

brought along a miniature video camera mounted on a diesel chassis. We were able to view this on a monitor set up in Sowerby's train room. It is fascinating and gives us a new look at layouts. Will we now have to line the interior of all our tunnels? Our past President, Allan Garbutt, spoke about his and Ruth's recent trip to the Mid North Coast, Northern New South Wales and Queensland. In Toowoomba Allan presented a certificate to the Darling Downs Model Railway Group. Allan says they are a very enthusiastic group and their standards are very good.

John Montgomery brought along a CD Rom door. He had acquired several of these when a government department threw out old computer equipment. As these particular parts were similar in size to what John is modelling, he was able to cover one side with wooden decking and there, very quickly was the basis for a flat car. John is always on the lookout for bits and pieces to use in modelling. Previously he showed us some PVC piping than he cut up and used to make water tanks.

Erik Bennet was wearing two hats on Saturday. His usual one as Treasurer and also as membership officer for wife, Denise. Don't forget to check if your membership is due for renewal. If so, Denise can be reached on e-mail at [membership@nmra.org.au](mailto:membership@nmra.org.au) or (02) 9997-7971.

It was a delight to see Toni Saxon amongst us on Saturday. As some of you will know, Toni has been "in the wars" with her

shoulder injury and is to undergo surgery again soon. Toni thanked all those that have sent her cards and good wishes. Toni, we trust your recovery is speedy and will put you back "in the pink".

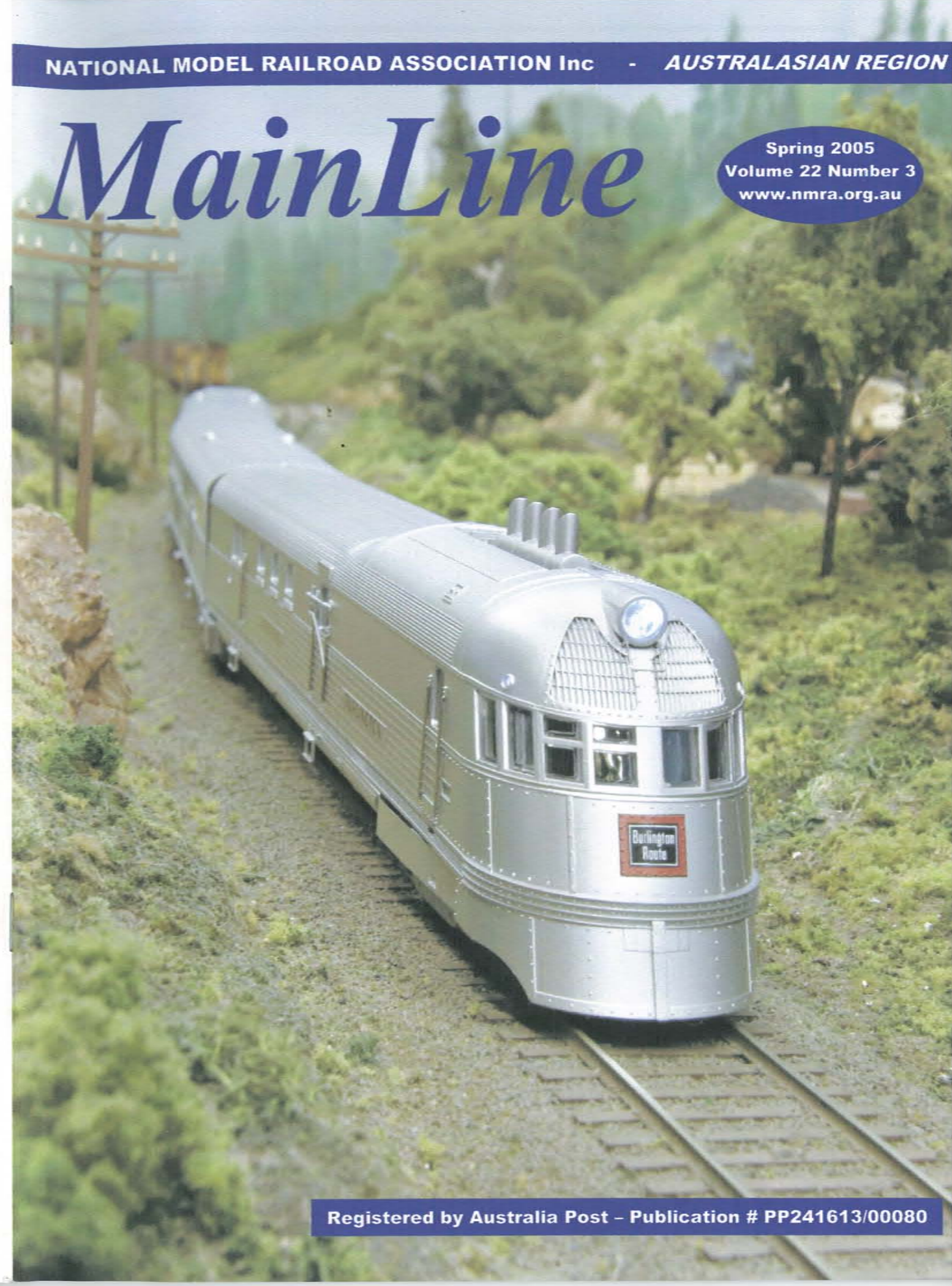
Our Librarian, David Latham, very kindly brought along a beautiful, framed poster of Welsh Railways to be sold, by silent auction. Gerry Hopkins was the successful bidder. He was also the winner of the lucky door prize. (was it Saint David's Day? St David is the Patron Saint of Wales)

Our Div 7 superintendent, presented Sowerby with the meeting plaque (and the cheque, as Jenny was busy in the kitchen). This will be the last meeting at Sowerby and Jenny's for the time being. The Smiths have been very generous in letting us have various meetings at their home and now it is time for others of us to take up the baton. They leave big shoes to be filled. Jenny, with the help of Lauris, Ruth, Natalie, Shirley and various other helpers presented us with a delicious afternoon tea. Thank you, Sowerby and Jenny!

The editor wishes to apologise to all the AR members for the lateness of this MainLine. It is proposed to have the Summer edition available in February.

# MainLine

Spring 2005  
Volume 22 Number 3  
[www.nmra.org.au](http://www.nmra.org.au)



Wishing All  
our Readers and Advertisers,  
Merry Christmas

and a  
Happy and Prosperous  
2006

From the  
National Model Railroad Association  
Australasian Region  
Executive Team.



# NMRA Bligh Park Model Railroad Exhibition



Sat 26<sup>th</sup> November 2005, 9am- 5pm  
Sun 27<sup>th</sup> November 2005, 9am - 3pm  
Tiningi Community Centre  
Colonial Dr & Rifle Range Rd, Bligh Park

Adults: \$7-00      Family \$12-00

Children Under 12 free \*

\* (Must be accompanied by a paying adult)

- **Model Trains**
- **Thomas & Friends Rides**
- **BBQ Drinks & Local Radio**
- **Come & join the fun!**

Help us raise money for your local  
Bligh Park Neighbourhood Centre & Youth facilities



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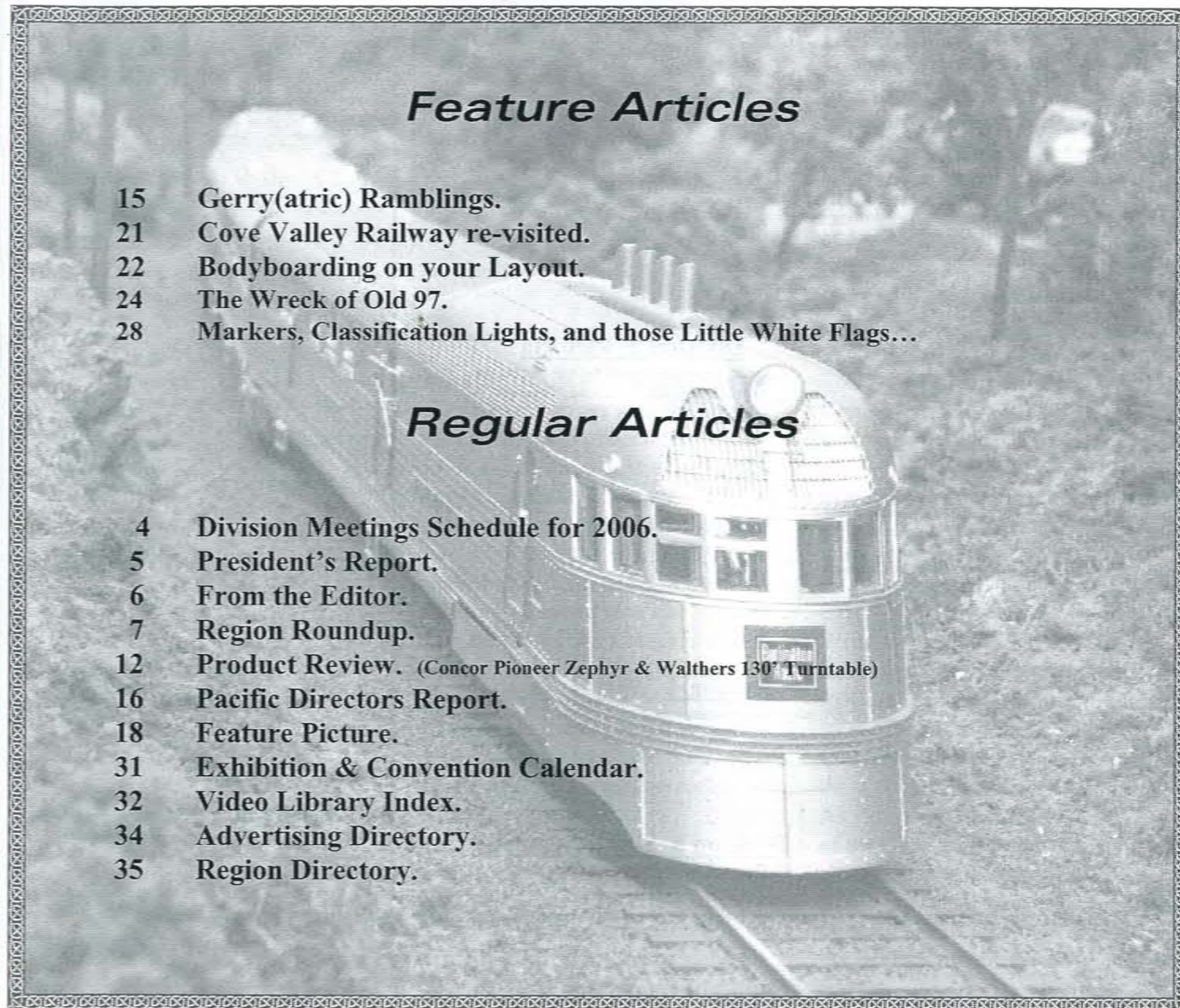
NMRA  
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AUSTRALASIAN REGION.

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#### ON THIS COVER:

Concor's Burlington Route Pioneer Zephyr speeding toward its destination.  
Review of this new HO model on page 12.

#### CENTRE PICTURE SPREAD: (Page 19 & 20)

Southern Pacific Cab Forward Motive Power at the Shasta Division Roundhouse.  
Both photographs by Sowerby Smith on his Sydney layout.

*Our next issue will be available in February.*



# Schedule of Divisional Meetings for 2006

## Division 1 Queensland

Division Superintendent Glen Stevens.

For details of Queensland meetings and venue addresses, please contact Glenn Stevens, (07) 3207-2442  
Meetings start at 1.30pm unless advised otherwise.

January 22nd	Post-Christmas Gathering Information Centre Picnic Area	Fisherman's Island
February 11th	Garth Fraser (MMR)	Buderim
April 8th	Denis Lane	Springwood
June 17/18	Toowoomba Train Show	Toowoomba
July 8th	Ken Leitch	Lamdsborough
September 9th	Graem Emery & Avon Aitchison	McCleay Island
November 4th	Mark Ward	Toowoomba

## Division 2 Canberra

Division Superintendent Viv Brice.

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

Venues not available at time of publication.

## Division 3 Victoria

Division Superintendent Grant McAdam.

All meetings start 11.30am Sunday.

January 22nd	Peter MacDonald	Bacchus March
February 12th	Paul Richie	Ballarat
March 19th	Bill Black	Emerald
April 23rd	Ken Hughes	Werribee
May 21st	Henk Molenkamp	Rowville
June 18th	Rod Hutchinson	Mooroolbark
August 20th	Paul Dundas	Upwey
September 17th	Lyn & John Cracknell	Norlane West
October 15th	Geoff Trueman	Hoppers Crossing
November 12th	Dan Pickard	Geelong West
December 3rd	Grant McAdam	Ormond

## Division 4 West Australia

Division Superintendent Frank Godde. (08) 9293-0665

February 28th	Peter Scarfe
April 17th	TBA
June 27th	TBA

## 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.

February 4th	Mike Warburton
April 1st	Bob Bevan
June 3rd	Trevor Triplow
August 5th	Ron Solly
October 14th	Geoff Chatwin
December 2nd	Ray Brownbill

## Division 7 New South Wales

Division Superintendent Phillip Anderson. (02) 9879-4307.

Meetings start 2.00pm Saturday unless indicated otherwise.

February 11th	Giana & Kelly Ioyd	27 Whitehaven Drive	Lakelands	4956-5793
March 11th	David O'Hearn	18 Ridgeway Drive	Castle Hill	9634-8827
April 8th	Lawrence Nagy	4 Lara Crescent	North Rocks	9872-6301
May 14th Sunday	Doug Cook	41 Mawson Street	Shortland	4951-6925
June 11th	Sydney N Scale MRC	Gate 13, 4 Palmer Street	Guildford West	N/A
July 15th	Natalie & John Montgomery	12 Lindwall Place	Shalvey	9628-9921
August 12th	Laurel and Phil Anderson		Gladesville	
September 10th Sunday	John Martin		Oak Flats	
October 15th Sunday	Kim & David Jupp		Glenhaven	
November 11th	Warren Wormald		Regentville	
December	TBA			



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of the

## NATIONAL MODEL RAILROAD ASSOCIATION

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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.

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Glenhaven NSW 2156

editor@nmra.org.au

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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 Denise Bennett, 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.

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National Model Railroad Association  
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# President's Report



Goddes. We wish Frank the best as he takes on this role.

