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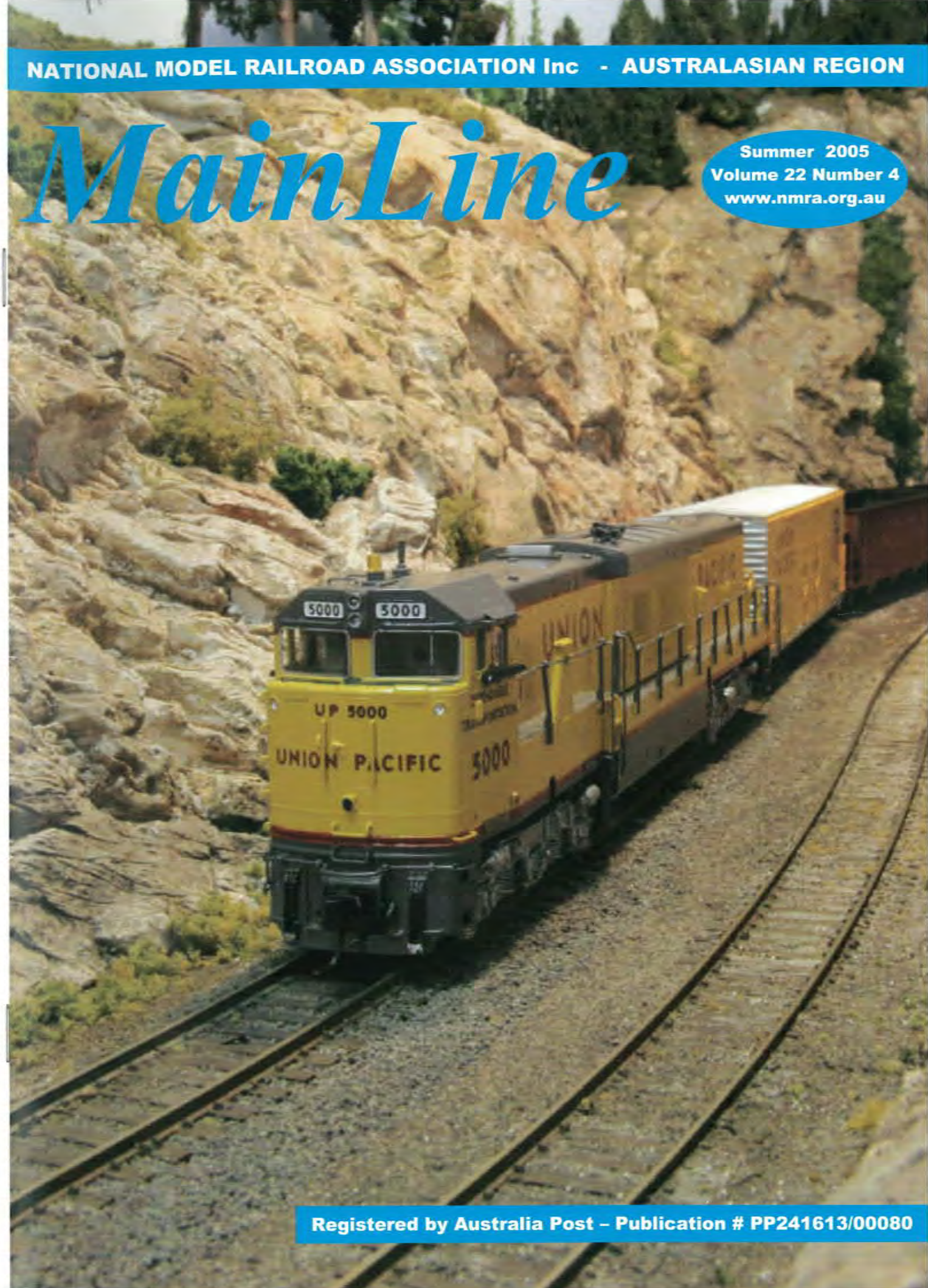
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MainLine

Summer 2005
Volume 22 Number 4
www.nmra.org.au



Convention 2006

at

Niagara Park Community Centre

Washington Avenue

Niagara Park

on the beautiful

Central Coast of NSW

14th / 15th October 2006

Mark your NMRA – AR Calender for this weekend. The Community Centre is only 140 meters from the railway station and has plenty of parking and easy access. There are a number of motels and an F1 motel within 5 mins drive. The centre is 40 mins from the start of the F3.

Clinics and workshops will include numerous subjects as requested in Survey 2006, these are weathering, signalling systems, installing decoders, tuning your locos with decoders, maintaining locos and rolling stock, layout design. There will also be a number of hands on workshops as requested plus the usual **Model and Photo Contests** at the convention.



The non-rail activities for the ladies are still being finalised but a sightseeing tour of the Central Coast on a red double decker is high on the list, this will include a trip to the Japanese Gardens, The Skilian, Pelican Feeding.

Registration will include lunch at the venue and a number of trade stands.

A banquet is being investigated at this time and a Guest Speaker is being primed.

The Sunday will be for layout tours – around 14 at this time, many not normally seen by NMRA members. There are British, Australian and USA prototypes to be seen. Registration Forms will be on the web page around Feb/Mar. Watch the web page for updates.

Hope to see you there – Gerry Hopkins MMR Convention Co-ordinator.



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NMRA

21 YEARS IN

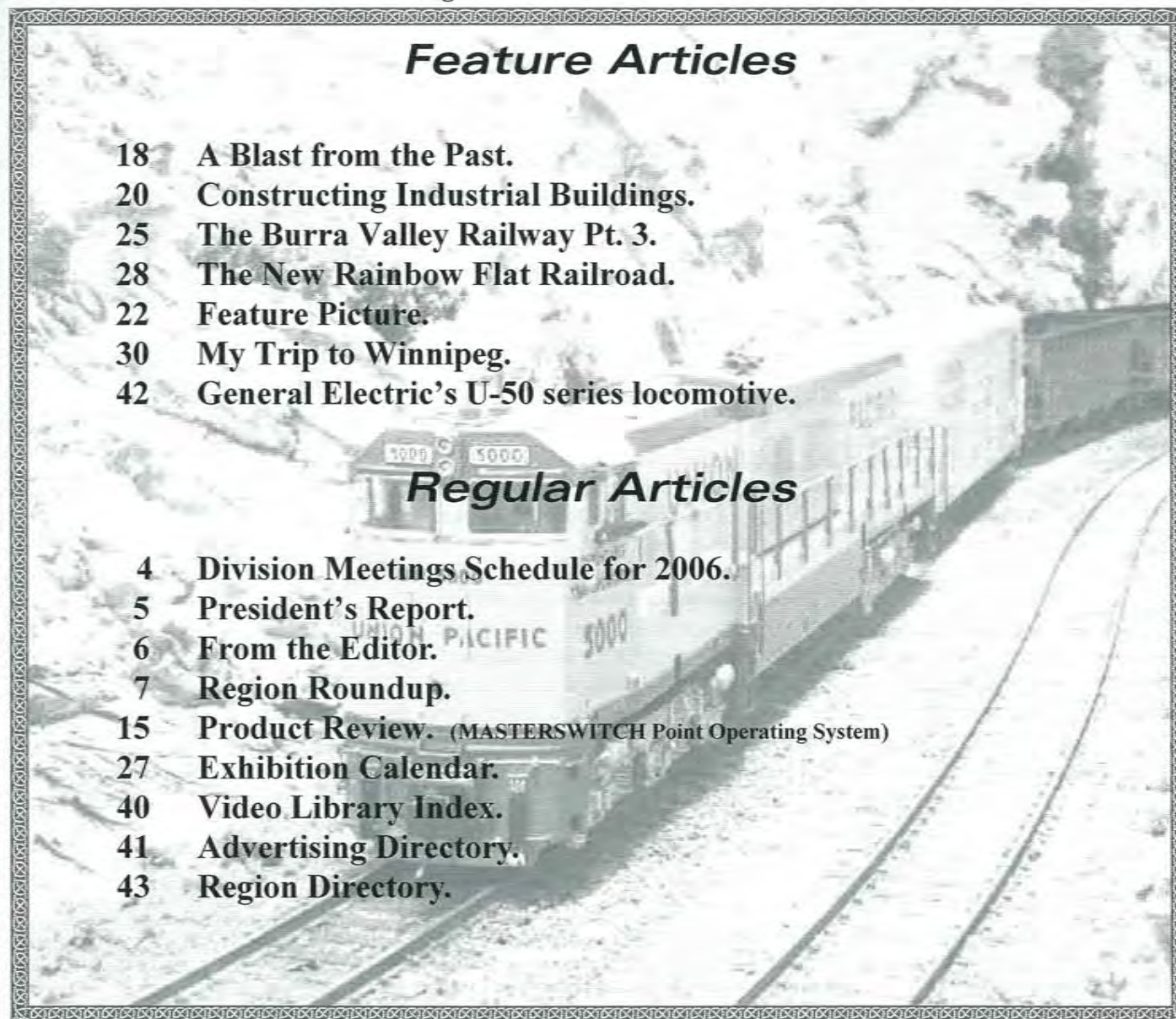
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ON THIS COVER:

Union Pacific's GE U50C 5000 climbing a grade pulling a lone Evans Double Plug Door Box Car and a string of empty coal hoppers in a barren area of the railroad. Information on this interesting locomotive can be found on page 42. Locomotive model is from Overland Imports.

CENTRE PICTURE SPREAD: (Page 22 & 23)

See also B & W Picture Page 16. This lumber scene somewhere in Oregon depicts a Shay spotting a skeleton car ready for log loading activities. The almost brand new Goose x105 having just delivered a new crew and provisions has turned on the Wye and is awaiting clearance to return to the mill through the tunnel in the background. The Shay is from Roundhouse and the Goose from Concor.

Both Photos by Sowerby Smith and Associates.

The next issue of MainLine will be the Autumn edition from John Arrowsmith

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.

April 1st	Denis Lane	3 Tyron Close	Springwood
June 17/18	Toowoomba Train Show		Toowoomba
July 8th	Ken Leitch		Landsborough
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.

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.

April 1st	Bob Bevan
June 3rd	Trevor Triplow
August 5th	Ron Solly
October 7th	Geoff Chatwin
December 2nd	Ray Brownbill

Division 7 New South Wales

Division Superintendent Phillip Anderson. Tel: 0409 042 746.

Meetings start 2.00pm Saturday unless indicated otherwise.

March 11th	David O'Hearn	18 Ridgecrop Drive	Castle Hill	9634-8827
April 8th	Lawrence Nagy	4 Lara Crescent	North Rocks	9872-6301
May 21st Sunday (AGM)	Doug Cook	41 Mawson Street	Shortland	4951-6925
June 10th	To Be Advised.			
July 15th	Natalie & John Montgomery	12 Lindwall Place	Shalvey	9628-9921
August 19th	Laurel and Phil Anderson	55 Westminster Road	Gladesville	0409-042-746
September 10th Sunday	John Martin	21 Griffiths Street	Oak Flats	4256-1831
October 14 / 15th	National Convention	Niagara Park Community Centre.	Central Coast	4329-0242
November 11th	Warren Wormald	10 Factory Road	Regentville	4733-7830
December	TBA			

Division 8 Coffs Harbour

Division Superintendent Ian Phemister.

All meetings Sunday:

March 26th, April TBA, May 28th, June 25th, July 23rd,
August 26 and 27th Newcastle Exhibition, September 30th, October 1st and 2nd AMRA Show Sydney,
October 22nd, November 26th.



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

ARTICLE SUBMISSIONS:

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

The Editor *MainLine*
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editor @nmra.org.au

ADVERTISING: Rear page, full page, half and quarter page space is available at attractive rates. Contact the editor for information. Rates are for one year. Magazine is published quarterly. Advertising contained in the *MainLine* in no way constitutes endorsement or guarantee of product by the NMRA. The NMRA reserves the right to reject or refuse advertising for any reason and it is the responsibility of an accepted advertiser to comply with regulations associated with the Trade Practices Act.

Basic Membership fee is \$25.00 Additional fee of \$15.00 includes a quarterly Region publication of *MainLine* Magazine. Additional fee payable for US Scale Rails Magazine posted monthly. All fees are payable in Australian Dollars to Denise Bennett, Membership Officer. New Zealand members basic fee payable as \$NZ 25.00. More information available from the 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

As the year closes it is worthwhile to look back on some of the year's achievements:

Narrow Gauge SIG successfully held a convention.

The Canberra Division successfully held a convention
The Northern Rivers Division widely displayed their modular layout to high acclaim.

The NSW Division HO Module SIG successfully ran a train show at Bligh Park.



MainLine Editor

In addition all the Divisions continued to run their regular meetings in member's homes. To all the hosts of these meetings; thank you as this is the strength of our Association and differentiates us from other model railroading groups.

2005 has also been a busy year for the Committee with the updating of the Region's constitution to bring it into line with the new structure of national association in the USA. I would like to thank all those involved with this work

Welcome Aboard

In the past couple of months two of clubs have joined the Region; the Taree District Model Railway Club and the Logan District Model Railway Club. These clubs have joined the Association under the 100% member club scheme.

I would like to welcome the members of these clubs to the Association and encourage them to enjoy the wide range of benefits NMRA membership offers.

This is the last edition of the *MainLine* under David Jupp's editorship. David has been producing the *MainLine* since mid 2002 and has been steadily improving the quality of the magazine over this period.

On behalf of the Region, I would like to thank David for all his efforts on producing the *MainLine*, as this is a significant volunteer effort. From the Autumn 2006 edition, John Arrowsmith has agreed to take on the editorial position.

2006 Convention

The Region's convention this year has been set for the weekend of 14/15 October and will be held at the Niagara Park Community Centre on the Central Coast of NSW. It is proposed that Saturday will be clinics and workshops and on Sunday layout tours. Full convention details will be sent out in the near future.

I encourage all members to come along to learn, participate and socialise with your fellow modelers.

