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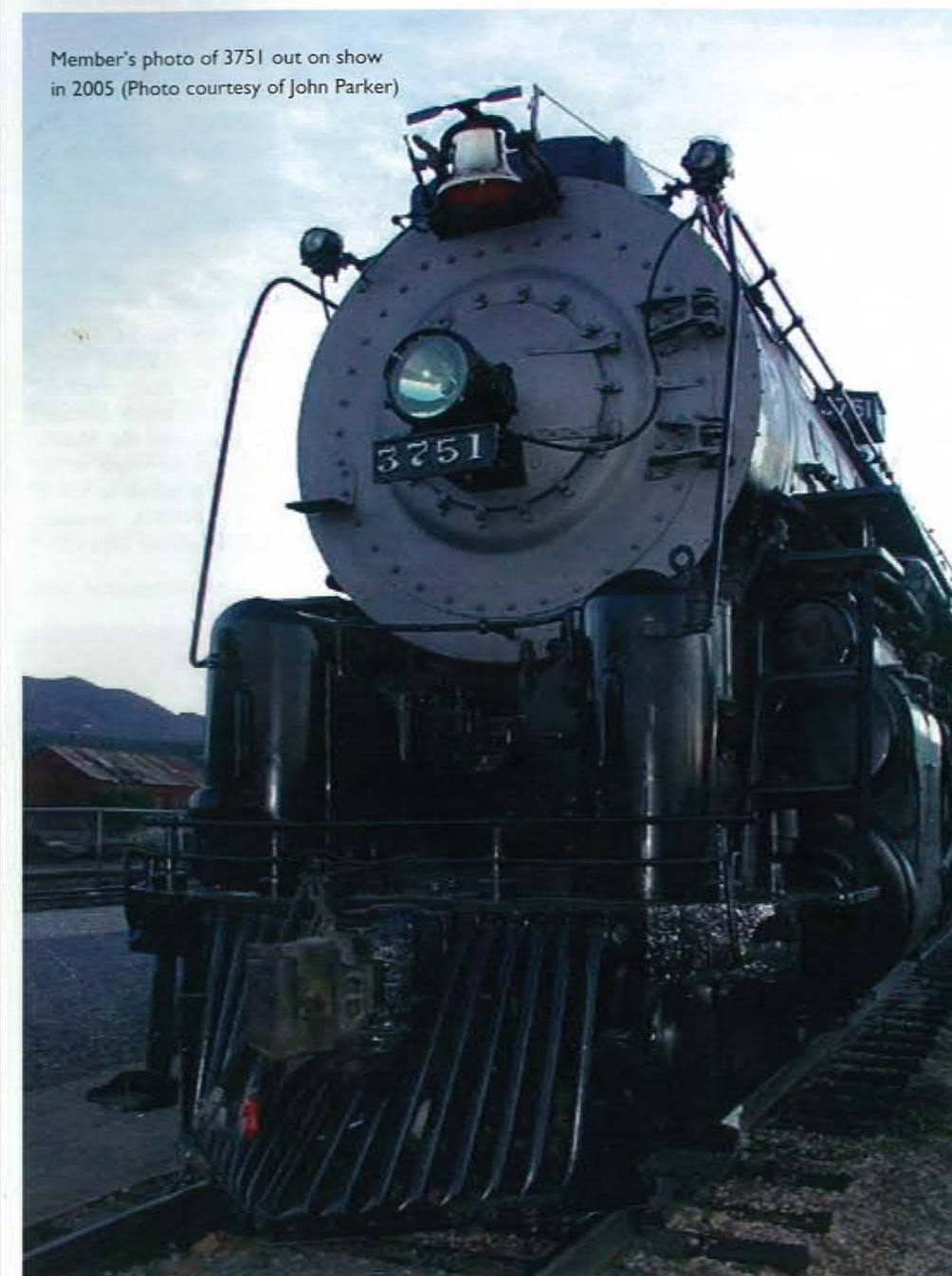


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BLI Model of ATSF's 3751 4-8-4 Northern sitting on the Prototype's main connecting rod.

Photo courtesy of SBRHS



Member's photo of 3751 out on show in 2005 (Photo courtesy of John Parker)

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MAINLINE

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Assistants: All NMRA AU  
Members

#### Article Submissions:

The editor welcomes any train related articles, photos, drawings, cartoons, letters to the editor and other material. Any submissions can be either emailed or "snail mailed". It is preferable that any submissions be made using a computer, (PC or Mac) Publication of articles submitted are at the discretion of the editor.

NB: cut-off date for urgent material to be printed is 30 days prior to publication

The Editor  
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Advertising: is limited to the back cover of the new look Mainline Magazine. This change has been made to allow easy access as a retailer Directory for NMRA Members, and reduce costs to retailers, following the lead of our parent organization's magazine (Scale Rails). Retailers who wish to be listed in Mainline will be charged a nominal annual fee covering four issues of Mainline with their advertisement. For more information contact the editor.

NMRA Inc. Advancing the global model railroading community through advocacy, standards, education and social interaction

## FROM THE BUSINESS CAR:

### PACIFIC DIRECTOR'S REPORT

Effective the September issue, ScaleRails will have a new production team. From six expressions of interest, a short list of three bidders emerged and finally, White River Productions was selected as our new ScaleRails editors. The team includes Kevin EuDaly and Stephen Priest, both of whom have established reputations for editing and publishing railroad related books.

WRP currently do a number of historical society periodicals, copies of which were passed around at the meeting and the quality of their work looks really good. So keep as eye out for the September issue of ScaleRails.

US member dues have increased from US\$33 to US\$36. As many of you are aware, we are doing our own admin, renewals etc locally in Australasia, so the US\$9 (A\$13.50) we remit to Chattanooga to cover each members share of the core NMRA programmes will increase proportionately, to A\$14.71. The Region Board has voted to absorb this increase. So the good news is that Australasian Region membership dues will remain unchanged at A\$25.

During the Directors meeting in Austin, NMRA Director at Large Charlie Getz, who many of the narrow gauge modellers know, talked briefly about the establishment and mission of the Narrow Gauge Preservation Foundation; to establish a museum of narrow gauge modelling and models, and to support preservation efforts where possible.

### PRESIDENT'S REPORT

As the term of the current region committee comes to an end, I would like to thank all members for their support given to the Committee over the past two years. In particular, I would like to thank the members of the Committee and Volunteers who have done so much to ensure the efficient operation of the Region.

During the past two years there has been a major administrative change to the way the NMRA operates at National and Regional levels. With the adoption of the National long Range Plan this has meant changes in the way we now operate in the Region.

We now are undertaking more administrative duties locally, which were previously done at head office in the US. This in turn has reduced the membership dues that we need to remit to the US. As a result we have been able to offer

Tentative plans call for the museum to be co-located with the Howell Day Museum, to be established by the NMRA. If you are interested in making a donation to the Foundation, email me your address and I'll ask Charlie to post a brochure to you.

This issue of Mainline is being produced under the editorship of John Arrowsmith. John has volunteered to take on the task following David Jupp's decision to step down. I'd like to take this opportunity to wish John success for the future and also to thank David for the excellent job he has done during his editorship.

This year marks the 8<sup>th</sup> year of my tenure as Australasian Region Trustee/Pacific District Director. I have thoroughly enjoyed my time in the role and thank all of you for your support over the years. However, I've decided that its time for me to step down, so I am not contesting the current National ballot. Peter Jensen is standing unopposed and I believe Peter will do well going forward. Good luck, Pete.

For those new members, the Pacific District Director is elected to the (Inter)National Board of Directors of the NMRA by those members residing in the Pacific District, which includes Asia, Australia, New Zealand, and the Middle East. The Board sets policy for the whole of the NMRA and each Director is required to act in the best interests of ALL NMRA members worldwide, not just those in his or her District.

Cheers  
David North

members lower dues as of last year. Many of you may be aware that the cost of membership in the US has recently increased and I am pleased to advise that this increase can be absorbed under our current dues structure.

Regional membership has continued to grow over the past couple of years. Over the last six months there has been a major jump in the growth with four clubs joining the Region under the 100% member club scheme. I welcome these new clubs to the Region and details on how to contact the clubs will appear in a future edition of the Mainline and on the website.

As part of this growth, I am pleased to announce that a new division is to be formed on the mid coast of NSW, around the towns Taree and Foster. Members interested in more information on the new division do not hesitate to contact the Committee. (Continued next page)

A great encouragement has been the number of members who have been involved in the achievement program, under the encouragement of our AP Chair Gerry Hopkins. Congratulations are in order for our latest two Master Model Railroaders, Steve Pettit and Garth Fraser

Again, I encourage all members to come along to learn, participate and socialise with your fellow modelers at this year's Regional convention on 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 have been sent to all members and are available on our website.

Cheers,  
Robert Peterson

## EDITORIAL

Welcome aboard to my first attempt at creating Mainline. I hope you will enjoy the new format, and the line up of articles members have generously devoted their time putting together for us.

Our thanks should go to David Jupp who has devoted his time and efforts in getting the Mainline up and happening to date.

I can vouch for the fact that creating a Mainline magazine is no easy task. There is a huge amount of organization and discipline involved.

I will be constantly looking for new articles for the Mainline, as such I will be looking to all members to contribute what you can, and use Mainline as a tool for building on the knowledge we all have as model railroaders. So to avoid article after article on 1953 Santa Fe :) (what I model) please submit to me what you can.

In this issue you will notice advertisers have been given only the back page. My idea is to make the Retailers Directory easy to find, less expensive and more productive for the advertiser, and give up more space in the publication for articles.

I have also endeavoured to give a spread of layout news from all modelers, be it Australian, American, European, British or any other country/state/province that our readers model.

From this issue, Mainline will also now be available for download from the NMRA Australasian Region website. The download will be in full colour Adobe PDF format. Of course this does not mean that Mainline will not continue to be in print. Much to the contrary. The web based Mainline is simply another tool for NMRA members who wish to use it.

I am also endeavouring to print independent reviews on new products in the market place, and introduce new pages on DCC as a regular feature, along with a regular clinic or how to article.

Again I hope you enjoy the new publication.

John Arrowsmith



## BLIGH PARK MODEL RAILWAY EXHIBITION

ARTICLE BY JOHN ARROWSMITH - MODULE SIG



November 2005 saw the 1st NMRA Bligh Park Model Railway Exhibition, coordinated by myself and the Module SIG.

Bligh Park was abuzz with all hands on deck on the Friday setting up. It was wonderful to see things finally come together after some 8 months of planning between the Bligh park community Services Inc, and the module SIG. All hands that helped out worked as a great team together.



(Right) The Ghan - Coffs Harbour SIG layout



We had some terrific layouts including the Coffs Harbour Module SIG, whose team put in a magnificent effort in helping us over the weekend. As those of us who have set up with them before can vouch, they are so well organized in getting their layout up and running in such little time, and make it all look so easy. Many thanks.

The Macarthur group was there with their HO Australian layout, which was well presented and took particular interest with the local members of parliament.

A UP articulated locomotive doing some heavy duty railroading on the Coffs Harbour SIG layout



The Hills group had their N gauge layout set up in the 2nd hall, which ran faultlessly all weekend.

Along side the Hills group was NMRA's Sweetgrass layout, which attracted lots of attention and the kids got to see an HO scale Thomas complete with lights, moving eyes and all.

I displayed a couple of his modules, (Arrowsmith Illinois) where traders were also able to demonstrate DCC, and other train related material and techniques.



Having a coffee break back at the shed on John Arrowsmith's "Arrowsmith Illinois" modules.



Steve Pettit set up his narrow gauge layout for all to be in awe of. Though small, the detail in this layout was nothing short of inspiring. Thanks Steve.

Outside Thomas and friends were present, even through the bad weather, as was the Parker family who kindly donated their time running one of the old green and yellow Sydney double decker buses they have recently restored to and from the exhibition and Windsor station.

Meanwhile, volunteers from the community centre made sure all who attended were well fed,

Also heart felt thanks should go out to the traders who spent their valuable time at the exhibition supporting the cause, along with donating the raffle prizes.

Steve Pettit's narrow gauge layout, demonstrating superb detail in a small space.

The exhibition, even though we had shocking weather, ran like clockwork all weekend. It was great to see everything fall into place as planned.

It was also great to see the support of those NMRA members who attended as either helpers on Sweetgrass and other layouts, or who just came along to enjoy themselves.

A BBQ was also held on the Saturday evening, put on by the Module SIG for all the exhibitors and traders, followed by a running session on the Coffs Layout.

Along with the general public, we had our fair share of local councilors and MPs who donated their time to drawing raffle prizes.

Heavy haulage Australian style on the Macarthur Layout



Local freight waiting in the yard for the main to clear on the Hills group N gauge layout



Daylight express departing Sweetgrass station

Also present was the Hawkesbury Community Radio, and the Richmond-Kurrajong railway group.

The local news media was also present with Steve Pettit's layout making the front page of the Hawkesbury Courier, and John Arrowsmith's modules in the Gazette.

All in all we achieved our goal in raising funds for the Community Centre, having a good time doing it with friends, and getting the NMRA's name out there.

It was amazing what those trains got up to in the wee hours of Saturday and Sunday mornings. Even Thomas got in the act trying to show off in front of the bigger engines. Better be careful Thomas, you'll break a connecting rod trying to haul that load.....



These blokes looked like they were up to no good setting the old sleepers alight



And then we spotted the late night bathers, caught in the headlight of a west bound local freight

## GOT THE DCC BUG?

ARTICLE BY JOHN ARROWSMITH

This is a new feature I will be compiling for Mainline. Here I would like to introduce what DCC is, how it works, advantages/disadvantages, and get into some real technical and nifty DCC ideas our members are experimenting with. I would also be most appreciative of, and invite members' input and ideas that you have tried or are using in DCC on your layout/s, no matter how simple or complex that you could share with NMRA readers.

### What is DCC, how does it work and why I feel it has advantages over conventional DC/AC control

Digital Command Control (DCC), I believe, is the present and future of model railroading control systems.

DCC utilizes the transmission of signals over the same wires/track as the electric current. The signal is transmitted via a "Command Station" and received by decoders. A decoder reads the signal in "packets" and deciphers the information as instructions to perform a task, for example to turn the locomotive headlight on or off.

In conventional DC or AC running, the operator is adjusting the current and voltage through the tracks to drive a locomotive. The locomotive motor responds by speeding up when current is increased or slowing down when current is decreased. In DCC operation, the current through the track remains constant. It is the decoder in the locomotive that varies the current to the locomotive motor, based on the instructions received via the command station.

A typical DCC system consists of a cab, command station, booster, decoders, and one or more power supplies. Some systems use separate components for each of these items, while others combine two or more into the same unit. What matters here is that if you are in the market for a DCC system, make sure what you choose is NMRA compliant. Choosing a partially, or non compliant DCC system may result

in incompatibility issues with different brand decoders and DCC accessories.

The cab component is your throttle. It is from the cab that you can control the speed, direction, lighting, sounds and other accessories in your locomotive. A cab can also control other accessories like turnouts/points, turntables, crossing gates, etc. So in a nutshell, the cab is the point of interaction between the operator and the DCC system.

