advanced RP 9.2 which was not approved or finalized at that time and began designing a system, throttle and interface to do the job. The prototype throttle was produced and if you think the System One throttle is large, this one as at least 150 mm longer. It was a block of wood carved in the shape of the 'dogbone' throttle with paper buttons and screen. I asked how they arrived at the final shape? Simple replied Don, I rang around a number of design shops and asked if they had a model railroader 'on staff' and finally found one. He reasoned that if the person doing the design was not into trains he would never understand. I only met Don one more time a few years later. Things were a little different but Don was as warm and friendly as ever and was looking to the future with DCC. Don and the System One team help project the value of the Advanced Protocols in RP9.2 to the Model RR community and therefore into wider acceptance much earlier that it would otherwise have been. I know it was the presence of the advanced System that helped Soundtraxx into developing the first of their DSD-150 sound decoders. Thankyou Don. For what little success I have had, I owe you for your support and confidence in the future of DCC and myself.

Gary Spencer-Salt  
Model RR Craftsman.



Don discussing the benefits of DCC with a potential customer.

The Famous DCC switching layout with Don inset.

## THE LIBRARY CAR

Video List as at 15 Februry 2003 Managed by David Latham

No	TITLE	No	TITLE	No	TITLE
VT 1 *	Clinic - Painting Backdrops with a Dirty Brush	VT39	Southern Pacific Vol.2 (Tennessee Pass)	VT79	Virginian & Ohio - GMR#11
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 Frequently Seen, Seldom Modeled by Jim Cope	VT91	California's Baldwin Diesels
VT17	Weathering Railroad Models by Malcolm Furlow	VT51	Signals Made Simple by Mark Hanslip Computer and Railroad Together by Mark Hanslip	VT92	Santa Fe's Raton Route
VT18	Scenery Tips No.1 Rock Moulds by Donald Davis	VT52	Trees from Weeds by Louis Godbold Weathering and Ageing with Pastels by Robert W Baily jr	VT93	Santa Cruz Northern GMR#35
VT19	Scenery Tips No.2 Backgrounds by Donald Davis		Rolling Stock from Cardboard by W Meijndert Van Alphen Foamcore Buildings by Robert Hubbard The Art of illusion by C J Riley	VT94	ATSF Argentine Div GMR#29
VT20	NMRA Australasian Region 1993 (Tony Koesters Clinic) by Kevin Brown	VT53	N Scale and N Track by Jim Fitzgerald and Ben Davis Model Railroad Photography by John Allen	VT95	East Broad Top
VT21	Waitemata (Auckland NZ) Convention 1990 by Gerry Hopkins	VT54	NMRA National Convention 1998- Kansas City Layout Tours	VT96	Classic Chicago Railroading
VT22	Piki Piki Tram (visit to famous NZ NG layout of Merv Smith)	VT55	Convention at Marayong 1995 and Clinic Presentations by Allen McClelland	VT97	All Aboard Series Vol3
VT23	Diamond Valley Lines (visit to famous layout of Fred Gill) by Gerry Hopkins	VT56	Union Pacific BIG BOYS volume 2	VT98	SP's Central California Mainline
VT24	US Pittsburgh Convention by John Saxon	VT57	Southern Pacific 1941 volume 1	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)	VT58	Santa Fe 3759 Final Run Over Cajon Pass	VT100	Union Pacific
VT26	Optimum Use of Space by John Allen (Kevin Brown's video conversion of tape/slide clinic)	VT59	Santa Fe - War Bonnets Through Raton Pass	VT101	Southern Pacific - Last Cab Forward over Donner Pass / SP 1941 / SP The Coast Line
VT27	Gorre & Daphetid Railroad by John Allen (Kevin Brown's video conversion of tape /slide clinic)	VT60	Santa Fe Odyssey Vol.1.	VT102	Union Pacific - UP Challengers / UP Big Boys / UP Steam
VT28	NG&SL 1991 Convention Clinic by Gerry Hopkins	VT61	Santa Fe Odyssey Vol 11.	VT103	Union Pacific - UP Turbines of the Wasatch / UP Mighty Turbines / UP Trilogy
VT29	Exhibition Layouts 1982 to 1989 by Gerry Hopkins	VT62	Santa Fe - Seligman Sub and New Mexico Main	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)	VT63	Scenery & Water - Convention 1997	VT105	This is my Railroad - SP Diesel Version / SP Daylights, Cab Forwards & Early Diesels
VT31	Realism with plastic Structures (video conversion)	VT64	1997 National Convention, Madison USA	VT106	UP Last of Giants / UP 6900 Centennials
VT32	Convention 1993 and Three Layout Tours	VT65	Little Engines of NZ	VT107	Lou Sassi West Hoosac GMR#23/ Lee Nicholas Utah Colorado GMR#27
VT33	The Clinic (Woodland's)	VT66	The Two Foot Gauge Tramway (NZ)	VT108	Glory Machines Vol 3 / Glory machines Vol 4
VT34	Distinctive Rolling Stock by Dean Freytag	VT67	Model Railways of Australia	VT109	UP Steam over Sherman / Otto Perry's Santa Fe
VT35	Convention 1995 at Marayong & Layout Tours	VT68	Gateway 2001 USA Convention Models, etc	VT110	UP Battle up Sherman Hill / Pennsy Racetrack 1940-1980
VT36	Rocks & Basic Scenery Made Easy by Dave Frary	VT69	Modelling The Prototype (Gerry Hopkins)	VT111	D&RGW, SF & BN Joint Line / Up Vintage West 1960-1980
VT37	Painting Model Structures by Dave Frary	VT70	Great Northern Vol 1	VT112	Today's Chicago Railroads
VT38	Finishing Your Scenery by Dave Frary	VT71	Great Northern Vol 2	VT113	1997 NMRA National Convention Layouts
		VT72	Great Northern Vol 3	VT114	Railfanning the Silverton
		VT73	The Milwaukee Road Vol 1	VT115	Around the Narrow Gauge Circle
		VT74	The Milwaukee Road Vol 2	VT116	The Rio Grande Southern / The Denver & Rio Grande Western
		VT75	The Milwaukee Road Vol 3	VT117	Victorian Div of NMRA Aust Region / Bulla Convention 1994 Clinic Presentations
		VT76	Utah Midland - GMR#4	VT118	Franklin & South Manchester Part 1 GMR #2
		VT77	L&N Henderson Div - GMR#9	VT119	Tuolumne Forks Railroad GMR #16
		VT78	Cumberland Valley - GMR#10	VT120	Ray & Renee Grosser's Soo Line GMR #31
				VT121	John Gray's UP Cheyenne Div GMR #36
				VT122	The Appalachian Coal Industry - Modelling the Prototype
				VT123	Logging Railroads - Modelling the