Cheers, *Robert Peterson*



From the Editor:

This is quite sad for me as this is my last edition of MainLine as editor, a job I have really enjoyed until the pressure and hours of my real job got the better of me. I am extremely grateful that John Arrowsmith has accepted the challenge of the position commencing with the next issue. John has considerable experience in computer technology and producing magazines, so I have no doubt that he will take MainLine to a new professional high.

During my position as editor over the last 14 issues, I have been extremely grateful to the article contributors and especially the following members, John Saxon who gave valuable help, John Baker who helped round up some of the advertisers, Sowerby and Jenny Smith who have been involved in the packaging and posting of MainLine for 20 years, Sowerby also for his photographic expertise and contribution, and of course Kim who stays up when I burn the midnight oil, helps with the packaging and provides invaluable colour analysis and decision making for the front covers. I'd also like to thank President Rob Peterson for helping get me out of trouble when I suffered a colour printer failure during the printing of this issue and of course

the committee for approving the concept and paying the bills. But most of all, those members who have enjoyed MainLine, passed favourable comment and voiced concern when the last two MainLines missed their release deadlines, I thank you.

What am I going to do with my time Now? Well, the layout room is a shell waiting for a start so that will be high on the priority list. Hopefully I will be able to document progress and maybe even present the advancement through in the pages of MainLine with the approval of the new MainLine team. That however is a long term project and I hope the quality of my new dream will be up to standard. If you have not already guessed, my prototype is the Union Pacific and acquisition railroads (hence the numerous front covers and articles supporting same) from the early days, big steam, Gas Turbines, double diesels right up to and including the modern behemoths such as the SD90Macs, AC4400 and 6000 series locomotives. Although it would not be considered prototypical to run these together, I have a plan that will make it all work, be it all without the politics that seem to surround the modern Union Pacific. Oh, and there will be some tight radius, steep incline logging on the layout as well.

Enjoy your dream, but above all have fun modelling railroads.

David Jupp

Region Roundup

Division 1 Queensland Ian Venables

1. June and July were busy for Div 1, with members supporting an information stand at the 2 day annual Toowoomba Model Train Exhibition, and then a full day in Toowoomba three weeks later with our bi-annual double header.

Division 1 News

2. In line with my policy of accepting any help I can get, at the same time having more members involved, two of the regular Division 1 tasks are now being looked after by other members.

3. Graeme Davis has raised his hand and volunteered after the Achievement Program, so as at 1st July, Graeme has the job. We have all seen Graeme's work at past meetings and local shows, and are aware that he is well equipped for the task. We can all look forward to his contribution to the Division 1 Achievement Program.

4. At the same time, Ian Venables has volunteered to look after the newsletter, so the newsletter that you are now reading will be the last put together by me, with Ian reporting on the Toowoomba visits in a later newsletter. You can expect a different style (and different photo's) from Ian as he's an L&N modeller and an avid bird watcher. So don't be surprised if we see a photo or two of a Yellow Breasted Kentucky Geep.

5. One of the results of our Toowoomba Show stand, was an application to join from a prospective On30 modeller, who is converting from 9mm. With Kerry coming on board, our modellers of the Narrow Gauge persuasion form a fair percentage of Division 1, so I have asked Tony Reidpath to be the Narrow Gauge SIG co-ordinator. His task, now that he has accepted it, is to keep the balance of Division 1's membership up to date with things narrow gauge. You will see a few words from Tony later in this newsletter.

6. By now you would have all received your ballot papers regarding changes to the Region Constitution. I urge you all to complete and forward as requested. The changes were brought about by changes to the **BIG** NMRA Constitution as a result of the implementation of the Long Range Plan. The Australian Region Committee (formerly the BOD, now the ARC), has put a lot of time and effort into the changes and their efforts now need to be supported by us, the membership.

Toowoomba Show

7. The annual Toowoomba Model Train Exhibition was held over the weekend of 18/19 June. This year was a

milestone for Division 1 in that it has been 10 years since I was first asked if the NMRA would like a table to display membership information. In the early years, our stand was un-manned because as a full member of DDMRC, I spent the first couple of shows working in the canteen.

8. In the 10 years we have been involved, we have progressed to the point where we present an annual award to the "Best Layout as Judged by Modellers", which is supported by a perpetual shield on display in the DDMRC clubrooms. We also have a permanent spot at the Exhibition, where each year Division 1 members put their modelling skills on public display with layouts, modules, and modelling displays, all in addition to extolling the benefits of our organisation.

9. In appreciation of their very good support to Division 1 over the 10 years, I presented a Certificate of Appreciation from the NMRA to DDMRC President Bob Claydon at the annual TMTX dinner. The Certificate was signed by David North, the Regional Trustee; Alan Garbutt, Australasian Region President; and myself as Division 1 Superintendent.

10. This year we were very pleased to have Allan and his wife Ruth present at the show and the presentation dinner. In his last official function as Region President, Allan spoke about the Region's philosophy of supporting railway modelling at the grass roots level, and in particular the provision of liability insurance to groups through their members NMRA membership. Alan's talk, combined with discussions around our information stand, has led to three enquiries from groups in SE Queensland regarding membership.

2005 Layout Award

10. For the past six years, Division 1 has been presenting an NMRA sponsored Award at the annual Toowoomba Model Train Exhibition conducted by the Darling Downs Model Railway Club (DDMRC). The award, for the best layout on display as judged by a panel of modellers, is recorded on a perpetual shield on display in DDMRC clubrooms.

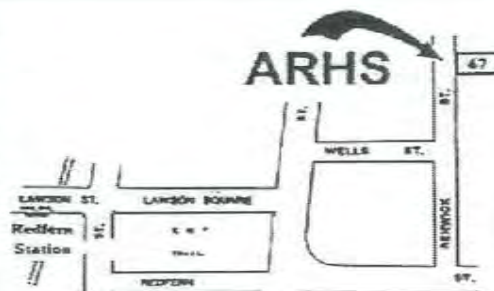
11. The 2005 Layout Award was presented to John & Lynne Pavitt for 'Lyncombe Vale', a OO scale representing the British prototype. Lyncombe Vale has been in the top three every year it has been eligible for entry, and it is good to see that John and Lynne's efforts have been recognised.

12. In a change in judging format, this year we used the NMRA Achievement Program guidelines in a more formal manner. This change gave us more visibility in our scoring, a more concise allocation of points, a method to even out the bumps of personal preference. The two judges, Division 1 members Graeme Davis and Roy Berriman, were quite surprised with the ease at which the new method enabled them to carry out the judging.

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

That's about all for this one

See you in September
Glenn

The September report from Ian was printed in the last issue of MainLine.

December 2005

Springwood

Display Layout Progress

Last month on your behalf I recognised and thanked some of those who have contributed so much to our display layout. To continue this we must thank Ross Evans, who while not fully involved has donated many bits and pieces to the NMRA for use on this layout. Ross is very much an NMRA man and he has given us many items of rolling stock, scenery accessories, etc. including a Missouri Pacific GP-18, 3 caboose, about 20 freight cars and several other bits and pieces. While some of us have been working on the layout, Ross has been getting many of his photographs laminated so that they can be displayed when we eventually go public.

We should also acknowledge the help from Paul Skehan who supplied us with many points, most the points we need, at a very reduced cost. Paul has also worked on the layout when time permits.

The two bridges have been assembled but not in place yet. Of course the river has to be finished first and the river banks and stone abutments and pylons installed. While we have had some delays it is important that this layout justifies our commitment to NMRA. Things must be done correctly.

Visit to the Oma Belt in Toowoomba

Visits to Mark Ward's Oma Belt RR are always popular. Although unfinished there is enough of every aspect of model railroading for us all to be inspired. Mark's RR has the construction and finish that we all dream about, excellent design, captivating scenery, superb track and lineside features, great lighting, good control features, befitting rolling stock. The eulogies just go on and on. Mark and Heidi are always wonderful hosts and our visits are always a highlight of the year. The meeting was also the chance to present Garth Fraser with an Achievement Award for Structures and Grahame Davis his Achievement Award for Engineering – Electrical. Garth's award is his final needed to become a Master Model Railroader – Division 1's first MMR.



Glenn Stevens presenting Garth Fraser with his Structures Certificate. Garth has now qualified as our first MMR – Congratulations Garth. Photo by John Saxon



Grahame Davis receives his Engineer-Electrical certificate from our Division Superintendent. Photo by John Saxon.

Grahame isn't very far behind Garth to complete his full qualifications. Congratulations to them both. The official presentation of Garth's MMR will be at a later date.

At this gathering the formal part, ably conducted by Glenn, gave us a chance to consider whether or not we have monthly meetings. It was decided that we would continue with the two monthly meetings as this would be easier on the non-Brisbane and otherwise busy members. Another item discussed was the NMRA shirt, perhaps not just as a uniform for the display layout but for Div 1. as a whole. A long discussion about the merits of different styles ensued. It was decided that we get quotes for a light-weight, blue, short-sleeved sports shirt with two pockets and the AR logo and the words National Model Railroad Association embroidered on it. Mark Ward and Geoff Aldridge are scouting out suppliers and quotes.

In the Show and Tell section Glenn Stevens showed a selection of B&O cabooses. Bill Perry had a number of N scale locos both diesel and steam. Mark Ward showed us his enormous and intricate Columbia River Bridge in brass. Graeme Prideaux showed us an Australian profile shop made by Strucrama. A special thanks to Mark and Heidi for having us as visitors at such short notice.

Achievement Programmes

Since becoming AP rep for Qld (Another guilty party), I have been contemplating the talent we already have in Div.1 and can see all those AP awards going begging, but for a little prompt or two.

The AP really is a motivational tool which results in better modelling, more enthusiasm for one's layout, etc. and it gives us all a greater sense of pride in the finished product.

Becoming MMR's for Div 1 would be a challenge (ask our illustrious Garth Fraser) and importantly OUR division gets recognition!!

A lot of you may not be aware that you have at home layouts, part layouts and dioramas that are already of sufficient standard to pass the Golden Spike award and some would pass a few of the other awards also.

So, in the Newsletter, what I intend to do every couple of months, is briefly set out the simple points you require to pass each category of the program starting with the Golden Spike award. So watch out in the future Div.1 Newsletter! Until then contact me if the mood strikes.

Grahame Davis at e-mail:

Blackadder49@icqmail.com or phone 5463 1475. Keep Smiling!

Answers to Last Issue's Quick Quiz

1. Columbia.
2. To acknowledge that the B & O traverses both Yankee (blue) and Reb (grey) states (Civil War).
3. Columbus & Greenville.
4. They were originally 1800hp engines and 'E' is the initial letter for 18 (18 hundred hp).
5. Boxcar for general service items requiring protection from the weather, with or without lading tie-anchors and equipped with side or side and end doors.
6. That there is another section of that train following.
7. Denver Rio Grande & Western.
8. 4-8-0.
9. To the operating rod end of the brake cylinder.
10. Two.

Try Yourself Out on a Few More

1. The reporting marks "WAG" stand for which line?
2. If you had to ship freight from Duluth, Minnesota southwest to Sioux Falls, South Dakota by the shortest route in 1948, which railroad would you contract?
3. What sort of passenger coach is designated as 'PD'?
4. How does a conductor, using a lamp, signal to an engineer to "reduce speed"?
5. What railroad used a heart in its logo?
6. What private car company used the reporting marks A R T?
7. In what year were Alco RS-1 diesel-electric locomotives introduced?
8. Which railroad logo depicts a buzz-saw?
9. What manufacturing company made the most Shay locomotives?
10. What other country in North America did the Southern Pacific run in?

May You All Have a Wonderful and Peaceful Christmas and May You Have the Time and Inclination to Share It With As Many as Possible. And Hoping that Your New Year Brings You Plenty of Railroad Time with Many Personal Successes and Goals Reached.

February 2006.

Display Layout Progress

Work on the display layout has recommenced for 2006. Bob Brown's patience is being tested again and all modules have been left erect for some months. We now have all of the track laid, all of the drop feeders, connectors and buses installed. The two main bridges have been built and work on the river is progressing so that these can be fitted. The grain elevator is being finished and scenery profiles are about to be laid. No doubt there will be a test run as soon as possible and that is sure to fire up the enthusiasm. It is genuinely expected that our first showing will be at the Toowoomba Train Show in June.

Queries

There must be many ways we can help each other as Division

1 NMRA members. Some of us do have the chance to get together about every 2 months but that time is often taken up with important matters and queries from individual members can be easily overlooked. There is a lot of information held by our members and a lot of it would be helpful to other modellers. Some have been involved with MR for over 40 years. Others have huge holdings of various magazines and books. Still others may have visited the US and carry a lot of knowledge in their heads. I know several of our members belong to one or more of the historical and technical societies based on an American railroad and so have access to their journals. What is one member's junk pile might be just what someone else is looking for. So I think we should start a "query" or "seeking" section in our newsletter. So please send along your "Queries" and I will publish them in the hope that one of us can solve your problem.

Here's Another Ten Questions for You

1. What railroad featured a beaver in its logo?
2. What is the designated weight of a class "A" Shay locomotive?
3. What railroad used a herald containing a monad?
4. The Uintah Railway Co. ran only in Utah. What product was this railroad built to carry? There's a clue in the name!
5. What railroad used to run to Key West, an island well off southern Florida?
6. What railroad used a simple "M" as its reporting mark?
7. How many states of the U.S. did the Great Northern service?
8. Why were Russian decapods called "Russian"?
9. What designation is given to a 6-wheel truck on an electric or diesel-electric locomotive with all 3 axles driving?
10. What railroad ran its overnight boxcars designated "Sentinel"?

Answers to Last Issues Quick Quiz

1. Wellsville Addison & Galetton.
2. Great Northern.
3. Tavern car. A car fitted with a bar and tables and seats.
4. Hold lamp out at horizontal arm's length from the shoulder when train is running.
5. The Seaboard Air Line.
6. American Refrigerator Transit Company.
7. 1943.
8. Missouri Pacific.
9. Lima.
10. Mexico.