### Membership Officer

Toni Saxon has also stood down as the membership officer. The role of membership officer has one of the highest and most regular workloads of all the volunteer positions in the Region. I would like to thank Toni and John for all their efforts in this role and wish Toni a speedy and successful recovery from her operation.

Since the last *MainLine* there have been a few changes with the Board, with Allan Garbutt deciding to step down as President. On behalf of the Region, I would like to take this opportunity to thank Allan for all his hard work over the years, holding a number of official and volunteer positions. I would also like to thank Ruth for all the work she has done to support Allan and the NMRA, in particular the hospitality for hosting many Board meetings. Now that Allan has more free time on his hands we are looking forward to seeing progress on his layout.

With Allan's resignation, the Board has selected me for the role of President for the completion of this term of office. This then caused a vacancy in the position of ordinary member, and the Board has appointed Peter Jensen to fill this role.

Also during this time other volunteer positions have changed;

### Western Australia - Div 4

Bob Kollwyn the superintendent of this division recently stood down. On behalf of the Region, I would like to thank Bob for his efforts over the years. The role of Superintendent for this Division has been filled by Frank

Toni's place has been taken by Denise Bennett, who is ably supported by Erik. As part of the change, the system of renewal of membership is being modified, which will help reduce the costs of administrating the Region.

### Pacific Director

With the changes in the NMRA, we no longer have a Trustee and as of 1 July our Region is now represented by the Pacific District Director. Congratulations to David North on his successful election to this role. As part of the changes to the running of the NMRA, the directors are too be elected on a rolling cycle over the next 3 years. At a recent meeting the Directors drew lots to determine the cycle. David drew the 'short straw' and has a one year appointment, with another election to be held for the Pacific Director to be held next year.

Talking about elections, the term of the current Board will come to an end in April next year and a call for nominations is to be released soon. I would encourage anyone interested in standing for a Board position to contact a member of the Board to discuss what is involved.

*Rob Peterson*





### From the Editor:

If you haven't noticed, (then shame on you) this issue of MainLine is incredibly late. I apologize to readers for this and offer no excuse other than pressure of my real job with long hours, overnight and weekend work for the last few months, NMRA secretarial duties, moving house again, unpacking, trying to find the MainLine material which I had carefully

packed away such as paper, inks and toner and last but not least, home maintenance, which most of you will understand can easily get out of hand if not addressed immediately. If I add to this that I now have a layout room specifically set aside, you could probably say, so what, you don't have time. That is true so somehow I have to find time. I therefore am sad to advise that I have resigned from the position of editor in order to specifically do those "normal" things above and above all build my fifth and probably final HO layout. This saddens me to a degree because prior to MainLine I had never done anything like publishing before, so it was an opportunity that I just had to take and the pleasure in producing 360 copies of multiple pages was actually very exciting and a great sense of achievement. In the last few years, we've created a larger magazine, introduced some colour which the British NMRA have also decided to follow and now it's time

for someone else to take MainLine to the next level. I promised the Board that I would do this release and the Summer edition before I go. So if you are interested in producing a magazine, please contact a member of the Board (see page 35) and offer your services. The salary is not that good but then as I say, no use being unhappy with a massive salary. Have a think about it please. It may help you get the AP volunteers award and closer to MMR..

This issue is also the first time we see our new president in print. Rob was selected by the board after the sudden resignation of Allan Garbutt and we shall see Rob complete the current term of office until the election in the first quarter of next year. Peter Jensen is also welcomed as ordinary member with the same term. It's good to have both Rob and Peter in these roles and we wish them well.

Whilst it is great to see the quality of plastic based model railroad product improving every year, it is truly sad that the quality product manufacturers of yesteryear especially the brass manufacturers are slowly disappearing. Challenger Imports, well known for producing great models have ceased to trade and at the same time I have trouble understanding why Broadway Limited Imports whose background was the company Oriental Brass Imports Company is now building their first brass locomotive. Strange indeed! I personally do not believe brass is dead and time will see plastic models with brass detail parts. (Tower 55 for example, a secondary company to Overland Brass Imports) Whatever happens, the future still seems bright for our hobby.

Happy modelling!

*David Jupp*

## Region Roundup

**Division 1 Queensland Ian Venables**

In a weak moment, or perhaps during a touch of "the guilts", I volunteered to edit this Newsletter. For a long time I have felt that Glenn was doing too much for our Division and that the workload should be shared. Never forget, it was Glenn who made something out of this Division where we now meet regularly, where we are building a display layout, where we have made many solid friendships, where we help each other in all sorts of ways and where we are beginning to have an influence on the model railroad scene in Queensland. There will be no sudden dramatic changes to this Newsletter. However, I would like to hear what you are up too. Your latest modelling triumphs, your ideas and "kinks" will be published when space permits. An example of what I am after was that track cleaning method from Tony Reidpath of using graphite to rub the rails. But I also want to hear about the progress on your layouts, or what you have recently purchased or made and how it fits into your scheme of things. Please tell me of problems encountered along the way and how you overcame them. Or if you didn't overcome them, then perhaps another member will know a way and that can be published so that we all share the good news. Send your ideas to Ian Venables.

### Report of Visit to Ian Wellings 11<sup>th</sup> September

The Division 1 get together for September saw 11 members plus 2 guests journey to the sunny Sunshine Coast and the home of Ian & Helen Wellings. We were able to see Ian's layout progress as well as run several lengthy trains. In addition to our host's Great Northern trains, Graeme Prideaux brought an Aussie flavour with his Austrain's S.A. loco and rolling stock. Much comment followed the showing of the first loco painted for Ken Leith's Shasta Pacific RR, a Kato AC44. A new Athearn SD45T-2 (tunnel motor) in Kodachrome colours was also shown.

Mid afternoon, we adjointed to the patio for the official meeting and afternoon tea. Acting organiser, Bob Brown, thanked our hosts for allowing us to invade their quiet suburban home as well giving a brief report on the progress of the NMRA display layout.

Discussion then turned to future meeting venues. Due to two operations holding up building a layout room for Graham Emery's layout, the November meeting will now be held at Mark Ward's Oma Belt RR in Toowoomba. Suggested venues for next year were discussed and planned as follows:-

February	Graham Emery (if ready) otherwise Garth Frazer
April	Bob Brown
July	Ken Leitch
September	Allan Harland
November	Mark Ward

It also was agreed to hold our 2005 "Christmas" breakup at Fisherman's Island on January 22 to avoid the busy pre-Christmas rush.

Show & Tell followed with Charles Clarke talking about a kitchen device for making corrugated sheets that he purchased cheaply at Crazy Clarks, then he showed some butane powered soldering irons. Bob Brown showed various club shirts, suggesting that we could consider our own shirts to sparkle up our image. Following some discussion, it was decided to bring samples to Mark's in November for further consideration. Geoff Aldridge then spoke about how he had been helped and enthused in his layout planning by the advice and comradeship of the Qld NMRA group.

After a great afternoon tea where we all gained a few kilos, it was back to the layout shed for more train operation.

Ken Leitch

### Display Layout Progress

The display layout is now at the stage where all of the road-bed is laid. The yard and some running track is laid. The bridges are now being considered and soon we will at least be able to theoretically run a train. Grahame Davis has agreed to spend some time with us to plan the scenery and in particular the transition from one module to the next.

It would be remiss of us if we didn't stop and ponder the enormous help Bob Brown has been. Not only have we taken up his carport, used his electricity, wiped out his Sundays, used his tools but we have progressed largely because of his labour and his skills. Added to all of this he has provided distraction when we needed it on his own layout, played decent background music and provided a comfortable and clean setting for cuppas and lunches. And I'm sure his neighbours will be relieved when all of that hammering and yabbering stops and Viscount Street returns to a quiet haven for the residents. A special thanks too for the loyal supporters who have turned up on so many weekends to slave away on the Carolina Pacific.

### Ron Bennell Departure

While thinking about those who should be thanked, let's not forget Ron Bennell who has left to take up a job in Denver. Yes that's right, a stone's throw from Caboose Hobbies. Ron donated the locking devices, (unobtainable in Australia) we are using on our display layout. He has also given other goodies along the way and told us of some of the methods used by module builders in the U.S. that we have made good use of here. Besides, we are rather proud of the fact that one of ours is showing them how to make light rail transportation in the U.S. Thanks Ron for your help, friendship and generosity and may your future bring you great satisfaction and rewards.

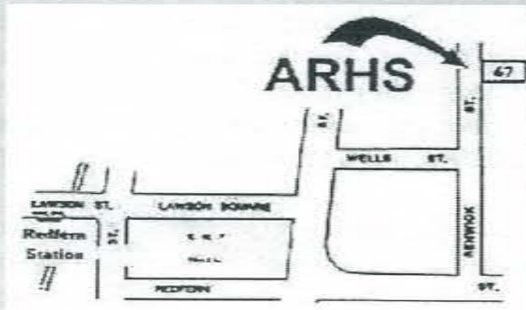
### Layout Judging - Gold coast Show

At the request of organisers, Division 1 conducted the layout judging at the inaugural Gold Coast Model Railways Workshop and Exhibition held 17/18 September. The judging panel consisted of Division 1 Superintendent Glenn Stevens and member Bob Brown. An initial review of all layouts

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displayed was done for the purpose of reducing the number of contenders to five or six for formal judging. Reducing the numbers proved extremely difficult with so many shown. Eventually, the judges settled on five finalists. In alphabetical order, the finalist were:

Ashworth – British Railways O scale  
 Haswell - British Rail N scale  
 High Splint – North American N scale  
 Moelfryn – 9mm Welsh Tramway  
 Python Creek – Australian On30.

Using the AP Scenery Award scoring guidelines as the formal judging mechanism, the judges then proceeded with deliberation. Again it was a close outcome with all contenders of very high calibre. The top four layouts all had a final score within 10 points, and the judges would be the first to admit that it would have been much more difficult without the use of guidelines.

Grahame Davis, Division 1's AP representative, conducted the award presentation at the exhibition dinner on the Saturday night. Grahame introduced the five finalists and presented them with their Finalist Certificates. He then presented the Best of Show to Python Creek.

The idea to present all finalists gives each recognition of their expertise. This will be done at our awarding ceremony in Toowoomba next year. It provides more interest in the awards and acknowledges the ability of those often so close to winning.

#### Visit to Caloundra and District MRC

At the invitation of the President, Division 1 Superintendent Glenn Stevens attended the Board Meeting of the Caloundra and District Model Railway Club. On the evening of 19<sup>th</sup> September. The purpose of the meeting was to provide a briefing on the advantages of NMRA membership, and in particular, the public liability insurance aspects of membership.

The discussion went well with two question being taken away by Glenn to provide answers. The upshot is that the Board will be presenting a proposal to their club members that membership of the NMRA is advantageous to all their members and to the long term operation of their club. It should be noted that seven members of C&DMRC are current active members of Division 1.

Glenn Stevens

#### A Quick Quiz

1. What were steam locomotives with a Whyte classification of 2-4-2 called in the U.S.?
2. For what reasons were B & O diesel-electrics originally painted blue and grey?
3. Which American railroad was known as the Delta Lines?
4. How did the EMC/EMD diesel-electrics type E get that designation?

5. What is the meaning of the designation 'XM' class of freight car?
6. An approaching train displaying green flags or lamps near the front indicates what?
7. On what railroad did "The Flying Ute" run?
8. What is the Whyte wheel classification of the Mastodon steam locomotive?
9. Freight car hand brakes are attached by chains and rods to what part of the braking system?
10. The Varney "Dockside" locomotive was modelled on how many locos of the B & O system?

The answers will be given in the next edition of Newsletter. You may cheat as much as you like. Just think of all of the other interesting things you will learn while doing so!

Well that's my first Newsletter but I would expect that I have forgotten to mention something or should do something better. Please let me know if there are things you feel we should print to better inform our members of Division 1 happenings.

#### Division 2 Canberra

Viv Brice

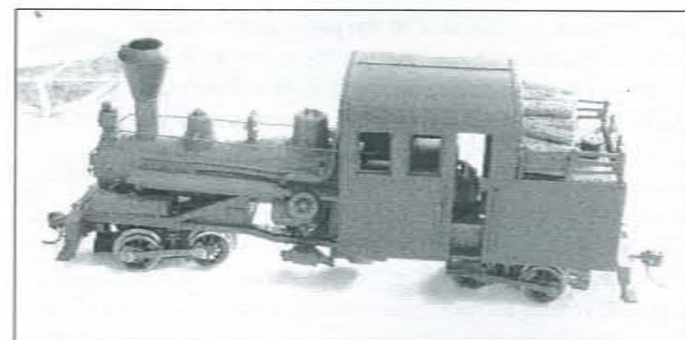
No reports available

#### Division 3 Victoria

Rod Hutchinson

The June 2005 meeting took place at the home of John & Lyn Cracknell in Norlane, Geelong, southwest of Melbourne. The Cracknell's house sheltered fifteen attendees from a cool northerly wind and a pleasant day ensued.

A number of show and tell items were on display including an assortment of magazines including images from the June issue of Finescale Railroader, which include a model by Steve Pettit, and the newly introduced "Tip Sheets" by award winning modeler Mic. Greenberg. Michael Holien had samples of scale timber and corrugated iron. Buildings included a workshop by John Cracknell, a miners hut based on an example from Bodie



USA by Grant McAdam, DPH brick factory by Rod Hutchinson, and an assortment of O scale timber-huts and logging equipment by Laurie Green. Rod Hutchinson brought along a Roco HO Zlis-5 truck (see pic page 9) which would make an excellent Ford look alike. Steam locomotives were in abundance with a Steam Era Models, SAR S Class under

construction by Peter McDonald, Bachmann O scale; Heisler, Ken Hughes, Climax, Geoff Truman and a Shay, Dan Pickard. Many Division 3 members are involved in resin casting and Grant McAdam, Ken Hughes and Laurie Green brought



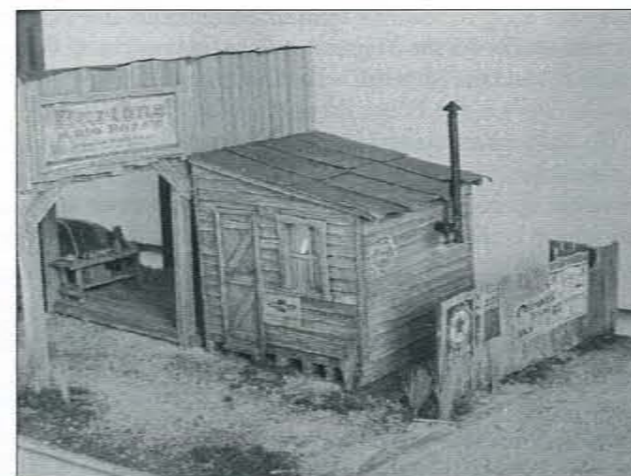
samples of the work Bob Backway demonstrated a Radio Controlled DCC system he is developing and Laurie Green demonstrated resin casting and the simplicity of the process.

