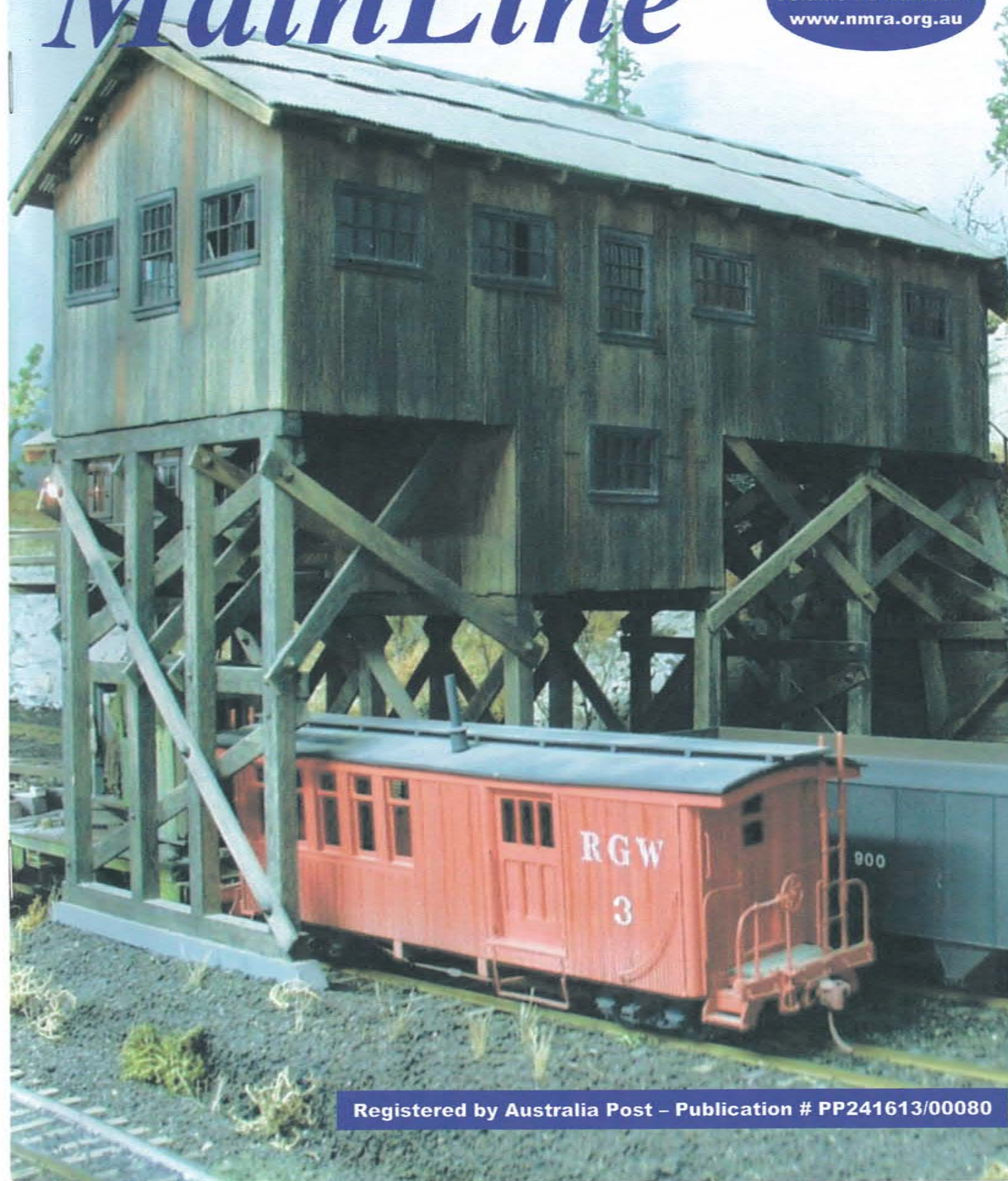


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GP18 \$99ea 2 for \$180
NW, SCL, CNW
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KCS, CO, CR, CNW, DRGW, CHESSIE
SD45 \$130ea 2 for \$240
CB&Q, CSX, EL, GN, PRR, DRGW
GP38-2 \$110ea 2 for \$200
L&N, CR, RI, SCL, UP, NS, CSX
GP60 \$130ea 2 for \$240
NS, DRGW, SSW, ATSF, BNSF
S1 \$99ea 2 for \$180
SOU, NYC, L&N, B&O, ERIE, GM&O, EL, MP, NH, MC, RDG, PRR, B&M, ATSF
SD9 \$140ea 2 for \$250
C&NW, SP, DRGW, GN
BL2 \$80ea 2 for \$140.00
RI, C&O, BA, WM
SD7 \$110ea 2 for \$190
SP, DRGW, B&O, UP
GP7PH2 \$120ea 2 for \$200
UP, B&M, PRR, RDG, C&O, ATSF, CB&Q
SD60 \$120ea 2 for \$200
C&NW, UP, BN
GP20 \$120ea 2 for \$200
BN, NYC
GP30 \$100ea 2 for \$180
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(PRICES SUBJECT TO CHANGE WITHOUT NOTICE)

Pacific Director Election

You are now asked to cast your vote for the Pacific District Director. This name is just a change of name from Trustee to Director, and here is a list of the Director's responsibilities.

The new Rules (Article III Section 20) state that DIRECTORS are responsible for:

- 1) Developing policies for the benefit of all NMRA members
- 2) Maintaining liaison between the Regions and the NMRA through the use of the Regional Advisory Council
- 3) Keeping the NMRA informed of Region issues and desires, and
- 4) Transmitting to the NMRA such recommendations as are made by region members
- 5) Performing such duties as required under the laws of the State of Ohio and as fiducially required under the Internal Revenue Code for a non-profit corporation under Section 501(c)(3) of said code.

On the ballot paper supplied in your February ScaleRails magazine you are asked

to vote for the Pacific Director. Place a tick, cross or the numeral one, against only one of the two candidate names **OR** alternatively write in the name of another member in the 3rd space, if you wish to vote for a member other than the two listed candidates.

You are also entitled to vote for the At-Large Worldwide Director in the same manner.

Carefully lift your member label from the front of the magazine and apply it to the appropriate spot on the ballot paper. This validates the vote for our area. Without this label, the vote **WILL NOT BE COUNTED**.

Ballots **MUST** be mailed by May 1st and returned directly to the US address on the back of the folded and sealed ballot paper using a \$1.80 stamp to ensure delivery by May 15th.

PETER JENSEN

I have been a member of the NMRA for a little over 12 years and have served the Region in the following roles:

- Australian Region Treasurer for over four years;
- 6 Convention Committees and Convention Chairman for the last 4 Region Conventions;
- Founding Convener of the Operations SIG;

I hold an MBA in Information Technology, have the business skills and acumen, the interest and drive to fulfill this role for the benefit of all members by having:

- Worked for over 25 years for IBM - I know how to work with Americans, having lived and worked in the US for several years;
- Managed a division of IBM Australia with revenues in excess of \$23M pa;
- Successfully run a small business in addition to my Computer industry work as a senior information specialist;

I am a supporter of the NMRA Long Range Plan (LRP) and I applaud the LRP planning committee and the management team of the NMRA who brought the LRP into effect. It is a comprehensive, but not yet perfect, set of regulations. The most innovative parts of the LRP are:

1. Limiting the terms of the Directors to two terms with rolling dates (one third elected every year). This not only provides for continuity, but provides the opportunity for new people with new ideas to be elected to the Board each year;
2. Directors **can not** hold positions on Regional Boards; except for the Pacific and Atlantic Districts. Why have special exemptions been put in place for these? There seems to be no plausible reason for this and is contrary to the general thrust of the LRP.

The Pacific Director's role is primarily to make decisions in the best interest of the NMRA. In addition, the Pacific Director is responsible for **all** members in **all** regions of the District. Our Pacific district is unique with many members not belonging to a region. They live in Asia, India and even the Middle East. These members are part of the responsibility of the Pacific Director.

I applaud the restructuring of the finances of the NMRA. John Roberts, NMRA President, talked about the funding and the new membership in an informative discussion in the January *Scale Rails*. These changes will be a positive step forward for the NMRA and our region.

Importantly, I have no business relationships or financial interests with any member or the organisation itself, and I have the full support of my wife for this very important position. I believe I have the business skills and experience to work with the international organisation to implement the LRP with no hidden agenda, or conflict of interest.

I have the drive, energy and time to commit to the process. They are asking for a new team to take the NMRA into this new era. They **do not** want **entrenched** Directors with the same ideas, so it is time to appoint a new Director, enthused with new ideas, no baggage, and a proven track record for the Region with a commitment for the future. I will work to cut the politics from the organisation wherever and whenever possible. I commit to openness and transparency in decision making and to keep all Pacific District members in the loop.

Model Railways are a hobby, a lifetime hobby for most of us. It should be, and must be fun.

DAVID NORTH

As your Region Trustee for 6 years and I have contributed to the NMRA US Board re-establishing control over its monetary policies to get us back to a sound financial position. I am a member of the Life After Long Range Plan Committee charged with refining the LRP, dealing with the typos, small errors and omissions that occur with any document of this size.

I have been a Financial Planner for 25 years and my qualifications provide the skills for my position as Chairman of the NMRA Investment Committee, which makes recommendations to the Board about where and how the NMRA's funds are invested. After 7 years as a Sales Rep with Repco Auto Parts, I established my own financial planning practice and have been Managing Director for 25 years and successfully managed a team of financial planners. My management and negotiation skills have helped me to be an effective Trustee on the National Board. I am a Justice of the Peace in NSW.

I am 52 years old and live with my wife and family in Sydney. I've loved trains since childhood thanks to my late father. I model the Santa Fe in HO and lean towards prototype modelling. I own a DCC system and enjoy sharing knowledge of this new technology with fellow modellers. I helped develop the Sydney Module SIG standards and am actively involved in our Operations Group. Like many of you, my ultimate dream layout is still just that. I joined the NMRA in 1990 and through my membership have become a better modeller and more importantly made many close friends.

As technology and communications evolve, the NMRA is facing some very strong challenges. We need to be adaptable and embrace change, to maintain our position as the leading worldwide modelling organisation. One example of this is our evolving DCC standards reflecting the changes and advances in electronics. The Region BOD has accepted in concept, my recommendation that we establish a Conformance & Inspection Dept. here in Australia and are investigating what is involved. I am also excited that the National Board approved my dues proposal and our Region Treasurer is currently working on the local details. If approved locally, this should reduce dues for Region members.

Our organisation exists at two distinct and very different levels.

Here in the Region and Divisions the focus is on growing our skills, sharing ideas and spending time with friends who have a similar interest in our great hobby. If elected I will continue to look for ways to minimise costs, which helps to keep your dues down, and work with the other Region BOD members to provide more and better services to you.

At the National Board level, the Directors create the policies and direction of the NMRA as a whole.

Over the last 4 or so years the Trustees have made some tough decisions that have turned the finances of our organisation around and I believe we are now better positioned to move forward. If elected I will continue to work to ensure the NMRA has an increasing relevance to model railroaders.



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Autumn 2005
Volume 22 Number 1

www.nmra.org.au/mainline

NMRA

21 YEARS IN

AUSTRALASIAN REGION.

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ON THIS COVER:

This scene from George Paxon's Blue Mountains ON3 multi-level Rio Grande Western narrow gauge layout. Here we see the Rockhill Coal Company wooden tippie in the mining town of Black Diamond. George scratch builds his buildings, locomotives and rolling stock.

CENTRE PICTURE SPREAD: (Page 22 & 23)

Restored Union Pacific 4-6-6-4 Challenger 3977 is seen here hauling a consist of historical freight cars on an excursion run. **WRONG!** This could be real, however the oversized tunnel portal gives it away. This is a seven and a half inch gauge live steamer from Train Mountain Oregon USA, as featured on the MainLine cover in March 2004. Photo from Barry Dupler.

Our next issue will be available from June 11th 2005.

Schedule of Divisional Meetings for 2005

Division 1 Queensland

Division Superintendent Glen Stevens.

For details of Queensland meetings and venue addresses, please contact Glenn Stevens. Meetings start at 1.30pm unless advised otherwise.

(07) 3207-2442

April 16th.	Bob Brown.	63 Viscount St; Bray Park	Brownton Sub (AT&SF)
June 18/19th.	Toowoomba Model Train Exhibition	NMRA (Div 1) Stand & Display Layout "Carolina Pacific Lines"	
July 2nd.	Toowoomba Double Header Mark Ward	"OMA Belt Lines" & DDMRC Running Day	
September 10th.	Ian Wellings.	38 Talara St,	Currimundi "Great Northern RR"
November 5th.	Graham Emery.	3 Tukkeri St,	Macleay Is "Union Pacific RR"
December 11th.	Division 1 Christmas Picnic.		

Division 2 Canberra

Division Superintendent Viv Brice.

For details of Canberra meetings and venue addresses, please contact Viv Brice.

March 12th.	John Prattis.
April 9th.	Jess Brisbane.
May 7th.	TBA.
June 4th.	TBA.
July 2nd.	John Bullen.
July 30th.	TBA.
August 27th.	TBA.
September 17th - 18th.	Convention.
September 24th.	John Gillies.
October 22nd.	Rob Anderson.
November 19th.	David Service.

Division 3 Victoria

Division Superintendent Grant McAdam.

All meetings start 11.30am Sunday.

March 20th.	Bill Black.	15 Steel Road,	Emerald.	(03) 5968-3094
April 10th.	Steve Cullen.	67 Mowbray Crescent,	Melton.	(03) 9747-6267
May 22nd.	Laurie Green. (MMR)	20 Nambour Drive,	Sunbury.	(03) 9744-5188
June 19th.	John & Lynn Cracknell.	55 Donnybrook Road,	Norlane West.	(03) 5274-1569
July 17th.	Barry Pate.	17 Nokuna Court,	Greensborough.	(03) 9434-3101
August 21st.	Bob Backway.	4 Tor Road,	Belgrave Heights.	(03) 9754-6502
September 18th.	Rod Hutchinson.	40 Erskine Ridge,	Mooroolbark.	(03) 9726-6187
October 9th.	Gavin Hince. (MMR)	25 Dwyer Street,	Clifton Hill.	(03) 9489-4527
November 13th.	John Dennis.	62 Owen Street,	Mitcham.	(03) 9874-1684
December 4th.	Grant M'Adam.	194 Booran Road,	Ormond.	(03) 9578-8685

Division 6 South Australia

Division Superintendent Ron Solly.

Meetings held Saturdays 1.30pm Please advise the host on the Wednesday prior to the meeting if you are attending.

March 19th.	Trevor Triplow.	8 Casia Court,	Aberfoyle Park.	(08) 8270 5507
May 21st.	Contact Ron Solly.	div6sup@nmra.org.au		(08) 8522 2536
July 23rd.	Ron Solly.	9 Grey Crescent,	Evanston Gardens.	(08) 8522 2536
September 3rd.	Geoff Chatwin.	23 Herriot Court,	Mt Barker.	0414 702 755
November 12th.	Ray Brownbill.	Watts Gully Road,	Forreston.	(08) 8389 1045

Division 7 New South Wales

Division Superintendent Phillip Anderson.

Sydney meetings organiser Divisional Superintendent Phillip Anderson (02) 9879-4307. Meetings start 2.00pm Saturday unless indicated otherwise.

March 20th. (Sunday)	Steve Pettit. (MMR)	25 Aleppo Street,	Quakers Hill.	(02) 9837-1257
April 16th.	Gerry Hopkins. (MMR)	15 Narara Crescent,	Narara.	(02) 4329-0242
May 14th.	Stuart Sharp.	6 Paris Avenue,	Earlwood.	(02) 9558-8551
June 11th.	Vic Quince.	76 Good Street,	Granville.	(02) 9637-6683
July 16th.	Sowerby Smith.	174 Fullers Road,	Chatswood.	(02) 9411-5726
August 13th.	Mod Sig Group.	54 - 60 Roseberry Road,	Kellyville.	(02) 9871-4157
September 10th.	John Saxon. (MMR)	186B Davistown Road,	Yattalunga, Central Coast.	(02) 4369-7453
October 15th.	Bob Best.	34 Winnicoopa Road,	Blaxland.	(02) 4739-1953
November 12th.	John Baker.	54 - 60 Rosebery Road,	Kellyville.	(02) 9629-2349
December 10th.	Christmas Party.	Uniting Church,	Baulkham Hills.	

Please note the new Member Privacy policy statement on page 34



MainLine

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Australasian Region
of the

NATIONAL MODEL RAILROAD ASSOCIATION

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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*
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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 a posted quarterly publication of *MainLine* Magazine. Additional Fee for US *Scale Rails* 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 *Scale Rails* delivery.

Send address changes to
Toni Saxon
186B Davistown Road
YATTALUNGA NSW 2251
jsaxon1@bigpond.com
(02) 4369-7453

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Forestville NSW 2087

www.nmra.org.au

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President's Report

Ballots. You will be asked to vote in two separate ballots in the near future.