The Power of Pictures

We see dozens of photographs and painting of railroads. Out of this plethora of information some stand out as inspirational. This is a very personal thing but subjects in some photographs just call out to be modelled. One of these photos is on page 42 of Beebe & Clegg's "Mixed Train Daily". This is of an engine house clad in corrugated iron with quite a lot of the front cladding falling off. This type of engine house must have been reasonably common. Another similar engine house appears on

page 56 of the same book. In Steve King's "Clinchfield Country" on page 24 is a photo of a small coal tippie that looks so fragile a working exhaust could easily blow it over. Yet this tippie's footprint is very small and most suitable for a layout industry. In Trains Feb. '59 is a photo of the Sumpter & Choctaw in Georgia. A small 2-8-2 idly steams away while a flat car with a railed steam crane helped by a muscular worker using a crowbar load logs on to other flatcars. That situation screams out to be modelled. In another Trains magazine is a photo of the crew of a SW-1 diesel using the loco's walkways as a platform from which to pinch apples overhanging the track. Is such a scene possible on your layout? These little vignettes personalise your railroad and give it authenticity. How many models do you see of a small town that has just experienced a shower of rain with wet shiney roads and roofs rather than the flat painted ones. Almost all of the towns we see on model railroads are built on flat ground. Few are built on sloping ground. I have never seen a model where the viewer looks down a slope into the right-of-way yet this is a common situation. This requires the layout edge to be higher than the first track in from the edge. It could be done so that the viewer is in a sloping backyard with a board fence and the railroad on the other side of the fence, lower still than the fence base.

I've seen curved rivers coming across the railroad where the higher, steep banks are on the inside of the curve; exactly opposite of the situation in nature.

A lot of compromises have to be made for all sorts of reasons on a layout. But we should endeavour to get things the way they are in nature. And we should use all sorts of vignettes in our scenery to give scenes interest throughout our layouts. Another one that comes to mind; how often do you see silver-grey boards on un-painted buildings depicting old timber? I once did some experiments trying to emulate the silver-grey we so often see on wood. I tried painting Northeastern lumber grey and then wiping silver paint over the grey using an old cloth. It turned out fairly authentic. I tried other methods using greys, silver, indian ink, etc. and although results were slightly different with each method used, they all looked real! Give one a try and build something from your results, even if it is just an old dunny. One for the creative modeller or the closet architect would be to build an Art Deco cinema across the road from your station. If it is a small town your theatre could still be Art Deco in style but only just. That is, it could be "cheap" Art Deco. You wouldn't expect to see a classy expensive theatre in a small town of only a few hundred people. Still a proprietor might like to try and get the public in with a touch, and only a just a slight touch, of style. We see only a few sorts of trees on models. I have an urge to make a few weeping willows for our display layout. I've got few ideas yet of how I'm going to do this but I would like to see a willow or three on our river bank with their hanging foliage in the water and being dragged slightly downstream by the flow. Why? Because it is so common and yet no one even seems to model it. I saw a layout in Sydney a couple of months ago that had a pond where cattle came to drink and in the edge of that pond the soil was shiny and wet and peppered with hoof prints holding shiny water. Looking at such a scene you have to convince yourself that you are looking at a model rather than real life. But that railroad was one where there were many

such scenes and populated with people in the right fashion for the times. No car was a later model than necessary and certainly all of the rolling stock was "in time". How do these guys do it? Firstly they keep their eyes open. They see what happens in nature and real life. Then they work out how to model that. Sometimes it can be a complicated job but each complicated job is the sum total of lots of simple jobs. Another thing is to remember the era we are modelling. You remember back to a time when people did more things for themselves if you are modelling the 40's and 50's. "Practical Mechanics" magazine was full of do-it-yourself projects. That slowly lost appeal as people spent more time in front of television while cheap imports and improved wages made it unnecessary. So modelling that era might require you to put a backyard shed in a scene with a few half finished projects leaning against the walls. In the 60's the shed could now be a bit run down and a car being hotted-up or if in the 70's a local rock band practising in it. Please don't have the sound on though!

A final scenic flaw that is so common. Usually you see model buildings sitting on the land as though they were just dropped in by helicopter. Yet just about every building I've ever seen has a splash band around it from the ground tapering in colour strength to about a foot or two from the ground. This band is a splash of the colour of the local soil.

Division 2 Canberra

Viv Brice

The first meeting of the new year was hosted by Tony Payne on a stinking hot day. Turnout was good considering that this was the holiday period. Tony gave a spiel on a plan by the BNSF and the UP to join forces on the Spokane, Washington to Atholl, Idaho route, a distance of 42 miles. This was initiated by the State of Washington in an effort to reduce the number of accidents and fatalities at level crossings, of which there are 72 on this route. As most of these are on the UP route, the proposal was that UP trains should be moved to the parallel BNSF track. However, this was raised in 2001 and so far, little appears to have been done.

We then had a look at Tony's layout. It's the first time I had seen it since before our mini-convention last September and I was impressed by the addition of ground cover to all of the layouts previously 'bald' areas. It is quite amazing how this changes a layout and adds so much to the realism of the scene.



Tony Payne receiving his Golden Spike award from Viv Brice during the ACT Division Christmas Dinner.

Division 3 Victoria

Rod Hutchinson

The November 2005 meeting took place on Sunday 13 November at the Alexandria Timber and Tramway Museum in Alexandria, northeast of Melbourne. 15 members & some spouses enjoyed a beautiful spring day in rural Victoria. The meeting was a two-day affair with an escorted walking tour to the historic timber mill and tramway sites in the Royston Valley, a tributary of the Rubicon River on the Saturday. 8 members, some with partners, took part in the tour. The tour was organised by Peter Evans, author of *Rails to Rubicon*, and operated under the auspices of the Light Railway



Rubicon Royston Power Station

Research Society of Australia (LRRSA). The mill sites are quite accessible to walkers but some bush bashing was



Group photo on the bridge

required. The mills sites are Clark & Pearce #4 and #5 located near the confluence of the Royston River and Whisky Creek, (maps in *Rails to Rubicon*). A number of artifacts were seen including boiler and winch remains and the layout and design of bush sawmills was evident. Peter Evans explained how the



No. 4 Mill boiler remains

sawmill layout was designed including the use of gravity to maneuver logs. Mr. Evans explained the tramway design describing the differences between logging lines and outlet tramways. Lunch was had on top of the # 5 mill sawdust heap, which is as large as a house. A walk along the logging line upstream of both mills, which included a scramble down an incline tramway allowed participants to view a large range of bridge and cutting designs. Finally, a drive to Royston Power Station to view the general site arrangement and associated 2' gauge aqueduct inspection tramway. On the Saturday evening, LRRSA/ATTM, to the delight of all participants, opened up their bookshop, provided a barbeque and a diesel-powered train. The Alexandria Timber and Tramway Museum (ATTM) was open to the public on the Sunday.



At the Sunday meeting, L-R; Grant McAdam, Andrew Davenport, Geoff Truman & Ken Hughes.

The NMRA Sunday meeting was held at ATTM. Those who stayed over night were tired from either the bush walk or Saturday night's festivities. This was in stark contrast to those bright eyed and bushy tailed people who drove up on Sunday for the NMRA meeting. Grant McAdam kept the formal part of the meeting very brief. It was held in a lovely rotunda with barbeque facilities on the grounds of the ATTM where members and partners could watch the Fowler Steam Locomotive pull the ATTM train in comfort. Show and tell items included Michael Holian's 1950 CFA tanker and Laurie Green's buildings, all in O scale.

Others contributed an assortment of magazines, photos and plans. Grant concluded by thanking (in absentia) ATTM for allowing us to hold a meeting at their premises and the LRRSA for providing the escorted tour.



The *January* 2006 meeting took place on Sunday 22 January at the home of Peter MacDonald. 16 members, 1 spouse and 1 visitor braved the forecast 43-degree heat to get together in air-conditioned comfort.

The meeting followed the normal Victorian Division 3 practice with lots of chitchat about modeling, particularly progress on projects pursued over the Christmas period. A barbecue lunch for the heat resistant, a cold lunch for sensible folk and an abundance of show & tell made for wonderful day.

Our host presented us with a, works in progress, Berg's On30 Krauss and Phil Badger brass etched fencing, a number of critter locos from Michael Holian and Ken Hughes and Grant



Above Peter McDonald's VR layout, RM-91 and Dy481 in the background.

McAdam had the beginnings of an O scale Fire Station. Michael also brought a long an enormous 1:20.3 scale Rogers loco which he had weathered and detailed. Laurie Green just brought himself so Gavin Hince had the best (only) backwoods structure; an engine house. Robert Powell brought a The



Some of the Division 3 Team.

scratchbuilt 1/2" scale barrow with figure and our colleagues from Ballarat, Paul Ritchie and Ian Mitaxa displayed frames

for their Pacific Electric 500 Class and trolley powered by two Tenshodo Spuds respectively. Bob Jensen presented his Trainorama

NSW 44 class, LX & VLX freight cars, and 'golden white' leds, which have the yellow glow of steam era headlamps. Rod Hutchinson brought his latest version of Gum Tree made from Sedums and the Video "Building Craftsman Kits" by Scott Mason (USA), which attendees watched until Grant interrupted viewing with a formal meeting. John Dennis presented us with Redfern Models (Peter Grace) models On30 Hopper and VR NQ open wagon, which invited a lot of interest and comment. As usual, a wide variety of magazines and some commercial samples provided plenty of material for the devoted modeler. I was not going to mention it but another O scale VR nA turned up; this time Ken Hughes was the culprit.

Grant concluded by thanking Peter for allowing us to the meet in his really cool air-conditioned home, however he didn't present a thank you plaque because he didn't have one.



Peter McDonald's VR layout C10



Gavin Hince's O scale Engine House

Right
VR-NQ open
wagon from
Peter
Grace's
Redfern
Models.



Division 4 Western Australia

Frank Godde

Hope you all win a million dollars this year at some stage, cause I will be trying very hard as well.

I spent a lot of time in the train room over the festive days and got a lot done ,more scenery ,track laid on the branch line , trees planted and so one. Its' starting to look real good. I am also working on a project for the AMRA show this year in ON30 should look good as well.

Our December meeting was very well attended with five members and two guests, as it was the Christmas meeting we did not have any talks on railroad subjects but will continue with these at the February meeting.



After a coffee all round it was into Bobs large train room and out with the big stuff, a couple of Marklin big boys, an Athearn challenger, and two new Broadway AC 6000's with the QSI sound systems. The sound was deafening and in the evening one of the neighbours came over to thump on the wall, ha ha .We will, at a later date lash up some more AC 6000s and post you some pics.

This year I would like to do a screed on all of the members active in the group. Railroad interests, layout size and construction and so on etc etc.

Our February meeting will be at Peter Scrafe's place. Pete is in the running stage with not a lot of scenery.

The talks will be on Potlatch, a small railroad in the USA and also the simple ways to treat and distress planking and cardboard used in scratch building. I will also show you how to grain timber with paint. See you soon. *FRANK.*

Division 6 South Australia

Ron Solly

On a fine Saturday of November 12th after the very wet weather we had earlier in the week, we had our last meeting for 2005 being our Christmas BBQ at the home of Ray Brownbill at Forreston. 25 people attended & the formalities were kept to a minimum. The new raffle to be drawn in Feb 2006 was started with prizes being a gift voucher from Junction Models and an HO scale kit of a USA building



donated by Len Opie.

Mention was made of the new National Librarian, David Howarth who can be contacted on 02 9498 4995 e-mail librarian@nmra.org.au Of course our local video librarian is Al Harris & our paper librarian is David Lovering. The reason for the delay in the Mainline was highlighted & that the Region is looking for a new Editor.

Frank Giddings, a member up to the end of October had not renewed his membership mainly due to poor health. We wish him well.

The next part of the day was perhaps the most important formal part..



Ian Wade (right) receives his Golden Spike award from Ray Brownbill, the first for Division 6.

Our Division AP Chair, Ray Brownbill presented to Ian Wade, a framed certificate of the Golden Spike award for his layout, etc, that he had on exhibition at the June 2005 AMRE show. Ian is the first Div 6 member to get this & is a prelude to other members getting either Golden Spike or AP certificates towards their MMR. Congratulations Ian.

The rest of the afternoon saw members & family not only enjoying a nice BBQ but also being involved in the running of locomotives, their own & Ray's on his DCC layout – Wild Creek.

I am sure all enjoyed the afternoon.

Division 7 Sydney

Philip Anderson

Some 54 Members and visitors were on hand in *August* to see the last meeting hosted by the Modular S.I.G. at John Baker's home at Kellyville. SIG members ran a variety of equipment from many eras, it was a delight to see. The Div 7 Superintendent opened the formal part of the meeting at 3pm and introduced the new President, Rob Peterson. Rob gave a short address and

reminded members of the voting coming up and also of the Canberra convention.

Vice President, John Saxon, then presented Gerry Hopkins with an AP award for the high level of AP achievement per capita that has been attained in our region. Gerry thanked the membership for their participation. Gerry presented John Baker with a birthday card, which Lauris had made. John celebrates a significant milestone on the 16th August. Members followed with a rendition of Happy Birthday for John.

Jason McNair, one of the SIG members very kindly brought along a very good sound system for our use on the day and demonstrated the "Loksound" system. It is quite amazing. Stuart Sharp very kindly has donated some items which will be raffled at the Christmas party. Rob Barker, the acting coordinator of the SIG, accepted

The cheque and plaque. David Latham mentioned that he wishes to relinquish his role as our librarian. David has done this job for many years and would like to spend

some time travelling with his wife, sue. So any Sydney based member who would like to take over please get in touch with David.

Our meeting over, the members got stuck into the afternoon tea organised by the SIG members.