Rod Hutchinson

presented members with a sample of escorted walks available from Peter Evans author of "Rails to Rubicon". The walk will take place later in the year. Anyone interested in finding out more information should contact Rod Hutchinson. Grant McAdam reminded all about the Canberra NMRA Convention in September 2005 and the Australian Narrow Gauge Convention is in Melbourne at Easter 2007. Grant McAdam thanked our hosts for opening up their home once again.

The July 2005 meeting took place at the home of Barry Pate in Greensborough north of Melbourne. 21 attendees braved another cold winters day, but the sun did shine and the showers stayed away.

O scale (1:48) items for show & tell were in abundance with Dan Pickard's two stunning scratchbuilt buildings, (example below) Laurie Green's trio of donkey engines on skidders and a



RGS K27 with exquisite backhead detail. Robert Powell



presented us with a scratchbuilt articulated Hunslet based on a prototype which ran in Lagos and Grant McAdam had some further examples of resin interior furniture castings.

HO (1:87.1) Rod Hutchinson's brought along a Design Preservations Models factory and Michael Holian; Atlas and Lifelike building kits, and a dressed up a Bachmann B-Class Climax.

Michael Holien had samples of "Simply Glues" products including weathering chalks; tree and foliage kits, whilst Bob Backway produced some fantastic rock wall moulds and Paul Dundas brought his first foray into foam rubber rocks (frocks). Rod Hutchinson advised that the proposed escorted walk to tramway and sawmill sites by Peter Evans author of "Rails to Rubicon" will take place. Venue is Rubicon and will be on the weekend of 12 & 13 November 2005. Saturday will be a walk in the bush, Saturday evening and Sunday will be at Alexandra Timber and Tramway Museum. Grant McAdam thanked our host for opening up his home to the NMRA.

For the August meeting of Division 3 the members gathered at the home of Bob Backway at Belgrave Heights in the Dandenong's east of Melbourne. Eighteen members were in attendance with eight apologies. Bob has been busy and his garden railway is now operational. It consists of a folded loop and Bob was more than willing to describe his expansion plans. At this time of year the weather can be a little suspect but the rain stayed away while we were outside to cook our barbecue lunch. Most of the day was spent in Bob's family



room and the day passed in very pleasant company. There were an assortment of items on display this month and not all in O scale. Both Geoff Truman and John Cracknell had Trainorama HO 930's. Paul Dundas brought along an assortment of HO and O scale signs that were free for the taking. Reading materials were supplied by Bob Jensen and Grant McAdam. Bob had brought along an assortment of UK railway brochures while Grant had the following magazines: Narrow Lines, Light Iron Digest and The Narrow Gauge & Industrial Railway Modelling Review. Laurie Green has been constructing some tall pine trees for his new layout and has recently purchased from MicroMark a point motor, uncoupler and track laying tool. More locomotives from Peter MacDonald with a detailed On30 Bachmann Climax and a Steam Era Streamlines 'S' in HO scale. Ken Hughes brought along a toy log wagon in approximately 1:20 scale that spent some of the day trundling around Bob's garden layout and a 1:43 Matchbox truck. Bob and Nita Powell brought along a 7mm scale GWR timber drag (circa 1895) and 7mm scale medieval household furniture respectively. Lastly Grant



McAdam brought along his most recent moulds and castings of a chimney top, fireplace surround and O scale beds. Grant McAdam kept the formal part of the meeting very brief with the main task explaining about the reasons for the changes to the Rules of the Association and reminding the members of the up coming convention in Canberra. Grant concluded by thanking Bob and Doreen for opening their home.

The **September** 2005 meeting took place at the home of Rod Hutchinson in Mooroolbark, east of Melbourne. 13 members & 2 spouses braved a beautiful warm spring day. Eight apologies were received with this meeting conflicting with a number of events including the NMRA Mini Convention in Canberra and the beginning of school holidays.

A number of show and tell items were presented with HO the predominate scale this meeting. Henk Molenkamp, who has rejoined NMRA, showed off 14 Woodland Scenics Auto Scenes which will provide the immediate post WW2 modeler with some excellent US road vehicles. Peter MacDonald brought along HO Steam Era VR Rail Tractor and a DJH LNER Garratt and an O scale stamping mill by CS (formerly F&G) models. Ken Hughes presented an assortment of modified Chivers brake vans and wagons in On30 whilst Paul Dundas showed off some of his beautiful work in plaster and laser cut timber. Michael Holian brought along HO buildings and an O scale A-Class Climax which are all for sale. Trade



items included Rusty Stumps laser cut windows and doors and Tichy Train Group moulded styrene windows and

doors. A small assortment of magazines and books improved our awareness of railways. Rod Hutchinson showed off his slow progress with Regnans Tramway. Grant McAdam kept the formal part of the meeting very brief with the main task advising the outcome on the vote for changes to the Rules of the Association, which was in the affirmative. Rod Hutchinson gave a brief overview of his scouting trek over the proposed route of the Light Railway Research Society of Australia walking tour into the sawmills and tramways at Rubicon, Victoria on the 12<sup>th</sup> November 2005. Most able-bodied people with a reasonable level of fitness should negotiate the bush walk and the two log river crossings. Grant concluded by thanking Rod and Julie for opening their home.

#### Division 4 West Australia

**Frank Godde**

Our second meeting was held on a typical sunny Perth day and a bad case of the flu saw the venue changed from Les Hodgson's place to Frank Godde's place. Les rang on Saturday explaining that his house was full of flu, we would be welcome but would be taking our lives in our hands. So, several phone calls later ensured that the meeting would now be held at my place. Present: Peter Scarfe; Bob Lolwyn; Jim Kelly, myself

and apologies were received from: Les Hodgson; Garth Caesar; Jim Anderson and Phil Knife.

Our original plan was to see Les' 12 volt system operating the points on his layout but as mentioned before, this was not possible. (In the meantime, we have booked Les to hold the meeting on 17/04/06)

I spoke on castings and various rubber moulds was well received by the four members who were present. I also spoke about different products I have produced using plaster, wood filler and resin.

The Achievement Certificate which had been sent for Bob Kolwyn was presented previously but was also mentioned at the meeting. We thanked Bob for all his efforts as Divisional Superintendent over the previous 7 years.

Following the talk, a cuppa and cake was eagerly awaited. The next meeting will be at Bob Kolwyn's place on 04/12/05.

#### Division 6 South Australia

**Ron Solly**

The **May 21<sup>st</sup>** meeting held at the home of Ron Solly on a fine day where 17 members & visitors saw the final running of trains on his layout in its current form. It is due to be dismantled for a new version without a duck-under & following the UK prototype.

The formal part took about 30 minutes covering meeting donations, the raffle which was drawn later that day & the state of our finances here in SA.

Reference made to the forthcoming AMRE Exhibition in June with a request for any member who would like to help on the layout coming from Canberra to advise Al Harris if they can assist.

Reference to articles for the Mainline was again brought up & in particular "Meet the Member". Ray Brownbill has now submitted his story to the Editor for publication. (published Vol 22, No 2) More articles including your modelling history are most welcome.

Ray Brownbill again discussed the Achievement Program with the main subject being the Certificate for an Author & how it is gained. Several members have started with submissions & others are getting involved with Despatching & Electrical. The raffle was drawn with a Hobby Super Drill (Dremel style) being won by Ern Raddatz & the other a \$25 gift Voucher won by Ken House.

Norm Bee then started the modelling part of the afternoon with a short talk on how his wife created walls & brickwork from the Internet. Samples were circulated for viewing & they were very interesting.

Norm's main subject was called "Switching Tracks" which described how he removes paint from plastic vehicles by using Methylated Spirits. He had various vehicles at different stages & finished, showing re-painted models, which had been done by using the ordinary spray paints from hardware stores. A one-page handout was also available for all.

Following a break for nibbles, etc, Ron Solly then gave a short talk on why he makes his points/turnouts by hand & how he does it. Samples of the various stages were circulated for viewing & the only gauge used in construction is the NMRA track gauge. The final presentation was by visitor Jeremy Kemp who first displayed two conventional Australian locos

by Austrains, then his versions done by Lego. He received an enthusiastic round of applause from the gathering.

The **July** meeting was held at the home of Bob Bevan on Saturday 23<sup>rd</sup> with 22 members & visitors.

Ron Solly welcomed everyone & the following were the topics mentioned in the formal part of the meeting.

The raffle prizes for the next couple of meetings have been donated by Len Opie, Wats-on-Track, SA Hobby Centre & Al Harris. This raffle will be drawn at the Sept meet & some prizes kept for Nov 05 & Feb 06 meetings.

The new dues & subs coming into force in September.

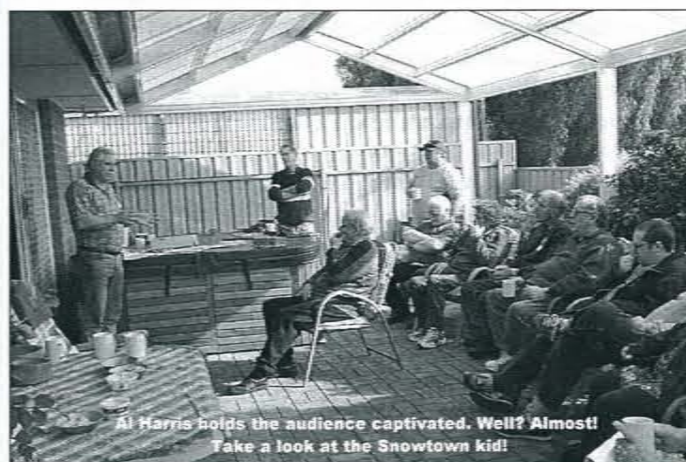
Information had been sent to all members previously about this. Ron made reference to the new Constitution/Rules of Association that will be coming out to all members soon & to be voted on by the end of August. Ron & Geoff Chatwin have been involved with other NMRA members here in our Region in this new document & Ron stressed the need to vote on this. Geoff also spoke on this as the new rules have to follow both NMRA & NSW law so some points are a bit iffy for SA members. This document has had unanimous approval by the Board in Sydney.

Ray Brownbill mentioned about the Achievement Program & that at the next meeting, he will present a table on what members have achieved so far in points.

Scott Jones circulated a small diorama of an overpass in its first building stage & he hopes to have it scened by the Sept meeting.

Al Harris then described to those in attendance, the process for Constructing Industrial Buildings. This is a relatively inexpensive proposition using computer generated images & card stock. He had many samples & printed examples & each member was supplied a four page handout. A good example of what Al has done was seen by many members who visited the AMRE Exhibition in June & saw the 12th Yard layout from Canberra.

Refreshments were available all afternoon & after the modelling discussions, hot finger food appeared on the tables supplied by the host Bob & his wife Beverley. Bob was presented with the plaque as a meeting host.



#### Division 8 Northern Rivers

**Ian Phemister  
John Skinner**

What a busy year it's been for us so far. Along with our normal monthly meetings operating trains, our layout has been

displayed all over the country.

After our very successful open day at the beginning of January, A week later the layout went on show over four days at the local shopping centre "Park Beach Plaza". Apart from the normal running hiccups the layout ran well. All had a good time.

Next was the rather good Australian Model Railway Association (AMRA) Show in Brisbane at the beginning of May. Setup is easy as you can simply drive right into the venue. Over three long days it was said that the layout "Held The Crowd". Everyone seemed to be pleased with how well everything ran. Hope to be back next year.

After a couple of months off from the train shows, Glenreagh Mountain Railway held a 150 year celebration of railways weekend on the 3<sup>rd</sup> and 4<sup>th</sup> September. Our layout was on display in the school of arts hall at Glenreagh, while steam trains ran on the mountain and the Melbourne tram, they had just received, ran with generator attached. There was miniature live steam train rides for the kids, rail motor rides on the main line and horse drawn vehicles for comparison. All in all, a big weekend.

17<sup>th</sup> and 18<sup>th</sup> September, we packed the layout up and headed for Taree for the model show. We arrived as it begun to rain but nothing dampened our spirits as we set up for another big weekend. Operations ran faultlessly barring minor operator misdemeanors. Saturday night we were invited to Mike Bartlett's for a BBQ dinner. Following Dave North on a twenty minute trip, forty minutes later we arrived after taking the scenic tour!!! Awesome Layout, Wonderful Dinner and fantastic company made the night, most enjoyable. Hope to get back to see Mikes finished layout. Thanks Mike and Carmel. The weather cleared and allowed a good turnout from the locals. It was good to renew acquaintances with the guys from Sydney with Sweetgrass. Sunday four o'clock came around too quickly. It was time to repack and prepare for the drive home.

Off to the big smoke next for the AMRA show at the new venue "Hurstville Aquatic & Leisure Centre". A lot was about the venue having bad access, no parking and carpet was needed under all displays to protect the new parquet floor. We hit it head on! The only major worry was the two rather steep sets of stairs that we used to bring the layout in through. Slow and steady wins the race. After four hours to set up we still had time to get some medicine from the pub. Yet another fantastic weekend was had by all. The layout took out first place for "Best Non Australian Prototype Layout-Club" and received fourth place for the people's choice. Well done guys.

Next on the calendar is Bligh Park Model railroad show, 26<sup>th</sup> & 27<sup>th</sup> November. We will be seeing you there wont we? Look out for Judy's BIG horn!