The Command Station is the brains of the DCC system. The command station is a simple computer that interprets commands given to the system by the cab. It converts the signals into packets of information, and adds an address to each packet before transmitting the information to the booster, then down the power wires, through the track to your locomotive's decoder. The address transmitted ensures that only the intended decoder receives and responds to the attached packet of information.

The Booster is the DCC component that amplifies the packets of information from the command station and sends them through the track. The boosters signal is powerful enough to run the trains as well as transmit the packets. Your power supply is also connected to the booster.

For every part of your railroad

that you wish to control with DCC you will need a decoder. Once a packet has been transmitted by the booster through the track, all locomotives and accessories fitted with decoders listen to the command. When a decoder finds a packet addressed to it, the decoder deciphers the packet of information and acts on it accordingly. Decoders come in all shapes and sizes. Some are basic with as little as two functions, others are very complex with numerous functions and even sound chips built in. Then there are also accessory decoders.

#### So what are the advantages and disadvantages of DCC?

Cost is always a contributing factor. On a small layout, where the operator would not be running in excess of say 5 locomotives and DCC accessories, a basic DCC system, such as the Bachmann E-Z system is today no dearer than setting up a conventional DC system. In fact Bachmann now have starter train sets that include the E-Z system, and decoder equipped locomotive for a very modest price.

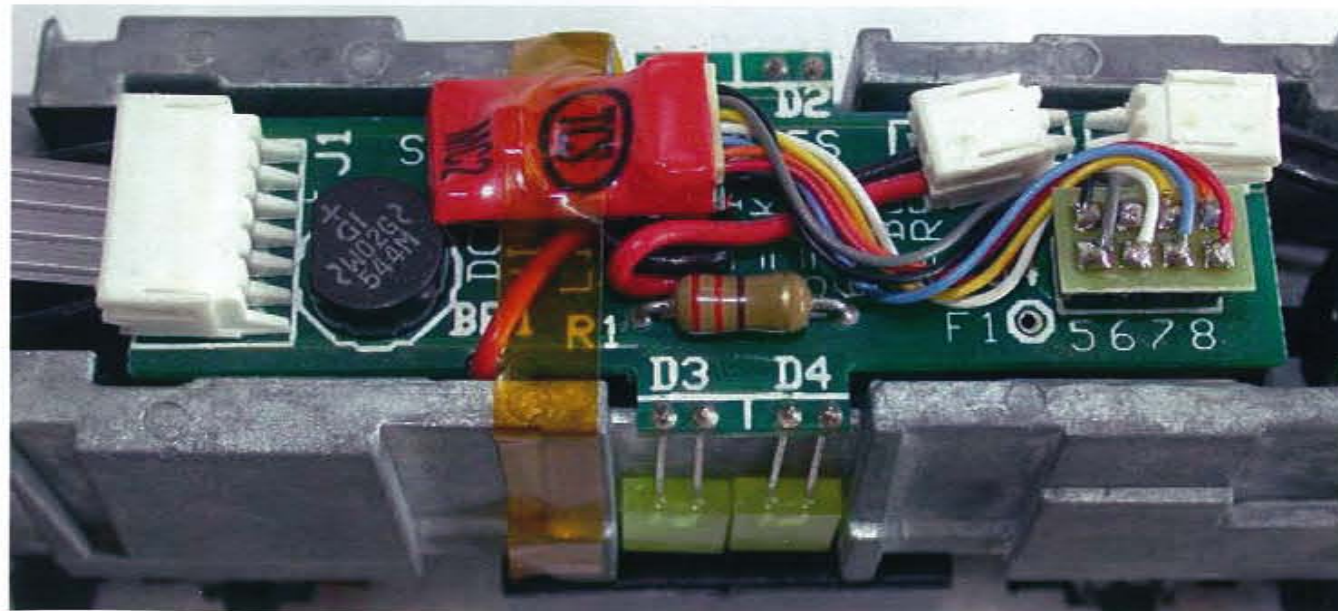
Naturally, for a larger layout, DCC will cost a little more. This is mainly because you will need a bigger system and perhaps extra boosters, cabs and powers supplies. However, the cost is well justified on a larger layout because of the ability to control trains individually without the need for a block system, or

complex wiring and switches. In fact DCC could eliminate the need for a conventional control panel.

Most DCC systems also allow for a connection to a PC or Mac. If this option is available to you and you are a bit computer savvy, then it is possible to computerize your layout, and turn your home computer into a rather complex cab that can talk with the rest of your DCC system.

Modern DCC decoders help smooth out the ride of older more rugged locomotives. A lot of decoders are now fitted with 'back EMF' and have variable speed curves that you can program to them to provide your locomotive with the right amount of power at the right time.

Conversion from conventional DC is quite simple. In fact I did the initial change over on my layout in one evening. To install decoders in a simple locomotive, such as a steamer with a single front headlight means only soldering six wires, and safely installing your decoder in the locomotive. In today's line up of locos on the market, most will already have an NMRA approved DCC ready plug fitted.



Above: Installation of a TCS MC2 decoder in my new SF Stewart FT A unit. Note the NMRA 8 pin plug goes straight into the socket provided in the Stewart circuit board. (In later issues we will look at a more advanced installation in an FT which allows for control of the LEDs for the number boards.)

In future Mainline issues I will also get into terminology such as CVs, manipulation of them and more advanced DCC related material.

John Arrowsmith



Above: General wiring diagram of a standard NMRA compliant decoder



Above: NMRA standard 8 pin decoder plug wiring arrangement (view looking into the socket from the plug) NB the colours of the wires are the same as the diagram at the top. The plug is just an easy way to connect your decoder to the locomotive without soldering required. (Provided the locomotive circuit board supports this plug)



## AT THE CLINIC

### THE SANTA FE 3751 CLASS 4-8-4 NORTHERN BLI MODEL TO PROTOTYPE COMPARISON

ARTICLE BY JOHN ARROWSMITH

#3751 is my favorite all time Santa Fe locomotive. In this article, I'll start off with a bit of history on the Prototype. I have endeavored to throw in dates of noticeable changes to aid modelers depicting different eras. The aim of this article is to give a fair comparison of the BLI model of 3751 with the prototype; not be critical of what the manufacturer has or has not included in their creation, but give the modeler the information, as accurately as possible, to modify the model if they so wish to achieve a more prototypical appearance.

Santa Fe was among the first railroads in the United States to embrace the 4-8-4 Northern type. The 3751 class was primarily purchased for passenger service, and were usually assigned to work west of La Junta. 3751 later saw work in Arizona and California.

The use of the four wheel trailing truck enabled the 4-8-4 type to carry a larger firebox than its predecessor, the 4-8-2 Mountain type. The larger firebox was one of the main keys to the Northern's success as a more efficient and powerful performer.

As built, the 3751 class had 73 inch drivers, which were later modernized to 80 inch drivers. Boiler pressure was set at 210 pounds. It had cast steel cylinders keyed to the engine bed, front-end American multiple throttle, Elesco feedwater heater, Duplex stoker, Nicholson thermic siphons in the firebox, which had a large grate of 108 square feet, and the Type E high-temperature superheater. Walschaert valve gear with a multiplying lever to provide 9" of maximum valve travel, operated with a Ragonnet power reverse gear, was provided. The Santa

Fe's own Layden exhaust nozzle was used. Tenders had a one-piece cast steel underframe, used six-wheel trucks, and held 15,000 gallons of water and 20 tons of coal. 3751 had a total engine weight of 421,000 pounds, and maximum drawbar horsepower at 40 miles per hour was 3,220 with indicated or cylinder horsepower of 3,600 at that speed. There were 14 locomotives of this class built from 1927 thru 1929, numbered 3751-3764. 3751 was shopped and converted to oil burning in 1936. The coal compartment of the tender was converted to a 5071 gallon oil tank. In 1941, 3751 was shopped again, receiving 80-inch Boxpok driving wheels, Timken roller bearings on all engine axles, and Worthington 6-SA open type feedwater heaters (replacing the Elesco closed type).



Baldwin Official photo of 3751 as delivered in 1927.  
Photo sourced from website  
<http://www.rr-fallenflags.org/>

Steam pressure raised to 230 pounds and the maximum drawbar horsepower was increased to 3,600 at 50 miles per hour, with 3,900 indicated horsepower at that speed. In 1946, due to height restrictions on the Arizona division, 3751 had its extension smoke stack replaced with a lower deflector type. In 1950, No. 3751 was equipped with automatic train-stop equipment. 3751 was retired from regular service in August 1953.

Broadway Limited Imports (BLI)

issued its first run of the 4-8-4 3751 class in HO scale in 2004. For me this was my first BLI loco, which I had imported from the States. It arrived beautifully packaged in dark maroon box lined with a condensed foam. As delivered the model arrived with spare driving wheel with rubber tyres. (driving wheels without tyres were factory fitted), a pair of spare tyres, a plain stack (replaceable), telescoping stack (extended), and curved stack (extended). Prior to running, the nose had to be fitted in place.

As I am only making comparison between the 3751, and not its sister engines, some of the notes here may not apply to those engines. For more information on these engines, notes are available from the 2005 Santa Fe Clinic presented by John A. Thompson - June, 2005.

The first run engines were available from BLI numbered 3751, 3755, 3762, & unlettered. The engines were painted a dark shade of grey. Second run engines were painted black. Quoting Andy Sperandio in his Sep. 2004 MR review (p. 98-100) of 1st Run, is a list of differences between the model and the prototype (in scale) + others I have noticed from photos and emails from Santa Fe groups I belong to:

- Pilot wheels should be 37" not 34.5", drivers should be 80" not 77", trailing wheels should be 40" not 42.5"
- behind RHS pilot deck shield, should have a hot water pump with a large suction pipe from smokebox (not an extra air compressor with undersize water pump beside it); this appears to be corrected on the 2nd Run models [but Andy S. says the larger water pump still looks too small]
- air compressor under LHS of cab is missing its piping connections
- curved handrail above the pilot deck is the wrong shape, should have two more right angles and curve horizontally to attach to stanchion on smokebox
- body is dark gray but frame and drivers are black (not consistent, but 2nd Run body is black)
- pilot wheels and the ends of driver axles should be

black, not shiny metal

- smokebox front is silver but should be tarpon gray, so should smokestack (all types), front-end throttle cover behind stack, and exposed bottom edge of firebox below the jacket
- tender capacity numbers are wrong on rear of tender (and still wrong on 2nd run) The stencilling on the rear of the tender is for a 15K tender and is incorrect for the 20K tender used by 3751
- The model has the correct configuration of the dry steam pipe above the rear of boiler: 3751 had no visible pipe (model of 3751 is correct), 3752-64 had one pipe (and other model numbers have one, as they should, and the unlettered model also has one).
- The model includes a lubricator box above 2nd driver on the left hand side This was removed from 3751 when shopped in 1950.
- The numbers on the front number board under the headlight should be aluminium and not gold.
- Painted numbering appears that it should be white, not silver, as depicted in the 1959 (colour) photo below.
- The model depicts the later and larger sand dome.



#3751, photographed in 1959, soon after her retirement from regular service.

Notice numbering is stencilled in white, and the front of the locomotive was painted black, not grey.

All things considered, the model runs quite smoothly. I did adjust the rods after delivery which eliminated a minor jerkiness. I have no derailling problems with the locomotive. It can handle Peco medium turnouts and 24" curves on my layout and that of the Module SIG. This I think is mainly due to the tapered driving wheels, and axles which have a fair bit of left/right movement.

3751 features the QSI sound system. The sound features of the model are to me, quite good. The chuffing sound and whistle is reasonably close to the 3751 as it is today (my comparison being with a DVD "Above the Rails"). The volume is controllable using CVs in DCC or manually by taking the lid off the tender and adjusting the "adjusting screw". The full potential of the sound system is evident in DCC over running it in DC. No modification was necessary when swapping over from DC to DCC and vice versa, as demonstrated on Mike Bartlett's UP layout in Taree in September 2005. (Also "demonstrated" was 3751's ability to haul some 30+ 50" box cars up a grade without slipping, with Judy from the Northern Rivers division cheering all the way!)

The front headlight when turned on triggers a steam generator sound, and it replicates the real headlamp when it brightens up

with the increased voltage from the generator. The reverse lamp has the same feature. The headlamp is a bright white LED, with a blue tinge to it. This can be fixed by painting it with Floquil flesh colour. After applying the paint the lamp will be a pale yellow with no blue tinge.

John Arrowsmith



My BLI 3751 parked outside the round house on the Coffs Harbour Module SIG layout, exhibiting at Bligh Park NSW, Nov 2005

**RAILROAD EVENTS CALENDAR 2006****April**

- 1st Module Sig meeting  
Dence Park Epping Creative Centre
- 1st SA Div Meeting
- 1-2nd Canberra Model Railway Expo - National Hockey Centre, Mouat St, Lyneham
- 8th QLD & NSW Div Meetings
- 8-9th Mortdale Model Railway Exhibition, 48 Barry Ave Mortdale
- 14-17th Bendigo Model Railroad Easter Exhibition at St Andrews Church Hall, Myers St, Bendigo
- 15-17th Hobsons Bay Model Railway Club Exhibition - Albert Park College, Danks St, South Melbourne
- 17th WA Div Meeting
- 23rd VIC Div Meeting
- 29-30th Winston Hills 12th Annual Model Railway Exhibition at Winston Heights Public School, Buckleys Road, Winston Hills
- 29-30 & May 1 Brisbane Miniature Train Show at the RNA Show grounds

**May**

- 6-7th Beechworth Model Train Show  
Beechworth Memorial Hall,  
Ford St, Beechworth Vic
- 14th NSW Div Meeting
- 21st VIC Div Meeting
- 20-21st Kurri Kurri Model Train Show  
Richmond Vale Railway  
Museum, Leggetts Drive,  
Richmond Vale NSW
- 20-21st West Gippsland Hobbies Craft & Model Train Expo Cardinia Cultural Centre, Lakeside Blvd, Pakenham Vic.
- 20-21st Sydney N Scale Model Railway Club annual exhibition  
Thornleigh Community Hall,  
Cnr Phyllis and Central  
Avenues, Thornleigh NSW
- 27th Module Sig meeting  
Dence Park Epping Creative Centre
- 28th Coffs Div 8 meeting  
Toormina Girl Guide Hall

**June**

- 3rd SA Div Meeting
- 10-12th Angle Park SA - Adelaide  
Greyhound Racing Club, Cnr  
South & Angle Roads, Angle  
Park
- 10-12th Epping Model Railway Club  
Exhibition, Epping Boys High  
School, Cnr Epping and Vimera  
Rds, Marsfield NSW
- 10-12th Waverley Model Railway Club  
Exhibition Hungarian  
Community Centre, 760  
Boronia Rd, Wantirna VIC
- 11th NSW Div Meeting
- 17-18th Toowoomba Model Railway  
Exhibition, Toowoomba Show  
grounds, Glenvale Rd,  
Toowoomba QLD
- 17th QLD Div Meeting
- 18th VIC Div Meeting
- 18th Module Sig meeting  
Dence Park Epping Creative  
Centre
- 25th Coffs Div 8 meeting  
Toormina Girl Guide Hall
- 27th WA Div Meeting