On a sunny and warm September Saturday afternoon we gathered at Jenny and Ken Scales' home for our september meeting. A good size group was on hand to visit with friends and view Ken's layout for the last time. Many of our usual attendees were away on various trips around the countryside. Despite those absentees we still managed a group of 56 members and visitors. Ken had spruced up the scenery on his layout with a mixture of water and metholated spirits. It certainly looked fresh and his trains were running very well. (Always a bonus on visiting days!). Our President, Rob Peterson, advised us it was still possible



A scene from Ken Scales MMR layout.

Photo Gerry Hopkins.

for late registration for the Canberra convention. Marcus Ammann announced the result of our recent ballot for the change in our constitution, which was a unanimous yes vote. David Latham has now passed the role of video and DVD librarian to David Howarth. David Latham had been in the role for over five years. Thank you David for those years of volunteering your time and service to the members, Australia wide. Ours is an organisation that simply would not function without volunteers in our midst.

David Howarth joined us in 2004. He had been a member of the N.M.R.A. in the U.S.A. in the 1970s while living in the their. Our thanks also go to David Howarth for taking up the role and we wish you well.

John Montgomery brought along some of his modelling using bits and pieces of computers and cotton reels. John's ideas are very well worthwhile and are a good saving. Jason McNair brought along his sound equipment again and we were able to have some very welcome music in the background during the course of the afternoon and use his cordless microphone for our announcements. Thank you John and Jason.

The Div Supt. thanked our hosts, Jenny and Ken and presented the meeting plaque and cheque. Jenny drew the ticket for the lucky door prize, the winner was Trevor Humphreys. The members then enjoyed a lovely afternoon tea. Thank you to our hosts.

Saturday the 15th. October saw 56 members and visitors attended the ever popular layout at John Baker's home. John has some new scenes on his layout and there is always plenty of things to look at. The trains ran superbly and a number of first time visitors marveled at the size of John's layout. Speaking of visitors, Arthur and Kerry Haberlin enjoyed their visit. Arthur is in Sydney on a short contract with The Australian Rail Track Corporation. They live in the U.K. where Arthur is an NMRA member. Kerry is a Sydney girl, so is happy to be back in town for a few months. We were happy to see Bill Oakes from Forster and also Ted Roberts out from the U.K. for a family visit. Gerry Hopkins spoke of the Achievement Awards and gave Kelly Loyd an A. P. for author.

The Div Super. advised of Christmas tickets being on sale from today's meeting. Same price as last year, \$20 per person.



The number two 'small' roundhouse on John Baker's layout. Photo Gerry Hopkins.

The venue this year is the Hunters Hill R.S.L. hall on the 10th. December. There will be a modellers competition at the party this year. Bring along your favorite railway item, be it an engine, rolling stock, a building or a scene. It is a "fun" event. Judges will be chosen on the day, from the ladies present. The lucky door prize was drawn by John Baker's daughter, Julie. John Booth was the lucky winner. Thank you to all the ladies who kindly assisted Julie with the lovely afternoon tea. Thank you John and Julie.

Product Review

MASTERswitch(Solenoid Point Motor Operating System)

Ron Solly

We in this hobby have used many ways of operating Solenoid Point Motors from passing contacts, wandering leads to pushbuttons and also using either DC/AC volts direct or DC volts via Capacitor Discharge units. All have been partially successful but the problems are two-fold.

- (1) Having enough volts and amps required to operate more than one motor at a time reliably.
- (2) The arcing of contacts either immediately prior to contacts making or the breaking of the circuit. (Capacitor Discharge has usually been used as the best of all methods to overcome some of the problems – but these still don't completely stop arcing).

However if you DO use a large power supply or a capacitor discharge power supply with enough voltage to operate multiple motors at the same time, it can cause other problems when only operating one motor. Single motors may need padding out resistivity to balance loads so all motors are getting the same amount of power with no risk of damage. It can be almost like cracking a peanut with a sledgehammer. Despite this many modellers have eventually worked out the best way for their situation.

Now a new product to operate solenoid point motors has arrived from DCCconcepts. It is called MASTERswitch(and is a small PCB supplied with DPDT switch, LED's and resistors; there are two full sets per pack with a very descriptive instruction sheet.



I tested them on my various Peco Code 75 points – some with motors fitted directly underneath the point and others using the adaptor plate for above baseboard mounting. All of my point motors are standard PL10 and have the Accessory switch fitted to enable frog-switching, etc and operated using a Capacitor Discharge system and pushbuttons with diode matrices.

This new product MASTERswitch(that I will call Ms for short, normally uses a DPDT switch that can also switch frogs and LED's to indicate point setting and there are many options detailed on the Instruction Sheet.

One big thing in its favour is that the older operating systems using wandering lead and/or pushbuttons can still be used even with diode matrices.

While the instructions indicate 12-15vDC, I found that points with Accessory switches and /or using adaptors require a higher voltage and I found 17v for one motor and one Ms while 19v for two motors and one Ms is required.

Part of my testing saw me remove accessory switches from two motors – one normally installed direct to the point and the other on an adaptor. In both cases, 15v un-regulated worked satisfactorily as singularly operated units.

These voltages are No-load readings from an Un-regulated supply like using a A&R transformer and bridge rectifier – cheap but in this case a little bit nasty. In the interim, I will be using a cheap 19V un-regulated supply because I have it available and that my points are predominantly in ladder track formation mounted on adaptors. One minor downside I have found is that by using that type of power supply, it may create a noise similar to when using AC to operate the point motor. This can be heard until motor is completely switched.

Now if it is intended that each point is controlled using the supplied DPDT and with the motor directly attached to the point, then the accessory switch is DEFINITELY NOT REQUIRED.

Another aspect is that if the power supply is a good quality Regulated supply of 12V at 2Amps, then the concept of 3 motors per Ms is achievable. If the modeller is using adaptors, then it is suggested that the Regulated supply be at



least 15V at 2Amps. Using a Regulated supply will also remove that noise problem mentioned before – it is actually caused by the power supply, not the Ms.

I see the main benefits from using Ms being the arcing of contacts has been almost eliminated; that the point motors do not need to be hammered with a higher voltage to operate which must lead to a longer life and by not using Accessory switches, we reduce loading on the motor so we have a more reliable result all round for switch, point motor and frog switching.

Also one of the benefits from using Ms is less heavy wiring as the PCB can be mounted next to the point and with finer wiring to the DPDT. Like most good Capacitor Discharge

circuits, as the supply voltage goes to zero after operating, the likelihood of burnout of coils is reduced.

Notwithstanding all of the above, if the point is not installed properly to start with, then anything we do to help it operate is facing a hurdle to start with.

Since starting the testing of these units and putting finger to keyboard, I am getting more convinced that while I am going to remove my existing capacitor discharge system and replace with Ms to obtain some benefits but retaining pushbuttons to make track/route selection easier, an electronic change-over switch to go with the Ms to replace motor-mounted accessory switches is the next needed product!

For those who maybe interested, the only connection I have with DCC concepts is a satisfied BRMA customer.

Addendum

Wiring a model railway is a constant learning exercise! Since I first prepared a review on the above item, putting them into practice on my layout has found a problem and a solution.

Background: My testing had been done with two Peco point motors and Ms and a power supply of 17vDC which used a 2 Amp fuse as protection, basically the same as a capacitor discharge supply.

On installing units onto two points and using toggles, things worked really well. However, I noticed that whenever I switched on the 240v AC for the layout power, the motors attempted to operate. This was not a fault in Ms or Wiring - it is due to the fact that the Ms transistors provide a pulse of straight DC power to motors whenever their input is activated. This activation is of course normally by the operation of a toggle or pushbutton but as a circuit can't differentiate, it also activated whenever mains power was disconnected for a period and then reconnected.

As a consequence, when I installed the Ms onto two additional points, I found that when I switched on the 240V AC, all points generated a momentary load at the same time and my 2 Amp fuse in the 17vDC supply blew. (Most solenoid point motors take about 1 Amp each to operate so I had 4 motors trying to operate via a 2 amp fuse when I switched on layout power).

So after a bit of experimenting, I fitted a circuit breaker of 3 Amps (Circuit breakers are designed to ignore short peaks, so this 3 amp one will not trip until about 6 Amps is drawn for about 1 minute) & I had no problems with the 4 points. I expect that this circuit breaker will easily handle at least 6 points at once.

Extending this concept, it is thought that a 5 Amp supply and circuit breaker would be sufficient for around 10-12 points at once. Note that a standard transformer will take many times its rated peak for a period much longer than the turn on surge, so using a higher rated circuit breaker is NOT a risk.

NOTE: A high power regulated supply is available from DCC concepts, and a regulated Power supply would even perform better, especially if it is combined with using low current Peco point motors PL10W (They draw less than half the current of a standard Peco PL-10).

So, a problem found and a solution created. The real benefit out of this is that now I've learned about circuit breakers the occasional frustration of a blown fuse has gone forever!

In regards to using Ms, their benefit is far beyond the slight change in power supply protection that is necessary for multiple installation, so I suggest the following: If your layout has more than one control panel, each panel could have a single added on/off switch in the line that connects the DC power to Ms covered by that panel, sort of like turning each individual "signal box" on and off. This way, you can still enjoy the benefits of Ms and the initial surge for many Ms would be smaller than the whole layout at one time.



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A BLAST FROM THE PAST

By John Eagles

Old belt drive lathes, mills, drill presses and other ancient machinery stand mute on the workshop floor. Material racks sag under the weight of long forgotten parts, pipes, barstock and rust.

Weeds grow among the junk piles that are scattered everywhere. The conglomeration of clutter is gorgeous. The woodwork is well weathered and the corrugated iron is streaked with orange and reddish brown hues.



The rolling stock and locos have that well worn, homemade hand-me-down look that narrow gauge modellers find so cute and sexy.



Everything is covered in a rich patina of rust, grunge and grime. The only shine comes from the top of the two foot rails.

Am I day dreaming again? Or just drooling over the layout display at the last Narrow Gauge Convention?

Neither, it's April, 2004 and I'm at a working gold mine in Benguet, North Luzon, the Philippines. The mine is owned by the Benguet Corporation. According to them, they are the largest mining company in the Philippines. They own a number of other mines and mine a variety of minerals.

The mine I visited was opened in 1909, and as you can see from the photos, not much has changed. Due to falling gold prices the Benguet Corporation has turned part of the mine into a tourist attraction. The cost of the tour is 500 pesos (about SAUS 12.50) and its excellent value.

You get a history of the company, the mine and the surrounding area. Then you get issued with your safety gear, (hard hat, miner's lamp, gumboots but no earmuffs or safety glasses), and it's off for a tour of the mine.

First up is an inspection of the various pieces of mining equipment and rolling stock on display.

The two diesels on display are 6 ton Plymouths two foot gauge built in 1956. The electric trolley loco is 750mm (30



inch) gauge built by General Electric between 1932 and 1953. All up, the Benguet Corporation had 14 of these trolley locos and 3, 750mm gauge battery locos, also built by GE. They also owned 4, 3 foot gauge Whitcomb diesel mechanical 35 ton locos. These were built between 1953 and 1955.

We follow the train tracks through the mine, pausing to a watch a miner drilling the rock face with an air operated drill. Very noisy, remember no ear muffs. We stop off at the



underground "lunch room". It's really not much more than a hole in the wall. Meanwhile, the miner is preparing to set off a stick of dynamite in the hole he had been drilling. We put our hands over our ears and wait for the bang. And wait, and wait.

Our guide mutters something about the guy being new and maybe he's got the fuse wrong or something. She gets up to



investigate. Bang! I guess the guy got it right after all. After that little bit of excitement, we continue along the tunnel until we emerge from the other side. Waiting for us is one of the Plymouth critters and a string of ore cars. The ore cars have been modified to seat the tourists.

"God Bless Us", had been expertly oxy-cut into the dash of the Plymouth. As far as operating the critter, it's very basic. The smaller lever is direction control. The larger lever is



pushed down and moving it forward increased the speed. To brake, you pushed the lever down and pulled it backward which reversed the wheels.

As I climb aboard, I notice a large wooden tank on the hill above the tramway. It appears to be part of an old cyanide mill. The train heads off back through the mine tunnel, past the display and rolling stock and mining equipment, and across a river bridge. The river is stained a murky brown and I shudder to think what chemical maybe leaching into the river from the mine. This part of the mine is still being worked. The operation is pretty low tech and some of the workers were panning for gold. Small barrel mills are used to

help separate the gold. Their pay is 300 pesos per day and usually the whole family works for one wage. The working conditions would scare an Aussie miner.

And for the Standard Gauge followers...

Earlier this year (2005) I returned to The Philippines. I didn't get a chance to go back to the Benguet mine but I did get to take some photos of a standard gauge passenger train travelling south through Makati which is part of Manila. The Diesel is a General Electric Bo-Bo class built new for the Philippines in 1992. The 7A Commex carriages are possibly ex Japanese Railway stock. As you can see in some of the photos there are kids playing on the railway tracks and there are shanty town that line the whole length of the rail system. Welcome to the third world, sometimes we just don't know how lucky we are here.



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This article shows how to make industrial buildings, essential to generating railroad revenue, using card stock and your home computer to generate other essential materials relatively cheaply.

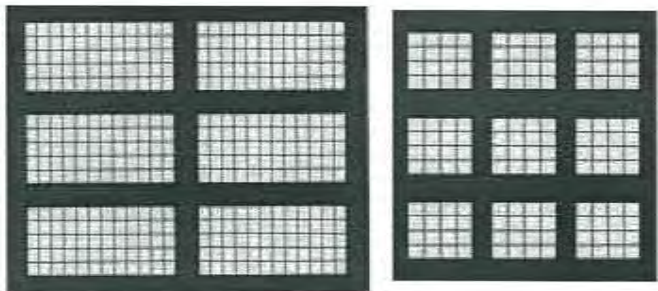
Firstly we'll look at some of the basic construction materials required to construct those railroad revenue generating industrial structures.

Card stock.