#### Division 7 Sydney

**Phillip Anderson**

Our July meeting was held in the home of Jenny and Sowerby Smith. A crisp winter's day saw 78 members and visitors enjoying the Smiths' hospitality. Sowerby's Southern Pacific, Shasta Division has long been a favourite layout to our members. It is always a delight to wander around Sowerby's layout and enjoy his talent and modelling skill. Gerry Hopkins had

Continued on Page 36



# Product Review

## Concor Pioneer Zephyr

Sowerby Smith

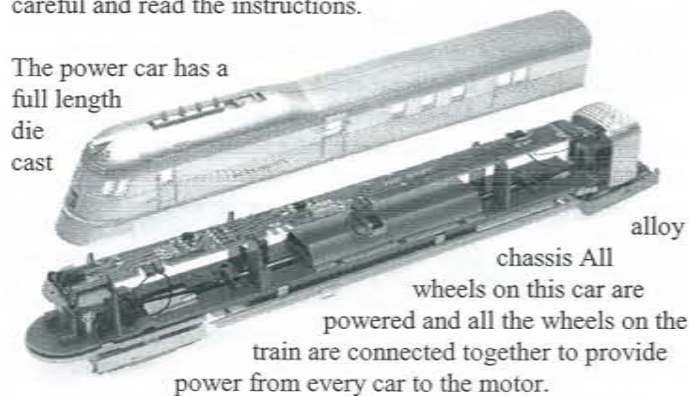
A beautiful smooth running excellent model, if you think you would like one get it now!

Now we have that bit out of the way let's look a little deeper. The prototype was first built in 1934. The bodies by Budd and the drive components by GM. GM's Winton Engine plant provided the 600 horse power diesel unit and generator set. Traction motors were mounted on both trucks of the power car. Articulated to save weight and reduce the number of wheels carrying the cars and Budd's light weight construction coupled to a very small overall size resulted in an excellent power to weight ratio. The in-service maximum speed of the prototype was 110 MPH. In special testing in 1935 Zephyr number 4 the Mark Twain Zephyr configured as a 3 car set achieved 122mph on a special 150mph section of track between McCook and Oxford in Nebraska. Makes our XPT look a trifle pathetic. The Zephyrs carried people faster and had cheaper running costs per seat mile than the equivalent conventional trains plus patronage increased up to 110% as well. Several of the Zephyrs have been preserved.

The year after introduction a 4<sup>th</sup> coach was added to the consist and over the years new sets were constructed and eventually reached 8 cars with two motor cars on the front. Later trains included full dining cars and sleepers. I used the book *Everywhere West Burlington Route* by Patrick C. Dorin as my reference.

So what do you get.. The box has an excellent painting of the Zephyr on the front. Inside are a power car and two trailing cars plus a 4 page reprint of an original Zephyr promotion brochure that outlines the features and construction of the original trains. Exploded parts diagrams and DCC fitting instructions. The DCC decoder plug is attached to the underside of a full length circuit board mounted high and there is an addendum explaining the pin out. They moved the plug from the top of the board and the pins are not standard. So be careful and read the instructions.

The power car has a full length die cast

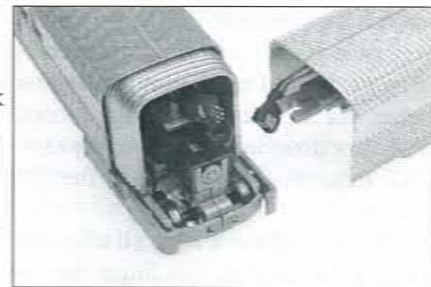


The power source is a can motor set very low in the frame with two turned brass fly wheels and very long drive shafts that have support bearings at the end and then a cardan shaft and

universals to the truck mounted gearboxes with the usual spur gear arrangement to the wheels themselves. Very well done. I have not seen intermediate bearings used in this way before and it is a much better arrangement than a very long cardan shaft. All the wheels have wipers and these are connected to the main circuit board via fine flexible wires. The high mounted main circuit board runs the full length of the car and all the interior lights, headlight and marker lights are mounted on it. The interior of all the cars are lighted a by small surface mounted white LED's. Very nice and very bright. The headlights and rear marker and backup light are directional. The frame also has a receptacle for a 1" round speaker facing downward and there are holes for the sound to escape. There is no DCC equipped version available so if you need it you have to install it yourself.



The articulation is handled very well. Above the centre of each intermediate truck is a simple shouldered pin and on the trailing cars is a plastic tong with a slot and the cars just click together. There is a polarized plug that has to be connected before snapping the cars together. Also on the articulation trucks mounted by small pivots are the intermediate diaphragms and these are rigid and very nicely executed and work perfectly. Don't forget to remove the special pieces of packing foam out of the diaphragms before connecting it all together.



Both Trailer cars have overhead full length circuit boards with led lights and all three are linked together. This is the best and most reliable system for power pick up and lighting I have seen. Full interiors are visible through the flush fitting windows.

Painting and lettering is superb with only the truck skirts not painted.

I tested the Zephyr on my layout with DC power and the running characteristics are excellent. It will creep along barely moving very smoothly and also race along at breakneck speed. 'MR' listed the top speed as 95 scale MPH. If this is correct you will still be under the max speed of the prototype even flat out. The small size, and smooth running make this a

favourite. It is very quiet at moderate speed and even at maximum speed, is more than acceptable. With the inherent running characteristics of the model, it will be a superb performer on DCC and with the addition of a sound module, almost perfect.

Any faults? The DCC connector plug pin out should have been correct. It would be nice to have the extra trailer coach available to make it a little bigger. The small steps that are supplied to be added by the modeller would have been better moulded in Acetyl type plastic as the styrene ones supplied are too delicate and easy to break and lose.

I would like to thank Graham Baker for loaning me the model to review and I hope he likes the new steps I made him.



## First Impressions of the Walthers 130' Modern HO Turntable.

Boris de Bargo, Chief Engineer, T & S Division, Burra Valley Railway.

This was ordered over a year ago via a USA dealer - it arrived late June in a big box. It claims to be fully assembled, weathered, etc, etc. It comes in three pieces plus a bag of screws and washers. There is also a separate control unit for programming and operating the electronic indexing. The packaging includes a lot of foam to protect the contents and a big template.

It was not fully assembled - one needs to put the bridge together (simple push fit - no glue required) and the bridge has to be fitted into the well of the turntable. This is all relatively simple. I have also checked that the Lionel HO Challenger (available separately) fits on the bridge.

It looks like the turntable is designed to be fitted into a half-inch thick plywood baseboard or similar. At the BVR we had chosen some two inch thick sandwich-board (two layers of craftboard with foam in between). This was chosen as the turntable will sit above four working tracks and we wanted minimum extra bracing getting in the way.

The well and bridge are made from basic grey plastic about 16 gauge. The well weathering is not obvious indoors with normal trackside lighting. It is certainly not as pronounced as in the picture of the box top. It is also a bit soft - I have put some scratches in the well already.

On the rim of the well there are seven dimples (about 6mm deep) that locate the well and hold it down. I had hoped to just let the well sit in the sandwich-board without any screws - not an option in our case. There was a minor warp in the well that meant that it sat up by about 2mm in a couple of places. I would be a lot happier if the well was made of stiffer material.

The hardest part of the actual turntable installation was getting 2" screws up through the sandwich-board to mate into the dimples. The photo shows the slab of sandwich-board lifted off the layout to enable easier installation of all the stub tracks. There is also a small roundhouse sitting there. NOTE:- I had a Heljun kit which looks to be identical to the Revell roundhouse that was already constructed for another area. The Heljun box has a diagram of measurements required to set up the roundhouse - they were wrong by about two inches. Hence I had not left enough room between the turntable and the wall!

The bridge is DC and DCC friendly - there are two dead areas where no stub tracks can be installed; otherwise you can put in 60 index positions. These can be at any track separation

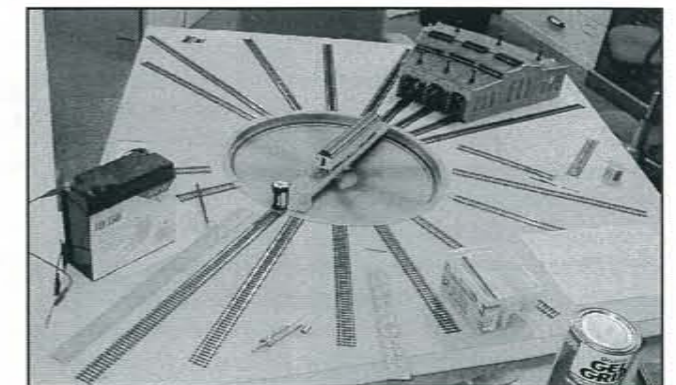
as the indexing is very finely adjustable. For all normal usage you would want to program two index positions for each stub track (ie for both ends of the bridge); hence it is a good idea to plan to have stub tracks opposite each other where practical.

The programming of the indexing is a bit tricky (even for a Chief Engineer) and the printed instructions are a bit confusing.

The only other hassle that I had was that the bridge is fitted with code 83 rails. I spent a lot of time with the Dremel and flat file making 'transition' rails at the end of the stub tracks that need to sit on the rim of the well. The soldered wire connections to the bridge rails are far too obvious for a factory assembled item. The bridge rails are NOT glued in place and can be moved without too much effort - and may need relocating at irregular intervals.

At the time of writing this initial review we have not connected the turntable to the rest of the layout - alignment of tracks has been done by eye (a CEO speciality) and 'tested' using a M-o-W yellow wagon (as in photo). Programming and testing of the indexing has been done with a 12v battery (left corner in photo).

There are multiple warnings about keeping the well clean and dust free during construction. I would also recommend keeping the clear plastic piece that comes with the well packaging as a permanent cover for the turntable between operating sessions as the indexing could easily be upset by dust and gunk in the well. More comments later when regular operations are possible.



John Geremin, Mainframe Computer Consultant and Technician. NMRA 126768.



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## Gerry(atric)'s Ramblings

I use this column to answer questions from members, answers that might be of interest to others. This time the subject is Digital Cameras.

The subject often starts - "What's the best camera to buy?" There is no answer to this question. Let me use another object that most people have in their possession - the humble car. A guy asks the panel of "experts" the following question, "What is the best car for me to buy? I just won some money so price is no problem. The panel consult and tell him the best car is the Porsche XYZ. He goes out and buys the car.

Six months later he returns to the panel and abuses seven shades of s&t out of them. "You told me the best car was the Porsche XYZ so I went and bought one - it has been a total lemon, always broken down, always getting bogged, wont pull up steep hills, no one can fix it. The panel was surprised to say the least.

They asked him to explain. "I went and bought the car you said was the best. The first problem was getting a tow bar fitted. The wife and I coupled our 20ft caravan on the back and went round Australia. Any small bump and the back of the car hit the road. Every time we used a caravan park we got bogged trying to get out. On some of the unsealed roads it would not pull the caravan up the grade and we had to call a tow truck each time."

You can see where this thread is going. He did not tell the panel what he was going to do with car. Yes the XYZ is the best but not for him.

The same applies with a digital camera, what are you going to do with it? I know you are going to take pictures but - what of, what will you do with them? For the purpose of this ramble I will just stick to model railroads/railways. So that covers the first part. When you have taken them, what are you going to do with them? look at them on the computer/internet, print 4x6 photos (postcard), use in DVDs on the TV, or publish in magazines?

For models you do not normally need a zoom lens, most cameras have 3x optical zoom which is plenty. The advice from all sources is turn off the digital zoom. You need an LCD screen on the camera to see what you are taking - preferably one that pivots up and down - if you are over 50 think of your back! You also need the ability to turn off the Automatic Exposure so you can adjust it yourself.

The salesman will rave about the number of mega pixels the camera has but lets see what that means in practice. MP is the number of pixels across times the number of pixels down. Example you TV is 720 x 576 that is 0.4 mp. Your computer screen when set to 1024 x 768 is 0.8 mp. The

recommended image size for web pages is 640 x 480, that is 0.3 mp. So, to all intents and purposes, a camera with 2.0 mega pixels is plenty but having up to 3 mp is better. The next size up would be 6 mp, that is the minimum for publishing.

Really anything over 2.5 mp is a bonus, BUT, the more mp in the photo, the more chip space you need to store it. This means bigger chips to carry the photos. Images are compressed for storage on the chip. Example, a Nikon 6mp camera will store a 3008 x 2000 image on a chip and use 2.9mg per image (uncompressed the image is 18mg) So a 512 mg chip will store 175 images. For those still using a film camera that sound like a lot, but, it doesn't cost anything to take the pictures or view them on a screen. Once you start using a digital camera they become habit forming - you keep taking more!

Last year while on holiday (Train Convention) in the USA, Lauris and I took 2506 photos, we ended up deleting 54 images. I was lent a portable 20gb drive. Just put the chip in the drive and press copy, all the images are transferred to the drive. When I got home I plugged the drive into the USB port on the computer and down loaded them. When on holiday you can always go to a photo shop and have the images transferred to a CD for a small charge. This frees up the chips you carry.

A professional photographer would use a high mp camera and store the data as raw data - no compression or adjustments by the camera's internal circuitry. For model railroad photography the items high on the list would be the ability to switch off Automatic Exposure (AE) and manually set aperture and shutter settings. The most important thing is that it costs nothing to practice with the camera to get to know it. You can never take too many photos.

You will not need to turn the "Date Stamp" on in the camera. There is a lot of data store with the image, this includes the date and time the photo was taken. Most printing software can look at the date and give you the option of colour and placement of the date on the print if you require it. This data also shows you the shutter speed, aperture setting and 'film speed' at which the photo was taken.

An important issue is the storage of the image after you have down loaded it. Make plenty of backup disks. I store the images on 2 hard drives on my computer, a copy on the hard drive on Lauris' computer, copies on 2 CDs and a DVD. I have taken 19,000 photos in the last 5 years - and happy with 99% of them. Keep snapping!!!

Gerry Hopkins MMR



Pacific District Director's Report  
August 2005

The recently elected Board of Directors of the NMRA sat for the first time in Cincinnati in July. As I'm sure you are all aware, this new Board consists of 9 members (reduced from 17). As you would expect, the meeting ran far more efficiently and I believe this bodes well for the future.

Some members have asked me how these changes at the National level will impact on our Region.

The answer is that there will be little or no change in the function of the Region. Our Region President, through the Regional Advisory Council, will have input directly to the National Board through the RAC Director. Otherwise its pretty much business as usual.

Except that from now on you will be paying less to be an NMRA member. Dues will be reducing to \$25 per annum effective Sept 1st, (reduced from \$40) The Mainline magazine will still be available as a subscription at \$15 and ScaleRails will also be available as a subscription at \$49.

So a member "with the works" is paying a couple of bucks more than before, while those members not subscribing to ScaleRails, including those choosing to subscribe to Mainline are paying significantly less.