VIDEO LIBRARY Continued

No	TITLE	No	TITLE	No	TITLE
	Prototype	VT142	Building the RGS Vol 2 (Durango)		Wrecks and Stories/Tomorrow's
VT124	UP - Cheyenne to Salt Lake	VT143	Great American Train Rides Vol 2		Railroads/ Progress on the Rails
VT125	Red Stag Lumber Company	VT144	Little Engines of New Zealand / The	VT154	Great Northern Vol 2 / Tracks Ahead
VT126	Santa Fe Mojave Sub Division, Caliente to Mojave		Two Foot Gauge Tramway		Episode 301
VT127	Franklin & South Manchester Part 3 GMR#39	VT145	Chesapeake & Ohio Steam Locos / Streamliners of Yesteryear	VT155	AMRA Exhibition Liverpool 2001 / Model Railways of Australia 1992
VT128	The Durango & Silverton	VT146	New York Central - An Insider's View / Steam across America Vol 1 - The East	VT156	Classic Steam of the 20's - 40's / Steam in the 50's / Steam in the 50's & 60's
VT129	Railfanning Southern California in the 50's	VT147	New York, New Haven & Hartford / A History of the Alaska Railroad	VT157	Rio Grande Odyssey Part 1
VT130	Twilight of the Rio Grande / Switching along the Rio Grande / Work Train to Silverton	VT148	On The Track - Lifeline of the Nation/225,000 Mile Proving Ground/ Railroads & National Defence	VT158	Rio Grande Odyssey Part 2
VT131	The New York Central Collection	VT149	Great American Railroads V1,2&3 Golden Spike/ Nickel Plate Story/ Milestones of Progress/ Railroads & National Defence/The Big Train/Fast Freight	VT159	Diesel Power on the Southern Pacific
VT132	Steam in St Louis 1990 / Sierra Railway			VT160	New England Berkshire & Western GMR#25
VT133	The Blue Mountain & Reading / From the Redwoods to the Boardwalk / Illinois Rail Museum			VT161	Allegheny Midland GMR#14
VT134	50's Memories of the Rio Grande Narrow Gauge	VT150	Great American Railroads Vol 4 Operation Reading/On the Track/225,000 Mile Proving Grounds	VT162	M&K Division of the B&O GMR#5
VT135	Santa Fe's Curtis Hill			VT163	Rails in Kansas City Part 1 - 1998
VT136	Cass & Mower Logging Trains	VT151	Great American Railroads Vol 5 Easy Does It/Something for Everyone/Coast to Coast in 48 Hours	CD1	DCC Forum Chaired by Peter Jensen
VT137	Rio Grande of the Rockies			CD2	1999 Convention Opening Address by Jack Burgess
VT138	Gunnison on the D&RGW	VT152	Great American Railroads Vol 6 End of an Era / Thundering Rails / Ichabod, the Man Without a Head	CD3	PC Data - photos, shareware, etc.
VT139	The EMD FT103 Diesel Story			CD4	Alberta Coal Branch by Lynne Zelmer
VT140	Franklin & South Manchester Part 2 - GMR#24	VT153	Great American Railroads Vol 7 Train	CD5	Trainz Simulator Demo
VT141	The Uintah Railway				