A good source of thick card is your kids', or grandkids', old school binders as most of these are made from 3mm thick card with a PVC cover which is quite easily removed. For those of you who are still in employment keep your eyes open for any old binders that are destined for, or have found their way into, the rubbish bin as they are just what you're looking for and their price is right. If you can't obtain any old school or office binders then check your local art supplies outlet where a large sheet (approximately 1200 x 600 mm) of 2mm thick art board will set you back \$4 - \$5. I recommend you invest in the art board any way, as it will be required for the concrete pillars and floors that seem to abound in most large industrial structures.

Windows.

A method of making the large number of different sized windows relatively easily and cheaply is with your home computer. Using MS Excel or similar spreadsheet program construct grid patterns that will provide the required number and format of panes in the window. Excel is better than using the table function of MS Word as it allows for finer



adjustment of the individual "squares" in the grid and hence the window. Utilise the "border" function to create the desired thickness of the window mullions (frames). I suggest that you make up a whole page of windows of the one size and a series of pages of different sized windows that are easily stored on your PC.

For those members who don't have a home PC or are not confident that they can generate a page of windows using MS Excel I have a number of files of various windows that I can provide either electronically or hard copy. Included here are prints of the window files for the two sizes of windows similar to those in the Walthers' Geo. Roberts Printing structure.

Now comes the most expensive part of generating your windows. Purchase either photocopy or printer compatible acetate sheet (OHP slide material) from your local office supplies outlet (should cost around \$2 - \$3 per sheet). *Note: photocopy acetate sheets will only provide black window mullions unless you have access to a colour photocopier while the printer compatible sheets can be used to generate coloured mullions except white (unless you have a printer that can print white).*

Brick paper.

There are a number of commercial brick papers available from local hobby outlets. I had a piece of brick wall about 10cm square left over from a plastic (styrene) kit that I painted similar to the way I painted the walls in the rest of the kit. This I scanned and put into an MS Word document so that I can print 6 or 8 squares on a standard A4 page. I found that an inkjet printer produces a better looking textured brick paper than a colour laser printer. *Note: it may be prudent to test the fastness of your brick paper if printed on an inkjet as it may run if you plan to weather your structure with acrylic washes.*

Construction.

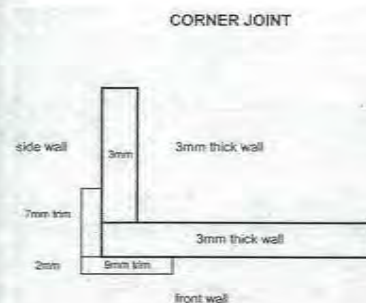
Walthers produces a good selection of plastic structure kits that provide some good examples of reasonably large industrial buildings in their Cornerstone range. The wall sections of some of these kits are quite easy to replicate and can provide a base for developing your own unique structure from cardstock.

Cutting the card.

Cutting 2mm and 3mm thick card is quite hard on blades so I suggest that you look at your local \$2 shop or similar type outlet and purchase a blister pack of box cutting or craft knives. Most of these blister packs contain 3 or 4 knives of varying sizes which have the "snap off" blades. These knives are ideal as you simply snap off the blade sections as they become blunt during the cutting of the card. I also suggest that a steel square and steel ruler be purchased, as these two items will assist in cutting square wall sections and window openings.

One of the first things I do is to cut a number of 5mm, 7mm and 9mm wide strips approximately 9 to 12 inches long from the sheet of art board. *Note: the 5mm wide strips are based on using 3mm thick binder card - if you're using 2mm thick art board for your walls then you'll need to cut 4mm wide strips.* These strips will be used to form the window ledges, floors and concrete piers of the structure. I try not to cut too many foundation pieces until I've ascertained the height I need. I prefer my foundation height to closely match either the sill height of a boxcar sitting on track or the sill height of a truck trailer in the area of the layout for which you're constructing the building or industry.

Once you have determined the size of your structure it's almost time to measure out and cut your respective walls. At this point its time to advise of my method for forming the corners to attach two walls at right angles to each other as it has a bearing on your measurements and cutting. On the ends of the front (and rear) wall position the 9mm end trims so that they protrude/overhang 2mm beyond the edge of the 3mm thick cardboard wall. On the end/side wall use 7mm wide trims and position them so that they protrude/overhang 3mm beyond the edge of the 3mm thick cardboard wall. By setting up the ends/edges of walls in this manner it is relatively easy to position the end/side wall so that it locks in behind the front (or rear) wall (see attached diagram).



Now that you have measured and cut your walls you're ready to cut the desired lengths of your 9mm concrete pillar trims. I prefer to attach my concrete pillar trims first using a good quality PVA adhesive, using your square to ensure that the

pillars are correctly aligned and vertical. I use spring clips or pegs to hold the trims in position while the glue dries. Don't forget to wipe any surplus glue that seeps from the trims off before it sets. *Note: if your walls have consistent sizes between concrete pillars it could save time to cut out a template to assist in correctly positioning the pillars.* After the pillars have dried its time to cut the intermediate floor trims from 9mm wide lengths. Attach the intermediate floor trims using a straight edge to ensure that all trims of each floor are aligned.

Now comes some serious cutting as its time to mark out and cut the window apertures. Don't forget to allow an extra 2mm of height for the window trims when marking the window apertures. When cutting the window apertures I use my steel ruler to ensure that I get good straight cuts even when cutting any windows that butt up to the floor and/or pillar trims. *Note: when cutting the 3mm thick binder card repeatedly apply light strokes of the knife rather than trying to cut all the way through with one or minimal heavy strokes.* Once the window apertures have been cut its time to cut and install the window trims.

We can now determine the height of foundations and cut and install them. We should now have a base wall complete with window apertures cut and pillar, foundation, floor and window trims installed.

It is now time to get out the paint and paint brush and paint the pillar, foundation, floor, and window trims. I managed to get a supply of light grey Tamiya acrylic paint quite cheaply so I use that. Any light grey or concrete coloured acrylic or similar paint will do the same job. You may need more than one coat to completely mask the white colour of the trims.

Once the paint has dried we can turn our attention to

attaching the brick paper. Measure and cut the brick paper using your steel rule. If your window aperture is narrower than the distance between the pillars and, therefore, doesn't butt up to the pillar you can leave an extra bit on the brick paper so that it wraps around the sides of the window aperture. Attach the brick paper to your structure with a good quality (UHU or similar) glue stick.

Base and roof.

We're now at the point where its time to measure and cut out the base and roof. *Note: don't forget to allow for the thickness of the walls when measuring your base and roof.* If you want to add some internal detail or if your structure is quite tall you may want to add some intermediate floors as well, as they will assist in preventing bowing or buckling of your walls later. Don't glue your walls to the floor/s and roof just yet as we still need to attach our windows.

Windows.

Cut out your windows so that they're larger than the window aperture while ensuring you have sufficient space on all sides to facilitate fixing the windows to the back of the wall. I prefer to use strips of the 7mm wide art board trims to attach my windows. Simply apply PVA adhesive to one side of the strip and position it so that it sits partially over the window acetate and the bare card of the back of the wall. *Note: on full width windows you must cut your window glazing to allow a gap between adjacent windows so that the 7mm wide trims can still contact 3-5mm of bare card on the back of the wall.* You may also use small pieces of sticky tape to temporarily hold rows of the window glazing in place while you attach the retaining strips of art card. *Note: if you have intermediate floors they will need to be taken into consideration when attaching your window retaining strips - they may even be used in place of some of your horizontal window retaining strips.*

Structure assembly.

Once your window retaining strips have dried you are ready to assemble your structure. To assist in holding the walls, floors and roof in position while the PVA glue dries you can purchase a set or two of the commercially available structure clamps or use some other means like old milk cartons filled with water.

Details.

Now that you've assembled your railroad revenue generating industry its time to add some detail. I used pieces of painted evergreen styrene rod as downpipes to hide the corner joints. You can also add details like air-conditioners (roof and window), vent pipes, water tanks and caged ladders etc. Many of these items are available commercially or you can try your skill at scratch building them.

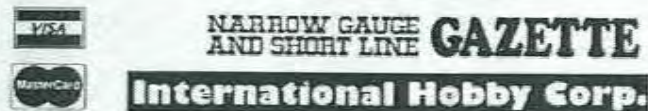
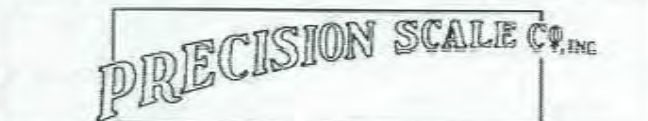
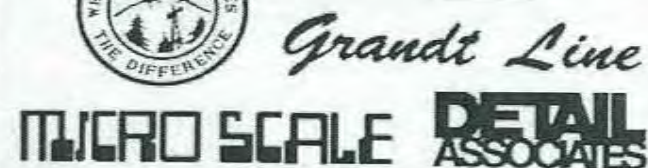
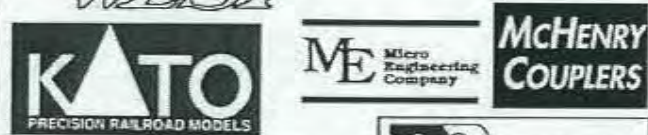
The technique I've described is one that I've developed and suits my skills. It may not necessarily suit your skills but the one important thing to remember is. "How do you know what you can build and the technique that best suits you if you don't try?"

See authors pic of finished building on page 42. Ed.



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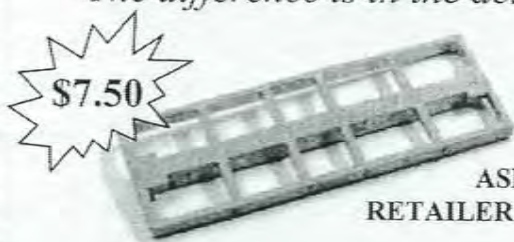
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"I'm a Mountain Man"

"I like mountain Construction." continued, Part 3.

The Burra Valley Railway (BVR) goes UPwards.

In part 1, (MainLine Vol 20 No 2) and part 2, (MainLine Vol 21 No 1) I described the beginnings of our scenery trials and tribulations.

It is now early November 2003, and even though the drought has not broken there has been a few odd showers to green up some grass. Patterson's Curse is flowering in many roadside paddocks. Outside it is bright and sunny with some wind.

Inside the train room it is cool and comfortable - a short-sleeved T-shirt is good. No need for the 7kW kerosene heaters to be going day and night to thaw out the fingers.

At the November 2003 (Sydney) meeting I had a good chat to John X (who may not want the publicity). His technique was similar to the school papier-mache exercises. Firstly lay out the mountains and hillsides with chicken wire (see previous articles) and make sure that the shape is as close as possible to the final desired contours. This is important as the covering is not very thick. In fact - it is minimal covering to keep the weight down. One benefit of the technique,



according to John, is that once the chicken wire is properly shaped and contoured it can be lifted off the layout and placed back once the paper-mache is in place.

Now for the details. It is not just wet newspaper. He uses lots of small pieces varying from 4" x 4" (10 cm x 10 cm) up to maybe twice that size. He applies a coat of white glue to the underneath side and then places it onto the mesh. With suitable overlapping of edges and tearing of paper all sorts of odd shapes can be built into the hillsides. Apply one coat at a time, let it set as per instructions. Apply another layer the next day. John says that 5 or so layers gives good strength with minimal weight.

Saturday - got the two pieces of thin MDF board curved and

glued in place for the backbone of the 'Grate' Dividing Range between the mainline (PRR style) tracks and the Branch line up through the mountains. The hot glue did not work very well on the butt joint that was not in good contact. I should put in some small bolts and nuts.

Sunday, a trip to town and purchasing of 30 metres of square mesh chicken wire and 4 litres of new fancy PVA (white) glue. This lot of glue says it contains styrene, and will stick almost anything to anything. Only spent \$150.!

About 20 vertical supports are now in place ready to drape the chicken wire over them as they will form the mountain ridges and supports for tunnels and cuttings. We had previously planned the signal locations (and hence blocks) so that no signals would be in the tunnels. That was a pretty rough plan which resulted in only 16 blocks around the mainline loop, and consequently 16 signal locations. At the time we had some problems determining the minimum block length and the maximum permitted train length. And, just in case you don't follow the same rules, we adopted the one that says 'no train shall occupy more than two blocks at any point in time' - which when turned into track design criteria says that every train must be shorter than the shortest mainline block. This rule was adopted to reduce the signaling complexities and to eliminate the need for every freight car to be fitted with resistor wheel-sets for block occupancy detection.



So our 'Long Haul Coal' train (23 hoppers) occupies 15 real feet on the layout (or about 1/4 mile when scaled up) - not very big, but it does mean that we did 'almost break the rule' in a couple of places and cannot run quad loco consists (not that we think that we would need them). We started out with 36 hoppers for the long coal train - but cut it back to fit our blocking. We now have a short (semi-express) coal train as

well with 13 hoppers. [* 2005 update - the long coal train is headed (comfortably) by a BLI PRR J1, and the semi-express short coal train is pulled by a BLI PRR M1a or M1b as standard.]

Back to our current dilemma - we now have to decide on exactly where some of the tunnel portals are to be positioned. Having some many miles of tunnels on the mainline, we now need to work out where the steep sides of the gorges (or is that gorgeous) will intersect with the trackwork. There has been much discussion as to how deep some of the cuttings can be without endangering train operations versus the potential problems that can be created by a minor mishap in a tunnel. Needless to say the branch line could not afford the expense of major tunnel construction and has fewer tunnels, steeper grades and sharper curves. This has resulted in branch line trains being limited to about 5 wagons and single locomotives because of load limits on the wooden bridges and short passing loop.

Noon - Monday, a couple of photos showing a great mix of methods of setting the mountain contours. More spreading of chicken wire over the dividing range between the two lines.

And the 'Bridge Construction Section' (aka CEO's office) now thinks that he can build a row - to be more precise - a curved row of viaducts from a slab of polystyrene foam. Anyone got a spare iceberg (8 inches thick) in poly foam? Not to mention that the Chief Engineer will be expected to supply the most appropriate cutting and shaping tools without any increase in the current budget.