1. The Pacific Director of the NMRA

The Pacific Director position replaces our Region Trustee on the NMRA U.S. Board of Directors. There is an insert in this *MainLine* with statements from the two candidates and extracts from both the current and new National Rules stating the responsibilities of the existing Trustee and new Director roles. The voting papers will be in the February 2005 *Scale Rails* that will be sent to all Region members whether or not you are a subscriber to *Scale Rails*. This ballot will need to be mailed to a US address.

2. Rules of Association of the Australasian Region of NMRA.

At the Australasian Region level, you will be asked to vote on Amendments to our Rules of Association. These are largely a flow on effect of the NMRA long range plan that members approved in 2004. Information and voting material will be sent to all Region members. This ballot will be mailed to an Australian address.

I strongly encourage all members to participate in both these important ballots.

Membership Officer

Our appreciation goes to the Region's Membership Officer, Toni Saxon who will be relinquishing her position this year. During the past five years, the Region membership has increased and the smooth running of the membership administration has been due to Toni's dedication and attention to detail. Our thanks also to John - her helper and encourager.

Northern Rivers Division Exhibition

At the invitation of the Northern Rivers Division, the NMRA portable layout "Sweetgrass" was part of the January Coffs Harbour exhibition. The exhibition was organised by Ian Phemister and his team at Coffs Harbour and was supported by other local members who exhibited a garden railway layout, a large scale Sydney tram and a model of the Coffs Harbour wharf.

The Coffs Harbour team have constructed a 10 m x 6 m modular layout. Some long



trains of both American and Australian prototype were run during the weekend. It was very well presented complete with lighting and back scenes. A credit to all involved.

Four Sydney members spent the weekend running the "Sweetgrass" layout and enjoying the Northern Rivers hospitality as well as visiting local members' layouts. The Glenreagh steam railway was having its first operating weekend and a few of us were privileged to have a ride on the steam locomotive tender. A big thank you to all the team at the Northern Rivers Division..

Canberra Region Convention

Don't forget to mark your diary! The ACT Division is planning a great weekend on 17th & 18th September 2005 for members, friends and partners. Saturday will be at the Convention site, a local school, with clinics and layouts. Leon Oberg, an accomplished railway photographer, will be the after dinner speaker at the Convention dinner on Saturday evening. There will be the opportunity on Sunday to visit the Canberra Railway Museum and ride behind NSW steam locomotive 1210 that pulled the first passenger train to Canberra. For registration and information visit the website: www.nmra.org.au that will be updated regularly.

Allan Garbutt



From the Editor: Yes folks, only 42 weeks to Christmas! Frightening isn't it! Is this the year you are going to start building your layout? I see from Gerry's survey (p 14) that of our 355 members, 176 have a layout of some sort and 122 run DCC. That's a high percentage. EasyDCC is the most popular system followed by Wangrow/NCE. Just before Christmas I visited Peter Leggett

up at Asquith Model Railways and he made me promise I would start a layout this year..... You don't need much room he said, start with a module, say 8' x 2' 6" that will fit any future plan, but above all, make a start. I'll do my best Peter and I promise I won't start looking for excuses! But then he started to show me some garden railroad stuff and I started to show more than a passing interest in that. I had watched and listened to Gavin Hince talk about his garden railroad at the 2003 NG Convention and thought that had merit. Then we saw Trevor James up at Mandalong with his G collection, Peter Jensen is madly collecting same and to top it off, whilst I was on holiday I saw a Gauge One 4-6-6-4 Challenger and I kid you not, I went wobbly at the knees. And the quality of these big models is just superb. Last year Jack MacMicking got me interested in live steam so I had to show my appreciation and place the page 22 and 23 pic this issue as a mark of respect to both Jack and that Gauge One Challenger. Now I find myself buying Garden Railroad magazine and it's

quite addictive and hard for me to concentrate on that little 8' x 2' 6" module!

This issue I've included part 2 of John Geremin's Burra Valley Railroad. I've had the article waiting to be published for a while and I guess progress is now well beyond just 'growing up.' I look forward to the next installment of the Burra creation and perhaps visiting it one day.

Gerry Hopkins (MMR) is a member so enthusiastic about this hobby, that some of that enthusiasm just has to rub off when you get close to him. He has an interesting article this issue on the Achievement Programme complete with the list of certificates issued so far. I hope this revives any interest in the programme for those already on the way and others who are just thinking about it. Make this the year you make a start. Gerry will make the process as easy as he can to help you. The paper work has always been a killer but Ken Scales started helping in that area and Gerry is continuing with great results. I expect to see more MMRs before too long in our region.

There's a lot happening this year. This is our 21st year, there's the Narrow Gauge Convention in Albury under the management of Bernard, Grant and Laurie. That promises to be a beauty. Get there if you can. We have a convention in Canberra later in the year and Brett Whelan is doing his best to get a prototype modellers group going for Melbourne. See page 17. I'll try to organise a look back at those 21 years with the help of John Saxon for the next issue. Until then however, happy modelling and don't forget to make a start on that project. I don't want to be the only one.

David Jupp

WELCOME TO THE FOLLOWING NEW MEMBERS

Bob Bevan	Ingle Farm	SA	HO	SAR
Ainslie Brittain	Ingle Farm	SA	HO	US/Swiss/German
John Beveridge	Airds	NSW	HO	NSW Railways
Dan Pickard	Geelong	VIC	On30	Aus & US logging
Rod Stewart	Modbury Nth	SA	OO	Brit/US Sh.Lines
Gavin Mitchell	Dernan	SA	N	US Various
Damien Stirling	Mitchell Park	SA	HO/OO	Mostly US
Rodney Dunshea	Baulkham Hills	NSW	HO	NSW
Bob Powell	Oakleigh	VIC	7mm	British NG
Bruce Czerniac	Baulkham Hills	NSW		
Jim Sowter	Toormina	NSW	HO	
Bob Farquar	Repton	NSW	5"/On30	All
Russell Phemister	Coffs Harbour	NSW	1/24 th	Newc.Trams
Norm Mitchell	Moonee	NSW	G	All
Bill Baggett	Dorrigo	NSW	HO	Various
Michael Holian	Melton	VIC	O/On30	Freelance Log
Scott Huntley	Austral	NSW	HO	Canadian
John Sands	Chifley	ACT	HO	
Terry Inge	Banksia Park	SA		Santa Fe
Ken House	Greenwith	SA	HO	Santa Fe/ANR
Mike Warburton	Elizabeth	SA	HO	US
Stuart Mitchell	Ballarat	VIC	O/On30	Freelance
Geoff Keep	Bathurst	NSW	HO	BN

NOTICE OF ANNUAL GENERAL MEETING OF THE NATIONAL MODEL RAILROAD ASSOCIATION Inc. AUSTRALASIAN REGION

Notice is hereby given of the Annual General Meeting (AGM) of the National Model Railroad Association Inc, Australasian Region, to be held at 3.00pm, after the regular New South Wales monthly meeting on **Saturday April 16th at the residence of Gerry Hopkins (MMR) 15 Narara Crescent, Narara.**

In keeping with the rules for an Incorporated Association, the National Model Railroad Association Incorporated, must hold its AGM within 6 months of the expiration of its financial year being December 31, 2004.

Subject to rule 24 of the Act, the AGM must follow strict guidelines and no questions during the meeting will be permitted. Questions in writing however, delivered to the secretary prior to the meeting will be addressed.

Questions will however be allowed following the AGM.

The following agenda will be strictly followed.

- Confirm the minutes as accepted by the BOD of the last annual general meeting.
- The Presidents report on the activities of the association.
- The Treasurers report.
- Changes to the Constitution, (a) a vote as to whether the Trustee / Pacific Director should automatically be a member of our Board of Directors. (b) Changes to our constitution to reflect the new LRP.

No business other than that specified in this agenda notice is to be addressed.

David Jupp (Secretary)

Trustee Report

February 2005

The Board of Trustees met in Phoenix in mid January. Many of the motions focused on issues relating to the Long Range Plan and its implementation. Here are those that may be of interest to us here in the Australasian Region.

As I'm sure you are aware there will be nine Directors on the new National Board. We felt it would provide some degree of continuity if only three Directors stood for election each year. To start this rotation, lots were drawn to determine which Director would have an initial term of one, two or three years. Later this month ALL members here in Australasia will receive an issue of ScaleRails, which will include a ballot to elect your Director. And about this time 2006 you will be doing the same thing again, because the Pacific Director drew a one-year term. The successful candidate in 2006 and subsequent years will serve a three-year term. So the Director you elect this year will serve a one-year term.

The Board has decided to suspend the sale of Life Memberships. They have not proven to be financially viable to the NMRA and we considered it unreasonable to continue to offer a dues package that history had proven was likely to lose us money - money that annually renewing members would be asked to make up.

The next NMRA Library project will highlight the US national freight car fleet in 1947. The book is authored by Larry Kline and Ted Culotta and will be profusely illustrated with images from the library. The book is about 50% complete and should be an excellent resource for modellers of this era.

Sacramento CA has been selected as the National Convention venue for 2011 (just 6 years away). Airfares to these West Coast venues are relatively less expensive and if you haven't been to a National Convention, I recommend you plan for this one.

It appears that no one has received a copy of the 2005 NMRA calendar. Chattanooga is currently looking into the problem and I'll pass on any information I receive.

US dues will be rising but the region's revised dues and administration package submitted to the July 2004 trustee meeting was approved at this January meeting and consequently there should be a significant reduction in dues here in Australia.

The cost of extra postage of ScaleRails to overseas and Canadian members will no longer be absorbed by the total membership, mainly in the US. Therefore there will be some increase locally for this monthly magazine. Following conclusion of the 2004 accounts the local board will meet soon to consider the effect of these changes and other likely developments on our current membership fees.

David North
Australasian Region Trustee

Region Roundup

Division 1 Queensland Glenn Stevens

Next Meeting

Host - Bob Brown

63 Viscount St, Bray Park

16 April 2005

1. Well a very successful meeting was held last weekend, with 22 members and guests gathering at Allan Harland's in Oxenford. A hearty welcome to Bill Dunn to his first meeting, and to our guests, Eddie, John & Brian. It was the first time Allan had hosted one of our meetings, and as he will now admit, it wasn't as bad as he first thought.

Division 1 News

2. Prior to the start of the meeting, the Div 1 Superintendent was presented with an AP Certificate, honouring his work as an Association Official. The certificate was presented by Ian Venables, a (very) long time member of Division 1, who had secretly received the award from Sydney via John Saxon.



Ian & Glenn

3. In presenting the award, Ian said some really nice words in support of the certificate, and praised Glenn on the efforts he has put into Div 1 and the NMRA since he took over in 1994. The NMRA Best Layout Award at the annual Toowoomba Exhibition was instigated by Glenn, and he is one of the original members of the Division 1 Display Layout SIG.

Meeting Notes

4. As with all meetings where there is a layout at hand, everyone immediately made a bee-line for Allan's layout room, which is actually a double steel garage, with one half lined and containing Allan's layout, the other half containing his work benches etc. The back

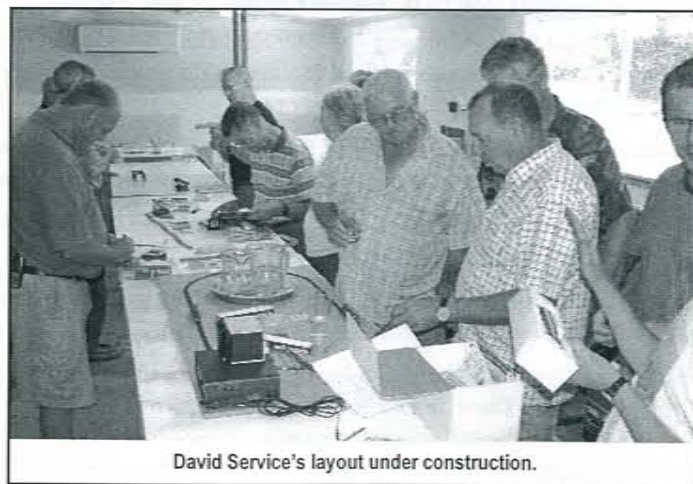
half of the layout is a folded dogbone with a branch line running up the side towards the front of the room. Allan models GN in HO in the steam diesel era and has all his trains running on Code 70 rail.

5. He was apologetic about the standard of scenery because he likes to have a scenery shuffle every now and then, but from over heard comments, there were people there who would take his scenery any time. The centre piece of his running is a harbour from which trains leaving one wharf have to travel the complete layout to reach the other wharf.
6. In addition, under one end of the dogbone, he has separate track with On30 clearances for use by his grandson and those of the narrow gauge ilk.
7. Following the formal meeting, the next item of discussion was the contents of the ever popular Show & Tell table, which has become very much a feature of recent Div 1 meetings, and without any prompting from the 'Boss'. The table filled up remarkably quickly, with models ranging from an incomplete Branchline coach, to two GN 2-8-2 's, a Ghan loco (Steve Irwin without the name), two of Tony Reipath's On30 jobs, and two box-cars built by Ian Venables. The model that didn't fit was Phill Perry's N Scale California Zephyr, what with three Burlington F Units and 11 coaches it was v-e-r-y l-o-n-g, even in N Scale. A full report will be written in the next two or three weeks, following receipt of more complete notes.

As always, the meeting slowly wound down over a very good afternoon tea put together by Allan's wife Shirley and her three kitchen elves, Rene, Helen and Anne. In appreciation of a job well done, Shirley was presented with a Wooden Spike Award, for excellence in model railroad catering.

Division 2 Canberra Viv Brice

Our last meeting of 2004 was hosted by David Service. David, a long term fan of "Uncle Pete", gave a very nice presentation



David Service's layout under construction.

Please note that the captions for this photo and the next are transposed. Apologies to David Service and Mal Risby. (Ed)

on "Steam's Last Hurrah on the Union Pacific". The essence of the presentation was to trace the background of the UP's Northern, Challengers and Big Boys, and then into their use of high horsepower gas turbine locomotives. He even had the nerve to touch on that old and thorny question of 'what was the biggest locomotive?', which surprisingly did not cause the all-in brawls often associated with opinions on this question. We then had a chance to see David's efforts on building his layout, with a sound equipped UP gas turbine rumbling and hissing away in the background. You may remember from a previous report that David's layout is over the billiard table and has to be able to be swung away so that the table can be used. We were impressed by his efforts.

Our first meeting of 2005 was at Mal Risby's place, with the host hobbling around on a stick after tearing a muscle in his leg. Mal talked about his layout plans and the reasoning behind his design decisions. His layout room is a large, fully lined, air conditioned triple garage, giving plenty of room for a large layout, and all that in N scale! Mal has built the basic modules that will form his layout and has covered each with a sheet of card with the track plan drawn on. Most impressive as was the huge amount of rolling stock on display. Its obvious that Mal has been a collector for a long time. Mal is going to use DCC for his layout and gave us his reasons for selecting Digitrax - altogether a very interesting afternoon. We were also delighted to welcome John Sands, a new member of the NMRA.

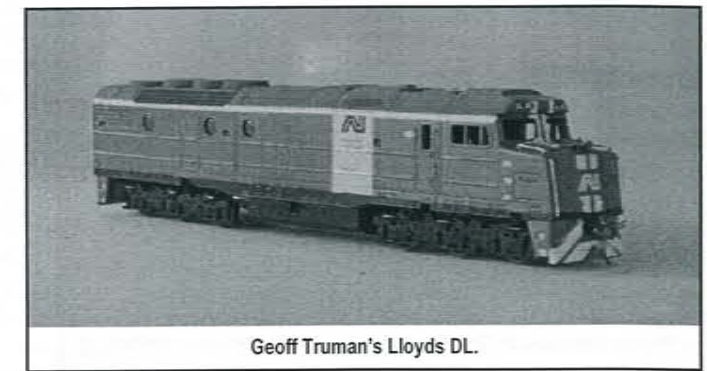


Mal Risby's train room and layout under construction.

Division 3 Victoria Rod Hutchinson

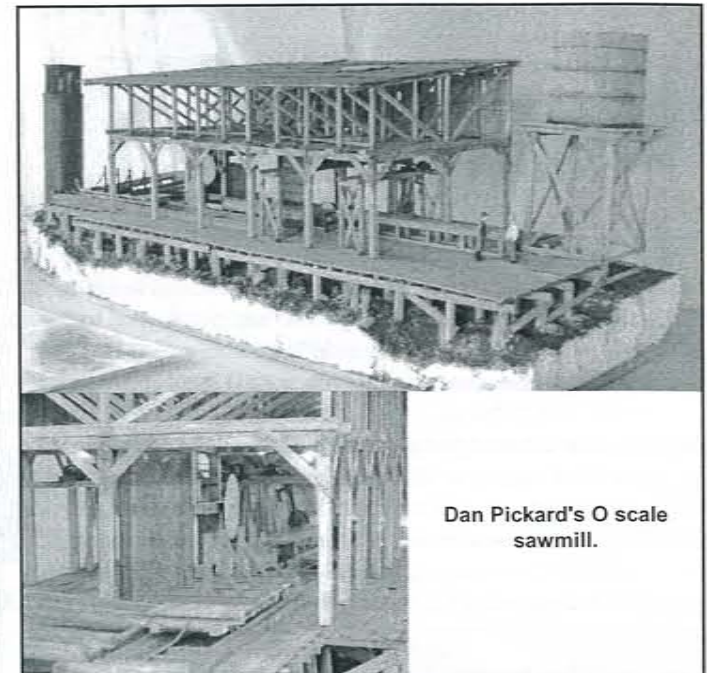
The December Meeting was held on Sunday 5th December at the home of Grant McAdam, our Divisional Superintendent. The weather was warm to hot with a burning sun tempered by Grant's tarpaulin draped over the clothes line. A group of eighteen members and ten or so spouses signed the attendance book whilst Meagan Hince (Gavin's toddler) didn't sign but chose to watch a Cinderella video in lieu.