All the above listed videos are available from:

David Latham. 10A Venetia Street.  
Kangaroo Point NSW 2224  
Phone: (02) 9522-2193 (h)  
Email: lathamd@optushome.com.au

Tapes with an \* are also available from each Division Library

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

Advertising Directory

ARHS Bookshop	Page 15	Hobbies in the Hills	Page 6
Anton's Trains	Page 28	Model Railroad Craftsman	Page 29
Asquith Model Railways	Page 25	Parramatta Kart Warehouse	Page 21
Audio Sound Laboratories	Page 40	Punchbowl Hobby Centre	Page 27
Austral Modelcraft	Page 2	Series 567 Rail Video	Page 29
Beauty Therapy Kim Bradley	Page 28	The Railcar	Page 2
Bergs Hobbies	Page 26	The Signal Box	Page 2
Casula Hobbies	Page 10	Tom's Discount Hobby Warehouse	Page 35
Gwydir Valley Models	Page 21	Woodpecker Model Railways	Page 26

Australasian Region Directory

www.nmra.org.au  
NMRA Inc. PO Box 382, Forestville NSW 2087

EXECUTIVE

President	Allan Garbutt	20 Orchard Avenue	Winston Hills	2153	(02) 9686-4270
Vice President	Julian Israel	PO Box 266	Killara	2071	0412-786- 568
Secretary	Rob Barker	9/17 Hampden Road	Artarmon	2064	(02) 9419-3990
Treasurer	Ken Scales	19 Goliath Avenue	Winston Hills	2153	(02) 9674-1563
Trustee	David North	1 Deakin Street	Forestville	2087	(02) 9975-2569
Members	Richard Roth	1 The Crescent	Helensburgh	2508	0409-664-475
	Rodney Smith	26 Peel Road	Baulkham Hills	2153	(02) 9624-3912
	David Jupp	51A Greene Avenue	Ryde	2112	0416-280-517

SUPERINTENDENTS

Div 1 QLD	Glenn Stevens	6 Gunsynd Circuit	Birkdale	4159	(07) 3207-2442
Div 2 NSW/ACT	Viv Brice	8 Bernes Crescent	MacGregor	2615	(02) 6254-8204
Div 3 VIC/TAS	Grant McAdam	194 Booran Road	Ormond	3204	(03) 9578-8685
Div 4 NT/WA	Bob Kollwyn	6 Ripplewood Avenue	Thornlie	6108	(08) 9452-1403
Div 5 NZ	Kelvin Sherson	39 The Masthead	Whitby Porirua New Zealand		(+614) 234-8577

OTHER VOLUNTEERS

A.P. Chairman	Ken Scales (MMR)	19 Goliath Avenue	Winston Hills	2153	(02) 9674-1563
A.P. Vice Chairman	Laurie Green (MMR)	20 Nambour Drive	Sunbury	3429	(03) 9744-5188
A.P. Vice Chairman	Peter Weller-Lewis	5 Tarilta Court	North Terrace Queanbeyan	2620	(02) 6293-8282
Librarian, Videos	David Latham	86 Marine Drive	Oatley	2223	(02) 9570-5338
Librarian, Books	David Jupp	51A Greene Avenue	Ryde	2112	0416 280 517
Member Aid	Steve Chapman	138 Railway Road	Marayong	2148	(02) 9626-9979
Contest Chair	Gerry Hopkins (MMR)	15 Narara Crescent	Narara	2250	(02) 4329-0242
Communications	Michael Nott	11 Glen Darran Street	Hazelbrook	2779	(02) 4758-7101
Editor MainLine	David Jupp	51A Greene Avenue	Ryde	2112	0416-280-517
Membership Officer	Toni Saxon	186B Davistown Road	Yattalunga	2251	(02) 4369-7453
Public Officer	Sowerby Smith	174 Fullers Road	Chatswood	2067	(02) 9411-5726
Web Master	Wayne Eagle	PO Box 294	Riverstone	2765	(02) 9627-9892

EMAIL COMMUNICATION

Allan Garbutt	president@nmra.org.au	David Latham	videos@nmra.org.au
Julian Israel	vicepresident@nmra.org.au	David Jupp	editor@nmra.org.au
Rob Barker	secretary@nmra.org.au		books@nmra.org.au
Ken Scales (MMR)	treasurer@nmra.org.au		davidj@nmra.org.au
Steve Chapman	memberaid@nmra.org.au	Convention Chair	convention@nmra.org.au
Ken Scales (MMR)	apchair@nmra.org.au	Michael Nott	comms@nmra.org.au
David North	trustee@nmra.org.au	Toni Saxon	membership@nmra.org.au
Richard Roth	richard@nmra.org.au	Sowerby Smith	publicofficer@nmra.org.au
Rod Smith	rodney@nmra.org.au	Laurie Green (MMR)	apvicelaurie@nmra.org.au
Gerry Hopkins (MMR)	contest@nmra.org.au		



Mission Statement

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