More chicken wire mesh, some more photos, a few hot fingers from the hot glue. Also cut out half a dozen tunnel portals to be used as the inside mouths - i.e. ones that we can staple mesh to and which will be hidden later by the real tunnel portals. A real mix of materials has been used today; timber posts, plastic packaging tape, masking tape, pineboard, glue, mesh and odd bits of blue and white foam - all designed to produce rough looking mountains. At this stage all sorts of odd-shaped off cuts are finding a use.

After chili sausages for dinner we were all fired up for more construction. We tried some cardboard as the backdrop for the cutting between the mainline and the branchline in its initial rise into the mountain territory. It looks OK in its raw state so should be OK when covered and turned into a sheer rock wall.

For those with an interest in gradient calculations and the like here are some figures. The highest 'mountain' on the layout is 40 inches above the baseboard. This turns out to be a hill of less than 300 scale feet in HO. Is there a different scale factor used for vertical measurements? I have been told that tall trees, e.g. pines, poplars and the like that may grow to 90 feet

or more always look silly on a layout beside a passing train that is only 12 or 15 real feet high.



So far we have not tried soldering the chicken wire mesh. Mostly we use heavy duty staples to hold it to the timber with the odd piece of tie-wire when needing to hold edges together. It should be OK to solder seeing that it is galvanised.

Another engineering side note from the Track and Signal Division. We have been planning for another 130 ft turntable, and I have been thinking about possible materials and items to assist with a scratch built version. So I picked



out a vintage RL02 disk cartridge (from my involvement with the Computer Museum) that was no longer serviceable. I had figured that the circular cover which is shaped like a 15 inch pie disk that is about one and a half inches deep would possibly make a good mould for the turntable pit; and that possibly the scratched platter could be cut down for part of the bridge. Alas - not big enough for our PRR T1 loco.

John Geremin, Chief Engineer, Track and Signal Division, Burra Valley Railway.
[on secondment to the construction branch] NMRA # 126768 00 and trainee MMR.
e-mail: jgeremin@yahoo.com.au

EXHIBITION & CONVENTION CALENDAR

WOODEND - VIC. March 11-13, 2006 at the Woodend Primary School, Owen Street, Woodend. Open: 10am-5pm (Sat & Sun), 10am-4pm (Mon).
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.
KATOOMBA - NSW. March 25-26, 2006. Rotary Club Central Blue Mountains Exhibition at Katoomba High School, Martin St, Katoomba. Open: 9am-5pm (Sat) and 9am-4pm (Sun).
CANBERRA - 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).
MORTDALE - NSW. April 8-9, 2006 at the clubrooms of the Australian Model Railway Association, 48 Barry Ave, Mortdale. Open: 10am-4pm (Sat & Sun).
BENDIGO - VIC. April 14-17, 2006. Bendigo Model Railroaders Easter Exhibition at St Andrews Church Hall, Myers St, Bendigo. Open: 12noon-6pm (Fri), 10am-6pm (Sat), 12noon-6pm (Sun) and 10am-5pm (Mon).
SOUTH MELBOURNE - VIC. April 15-17, 2006 at Albert Park College, Danks St, South Melbourne. Open 10am-6pm (Sat) and 10am-5pm (Sun & Mon).
WINSTON HILLS - NSW. April 29-30, 2006. Rotary Club of Winston Hills 12th Annual Model Railway Exhibition at Winston Heights Public School, Buckleys Road, Winston Hills. Open: 9am-5pm (Sat & Sun).
ANGLE PARK - SA. June 10-12, 2006 at Adelaide Greyhound Racing Club, Cnr South & Angle Roads, Angle Park. Open: 9.30am-5pm.
STAWELL, GRAMPIANS - VIC. July 8-9, 2006 at the SES Hall, Sloane St, Stawell. Open: 9am-6pm (Sat), 9am-4pm (Sun).
BALD HILLS - QLD. August 12-13, 2006 at Memorial Hall, Gympie Road, Bald Hills, Brisbane. Open: 9am-5pm (Sat) 9am-4pm (Sun).
MURWILLUMBAH - NSW. August 12-13, 2006 at the Elliott Centre, Murwillumbah High School, Nullum Street, Murwillumbah. Open: 9am-6pm (Sat) 9am-4pm (Sun).
TAREE - NSW. September 16-17, 2006 at the Saxby Basketball Stadium, Bligh Street, Taree North. Open: 9am-5pm (Sat) and 9am-4pm (Sun).
 Niagara Park Central Coast NSW October 14 - 15 NMRA Convention. Web site www.nmra.org.au, Convention Co-ordinator Gerry Hopkins.

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UPDATE
ON
THE NEW RAINBOW FLAT DIVISION RAILROAD
Mike Bartlett

In May of 2003 seventy-two NMRA members visited the Union Pacific layout in Winmurra Drive, Rainbow Flat as a then, Division 2 monthly meeting organised by superintendent John Baker. With the sale of the house in early 2004 the layout had to be dismantled and was done with the help of members from the Taree Club. A two-acre property was purchased nearby in Chelmsford Drive, the house renovated and a new shed built to house the layout. The new train area is 1100 square feet so there is plenty of room to play with. After a good deal of research and reading I decided to try modelling the prototype. The area chosen is in Utah and Wyoming from Ogden to Green River. With the help of David Jupp, Andrew Jordan was brought to the project. Andrew is very knowledgeable when it comes to Union Pacific and so he put pen to paper and came up with a great plan to encompass many of the well known Union Pacific sights. The proposal was loosely based on a late John



Part of the "SHED"

Armstrong layout plan.

Of course the biggest problem is to selectively compress the prototype into something that can be recognised and still retain the features of the prototype, ie. so that they can be recognised. As an example, the main passing siding at Wahsatch is 5039 feet long. My siding is only 20 feet long. (equating to 1740 scale feet so less than half the real length) To start with, the benchwork at the lowest point is 48 inches high and at the highest, 56 inches. The materials used were, wherever possible, from the old layout (layouts)! and will look a bit ordinary until new scenery covers up the previous crimes. The other standards set were minimum 36" curves, No. 6 turnouts and the maximum grade on the new line at 1 percent.

The prototype starts at an elevation of 4,298 feet at Ogden in Utah and rises to 6,792 feet at Wahsatch. The prototype line was commenced in 1868 after the route survey in 1864 - 5. It followed the Weber and Echo Rivers up their respective gorges to Wahsatch. The original line was built for the small

trains of the day and the trackwork was laid at enormous speed in the race to cross the continent. Until the end of the century, many improvements were made - grades realigned, bridges rebuilt and maintenance and service depots built. The terrain and the dreadful winters were the cause of many hardships and several maintenance shops were moved to sites with less rigorous weather conditions.

In 1916 Union Pacific decided to lay a new line with a 1

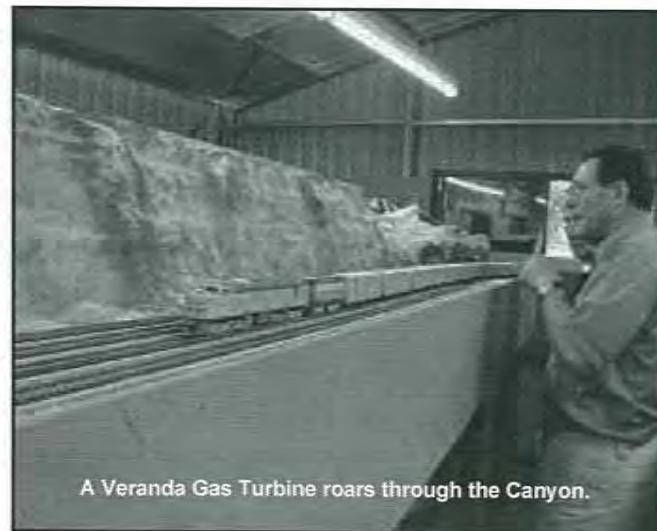
percent grade which, when finished, resulted in a double track main line over the entire district. The original line was



The other end of the "SHED"

kept and is used for all trains running downhill or from east to west. The eastbound trains use the lesser grade but to do so, must convert to "left hand running". Trains leaving the Riverdale Yard, cross over the westbound line and travel up the canyon on the left side as far as Curvo, where the eastbound line crosses beneath the westbound line and, so reverts to "right hand running". On my layout the features at Riverdale and the crossover at Curvo have been modelled, together with a number of tunnels and bridges as per the prototype. Of course, not all the bridges, crossovers and tunnels can be included. One would need to have built a bigger shed!!

Currently, the mainline has been finished and the yards at



A Veranda Gas Turbine roars through the Canyon.

Ogden/Riverdale and Green River are practically completed. The layout has been wired for DCC and an Easy DCC control system installed. The mainline is point-to-point with return at either end, giving a mainline run of 680 feet for continuous running. It takes 15 minutes to complete the circuit at scale speeds.

At the same time, I am culling my older locomotives and selecting those in which decoders will be installed. The equipment is a bit of a mix with steam from 4-6-2 to 4-8-8-4 configurations. The diesels range from GP9's to SD90MACs all in the UP livery. The foregoing mishmash would cause the purists to wince but the equipment has been bought over a period of 25 years and I have retained most of my favourites.

I have a long way to go as the photographs reflect, but then who ever finished a layout? Photos by The Editor.



Part of Green River Yard.



Mike complete with Caboose Hobbies apron talks with Ron Seddon.



Rod Smith discusses the plan.



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My Trip to Winnipeg

Phillip Anderson

In May 2005 my wife Laurel and I went to Winnipeg for the "Golden Rails 2005" convention. The event was a joint effort of the Canadian Association of Railway Modellers (CARM), the CN and CP SIGs, the Canadian Railroad Historical Association (CRHA), the Midwestern Rail Association/Winnipeg Railway Museum, the Canadian Council for Rail Heritage and the No.1 Northern Division of The NMRA. It was also the 50th. anniversary of the Winnipeg Model Railway Club.

We arrived in Winnipeg on Thursday evening, had dinner and an early night. Friday morning we met at the Canadian Mennonite University at 0800 and proceeded by School bus to Portage la Prairie, a small town approximately 75 kms from Winnipeg. I have seen many a school bus in Canada, but had never travelled on one. The leg room is designed for little ones and we were glad to get to our destination. Our driver,



CN Eastbound with Lumber from British Columbia at the diamond crossing Portage La Prairie.

Dorothy, was a character and kept us amused as we went along the highway. Portage La Prairie's claim to fame is the diamond crossing at what was known as "CN West Tower". Here the long trains of the Canadian Pacific and Canadian National cross. Not long after our arrival, a Canadian Pacific Railway Police Officer arrived to tell us the dos and don'ts of railfanning, where there are no fences. He was a good bloke and also handed out "Operation Safety" pins. Surprisingly for May, on the Prairies our day was quite warm and sunny. The temperature was in the mid 20's C. We had a great time photographing various trains, heading both East and West. Double stacks going both ways, grain going West to Vancouver, car carriers heading from Windsor and Toronto to the West, lumber coming from British Columbia to the East, plus some local shunting by the C.P.R. to a local factory. At lunch time on to our School bus again and down the road to have lunch at an old C.P.R. station. The local historical society had organised a barbecue and a local band played country music. Afterwards, it was back to the

diamond crossing for a bit more rail fanning. By now the wives were getting a little bored and Dorothy drove them into town for a little retail therapy.

After our return to Winnipeg we had a quick shower and change and went off to Bill Taylor's. Bill has an HO layout in his basement, which is a great layout, however, his main hobby is his "Assiniboine Valley Railway". This is a 7 and 1/2 inch ride-on railway in his large backyard. He has a total of 5,400 feet of track. The main line is 3,700 feet and has 7 passing sidings. All his engineers and the dispatcher are connected by two way radio. As well as all this, the local rail clubs had organised a full dinner for nearly 300 people at the venue.



CP Westbound Grain Train destined for Vancouver crosses the diamond at Portage La Prairie.

Later that evening there was the chance to do some of the layout tours around town. We arrived back at our hotel, just before midnight, exhausted but very happy!

Next morning back to the C.M.U. for clinics, then lunch in the cafeteria.

After lunch I took the optional tour of the Canadian Pacific Railway's Weston Shops.(diesel maintenance).

We were met and escorted by Andre Oamara, one of the C.P.R.'s foremen. We first donned safety glasses and hard hats, then set off on a wander around the facility. The main workshop has 6 tracks, each of which can accommodate 3 locomotives. There are 365 road locos and 50 yard locos based here. 1300 locos per annum are scheduled to come here for service plus any failed units, even from as far as Vancouver. The Weston Shops have been a C.P.R. facility since the railway first came to Winnipeg in the late 1880s. Today approximately 173 employees are engaged in maintenance.

All too soon our tour came to an end and we were off again (on another school bus) to the Winnipeg Rail Museum. The museum is housed in part of Canadian National's old Union Station, which now sees VIA Rail's "The Canadian" three times a week, east and westbound.

The museum has the "Countess of Dufferin", the first steam locomotive to arrive in Winnipeg plus other pieces of rolling stock including a late model CN van (caboose to you American modellers) and a Jordan Spreader. A souvenir shop is in an old 12 wheeler heavyweight carriage. Speaking of

"The Canadian", it is celebrating it's 50th. anniversary. On the 24th.April 1955 Canadian Pacific launched "The Canadian". On the same day Canadian National launched "The Super Continental". Over the years "The Super Continental" has gone and "The Canadian" is now operated by VIA Rail on what is Canadian National's tracks. Just a block from Union Station is the old "Fort Garry" hotel, which was built by Canadian National in 1912. It is now in private hands and has been beautifully refurbished. We spent our last night in Winnipeg there and found it was only \$CAD16 more than the Holiday Inn and included a full breakfast. In the evening we returned to the C.M.U. for dinner. After dinner we had an excellent guest speaker, Ian Wilson. Ian has written many books about the early days of railways in Eastern Canada. His talk was accompanied by some excellent photos of CNR steam operations in Southern Ontario in the 1950s. Later in the evening we ventured off on another layout tour. Living on the Canadian Prairies, you need a basement for your furnace and other utilities. Every layout I saw was in a basement, which meant they were of a good size. To a Canadian modeller like myself, it was a delight to visit these layouts as they were ALL running Canadian trains! Once again a late arrival back to the hotel, tired but happy.