**July**

- 3rd SA Div Meeting
- 8th QLD Div Meeting
- 8-9th Tourist Railway Association  
Kurrajong Exhibition Phillip  
Charley Pavilion, Hawkesbury  
Showground, Racecourse Rd  
Clarendon NSW
- 8-9th Grampian Model Railroaders  
Exhibition SES Hall, Sloane St,  
Stawell Vic
- 15th NSW Div Meeting
- 18th VIC Div Meeting
- 23rd Coffs Div 8 meeting  
Toormina Girl Guide Hall
- 22-23rd Hills Model Railway Society  
Exhibition Castle Hill NSW  
Harvey Lowe Pavilion, Castle  
Hill Showground (off Carrington  
Rd) Castle Hill
- 27th WA Div Meeting

**August**

- 5th SA Div Meeting
- 5-6th 34th Malkara Model Railway &  
Scale Model Exhibition at  
Malkara Special School,  
Wisdon Street, Garran, ACT
- 12th NSW Div Meeting
- 12-13th Bald Hills Model Railroad  
Exhibition Memorial Hall,  
Gympie Road, Bald Hills,  
Brisbane Qld
- 12-13th Metro Model Railway Group  
Essendon Exhibition, Ukrainian  
Community Hall, 3-11 Russell  
St, Essendon Vic
- 12-13th Murwillumbah Model Railway  
Show, Elliott Centre,  
Murwillumbah High School,  
Nullum Street, Murwillumbah  
NSW
- 19-20th Newcastle Exhibition Our  
Town Model Show at  
Broadmeadow Race Course,  
Chatham Rd, Broadmeadow  
NSW
- 20th Module Sig meeting  
Dence Park Epping Creative  
Centre
- 20th VIC Div Meeting

**September**

- 2-3rd Croydon Model Railroad  
Exhibition, Croydon Secondary  
College, 212 Croydon Rd,  
Croydon Vic
- 2-3rd Mudgee NSW 'The Stables'  
conference centre, Market St,  
Mudgee. NSW
- 9th QLD Div Meeting
- 10th NSW Div Meeting
- 16-17th Gold Coast Model Show  
Jupiter's Pavilion, Parklands  
Showgrounds, Parklands Drive,  
Southport QLD
- 16-17th Taree Model Railway Exhibition  
Saxby Basketball Stadium,  
Bligh Street, Taree North NSW
- 17th VIC Div Meeting
- 24th Module Sig meeting  
Dence Park Epping Creative  
Centre
- 30th Sept, 1st & 2nd October AMRA  
Show Sydney

**RAILROAD EVENTS CALENDAR 2006****October**

- 14th SA Div Meeting
- 15th VIC Div Meeting
- 22nd Coffs Div 8 meeting  
Toormina Girl Guide Hall
- 29th Module Sig meeting  
Dence Park Epping Creative  
Centre

**November**

- 4th QLD Div Meeting
- 11th NSW Div Meeting
- 12th VIC Div Meeting
- 19th Module Sig meeting  
Dence Park Epping Creative  
Centre

**December**

- 2nd SA Div Meeting
- 3rd VIC Div Meeting
- 9th NSW Div Meeting

**CONVENTION 2006**

Niagara Park Community Centre  
Washington Avenue, Niagara Park  
Central Coast of NSW  
14th /15th October

**Clinics and Workshops**

The selection below is the result of your input to Survey 2006.

- Weathering - with airbrush, with acrylics, with chalks
- Scenery, rock work and backdrops
- Decoder installs - N scale Plug and Pray, HO scale Plug and Pray. HO hard wire, HO sound
- DCC installing systems, wiring the layout, dcc friendly turnouts.
- Operations for your layout
- Scratch building
- Detailing
- Airbrushing
- Tuning the decoder for your loco, speed matching, Decoder Pro
- Signalling different systems for your layout
- Trees - US, OZ, Pom.
- Maintaining & Tuning your rolling stock and locos.

In the Survey many members ask for Hand laying Turnouts (takes 1 day), most of these also asked for Soldering (takes 1/2 a day) as a clinic. Good soldering is a requisite for turnout building so these will be held as a separate Workshop Day at other times during the year.

**Ladies Outing**

- The Ladies will be taken on a sightseeing tour of the Central Coast.
- The Tour lasts for 5 hours and covers many popular spots.
- A picnic lunch will be provided.
- The transport will be a Red Double Decker.

**For Registration, refer page 31 of this Mainline**

## IN THE PRESS

### Update on what's been happening on the BC&SF

Article and pictures courtesy John Parker



The management of the Barren Creek & Santa Fe Rwy [BC&SF] recently released photographs of its new diesel refuelling facility at Bell Junction.

The diesel fuel tank sitting on the wooden piers was based on some drawings that appeared in a Sep-Oct 1974 issue of the "SW Prototype Modeller" magazine. The wooden piers were scratchbuilt and the fuel tank is from the remains of an old Revell kit. The diesel fuel, sand and water stands were assembled from some very old Stewart kits.

Finally, the "new" memorial stands adjacent to the Bell Junction depot. It was dedicated to the long-gone founder of the original narrow-gauge "Barren Creek Railroad" when it was just a figment of John Parker's

imagination. Anyway, in typical "bean counter" fashion, a new BC&SF accountant wanted to tear it down because it served no purpose. So to spite them, the BC&SF's Chief Electrical Engineer converted it into an electrical switch, which when depressed turns on the lights inside the depot! Long Live the Sparkies!

Well done John, look forward to more updates!



### What is the Rail Clearways plan?

The Rail Clearways plan is a \$1.5 billion "initiative" of the NSW Government to improve capacity and reliability on CityRail's Sydney suburban network, presently recognised as one of the most complex in the world.

Due for completion in 2010, the Rail Clearways plan comprises 15 key projects that will separate the network's 14 metropolitan rail routes into five independent clearways. These projects are being designed to remove bottlenecks and junctions, reduce congestion and delays, and allow for simpler timetables for more reliable and frequent services.

Delivery of the Rail Clearways plan will mean an incident on one part of the rail network will no longer affect services on other clearways.

It will also increase the capacity of the CityRail network to meet continuing growth in patronage from both suburban and intercity areas. To create the five major clearway routes, RailCorp will build additional track, platforms, turnbacks and train crossing loops.

When completed, the Rail Clearways plan will should significantly reduce the sharing of critical infrastructure and train paths amongst the various

existing lines in the Sydney suburban area. The 15 key projects in the Rail Clearways plan will create five independent routes which feed the lines through the CBD. Separating the routes means an incident on one part of the rail network will have a limited effect on services on other parts of the network.

These benefits will extend to intercity services from the Blue Mountains, Central Coast and Illawarra areas that travel through the suburban network to Central and other areas.

For more on Rail Clearways visit: <http://www.cityrail.info/news/clearways.jsp>

Stephens, said many people who travel on Puffing Billy think of it as a wonderful ride, but what people don't always see is that it is a very big part of Victoria's heritage.

are an initiative of the National Trust in Victoria as part of its 50th birthday celebrations.

Puffing Billy Tourist Railway Board chief executive officer Andrew

The Victorian Heritage Icon Awards

### Puffing Billy a Winner

Puffing Billy has been named as one of five winners of the 2006 Victorian Heritage Icon Awards.

## Northern Rivers Division—New layout

Article by Ian Phemister Coffs Harbour Module SIG

With our existing layout slowly wearing out, as some of the modules are almost seven years old, we are slowly planning to build a new and better Layout. As with the previous, the new layout will be primarily an Exhibition style design as this is where we seem to get the most enjoyment and satisfaction. We intend to still show to the general public the advantages of "walk with your train" DCC control.

For those who have seen the old layout in operation you may have seen the problems caused when crossing the main line to enter the centre yard. And when we change Prototypes, i.e. NSW to American, when we have several trains running in both directions, the inside track has to stop to let the train cross to enter the yard. This causes a "Pile Up" Effect when operators are not watching what is happening further round the Layout. So we want the new design to keep the flow of trains running when other trains run into the centre yards. When exhibiting it is important to **keep trains running** or you loose your crowd. That is the main point to which we want the new layout to Overcome.

As we will again have a double track main we see that a fly over is the only answer to the problem. This will be the number one thing in the design. For all those "Operation" types out there, it will also have a complete Branch line, if you wish to call it, which will include a full system of industries in which to shunt freight cars.

We will be Going away from the Module design and convert to a sectional track layout with 2.7m x 750mm Base boards completely made from builders grade Ply. At this point it is still very much in the planning stage.

As for the existing layout, we have no confirmed exhibitions that we will be attending, though we hope to be at the Newcastle & AMRA Sydney shows toward the end of the year. Watch this space for further advancements with the new layout.

Ian Phemister  
Coffs Harbour Module SIG

Right: Photos from Bligh Park Exhibition of the existing Coffs Layout



## Scuttlebutt !

Southern Models here in Adelaide are the Australian Hornby importers & they will also be the agent for Walthers Cornerstone buildings. They cannot sell it until announced in the forthcoming Toy Fair in NSW

Now the scuttlebutt is that we know Hornby purchased Lima & Lima owns Rivarossi & this is distributed in USA

by Walthers, it could be that Southern Models becomes a full Walthers agent here in Aust - very Interesting!! (possibly called Walthers , Aust)

Ron Solly

## Congratulations Steve Pettit



Well done Steve on achieving your MMR. With scenes like this one (above left) in your new layout, it's well deserved.

Steve is currently building a new HO CP layout. Mainline looks forward to some more photos and will keep you informed of his progress. (Above right) the real CP scene Steve has based his work on.



## EURO & BRITISH MODELLERS

ARTICLE BY RON SOLLY

During 2005, I mentioned in Division 6 jottings that I was going to rebuild my current USA style layout into a UK format. Prior to this decision, the layout 3.8M x 6M was loosely based on East Coast concepts in the steam & diesel days, Code 100 track & analogue control. It was built as an operational shunting layout for a group of people, not just for me to sit & watch trains run around & around.

I decided to go UK format for these two main reasons:

(a) A train of 10 four wheelers is about 900mm/ 30" long & looks bigger than the same length 30" train of 40/50ft cars - 4 or 5 of. More vehicles allow more shunting to be undertaken.

(b) UK model locos were now getting better running than before as they had progressed to 5 pole, fly-wheel motors & more pickups - in other words they ran as well as USA models.

Anyway - a change is good as a holiday so they say!

I decided that I would be again in steam & diesel days 1940-1960 using GWR & WR of British Rail as the influence.

So from the end of May 2005 until mid-November, I madly ripped out 5 stations, new baseboard tops & replaced with 4 stations & hidden sidings using code 75 & the majority of points being hand made. Last count was 61 hand made & 19 commercial points. The big majority are hand operated with electric for far flung & hidden sidings. I remained

analogue control because of the way we, our local round-robin group operates & it would have cost me a lot just to provide for the operators & at least 6 locos with chips - even if some could be fitted with chips.

Initially I was loaned lots of locos & rolling stock but have gradually replaced them with my own, 18 locos & 122 goods & passenger vehicles. We normally have 4 operators & the principle is that we are stationmasters, etc remaining at one station for the entire session.

The vehicle card system is one I learnt when I joined the group over 5 years ago & it based on the concept that in the main, dropping one vehicle & picking one up prevents congestion in yards & sidings.

Even with 5 passenger trains of different types & sizes & 7 goods trains, it takes about 3 sessions of 3 hours each to process all 12 trains. It has been known that one goods train of 10 vehicles over the four stations & returning to its origin has taken nearly 3 hours - we don't rush. Only passenger trains are timetabled - everything else fits in between those.

Scenery is slowly getting done but like most layouts, once actual operating starts, the existing track layout show up some problems so relaying track & points has been part of the last couple of months.

It was during laying new points requiring motors that I got involved in testing & using a solenoid point motor control unit

developed in Western Australia. This even led to me learning about circuit breakers & related activity.

I get enjoyment from kit building, coupler conversions using Kadee & wiring as the main aspects. I will even try building a white metal loco kit soon.

I do not expect to be a MMR but learning & hopefully improving all the time. DCC has been tossed around as a possibility but there a couple of operational situations in my current layout & operating system where DCC experts have not really come up with good answers but that is another subject.

Outside of being a member of the NMRA, I am also involved in two UK modelling Associations (one here in Australia & one in UK), an Exhibition layout of Australian outline & part of the operating team on a largish USA layout using - wait for it - DCC! I enjoy any type of model rail that looks something like the real thing irrespective of the prototype.

Ron Solly

## AMERICAN MODELLERS

### NORTHERN PACIFIC 67006-67071 BULKHEAD FLAT CARS

By John Gillies

The Life-Like/Walthers Proto 2000 AAR 50 ton flat car is an excellent representation of the NP 62000-62299 series 53' 6" flat cars built by American Car & Foundry (ACF) in 1943. Some of these cars were converted to bulkhead flat cars from 1954-1961 as the NP responded to customer requests to prevent loads shifting over the ends of flat cars and to reduce damage, especially for building products such as plasterboard and various timber products. There were slight variations in bulkhead height and width in the series NP 67006-67071, 67075-67076 and 67088-67091 as noted on the plan in the freight car research section of the Northern Pacific Railway Historical Association at <http://research.nprha.org/NP%20Flat%20Cars/53%20ft.%20Flat%20Cars%20with%20End%20Racks%2067006-071.jpg>

The model is based on Dan Holbrook's photo of NP 67021 which appears on page 71 of Todd Sullivan's NP Colour Guide to Freight and Passenger Equipment published by Morning Sun Books in 1995, ISBN 1-878887-49-1.

The Proto 2000 kit is well engineered and assembles quite easily. It has been available decorated for the NP as built by ACF, but I couldn't locate one. An ACL car was the



starting point for this model, so the paint was stripped from the plastic body by soaking it in methylated spirits until the paint softened. Gentle brushing with an old toothbrush easily removed the ACL paint scheme. Building NP 67021 is relatively simple - build the kit with some minor modifications and add two scratchbuilt bulkheads. I deviated from the kit by replacing the plastic grab irons with more durable 0.008" brass wire bent to shape and attached with ACC. The stirrup steps were considered for replacement by metal ones, but in the end I used the kit's supplied plastic ones as they appear reasonably durable and aren't grossly oversized.

The deck is shortened to 48' 6" to fit between the bulkheads by removing the last four boards from each end of the deck. The base of the bulkhead is 2' 6" deep and on this car the bulkhead is 8' 11" wide and the top is 7' 0" higher than the deck. Each bulkhead's face, base and its four braces were built from 0.020" styrene sheet. My interpretation of the



0.010" styrene rod. I attached the bulkheads to the car's body and weight with contact adhesive; largely to pull the plastic ends of the car into line with the weight. An eyebolt and 0.008" brass wire were used to make the uncoupling levers. Kadee air hoses and #58 couplers were also used.

The car was airbrushed with a 2:1 mix of Polly Scale engine and tarnished blacks and lettered with Microscale 87-777 decals with a sealing coat of art store aerosol matt spray (which isn't really matt). It was weathered with a variety of Polly Scale weathering colours and artists' acrylic paint washes.