Being a Christmas party show & tell was a little light on. However Dan Pickard's O scale sawmill stole the show. It was Dan's first attempt at scratch-building. The quality of Dan's work indicates another flagship modeler emerging in Victoria. Peter McDonald brought an NA; again!! And Ken



Geoff Truman's Lloyds DL.

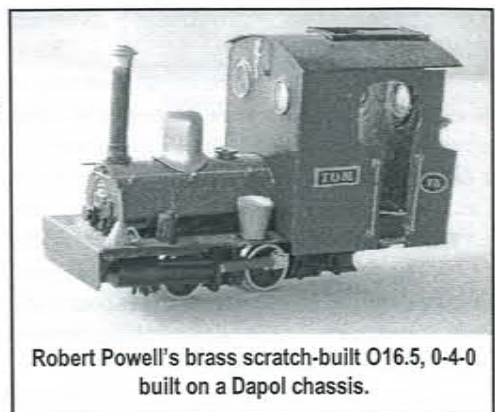
Hughes displayed an O scale scratch-built NBH physically challenged person coach. Geoff Truman displayed a Lloyds DL diesel in AN colour scheme. Robert Powell brought along a brass scratch-built O16.5, 0-4-0 built on a Dapol chassis. Peter Keddie displayed a Bachmann EZ DCC & Loco kit whilst Gavin Hince brought a plaster derelict combine. Bob Backway has produced a video "Steam returns to Walhalla". I believe copies may be obtained from Bob.



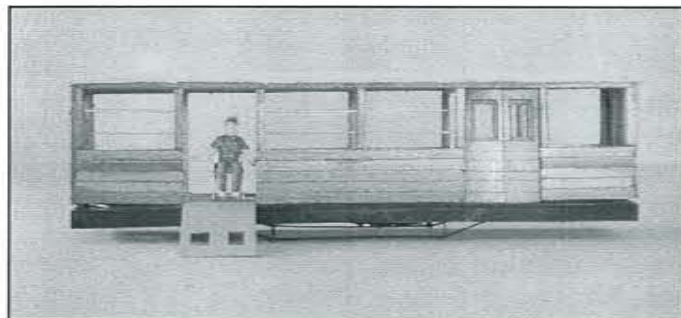
Dan Pickard's O scale sawmill.

The meeting took place under Grant's tarp (and clothes line) with Grant thanking all those wives who opened their homes to members over the past twelve months and updated us on the planning of the 7th Narrow Gauge Convention which is proceeding well.

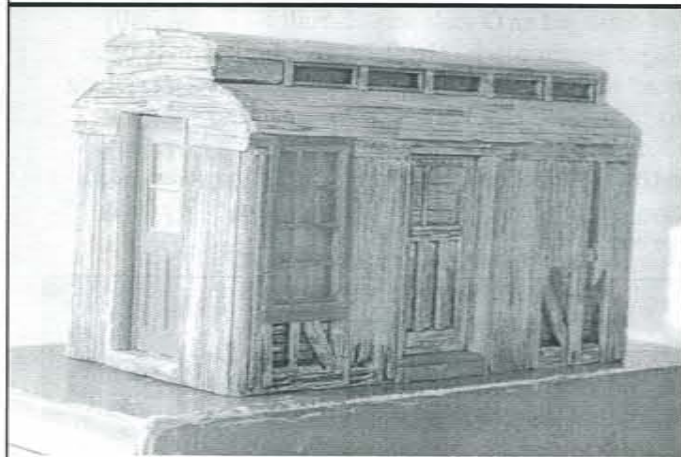
Brett Whelan explained the principals behind the inaugural Victorian "Railway Prototype Modelers' Meet" to be held at the same venue and dates as the March



Robert Powell's brass scratch-built O16.5, 0-4-0 built on a Dapol chassis.



Ken Hughes displayed an O scale scratch-built NBH physically challenged person coach.



Gavin Hince's plaster derelict combine.

2005 AMRA Vic exhibition. This group is an attempt to bring modelers along from all clubs, persuasions and prototypes to cross-fertilize their knowledge of modeling techniques. The group has had excellent success in Sydney.

Grant McAdam did not appear to present himself with the meeting "thank you plaque" but did present us with the dates for next years meetings. An additional meeting will be held in January 2005. Rod Hutchinson presented the club movie library with a DVD containing three B/W newsreel movies of logging and Rubicon Dam construction during the 1930's in Victoria.

Division 6 South Australia

Ron Solly

Saturday, January 15th saw the first meeting for 2005 & it was held at the home of Scott Jones where 25 members & visitors met on a pleasant afternoon.

Ron Solly welcomed all & gave a special welcome to three new members who joined that day – Ken House, Mike Warburton & Terry Inge.

The formalities were conducted first.

Members who required name tags had their names taken & to be ordered from Queensland Division

The forthcoming ballot in 2005 for the Director position was again mentioned & that all members will get the Scale Rails with the ballot paper & Ron stressed the fact that we should exercise our right to vote.

The 2004 Convention CD of which we had received 6

copies have all been sold & orders from members for 7 more were noted. Geoff Chatwin & Al Harris are arranging for these. For every CD sold, we donate \$1 to the Region.

Ron made mention of the proposed Convention to be held in the ACT in September & that information should be available during March.

David Lovering had suggested via e-mail if we could have a meeting at the National Rail Museum at Pt Adelaide. It was discussed & most members thought we should try & Ron will follow this up.

The modelling talks for the afternoon had three main topics. Ray Brownbill gave a good talk on the Golden Spike & Model Railroad Engineer - Electrical awards. A few members were keen on starting especially with Golden Spike & we may see some displays at the next meeting. Scott Jones gave a short talk on module creation: Gaps equals Opportunities. This idea helps towards filling in those gaps between areas on the layout.

Al Harris then finished off with a presentation on how to cheaply fill in the big holes in baseboards when using Peco point motors by using margarine lids. Al then requested if any member had ideas that could be presented to the meeting to be given to either him or Geoff Chatwin to arrange a timetable, etc.

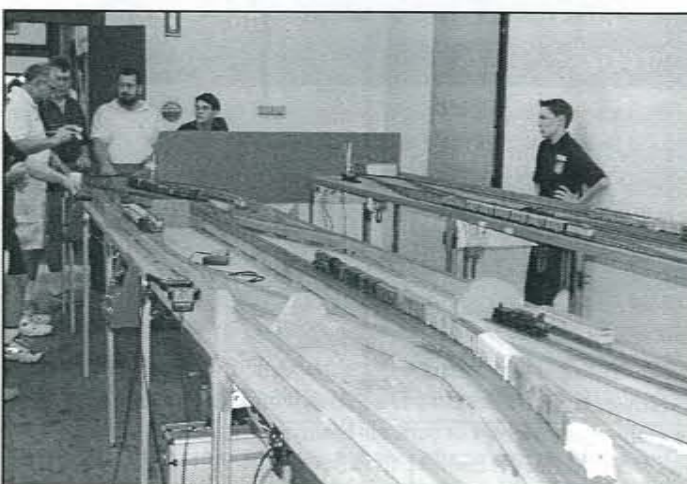
The raffle was drawn with Trevor Triplow & Len Opie getting first & second prizes respectively. The Meeting host plaque was presented to Scott Jones & refreshments were then tackled.

The next meeting will be on Mar, 19 2005, 1.30PM at the home of Trevor Triplow, 8 Casia Court, Aberfoyle Park 8270 5507 e-mail ttriplow@bigpond.net.au. Please advise the host on Wednesday prior if you are attending.

Division 7 Sydney

David Jupp

Jan 15th was a hot day and The Hills MRC hosted our meeting. Due to a confused reporter, I missed the official part of the meeting but I can say that the Hills group have a great operation going. On show were two N scale layouts, the



The Hills MRC new HO DCC layout undergoing test runs.

current HO show layout and the new, still being built HO exhibition layout. This new layout has great prospects and ran well all day. There were some innovative features from Ray Macaway and we hope to be able to bring an article to you on a novel switch control system for double slips in the not too distant future. Thanks to the Hills Group for allowing us to visit.

Feb 12th was the meeting date for Div 7 and this time we made the trek to George Paxons in the beautiful town of Wentworth Falls in the Blue Mountains. Approximately 80 members, including 3 new members and guests were treated to the latest additions to George's Rio Grande Western Railroad. Set in its own upstairs house addition this layout is simply magnificent.



It's nice to see ladies continue to frequent Sydney meetings

Double layered, the layout is well on the way to completion with storage yards and workshop to come. The meeting was chaired by superintendent Phillip Anderson who called on Allan Garbutt, John Saxon,

David North, treasurer Erik Bennett and membership officer Toni Saxon to speak. We were advised by Allan of the upcoming AGM where we will be required to vote on changes to the constitution to bring us into line with the LRP. Gerry Hopkins presented AP awards to Kelly Lloyd (chief dispatcher and civil engineer) David North and Gerry Hopkins (chief dispatcher). John Saxon reminded us that this was the 21st year of operations for the NMRA in Australasia. The luck door prize was won by Erik Bennett, again kindly donated by Anton Bognar. Thanks Anton!



George and Celeste Paxon.

Ian Phemister, Div 8 was a visitor and presented a donation to the region from the recent Coffs Harbour train show. Phillip then presented the host award to George and Celeste Paxon. The massive group then homed in on the yummys and then returned to the train room. A great day was had by all. Thanks!

Division 8 Northern Rivers

Ian Phemister

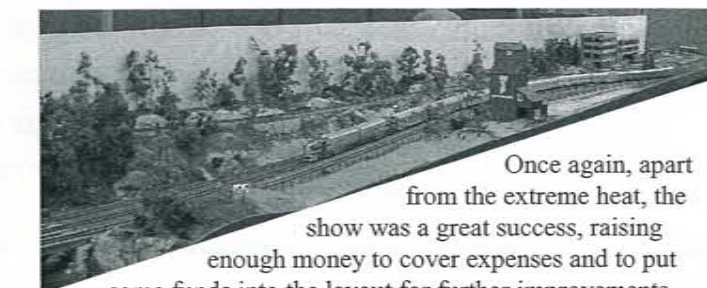
Coffs Harbour came alive again on the weekend of the 15th and 16th January with the sound of model trains. Our meeting for January was our 2nd model train club open day. In addition to our large module layout, there were several other displays from the local area as well as the NMRA layout from Sydney. Local displays included Russ Phemister's BIG Tram, a 5" gauge Newcastle tram running on a 40 foot length of track.

Norm Mitchell had several of his G gauge models also running on a couple of lengths of track as well as heaps of photos of his home layout.

Our good friend from Glenreagh Mountain Railway, Bob Farquar, came with a static display showing photos of their beautifully restored 1919 class locomotive. Most impressive was Bob's 5" gauge Mallet.

New member to NMRA, Bill Baggett, sat with hundreds of kids both days to show his small switching layout and to let the kids have a go at operating. He needs an award for that, well done!!!

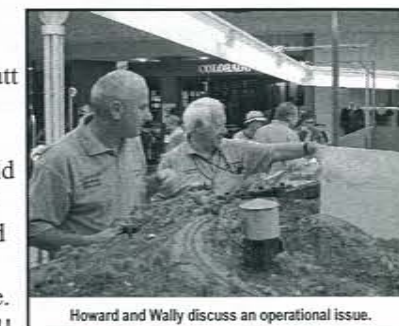
Last of all was the fantastic effort from Kellyville Sig Members, Alan Garbutt, John Arrowsmith, Peter Winsted and John McEvoy. They brought the NMRA Exhibition Layout all the way from Sydney. I believe it ran faultlessly all weekend. Thanks guys, for a top weekend.



Once again, apart from the extreme heat, the show was a great success, raising enough money to cover expenses and to put some funds into the layout for further improvements. Along with the model displays, those who visited were able to get a sausage sandwich from the Lions club and kids could jump on the jumping castle.

To show our appreciation to the Sydney guys, they were treated like royalty the whole weekend. They were all able to stay at member Charlie (Chuck) Reid's home. There, they were able to keep Chuck up till all hours operating his N&W/ NSWGR layout. During the show on Saturday, two of the Sydney guys were taken to Glenreagh to have a ride behind the 19 Class which just so happened to be in steam. Saturday night, after a meal at the local RSL Club, we went out to Wally Palmers fantastic little layout. I think they were impressed - it certainly is a unique little model.

The most unmemorable part of the weekend would have to have been the second trip to Glenreagh. In the 40 plus heat, Allan Garbutt and John McEvoy were lucky enough to get into the cab of the loco. I could not understand why they didn't enjoy it; they could not wipe the smiles off their faces the whole time. Thanks Bob, it was great!!



Howard and Wally discuss an operational issue.

All in all, a top weekend. But it didn't stop there. The following weekend we went to the local shopping plaza and again everything ran great. But by Sunday afternoon, we didn't want to look at a train for quite some time. And the old legs were a bit sore.

Once again thanks all for a top weekend. Thanks to all the Coffs guys for all the effort and the time put in over both weekends, and a big thank you to the great guys from Sydney - love to have ya back again. ☺

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WHEN PLACING ORDERS TELL US YOUR NMRA MEMBERSHIP NUMBER

Meet the Member.

Phillip Anderson

Division 7 Superintendent.



My first model railway was a Hornby clockwork O scale train set which was a Christmas present. My parents had a private hospital in Petersham (Sydney) and I had lots of places to set up my trains. Sometimes I would get chased out of a ward by hospital nursing staff, where I had set up my trains to show patients how they worked. When I was about 11 or 12 years old, a cousin who was in the R.A.N., brought me a Marklin train set from his travels around South East Asia. This was a giant leap for me and my Dad set up a 4' X 6' plywood board so I could have a semi permanent set up. Some years later a friend of the family passed through Singapore and purchased a Marklin diesel in New Haven colours. It was a very powerful engine and could pull all my carriages at the same time. The fact that I had an American engine pulling German carriages didn't worry me. About this time I progressed to a 5' X 8' plywood layout with two main lines. I also tried scenery with some success.

The trains got packed away for many years. Young ladies, various sports and travel took precedence for quite a while. I went to Canada, got married and stayed there for 13 years. While living in Canada I had the opportunity to do railfanning of the CP, CN, BCR and the White Pass and Yukon Railway. Sadly though I rarely took photos. Oh the missed opportunities! On returning to Australia I worked in the airline industry which I had also done in Canada with Canadian Pacific. After I retired I saw a notice in a Model Railway Magazine for the NMRA Convention that was held at the school on Cox's Road Ryde.

After attending, meeting some great people and joining the NMRA, I was again back in the hobby, though for a while I wasn't sure what to model. I was leaning toward N.S.W. then thought, why not Canadian? So off to Tom's Discount Hobbies where I found they had a fair amount of equipment that I needed. I have now built a new shed in the back garden with power and have started to get some track down. It has been a somewhat slower process than I had hoped for, however I have started and I will get there.

A number of members have offered to assist which is one of the advantages of belonging to a group such as ours. I am glad I have returned to the hobby and look forward to getting my layout operational.

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unlettered \$169.00 - Skeleton cars \$125.00 - Combine
\$60.00 - On30 Dump Cars Wood & Metal \$108.

The Model Railroad Craftsman is moving.
(same phone and fax numbers)

PLEASE NOTE NEW ADDRESS FROM APRIL 9.

MEMBER SURVEY RESULTS

During the month of January I conducted a survey among members with Email addresses. The survey asked three questions.

Do you have:

1. a DVD player on your computer?
2. a DVD connected to your television?
3. a Broadband connection?

For those who do not have an Internet connection here are the results. Figures are from the current membership database.

Total Members on database = 355

Members with telephones = 325

Emails sent = 234 (66% of full membership)

Replies = 158 (some members only have email at work, they were on vacation so missed the survey)

Members who can watch DVD = 149

Members with Broadband = 92

(I did not ask for download speed or limit - maybe next time!)

Members who can watch DVD by State.

State	Total	Email	Ans	DVD	%
NSW	207	139	90	87	97%
Vic	52	32	22	19	86%
ACT	18	14	10	9	90%
SA	23	16	12	11	92%
WA	11	6	4	4	100%
Qld	43	23	14	14	100%
NZ	22	7	3	2	66%
Other	x	x	3	3	100%

66% of the members have email.