Sunday morning saw some more clinics and meetings by the various groups and SIGs. It was also a chance to look at the retail outlets and see some layouts, all accommodated in one of the huge halls at the university. By far the largest of which was the "Kicking Horse Pass" layout. This is owned and operated

by Jered Hoskins from Calgary, Alberta. The layout is portable and measures 24 feet by 42 feet. It has mountains up to 12 feet high, which have speakers playing diesel sounds recorded in the Canadian Rockies. There were a couple of occasions where other exhibitors asked for the sound to be turned down!

At noon the university doors were opened to the public and so ended the convention.

It was a delight to be a participant in "Golden Rails 2005" and also to meet some of the folk with whom I have e-mailed or from whom I get Canadian publications.

If you ever get the chance to go to Winnipeg, you will find it a friendly town and as both CN and CP roll right through the heart of town, it is a great place to do some railfanning.



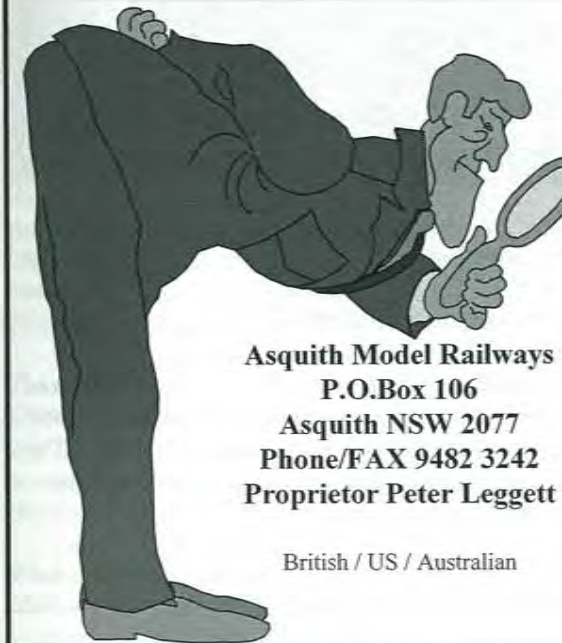
CP Diesels at Canadian Pacific's Weston Shops in Winnipeg.

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"4031 to West Wye."
 "West Wye, go ahead"
 "Yeah West Wye, this is the Chemagro run, we're ready to come in."
 "Okay, over"
 I hit the intercom to the East Yard Yardmaster, Howard.
 "Howard, the Chemagro run is ready, do you have a track?"
 "Yep, he can come in on #3"
 "West Wye to 4031"
 "4031, go ahead"
 "You are cleared into track 3"
 "Roger, track 3"
 I check No. 21 switch is normal and I flip No. 24 right signal.
 "Thanks West Wye"

4031 starts across the diamond and 'knocks down' number 24 signal. The track occupation light comes on the panel.

4:20 pm - 4031 clears the diamond and I turn to the typewriter and type the entry into the train movement sheet.

"4010 to West Wye" It's the Team Track crew, I bet they are ready to come back in. "West Wye, go ahead 4010" "Yeah, we're down here at Lydia, ready to come in."
 "Roger 4010"

I pick up the black phone and ring Broadway Tower - the operator there controls the interlocking from the Missouri Pacific and on to the KCT track at 12th street.
 "Broadway Tower" "Hi Bill, this is Kelly down at West Wye, I've got the Team Track crew down at Lydia ready to come across" "Okay West Wye, I've got a transfer across the junction now, he'll get a clear after that"
 "Okay, thanks Bill"
 "West Wye to 4010" "4010, go ahead"
 "Yeah, you should get the signal after that westbound freight clears."
 "Okay West Wye"

5:00 pm

"4034 to West Wye Tower"
 "West Wye Tower, go ahead 4034"
 "West Wye this is the Grandview turn with 10 cars, we are coming' down the hill towards Blue Valley"
 "Alright 4034, bring it on down to 23rd street."
 "Roger, West Wye"
 All of the northbound KCS trains have to contact the operator at West Wye so that he can arrange the crossing at Sheffield with the KCT control center. I hit the intercom switch for KCT Control. "Control!" barks out of the speaker. "Yep Control, I have a KCS northbound with 10 cars, be at Sheffield in about 10 minutes, straight across. Can you take 'em?"
 "Bring 'em on!" says the KCT operator. The problem with letting a northbound KCS train pass 23rd street without clearance from the KCT could result in level crossings being blocked, which would have the sheriff on our back, so we don't authorise past 23rd street until KCT Control accepts the train. Of course, with this little 10 car train, it won't be a problem. However, if this had been Number 92 (Unit coal),

with 110 cars, there would definitely be a big hassle!

I buzz the East Yard Yardmaster, Howard on the intercom.
 "Howard, you ready for the Grandview turn?" He answers
 "Yep, bring him on in track 4"

"West Wye to 4034" "4034, go ahead West Wye" "Terminal says you are clear to come on north." 4034 answers with a
 "Roger West Wye - heading to Sheffield"

I line up 21 Reverse and set 22 Right for the Grandview turn. He rolls in a few minutes later, coming up the lead.

The buzzer from Kenoche sounds. "Yep go ahead Fred", I answer. "Number 1 will be ready to depart at 6:00 pm. Conductor Smith, Engineer Rybnick, Brakeman Williams. Lead loco 611" "Okay, Extra 611 south will be ready at 6 pm"

"Dispatcher West Wye" The KCS Dispatcher is calling me.
 "West Wye, Dispatcher"
 "Copy slow orders West Wye" "Okay, be right with you and Number 1 will be ready for 6:00 pm."

I load up the '20 copies at once' slow order forms into the typewriter and prepare to take the orders. "West Wye - Dispatcher, ready to copy."
 I begin copying out the orders as dictated by the dispatcher. During the day, Maintenance crews have given the dispatcher's office a list of where they will be working and what speed limits to set. Every number has to be sounded out and repeated back to the dispatcher. If I make a mistake, the whole order will be destroyed and I will have to type a new set. While I take this order, the Milwaukee crew has boarded the train (Extra 2061 West) at Airline Jct.



"2061 to West Wye, we are ready to depart for the UP."
 I am just finishing up the slow orders, so I can't answer him just yet. I finish repeating the order to the dispatcher and he Okays it. I let the switch engine out on the lead for a couple of minutes (set 21 Normal and set 24 Left), while I check with the KCT operator if they are ready for this Milwaukee Transfer run.

KCT says they can take the Milwaukee train, so I line it up. Make sure 21 and 25 are Normal and set 22 Left to clear.

"2061 to West Wye, we are moving." Sure enough, the red light comes on the panel, indicating that the train is moving across the diamond. I can see Airline Junction from the tower during the daylight hours, but you need the panel lights after dark! The black phone rings. "West Wye Tower" "Hi Kelly, this is Floyd over at Ustick tower, are you ready for this coal train?" "I'll just check". I buzz the Kenoche yardmaster. "Hey Fred, are you ready for Number 91 from the BN?" Fred answers, "Yep, put him on 901". I do not directly control the yard tracks, but I will inform the crew which track to take when they arrive. "Okay Floyd, send him on over." "Right, thanks Kelly"

901 and 902 tracks are special 'through' tracks that pass around the yard. They are the holding tracks for the BN coal trains. No. 901 track is usually for southbound trains, while No. 902 track is the normal track for the North bounds. The BN crews bring the train over, then they go home and the train waits for a KCS crew to take it south.

While I have been arranging the coal train move, Milwaukee 2061 has cleared Airline Jct. I record the time he left on the trainsheet and call the Milwaukee dispatcher. I flip the intercom select switch for the Milwaukee Dispatcher and kick the foot pedal, "West Wye Tower, OS". The dispatcher answers "Go ahead West Wye" "Extra 2061 East departed Airline Junction at 5:43 PM" "Alright, five four three p m 2061 departed Airline junction. Any idea when my next train will leave town?" "I'll just check."

I buzz Kenoche. "When will we see the Milwaukee train?" "Crew is called for 6:30 pm". I answer, "Okay, thanks". I kick the foot pedal, "West Wye, Dispatcher" "Dispatcher, go ahead". "Your Extra 163 is called for 6:30, Conductor Jones, Engineer Fletcher, Brakeman Clarke". "Ok West Wye, 6:30 pm"

"4010 calling West Wye Tower" It's the Team track job.
 "West Wye, go ahead 4010". "Yeah West Wye, we're in the clear at Knoche" "Roger 4010". I mark the time clear on the Yellow train sheet (Movements between Knoche and Broadway Tower). It is a double-tracked mainline extending from Knoche Yard to Broadway Tower, which is within Yard Limits (10 miles per hour), but we authorize movement on it and we have to record times. There are no signals there, until they get to Lydia Avenue on the Broadway Interlocking.

I call the KCS dispatcher to get clearance for Extra 611 South.
 "Dispatcher West Wye" "Go ahead West Wye" "I have clearance card for Extra 611" "Okay, read it out" "To C&E Extra 611 South. I have 2 orders for your train. Numbers 51 five one and 54 five four." The dispatcher repeats this to me as I check the clearance card. He replies with his initials at the end - "C.D.A.". The dispatcher instructs me to hold Extra 611 South at Airline junction until Extra 669 North (Number 2) arrives.

Since the train will soon depart Kenoche Yard, I go ahead and bundle up the clearance card and the order flimsies into two bundles, one for the engineer and one for the conductor. I tie them with a couple of hoop strings. The strings are simple square knots tied in each end to make a loop, with a small loop between the two ends. I put the bundle into the small loop and pull the string tight to hold the bundles. The string fits around a funny looking holder, made from old coat hanger wire and a bit of wood. It is designed so that the engineer can hold out his arm as the train goes by and put it through the hoop and the string pops off the hoop and stays on his arm. I go outside and down the stairs to the train order stand and put the orders in their holders ready for Extra 611 South.

6:00 pm

I buzz the Milwaukee Dispatcher. "Go ahead West Wye". "Orders and clearance for Extra 163 East." "Okay, read it out to me" "To C&E Extra 163 East. I have 2 orders for your train. Numbers 101 one-naught-one and 102 one-naught-two." The dispatcher reads it back to me and adds his initials. I okay and initial the clearance card. I get these ready to hang after the KCS Southbound has left.

"KCS Extra 669 North calling West Wye Tower" Looks like KCS Number 2 is coming in! "West Wye, go ahead Extra 669." "Yeah West Wye, we're coming down the hill out of Grandview." "Alright 669, bring it on down to 23rd Street."
 "Roger West Wye, 23rd Street."

I buzz Howard. "You ready for Number 2?" "Yeah, gimme a minute."

EEEEEEEE! It's the intercom down at the ASB Bridge. It must be that BN coal train. I hit the switch and answer, "West Wye Tower". "West Wye, this is BN crew with Engine 5035, ready to enter the main." I buzz Kenoche. "All clear for the BN coal train?" "Yep, bring it on, track 901." "Okay." "BN Coal Train, come on down the north main and take track 901."
 "Roger, track 901". I fill in the yellow trainsheet for the BN train.

I call KCT Control. "Gotta KCS Northbound be at Sheffield in about 10 minutes. Can you take him?" "No, hold him for now, I have a lot of cross traffic at Sheffield." "Okay".

The drawbridge intercom light comes on. "Yeah Don, go ahead." "Hey Kelly, I got a CNW train coming through Birmingham, can you take him?" "Yeah Don, send him on over, south main. By the way, Extra 163 looks like leaving around 7 o'clock or so." "Alright, thanks Kelly, my board is not too busy right now."

"Extra 669 North to West Wye, we're passing Blue Valley siding. Have we got clearance past 23rd?" I ring the KCT operator again. "Hi, can you take this KCS northbound yet?" "Yeah, that traffic has gone, bring him on down to Sheffield." "Okay, thanks." "West Wye Tower to Extra 669 North."
 "Extra 669 North, go ahead West Wye." "You are cleared across Sheffield."

I buzz Howard again, "Are you ready for Number 2, Howard?" "Yep, he can go into number 1 track."

The CTC panel (The Board) lights up a westbound traffic indicator. Old Don has cleared the signal across the drawbridge. I check that 49 and 51 are normal (they usually are) and flick 54 Left to clear the CNW train down to Airline Jct. While I'm here, I line 21 Reverse and clear 22 Left to bring in Extra 669 North. About 5 minutes later, the track circuit lamp comes on, showing that the KCS has crossed Sheffield and is now approaching Airline Junction. I call him and advise that he needs to take track 1. Once they get past the signals, all the turnouts are manual, so the head end brakeman must set them all. I soon see the 3 white SD40-2s heading across the MoPac diamond and start around the bend into the Yard.



I put down his arrival time and call the KCS dispatcher. "West Wye Tower, OS" "Go ahead West Wye" "Extra 669 North arrived Airline junction at 6:41 six four one P M" "641PM, Okay West Wye"

Now the approach light comes on the South Main at Freight Line junction. There's that CNW train, coming off the Drawbridge. Time to call the KCT operator again. "Hi Mike, can you take a CNW to 12th Street yard?" "Just a minute, I'll check". "Okay West Wye, after the KCS clears, you can send him on." "Okay, thanks Mike".

The KCS northbound has just cleared the diamond and the CNW has knocked down 54 Left at Freight Line junction. I can see the green and yellow locos far away under the I-435 highway overpass. I put 21 back Normal and 25 Normal and then clear 22 Left. The KCT line beeps again. "West Wye, I have the Armourdale turn coming past Union Station, will be at Sheffield in about 10 minutes, can you take him?" "Yep, bring 'em on after this CNW clears."