#### Parts List

Life-Like/Walthers Proto 2000 AAR standard 50 ton flat car  
0.020" styrene sheet  
Evergreen 8102 1" x 2" styrene  
Grandt Line 3901 0.010" styrene rod  
Detail Associates 2206 wire eye bolts  
Detail Associates 2502 0.008" brass wire  
Kadee 438 air hoses  
Kadee #58 scale couplers  
Microscale 87-777 NP general freight decal set  
Herald King ACI labels (also available from Micorscale)



Photo courtesy Dan Holbrook

## AUSTRALIAN MODELLERS

This feature is a new section of Mainline devoted to the Australian Model Railroaders amongst us. I am looking for Australian content to fill these pages each issue, whether it be an Australian model railroad layout review, new Australian outline models available etc. etc. Please submit to me what you can...

Below, Richmond Station NSW June 2005, my son Daniel (then 2 years old) spotted #3112, so he dragged mum and dad up to the platform to have a good look. The fireman even let him in the cab for a peek!



HO Model of NSW Diesel 8108 on show at the Castle Hill Model Railway Exhibition in July 2004



Above and Below: Happy snaps of Australian scenes from the October Sydney Model Railway Exhibition in Hurstville 2005



## NEW PRODUCT REVIEWS

### OPERATING POINTS / TURNOUTS / SWITCHES.

Recently I wrote a review on a new product which is used for solenoid point motors and in doing so, thought about the many different ways modellers use to change the blades of points or turnout or switches (depending on your choice of word).

This period of thinking has led me to compile a brief history based on my experience and knowledge of one part of this hobby – it is not complete or 100% accurate but is presented so your grey cells can also think about the subject.

There is only one way to operate points and that is mechanically.

Now I can hear you say "Hang on, what about using point motors? Aren't they electrical?"

Yes, but let me clarify my statement. The blades are mechanically operated and this sliding back and forwards action of the tie-bar/ stretcher rod can be undertaken by the following methods:

Digitally using a finger; point lever like Caboose Hobbies Turnout Throws; wire rodding like a brake cable or even fixed rods and cranks like the real thing to a lever of sorts and electrical coils/motor which themselves operate the tiebar / stretcher rod mechanically.

Points like Atlas Snap-track or Lifelike type usually have a small sliding switch mounted on the point and most of the time; the blades are sprung allowing trains to run against them.

Peco have a self-locking principle while Shinohara float free. It is these two types that conjure up many variations. I use both Peco and hand-made points and connect them to my operating mechanism by rodding buried under the surface. Other methods are those on top of or under the baseboard using rodding, cables and even

cord. The actual method of moving the rodding, etc can be left to your requirements: a proper lever frame; toggle switches; sliding switches or even the rod bent upwards with a wooden ball attached.

Now we come to what may cause a riot or at least an animated discussion.

I have used a variety of electrical operating motors to move the blades on points and I do not believe that one method is superior to another – each has its uses.

To my knowledge, there are three types.

Solenoid types like those mounted next to the point like Atlas Snap-track, Peco, SEEP, Tenshodo, etc; motor driven types like Tortoise, Lemarco, etc and single coil versions using old PMG/Telecom relays.

I have used Peco, SEEP, Tenshodo and Lemarco in my days and have seen in operation Tortoise and PMG relays. They all have their good and bad points. I am currently using Peco.

PMG relays normally have an extension rod soldered to the armature to give a larger throw and usually mounted vertically under the point and use a simple on/off switch to activate them. These also have an advantage of having a few contacts for frog switching or signal. The main disadvantage is the need for a higher voltage- they normally used 50V DC but some coils will work on around 20V.

Lemarco need around 6-9V DC using a DPDT switch to reverse power, as these are a slow-acting motor drive. These motors switch themselves off after operating. These are easier to install on top of the baseboard.

Tortoise also requires DC but these are "stall" type motors, not switching off but holding the blades against the stock rail. Again a DPDT switch is all that is required. These are better mounted under the baseboard

If using Peco points with these motor type units, it is suggested that the locking spring at the tie-bar be

removed.

Now solenoid point motors are really not a motor as such as all they need is a pulse of AC or DC power. In the early days, AC was used and connected to the coils by a few different techniques such as a passing sliding switch (Peco still make these) or screws/bolts in the track plan connected to the coils and using a wandering lead for AC power or pushbuttons. It was found that with the heavy current required to move the coils, the pushbuttons often welded together and this caused a little bit of damage to coils.

Capacitor discharge circuits in many versions appeared and these allow a pulse of power only thus protecting the coils from burnout and even reduced the likely hood of pushbutton welding. There have been a few electronic circuits around that reduce push button welding/arcing down to a minimum similar to the Product Review I have undertaken.

Connecting these solenoid units to points also have many options; connected direct to points like Peco and now Hornby; underneath and on top of the baseboard and if using Atlas style, these slimline/low relief normally fit on top attached to the point sleepers.

If I listed the modelling magazines of UK, USA and Aust that had a method of point movement as an article, this list would easily fill two pages. I have no intention of doing so because I am sure I would miss one and it would be your preferred version.

Finally, I state that there is NO correct method to use to move the point blades – only the way you like and can afford – it is your Railroad / Railway Empire.

Now the subject is thrown open for any discussions.

Ron Solly

According to the BLI Website Santa Fe 3800 Class Locos should be available from April



BLI has also just released its version of the F7 Diesel. A notice has also been sent stating it has come to our attention that there are inaccuracies with the EMD F7s. We regret the problems, but our company policy is to always stand behind our products. Therefore, we will make new, accurate shells available for all shipped road names. At this time we do not have a firm schedule, but will do our best to have replacement shells available in a very timely manner. When the new shells are available, we will ship the replacements directly through your dealer. Thank you." I have received my set already. What's missing are the dynamic brakes. However the rest of the unit represents excellent quality and I believe rivals the Athearn Genesis sets that were made available with Walther's Super Chief set last year.



Still on the BLI subject, Walther's has also announced that they now have in stock the Painted, Unlettered & Unnumbered "California Zephyr" Cars



Walther's Pullman Heavyweight 3-2 Observation-Lounge has also just been released in GN, D&RGW, Milwaukee, Southern, L & N, C & O, New Haven, Illinois Central & Wabash Paint Schemes

Toms Hobbies are currently taking orders for the Trainorama 930 Class Single Ended Loco. According to Toms Hobbies website, there will be 6 running numbers total, 2 in each scheme. (AN, ANR, SAR) Also, there will be un-numbered versions in both the ANR, SAR



## DIVISION NEWS

### NMRA DIVISION 1 QLD

#### Next Meetings

\* 6<sup>th</sup> May \*  
**Gold Coast Model Railway Workshop**  
**10.00am**  
 (This is a special invitation outing  
 For further details see below)

\* 17/18<sup>th</sup> June \*  
**Toowoomba Train Show**  
 (the initiation of our display layout)

\* 8<sup>th</sup> July \*  
**Ken Leitch, Landsborough**

\* 9<sup>th</sup> September \*  
**Graeme Emery & Avon Aitchison,**  
**Macleay Island**

\* 14/15 October \*  
**National Convention**  
**Niagara Park (Gosford Area)**

\* 4<sup>th</sup> November \*  
**Mark Ward, Toowoomba**

(All Div.1 meetings start at 1.30pm  
 unless advised)

#### Visit to Denis Lane's Layout

Twenty-three members and friends turned up at Denis Lane's to see the progress on his Westridge RR, based on B & O, WM and other coal roads in the Allegheny Mountains. A lot of beautiful scenery has been done and this is augmented by many great structures including a street of company houses. Denis's trackwork seemed to go impeccably all day. He has thoughtfully ensured that there are lots of places where good photos can be taken with admirable foreground interest, the trains in middle distance and suitable background.



A scene from Denis's Westridge RR which features mountain forests and heavy coal transportation.

At this outing, several awards were handed out and included 3 for Denis himself, Scenery, Structures and Golden Spike. Mark Ward was on hand to receive his Scenery AP and Bob Brown received his Golden Spike. All of this is thanks to Gerry Hopkin's visit last month and of course the good work done by our Queensland modellers.



Denis Lane receiving one of his three awards from Division Superintendent Glenn Stevens. Photo Col Upton.

Show and Tell gave us the chance to see Grahame Davis's very detailed creations in On30, one a old and very untidy workshop area, another a caboose heavily kitbashed from a Bachman combine and another again a heavily kitbashed 2-4-4 from a Porter 0-4-0. It being April Fool's Day, one wag said he is waiting to see Grahame's kitbash of a Bachman 0-4-0 into a Kato Dash 9! Grahame also had a building tip, showing us Starbuck's wooden stirrers that scale out at 12" x2" planks in his scale and he bought 5000 for \$18. Tony Reidpath gave an informative review of the Fast Track switch jigs and holding blocks from Canada. This aroused quite a bit of interest. Graeme Prideaux showed a Train-O-Rama broadgauge S.A. type 930 locomotive - top quality. Ross Evans made many feel they are in modelling heaven by showing some Athearn, Red Ball and Silver Streak kits from the '50's. Bob Brown showed some of his latest quality acquisitions; these being Bachman ore dump cars, log cars, British Rail 4-6-2 and 4-6-0, a BLI NYC 4-6-4 and the latest high quality and well priced reefers from Athearn. Finally, Garth Fraser showed some photos of the 1:1 scale Buderim tramway Krauss 0-6-2 for 2' 6" gauge that he is helping to restore. This loco is equipped with a full Westinghouse braking system.

#### Election Results

No earth-shattering news about the recent election results. As Returning Officer, I received three completely separate nominations for Glenn to be our Superintendent. As there were no further nominations, Glenn Stevens is declared to once again be our Superintendent. That points to the fine job he has been doing and our way of saying, "We would like you to continue, Glenn".

#### Display Layout Progress

With only a few weeks to go before we show our display layout work is now proceeding at a frantic pace. Scenery continues with the river now flowing and ready for swimming. The feed mill is built and an appropriate semi-trailer is ready for unloading. Bridge abutments are done and the bridges have been detailed and painted. Work is proceeding on some of the other scenic features. We are painting the yard area flat black and the display side is getting a soil colour that will match our muddy river. It seems impossible to have it all finished before our first showing. But we intend to keep our appointment with the Toowoomba train show, regardless. I'm sure the layout will evolve as time goes by. As new things are built for it and also as public demand dictates, additions and perhaps deletions will occur.

#### Queries

I've received one reply about my queries on the colours of Borden "Butterdish" milk tankers from Allan Harwood who sent me some relevant information. It seems that these usual tank cars were painted in several colours including white with blue frame and black lettering, silver with black lettering, bright red with yellow lettering, green (what shade?) with yellow lettering, green (what shade?) with white lettering. I'm not surprised that I haven't been inundated as this is probably a very difficult query to answer. Perhaps you have a query and someone who reads this Newsletter can answer it. Please send me your query and we will see if you get an answer.

#### AP Programme

The Golden Spike Award is designed to demonstrate familiarity and skills with different areas of our hobby and is divided into 3 main categories. Rolling stock and motive power requires that you

display 6 units of either commercial kits, craftsman kits, kit-bashed or scratchbuilt items that you have assembled, painted, decaled, weathered and perhaps added a few bits of your own.

Construct a minimum of 8 square feet of layout or diorama with a bit of scenery that must include three different engineering features e.g. a point, a grade elevation, a crossing, good ballasting, etc. to show you understand how roadbed and track are built and operated.

Completing five structures like a bridge, a trestle and/or buildings painted and weathered is another requirement.

For engineering you must wire track so that 2 trains can run simultaneously. Added to this 1 additional electrical feature is required like a lighted building, powered turnout, signals, etc. Now here's a bit of relief. Not all of these things have to be on the same layout. The rolling stock doesn't even have to be on a layout!

There must be many of you out there who qualify for this award. For more information check the NMRA website or contact our local AP man Grahame Davis. Grahame himself is well on the way to get his MMR and we look forward to seeing the layout when he qualifies.

#### Here's Another Ten Questions for You

1. What were Jim Crow coaches?
2. By what name do we in Australia call the equivalent to American Gandy Dancers?
3. New York Central ran the Twentieth Century Limited between New York and Chicago. What was its opposition on the Pennsylvania RR called?
4. What railroad was called "The Route of the Phoebe Snow"?
5. What is a common name for a hoghead?
6. What city was the headquarters of the Norfolk & Western?
7. At its peak the famous Virginia & Truckee ran between what towns in Nevada?
8. The Baltimore & Ohio was the first common carrier RR in the USA. What year did it carry its first passenger?
9. When did the first railway operation begin on the Pacific Coast?
10. What part did "Buffalo Bill" (William F. Cody) play in western RR history?

#### Answers to Last Issues Quick Quiz

1. The Western Pacific.
2. Chicago Indianapolis & Louisville Railway.
3. Chicago & Illinois Midland.
4. 1956.

5. 250.

6. Refrigerator cars of the Atchison Topeka & Santa Fe.

7. Four, the Southern, the Central of Georgia, the Nashville Chattanooga & St. Louis and the Tennessee Alabama & Gadsden.

8. Western Pacific, Southern Pacific and Virginia & Truckee.

9. Macarthurs.

10. A caboose with an extended passenger seating section.

#### Fashions in Scenery

Just like so much else in life, there are fashions in the way we model scenery. You don't believe me? Glance back over your old magazines and you will see just how much "influence" and "fashion" emanated from the work of John Allen. There were many followers who expertly created similar sorts of habitat and even his whimsy. Going even deeper, fashion dictates the way we present the habitat on our layouts. Once, when looking at some superb scenery at the AMRA May show, a colleague from the wildlife field sidled up and said, "what a shame such skills aren't used to make the scenery more realistic." I was shocked! But then recognised that yes, while the techniques used where exemplary, the various elements of the scenery didn't fit together. Things weren't as they are done in nature. We modellers have become attuned and dare I say brainwashed by accepting what a lot of magazine published experts do. Are they that far wrong? In some cases - yes. Some of them keep telling us to look what happens in the real world. But only a few understand it and pull it off well. My argument is that while you might get a lot of praise for your scenery and it might be beautifully made, the ones that are really excellent have habitats fitting the way they should. We have to make a lot of compromises in modelling in limited areas, but we should ensure that we get nature right. Don't follow some fashion in scenery. That will appeal to other modellers who unknowingly expect that fashion, rightly or wrongly, and see it as okay. Get it really correct because non-modellers may be interested and perhaps that is what appeals to some of them. And let's face it; we need them in this wonderful hobby. It's been said before but when you curve your track, have some reason for the change in tangent. When you put in a bridge, ensure you really need one rather than a fill. If your river has a curve, don't have a floodplain on the outside of that curve.

In the wildlife world in which I'm involved, we have to give a lot of consideration to habitats. That means firstly, that we note the geology. Why?

Because the geology determines what the "shape" of the ground is going to be. It also tells us what the origins of the local earth is and from all of that, what sort of trees are going to grow there and from that, the habitat type we can expect and from that, what animals are likely to make this their home. So you don't see rainforest on rocks. Even rainforest in sand is pretty rare and that's what puts Fraser Island and Cooloola on the World's Heritage List. Nor do you see rocky fast running streams in deserts. Yes, there are exceptions and they are as rare as seeing a Pennsylvania GG electric pulling a Milwaukee Road streamliner through the Rockies. It could happen but terribly unlikely. Each couple of months we have an outing, usually to someone's layout. We all enjoy them immensely. Perhaps we should have an outing to look searchingly at scenic elements. No not to America, that's too far for us, but a trip through some of our own country because most of the main principles apply no matter where. Lots of photos will help. All we need to do from there is to intelligently apply what we learn. And who knows, you might find elements that make your scenery truly outstanding and memorable.