50% of members have Broadband

Broken down by state 50% was the normal.

Other Facts:

There are 38 Life Members in the Region - 13 with Email. Of the 38 Life Members there are 9 in New Zealand

176 members have a layout of some sort.

122 members have DCC:

CVP=30, NCE=11, Sys1=7, DTX=9, Lenz=6, Zimo=1, Yes = 53

From the above sets of figures 70% of layouts have DCC.

228 members model in HO

29 members model ATSF

29 members model UP

76 members model Australian

4 members model British

Remember, except for address and email address the database only gets updated when you fill out the form once a year. Even so, there are some interesting figures to think about while you are on your way to the layout room. :-)

Keep modelling,

Gerry Hopkins MMR

Anton's Trains Order Service

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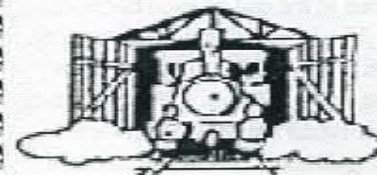
*Muscle motors, timers, train reversers, smoke units, CD units for points, Peko metal point bases

*Hobby boards, and super stripwood choppers

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*The complete UNEEK range of HO detailing parts in white metal.

*Motorised and fully indexed turntables for Big Boy and Garratt, 90 foot turntable due March 2005, see it at Forestville Train Exhibition.

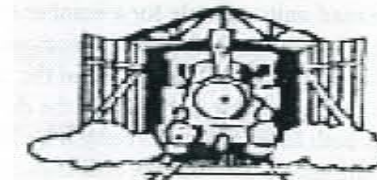


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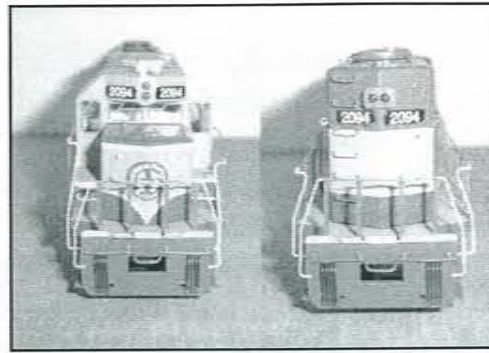
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PRODUCT REVIEW

Life-Like Proto 2000 GP38-2

Scott Jones

Life like's new addition to the Proto range is a beauty! Finally a affordable yet highly detailed and reliable unit for both the small layouts and the big layouts too! I purchased Life-Like's BNSF GP38-2 #2094 to run on my recently renamed Taylor Plains layout that is currently under construction. Featuring all new tooling and a slew of additional extras, it is available in eight railroad company names with two number choices for variety (BNSF, Chicago, Rock Island & Pacific, CSX, Illinois Central, Milwaukee Road, Norfolk Southern, Lehigh Valley, Undecorated) and modelled in the various versions applicable to the company at that time. Life-like has come up with a winner.



against both the prototype drawing and the internet photographs on the BNSF site. Both Life-like and Athearn missed that, so to rectify this you will have to build one as apparently the Details West part (EMD Anti-Climber #AC-189) has been discontinued.

That aside, Life-like has done a fine job with the models as the other road names are closely followed as per their prototype methods. In addition, there is a small bag of details provided

to make the unit look even closer to its real life namesake. Couplers supplied are both Bachmann's e-z mate couplers and a pair of hobby standard X2f horn-hooks.

The engine weighs in at about 550g or 1½ pounds. The wheels are prototypically sized with all wheel pick up and drive. The body is firmly attached to the frame with six screws under the body, one at each end of the unit and two towards the rear of the fuel tank, plus one at the end of each bogie (the supplied diagram helps locate this; I missed this the first time). Use a precision Phillips head screwdriver when doing so (be careful of the modelled sanding lines), and use great care when removing the shell to access the frame for DCC attachments. The loco comes with a lifetime guarantee and instructions on how to apply DCC decoders for conversion.

Once broken in, the loco is reliable and smooth to run. Operating well at slow speeds for switching, high speed is approximately the same as for the 1:1 scale version. Pulling power I found impressive, managing to pull my 15 or so freight cars easily and yet able to take more (possibly somewhere near 30-40 freight cars).

Overall, comparing notes with Model Railroader's review, plus checking it out for myself, I have to say that I am very pleased with my purchase, apart from two small details. I wish there was more room for more of these engines on my layout. If you're modelling from the mid sixties to the present, they will be perfect on large or small layouts in a variety of roles (like in real life).

They represent good value for money (in competition to Atlas's Master Series GP38-2) making it affordable to have highly detailed and operable engines ready to run out of the box. With some weathering and extra detailing you can easily have superdetailed locos running very quickly on your railroad.

Look out for an article on detailing this engine further to represent the prototype on the rails at the present.



Historically, these engines appeared in the mid sixties in North America, as part of EMD's growing stable of General Purpose road units suitable for a number of roles. The GP38's were highly popular; 2222 units were manufactured from 1966 to 1987. By 1972, EMD had released the upgraded dash 2 series either brand new or rebuilt to the dash 2 standard. Many railroads both large and small bought GP38-2's in a variety of configurations. So far, they are still in use as a multipurpose workhorse, either still with the parent company or having being rebuilt, upgraded and redesignated, sold and or leased out.

Both Life-Like GP38-2 (#2094 & #2099) BNSF units originally worked for the Burlington Northern as built to dash 2 standards, were rated at 2000hp and powered by a 16-645E motor (16 cylinder - 645 cubic inches, model E engine). They were built in November of 1974 and served in the livery of the Burlington Northern until the merger with the Santa Fe in 1994. After the merger, BNSF started to paint the locos in a heritage scheme highly inspired by fallen flag Great Northern. Also at the same time, both units received an experimental form of PTS (positive train separation) equipment to prevent collisions.

The paintwork is pretty much spot on, showing nothing in the way of smudges, blurs or over painting. Looking very much like it did when it rolled out of the paint shop of VMV September 1996, #2094 was painted in the heritage scheme 1, around the same time as its sister unit #2099. The only gripe with the paint job I have is that #2094 had the underframe and trucks painted in the same green as the body. This is easily rectified with some paint carefully applied. The sister unit #2099 was painted at Mid-America Car Workshops, Kansas, Missouri and is accurate with the silver underframe and trucks.

The body detailing is very fine and highly accurate, with many details (over 80) applied at the factory, well matching the photographs I have from about that time. Something I noticed was that the front and the rear of the engine lacked the anti-climber in my photos. I checked that



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- Other activities will include clinics.

WHERE & WHEN:

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Look for the signs at the exhibition entrance for the location of the meet - upstairs in the Swimming Pool area.

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COST:

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CONTACT:

Brett Whelan at brettwhelan@yahoo.com or 0412 080 900

Please note: Meet admission charge is to help defray venue and equipment hire expenses.

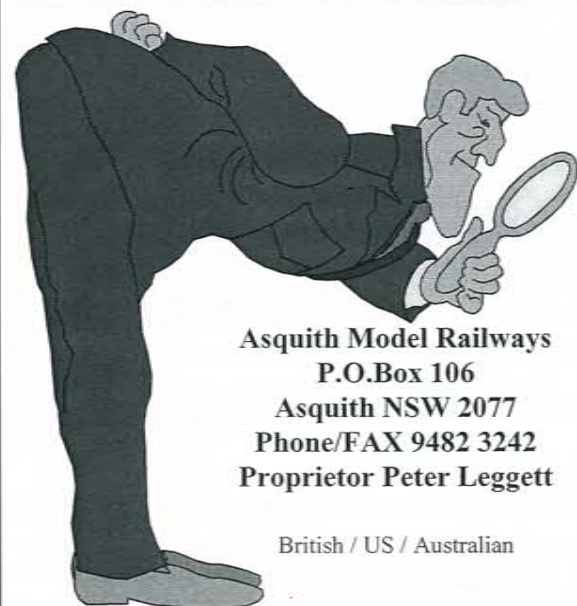
EXHIBITION & CONVENTION CALENDAR

- FORESTVILLE - NSW.** March 5-6, 2005 at Forestville Memorial Halls, Cnr Warringah Rd and Starkey St, Forestville. North Shore Railway Modeller's Association annual model railway exhibition. Open 9am-5pm (both days).
- SANDGATE - QLD.** March 5-6, 2005 at Sandgate PCYC, 106 Kempster St, Sandgate 4017, Brisbane. Open 9am-5pm (Sat), 9am-4pm (Sun).
- CAMMERAY - NSW.** March 12, 2005. NSW 7mm Modellers Forum at the North Sydney Leagues Club. Open: 9.30am-4.30pm. Talks, hands-on clinics and vendors.
- SPRINGWOOD - NSW.** March 12-13, 2005 at St Thomas Aquinas Primary School, 168 Hawkesbury Road, Springwood. Courtesy buses from Springwood Station. Open: 9am-5pm (Sat), 9.30am-4pm (Sun).
- BOX HILL - VIC.** March 12-14, 2005 at Aqualink Box Hill, Surrey Drive, Surrey Park, Box Hill 3128. Open: 10am-6pm (Sat & Sun), 10am-5pm (Mon).
- WOODEND - VIC.** March 12-14, 2005 at the Woodend Primary School, High St, Woodend. Open: 10am-5pm (Sat & Sun), 10am-4pm (Mon).
- MELBOURNE - VIC.** March 26-28, 2005 at Albert Park College, Danks St, South Melbourne. Open: 10am-6pm (Sat), 10am-5pm (Sun & Mon).
- ALBURY - NSW.** March 26-27, 2005 (Easter) at the Henry Nowik Centre, Charles Sturt University, Guinea Street, Albury, the 7th Australian Narrow Gauge Convention. Presentations and hands-on clinics, competitions, Saturday night banquet, partners' tour. Registration \$95 (with early-bird discounts). For information contact the Registrar - Laurie Green, PO Box 435, Sunbury 3429, email narrow_gauge_2005@hotmail.com or call (03) 9744 5188.
- MORWELL - VIC.** June 9-11, 2005 at Kernot Hall, Cnr Old Princes Hwy & Midland Hwy, Morwell. **MARSHFIELD - NSW.** June 11-13, 2005 at the Epping Boys High School, cnr Epping Rd & Vimera Rd, Marsfield. Open: 10am-5pm (Sat & Sun), 10am-4pm (Mon).
- CANBERRA - ACT.** August 6-7, 2005. 33rd Model Railway & Scale Model Exhibition at Malkara Special School, Wisdon Street, Garran, ACT. Open: 9.30am-5.00pm (Sat), 9.30am-4.00pm (Sun).
- BALD HILLS - QLD.** August 13-14, 2005 at the Memorial Hall, Gympie Road, Bald Hills. Open: 9am-5pm (Sat), 9am-4pm (Sun).
- BRISBANE - QLD.** September 9-11, 2005. The 9th National N Scale Convention. Programme will include clinics, workshops, layout tours, exhibition layouts, traders' stands and a visit to Workshops Railway Museum in Brisbane. For further information refer Website: nscale-convention2005.org.au or email: secretary_nc05@primus.com.au or mail PO Box 3321, Norman Park 4170.
- GOLD COAST - QLD.** September 17-18, 2005 at the Jupiter's Pavilion, Parklands Complex, Parklands Drive, Southport. Open 9am-6pm (Sat) 9am-4pm (Sun).

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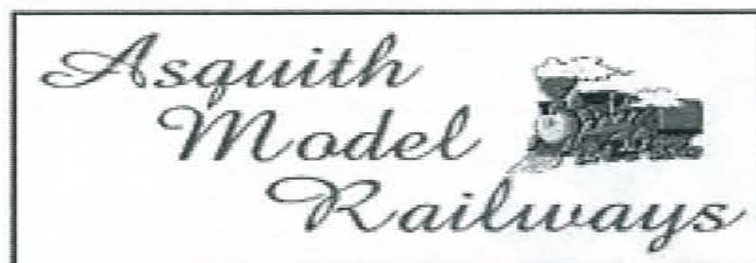
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Gerry(atric) Ramblings

In the last issue of **MainLine**, Mr. Latham and Mr. Martin gave their accounts of "going to the big one" in Seattle. I will not duplicate their comments on the visit, but add a few side trips.

On the 4th July we were on the Talgo trip to Vancouver (Canada) to do the layout tour in the suburbs. This was a great way to see Puget Sounds, plus an aircraft carrier and submarine 'just cruising'. When the few of us on the trip (200 members) arrived in Vancouver, we were met by a fleet of buses that took us on various tours. The layouts visited were great and the short tour of Vancouver was well worth the trip. It was after dusk for the return trip and we saw many fireworks displays at the towns on the way back to Seattle.



northwest of Washington in the 50's. Our crew consisted of four operators, I drove the train; one guy did the turnout throwing, uncoupling and contacted the dispatcher by radio for clearance to the mainline; another located the cars on the branch and in our interchange yard: the fourth guy did the paperwork, he said which cars went where and what had to be picked up. 3.5 hours non stop - it was great.

At the end of the week I picked up the hire car and on the Sunday we drove along Hwy 2 over Steven's Pass to Spokane for the Great Northern Historical Society Convention. The trip out was totally different to what I expected. High mountains covered in pine trees, deep gorges that appeared from nowhere, high desert and rolling wheat fields - in just the first few hours!

The convention was great, there were good clinics and presentations all about the Great Northern. There were trips to different places of interest. First trip was to a couple of BNSF yards. The railroad PR people were very helpful and we had a live demo of radio control switching. With a small box around his waist the switchmen - driver - radioman controlled the GP in our end of the yard - there was no display on the throttle box!



Our second outing was to the Mt Rainier Scenic Railroad on the Wednesday. Four coach loads of eager railfans made the trip through the pines of the foothills. Before we boarded the coaches we were told that there were a number of cab rides available that day. These were auctioned off to the members. They sold for \$US110 to \$140 - there were 12 takers at these prices. Our train was hauled by 3 locos, A Heisler, Climax and logging 2-6-2 saddletank loco. There were a few run bys and a few trestle bridges to cross. At the end of the outward trip the locos were removed and ran off for refreshments. There were a number of large station wagons at this stop and box lunches and drinks were brought to those on the train. Many photos and much video were taken on the return trip.

As a member of the OP SIG I had a few extra benefits, I manned the SIG room for a few hours and met many people. I also had two operating sessions - 3 hours on Paul Scoles MMR's layout Pelican Bay Railway & Navigation Co. a beautiful Sn3 layout. The other layout was HO, based in the



After visiting a few yards and Private Cars we were taken to the art gallery complex. Our lunch was all laid out and we sat outside in some great weather. After lunch we went into one of the theatres and were given a presentation by people from BNSF about the building of the Hauser Refueling Facility.

The next day we were on the coaches to Hauser in Idaho to see the new fuel facility - so new they were ballasting the track while we were there. The facility had taken 7 years to build (you know what councils are like) and was due to open in 4 weeks. They can refuel 5 locos while still attached to the train in 30 minutes - that's fuel, sand, and water for each loco. They can do two trains at the same time. One of the presenters, Bob

Downey, at the convention had organized the visit. He was the last CEO of the Great Northern, a Director of BN for a number of years and at the age of 94 could give a good presentation without notes. We left Hauser and returned to the show grounds in Spokane where a big ranch style lunch had been prepared under canvas as the weather was getting a little warm, staying in the low 90's. Along side our lunch area was the museum for the "Inland Empire Railroad". There was a UP 2-6-2 and an NP F7 along with assorted cabooses, passenger cars and a 'big hook'.



The layout tour was as good as any in Seattle and we had more time to view each of the layouts.

We left Spokane on Thursday morning and headed for Glacier NP. We covered much the same ground as Mr. Martin and went round into southern Idaho.



We came across a Tourist line just north of Boise, Horseshoe Bend, called "The Thunder Mountain Line". At one end of the line they had 2 x F7 lettered for Idaho Northern & Pacific in beautiful condition. They were at the head of a 6 car passenger train that looked as though it was set up as a tour and dining train. Our trip took us up the same valley as the line for about 40 miles of terrific scenery. At the other end of the line, Cascade, there was another train similar to the first but this one had a GP9 on one end and an F7 on the other. These trains only run on Sundays so we did not see them run.

Another stop was at Maxwell Siding at Hermiston, Oregon. Here we found two snowplows and some assorted rolling stock. The ploughs were labeled for UP, one was the last steam plough built and had a 3 cylinder Shay engine to power the blades. The other was originally a diesel plow but the engine had been removed and a traction motor setup in its place. The



guy started the plow for me to video tape, picture this – an Australian standing in the sun at 102F videotaping a snowplow with its blade spinning – in July!!

Someone was mad, but, it was cooler outside the plow.

We passed a number of UPSP trains along the Columbia River and we stopped at the Mt Hood Scenic Railroad. This line is powered by 3 GP9's. One was leaving with a load of passengers as we arrived. One of the loco stood in a siding



along side the station, just idling peacefully. The guy said they were going to put the loco on the passenger train as the loco they used the day before had lost its dynamic brakes in a ball of flames on its last run.