*NZ members will have your own dues and subscriptions rates, so please contact your Divisional Super, Kel Sherson for details.*

*On reason we have been able to reduce dues, is that we are doing all Region administration locally on a voluntary basis, rather than having paid staff do it in Chattanooga. And we are passing those savings on to you.*

Another reason is that our Region Membership Officer, Denise Bennett, has commenced sending renewal notices out by email to those members with email addresses. This is another example of

how we are working to reduce costs and hence reduce dues.

SO PLEASE KEEP AN EYE OPEN FOR YOUR RENEWAL NOTICE BY EMAIL AND HELP US SAVE YOU MONEY.

Lastly, please make a note in your diary for Nov 26/27. The Module SIG is holding a Model Railroad Exhibition at Bligh Park (near Windsor, NSW) and we would love to see you there. All the layouts are owned by NMRA members and the traders all support the NMRA through Mainline advertising. So come along, have fun and help make it a success. See the advert elsewhere in this issue for details.

Cheers  
David North

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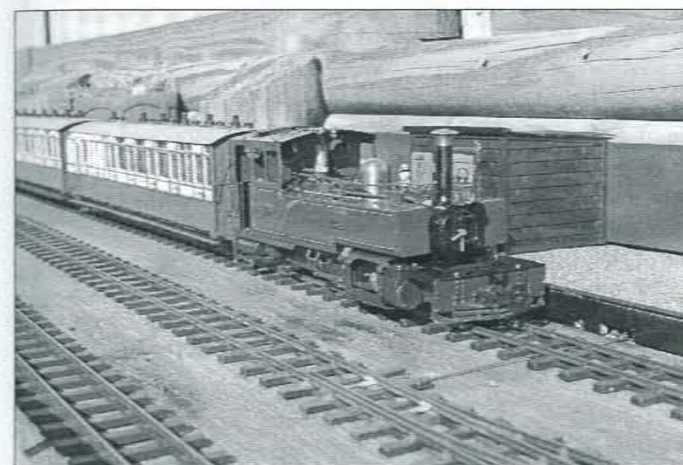
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## The Cove Valley Railway

Sowerby Smith

The invitation arrived by mail in mid April.  
Running day on the Cove Valley Steam Railway.  
One month later, its an early start to get to Lake  
Munmorah by 11 am. Steam up time.

For those who don't know about the Cove  
Valley Railway, the owner and chief executive is  
Jack MacMicking and the right of way is in the  
garden at Jack and Shirley's place at Lake  
Munmorah. Lynstable and Barnstable prototype  
narrow gauge equipment runs on 45 mm gauge  
track 16mm to the foot scale. All of the rolling stock  
is hand built by Jack as is all the track and  
buildings. There is not a lot Jack doesn't know  
about laying great trackwork as those who have  
attended his clinics at our conventions can attest.  
The layout is a set around 2 sides of the garden and  
consists of a terminus with an out and back loop



approaching the station as it is a terminus. The  
pictures tell the story better than I can describe it.

After a short break for a super lunch  
prepared by Shirley, it was back to more running.  
The day could not have been better perfect cloudless  
winter day and a very pleasant 20 degrees. A perfect  
day for running trains – Steam Trains.

Many thanks to Jack and Shirley for your  
fabulous hospitality.

Back to Jack's running day consisting of  
John and Tony Saxon, David and Kim Jupp, Gerry  
and Lauris Hopkins, Alan Garbutt, Pete and  
Barbara Jensen, John and Natalie Montgomery,  
Jenny and myself and of course our host Jack and  
Shirley. A more motley crew it would be hard to  
find. Jack fired up the lovely 2-6-2 tank locos and of  
course one of them got all shy with the attention and  
refused to go. No matter the other one did yeoman  
service back and forth over the line for several  
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## Bodyboarding on Your Layout

John Parker Div 7.

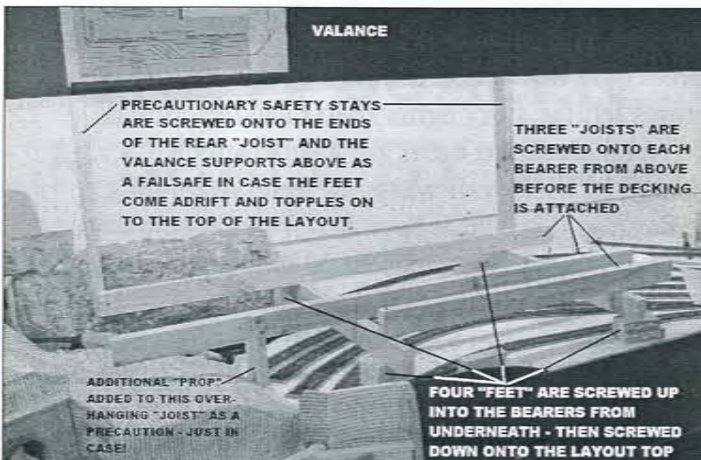
Recently, I looked at a part of my layout which was a metre [3'3"] in from the edge and 1300mm [4'3"] above the floor. How was I going to scenic this area, and not feel so uncomfortable that I would want to quit before it was really finished.

It was then that I thought of constructing a device which would allow me to work in relative comfort and safety. The result is what I call my "Bodyboard".

I figured the short time spent building the bodyboard, would be preferable to the time spent repairing the delicate wooden trestle bridge shown at left, should I accidentally damage it. I used some scrap pieces of 40mm x 20mm [approx. 2"x1"] pine to serve as the bodyboard's bearers and joists.



Looking at the figure below, I laid out the bearers so they straddled the tracks on the layout. To provide clearance over



the track, I needed some "feet" to be attached beneath these bearers. I then marked where the feet were to be located to the underside of the bearers.

Using small off cuts to serve as feet, I screwed them from underneath, to the underside of the bearers. To keep the feet and bearers firmly secured to the top of the layout, I screwed each of the feet onto it.

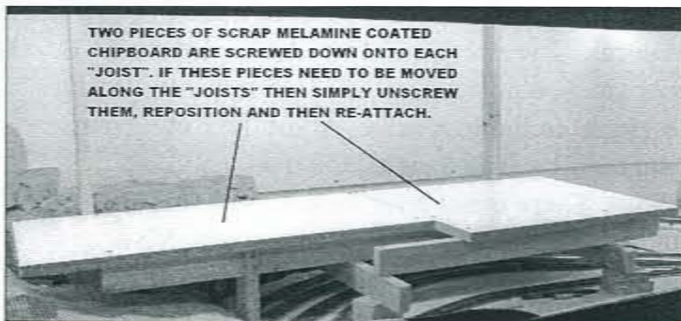
The length of the bearers and joists are determined by the area where the bodyboard is to be located as well as the eventual amount of deck area desired.

Next I screwed down through the joists and onto the

supporting bearers. The joist spacing is determined by the width of the deck.

By all rights, none of this should move. However, if for some reason any of these screws come away, then the whole device could suddenly become unstable and tip up. The thought of my body then crashing down on the wooden trestle bridge beneath me was a sobering thought.

Therefore, I screwed a stay to each end of the rear joist and up to the structure supporting the overhead valance. I also added a small prop underneath the end of the centre joist as shown



above. These precautionary measures are only meant to "steady the structure" should there be a sudden unexpected failure.

The last step was to screw the deck onto the joists. I used a couple of odd pieces of scrap melamine coated chipboard as shown below.

When I needed to move the deck along so I could work closer to it, I simply unscrew, reposition and re-screw the decking in its new place.

As shown below, the result of my "bodyboard" is that I can confidently put the whole of my upper body weight on it and work in relative comfort and safety. Because I have allowed a generous amount of deck area, I can also place my tools and scenery materials beside me within easy reach.

As a consequence, I find the work in this area is now progressing quite rapidly and I can enjoy a task that would otherwise have been an onerous chore.



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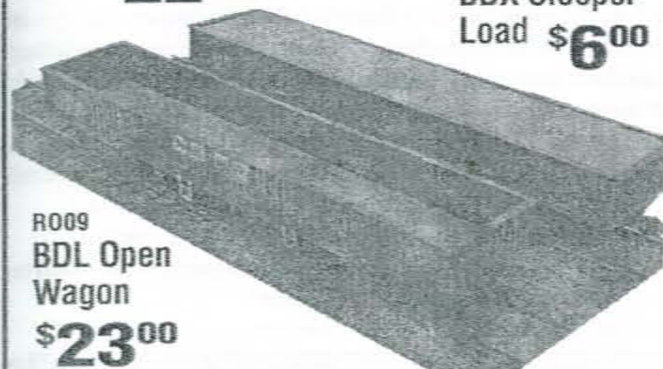
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**They were goin' down grade making ninety miles and hour,  
When the whistle broke into a scream,  
He was found in the wreck with his hand on the throttle  
Scalded to death by the steam.**

Just before 3pm on a hot Sunday afternoon, September 27, 1903, one of the world's fastest mail trains, Number 97 on the Southern Railway, crashed off a viaduct on the outskirts of the city of Danville, Virginia. Eleven people, including the driver and fireman, were killed.

There have been many rail disasters in American history but that of Old 97 is probably the most widely known because of its publicity at the time and the famous song that it initiated. Rail travel in the early 1900s was new, becoming widespread and exciting. The accident attracted considerable attention because of this and also because it involved not merely a fast train, but one carrying the mail.

Mail trains, from their beginning, had fascinated the American public. The thought of a special train, devoted wholly to written and printed communications of one kind and another, took the fancy of the people. The picking up of mail pouches from the stanchions of way stations while the cars flashed past was dramatic. Railway mail clerks become minor romantic figures in the public mind and at least one private county school was established to teach the art of the railway mail clerk – by correspondence, of course. There were magazine ads with large headlines: BE A RAILWAY MAIL CLERK!

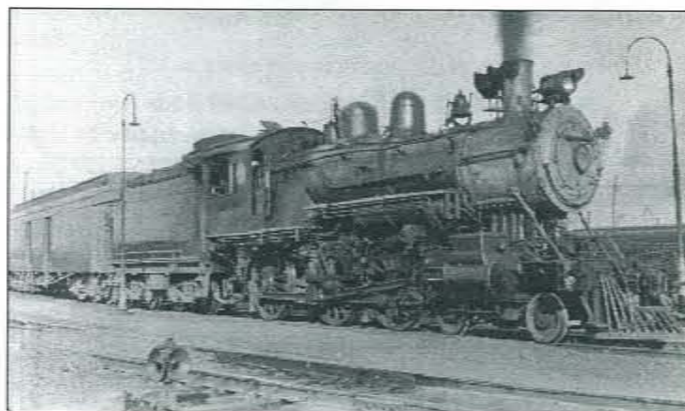
But the job was not without its dangers. A serious hazard to all mail trains were accidents and smashes. In almost every accident, the postal car, being up front, was derailed or smashed and often burned. From 1876 to 1905, there were 9,355 accidents to trains carrying postal cars. In these collisions and derailments a total of 207 clerks were killed, 1,516 others seriously injured, and 3,764 more slightly injured. That adds up to 5,280 casualties, or more than one casualty to every two accidents.

In 1902 the Southern Railway was granted an annual appropriation of \$140,000 to haul the mail between Washington and Atlanta, on the New York to New Orleans line. The first run of Old 97 was November 2, 1902. The idea was to move the mail fast; as an incentive, the railroad had to pay cash penalties if the mail was late, \$100 for every thirty minutes' delay.

The Southern Railway's main line ran from Washington to Danville, along the eastern slope of the Blue Ridge Mountains, and good time could be made on the long stretches of straight track. Fast mail trains had right-of-way over everything but passenger trains. There were few double tracks on the road, so there were frequent sidings for passing trains to wait and there were the inevitable delays. "Old" was merely a term of affection as train 97 has been in

service only a year. In the time it had been running, Old 97 had come into the public eye. As well as being the fastest mail train on the Southern, about four months before the fatal crash, in June 1903, Old 97 made a special concession to help French actress Sarah Bernhardt arrive on time for a Sunday afternoon performance in New Orleans. The Southern agreed to attach Sarah's private heavy steel car onto the train and haul it from Atlanta to New Orleans. John McWaters was the engineer. The heavy car dragged the mail train's usual running time down by fifteen minutes!

Old 97, as did most trains by then, had Westinghouse airbrakes. Air from the brake system was used when brakes were applied, therefore it was standard practice to stop at the top of long grades to make sure the brake system was fully pressurised. The locomotive hauling train 97 in September 1903 was No 1102, a 4-6-0 ten-wheeler weighing approximately 160,000 pounds. A Class F-14, it had been purchased new from Baldwin Locomotive Works earlier in 1903. 1102 was known as an unpredictable engine, the wooden cab having caught fire a few months before.



Southern Railways Engine No 1102

Train 97 waited in Washington that September 27 for an hour past its normal departure time, held up by a late mail train from the north. Once the mail was aboard, it left quickly. The crew changed over in Monroe, Virginia, a division point just north of Lynchburg, an hour late there also. Because of the delay, the regular crew for Number 97 had been ordered to another train and Joseph A. "Steve" Broady of Saltville, Virginia, took over as engineer.

Broady had been with the Southern only a month, having been employed previously on the Norfolk & Western. He had operated a train on this run only once before. He therefore took control of a train already an hour behind schedule on a relatively unfamiliar run with the responsibility of making up as much time as possible. With him in the cab was fireman Albion G. "Buddy" Clapp, of Whitsett NC, and a second fireman, a black apprentice whose name was Robert Dodge, an 'extra' to help him increase his speed and make up some lost time.

Little is known of Broady. He was thirty-three, a bachelor, affectionately regarded by his family and friends. A surviving photograph shows a narrow-faced, clean-shaven man, his hair thin on top. He was nicknamed "Steve" almost certainly after the famous daredevil of the day, Steve Brodie, who some time before, on a bet, had jumped off the Brooklyn Bridge and survived. The nickname may have been pure coincidence, or it may have indicated that his fellow railwaymen regarding him as a bit of a daredevil.

He had 167 miles to cover between Monroe and Spencer, North Carolina, and it was the worst part of the run. The normal running time was four hours and fifteen minutes with an average speed of thirty-seven and a half miles per hour, including stops, a remarkable pace under the existing circumstances. Under ideal conditions 97 sometimes reached a speed of ninety miles per hour. At any rate, impressed by the importance of getting the late mail to Atlanta on time, "Steve" Broady clearly intended to make up some lost time.

It is recorded that he opened the throttle and moved out of Monroe at a good clip.