#### \* Gold Coast Visit - Details \*

We have been invited by the Gold Coast MR Workshop to visit them on Saturday 6<sup>th</sup> May. Their gathering commences at 10.00am. There is a large Westfields shopping centre nearby at Helensvale where the ladies may prefer to go. The Habourtown Shopping Centre is also close to the clubhouse. At the Workshop a BBQ lunch will be available for \$3.00 with cans for \$1.00. To find your way there, take the Helensvale/Labrador turn-off on the Gold Coast/Brisbane Motorway (Helensvale South Off Ramp 62). Pass through the Helensvale traffic lights and two additional sets before you arrive in Labrador. As the road rises to meet Pine Ridge Road on the left and Captain Cook Drive on the right there is another set of traffic lights and be sure to be in the right lane to turn right into Capt.Cook Drive.

The first left is Kendor Street which you enter and you will see the road ahead veers sharply to the right. Just before this bend, there is a driveway and you should be able to see the GCMRW banner flying at the front door. UBD Map 18, H 17. Thanks to Charles Clarke for these directions.

#### \* May AMRA Train Show \*

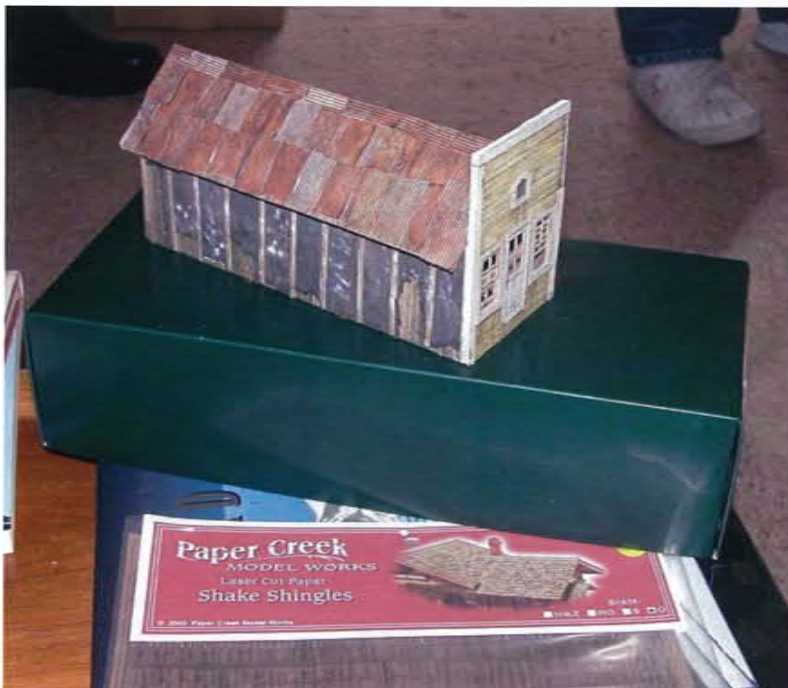
Hope to run into you at the Train Show this coming long weekend Sat 29<sup>th</sup> April to Mon 1<sup>st</sup> May.

## NMRA DIVISION 2 ACT

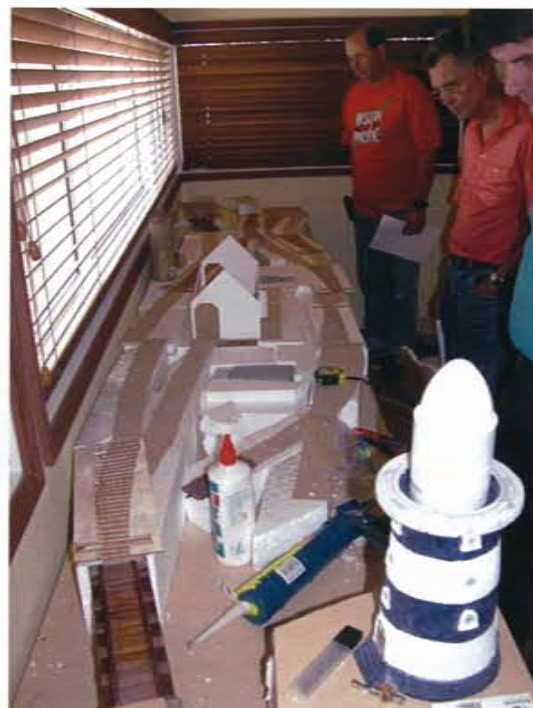
### ACT Division – March Meeting

Jess Brisbane hosted our March meeting. It opened with discussion on what the Division would be doing at the forthcoming exhibition. Then Jess gave us an overview of the 'Maine Two Footers', her current interest in modelling. Jess now has the beginnings of a layout in On30 and it includes a couple of very nice scratchbuilt structures, as seen in the photo.

As a show and tell item, Graeme Hodges I presented a very nice model, also in On30, made out of patterned paper by a company called Paper Creek Model Works.



A model by Graeme Hodges I showing the effects of Paper Creek Model Works products.



Jess Brisbane's On30 layout under construction being critically observed by members of the ACT Division

### ACT Division – Canberra Model Railway Expo 2006

On the weekend of April 1/2, the Canberra Model Railway Clubs Incorporated held their annual model railway show and the ACT Division exhibited their HO Modules layout. This layout was first seen at the ACT mini-Convention last September and has progressed a little since then. We do not intend this to be an exhibition layout but rather an effort to help members of the HO Modules group here in Canberra to learn a bit more about building model railways. At the exhibition, we gave visiting children a chance to drive trains and this was mostly done well, although the sight of a UP SD40-2 pushing 12 Bethgons backwards at high speed was a little un-nerving!

The module builders learned a lot about exhibiting a layout, probably learning much that other exhibitors have already learned over the years, such as an exhibition being a great way of demonstrating which cars have couplers set at the wrong height, which items of rolling stock are not correctly weighted, which joins are not absolutely aligned and so on. In spite of this, a good time was had by all operators and several contacts were gained about joining the NMRA.

The ACT Division HO Modules layout in action at the CMRE 2006 in Canberra



## NMRA DIVISION 3 VICTORIA

The March 2006 meeting took place on Sunday 19 at the home of Bill Black. 24 members, spouses and guest, Alan Rocket, enjoyed a beautiful autumn day in the Dandenong Ranges within a whistle blast of the Puffing Billy Railway. Bill is the owner of D&RGW Sn3 layout [http://www.nmra.org.au/Layout\\_Tours/Black/index.htm](http://www.nmra.org.au/Layout_Tours/Black/index.htm).

There were a number of items displaying the modelling skills of Div. 3 members. Michael Holian and Laurie Green presented O scale petrol garages. Laurie and Grant McAdam showed of some more urethane castings. Locomotives included Geoff Truman's Broad gauge Models VR Ds, Steve Cullen's scratch built timber tramway diesel and Michael Holian's two weathered locomotives. Rod Hutchinson showed off HOn30 N/S bogie etches commissioned in the UK for his proposed model of a timber tramway locomotive and persons unknown presented a beautiful HO Mallet.

Paul Dundas brought two interesting dioramas. One made from printed papers and a Purina Flour Mills siding. Ken Hughes produced a 1:34 scale Ford pick up truck, but the author did not count that as modelling. Peter Mac has dreams of what might have been, producing an On30 Forest Commission of Victoria guards van, presumably to be pulled by his Climax No 1695. *Both these pieces of equipment never existed (author).*

A number of books and magazines were on offer including "7th heaven", produced by the Australian 7mm Modellers Group, brought by John Dennis.

The highlight of the meeting was Laurie Green (MMR #210 and A.P. vice Chair) presenting our Superintendent, Grant McAdam, with A.P. awards in Official and Structures categories. All that time spent at model railway exhibitions sticking bits together has paid dividends, congratulations Grant.



Grant concluded the meeting by presenting Bill with his thank you plaque and allowing us to spend a beautiful autumn day under his spreading oak tree.

Next Div. 3 meeting venue has been swapped, and is now at Rod Hutchinson's home in Mooroolbark on the 23 April 2006. The 18th June meeting will be held at Ken Hughes in Werribee.

Regards  
Rod Hutchinson  
Growing Old Disgracefully in  
Melbourne, Australia.



## NMRA DIVISION 4 NT/WA

Our February meeting was held at Peter Scarfe's home, four in attendance, the others with family/work commitments. Peter gave an interesting talk on a subject that has taken his fancy for some time now called Potlatch. He has done a lot of research on the subject and finished up by purchasing the book from the author on the town and sawmill. I will attach his hand out. The other talk for the afternoon was on the various ways of scratching up timber/cardboard to make planking for buildings and examples were shown to the lads. We all spent an hour in the train room, finishing at 5pm. Next meeting will be at Les Hodgson's home on the 16th April at 2pm. Les has come a long way since October 05, so it will be interesting to see his progress. Sunday 25th of June we are going to Jim Kelly's. Sunday 27th August we are off to Jim Anderson's place. Friday 20th October it's Phil Knife's turn. That's as far as the planning has gone so far. Thank you for the metal meeting host plaques I have missed out on the ones from August to December 2005, any left ?? Cheers Frank WA division.

## NMRA DIVISION 6 SOUTH AUSTRALIA

The first meeting for 2006 was at the home of Mike Warburton & for most, they had not seen a layout of this calibre.

It had things that most of us only dream about. For those who saw it, they know what I am talking about – for those who did not come, you will have to wait until Mike hosts another meeting.

Ray gave a short talk on the Achievement Program & where each member stood on points towards various certificates, Scott finished off his Diorama discussion with the completed model & Ian described his wheel cleaning aid. Ian also mentioned that he is looking for operators for his layout on Friday nights. Len then finished off the general modelling talk session showing various models made from wood, such as chimney stacks, water spouts, signal diorama & sundry items. During the refreshment break, the raffle was drawn with Sarah taking out first prize & Ian collecting the second.

**Note** that the Oct 14 meeting has now been changed to Oct 7 – no change to the host. The April meeting for 2006 was held at the Bevan home on a cool day & had 18 in attendance.

Ron welcomed all & made a couple of references to the forthcoming elections for the Region, the Convention in October & the current balance of the Divisions' finances.

A new raffle was started & the prize, drawn at the next meeting, is a gift certificate donated by the SA Hobby Centre.

Ian again mentioned that he is looking for operators for his layout on Friday nights starting April 28<sup>th</sup>. He also gave a short talk on a new NCE DCC Starter set & this led to a short discussion between those present on this subject. Len then finished off what he started last meeting with more details made from wood especially by using paddle-pop sticks stuck together & cut as required. He also passed around a freight shed that he made about 30 years ago & it still looks good.

Bob also displayed the SAR accident train that he is building with other modelers being made from brass etchings, etc & will, when completed make an impressive model.

Ron then gave a short talk on the many ways of operating points/turnouts/switches & had some examples of some of the variances.

A superb selection of refreshments was then undertaken by all of us & a good general discussion finished off another fine get-together.

Next meeting June 3 at the home of Trevor Triplow, Tel 8270 5507.

Ron Solly



## NMRA DIVISION 7 NEW SOUTH WALES

### February.

Kelly and Gianna Loyd's home in Lakelands was the site for February's meeting.

Kelly's layout the "Milwaukee Road-Kansas City Subdivision" operated flawlessly. Kelly started building his layout in 2003. Initially, the layout started as a 4 X 8 feet and after some suggestions by friends, Kelly extended the layout both sides to incorporate an extra run for his trains plus staging and switching. Kelly is fortunate to have a good size area in his basement.

It all works very well. Kelly was a Tower Operator for the Chicago, Milwaukee, St. Paul and Pacific Railroad in the early 80s. As a result of this Kelly has built his own panel, behind which is his staging yard. He can set up a particular routing for his trains, just like to prototype.

Kelly also has a good tip for those of us who say, "I don't have any time to work on my layout". Kelly allots a hour each evening to do a specific task on his layout. This way he makes steady progress. It is too easy to watch the box or have another glass or two. thank you Kelly.

A short formal meeting was held in the Loyds' large garage. Then the Div Super presented Gianna with the cheque and Kelly with the Meeting plaque. A

delicious afternoon tea followed. Thank you, Gianna, Kelly and Josh.

### March.

David and Margaret O' Hearn hosted the March meeting in Castle Hill.

David's layout is housed in a purpose built room (can't call it a shed, it has air-conditioning and curtains !) It is a good size and David has an interest in Australian and North American trains. David currently runs his trains on one level and is planning to add a higher level.

John Montgomery brought along a module to demonstrate his knack of making structures from recycled materials. A water tank made from part of a postal tube and a bridge made from a CD Rom door. Rob Barker showed us copies of "Model Railroad Journal" in which he has some superb articles published.

Rob's modeling interest is the "SOO". Steve Pettit showed us his progress on building signals. Steve is currently building an exhibition module, the theme being the Canadian Pacific Railway.

Gerry Hopkins advised us of progress for the Convention to be held on the Central Coast in October. Gerry and his team are putting together what promises to be a great event.

Get your entry forms in ASAP!

The meeting concluded with the Div. Super presenting the cheque to Margaret and the Meeting plaque to David. A delicious afternoon tea followed. Thank you Margaret and David.

### April.

Lawrence and Irene Nagy hosted the membership at their home in North Rocks.

A large gathering descended on the Nagy home to view Lawrence's N-scale layout.

It is a very well done and accurate layout based on the Eastern U.S. Richard Roth, knows the area well and was very complementary on Lawrence's attention to detail.

The brown river is the right colour, Richard told me.

President Rob Peterson reminded us of the forthcoming elections and A.G.M. to be held in May. Gerry Hopkins gave us some more information on the October convention. There will be a program for the Ladies, including a tour, in a double decker bus, around places of interest on the Central Coast.

Phillip Anderson

## NMRA DIVISION 8 NORTHERN RIVERS



On display at Bligh Park November 2005



With the hustle and bustle of Christmas over, and everyone keen to try out their new Xmas present locos, an operating day was needed. After losing our fantastic hall at Boambee Community centre, we had to find a new meeting venue to set up the modules. The Venue we used for our Open day was available for our dates so a move to the showground was on.

A special running session was organized on Wednesday 15<sup>th</sup> February for Gerry Hopkins to Video and Photograph. Setup was a little slow. We were a little out of practice. Though surprisingly, after a slow setup the old layout ran almost perfectly.

While also in Coffs Harbour, a visit to Wally Palmers Fantastic Home Layout was organized. Wally Received Coffs Harbours First "Golden Spike". Congratulations Wally. Well deserved. Gerry also called in to see the "Cranky Old Bloke" Peter Webb and his Southern Pacific Layout. He also received a well deserved Golden

Spike. All three of the layouts are now on the website for all to view.

The first official Meeting was held on Sunday 26<sup>th</sup> February. All enjoyed running their trains after a long brake from any operating. Charlie held up the track again with his long Coal train. Judy in pink played with her big horn & and John finally after 12 years run his DJH Garrett for the first time. Pommy Mike ran a few English trains while the rest of us watched The DVD I had playing. Our board Meeting, as we call it, was started with a congratulations to Wally for his Golden Spike then a general discussion on the New Layout idea. All in all, a top start to the year. Thanks again Gerry for your time and for the fantastic photos and Video of the layout. **Please note we have changed meeting place to "Toormina Girl Guide Hall" Pacific HWY Coffs Harbour. (refer Calendar for dates Pages 12-13)**

Ian Phemister.