We carried on to Seattle for the last few days. We caught a bus into the city and had a look at the space needle. A short walk down to the wharf for a spot of sight seeing. We fly all those miles and then ride a Melbourne Tram along the waterfront. As we took the ride, passing a Russian submarine, on the tracks alongside us at the same speed was a train pulled by an SD70/BNSF, SD70/CSX, and an SD70/demonstrator, transferring cars from one yard to another.

The tram terminates near the main station, so being me, I went to see if there was anything of interest – the American Orient Express was parked at the platform, one of the cars was a full dome car.

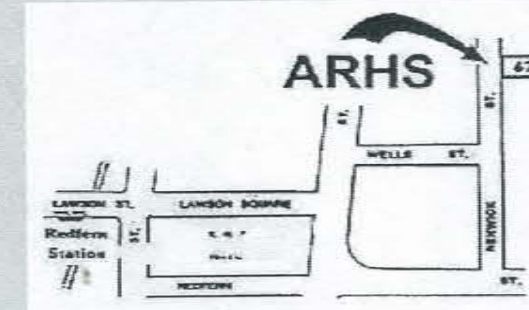
On the bus trip back to the motel we passed over a large yard – on one of the tracks a 12 car set of UP passenger cars with 2 locos at the head, but no chance to take a photo. All the layouts seen on the trip are on DVDs, in the NMRA library if you haven't seen them already. If you only do it once – you must visit a National Convention.

Gerry Hopkins MMR

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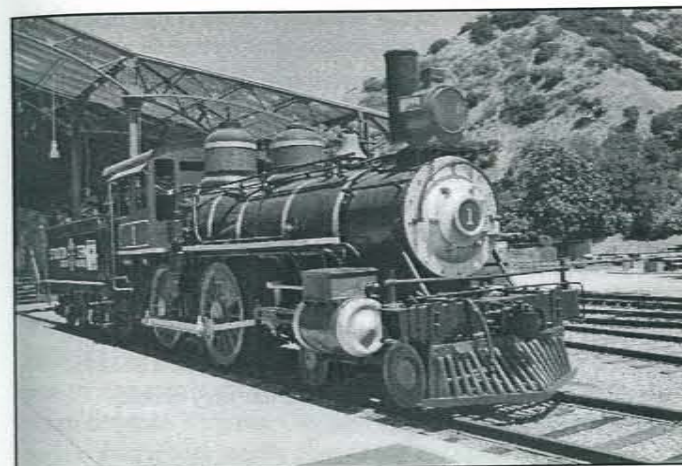
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TOURING AMERICA'S WEST COAST.

By Philip Moss

After a long plane flight from Sydney I decided to rest up in Los Angeles by spending a few days in the Hollywood area and see all the movie studios and to visit several train attractions in nearby Griffith Park.

Griffith Park which covers over 4,700 acres of downtown Los Angeles has two major train attractions, the Travel Town Railroad and Los Angeles Live Steamers. Travel Town was started back in 1952 with the idea of being the home for retired steam locomotives and other old railroad cars, something which today we know as a railway museum.



Stockton Terminal & Eastern Railroad 1864 Norris-Lancaster 4-4-0. Seen at Travel Town Museum, Los Angeles, California.

Currently its collection includes sixteen locomotives ranging from an 1864 Stockton Terminal & Eastern 4-4-0 Norris-Lancaster to an 1941 EMD switcher "The Charley Atkins" which was named after the parks founder. In addition there is



Western Pacific 1909 Alco 2-8-0 Consolidation. Seen at Travel Town Museum, Los Angeles, California.

an assortment of eighteen freight and passenger cars and four inter-urbans on show. On weekends the local model railway club is open to the public as well as a miniature railway, running around the museum perimeter giving rides for the kids.

Just a short walk from Travel Town are some more trains belonging to Los Angeles Live Steamers. All told, their layout extends over a large area with over 20,000 feet of track. This includes a 7.5" main line covering two kilometres and a 2,000 foot dual gauge section for the smaller 3.5" and 4.75" gauges. Their latest addition to the complex came from the late Walt Disney. This is the barn workshop that Walt used at his home to maintain his 1.5" scale Carolwood Pacific Railroad and is today maintained by the Carolwood Pacific Historical Society.

From Los Angeles I drove east to Riverside to see the nearby Cajon Pass. Going north from there I was able to follow the trains up through San Bernardino and Cajon on as far as Victorville, while seeing plenty of action along the way. But due to the current situation in America I found that some of the most popular spots such as Sullivan's Curve and Summit tended to be closed to railfans. Although I was not able to reach Sullivan's Curve, I found that by following the highway I was able to pull off the road and opposite Summit and see all the action from the road.

Returning back towards Riverside I made a visit to the Riverside Live Steamers. They operate some of the biggest "miniature" trains I have seen over some 6,800 foot of track



Southern Pacific Baldwin 4-4-2. Seen at Riverside Live Steamers, Riverside, California.

through a local park. While there I saw several steam locomotives including a Santa Fe 4-8-4 #2926, a Southern Pacific 4-4-2 #3003, and even a Union Pacific Challenger 4-6-6-4 #4026.

Next morning I drove south to Perris to see the Orange Empire Railway Museum. Although it was closed the day I was there, I found the caretaker, who happened to like Australians so he very kindly opened the museum for me. Although a lot of the trains were out of doors they had several large buildings containing the best items in the collection. All told the collection consisted of some two hundred streetcars, interurbans, diesel, steam and electric locomotives, passenger and freight cars. But the most famous of all was the Grizzly Flats Railroad, America's first privately owned full size narrow gauge railroad. Built by the late Ward Kimball in the

1930's, using two three foot narrow gauge locomotives named "Emma Nevada" and "Chloe" it carried passengers around his backyard until after his death when it was donated to the museum.

Continuing south, the next place I wanted to see was the San Diego Model Railroad Museum. This is the largest model railroad museum in America with five separate layouts in three gauges giving over 24,000 square feet of operating model trains. The smallest one is the "N" scale Pacific Desert Lines which is modelled after a nineteenth century route crossing San Diego County. In "HO" scale they have modelled a local short line, the San Diego & Arizona Eastern as it appears in the 1940's when it operated south into Mexico. The largest and oldest scale exhibited in the museum is the "O" gauge with two separate displays. One is a 2,500 square foot Cabrillo Southwestern Railroad and the other is the Toy Train Gallery with a large inter-active display of Lionel trains. But the biggest and best layout is the "HO" gauge Tehachapi Loop exhibit. Construction began in 1982 and when complete will include nearly twenty five scale miles of mainline covering 6,500 feet. Presently there are some seven scale miles in service with three more miles under construction.

After leaving San Diego I drove up the coast back to Los Angeles as I had to catch a plane to Seattle. On the way to the airport I detoured through Long Beach to see the Queen Mary and the Waterfront Red Car Line at nearby San Pedro. Here the Port of Los Angeles has resurrected a part of the local history with a section of the Red Car Trolley Line. The Pacific Electric Railway was once America's largest interurban railway system, with their trolleys operating over 1,000 miles of track all around Los Angeles. The trolleys became known as "big red cars" and operated until 1961 when the last one was retired. But now this one and a half miles of track along the waterfront is the only section still in use. There are at present only three trolleys running, two of which #500 and #501 are replicas and #1058 being a restored original.

display of railroad memorabilia. Outside waiting at the station, next to a thirty five foot high water tower is a 1902 Southern Pacific 2-6-0 "Mogul" locomotive #1765, and a 1910 vintage Union Pacific caboose.

After arriving in Seattle for the National Train Show I took the opportunity to see their waterfront area which has been completely re-developed into an area of restaurants, tourist shops and museums. To provide transport along the two mile waterfront area the city purchased five W2 class trams from Melbourne to operate the Waterfront Street Car service. It was easy to see where they came from as they had been left in their original green and cream coloured paintwork and even had their original interiors, complete with old Melbourne advertising for things such as the Women's Weekly magazine.

While touring Washington I took the opportunity to travel fifty five miles southeast to the town of Elbe to see the Mt Rainier Scenic Railroad. This railroad has something that is very rare these days as it has a full collection of narrow gauge logging locomotives. When I was there, the motive power was #10 a former Port of Grays Harbour 1928 3-truck Climax. But they also have in running order a 1929 3-truck Shay, a 1912 3-truck Heisler and a 1929 Baldwin 2-8-2. Their fourteen mile, one and a half hour return trip runs along a former Milwaukee Road right of way, on the south slope of Mt Rainier. The train goes through forests, farms, over rivers to the very scenic Mineral Lake before returning to Elbe.

Continuing south my next stop was Vancouver which is situated on the Washington side of the state border, across the river from Portland Oregon. Because of its central location I found Vancouver to be a great railfan spot with the best location being the Amtrak station. The station is situated on the junction of several main lines, one of which goes east along the Columbia River. Most of the action though comes on the north/south line which Amtrak calls their "Cascadia Corridor" and which is part of the main line along the west coast from Seattle to Los Angeles. On the northern end of the station is a large BNSF yard, while on the southern side is a drawbridge over the Columbia River leading to several big Union Pacific and BNSF yards around the port of Portland, eight miles south. As a result, there is a lot of switching and transfer runs made between all the freight yards with Amtrak passenger trains passing through from Portland's Union Station.

Next day I crossed over the Columbia River to Portland and crossed over Hayden Island. It was here in 1994 at the Jantzen Beach Centre that I attended my first NMRA National Convention. One of the main things I wasn't able to do then was go for a trolley ride. So this time I made up for it and went on the Willamette Shore Trolley. This historic six mile line between Portland and Lake Oswego runs along the shore of the Willamette River using a variety of trolleys, from a British double decker #48 to a Portland Traction Brill #813. The line was originally opened in 1887 as a narrow gauge railroad known as the Portland and Willamette Valley Railroad. Then around 1900, it was purchased by the Southern Pacific who standardized the line and used it until the 1980's when it was



Lomita Railroad Museum, Lomita California, with Southern Pacific 1902 Baldwin 2-6-0 Mogul stopped outside.

Then on the way to the airport in a quiet suburban street at Lomita, I found the Lomita Railroad Museum. Located in a replica of a nineteenth century Boston & Maine railway depot from Wakefield Massachusetts, is a small but interesting

abandoned and bought by the trolley operators.

After touring Washington state, I flew back south to Reno in Nevada. Although most people go to Reno for the gambling, I went there for the huge classic car event, Hot August Nights. It was while looking at cars on display in the street outside the hotel, I realized that Union Pacific's main line ran between the casinos and crossed the main street. It was at this point that I saw the main drama of the evening. A van from the local TV station had arrived to cover the show, but while it was going across the tracks one of the boom gates got caught on the transmission equipment on its roof. As a train was due it was very hectic time for the TV crew as they frantically tried to get the boom gate and the van free of the tracks. Surprisingly there was no mention of this incident on their TV coverage that night!

While in Reno I took a drive to Carson City to see the Nevada State Railway Museum. This is considered to be one of the finest regional railroad museums in the country, with some fifty pieces of Virginia & Truckee Railroad equipment. These include five steam locomotives, several restored passenger coaches and various freight cars, all of which are undercover.

On the way back I stopped in the old gold mining town of Virginia City to see the Virginia & Truckee Railroad. This railroad has been operating continuously for 126 years, and is one of America's most famous short lines. From 1869 to 1950, it ran between Virginia City and Minden some thirty miles south, then it was mostly abandoned except for a five mile segment which became today's tourist railroad.



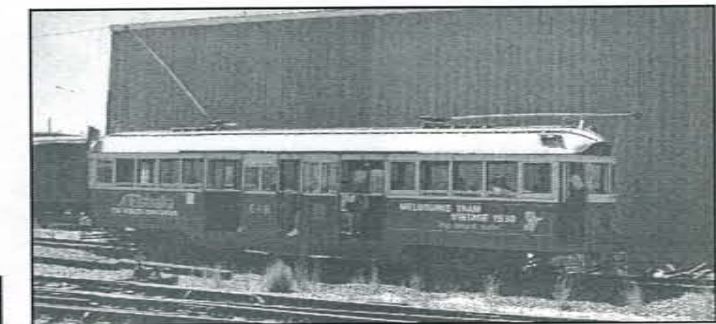
Union Pacific DD40X. Seen at Portola Museum, Portola, California.

From Reno, I drove towards Sacramento with two major stops along the way. The first was at Portola to see the Railroad Museum. On display there are more than seventy pieces of rolling stock, representing nearly every type of freight and passenger car used on the Western Pacific Railroad. In addition there are over forty locomotives from a variety of manufacturers. The rarest and largest of these is a Union Pacific DD40X #6946. It also offers something different, in that they have a programme called "run-a-locomotive" test drive. With prior arrangement you can become a railroad engineer and operate a real diesel locomotive around the museum for an hour.

The second stop was at Roseville to see the huge Union Pacific classification yard. This is considered to be the largest yards of its type on the west coast, extending about three kilometres through the town of Roseville. Unlike most rail yards which have limited or no access, here it is very easy to see everything close-up. Roseville is built along both sides of the yard so you can watch the action from numerous locations all around town.

Then it was on to Sacramento to see one of the best railroad museums in America, the California State Railroad Museum. The eleven acres site in Old Sacramento includes the 100,000 square feet museum of railroad history and a reconstructed 1870's Central Pacific passenger station. In the museum there are thirty meticulously restored locomotives including the sole surviving Southern Pacific Cab Forward along with a lot of early passenger and freight cars.

After leaving Sacramento I made a detour off Interstate 80 to see the Western Railway Museum at Suisun City some thirty miles south east. Even their visitors centre is impressive



Ex Melbourne W2 Class tram seen at the Western Railway Museum, Suisun City, California.

being based on Southern Pacific's Atascadero railroad station in Northern California. The museum has over one hundred pieces of preserved railroad equipment including inter-urbans, streetcars, PCC's, parlour cars, electric locomotives and a Birney Safety Car. Every weekend they run one of their historic trolleys or inter-urbans over a nine mile return trip though the local countryside. However they must have been expecting Australian's the day I visited, as from their large collection of streetcars they were running #648 a 1930 W2 class Melbourne tram.

From there I continued south towards Oakland, stopping off on the way to see the Golden State Model Railroad Museum at Point Richmond. This is one of the oldest model railway museums in America having been founded in 1933. The museum building covers over 10,000 square feet and all available space is taken up by three very large layouts each in a different scale. On one side of the hall is a large O scale layout, while opposite are an HO and N scale. All three layouts model areas around Southern California with the N scale being the best known as it shows both Donner Pass and the Tehachapi loop.

After staying the night in Oakland, I went up to nearby Tilden Park to see the Golden Gate Live Steamers. Operating

over several thousand feet of track, it is complete with several miniature towns, bridges, and even a fully operational roundhouse and turntable. Established in 1936, it has grown to be the oldest live steam club in America and one of the largest in California.

Also in Tilden Park is a second miniature railway, the Redwood Valley Railroad. Operating on a 15" gauge over a one and a half mile long track it travels through the redwoods around the perimeter of the Golden Gate Live Steamers layout.

Continuing south, my next destination was Monterey, two hours drive south of Oakland. On the way I stopped at Felton to see the Roaring Camp Railroads. Here two tourist railroads both run from a recreated 1880's logging camp complete with general store, operating sawmill and chuck wagon barbecue. One of them the Roaring Camp & Big Trees Railroad takes you on a seventy five minute journey through the Bear Mountain redwood forest behind a 3-truck Shay locomotive. While the other, the Santa Cruz, Big Trees & Pacific Railway takes you on a one hour trip through the redwoods, ending up at the seaside town of Santa Cruz. Here, over the beach is built the famous boardwalk on which has been built a huge old time amusement park which was like Luna Park complete with roller coaster, over thirty rides and several games arcades.

After leaving Felton, I came to a small town called Capitola. Having read about a model railway museum there called The Train Place, I decided to see if it was still there. But unfortunately I was too late, as the museum had recently

closed and all that remained was being loaded into two moving vans outside.

Then it was on to Monterey for a fabulous three day, old car weekend. Starting with Concorso Italiano, then a day of vintage motor racing and on Sunday the highlight was the Pebble Beach Concours d'Elegance.

As my trip only had a few days to go, I began heading back to Los Angeles via the very scenic coast highway. The next day while driving through Santa Barbara, I came across the South Coast Railroad Museum at the historic Goleta Depot. This Victorian-styled Southern Pacific country station built in 1901, is listed on the National Register of Historic Places. Among it's features are a miniature train ride and a 300 square foot HO model railway. However the only railroad rolling stock there is a Southern Pacific caboose.