From there it was only 6.8 miles to Lynchburg and a few minutes later, Broady eased the train across Lynchburg's James River Railroad Bridge. When he pulled into Union Station with its stylish mansard roof, Wentworth Armistead, a seventeen year old express company employee swung on board. His job was to board each passing train and check the safe locks as a security measure, then disembark before the train left the station. Another youth was a passenger on the train, twelve year old Ralph Thompson. He had travelled on Old 97 from Washington to visit relatives and planned to get off at Lynchburg. Broady took off so suddenly and swiftly that neither youth had time to get off the train. They would have to ride on down the line and come back on the next returning train.



Joseph (Steve) Broady

Danville, sixty-four miles away, was the next scheduled stop. The train was due at 1:40pm, and it was already past one. Broady opened the throttle. Number 97 usually stopped at Franklin Junction to take on water but on

this run it did not stop. A mail clerk who escaped without injury recalled that passing through Franklin Junction they could "scarcely see the countryside, so fast was the train going". David Graves George, the Franklin Junction telegraph operator, recalled later that his "hand trembled" as he wired ahead to Danville the time of 97's passing. When the train did not stop, Ralph Thompson, the boy who had not time to get off at Lynchburg, waited until the train slowed for a curve then jumped off and walked back to Franklin Junction.

Although Monroe and Lynchburg were the only two scheduled stops between Washington and Danville, there were approximately fifty catch stations where mail was put off and taken on without stopping the train. The mail dispatcher on No 97, who also survived the crash, later reported that the train was going so fast through Dry Fork just south of Chatham that he could not make the pickup from the mail crane at the station. He missed the pickup at a number of other stations on the run.

Just north of Danville, from Lima, Virginia to North Danville lay White Oak Mountain. White Oak Mountain was not really a mountain; it was a ridge line in an otherwise flat terrain. From White Oak Mountain, it was downhill all the way to the Dan River.

Stillhouse Trestle, built in 1874, was 325 feet long, gracefully curved, wooden, elevated, and precarious. It bore trains over Stillhouse Creek, a marsh and a ravine, 75 feet below. The trestle curved to the left and trains carried on only a short distance before they crossed the bridge across the Dan River into Danville. The curved trestle was dangerous and trains needed to proceed slowly across it. A sign on the approach side said SLOW UP, SHARP CURVE AHEAD and a speed sign just before the trestle was posted at fifteen miles per hour.

Broady, who was new to the route, seriously underestimated the time he would need to brake the train on the way down White Oak Mountain and presumably did not realise the danger of the trestle. He did not slow or stop on the way down the hill to ensure he had enough air in his brake system for a long application from a high speed. It seems that after travelling at high speed along the ridge line, he headed down the hill, left his braking too late and then ran out of air. Afterwards, numerous people reported that No 97 was travelling at an appalling speed as it approached the trestle.

Witnesses said Broady must have been going ninety when he approached the trestle, and his whistle was certainly screaming the warning: Runaway train! Evidence seems to indicate that Broady tried to get the drive wheels into reverse. Eighty tons of iron negotiating the track with locked wheels could have accounted for the uncommon amount of road dust that eyewitnesses reported noticing. Broady didn't jump, perhaps believing until the last instant that he could stop the engine in time.

The engine negotiated the curve for some distance until a flange on one of the drive wheels broke off and the careening



locomotive jumped the track. It bumped wildly for some distance along the wooden sleepers then plunged off the trestle and fell the seventy-five feet through the air into the ravine, taking three of the four trailing cars with it.

The engine came to rest in the mud of Stillhouse Creek and the three cars came down on top of it and each other, embedding the engine deeper in the mud and shattering the cars. The final car, which had uncoupled from the train, finally fell from the trestle but remained fairly intact.

Shocked bystanders heard the runaway train whistle then the deafening noise of the crash itself and finally, an unreal silence. Then the cries and groans of victims began to rise from the splintered wreckage.

Within twenty minutes there were rescue workers on the scene. Many people saw the disaster occur. People in Danville resting on their porches following their midday Sunday meals hurried to assist and all available doctors rushed to help the injured.

Broady was thrown some distance from the engine, and his body was found face down in Stillhouse Creek. Conductor J. Thomas Blair was also killed outright, and his body, in pieces, was the first recovered from the wreckage. Four postal clerks were also killed, including the father of the boy who jumped off the train at Franklin Junction. The fireman Albion G. Clapp, apprentice fireman Dodge, and the flagman also died. Also killed was Wentworth Armistead, the other passenger accidentally left on the train at Lynchburg. Postal clerk Lewis Spies was critically injured, and died in hospital. The bodies, according to witnesses, were mangled and broken. Broady and Clapp had died instantly, scalded to death by steam released under pressure from the crushed boiler. Later, great credit was given to the "good women of Danville" who tried to make the injured comfortable.

Initially, there was no fire at the scene, only dust and great clouds of steam. But shortly, hot coals from the firebox caught the splintered timber strewn around and fire broke out. The Danville fire department sent engines to the scene.

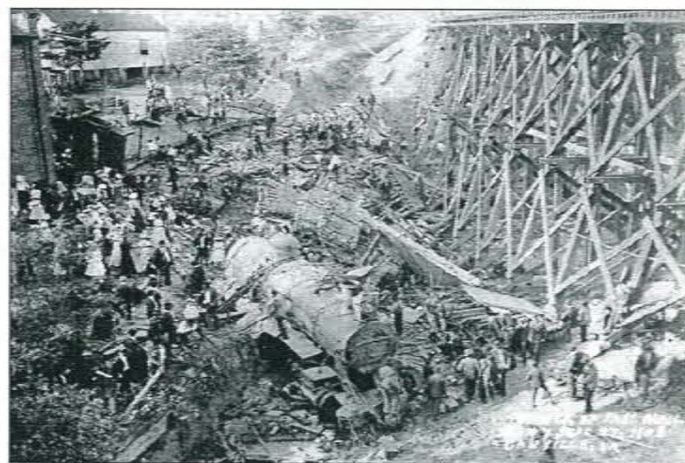


The morning following the crash

Mingled with the noise of the rescue effort and cries of the injured was the excited chirping of hundreds of canaries. There had been six crates of them on board Number 97, bound for Atlanta. The crates were destroyed by the impact releasing the birds onto the scene. Canaries remained in the area for several years afterwards and many interbred with local sparrows.

A senior US mail clerk, B R Boulding, took charge of the scattered mail. Most of the mail pouches were intact and the mail in good condition, considering the extent of the damage to the train. Because the mail was so important, mail clerks from Charlottesville, Richmond, Greensboro, and Atlanta were rushed to Danville to assist in resorting it. Express manager W.F. Pinckney escaped with a few minor bruises. He regained his composure quickly and emerged from his broken express car bringing his money box with him. He checked out all shipments and escorted them into the city.

The recovery crew worked well into the night to repair the line and an engine was drawn up as close to the trestle as was safe, with its headlight illuminating the scene in the ravine 75 feet below. By the following day, all postal items, freight and the valuables belonging to victims had been secured and work got underway to extract the engine and the remains of the cars from Stillhouse Creek.



During recovery a few days after the crash

Of the eleven men killed, five were railroad men and six were postal workers. Five survived the accident. On September 24, 1964, J.J. Dunlap, the last survivor, died at age eighty-five in Washington, DC.

Joseph "Steve" Broady was buried in a small cemetery at Saltville, Virginia. His headstone lies there today on a small hill surrounded by cedar outcroppings.

Engine No 1102 was recovered from the site, rebuilt and served on the Southern for over 30 more years. The engine was scrapped on July 9, 1935.

In January 1907, Old 97 was discontinued when the US Congress failed to renew its appropriation because, according to a Congressional spokesman, "the regular passenger trains get mail to the southern states fast enough." By 1935, the line had been realigned across a concrete bridge across Stillhouse creek and the trestle was demolished.

On Highway 58, just north of the Dan River and overlooking a

grassy ravine, is a Virginia Historical Society Marker commemorating The Wreck of Old 97.

Thanks to Katie Letcher Lyle and Highly Strung Bluegrass Band for help in preparing this article.

Photos courtesy Tarheel Press, Nth Carolina

## Australasian Region Election of Office Bearers.

Elections are held every two years in our region and this falls due this year. The election will be for the following positions; President, Vice President, Secretary, Treasurer, Three Ordinary Members and Divisional Superintendents. If you are interested in standing for one of these positions, you will need to be nominated and seconded by a financial member to be placed on the voting form. Shortly, forms for nomination will be made available but should you be interested, please contact a current board member for information on the responsibilities and duties of these executive positions. A document outlining these responsibilities is currently being created for your convenience. The election will be held in the second quarter of 2006.

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# Markers, Classification Lights, and those Little White

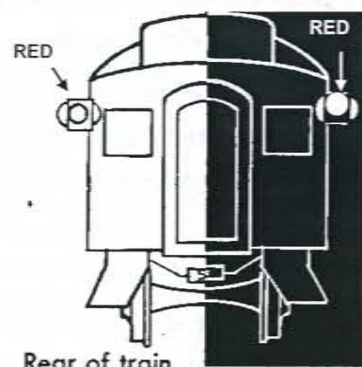
## Flags...

Richard Roth

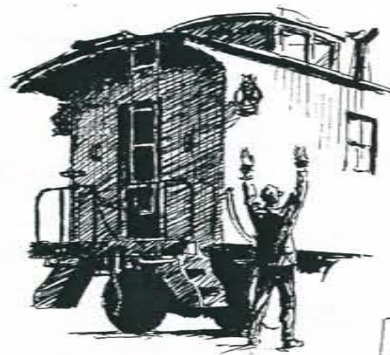
### Markers – What and Why

What is a train? By the Association of American Railroad's definition, a train is: "An engine or more than one engine coupled, with or without cars, displaying markers."

So what are markers? In the classic railroad era they were oil or kerosene fueled lanterns fitted with coloured (usually red) lenses, mounted high on the rear corners of a car, caboose or passenger car at the tail end of a train. They were also placed on the rear of a steam locomotive tender if the engine were running light (without cars) or as a pusher (banking engine) behind the caboose. This of course did not apply to freight yard or switching movements, but only out on the main line.



Markers could actually be almost anything that gave a visible indication of the rear end of a train. A red flag attached to the rear of a freight car, a trainman's lantern sitting on the rear platform of a passenger coach, reflective disks on the back of a caboose, or a (flashing) red light on the coupler of the last car (today's FRED – Flashing Rear End Device) have all been or still are in use. Markers define the end and completeness of a train.



Rules for Markers

There are many rules for markers. Most railroads followed the

AAR (Association of American Railroads) standard rules, but added to or modified them to suit their own preferences.

According to the Pennsylvania Railroad's rulebook c.1956\*, Rule 19 states:

"The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train:

1. By day, on cars not equipped with fixed electric marker lamps, marker lamps not lighted; on engines and cars equipped with fixed electric marker lamps, marker lamps lighted as at night.
2. By night, on engines and cars, marker lamps lighted showing red to the rear except in manual block signal system territory when clear of main track, marker lamps lighted showing yellow to the rear.
3. A train not equipped to display markers will display on rear of train, by day, a red flag; by night, a red light except in manual block signal system territory when clear of main track, a white light."

A different approach was used on the Boston & Maine Railroad. Marker lamps had to show red to the rear and green to the front and side when running at night, but green to the side and rear when in a siding waiting to be passed by another train. So at least red, green, yellow and clear or white lenses were used on marker lanterns at various times.



Caboose and older passenger cars had brackets for markers attached high on the corners. More modern passenger cars had built-in electric marker lights, and almost all first and second generation diesels were equipped with electric classification lights (which could be used as marker lights – see below) built into the ends, usually above or as part of the number boards. Steam locomotive tenders could have either marker lamp brackets or permanently attached lamps.

### Classification Lights and Flags

Most locomotives have marker-type lights at the front as well. Steam locos had them mounted on either side of the boiler front, and diesels would have the lights built in, either as part of the number boards, or just above them. A few railroads actually used steam loco style classification lights on early hood units. Chopped and low-nose units would have the lights built into the short hood or on top of the cab by the number boards. Classification lights would have a built-in selection of

changeable lenses to show white, green and red.

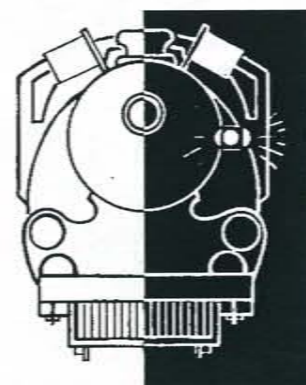
These would be used as markers and set to show red if an engine was running in reverse at the rear of a train (as in push-pull service) or running light (a helper engine retuning in reverse down the hill). However, these are not markers, but classification or class lights.

Trains were operated as two types: Scheduled or Extra (unscheduled). A Scheduled train was published in the employees timetable, and could be either passenger or freight. An Extra train was just that – it would be especially created by the dispatcher, and run on train order and dispatcher authority. Train orders would be issued to the crew of the extra, the crews of all other trains likely to be affected, and station agents and signalmen along its route.

An Extra train could be a through freight during an extra-traffic season, a local freight whose duties varied daily with the amount of business, or a special such as a circus train, fan trip, or a work train doing maintenance out on the line. It would be referred to by its lead engine number and direction, for example, "Extra 3801 West."

In the days of telegraphy (before train radio or mobile telephones) the classification of a passing train had to be communicated to the various towermen, station agents, and other train crews, because trains, as we all know, occasionally do run late or out of order. This was done with the flags and lights: flags during the day, classification lights (along with flags) at night.

Flag holders on steam locomotives were near the class lights on the boiler front, but just above the side cab windows on cab-style diesels. Some hood-style units had flag holders above the cab windows, some at the hood end corners.