## CHICAGO MEET 2006

ARTICLE BY DAVID HOWARTH

I have been told that the Convention to attend in the USA if you are an O Scale Modeler is the one held in March in Chicago each year. It so happens that the USA's top doll house convention was also held this year in Chicago some two weeks later. So as my wife Yvonne is a collector of doll house miniatures we arranged a holiday around these two events. (As one is want to do!)

Chicago in March is cold. We were delayed in Los Angeles for three hours as snow storms passed through the Central States, and arrived on the Thursday evening at the Sheraton Chicago Northwest Hotel, the location of the meet. One of the advantages of being a NMRA member is the ability to get introductions to other modelers around the world. David North and

John Saxon kindly introduced me to a number of people who were attending the show. I had also made contact with Joy Forsberg the Associate Editor of 48/ft, O Scale News who provided me with a wealth of information.

On reflecting about the Show, the one overall impression was the great camaraderie that exists within the O Scale modelers who had come from many States around the USA, and the warmth of everyone to visitors from Australia.

The arrangements for the three days were for registration on the Friday, with clinics during that evening, and then the two days of the show with visits to ten O Scale layouts offered throughout the weekend. I had arranged to visit Ted

Schnepf's home on the Friday afternoon. Ted runs a hobby shop called Rails Unlimited from his home at 126 Will Scarlet, Elgin, Illinois. In his basement he has a HUGE O Scale layout which he was all too willing to let Yvonne and I visit. He is adding a 1600 sq ft extension to his house, with the corresponding basement addition, making a total of about 4200 sq ft of layout. This is even big enough for O Scale!!! There were no operations as the extensions to the house were effecting the basement and Ted was also preparing to go to the Show. If you are interested in seeing the layout, look on the Internet at <http://users.foxvalley.net/~railsun/> for a full description of activities. I took a few photos as shown below.



(Left Photo) Jim Botsko (left), Tom Lenzion and Ted Schnepf (right) in the basement of Ted's home and the Fox Valley Railroad. See O Scale News Issue 175 for Jim's layout and Issue 174 for Tom's layout. By coincidence Jim and Tom were two of the introductions I got through the NMRA.



(Right Photo) Triple decked layout makes for great operations which is the main focus of the Fox Valley Club operators.



Another view of this huge layout.

### Clinics and Meeting

On the Friday there were three meetings:

- Meeting of the O Scale Kings
- O Scale Roundtable
- Proto 48 meeting

There were three clinics throughout the weekend:

- Paper Model Building Basics by Dave Miecznikowski of Clever Models
- Planning and Installing Custom Signals' Modular Signal System by Terry Christopher of Customs Signals
- Advanced Paper Modeling by Dave Miecznikowski.

I summarize some of the views given in the meetings below:

Continued next page...

**O Scale Roundtable** – about 70 people attended. Randy Bachman spoke about the "Worlds Greatest Hobby on Show" which helps promote railroad modeling. They hold four shows a year with 200 000 people going to the shows to date and good response from manufacturers. For example they had 33000 people attend the show in Houston of which 50% had never been exposed to the hobby before. See on the internet [www.wghonshow.com](http://www.wghonshow.com) for more details.

The importance of the three-rail modelers was highlighted as they are the majority of O scale modelers in the USA and had brought many new models to the two-rail scene. Mass production is being driven by the three-rail folks. For instance MTH are producing a very good running 2-8-0 loco for US\$575. Many three-rail modelers are moving over to two-rail modeling. In O scale the On30 area was the largest growth area at present.

There is still confusion regarding Digital Control systems with different systems being offered ie TMCC by Lionel and MTH's own system and DCC systems like NCE etc. The Sunset importer stated the QSI O scale version of HO was the future sound system for O scale.

Comments from some were that after a few hours most running sessions turn off the sound and you cannot see the other side of the room due to the smoke from steam locos!!!

In the On30 area three new manufacturers were entering the market per month. Bachman wanted to sell more of their track as they had spent so much on development, so they now have gone into equipment manufacturing in a big way.

To get some idea of the product runs size required for a new model of locomotive in O scale about 1000 orders are required while for HO 10 000 orders are required for the manufacturers to consider going ahead.

**Proto 48** – These are the folks who are like the Scale Seven modelers in the United Kingdom. They started with the wheel/track dimensions to get better looking and running for their models and are now expanding into buildings. Their aim is for better precision in their models.

At the start one wag in the group of some 50 people attending said "Well everyone here is over a 100 years old" This was of course a joke, but did reflect the average age of the attendees which was about 55 to 65 years. The discussions were on coupler systems, wheels and wheel profiling and wheel conversions for locomotives. The web page for details on this group is [www.proto48.org](http://www.proto48.org) which gives stores and manufactures dealing in fine scale products.

Mullet River Model Works of 118 Huson Ct. Plymouth WI 53073, phone 920 892 8159 is producing some fine laser cut models. I purchased a Big Four NYC caboose kit which will make a fine model with interior details and brass under frame. They are also doing modular kits of buildings such as Chicago style store fronts.

**Planning and Installing the Custom Signal's Modular Signal System** – this talk by Terry Christopher was an advanced session to help people design their own signals for their layout. Custom Signals will design the signaling for you or you can do it yourself. The basics are to get a scale drawing of your track work and to split it into configurations. The system has a track configuration library which you can use to design the signaling. Using the library you can design the system without knowing the logic behind the system.

Terry recommended reading the book Railroad Signaling by Brian Solomon published by MBI International ISBN 0-7603-1360-1 to get a very good understanding of railway signaling principles. This company seemed to be a good way to go if you want a professionally designed signal system for your layout.

**The Show** – I was surprised at the content of the show which started on the Saturday morning. Unlike the shows we have in Australia and the United Kingdom which have many layouts on display, this show had only one small layout, and the rest of the tables in two very large halls had vendors selling their wares. These ranged from the large retail stores to individuals who could hire a table for the show and sell whatever they had. To me this was an Aladdin's Cave of goodies and a very good way to know what is on the market. The O Scale modeler is well

served with many reasonably priced good quality RTR locos and freight wagons available.

There were piles of large boxes stacked everywhere. Those who have brought O scale will know that every model comes in large well made protective casings. As the cost of the models grows so does the size and quality of the box it is in. Passenger coaches are not readily available. However I did see some examples of Golden Gate Depot's new 80ft coaches in ABS plastic which for the price were remarkable. The list price for a set of four coaches is just US\$480 which is very good value. The coaches are full scale with rubber diaphragms, detailed die-cast trucks, with interiors and figures, and constant lighting.

Items which took my eye were a pair of Key Imports brass E8 A-A units, a 60ft brass NYC baggage/mail van (which I brought for US\$600) and amongst the best brass locomotives I have ever seen the Kohs & Company PRR K-4 and H-8 Allegheny 2-6-6-6 (see [www.kohs.com](http://www.kohs.com) for their excellent web site).

One of the pleasures of the show was meeting up with the dealers I have dealt with over the past few years. I met Norm Pullen of Norm's "O" Scale Trains from South Casco Maine, who really does sell ([www.normsosc.com](http://www.normsosc.com)) at very competitive prices. Also Pat Mucci of P&D Models of Fraser MI was there with his very fine line of F unit kits. ([www.pdhobbyshop.com](http://www.pdhobbyshop.com)) He tells me that even though Atlas O have brought his patterns and will make ready to run models in the future, he still has many kits and detailing kits to sell in the future. And George Kohs was there with his wonderful models having just returned from the International Toy Fair in Nurnberg, Germany. His models are made by the Sun Jin Model Company in Korea. He explained how the Chinese are undercutting the Koreans and have driven many companies out of business in Korea.

I did not stay for the Sunday as Yvonne and I flew down to the warm climate of Florida, where I saw a number of interesting railway scenes which I will describe at a later time.

All in all the Chicago O Scale Meet is a must for the O scale modeler and I recommend the experience to you.

## GETTING A GRASP ON TECHNOLOGY PART 1 — THE DVD

ARTICLE BY GERRY HOPKINS

I hope to do a series of articles on some aspects of technology as they relate to our hobby (my hobby is model railroading). There will be short bursts of techno babble but these will be kept to a minimum. So here goes with Part 1 — the DVD, a common but totally misunderstood piece of plastic. A trip to the local video store will show you that the old videotape has been replaced by this piece of plastic.

Many of us have healthy video libraries of our hobby (trains and model trains), many of these are now being released on DVD. The only problem with tapes is that they wear a little each time you play them and can deteriorate over time (about 10 years).

**DVD** stands for Digital Versatile / Video Disc,  
**DVDR** stands for DVD Recordable,  
**DVDRW** for DVD ReWriteable.

If you're familiar with regular audio/music CDs or regular DVD-Video discs, then you will know what a recordable DVD looks like. A recordable DVD stores up to 2 hours of very good quality DVD-Video, including several audio tracks in formats like stereo, Dolby Digital or DTS and also advanced menu systems, subtitles and still pictures that can be played by many standalone DVD Players and most computer DVD-ROMs. If you choose to lower the video quality it is possible to store several hours of video on a recordable DVD using low bit rates and low resolution with video quality more like VHS, more like your old VHS videotape. It is also possible to have up to 4.37 GB of ordinary data or mix DVD-Video and data on a recordable DVD that can be played by most computer DVD-ROMs.

There are three competing DVD Recording standards, **DVD-R / DVD-RW** and **DVD+R / DVD+RW** have pretty similar features and are compatible with many standalone DVD Players and most DVD-ROMs while **DVD-RAM** has less DVD Player and DVD-ROM compatibility but better recording features.

Remember all the above are recordable items, the DVDs you get from the video store or main stream movies you buy are pressed discs and are a different kettle of fish.

You will hear talk of zones or regions on the disc or the player — because we live in Australia this is not a problem for us. The zone/region was introduced by the large movie companies so that they could release movies at different times in each zone and sell different (censored?) versions in each zone. That's one story, the other is, it is an attempt to reduce piracy.

In Australia we are **zone 4** but the **ACCC** ruled that if you legally buy a DVD you should be able to play it. As a result of this ruling 97% of DVD Players sold in Australia are **Multi Zone**. This means you have no need to worry about where the disc came from, we can play all 8 zones.

Since the early '90s TVs and VCRs have been dual system and the DVD players are also dual system. **Dual System** means you can play a tape or disc recorded in **PAL** (our format) or **NTSC** (American format).

As I mentioned earlier there are two common types of recordable DVD they are **(+)** and **(-)**. Train Discs from the USA arrive in both forms, a new run of discs can be a different format from the first. The **(+)** seems to be the favoured format at the time of writing this. Both these formats will play in our standalone players. (**Clarification:** standalone = set top = the silver or black box that sits above/below your TV).

Now the fun bit. Many of you have digital video or digital still cameras, and most still cameras can take short movies. This means you can take a lot of video and store it on your computer. You can also take many photos and store them on your computer. The only limit is you have to sit in front of your computer to watch them, and, it's not easy getting a bunch of mates around your computer screen.

The photos can be burnt onto a DVD as a slide show, with added music or commentary. You can edit your video and add titles, menus, commentary, music and then burn to a DVD. The big bonus is that you can copy the disc at any time and there is **NO** loss of quality like there is with a video tape. It takes 12 minutes to read the disc and only 10-12 minutes to burn a new one. When you pause a DVD the image on the screen is top quality, not like the shimmer of a tape. There is no time lost with rewinds and you can skip through the disc at any speed if you are looking for something.

Now a little techno babble.

### **PAL Video on DVD:**

Up to 9.8 Mbps\* (9800 kbps\*) MPEG2 video  
*This is DVD Movie quality.*

Up to 1.856 Mbps (1856 kbps) MPEG1 video

### **This is VCR Movie Quality**

720 x 576 pixels  
25 frames per second (fps)  
4:3 (normal TV) or 16:9 (wide screen TV)

### **Audio:**

48000 Hz, 32 - 1536 kbps  
Up to 8 audio tracks at any time.

### **Extras:**

Motion menus, still pictures, up to 32 selectable subtitles, seamless branching for multiple storylines, 9 camera angles. And also additional DVD-ROM / data files that only can be read by computer DVD drives.

### **Total:**

Total bit rate including video, audio and subs can be max 10.08 Mbps (10080 kbps).

\* Mbps = million bits per second

\* kbps = thousand bits per second

Bit rate is the speed at which the DVD must

be read to get all the data for each frame. A one hour video on a DVD has twice as much data per frame as a two hour video on a DVD, with 25 frames per sec there's a lot of data to read.

No DVD is perfect, and data checking and correction codes are built into the DVD. Each disc has a coded track that tells the burner how the disc is made up, manufacturer, and other burning information.

OK, now to practicalities. Buying blank discs can be very trying, the name on the box is not normally the manufacturer. Over the past 6 months the brands that are consistently good in magazine and industry tests are 'RICOHJPN', 'TAIYO YUDEN', and 'MITSUBISHI'. These companies make discs (DVD+R, 8x) for many firms including Sony, TDK, Verbatim.

The best way to buy them is on a spindle of 25 or 50. A spindle of 50 will cost you between \$28 and \$43 so shop around. At less than a dollar plus 40 cents for a DVD case they work out quite cheap. By the way the "8x" is equivalent to "72x" on a CD.

Leaving DVD's in the sun will shorten their life considerably, so don't leave them on the seat of the car! DVD's start from the centre of the disc, this area gets very scratched and makes the disc unplayable. The damage is done when you put the disc back into the box not when you put it in the player.

The DVD is a piece of plastic that is spun at high speed and then a dye is added to the surface, the dye then spreads out across the surface then another piece of plastic is attached. On cheap brands the dye is not even or has bubbles — this will make them freeze at a particular point when they are trying to read.

The problem with technology is it keeps changing. We have had DVD players since 1996, by 2008 they could be obsolete, replaced by HDDVD players that are already starting to appear. (Vol 3 of "The Siskiyou Line" has a track containing HDDVD, Compressed with DivX that can be seen on your computer).

I know of people who have good players connected to good TVs but they are not getting the best out of the set up. Currently, the best way is to use the **Component** connection between the two but they are using the old **AV** connection and losing the better picture. Not too far away you will be connecting your digital DVD player to you LCD or Plasma screen with a direct digital cable and get an even better picture.

Next issue will be on how to get a totally new look at you layout.

Gerry Hopkins MMR

## NMRA AUSTRALASIAN REGION CONVENTION 2006

### Registration Form

ALL REGISTRATIONS TO BE RECEIVED

NO LATER THAN 1st OCTOBER 2006



Name (Please Print)		Reg.No.
Family Member's Name (If attending Convention)		Reg.No.
Partner's Name (If attending the Ladies Program)		
Address		
Suburb	State	Post Code
Telephone.		
E-mail		

Member (includes lunch)	\$45	
Non Member (includes lunch)	\$50	
Extra Family Member (includes lunch)	\$10	
Ladies Program (Sightseeing tour of Central Coast in Red Double Decker)	\$20	
Convention Dinner (per person)	Number Attending	\$20
Special Dietary Needs	Total Cost	

Cheques to be made out to: **NMRA Inc.**

VISACARD	MASTERCARD	BANKCARD
Card No.		Expiry Date
Full Name On Card ( <b>PLEASE PRINT</b> )		Signature

Protecting your privacy and the confidentiality of your personal information is important to us.