For my last day in America I attended one of the Great American Train Shows at Camarillo. It was quite a big show extending over several buildings most of which contained trade and second hand stalls. There were a few layouts on display but none that I considered up to Australian exhibition standards. After the show, I continued down the coast highway to Los Angeles, making one last stop on the way. This was at Allied Model Trains, one of the best model railroad shops on the west coast. As it was located near the airport, I thought that it was the ideal place to finish my holiday. ☺

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A HISTORY OF GEARED LOCOMOTIVES THE SHAY

David Jupp

Logging theme railroads exude a strange attraction for me and I would be surprised if not everybody, with a railroad interest shares the same enthusiasm. This attraction by me for logging is from reading history of the prototype and the many successes by others in modelling of same. Who could not be impressed with the creative modelling of our friends here in Australia who built the Red Stag Railroad. I've visited Newnes Junction in the Wolgan Valley and after driving through the first tunnel of the railroad by the same name and then walking through the second, which exhibits an interesting aura with the glow worms, and then continuing through the lush green growth to the cliff under-cutting for the railroad track, it's hard not to feel an under achiever. To think that railroad was built by hand just amazes me and I'd love to model it some day. That railroad however was about shale mining not lumber but the locomotives used were common to both industries. Shay Locomotives were used there on those steep slopes and alas, there is nothing left of them, having been sold for scrap.

The Shay Geared Locomotive had a wide and varied range of service, being used in industrial, quarry, contractors, logging, mining and plantation work, also on branch lines and mountain sections of trunk-line railways.

It was ideally suited to industrial railroads in and around large manufacturing plants and its value as a switching engine was due to the rapidity with which it will accelerate a load and its ability to spot cars at given points in a minimum of time. It was designed to take any curve on which standard cars could be operated.

For use on heavy grades, sharp curves and light rails, it was particularly desirable. The large number of exhausts at slow speeds produced a steady draft. This gave the Shay Locomotive excellent steaming qualities which tended to reduce the consumption of fuel to a minimum.

Logging railroads were typically steep with grades that would exceed three and six percent sometimes. The locomotives in those days had to be able to climb those steep grades, and negotiate tight turns that were typical of the logging railroads and spurs. For that job, there were a few different types of locomotives designed and built to meet the need. The geared engine was developed to maximize tractive effort to the drive wheels of the locomotive, through reductive gearing. This

enabled the locomotive to pull heavy loads, as well as

negotiate sharp turns and steep grades. The steam cylinders would drive a shaft that was then attached to a drive line and either geared to the axle or the wheels of the locomotive. The four most common geared locomotives were the Shay, Willamette, Climax and the Heisler. Probably the favorite and most common was the Shay and very close to the same design, the Willamette. The Shay Locomotive introduced in 1882 by Lima machine company, has the greatest hauling capacity, in comparison with its weight, of any locomotive. The most economical and efficient heavy duty locomotive so far produced for the classes of service talked about above, it quickly became the preferred logging engine at the time.

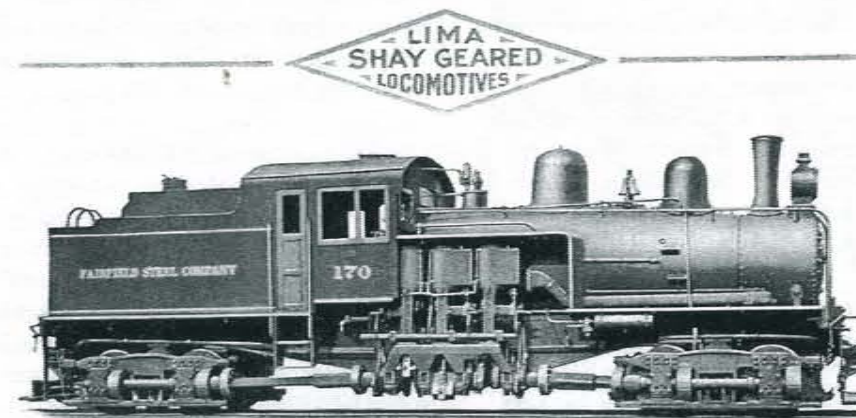
One thing that Lima, Ohio was known for at the beginning of the 20th century was making quality steam locomotives. The Lima Locomotive Works was part of what made Lima famous. They made more Shay geared locomotives than anyone else in the world. They were so well known that they captured twenty percent of the

market from the larger firms on the East coast. The Lima Locomotive Works played a large part in Lima's history and is remembered fondly by many of her citizens.

The Lima Locomotive Works started as a small planing mill in 1859. Shortly after it's founding it was taken over by a group of industrialists from Wooster, Ohio and renamed the Lima Agricultural Works. It was just another typical machine shop that repaired agricultural equipment for farmers in the area. For the first few years the company prospered in Lima but in 1866 the shop was closed because of the death of the local business partner A. R. Chapman.

It was reopened only after members from the town were able to find another group of investors to put up the money to buy the Agricultural Works. The new owners named the business Carnes, Harper & Company but operated the plant as the Lima Machine Works. It was reopened in 1869 and was reorganized in 1870 when Harper withdrew and renamed the Carnes, Argerter & Company.

At that time the business was still repairing agricultural equipment. They also began producing new products like the Carnes Oscillating Saw Mill and other products directed at the lumber industry. This relationship with the lumber industry was to increase and by 1880 was almost the exclusive market for their equipment. It was a lumberman from Michigan who set the Lima Machine Works on a course that would change



the company and all of Lima.

In 1878 Ephraim Shay, who began his career as a sawmill operator in Michigan, contacted the Lima Machine Works to build a new steam locomotive that he had designed. Instead of using rods like the current locomotives the Shay was geared to provide more pulling ability for use in the lumber industry. The first Shay locomotive was built in 1878 and was such a success that many people in the lumber industry wanted one. To accommodate the new demand for the locomotive, Shay licensed the right to build his locomotive to the Lima Machine Works, which expanded and began to ship Shay locomotives to lumbermen across the frontier. Two years later locomotives were the main product being produced by the Lima Machine Works, which produced over 300 locomotives during the next ten years.

After ten years of success in building the Shay Locomotive the company went through another reorganization in 1892 to raise more capital for expansion. The company was sold to the newly incorporated Lima Locomotive & Machine Company, which was owned by the former owners, but added more area businessmen to the list of stockholders. As part of this reorganization they bought out the old Lima Car Works, which added railroad cars to their list of products.

Difficulties arose for the Lima Locomotive Works when the plant at the old Lima Car Works burned down after reorganization plans had been made to move into the South Lima car works plant. These plans had to be scrapped because of the fire and a completely new facility had to be built in South Lima the next year for the car works. The new locomotive shop was not built until 1902 because of financial difficulties in 1896-1897. The company was bringing in so little money that they could not afford to fund any outside ventures like the Car Works and a casting company was closed shortly after it began. In 1900, to consolidate the stock situation of the company, a new deal was struck and the six founding families of the machine works bought up all the shares in the company, each family owning 500 shares. After this took place construction was begun on a completely new locomotive plant in South Lima.

At completion of the new plant, all production was focused there and the old plant located on East Market Street was sold. Those next years were the best for the Lima Locomotive Works as Shay production soared and profits rose right along with them. The geared locomotive market was completely dominated by the Lima plant. By 1910 the company was completely in the control of three men, A.L. White, Ira Carnes, and W.T. Argenter, who had outlived the three other partners subsequently buying their shares in the company. As profits continued to rise, the owners of the company struck out into different ventures. They started the Ohio Steel Casting Company to produce castings for the locomotive plant, a vacuum manufacturing company, and the Gramm Motor Truck Company. All of these ventures were paid for with profits from the locomotive company.

The period of high profits and expansion did not last for the

Lima Locomotive Works, and in 1912 when the loco plant was in need of cash for expansion projects, many of the side ventures had to be sold off to help pay for improvements. It was at this time that the partners decided to enter the Class 1 locomotive market instead of focusing on the Shay market. The conventional locomotive market seemed to be going strong and this seemed like a smart move. To pay for this maneuver the company was reorganized again under the name of the Lima Locomotive Corporation in 1912 and construction on a new shop was started.

After completion of the new shop the company proceeded to start producing Class 1 railroads and had brought in Merle Middleton to help with the transition from Shays to conventional locomotives. Middleton kept the orders coming in, but many of the locomotives were produced at a loss to the company. By 1916 the company could no longer pay its workers and was forced to sell out to a firm in New York just to keep the company afloat. This ended any local control of the company, but succeeded in keeping the jobs in Lima.

As the Lima Locomotive Works entered the 1920's the new owners decided to scale down production and make the plant as profitable as possible. They did this by bringing back the Shay locomotive to try and get as much money as they could from the product that made Lima known for locomotives. The problem was that by this time the market for Shay locomotives had declined in favor of the conventional locomotives. In the end the Shay could not be resurrected and was considered obsolete by 1930.

In 1947 to try and stay competitive Lima Locomotive Works joined with General Machinery Company of Hamilton, Ohio, a diesel engine builder. The new company called The Lima-Hamilton Corporation did not have enough time to develop a competitive diesel locomotive. In 1949 they did introduce a line of switchers, but only 147 were built. By 1950 The Lima-Hamilton Corporation decided to merge with Baldwin, but the declining economic health of both companies did not bode well for their merger.

In 1951 locomotive production was suspended at the Lima plant. There was still production of cranes and road-building machinery, but after a number of mergers this company was sold to Clark Equipment Company in 1971. The Clark plant



closed in 1981 and the history of the Lima Locomotive Works was over. Over the course of its life the Lima Locomotive Works produced 7,752 locomotives; 4,787 conventional, direct connected steam locomotives; 2,761 Shay geared locomotives; 174 diesel-electric locomotives; and 30 straight electric locomotives.

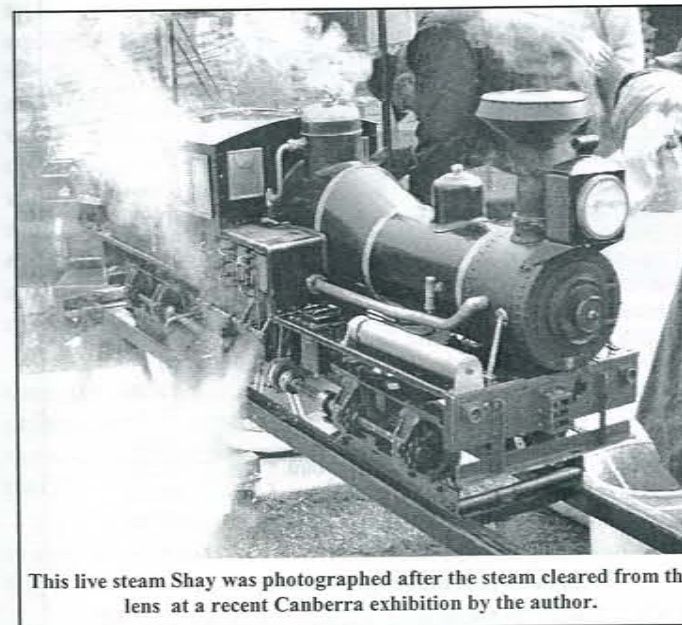
Thus ended an era for Lima industry. For 73 years locomotives had been produced in Lima. Lima had produced high quality locomotives that were still running all across the United States. With the demise of the Locomotive Works industry, Lima took a major hit and would have trouble recovering. While locomotives were no longer made in Lima, fans of steam locomotives and those who remember the days when steam power allowed this country to function, will remember the Lima Locomotive Works and what was accomplished there.

Shay Geared Locomotives operate successfully under extraordinary conditions of track and grade. These engines were built in sizes ranging from 13 tons up to any size to meet customers' requirements. From 20 tons up, the locomotive was constructed with three cylinders. This gave a constant torque and produced an even and powerful exhaust. This last feature made the engine steam freely.

The boilers were carefully designed, and provided with large steam spaces, so that they could operate satisfactorily on steep grades.

The frames were made of Standard I-beam sections, or of the girder type. The trucks were solidly built, and thoroughly braced. All wheels were driving wheels, and the total weight of both engine and tender pulled the load. Therefore, a Shay Locomotive of the same weight as a direct locomotive and its tender would produce a much greater draw-bar pull.

Due to the fact that there was no counterbalance in the driving

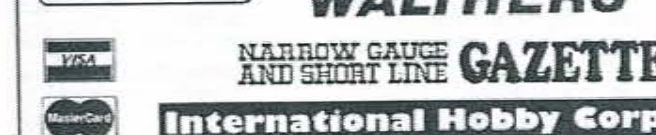
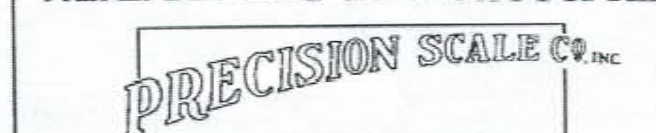


This live steam Shay was photographed after the steam cleared from the lens at a recent Canberra exhibition by the author.

wheels, there was a total absence of dynamic augment, or what was commonly known as "hammerblow" on the rail. Because

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of that, the Shay Geared Locomotive could operate on track too light for a direct engine of the same axle load. It was easy on the track which reduced very materially the cost of repairs and upkeep.

The Shay engine ran off a geared drive shaft that connected to each geared wheel along the right side of the engine. This reduction drive increased the power of the engine, and gave the engine more traction. Unfortunately, that also increased the danger to the men who operated the engines, because of the exposed gears. According to the reports from that time, an engineer had his leg ground to a pulp in an unfortunate accident.

The drive wheels were driven by means of gears connected on the driving crank shaft, which was applied to the right side of



the engine. To compensate for curves the driving shafts, of an ingenious design, were provided with universal couplings and slip joints. The whole construction accommodated itself very freely to curves and uneven track.

Another particularly desirable feature of the Shay, when operating on bad track, was the ease with which it could be replaced upon the rails. For ordinary derailment, when only one truck was off, the engine could easily and quickly be put back upon the track by its own power and the use of common wrecking frogs. It was unusual to require the assistance of another engine to help a Shay on to the track after derailment.

It had been demonstrated that a Shay Locomotive was so simple in construction and easy to operate that any man who had experience in stationary plant work could learn very quickly to become a competent Shay engineer. This no doubt increased the demand and popularity of the locomotive.

The Shay locomotive changed the course of the logging industry. Because it could operate on temporary, "skeleton" tracks, this made it possible to log areas that were previously too difficult and uneconomical to access. Skeleton tracks were simply laid with the ties directly on the ground and the rails spiked on top. No ballast or fill was added to hold the ties in place.

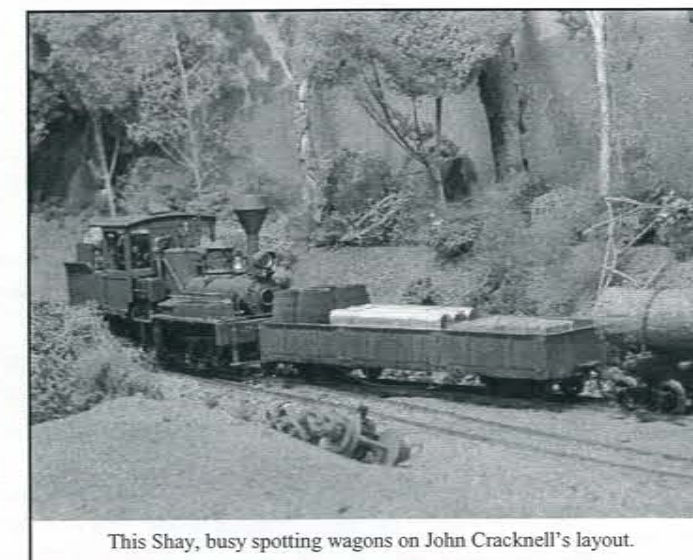
The Shay locomotive had perfectly good reasons for the apparently eccentric design. They were often used in logging camps and other remote locations where the track was roughly

laid and subject to tight curves and steep inclines.

Some were designed to run on logs rather than rails. Steel rails cost money, but in lumber camps there was one thing you had in abundance. The practice was therefore to lay down tree trunks as "rails". Obviously conventional railway wheels would just fall off the tree trunks, so big concave wheels were used, rather like car wheels with no tyres on. These gave very little grip, so the only way to get some tractive effort was to make sure that all the wheels were driven. The Shay design was well-suited to this.

A number of Shays are preserved and running with possibly one of the most well known being at the Cass Scenic Railroad. The Shay cemented itself into history and fortunately also its presence in railroad modelling. Previously only available as scratch built or brass / white metal varieties, the Shay is now available at affordable pricing from Roundhouse and Bachmann in HO and Narrow Gauge derivatives, Bachmann in G scale and soon Atlas in N scale. Many live steam models have been built and this is where the true realism of a Shay can be experienced. Suitably recorded steam chuffing is captured

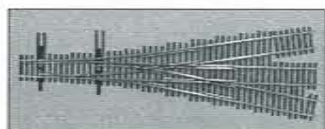
in Soundtraxx DCC decoders. We are indeed fortunate. Take advantage of it and built yourself a logging spur. ☺



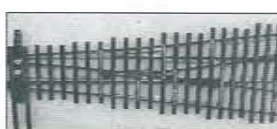
This Shay, busy spotting wagons on John Cracknell's layout.

NEW from Shinohara – Code 83 HO Finescale track DCC ready. **NEW**

With the increase in popularity of digital command control (DCC), Shinohara have just announced a range of DCC friendly points in HO scale Code 83 nickel silver. Shinohara is the first company to produce DCC friendly points in any scale. Please refer to the price list underneath to see the variety of track-work available.