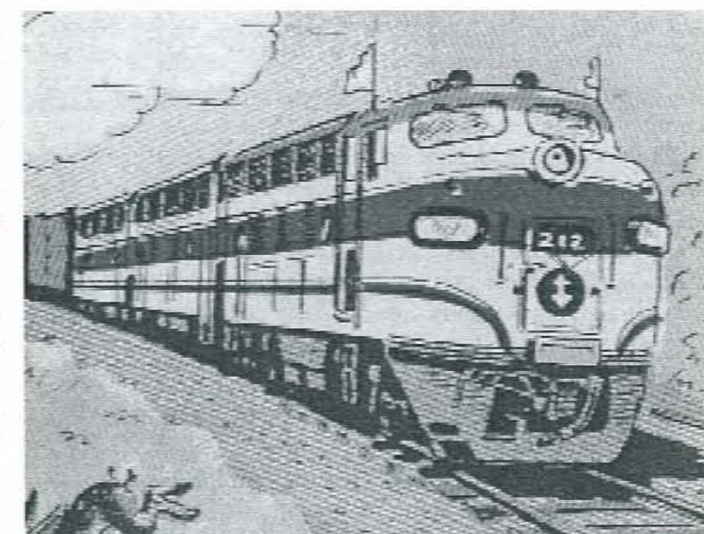
DAY NIGHT

### Above: Classification Lamps and Flags on Steam Locomotives

In the days of telegraphy (before train radio or mobile telephones) the classification of a passing train had to be communicated to the various towermen, station agents, and other train crews, because trains, as we all know, occasionally do run late or out of order. This was done with the flags and

lights: flags during the day, classification lights (along with flags) at night.

Flag holders on steam locomotives were near the class lights on the boiler front, but just above the side cab windows on cab-style diesels. Some hood-style units had flag holders above the cab windows, some at the hood end corners.



Above:

### Classification Lights and Flags on Diesel Locomotives

Classification lights are above number boards; flag holders are just above the side cab windows.

### Colours and Meanings

If a train displayed NO classification flags or lights, it indicated a Scheduled train and once it passed, it's schedule for that location was complete. If WHITE flags and lights were displayed, the train was an Extra, and was operating under dispatcher and train order authority. Other crews would of course have train orders making them aware of the extra. Crews of extra trains had to be aware of all other extra and scheduled trains and keep out of their way.

If however a train passed displaying GREEN flags or lights, it was a SECTION of a regularly scheduled train, and there would be another section following in a short time. Orders would be issued to all affected train crews and locations indicating the train number and the fact that it was running in sections. The sections would be referred to as "First number 25, Second number 25, etc.," and the engine number was usually included with the section identifier.

No other train was allowed to run between the sections, and all sections displayed green flags and lights except the last section, which displayed neither flags or classification lights. Only after the last section passed would the schedule be complete. The New York Central's Twentieth Century Limited at times ran in up to seven sections, each eighteen cars long! As you can imagine, green flags on passing scheduled trains



were watched for very carefully.

### Where Are They Now...

As automatic signaling, CTC and improved railroad communications improved, most freight trains began to be run as extras, even though they could still have a schedule. Signalling controlled from a central location began taking the place of train orders, and stations and train order offices closed, multiple sections became rare; these would be run as extras as well. Since the remote signal controllers couldn't see the trains, and were in radio contact with the crews, the need for classification flags and lights has all but vanished into history. Markers, though, are still required.

So, if you see a loco approaching with green flags flying in the wind...there's another section coming behind it. And as you watch the markers disappear into the distance, that's...

The End

### References:

\*PRR Rule 19 from the complete PRR rulebook which can be found on Dr. Mark C. Bej, MD's website: <http://broadway.pennsyr.com/Rail/Pr/Bor1956/rulebook1956.html#definitions> used with permission.  
Vanishing Markers, Ralph E. Fisher 1976, The Stephen Green

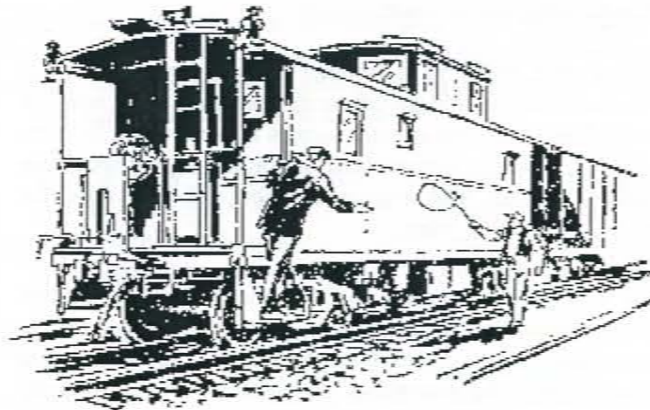
Press.

The Complete Handbook of Model Railroad Operations, Paul Mallory 1979, TAB Books.

Rights of Trains, Peter Josserand 1957, Simmons-Boardman Publishing Corporation.

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## EXHIBITION & CONVENTION CALENDAR

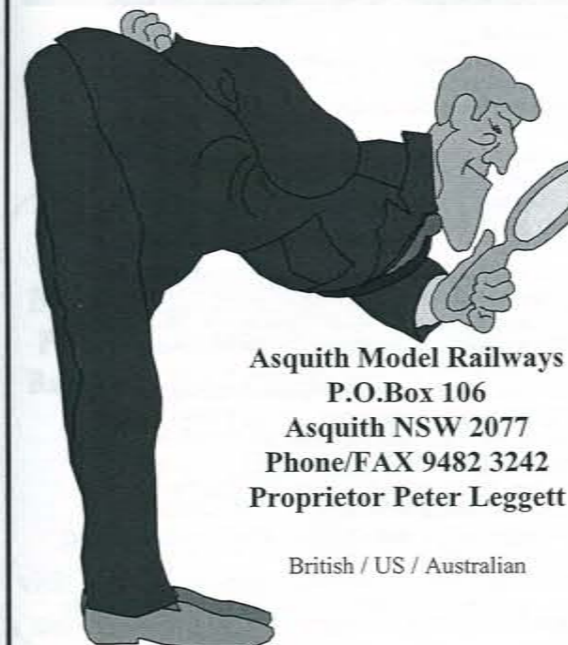
ALBANY - WA. October 1-2, 2005 at Centennial Hall, Lockyer Avenue. Open: 10am-5pm (Sat), 9am-4pm (Sun).  
GLEN WAVERLEY - VIC. October 1-2, 2005. Melbourne's Model Train Expo & Hobby Show at Brentwood Community Youth Club Hall, Brandon Park Reserve, Ferntree Gully Road, Glen Waverley.  
HURSTVILLE - NSW. October 1-3, 2005 at Hurstville Aquatic Centre, Cnr King Georges and Forest Roads, Penshurst.  
KESWICK - SA. October 15-16, 2005 at NASHO HQ, Cnr Everard Ave & Surry Rd, Keswick. Open: 10am-5pm (Sat & Sun).  
SUNBURY - VICTORIA. October 22-23, 2005 at the Sunbury Memorial Hall, Barkly St, Sunbury. Open: 10am-6pm (Sat), 10am-5pm (Sun).  
BLACKHEATH - NSW. November 5-6, 2005 at Blackheath Public School, Cnr Great Western Hwy and Leichhardt St, Blackheath. Open: 9am-4.30pm (Sat), 9.30am-3.30pm (Sun).  
HORNSBY HEIGHTS - NSW. November 19-20, 2005 at St Lukes Church, 155 Galston Rd, Hornsby Heights. Open: 9am-5pm (Sat) and 12pm-4pm (Sun).  
BLIGH PARK - Sydney NSW November 26 - 27 Tingi Community Centre, Colonial Drive and Rifle Range Rds Bligh Park. Open Sat 9am - 5pm, Sun 9am - 3pm.  
PT ELLIOT - SA. January 13-15, 2006 at Pt. Elliot Institute, The Strand, Pt Elliot (close to railway station). Open: 6-9pm (Fri), 9.30am-5.30pm (Sat), 9.30am-4pm (Sun).  
CORIO - VIC. January 27-29, 2006 at Centenary Hall, Cox Road, Norlane. Open: 6pm-9pm (Fri), 10am-6pm (Sat) and 10am-5pm (Sun).  
SANDGATE - QLD. March 4-5, 2006 at the Sandgate PCYC, 106 Kempster St, Sandgate. Open: 9am-5pm (Sat) and 9am-4pm (Sun).  
SPRINGWOOD - NSW. March 18-19, 2006. The Springwood Model Railway Exhibition in conjunction with the Autumn School Fete and Springwood Quilt Show at the St Thomas Aquinas Primary School, 186 Hawkesbury Rd, Springwood. Courtesy buses will connect with trains from Springwood Station both days.  
CANNBERRA - ACT. April 1-2, 2006. Canberra Model Railway Expo to be held at the National Hockey Centre, Mouat St, Lyneham. Open: 9am-5pm (Sat) 9am-4pm (Sun).