Please be assured your details will remain confidential.

Send this form with your cheque or card details to:

Registrations C/O David Swinfield - 13 Castle Circuit, Umina NSW 2257



## NMRA Australasian Region Library List November 2005

### LEGEND

C = Clinic & How To P = Prototype L = Layout N = Narrow Gauge I = Information

## CD / DVD Library List

No.	Title
VCD 1	<b>L - Layout Tour III by Gerry Hopkins MMR</b> Rod Smith(2003);John Parker;Trevor James; Lawrence Nagy; San Remo Club; Gerry Hopkins MMR (2003); Geoff Nott (Leigh Creek 1992)
VCD 2	<b>L - Layout Tour IV by Gerry Hopkins MMR</b> Doug Wallace; Rod Smith (2001); Ken Scales MMR; John Montgomery; Bob Best; Lawrence Nagy; Gerry Hopkins MMR (2002)
VCD 3	<b>L - Layout Tour V by Gerry Hopkins MMR</b> John Saxon MMR; David Swinfield; Sowerby Smith(1992); Liverpool Expo 2003; Bendigo Expo 2003; Hobsons Bay 2003
VCD 4	<b>P, N - Puffing Billy by Gerry Hopkins MMR</b> Returns to Gembrooke 1998 includes the Climax switching at GB, the official train on its way to and arriving at GB, a trip over the new section
DVD 1	<b>L - Layout Tour One by Gerry Hopkins MMR</b> Mowhawk Springs & Northwood (Doug Wallace) HO Missouri Pacific (Rod Smith) HO Great Northern (Gerry Hopkins MMR) HO Great Northern (Bob Best) N Wingham (Rodney James d) HO Santa Fe (Ken Scales MMR) HO Loggin' Line (John Montgomery) HO Ashwood Vale (Rob Lees) P87
DVD 2	<b>L - Layout Tour Six by Gerry Hopkins MMR</b> Santa Fe (Dave Latham) - last operating session Pacific Seaboard Lines (Lynden Spence) Shasta Division 2003 (Sowerby Smith) South Side Rail (Don Davis) Great Falls 2003 (Gerry Hopkins MMR) - during an operating session Red Stag On3 (Four Muskateers) - Last outing at NG 2003 Convention Tupper Lake (John Diamond)
DVD 3	<b>L - Layout Tour XVIII by Gerry Hopkins MMR</b> Fern Valley -Bill Cooper Bakerville - John Baker Shasta Sub - Sowerby Smith (2004) Santa Fe, NSW Sub -David Swinfield Barren Creek - John Parker SF/UP Mandalong Sub - Trevor James
DVD 4	<b>LN - Narrow Gauge Nuggets by Gerry Hopkins MMR</b> Ohio & Western ( On30) - David O'Hearn Hill End Co (Gn3) - Bill Cooper Cove Vale (SM16 -live steam) - Jack MacMicking Red Stag (On3 -last outing) -Four Muskateers
DVD 5	<b>P - Railfanning USA 2001 by Gerry Hopkins MMR</b> Tehachapi Loop in August, five trains up - one down Tours around St Louis yards
DVD 6	<b>P - Road Trip 2004 Layouts of Western USA by David Latham</b> Puget Sound Model Railroad Engineers in Tacoma Sierra Pacific Lines in Pasadena La Mesa Club in San Diego
DVD 7	<b>P - Road Trip 2004 Southern California by David Latham</b> Prototype action in San Diego, San Bernadino, Cajon Pass, Barstow, Tehachapi & Bakersfield
DVD 8	<b>PN - From Field to Mill: Modelling Cane Railways by A.C. Lynn Zelmer</b>
DVD 9	<b>P - Mt Rainier Scenic Railroad by Gerry Hopkins MMR</b> Triple heading through the foot hills of Mt Rainier -Climax, 2-6-2ST, Hiesler
DVD 10	<b>L - Spring Valley Railway by Max Maugham</b> A NSW layout run under computer control 1984 -2004 All the automagical bits explained Two Trains with onboard cameras
DVD 11	<b>P - BNSF Today by Gerry Hopkins MMR</b> Tour the new refueling plant at Hauser, Idaho

	Yard Foreman explains and shows how to radio control a GP38 switcher Trains at Marias Pass Switching on the waterfront with parallel run on a Melbourne Tram
DVD 12	<b>L - North to Newcastle by Gerry Hopkins MMR</b> Visit some layouts in the Newcastle area Doug Cook, Kelly Loyd, Newcastle MRC, Newcastle Expo 2004
DVD 14	<b>L - Layout Tour III by Gerry Hopkins MMR</b> Leigh Valley (Lawrence Nagy) N Allegheny -Downunder (John Saxon MMR) HO South Side Rail (Don Davis) HO Union Pacific -Taree Sub (Mike Bartlett) HO Southern Pacific - Bakerville Sub (John Baker) HO Great Northern - Great Falls Sub (Gerry Hopkins MMR) HO
DVD 15	<b>L - Convention 2004 (Australasian Region) by Gerry Hopkins MMR</b> On the convention weekend a number of layouts were open to attendees as well as the Liverpool Expo and layouts at the Convention. These layouts have been taped in the wide screen mode. Idaho Springs On30 Missouri Pacific HO Great Northern HO Southern Pacific HO Module SIG HO Liverpool Expo
DVD 16	<b>Narrow Gauge Getz 46 - Narrow Gauge Convention 2005 by Gerry Hopkins MMR</b>
DVD 17	<b>Narrow Gauge Getz 47 - by Gerry Hopkins MMR</b>
DVD 18	<b>PSX Seattle 2004</b>
DVD 19	
DVD 20	<b>Joe Fugate's Siskiyou Line Volume 1</b>
DVD 21	<b>Joe Fugate's Siskiyou Line Volume 2</b>
DVD 22	<b>Great Northern Railroad -Gerry Hopkins MMR</b>
DVD 23	<b>Barren Creek &amp; Santa Fe - Jack Parker</b>
DVD 24	<b>Module SIG</b>
DVD 25	<b>Shasta Division Southern Pacific - Sowerby Smith</b>
DVD 26	<b>Joe Fugate's Siskiyou Line</b>



Recommended DVD -  
Joe Fugate's Siskiyou Line  
Great resource for DCC enthusiasts



## NMRA Australasian Region Library List November 2005

LEGEND: C = Clinic and How to P = Prototype L = Layout Tour N = Narrow Gauge I = Information

## VIDEO LIBRARY LIST

Number	Title
VT1	C - Painting Backdrops with a Dirty Brush
VT2	C - Perfect Decals
VT3	C - Modelling Tips and Tricks
VT4	C - Freight Car Loads
VT5	C - Styrene Construction/Casting
VT6	C - Planning Realistic Operations
VT7	C - Detailing Passenger Car Interiors
VT8	L - Kansas City Convention 1998 Layout Tours -David North
VT9	L - San Jose Convention 2000 Layout Tours - David North
VT10	L - St Louis Convention 2001 Layout Tours - David North
VT11	I,C - Worlds Greatest Hobby/ Building Your First Model Railroad
VT12	L - NMRA British Region at Large/ NMRA British Region 1945- 95
VT13	L - Gateway 2001 Convention Layout Tours - Gerry Hopkins
VT14	L - US Layout Tours - All About Trains, Volumes 1- 6
VT15	L - US Layout Tours - All About Trains, Volumes 7-13
VT16	L - US Layout Visits 1990 - John Saxon
VT17	L - Australasian Region Layout Tours #7 - Gerry Hopkins
VT18	C - Narrow Gauge & Short Line Convention in Australia 1990 -Gerry Hopkins
VT19	P,L - San Diego 1999 incl Techachapi Loop: Proto & Layout -David North P,L - St Paul 1999 & San Antonio 1999: Proto & Layout - David North
VT20	C - Aust Region Westmead Convention 1993: Tony Koester Clinics - Kevin Brown
VT21	C - Aust Region Marayong Convention 1995: Allen McClelland Clinics -Kevin Brown
VT22	L - Home Layouts: Geoff Nott 1989 & Sowerby Smith 1990 -Gerry Hopkins L - Aust Region Convention Layout Tours 1993 & 1995 -Kevin Brown
VT23	C - Aust Region Thornleigh Convention 1998: Clinics -David North
VT24	C - Aust Region Macquarie University Convention 1991: Clinics Part 1 -Roger Johns
VT25	C - Aust Region Macquarie University Convention 1991: Clinics Part 2 - Roger Johns
VT26	L - NZ Waitematai Convention 2002: Layout Tour - Gerry Hopkins L - Home Layouts: Merv Smith & Fred Gill -Gerry Hopkins
VT27	L - Fort Lauderdale Convention 2002: Layout Tours - David North L - John Allen's Gorre & Daphetid RR - NMRA Tape Slide Clinic
VT28	I - NMRA Achievement Programme Explained
VT70	P - Great Northern Volume 1
VT71	P - Great Northern Volume 2
VT72	P - Great Northern Volume 3
VT73	P - The Milwaukee Road Volume 1
VT74	P - The Milwaukee Road Volume 2
VT75	P - The Milwaukee Road Volume 3
VT76	L - Utah Midland - GMR#4
VT77	L - L&N Henderson Div - GMR#9
VT78	L - Cumberland Valley - GMR#10
VT79	L - Virginian & Ohio - GMR#11
VT80	L - Piedmont Div of WM - GMR#12
VT81	L - Yosemite Valley - GMR#15
VT82	L - Cat Mountain & SF - GMR#17
VT83	L - Erie Railroad - GMR#18
VT84	L - F & SM - GMR#24
VT85	P - Rock Island Railroad (Pentrex)
VT86	P - BSNF Sand Hills Sub
VT87	P - All Aboard series Volume 2
VT88	P - All Aboard Series Volume 5
VT89	P - Rock Island Railroad ( Green Frog)
VT90	L - Forks Creek Central -Ron Morse

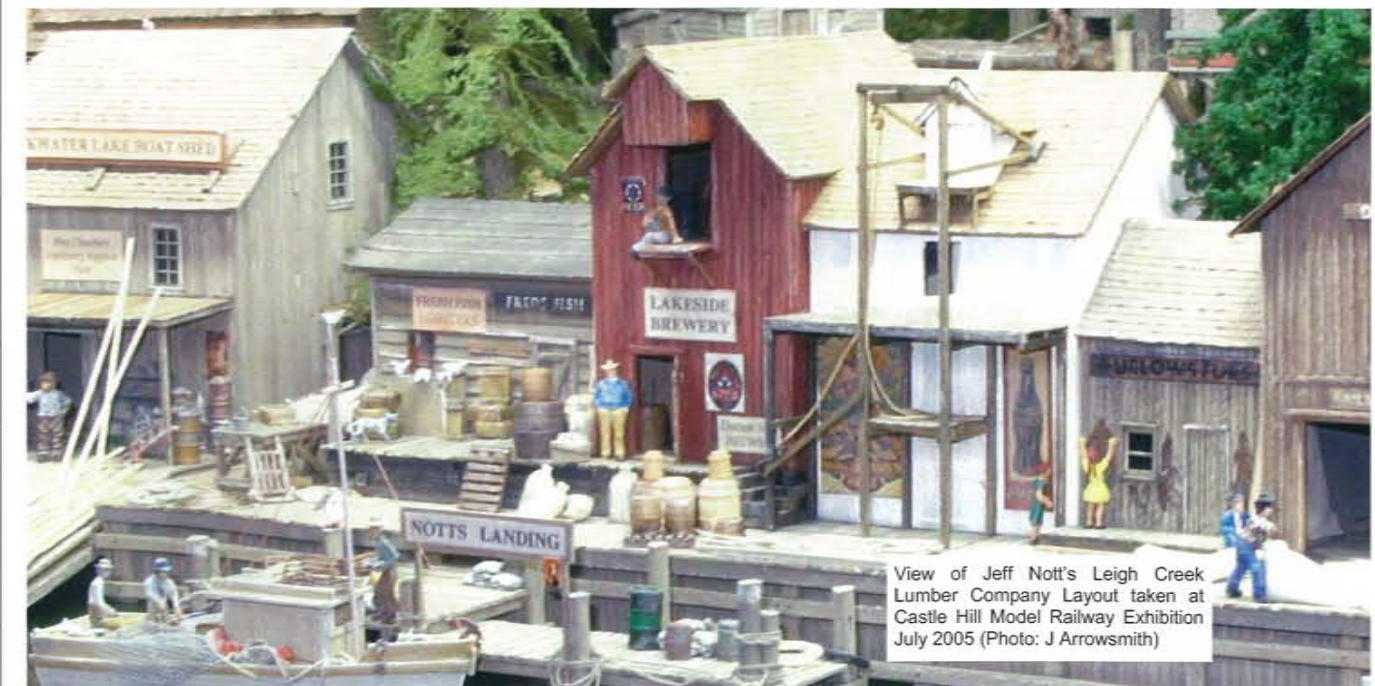


VT91	P - California's Baldwin Diesels
VT92	P - Santa Fe's Raton Route
VT93	L - Santa Cruz Northern GMR#35
VT94	L - ATSF Argentine Div GMR#29
VT95	P,N - East Broad Top
VT96	P - Classic Chicago Railroad
VT97	P - All Aboard Series Volume 3
VT98	P - SP's Central California Mainline
VT99	P - NYC - The Beach Collection
VT100	P - Union Pacific
VT101	P - Southern Pacific - Last Cab Forward over Donner Pass/ SP 1941/ SP The Coast Line
VT102	P - Union Pacific - UP Challengers/ UP Big Boys/ UP Steam
VT103	P - Union Pacific - UP Turbines of the Wasach/ UP Mighty Turbines/ UP Trilogy
VT104	P - Santa Fe - Challenge for Tomorrow/ Vintage Diesels/ SF, The Diesel Loco
VT105	P - This is my Railroad -SP Diesel Version/ SP Daylights, Cab Forwards & Early Diesels
VT106	P - UP Last of the Giants/ UP 6900 Centennials
VT107	L - Lou Sassi West Hoosac GMR#23/ Lee Nicholas Utah Colorado GMR#27
VT108	P - Glory Machines Volume 3 / Glory Machines Volume 4
VT109	P - UP Steam over Sherman / Otto Perry's Sante Fe
VT100	P - UP Battle up Sherman Hill / Pennsy Racetrack 1940 -1980
VT111	P - D&RGW, SF & BN Joint Line / UP Vintage West 1960 -1980
VT112	P - Today's Chicago Railroads
VT113	L - Madison Convention 1997 Layout Tours
VT114	P - Railfanning the Silverton
VT115	P,N - Around the Narrow Gauge Circle
VT116	P,N - The Rio Grande Southern / The Denver & Rio Grande Western
VT117	C - Victorian Div of NMRA AR / Bulla Convention 1994 Clinics
VT118	L - Franklin & South Manchester Part 1 GMR# 2
VT119	L - Tuolumne Forks Railroad GMR # 16
VT120	L - Ray & Renee Grosser's Soo Line GMR # 31
VT121	L - John Gray's UP Cheyenne Div GMR # 36
VT122	P,C - The Appalachian Coal Industry - Modelling the Prototype
VT123	P,C - Logging Railroads - Modelling the Prototype
VT124	P - UP Cheyenne to Salt Lake
VT125	L,N - Red Stag Lumber Company
VT126	P - Santa Fe Mojave Sub Division, Caliente to Mojave
VT127	L - Franklin & Manchester Part 3 GMR # 39
VT128	P,N - The Durango & Silverton
VT129	P - Railfanning Southern California in the 50's
VT130	P,N - Twilight of the Rio Grande/ Switching along the Rio Grande/Work train to Silverton
VT131	P - The New York Central Collection
VT132	P - Steam in St Louis 1990 / Sierra Railway
VT133	P - The Blue Mountain & Reading/ From the Redwoods to the Broadwalk/ Illinois Museum
VT134	P,N - 50's Memories of the Rio Grande Narrow Gauge
VT135	P - Sante Fe's Curtis Hill
VT136	P - Cass & Mower Logging Trains
VT137	P,N - Rio Grande of the Rockies
VT138	P,N - Gunnison on the D&RGW
VT139	P - The EMD FT103 Diesel Story
VT140	L - Franklin & South Manchester Part 2 - GMR # 24
VT141	P - The Uintah Railway
VT142	P,N,C - Building the RGS Volume 2 (Durango)
VT143	P - Great American Train Rides Volume 2
VT144	P,N - Little Engines of New Zealand/ The Two Foot Gauge Tramway
VT145	P - Chesapeake & Ohio Steam Locomotives / Streamliners of Yesteryear
VT146	P - New York Central - An Insider's View / Steam Across America Volume 1 -The East
VT147	P - New York, New Haven & Hartford / A History of the Alaska Railroad
VT148	P - On the Track -Lifeline of the Nation/ 225,000 Mile Proving Ground/ Railroads & National Defence
VT149	P - Great American Railroads Volumes 1,2 & 3 Golden Spike/ Nickel Plate Story/ Milestones of Progress/ railroads & National Defence/ The Big Train / Fast Freight