This amazing range of DCC ready track was reviewed in the August issue of Australian Model Railway Magazine.



CODE 83 DCC READY HO NICKEL SILVER

	suggested retail	each		suggested retail	each
8801	#4 Left Hand Point	34.50	8883	#5 Wye Point	34.50
8802	#4 Right Hand Point	34.50	8884	#10 Left Hand Point	44.95
8803	#6 Left Hand Point	34.50	8885	#10 Right Hand Point	44.95
8804	#6 Right Hand Point	34.50	8887	#2 Wye Point	34.50
8805	#8 Left Hand Point	37.50	8888	#7.5 Left Hand Curved Point	59.50
8806	#8 Right Hand Point	37.50	8889	#7.5 Right Hand Curved Point	59.50
8807	#4 Wye Point	34.50	8890	#2.5 Wye Point	34.50
8808	#6 3 Way Point	73.50	8891	#5 Left Hand Point	34.50
8812	#6 Double Crossover	109.95	8892	#5 Right Hand Point	34.50
8814	#6 Double Slip	102.50	8893	#3 Wye Point	34.50
8826	#6 Left Hand Curved Point	52.50	8894	#7 Left Hand Curved Point	59.50
8827	#6 Right Hand Curved Point	52.50	8895	#7 Right Hand Curved Point	59.50
8828	#8 Left Hand Curved Point	59.95	8896	#8 Double Slip	119.85
8829	#8 Right Hand Curved Point	59.95			



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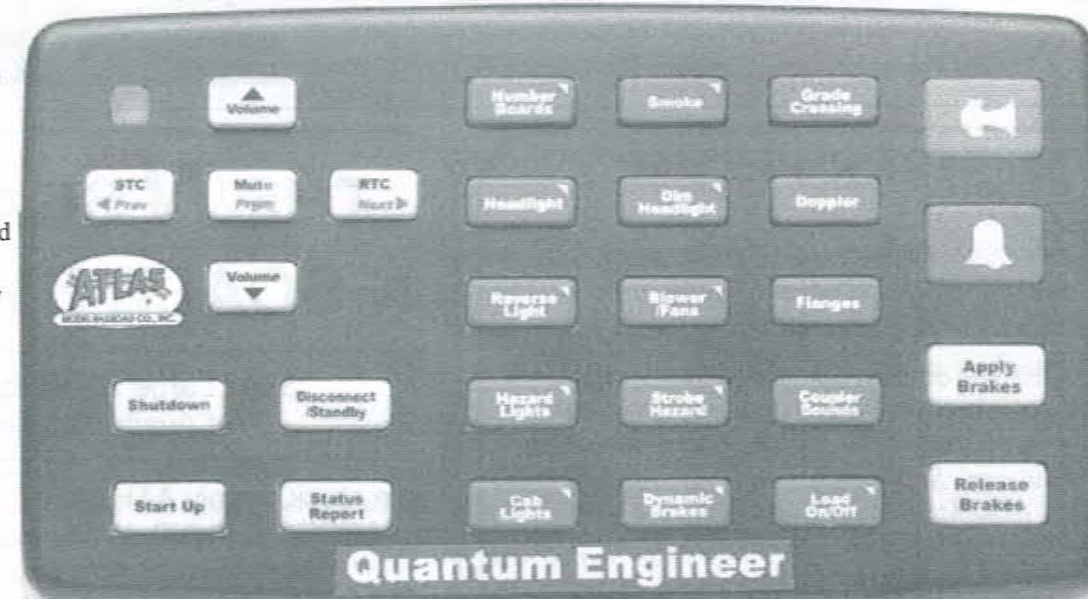
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Product Announcement from Atlas.

The New Quantum Engineer™ Controller was created to allow DC users of Atlas Master Gold Series locomotives to take control of all the QSI® Quantum System™ sound features that were previously available only to users with DCC-equipped layouts. Now, in addition to the horn and bell sounds, users will be able to access different engine settings and effects such as number lights, flanges, dynamic brakes, coupler sounds, blower/fans, reverse lights and much, much more.



In addition to these sound and lighting features, DC users are also able to access other advanced features such as programming options, locomotive braking, locomotive shut-down and start-up procedures, verbal scale speed readout and more!

Setup is easy, as the Quantum Engineer™ Controller is simply wired in between a standard DC power pack and the track. No other special equipment or wiring is required.

Note: The Quantum Engineer Controllers are designed to operate locomotives that have QARC (Quantum Analog Remote Control) technology. Except for simple horn and bell operations, the Quantum Engineer Control is not

suitable for older Quantum-equipped engines that do not have QARC technology included.

The Quantum Engineer will only operate sound locomotives that include the latest QSI technology. This technology is included in all Atlas, Life-Like/Proto 2000 and Hobbycraft Canada sound-equipped locomotives. The more recent locomotive releases from Broadway Limited Imports (BLI) can also be operated; this includes the PRR K-4, EMD E-series passenger units, EMD SD40-2, C&O T-1, EMD switchers, etc. BLI locomotive releases previous to these, as well as the Lionel Challenger and Turbine will not operate with the Quantum Engineer.

New Products on the Horizon.

- **QSI** have announced new technology to enable DC users to access all the sounds in DC locomotives equipped with dual DC/DCC decoders, previously available only to DCC users. Known as QARC (Quantum Analogue Remote Control) this is achieved by coded pulses on the track. Older QSI sound modules installed in BLI and Lionel product have not got this feature however it will be available on all new models. See page 33 for details of the "Quantum Engineer" controller from Atlas. BLI will also have a controller available after the Atlas release.
- **BLI** have recently announced a number of their new release locomotives without sound. See their web site for details.
- **Aristocraft** manufacturer of G scale product have announced their first live steam model. It will be the 2-8-2 Mikado, complete with radio control, sound and auto fire start feature.
- **Eureka Models** NSWGR 620/720 2 car diesel set now to be offered with authentic QSI sound in limited quantities. Due May 2005. Contact the supplier Ron Cunningham for details.
- **Electronic Solutions Ulm (ESU)** Loksound 3 miniature digital sound decoders now available although they are in short supply. Featuring multi-channel sound, provision is included to be able to download .wav files from your PC to the Loksound module through a LokProgrammer module. Decoders feature the multi-channel sound plus switchable acceleration and deceleration, function mapping, DCC and DC compatible, lighting effects and multiple ancilliary function outputs (6), silent running and special shunting mode. (half speed vernier operation)
- **Atlas** new run of HO 70 ton Hart Ballast cars in the following road names. NP, SF, Soo, UP and undecorated.
- For you live steam people, Roundhouse Living Steam Railways to release new updated SM32, SM45 and G scale SR & RL cab No 24. See the web site www.roundhouse-eng.com
- **Norscot** release more new CAT HO earthmoving equipment.
- **USA Trains** announce 1:29 scale Die-Cast Big Boy! Avail 2006.



FROM THE ACHIEVEMENT PROGRAM CHAIR

Gerry Hopkins MMR

On the following page you will see a spreadsheet showing all the AP's awarded in the Australasian Region since the beginning. A little explanation is required for those of you that are not familiar with spreadsheets.

The headings across the top are the eleven different awards available and the MMR award. To get the MMR status a member must attain 7 awards spread across four categories. The number in a square indicates the number of the Certificate awarded to a member. If the name of the member is in Italics then he is no longer a member.

I have listed VERY BRIEFLY below the requirement for each award.

The four categories are:

- Railroad Equipment,**
- Railroad Setting,**
- Railroad Construction & Operation**
- Service to the Hobby & NMRA Member.**

Group A.

1. Master Builder - Motive Power

Build three scale models of railroad motive power, one of which must be scratch built. Motive Power is defined as a locomotive or a self-propelled vehicle.

2. Master Builder - Cars

You must build eight operable scale models of railroad cars.

Group B

1. Master Builder - Structures

You must construct twelve scale structures.

2. Master Builder - Scenery

Construct a completed section of a model railroad of at least sixty square feet in O scale, or forty-five square feet in S scale, or thirty-two square feet in HO scale, or eighteen square feet in N scale or other scales in proportional relationship to HO scale

3. Master Builder - Prototype

Construct an animated or static model of a prototype scene containing at least six models of prototype equipment or structures.

Group C

1. Model Railroad Engineer - Civil

a. Prepare one original scale drawing of a model railroad track plan, identifying overall size, scale, track elevations, curve radii, and turnout sizes.

b. Construct and demonstrate, the satisfactory operation of a completed section of the model railroad and track work

described in #1. Containing at least 25 linear feet in Z, N, or TT scale, or 50 linear feet in HO or S scale, or seventy five linear feet in O scale, or 100 linear feet in G or #1 scale, or other scales in proportional relationship to HO scale, with appropriate ballast, drainage facilities, and roadbed profile, which may contain spurs, yards, etc.

2. Model Railroad Engineer - Electrical

Construct and demonstrate on own or club layout, the satisfactory operation of an electrical control system on a model railroad capable of simultaneous and independent control of two mainline trains in either direction.

3. Chief Dispatcher

Have participated in the operation of a model railroad, either home or club, for not less than fifty hours. A minimum of ten hours each must have been served in three of the five categories.

Group D

1. Association Official

Have served in an office of President, Vice-President, Secretary, Treasurer, or Director, and have completed satisfactory service.

2. Association Volunteer

Have served actively on one or more NMRA committees (National, Regional, or Division) long enough to accumulate sixty (60) certified time units (TUs).

3. Author

Prepare and submit material on any of the following subjects:

- Model Railroading.
- Prototype Railroading, Applicable to Modelling.
- NMRA Administration (e.g. Officers or Committee Reports)

The full details for each of the AP's are on the web and have notes explaining each section and requirement. It takes time to get an AP, so it is good to start early.

Each item in the modelling category requires a score of 87.5 points (75%) to get a merit award. These count towards the AP and all models need not be judged at the same time. Contact me if you require any extra information or you require something judged.

One of the important areas is the service to the hobby and members. It requires time to qualify for these awards such as serving on a committee, on the BOD or publishing your work in magazines or on the web.

Having a web page with information and photos can earn up to 21 points - this is half the total for Author. A clinic presentation with notes also scores towards Author.

MEMBER PRIVACY

Member Privacy is always an important issue and the NMRA Board of Directors wish to advise that from this issue of MainLine, the first for 2005, member addresses will not be published without member consent, except where they have already been published in the current schedule. Your Division Superintendent will request your approval to publish your name, address and phone number for all new division meetings when you nominate as host for a meeting. If you do not wish your address to be published, or without approval, MainLine will print your name only as the host for that meeting. Gerry Hopkins advises that no member addresses will appear on the NMRA web site at all. Because of the considerable membership of Division 7, we request Division 7 meeting hosts permit publication at time of nominating in order to avoid excessive phone communication requesting address information.

Thank you.

David Jupp, Secretary.

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Hosting a monthly meeting or having a layout on a layout tour for a convention can earn 3 points per day and counts towards Volunteer.

The Achievement Program is there to award an individual's

progress and is not a contest against other members. The bar has been set at a level that puts the awards in reach of many modellers and the aim is for the individual to gain experience and improve their skills over a period of time.

1st Name	NAME	MOT	OFF	VOL	AUT	STR	CARS	CIV	ELC	SCEN	PRO	DISP	MMR
Phil	Badger MMR	55			89	72	91	73	74	60			93
John	Baker			166					189	61			
Rob	Barker											190	
Erik	Bennett								169				
Bob	Best					113			164	163			
Kevin	Brown		99										
Ray	Brownbill		78										
Peter	Burrows		26										
Phil	Calvert				191	193	192						
Bob	Carr			182									
Phil	Collins				168								
Bill	Cooper			18	17								
Glen	Coventry		79										
Don	Davis											86	
Graham	Davis					126	161	143		165			
John	Diamond					174			175	125			
Wayne	Eagle			194									
Michael	Flack		129							103			
Garth	Fraser	146			151		147	152	153	154			
Mark	Fry				134	131	135			130			
Allan	Garbutt		156										
Fred	Gill MMR	38	67	68	34	36	35	37	39	33	94	88	40
John	Gillies			148									
Laurie	Green MMR				48	54	41	49	47	58	57		59
Piet	Hamersma			178								85	
Gavin	Hince MMR	116			119	106	120	76	109	75			121
Ted	Hodgkinson					29							
Gerry	Hopkins MMR		100	53	28	10	31	14	11	13	12		32
Roger	Hard MMR	46			111	107	44	114	110	43			115
Julian	Israel							118	117	128			
Peter	Jensen		158										
David	Jupp			177									
Phil	Knife MMR	4	56	2	3			6	8	5		9	15
Bob	Kollwyn									105		83	
Dave	Latham			167				162	149				
Bruce	Lovett		22										
Kelly	Loyd								187				
Peter	MacDonald	136					140		112				
Jack	MacMicking	142	127	20									
Shirley	MacMicking			77									
Kerry	McPherson		81										
Ken	Morecroft						124						
Greg	Morris				197								
Philip	Moss				160								
Lawrence	Nagy									63			
Graham	Nitz		80										
Dave	North		176	159									
Geoff	Nott				179					102			
Kieth	Oman		82	21									
Jack	Parker								186				
John	Parker								185				
Ray	Parr											85	
George	Paxon				144	145	150			155			
Steve	Pettit MMR	195			170	172	171	173		133	188		196
Kieth	Pratt									96			
Paul	Richie		64		97		98			132			
Clive	Riley			23									
Richard	Roth			62			51						
Hal	Saxon						16						
John	Saxon MMR		1	30	27	50	51		24	42			52
Ken	Scales MMR			157	90	92	122	70	71	45		87	123
Sowerby	Smith		69	181					184	180			
Glenn	Stevens		183	141									
Don	Turnbull	7											
Ian	Venables						138						
Mark	Ward				139								
Peter	Weller-Lewis		104	65						108			
Andrew	Wells		101	137									
Glen	Wheatley		19										
Lynn	Zelmer				66								

"I'm a Mountain Man" "I like mountain Scenery." continued.

Part 2. The Burra Valley Railway (BVR) grows UP.

In part 1, I described the beginnings of our scenery trials and tribulations. That - and a swag of semi-technical digital images (spread over 10 floppies) were presented to the Editor up at the Mandalong meeting in mid-September, 2003. I was certainly surprised at the great attendance for an out-of-town meeting. And the work that Trevor James has done in (and around) his train room should be an inspiration for us all. [Personal note - I find it a bit incongruous that someone with 100 acres would pick on N scale - maybe he has better eyesight than I have. At least it is balanced off by some G scale.] And for anyone thinking of modeling hills and mountains then Trevor's front yard (and back yard) would supply plenty of inspiration.

And my personal thanks to all the members present who offered me help and advice re my plastering questions. One said 'use the BP100 compound instead', another said 'add vinegar' to slow down the setting rate. Lots of advice that I was not able to write down at the time.

It is now later in September - still very chilly in Burra. In the last week or so, I have checked out the CSR web site for some for clues. And I am now properly technically confused. You (and I) may have thought that 'plaster IS plaster' - well not quite so these days. CSR has about 8 varieties or variations listed - all of which probably make sense to a professional plasterer. As well as Casting Plaster there is Hardwall Plaster, Cornice Plaster, etcetera, etcetera. They even mention one with lime added to change the setting time, or is it to alter the workability? - I did not print off the list. The CSR web site also has a separate section on Gyprock, and also a section on plaster and Gyprock cements. Unfortunately, no specific recipes are given for any additives to indicate what sort of percentages one should add to a mix. More experimenting required. Meanwhile the CEO has spoken to a professional plasterer who (surprisingly) still mixes his own plaster. The professional advice was that Citric/Citrous acid was the best additive to slow down setting.

I even rang the CSR info-line and they sent out a beautiful thick (and very expensive looking) brochure on Gyprock usage in residential buildings - not quite what I wanted.



Sunday afternoon - the CEO has gone to town, allegedly to get more plaster for tomorrow, so I will have time to make some more 'Track Closed' markers. Being a HO scale layout, I have found that old fluorescent starters are about the right size to start with. The pin spacing is just about right and with a little bit of care the cover can be removed and a large cutout made in the top half. The dead components can then be discarded and a pair of 5mm red LEDs with a 1200 ohm resistor wired in and connected to the pins. This makes a pretty simple and effective and portable marker that can be used in lots of places. You may need to file a couple of flats on the side of the pins if they are too tight.

Evening, sure enough - another 20Kg bag of casting plaster. All the mixing gear is now very clean ready for Monday morning. Lots of newspapers covering the branch line track - held down with masking tape - just in case we make any mess!

Monday - a beautiful day - estimated top temperature of 26 degrees C.

Very acceptable for mixing plaster outdoors with the small hand-held electric beater. (Have you ever used an electric paint stirrer and pulled it out of the can before it has completely stopped?).