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Short Line Convention in Aust 1990 - Gerry Hopkins</p> <p>VT19 * P,L - San Diego 1999 incl Tehachapi Loop: Proto &amp; Layout - David North</p> <p>P,L - St Paul 1999 &amp; San Antonio 1999: Proto &amp; Layout - D North</p> <p>VT20 * C - Aust Region Westmead Convention 1993: Tony Koester Clinics - Kevin Brown</p> <p>VT21 * C - Aust Region Marayong Convention 1995: Allen McClelland Clinics - Kevin Brown</p> <p>VT22 * L - Home Layouts: Geoff Nott 1989 &amp; Sowerby Smith 1990 - Gerry Hopkins</p> <p>L - Aust Region Convention Layout Tours 1993 &amp; 1995 - Kevin Brown</p> <p>VT23 * C - Aust Region Thornleigh Convention 1998: Clinics - D North</p> <p>VT24 * C - Aust Region Macquarie Uni Convention 1991: Clinics Pt.1 - Roger Johns</p> <p>VT25 * C - Aust Region Macquarie Uni Convention 1991: Clinics Pt.2 - Roger Johns</p> <p>VT26 * L - NZ Waitematai Convention 2002: Layout Tour - Gerry Hopkins</p> <p>L - Home Layouts: Merv Smith &amp; Fred Gill - Gerry Hopkins</p> <p>VT27 * L - Fort Lauderdale Convention 2002: Layout Tours - David North</p> <p>L - John Allen's Gorre &amp; Daphetid RR - NMRA Tape Slide Clinic</p> <p>VT28 * I - NMRA Achievement Programme Explained</p> <p>VT70 P - Great Northern Vol 1</p> <p>VT71 P - Great Northern Vol 2</p> <p>VT72 P - Great Northern Vol 3</p> <p>VT73 P - The Milwaukee Road Vol 1</p> <p>VT74 P - The Milwaukee Road Vol 2</p> <p>VT75 P - The Milwaukee Road Vol 3</p> <p>VT76 L - Utah Midland - GMR#4</p> <p>VT77 L - L&amp;N Henderson Div - GMR#9</p> <p>VT78 L - Cumberland Valley - GMR#10</p> <p>VT79 L - Virginian &amp; Ohio - GMR#11</p> <p>VT80 L - Piedmont Div of WM - GMR#12</p> <p>VT81 L - Yosemite Valley - GMR#15</p> <p>VT82 L - Cat Mountain &amp; SF - GMR#17</p> <p>VT83 L - Erie Railroad - GMR#18</p> <p>VT84 L - F &amp; SM - GMR#24</p> <p>VT85 P - Rock Island Railroad (Pentrex)</p> <p>VT86 P - BSNF Sand Hills Sub</p> <p>VT87 P - All Aboard Series Vol 2</p> <p>VT88 P - All Aboard Series Vol 5</p> <p>VT89 P - Rock Island Railroad (Green Frog)</p> <p>VT90 L - Forks Creek Central - Ron Morse</p> <p>VT91 P - California's Baldwin Diesels</p> <p>VT92 P - Santa Fe's Raton Route</p> <p>VT93 L - Santa Cruz Northern GMR#35</p> <p>VT94 L - ATSF Argentine Div GMR#29</p> <p>VT95 P,N - East Broad Top</p> <p>VT96 P - Classic Chicago Railroad</p> <p>VT97 P - All Aboard Series Vol3</p> <p>VT98 P - SP's Central California Mainline</p> <p>VT99 P - NYC - The Beach Collection</p> <p>VT100 P - Union Pacific</p> <p>VT101 P - Southern Pacific - Last Cab Fward over Donner Pass / SP</p> | <p>1941 / SP The Coast Line</p> <p>VT102 P - Union Pacific - UP Challengers / UP Big Boys / UP Steam</p> <p>VT103 P - Union Pacific - UP Turbines of the Wasatch / UP Mighty Turbines / UP Trilogy</p> <p>VT104 P - Santa Fe - Challenge for Tomorrow / Vintage Diesels / SF, The Diesel Loco</p> <p>VT105 P - This is my Railroad - SP Diesel Version / SP Daylights, Cab Forwards &amp; Early Diesels</p> <p>VT106 P - UP Last of Giants / UP 6900 Centennials</p> <p>VT107 L - Lou Sassi West Hoosac GMR#23/ Lee Nicholas Utah Colorado GMR#27</p> <p>VT108 P - Glory Machines Vol 3 / Glory machines Vol 4</p> <p>VT109 P - UP Steam over Sherman / Otto Perry's Santa Fe</p> <p>VT110 P - UP Battle up Sherman Hill / Pennsy Racetrack 1940-1980</p> <p>VT111 P - D&amp;RGW, SF &amp; BN Joint Line / UP Vintage West 1960-1980</p> <p>VT112 P - Today's Chicago Railroads</p> <p>VT113 L - Madison Convention 1997 Layout Tours</p> <p>VT114 P - Railfanning the Silverton</p> <p>VT115 P,N - Around the Narrow Gauge Circle</p> <p>VT116 P,N - The Rio Grande Southern / The Denver &amp; Rio Grande Western</p> <p>VT117 C - Victorian Div of NMRA AR / Bulla Convention 1994 Clinics</p> <p>VT118 L - Franklin &amp; South Manchester Part 1 GMR #2</p> <p>VT119 L - Tuolumne Forks Railroad GMR #16</p> <p>VT120 L - Ray &amp; Renee Grosser's Soo Line GMR #31</p> <p>VT121 L - John Gray's UP Cheyenne Div GMR #36</p> <p>VT122 P,C - The Appalachian Coal Industry - Modelling the Prototype</p> <p>VT123 P,C - Logging Railroads - Modelling the Prototype</p> <p>VT124 P - UP Cheyenne to Salt Lake</p> <p>VT125 L,N - Red Stag Lumber Company</p> <p>VT126 P - Santa Fe Mojave Sub Division, Caliente to Mojave</p> <p>VT127 L - Franklin &amp; South Manchester Part 3 GMR#39</p> <p>VT128 P,N - The Durango &amp; Silverton</p> <p>VT129 P - Railfanning Southern California in the 50's</p> <p>VT130 P,N - Twilight of the Rio Grande / Switching along the Rio Grande / Work Train to Silverton</p> <p>VT131 P - The New York Central Collection</p> <p>VT132 P - Steam in St Louis 1990 / Sierra Railway</p> <p>VT133 P - The Blue Mountain &amp; Reading/From the Redwoods to the Boardwalk/Illinois Rail Museum</p> <p>VT134 P,N - 50's Memories of the Rio Grande Narrow Gauge</p> <p>VT135 P - Santa Fe's Curtis Hill</p> <p>VT136 P - Cass &amp; Mower Logging Trains</p> <p>VT137 P,N - Rio Grande of the Rockies</p> <p>VT138 P,N - Gunnison on the D&amp;RGW</p> <p>VT139 P - The EMD FT103 Diesel Story</p> <p>VT140 L - Franklin &amp; South Manchester Part 2 - GMR#24</p> <p>VT141 P - The Uintah Railway</p> <p>VT142 P,N,C - Building the RGS Vol 2 (Durango)</p> <p>VT143 P - Great American Train Rides Vol 2</p> <p>VT144 P,N - Little Engines of New Zealand / The Two Foot Gauge Tramway</p> <p>VT145 P - Chesapeake &amp; Ohio Steam Locos / Streamliners of Yesteryear</p> <p>VT146 P - New York Central - An Insider's View / Steam Across America Vol 1 - The East</p> <p>VT147 P - New York, New Haven &amp; Hartford / A History of the Alaska Railroad</p> <p>VT148 P - On the Track - Lifeline of the Nation/225,000 Mile Proving Ground/ Railroads &amp; National Defence</p> <p>VT149 P - Great American Railroads V1,2&amp;3 Golden Spike/ Nickel Plate Story/ Milestones of Progress/Railroads &amp; National Defence/The Big Train/Fast Freight</p> <p>VT150 P - Great American Railroads Vol 4 Operation Reading/On the Track/225,000 Mile Proving Ground</p> <p>VT151 P - Great American Railroads Vol 5 Easy Does It/ Something for Everyone/Coast to Coast In 48 Hours</p> <p>VT152 P - Great American Railroads Vol 6 End of an Era / Thundering Rails / Ichabod, the Man Without a Head</p> <p>VT153 P - Great American Railroads Vol 7 Train Wrecks and Stories/ Tomorrow's Railroads/ Progress On the Rails</p> <p>VT154 P - Great Northern Vol 2 / Tracks Ahead Episode 301</p> <p>VT155 L - AMRA Exhibition Liverpool 2001 / Model Railways of Australia 1992</p> |
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| <p>VT156 P - Classic Steam of the 20's - 40's / Steam in the 50's / Steam in the 50's &amp; 60's</p> <p>VT157 P,N - Rio Grande Odyssey Part 1</p> <p>VT158 P,N - Rio Grande Odyssey Part 2</p> <p>VT159 P - Diesel Power on the Southern Pacific</p> <p>VT160 L - New England Berkshire &amp; Western GMR#25</p> <p>VT161 L - Allegheny Midland GMR#14</p> <p>VT162 L - M&amp;K Division of the B&amp;O GMR#5</p> <p>VT163 P - Rails in Kansas City Part 1 - 1998</p> <p>VT164 C - Scenery Clinic by Woodland Scenics</p> <p>VT165 P,C - BNSF Stevens Pass / Scenery Tips No 3</p> <p>VT166 P - UP LaGrande Subdivision / UP Big Boys Classic Collection V2</p> <p>VT167 P - SF Warbonnets through Raton / Santa Fe 3759 (Final Run)</p> <p>VT168 P - SP Tennessee Pass Vol 2 / SP 1941 Classic Collection Vol 1</p> <p>VT169 L - Great Layouts - US Prototype Layouts</p> <p>VT170 C - Finishing your Scenery/Painting Model Structures/ Rocks &amp; Basic Scenery - D Frary</p> <p>VT171 P - Florida East Coast / Hank Griffiths Collection VT&amp;8 (UP/NP/SP/ MILW etc)</p> <p>VT172 P - ERIE, Before the Hyphen / Lincolnland Rails</p> <p>VT173 C - Airbrushing for Model Railroads/ Weathering Model Railroads - M Furlow</p> <p>VT174 P - Rubber City Rails Vol 1 / Rubber City Rails Vol 2</p> <p>VT175 P - Rubber City Rails Vol 3</p> <p>VT176 P - Arizona Shortline RRs / Forty Years of NKP Berkshires / The NKP &amp; AC&amp;Y RR</p> <p>VT177 P - The Complete NKP Berkshire / Vintage Rails Vol 2 UP &amp; NKP</p> <p>VT178 P - Wallin's Wonders 1 - GM&amp;O and Rock Island / Southern Pacific Pictorial</p> <p>VT179 P - Marathon of Steam Vol 1</p> <p>VT180 P - Marathon of Steam Vol 2</p> <p>VT181 P - Steam Northeast / Steam Powered Sawmill</p> <p>VT182 P - Rocky Mountain Mainlines of the Rio Grande / Switchin along the Rio Grande /</p> | <p>VT183 P - The Monongahela Railway / CN North America Vol 1</p> <p>VT184 P - Diesels on the UP / Iron Horse &amp; Steel Men of the San Juan</p> <p>VT185 P - Steam up Mt Rainer / Railroads and Mining Camps</p> <p>VT186 P - Tehachapi Loop / The Empire Builder Route</p> <p>VT187 P - Farewell to SF Steam, SF Chief &amp; Pacific Electric / SP Power on Soldier Summit</p> <p>VT188 P - The Grand Canyon Railway Vol 1 &amp; 2</p> <p>VT189 P - Challenger through the Rocky Mountains / Lehigh Valley Railroad</p> <p>VT190 P - Diesel Power on the Santa Fe / Flangers, Spreaders and Steam Snowplows</p> <p>VT191 P,L - Missouri, Kansas &amp; Texas Railroad / Model Railroader Layout Tour Vol 2</p> <p>VT192 P - Marathon of Steam Vol 3</p> <p>VT193 P - NYC The Great Steel Fleet 1928-1962 / New York Central Voll</p> <p>VT194 P - The Glory Machines 1944 - 1962 / New York Central Vol 2</p> <p>VT195 P - The Glory Machines 1928 - 1952 / New York Central Vol 3</p> <p>VT196 P - B&amp;O 1950's Steam Action in Ohio / N&amp;W Pocahontas Glory Vol 2</p> <p>VT197 P - Santa Fe's Seligman Sub &amp; New Mexico Main / Santa Fe's Pasadena Sub</p> <p>VT198 P - Chicago Odyssey Vol 1 1950's &amp; 1960's / N&amp;W Pocahontas Glory Vol 4</p> <p>VT199 P - Chicago Odyssey Vol 2 1960's &amp; 1970's</p> <p>VT200 P - Union Pacific Odyssey Vol 1 1950's &amp; 1960's</p> <p>VT201 P - Union Pacific Odyssey Vol 2 1960's &amp; 1970's</p> <p>VT202 P - Santa Fe Odyssey Vol 1 1952 - 1980 / N&amp;W &amp; Virginian Pocahontas Glory Vol 6</p> <p>VT203 P - Santa Fe Odyssey Vol 2 The Seventies</p> <p>VT204 P,L - AMRA Hamilton NZ 1993 - Proto and Layouts</p> <p>VT205 P - Powder River Basin Coal BN&amp;CNW / Reflections of American Railroad 1935 - 1966</p> <p>VT206 C,P - Building the RGS Vol 1 (Durango) / D&amp;RGW Narrow Gauge Freight Trains (No Sound)</p> |
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| <p>VCD 1 L - Layout Tour III (58 min) by Gerry Hopkins</p> <p>Rod Smith (2003); John Parker; Trevor James; Lawrence Nagy; San Remo Club; Gerry Hopkins MMR (2003); Geoff Nott(Leigh Creek 1992).</p> <p>VCD 2 L - Layout Tour IV (57 min) by Gerry Hopkins</p> <p>Doug Wallace; Rod Smith (2001); Ken Scales MMR; John Montgomery; Bob Best; Lawrence Nogy; Gerry Hopkins MMR (2002).</p> <p>VCD 3 L - Layout Tour V (55min) by Gerry Hopkins</p> <p>John Saxon MMR; David Swinfield; Sowerby Smith (1992); Liverpool Expo; Bendigo Expo; Hobsons Bay Expo</p> <p>DVD 1 L - Layout Tour One (1hr 47min) by Gerry Hopkins</p> <p>Mowkawk Springs &amp; Northwood HO; Missouri Pacific HO; Great Northern HO; NG Convention; Great Northern N; Wingham HO; Santa Fe HO; Lehigh Valley N; Loggin' Line HO.</p> <p>DVD 2 L - Layout Tour Six. by Gerry Hopkins</p> <p>Fanta Se (Dave Latham) - the last operating session, Pacific Seaboard</p> | <p>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</p> <p>DVD 4 LN - Narrow Gauge Nuggets by Gerry Hopkins (54 min) Ohio &amp; 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.</p> <p>DVD P - Railfanning USA 2001 (1Hr) by Gerry Hopkins. Tehachapi Loop in August, 5 trains up - 1 down. Tours around St Louis yards.</p> <p>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.</p> <p>CD P - Alberta Coal Branch by A.C.Lynn Zelmer</p> |
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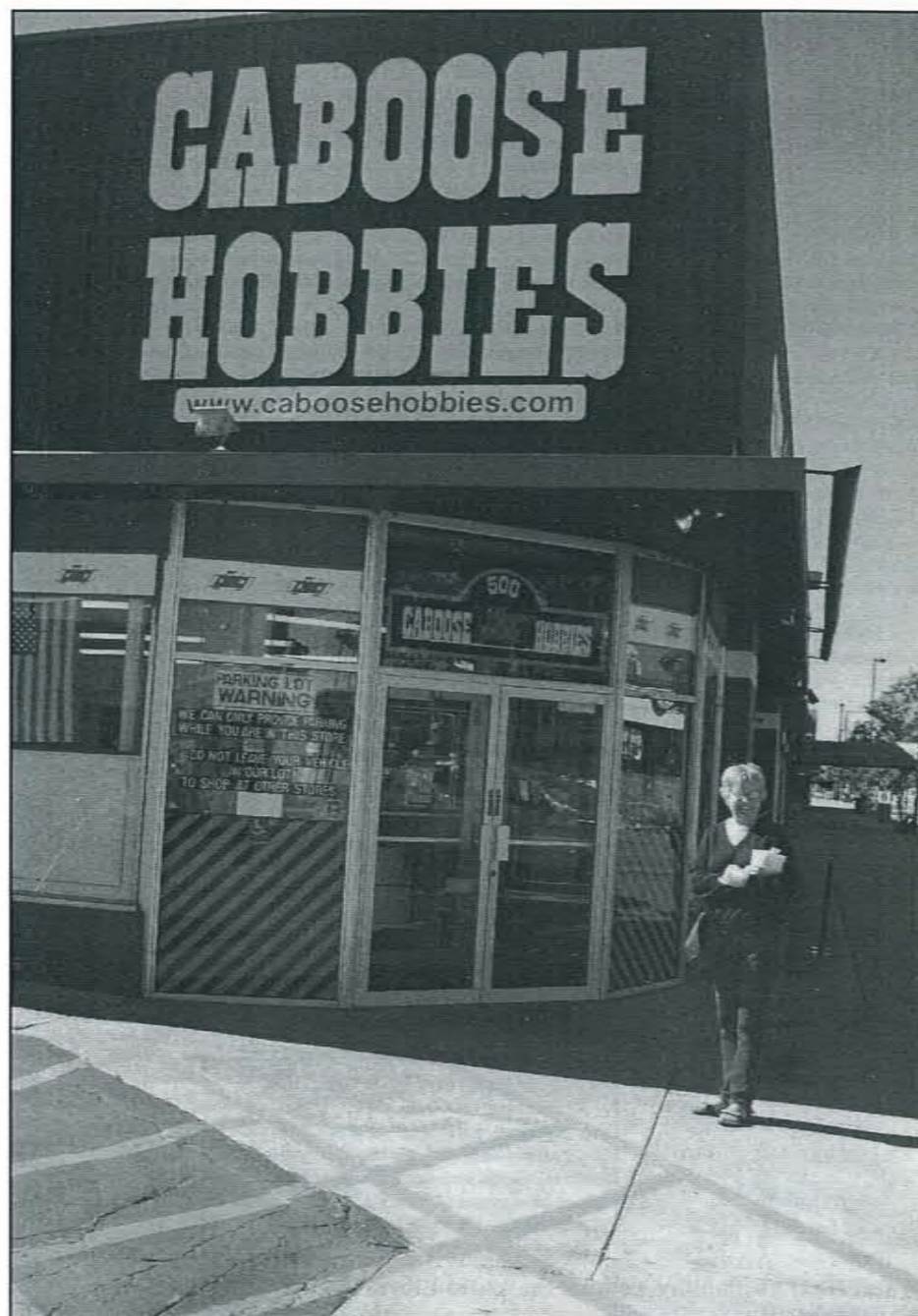
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**NEWS**

With the release of the Reading T1 4-8-4 locomotive from Broadway Limited sister company Precision Craft Models, comes the news that owners of BLI models equipped with QSI sound modules will be able to reinstate their BEMF motor speed control by purchasing a chip upgrade. Readers will recall that this feature was programmed out when litigation from Mikes Train House was threatened. Although BLI denied any 'patent' infringement, the feature has been missing for some time. The new upgrade will be known as Regulated Throttle Control.





## Could this be the Bermuda Triangle of Denver Colorado?

As you can see in this photograph, apparently taken by the only other remaining human being, Carmel, wife of Mike Bartlett, owner operator of the Union Pacific Rainbow Flat Division Railroad, notes that the streets are deserted and all living beings appear to be inside Caboose Hobbies to meet Down Under Big Railroad Guru Mike Bartlett.

This is what NMRA members wives aspire to I am told she stated. A trip to Caboose Hobbies.

Well Carmel. I guess you've made it. Mike went inside some hours ago and hasn't surfaced since.

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John Geremin	Page 33		

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	John Montgomery	12 Lindwall Place	Shalvey	2770	(02) 9628-9921
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A.P. Vice Chairman	Laurie Green (MMR)	20 Nambour Drive	Sunbury	3429	(03) 9744-5188
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