VT150	P - Great American railroads Volume 4 Operation reading/ On the Track/ 225,000 Mile Proving Ground
VT151	P - Great American railroads Volume 5 Easy Does It / Something for Everyone / Coast to Coast In 48 Hours
VT152	P - Great American Railroads Volume 6 End of the Era / Thundering Rails / Ichabod, the Man Without a Head
VT153	P - Great American Railroads Volume 7 -Train Wrecks and Stories / Tomorrow's Railroads / Progress On the Rails
VT154	P - Great Northern Volume 2 / Tracks Ahead Episode 301
VT155	L - AMRA Exhibition Liverpool 2001 / Model Railways of Australia 1992
VT156	P - Classic Steam of the 20's -40's / Steam in the 50's / Steam in the 50's & 60's
VT157	P,N - Rio Grande Odyssey Part 1
VT158	P,N - Rio Grande Odyssey Part 2
VT159	P - Diesel Power on the Southern Pacific
VT160	L - New England Berkshire & Western GMR # 25
VT161	L - Allegheny Midland GMR # 14
VT162	L - M&K Division of the B&O GMR # 5
VT163	P - Rails in Kansas City Part 1 - 1998
VT164	C - Scenery Clinic by Woodland Scenics
VT165	P,C - BNSF Stevens Pass / Scenery Tips Number 3
VT166	P - UP La Grande Subdivision / UP Big Boys Classic Collection Volume 2
VT167	P - SF Warbonnets through Raton / Sante Fe 3759 (Final Run)
VT168	P - SP Tennessee Pass Volume 2 / SP 1941 Classic Collection Vol 1
VT169	L - Great Layouts - US Prototype Layouts
VT170	C - Finishing your Scenery / Painting Model Structures / Rocks & Basic Scenery - D Fray
VT171	P - Florida East Coast / Hank Griffiths Collection Volumes 7 & 8 ( UP/NP/SP/MILW etc)
VT172	P - Erie, Before the Hyphen / Lincolnland Rails
VT173	C - Airbrushing for Model Railroads / Weathering Model Railroads - M Furlow
VT174	P - Rubber City Rails Volume 1 / Rubber City Rails Volume 2
VT175	P - Rubber City Rails Volume 3
VT176	P - Arizona Shortline Railroads / Forty Years of the NKP Berkshires / The NKP & AC & Y Railroad
VT177	P - The Complete NKP Berkshires / Vintage Rails Volume 2 UP & NKP
VT178	P - Wallin's Wonders #1 -GM&O and Rock Island / Southern Pacific Pictorial
VT179	P - Marathon of steam Volume 1
VT180	P - Marathon of Steam Volume 2
VT181	P - Steam Northeast / Steam Powered Sawmills
VT182	P - Rocky Mountain Mainlines of the Rio Grande / Switching along the Rio Grande / Maintenance of Way , Yesterday and Today
VT183	P - The Monongahela Railway / CN North America Volume 1
VT184	P - Diesels on the Up / Iron Horse & Steel Men of the San Juan
VT185	P - Steam up Mt Rainer / Railways and Mining Camps
VT186	P - Techachapi Loop / The Empire Builder Route
VT187	P - Farewell to SF Steam, SF Chief & Pacific Electric / SP Power on Soldier Summit
VT188	P - The Grand Canyon Railway Volumes 1 & 2
VT189	P - Challenger through the Rocky Mountains / Lehigh Valley Railroad
VT190	P - Diesel Power on the Sante Fe / Flangers, Spreaders and Steam Snowplows
VT192	P - Marathon of Steam Volume 3
VT193	P - NYC The Great Steel Fleet 1928 -1962 / New York Central Volume 1
VT194	P - The Glory Machines 1944 - 1962 / New York Central Volume 2
VT195	P - The Glory Machines 1928 - 1952 / New York Central Volume 3
VT196	P - B&O 1950's Steam Action in Ohio / N&W Pocahontas Glory Volume 2
VT197	P - Sante Fe's Seligman Sub & New Mexico Main / Sante Fe's Pasadena Subdivision
VT198	P - Chicago Odyssey Volume 1 1950's & 1960's / N&W Pocahontas Glory Volume 4
VT199	P - Chicago Odyssey Volume 2 1960's & 1970's
VT200	P - Union Pacific Odyssey Volume 1 1950's & 1960's
VT201	P - Union Pacific Odyssey Volume 2 1960's & 1970's
VT202	P - Sante Fe Odyssey Volume 1 1952 -1980 / N&W & Virginian Pocahontas Glory Volume 6
VT203	P - Sante Fe Odyssey Volume 2 - The Seventies
VT204	P,L - AMRA Hamilton NZ 1993 -Prototype and Layouts
VT205	P - Powder River Basin Coal BN&CNW / Reflections of American Railroading 1935 -1966
VT206	C,P - Building the RGS Volume 1 (Durango) / D&RGW Narrow Gauge Freight Trains ( No Sound)
VT207	C,P - Model Scenery Made Easy -Woodland Scenics / Toronto to Chicago -The Railfan Way
VT208	P - Steam on the northern Pacific / Steam & Diesel on the L&HR ( British)
VT209	L - Hank Pelzer's UP/SP/SF/WP Layout
VT210	C - Scenery Tips No. 1
VT211	C - Scenery Tips No. 2
VT212	P - Thunder on the Wasatch

## WELCOME ABOARD NEW MEMBERS THIS QUARTER

First Name	Surname	Town	Post Code	Prototype	Scale
Noel	Elliott	Gawler West	5118	NthE UK/NE US	HO/OO
Walter	Pywell	Wanniassa	2903	Union Pacific	HO
Peter	Carlino	Baulkham Hills	2153	Balt& Ohio/Milwaukee Rd	
Peter	Barker	Palmerstone North	5301		
Barry	Bryant	Armadale	6112	Pennsylvania Railroad	N
Kerry	Rasmussen	Morayfield	4506	Aust narrow gauge	On 30
Graham	Hunt	Duffy	2611	British	HO
Alwyn	Cutmore	Warwick	4370	Australian	"PRR, HO, N"
Dennis	Clarke	Saratoga	2251	NSW	HO
Ian	MacLeod	Taree	2430		HO
Joyce	Bradney	Taree	2430	Freelance	N & 45mm
Philip	Bradney	Taree	2430	Freelance	N & 45mm
Robert	Comerford	Glen Innes	2370	NSW GR	HO
John	Davis	Alstonville	2477	"Logging, Chesapeake, Ohio"	HO
Kerry	Marsh	Mountain Creek	4557	L&N	N
Stephen	Campton-Jones	Casino	2470	Santa Fe	HO
Paul	Nusent	North Casino	2470	Rio Grande	HO
Steve	Laws	Alstonville	2477	NSW	HO
Graham	Sneath	Caniaba	2480		N
John	Franklin	South Yarra	3141		HO HO n3 ON30
Kim	Marsh	Redfern	2016	Aust. Narrow gauge	1/32 N20
Ron	Cunningham	Sans Souci	2219		
Allan	Stewart	Warrimoo	2774	NSW /North Coast	N
Stephen	Bates	Cundletown	2430		HO
Graeme	Bull	Warrabee	2074	Union Pacific	N
Stirling	Whaley	Wallabi Point	2430	NSWG Rr 1954-74/D&RGW Narr.guage	HO
Gordon	Page	Hallidays Point	2430	European/some NSW	HO
Kevin	Rasmussen	Forster	2428	NSW	HO
David	Porter	Wingham	2429	NSW	HO
Justin	Moy	Taree	2430	NSW	HO
Peter	Fletcher	Old Bar Beach	2430		HO
Warwick	Williams	Forster	2428		HO
Bruce	McKeachie	Harrington	2427		HO
Lionel	Cooper	Old Bar	2430	NSW	HO
Dennis	Buxton	Smiths Lake	2428	General	HO
Malcolm	Geary	Taree	2430		HO



View of Jeff Nott's Leigh Creek Lumber Company Layout taken at Castle Hill Model Railway Exhibition July 2005 (Photo: J Arrowsmith)

First Name	Surname	Town	Post Code	Prototype	Scale
Kevin	Bambury	Failford	2430	NSWGR	HO & Z
Lothar	Schwertner	Alstonville	2477	Marklin	
Mark	Anderson	Ballina	2478	Chessie System CSX	N
Ken	Warren	East Lismore	2480		HO N
Neil	Bartlett	Alstonville	2477	Australian	HO
Tony	Anderson	Lismore	2480	CSX Conrail & Santa Fe	N
Gary	Bates	Singleton	2330		HO
Tony	Laing	Singleton	2330		HO
Ernie	Cooke	Singleton	2330		HO/O
Paul	Dundas	Upwey	3158	North Pacific Coast	HO/N3
Michael	Camell	Blackburn	3130	SP, UP & WP	HO
Andrew	Gray	Ballina	2478	New transition era	
Adam	Wade	Ridleyton	5008		HO
Peter	Starr	Inglefarm	5098	American	
Peter	MacArthur	Narrabundah	2604		On30
Ben	Calcott	Wellington	6003	Narrow gauge	Gn15
John	Armstead	Kambah	2902		
Stephen	Smith	Mount Gambier	5290		
Graeme	Abbott	Atholstone	5076		G
Brian	Robinson	Coolongolook	2423	English	HO
Michael	Gausden	Wingham	2429		HO
Ian	Young	Wingham	2429	NSWGR	HO
Graham	Stallard	Old Bar	2430		HO
Jack	Barden	Taree	2430		HO
Richard	Knox	Port Macquarie	2444		HO
Roger	Stewart	Forster	2428		HO
Kevin	Maddison	Pindimar	2324		HO
Gregory	Riddell	Kempsey	2440	NSW	HO
James	Perry	Rainbow Flat	2430		HO
Raymond	Mears	Wingham	2429	NSW	HO
Timothy	Bendeich	Firefly	2429	NSW	HO
Peter	Hardie	Harrington	2427	NSW	HO
Alan	Favell	Taree	2430		HO
Aaren	Favell	Taree	2430		HO
Raymond	Stinson	Harrington	2427	British	HO
Aaron	Stinson	Harrington	2427	British	HO
David	Dendtler	Boronia Heights	4124	Australian	N
Carol	Dendtler	Boronia Heights	4124	Australian	N
Russell	Burling	Gloucester	2422	All	HO
Cheryl	Burling	Gloucester	2422	All	HO
Albert	Pratt	Old bar	2430		HO
Edward	Wheeler	Wingham	2429	GWR Branchline	OO
Noel	Sawyer	Taree	2430		HO
Gordon	Robbie	Taree	2430	NSW	HO
Brian	Silver	Caringbah	2229		
James	Silver	Caringbah	2229		
Warren	Baker	Cambelltown	2560	W. Maryland Rlw	HO
Graham	Capper	Daw Park	5041	PRR/SP	HO
Judy	Souter	Toormina	2452		
AR Kits		Warwick	4370		
Allan	Perry	Lesmurdie	6076	US	HO
Barry	Butler	Lismore	2480		N
Ken	Salloway	Alstonville	2477	English,Australian,American	OO,HO
Keith	Callinan	Alstonville	2477	NSW	HO
David	Aitken	Lismore Heights	2480	BN, ATSF,BNSF,MRL	N
Terry	Moston	Goonellbah	2480	Australian/ American	HO
Neville	Naylor	West Haven	2443		HO, HO30
Paul	Weier	Aspley	4034	Qld. Rwy	HO
Arthur	Haberlin	McMahons Point	2060	Santa Fe	HO
Raymond	Solomon	Cundletown	2430		N
Darren Michael	Wingett	Toowoomba	4350		N
Robert A	Cuffe	Corinda	4075	SF/SP/UP	HO

The NMRA AR respects every member's right to privacy and will never make any details known to persons outside the NMRA. Within the NMRA, details are only provided to those who need to know them for such things as ballot paper and Mainline distribution, convention invitation, etc. However, it is understood that many members wish to make contact with other members who have similar modeling interests. If you wish to contact another modeler, contact the Membership Officer with your contact details. The Membership Officer will contact the other party and give them your contact details.

## NMRA AUSTRALASIAN REGION DIRECTORY

www.nmra.org.au

NMRA Inc. PO Box 382 Forestville NSW 2087

### EXECUTIVE

<b>President:</b>	Rob Peterson	(02) 9871 4157	president@nmra.org.au
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<b>Members:</b>	John Montgomery	(02) 9628 9921	john@nmra.org.au
	Richard Roth	0409 664475	richard@nmra.org.au
	Peter Jensen		peter@nmra.org.au
<b>Pacific Director:</b>	David North	(02) 9975-2569	director@nmra.org.au

### SUPERINTENDENTS

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### NMRA MISSION STATEMENT

- The membership of the **NMRA** is a diverse group of individuals unified by their love of model railroading. They represent a wide variety of interests and wish to improve and expand the hobby through mutual effort.
- The role of the NMRA is to lead ongoing efforts to set the standards for evolving technologies.
- We will educate our members and provide a repository of information for hobbyists to learn the facts and skills they require for their ongoing development.
- The **NMRA** will achieve and expand reference material required by our members and provide research assistance for their benefit.