Dinner time (ie Evening meal) - the 20Kg bag of plaster is gone. Well, not really - most of it has managed to finish atop the chicken wire and chux. Not much wastage this time either. The Citric Acid seems to have helped a lot. It came powdered in the form of a spice canister. I used about 4 shakes per mix, so the ratio is probably less than 1 teaspoon per litre of water. I also found that the mixture suggested on the bag (1Kg plaster to 650-700 grams of water) to be very runny and the plaster tended to settle to the bottom. I probably ended up with a mix of about 2 plaster to 1 water, and the consistency that I was aiming for was to have it like thick custard, such that it did not drip off the beaters.

In the morning I got all scientific and moved the electronic weighbridge kit (recently on special at Aldi supermarkets in Sydney) out to the outdoor mixing area and started weighing the bowls (2L ice cream containers are about 40g), and weighing the plaster and water. Probably the best part of today's work was the relative ease of cleaning the kitty litter tray and tools. Previously the plaster used to stick very hard to the tray and needed to be chipped and scraped and scrubbed off. Today the tray cleaned up with a good hosing down. Not sure why there was such a difference. We still had the problem of the plaster settling or starting to set and not wanting to adhere to the paper towels. We used two packs of the folded/interleaved type designed for wash-room dispensers. For the statisticians it works out at 7 to 8 per kilogram of plaster used (or 300 for 40Kgs). The CEO still complained that the paper towels were too old and tended to rip or tear when loaded with

plaster (I am not surprised if we were loading each sheet with 200 grams of wet plaster - ie, with the weight of the water added in).

The CEO says that we still need a more 'time efficient' method to apply the next half-tonne of plaster. He seems to think that I am some sort of engineering genius who can design and prototype an automatic mixer and sprayer that can be used to put on the second and third coats in less time and with less effort. Something like the nocturnal snow sprays just up the road past Cooma.



I must say that I think that I had the easier job. I was the mixing boy and the CEO did the balancing act up on the formwork being very careful not to knock the trestle bridge. Now that the plaster is dry (well - it is now next morning) it looks like yesterday's lot is an off-white colour, rather than the pure white of the first lot. It may be the Citric Acid or it may be the dam(n) water. The difference may or may not show up in the photos [yes - a fresh set of batteries in the camera does help]. *Techo Note* - if you are buying a digital camera of any type make sure that it will operate on rechargeable batteries. Remember that typical NiCd batteries are only 1.2 volts per cell compared to 1.5 volts for normal disposable 'AA' cells.

I did think of putting a trig station up on top of the mountain peaks - but no need - this is a 'model' railway - you just have to 'think' that it is there, covered by snow. I guess that I will need the appropriate trackside signs saying 'Elevation 1000M' when we decide where the permanent snow line will be. [This will save a lot of time planting pine trees!]

During the week I talked to Coopers Plaster Supplies Co (in Ashfield, Sydney [Coopers actually make their own cornice mouldings etc]) and got their advice re casting plaster I.E. It is the same as modeling plaster. Needs clean water (drinkable). Start with equal volumes of water and plaster. Put water in bucket first - add any liquid colouring or additives - mix well - add plaster slowly and let stand for a few minutes until plaster takes up all the water, maybe very little mixing if necessary. Add more plaster if too runny for application. Citric acid or Vinegar or plain flour all slow down setting time, but gives reduced strength. [General advice seems to be no more than 1 per cent of any additive]. Use ochres or food dyes for easy colouring. Can use sisal(?) strands over netting for hand shaping of plaster.

Later advice from a member of the ACT group said that two

parts of plaster to one part of water by volume gave a good mix. All people that I have spoken to have indicated that only small volumes should be mixed at any one time. This is of course a qualitative measure! For some of us making rocks (or similar molehills) one cup-full may be considered a suitable small quantity, mixed in a medium or large ice-cream container (2 or 4 litre size - first of all get help to dissipate the ice-cream); for others (such as the BVR where a 20Kg bag will be used in one day) we feel that 2 litres of water in the kitty-litter tray is a small amount (with 2 or 3 litres of plaster) - mainly because of the hassles of climbing up and down getting at the mountainside and the fact that we only seem to get a dozen paper towels in place for each mixing - are we laying it on too thick ?

I tried to do an internet search on 'plaster additives' but got little new information - the manufacturers of 'Admix 2000' claim it is OK for plastering. Similarly some lime manufacturers in Western Australia claim their lime is OK for plastering. Also a mention that Calcium Sulphate - normally used as a food additive (not sure whether as a colouring or whatever) is also OK in plaster. So I bought some light brown oxide - concrete colouring - from a big hardware chain store on Friday. The manufacturers did not even know if it was suitable for use with plaster. Then on Saturday morning I got a couple of bags of ballast colouring powders from Punchbowl Hobbies. One was Red Crusher dust and the other was Apricot Colour Clay, Lake George. I have my doubts about the clay - it may react badly with the plaster. I will report on the results later if we get around to testing them all. I also borrowed some green food coloring from my sister - it may save painting the grassy slopes!



Another Sunday. Not too windy - time to make use of all the latest research. First batch of the day, 2 litres of water, a shake of Citric Acid, stir. 2 litres of plaster, stir in 2 teaspoons of the Red Crusher dust whilst dry. Pour the plaster mix gently into the water - add more plaster until it stops looking runny. Estimate ratio about 2:1 by volume. This batch was to be applied with a 10 cm (4 inch) paint scraper, no suitable plastering trowel being on hand. It was probably a bit runny, but at least it looks like it will adhere to the initial plaster coat.

No sign of any real colour in final application, just maybe a bit off-white. No sign of it setting too rapidly.

Got adventurous with the next batch. 4 litres of water, two shakes of Citric Acid, stir. About 3 ice-cream containers of

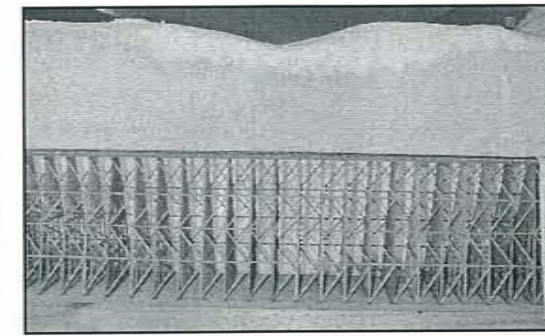
plaster into the dry bucket and mixed with 2 tablespoons of Light Brown Oxide (as intended for concrete colouring). It looked to be lightly coloured in the dry bucket. Start pouring it into the water - very rich chocolate colour. Stop using coloured mix, just add plain plaster, still rich dark chocolate colour - add more straight plaster. I ended up with the kitty-litter tray almost overflowing, and it was still a bit too sloppy.

Third batch, back to 2 litres of water, put more plain plaster into the dry mixing bucket. Hardly any colour visible now when dry. Guess what - when added to the water it still looked like milk-chocolate. This time I kept adding the plaster mix until I had the consistency of traditional lime mortar - ie I could pick it up on the paint scraper without it running off. Good brick-laying mix. I wonder if I can repeat this consistency again. [Lunch has just been brought out.] I also had to advance the calendar in the Dispatchers Office - an Engineer's work is never done - especially the documentation.

Pre-dinner drinks. We have used up two by 20 KG bags of casting plaster today. Good excuse for a lay day tomorrow - fix the intercom or something simple. The light brown concrete colouring oxide is potent stuff. After mix scientific research (halving quantities for each subsequent mix) we have found that about 1 heaped teaspoon dry mixed with about 5 Kg of plaster gives a final colour that is pretty pale - maybe straw colour. When it is brown when wet in the mixing tray it is going to look like chocolate. If it is pinky-grey in the mixing tray then it will probably be a shade between apricot and straw. The train room walls are a peach pink and the final batch was lighter than the walls. The digital images may not show up all the different shades around the mountainside (and hence may not be published). We still have not decided what to do with the top of the volcanic peak, but at least one section is a candidate to be renamed 'brown mountain' - there is a back mountain almost between the Burra Valley and the Coast.

I guess the major difference with today's plastering was that we did not add any re-inforcement to the plaster - just made it firm enough to trowel on and try to smooth out with the 100mm paint scraper. This was not very successful as the base layer was rather rutted and rough. So the big 100 mm paintbrush was recruited to smooth out the wrinkles. A reasonable technique is as follows -- spray base coat of plaster (2 to 3 square feet) with good dampening (no runoff) quantity of water (using heavy duty spray bottle), trowel on the plaster mix so that it is up to 1/4 inch (6mm) thick on the average, then spray the fresh plaster so that it glistens, then smooth it out with the paint brush. Try to make the final strokes vertical rather than horizontal so that any brush marks look more natural like soil erosion.

Footnote. (I am not sure why this is called a footnote - I am not writing it on or with my foot.) Readers may have noticed some sort of fascination with 'chocolate' in this article. We are not



really addicted. It is just that there are two main industries up the mountain branch line. One is a salt mine (you have all heard of the Russian salt mines!) - in our case it is the 'Penn Salt' mines - and we have the fleet of tank cars to prove it. The salt mine dates back to the days when salt was often used as an international trading currency, and, as in Russia until recently the mine was state owned to

protect the national asset from private exploitation. The second industry (sort of on the opposite side of the hill) is the chocolate mine - and if you don't know what freshly mined chocolate looks like then you will have to come and look in the box cars that transport the raw chocolate down the mountain to the wharf at JAG Bay [and NO, it was not named after the Chief Engineer].

Another note. The layout diagrams were good enough to be published in the Winter edition of MainLine; so the best way to follow the branch line around the mountains is to start at JILL HILL (approximately centre of the diagram) and work your way down the mountain. The sequence of landmarks is as follows -- Jill Hill turntable (short locos only - 90 foot max), sidings and station, Royal Gorge and arch bridge (construction to commence soon), tunnel through mountain and under volcanic peak to flat Susanberg station/siding, track around north side of rounded/domed mountain to long (approx 500 feet) trestle bridge, track around south side of volcanic peak to Kellyville station with passing siding, then continuing downhill over two small bridges (over Royal Gorge again) then heading west, overpass over the top of Bendooley Junction, final downhill run to a double slip to enter the Bendooley station/sidings/turntable complex.

Next project - construction of a dozen tunnel portals (one proto-sample has been approved). John Geremin, Chief Engineer, Track and Signal Division, Burra Valley Railway. [on secondment to the construction branch] NMRA # 126768 00, and trainee MMR. e-mail: jgeremin@yahoo.com.au



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May 2004

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VT97	L - Santa Cruz Northern GMR#35		
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VT100	P - Classic Chicago Railroad		
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	P - NYC - The Beach Collection		
	P - Union Pacific		
	P - Southern Pacific - Last Cab Fward over Donner Pass / SP		

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VT158	P,N - Rio Grande Odyssey Part 2
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VT165	P,C - BNSF Stevens Pass / Scenery Tips No 3
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VT176	P - Arizona Shortline RRs / Forty Years of NKP Berkshires / The NKP & AC&Y RR
VT177	P - The Complete NKP Berkshire / Vintage Rails Vol 2 UP & NKP
VT178	P - Wallin's Wonders 1 - GM&O and Rock Island / Southern Pacific Pictorial
VT179	P - Marathon of Steam Vol 1
VT180	P - Marathon of Steam Vol 2
VT181	P - Steam Northeast / Steam Powered Sawmill
VT182	P - Rocky Mountain Mainlines of the Rio Grande / Switchin along the Rio Grande /

VCD 1	L - Layout Tour III (58 min) by Gerry Hopkins Rod Smith (2003); John Parker; Trevor James; Lawrence Nagy; San Remo Club; Gerry Hopkins MMR (2003); Geoff Nott(Leigh Creek 1992).
VCD 2	L - Layout Tour IV (57 min) by Gerry Hopkins Doug Wallace; Rod Smith (2001); Ken Scales MMR; John Montgomery; Bob Best; Lawrence Nagy; Gerry Hopkins MMR (2002).
VCD 3	L - Layout Tour V (55min) by Gerry Hopkins John Saxon MMR; David Swinfield; Sowerby Smith (1992); Liverpool Expo; Bendigo Expo; Hobsons Bay Expo
DVD 1	L - Layout Tour One (1hr 47min) by Gerry Hopkins Mowhawk Springs & Northwood HO; Missouri Pacific HO; Great Northern HO; NG Convention; Great Northern N; Wingham HO; Santa Fe HO; Lehigh Valley N; Loggin' Line HO.
DVD 2	L - Layout Tour Six. by Gerry Hopkins Fanta Se (Dave Latham) - the last operating session, Pacific Seaboard

Voice from the Library

As librarian for the Australian Region, I am often cornered at Sydney meetings and in emails on the subject of videos in the library not performing to expectations. Usually, there is an easy solution to the problem.

1. This video doesn't run properly - there is snow / picture is not clear / sound scratchy. The solution is to use the VCR's tracking control. All videos recorded on machines other than the one that it is replayed on has the possibility of not playing as per the VHS standard due to small discrepancies in the tape/head contact. Most, if not all, VCRs today are 'auto-tracking' but might still need some help when videos behave as described above.
2. The sound isn't right. It's too soft. This can happen with some tapes because of the dubbing method used. To minimise electronic noise during recording, the sound was recorded on the left channel only. If possible change the VCR to 'mono' or use the left channel during playback.
3. The DVD gets the stutters after the second chapter. This is

VT183	Maintenance of Way, Yesterday and Today
VT184	P - The Monongahela Railway / CN North America Vol 1
VT185	P - Diesels on the UP / Iron Horse & Steel Men of the San Juan
VT186	P - Steam up Mt Rainer / Railroads and Mining Camps
VT187	P - Tehachapi Loop / The Empire Builder Route
	P - Farewell to SF Steam, SF Chief & Pacific Electric / SP Power on Soldier Summit
VT188	P - The Grand Canyon Railway Vol 1 & 2
VT189	P - Challenger through the Rocky Mountains / Lehigh Valley Railroad
VT190	P - Diesel Power on the Santa Fe / Flangers, Spreaders and Steam Snowplows
VT191	P,L - Missouri, Kansas & Texas Railroad / Model Railroader Layout Tour Vol 2
VT192	P - Marathon of Steam Vol 3
VT193	P - NYC The Great Steel Fleet 1928-1962 / New York Central Voll
VT194	P - The Glory Machines 1944 - 1962 / New York Central Vol 2
VT195	P - The Glory Machines 1928 - 1952 / New York Central Vol 3
VT196	P - B&O 1950's Steam Action in Ohio / N&W Pocahontas Glory Vol 2
VT197	P - Santa Fe's Seligman Sub & New Mexico Main / Santa Fe's Pasadena Sub
VT198	P - Chicago Odyssey Vol 1 1950's & 1960's / N&W Pocahontas Glory Vol 4
VT199	P - Chicago Odyssey Vol 2 1960's & 1970's
VT200	P - Union Pacific Odyssey Vol 1 1950's & 1960's
VT201	P - Union Pacific Odyssey Vol 2 1960's & 1970's
VT202	P - Santa Fe Odyssey Vol 1 1952 - 1980 / N&W & Virginian Pocahontas Glory Vol 6
VT203	P - Santa Fe Odyssey Vol 2 The Seventies
VT204	P,L - AMRA Hamilton NZ 1993 - Proto and Layouts
VT205	P - Powder River Basin Coal BN&CNW / Reflections of American Railroad 1935 - 1966
VT206	C,P - Building the RGS Vol 1 (Durango) / D&RGW Narrow Gauge Freight Trains (No Sound)

	Lines (Lynden Spence), Shasta Division (Sowerby Smith), South Side Rail (Don Davis), Great Falls 2003 (Gerry Hopkins MMR) - during an operating session.
DVD 3	L - Layout Tour XVIII by Gerry Hopkins Fern Valley - Bill Cooper Bakerville - John Baker, Shasta Sub - Sowerby Smith (2004) Santa Fe, NSW Sub - David Swinfield, Barren Creek - John Parker, SF/UP Mandalong Sub - Trevor James
DVD 4	LN - Narrow Gauge Nuggets by Gerry Hopkins (54 min) Ohio & Western (On30) - David O'Hearn; Hill End Co. (Gn3) - Bill Cooper; Cove Vale (SM16, Live Steam) - Jack MacMicking; Red Stag (On3, Last Outing) - 4 Muskateers.
DVD	P - Railfanning USA 2001 (1hr) by Gerry Hopkins. Tehachapi Loop in August, 5 trains up - 1 down. Tours around St Louis yards.
VCD	PN - Puffing Billy (57 min) by Gerry Hopkins. Returns to Gembrooke 1998 includes the Climax switching at GB, the Official train on its way to and arriving at GB, a trip over the new section.
CD	P - Alberta Coal Branch by A.C.Lynn Zelmer

as a result of the recording process - the bit rate is too high for your DVD player to analyse and transmit. Computer DVD players are better qualified than tabletop models to handle the high bit rate. Unfortunately the only solution is to play the DVD on your computer. (I know this from personal experience.)

I try to keep the tapes clean by using a tape-cleaning machine. For the benefit of fellow members of the Australian region, could all members ensure that the heads of their VCRs are cleaned regularly if the machine is used frequently. This might also help alleviate problem 1 above.

Happy modelling,
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