The CNW has gone now and I record his time on the train sheet. I buzz the CNW dispatcher. "West Wye Tower OS" "Go ahead West Wye" "Extra 2520 South departed Airline junction at 6:56 six five six pm" "6:56 six-five-six pm, OK."

7:00 pm

"Extra 611 South to West Wye Tower" "West Wye Tower, go ahead" It's Number 1 and he is ready to roll. "Yeah West

Wye, we're ready to leave Kenoche." "All right, you've got clearance."

I line 21 Reverse and 23 Reverse and clear 22 Right for the Armourdale Job. A few moments later, the approach light shows him coming. Sure enough, he is stuck at the MoPac diamond, waiting for them to clear. As if that wasn't enough, here comes Extra 611 South, I can see his headlight down near the roundhouse. I set 37 and 35 Normal and clear 36 Right, at least I'll get him to Airline. "Extra 611 South to West Wye Tower, we have a red at Airline" Duh - I think to myself - He can see the other train (the Armourdale turn) on the other side of the MoPac diamond.

Soon the radio crackles with another voice, one that I know too well. "024 to West Wye Tower!" "West Wye, go ahead 024" Oh man, it's the trainmaster - he ain't gonna be happy about Number 1 getting delayed. "What's happening with Number 1?" "He is waiting for the MoPac diamond to clear, and then the Armourdale run is coming in."

Uh Oh, I haven't buzzed the KCT yet to see if they can take Number 1! I quickly buzz KCT, "Hi Mike, can you get a southbound KCS across Sheffield." "Nope, not yet, give me about 5 minutes." "Okay, thanks!" "024 to West Wye" "Go ahead 024" "Is that Mop moving now?" I look out across the diamond. "Yes he is 024" "All right, lets get Number 1 out of here, West Wye." "Roger, 024" Phew - The Armourdale job zips up the lead and clears the diamond, he doesn't want to hear from the trainmaster, either! I am sitting right on top of the controls, I quickly set 23 normal and as soon as it sets, I clear 24 left. I hear the brakes let off on Number 1 and soon there is a boom as the coupler slack comes out. Number 1 is moving!

I buzz the KCT again. "Hey Mike, can you take this KCS now?" "Yep, bring him on and don't spare the ponies! I got a couple of hot Santa Fe trains to get across Sheffield real soon."

I just remember to record all of the times on the train sheet. Here comes Number 1's caboose! Soon, I call the KCS dispatcher. "West Wye Tower OS", "Go ahead West Wye" "Extra 611 South departed Airline junction at 7:17 seven-one-seven PM" "okay West Wye"

"4035 to West Wye Tower" There's that Santa Fe transfer ready to leave. "West Wye, go ahead 4035". "We're ready to depart Kenoche bound for the Santa Fe". "Okay, you are clear South Main to Lydia Avenue." I ring up Bill at Broadway Tower. "Hi Bill, I've got that Santa Fe transfer, Engine KCS 4035, he is heading down to Lydia, should be there in about 15 minutes." "Okay Kelly, I can get him across." "Thanks, Bill" I record the times on the yellow block sheet.

It's starting to quiet down a bit now, the Milwaukee Dispatcher buzzes me and dictates the new slow order for tomorrow. After finishing that, I go out and hang the orders for Extra 163 East. (The Milwaukee train)

"Extra 163 East to West Wye Tower" "Go ahead Extra 163

East." "Yeah West Wye, we are ready to leave Kenoche." "All right, you have clearance." I buzz the Drawbridge. "Yeah Kelly?" "Hi Don, that Milwaukee is ready to leave Kenoche, can you take him?" "Yeah, bring him on." I line 35 Reverse and 53 Reverse. After the switches throw, I line 36 Right and 52 Right to send the Milwaukee train out of town. Soon, I can see his headlight coming down the north main. Three SD40-2s rumble past the tower and you can hear them notch up as the engineer rounds the bend towards Freight Line junction - looks like old Don has cleared the Drawbridge signals, so he'll get a green at Freight line.

The train rattles and bangs across the frog of number 35 Turnout and the jointed rail. Soon the caboose is in view. I head down the stairs to watch the caboose pass by and collect the 'soup ticket' from the conductor. The conductor tosses out a piece of paper with a lead strip wrapped around the end, which makes it plummet to the ground and stay there. I wave to the conductor and pick up the soup ticket and head back up to the tower.

The 'soup ticket' is a wheel report, which I will relay to the dispatcher. I enter the time that the train left West Wye and Freight Line. I switch in the Milwaukee dispatcher circuit, "West Wye Tower OS" "go ahead West Wye", grumbles the dispatcher. Yes it's old Mr. Grumpy 'Where the H*ll is my train?' John, the dispatcher. He was not noted for his friendliness - but you could work with him. "Extra 163 East departed Freight Line junction at 7:38 seven-three-eight pm. 42 loads 25 empties 7450 tons." The dispatcher repeats this to me to ensure it's right and I okay it. Another job done. I reset signals 36 and 52 to stop (straight up on the handles) and put 35 and 53 back to normal.

8:00 pm

The KCT operator buzzes me. "Go ahead" "West Wye, I got light Milwaukee engines out of the UP. Can you take them?" I answer, "Yep I can take 'em" He will buzz me when they get closer to Sheffield.

Kenoche buzzes me, "West Wye, number 91 is called for 9:00 pm, Conductor Smith, Engineer Holmes, Brakeman Stark" "Okay, Fred". I get on the radio to the KCS dispatcher and get a clearance for Extra BN 5035 South. I get the orders and clearance card ready for hanging.

"West Wye Tower, Milwaukee 2041" "Go ahead 2041", I answer. "We are heading out of Armstrong Yard (UP) now, going back to Liberty for the Santa Fe delivery." "All right 2041, I'll get you set up." I buzz the Drawbridge. "Don, can you take the Milwaukee light engines for Liberty?" "Yeah no problem."

About 15 minutes later, the KCT operator buzzes me. "West Wye, these Milwaukee light engines are approaching Sheffield." I reply "Okay Mike, send 'em on in." I line 21 Normal, 25 Reverse and when they change over, I clear 22 Right. This will send the engines up the North Main to the Drawbridge. I check that 49, 51 and 53 are all normal, then line 52 Right to clear through Freight Line junction. Soon, the

occupancy lamps light up and there come the engines with caboose across the MoPac diamond. The engines 'knock down' signal 22 R ('knock down' is slang for a train passing a signal and putting it to stop.) I 'stand up' signal 22 (There is one lever per pair of left/right signals, with straight up the stop position, so we 'stand up' the signals after a train 'knocks down' the signal. I record the train times and buzz the Milwaukee Dispatcher. "West Wye OS" "go ahead" "Light engines 2041 passed Freight Line junction at 8:47 pm, headed for Liberty"

The trip to Liberty will take about 30 minutes, where the crew will couple on to the cars left there for the Santa Fe. During the later period of the Milwaukee bankruptcy, they tried an idea to save on Yard work at East Yard. Normally, a Milwaukee train would arrive at East Yard and then the yard crew would break it up into transfer traffic for foreign railroads. Now the trains were 'pre-blocked' before they left Bensenville Illinois into blocks for each railroad. Today the train had a block of cars for the UP on the front, followed by a block of cars for the Santa Fe and then a block of cars for the KCS yard (Local industries/grain elevator).

9:00 pm

"Extra BN 5035 South to West Wye Tower." It's Number 91 coal train, ready to leave Kenoche. "Go ahead Extra BN 5035 South", I answer. "We're ready to depart." "Roger".

I get on to the KCS dispatcher. "West Wye Dispatcher" "Go ahead" "Number 91 (Extra BN 5035 South) is ready to depart." "Okay he is cleared out of town." "Roger" I head down to the train order stand and hang the orders for the engineer (high) and conductor (low). I return to the Tower and check 35 is normal, then clear 36 Right.

I buzz the KCT again. "Hi Mike, I've got a KCS southbound, can you take him?"

"No, hold him for a couple of minutes." "All right"

I can see the headlight of the coal train approaching down the north main. The GE U30C's are making that funky sound only GE's can make. "West Wye, Extra BN 5035 South has a red at Airline" "Extra BN 5035 South, waiting for the Terminal" "Okay"

The KCT operator buzzes me. "Yeah Control?" "I can take your south bound KCS now, right across Sheffield?" "Yes, thanks!" I check 23 is Normal and 21 Reverse, then clear 24 Left. "5035 West Wye, we're movin'" Great, he will be gone soon.

Finally, after about 110 cars or so, the caboose passes the tower. I call the KCS dispatcher. "West Wye Tower OS" "Go ahead West Wye" "Extra BN 5035 South departed Airline junction 9:37 pm nine-three-seven pee em" "Okay West Wye."

10:00 pm

It's quieted down now, most of the transfer jobs are done, speaking of which, here comes that Santa Fe transfer that left

from Kenoche around 7 o'clock with just his engine and caboose. I line him into the yard (21 reverse, 23 reverse and 22 right), and he heads down the lead.

I take advantage of this quiet time to make up some more copies of the Milwaukee and KCS slow orders and maintenance orders. This involves onionskin paper with 1 sheet of paper, 1 double-sided carbon, two sheets, and 1 double-sided carbon and so forth to make 20 copies in one go. Lucky we have the electric typewriter to make the impressions needed for 20 copies! There is also some Teletype work to catch up on for the Milwaukee Road. In one corner of the office is an old Teletype unit, with a keyboard and paper tape punch/reader.

Every sixty seconds, Bensenville polls the line to see if a tape is loaded. When there is a tape loaded, it takes off and the printer prints whatever I punched on the tape and transmits it up the line to Bensenville. Tonight it is just a few wheel reports, so not too much work.

It is a strange experience, to type a report and have nothing come out but a paper tape. Oh sure, if you have to you can decipher the holes in the tape to make sure you are typing correctly and don't even think about making a mistake! Once I have finished punching the tape, I load it and soon after, I get to see what I actually typed coming out of the printer.

11:00 pm

"Hey Kelly, it's Don over at the Drawbridge" "Yeah Don". He asks, "Can you take Milwaukee 2061 with a string of 25 for the Santa Fe? He is leaving Liberty." "Bring him on."

I get on the intercom to KCT. "Yeah West Wye?" "Can the Santa Fe take 25 cars from the Milwaukee shuttle crew?" "I'll

just check", he answers.

Hmm, the crew went on duty at 5:00 pm, so they will soon be on overtime. The terminal operator buzzes back - "Santa Fe says they got room for 25, what time is he on the law?" "5 AM", I answer. "Yeah okay, call me when he gets closer."

About 25 minutes later, I see the westbound traffic light come on the south main at Freight Line. Looks like Don has lined up the Milwaukee transfer. I check 49 and 51 are normal, then clear 54 Left. "Hey Kelly, that Milwaukee job is just heading over the bridge now." says Don. "All right - I'll get him going." I buzz the KCT operator. "This Milwaukee for the Santa Fe is coming, can you take him now?" "Bring 'em on", he answers.

I line 25 Normal and 21 Normal. When they finish throwing, I clear 22 left, just in time, looks like! "2061 to West Wye Tower" "Go ahead 2061" "We're coming up to Freight Line for the Santa Fe." "OK 2061, I got you set up to head on over to Sheffield." "Thanks West Wye." Soon 2061 'knocks down' 54 Left and approaches Airline. About 3 or 4 minutes after that, he 'knocks down' 22 left and lights up the KCT approach circuit. I call the Milwaukee dispatcher. "West Wye Tower OS" "Go ahead" "Extra 2061 West arrived Airline junction at 11:44 pm and departed at 11:47 pm" "Okay"

The door swings open and here comes Brad, the 3rd trick operator. I finish recording the train times and welcome him in. "Hi Brad, here's the scoop" About 5 minutes later, he's got the whole picture and I head off home to get some sleep. Tomorrow we will do it all again, the trains will change and the times will change, but West Wye Tower will always remain one of the busy spots in Kansas City, which is a busy railroad town.



During a recent overseas trip I was given a ticket to ride on this train. If only I had known it was the only train running that day!

Not sure whether it was DC or AC on the overhead but I could feel the magnetic field from it!

Who was it who said, "Life wasn't meant to be easy?"

First and second class inside, hangers on, elsewhere. Space on the top deck to recline.

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General Electric's U50C Locomotive.

Although the Union Pacific's gas turbines were considered a technical success, the rising price of the special bunker C fuel they used in the 1960s eventually made them less cost effective compared to diesels. In the early 1960s the UP approached the major locomotive builders (GM, GE and ALCO) to ask them if they could offer 3 locomotive sets with a total of approx. 15000hp. At this time, UP's motive power policy was essentially "big is best" and the 3 manufacturers came back with custom designed locos to meet their needs. All 3 of their offerings consisted of a long chassis supporting what was essentially 2 of their "standard" locos.

GE's offering to UP at this time was the U50. Similar in general concept to the DD35, it was basically 2 U25Bs on one chassis with a distinctive high-mounted, blunt-nosed cab. The radiators on a U50 were however mounted on the outer ends of the hood. The U50s rode on 4 AAR type-B trucks in pairs with span-bolsters from traded-in gas turbines. The U50s B-B+B-B wheel arrangement, the blunt nose and very prominent blowers at each end of the hood make them very difficult to mistake for anything else. They were nick named, "streetcars".

Later a revised version of the U50 rode on traded-in C trucks from the 8500hp gas turbines. The U50Cs had flared radiators such as those found on U36Bs and the hoods were turned round compared to a U50 such that the radiators were in the middle of the hood. The distinctive blowers from the U50 were also missing. These U50Cs were supposed to include several refinements but their downfall was in using weight saving aluminium (rather than the normal copper) wiring which tended to easily catch fire. The U50Cs were well known for suffering from electrical fires, and the entire fleet of locos enjoyed only a short service life.




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Completed Industrial Building by Allan Harris. See article Page 20.



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