



NMRA  
Australasian Region

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# MAINLINE

NMRA  
Australasian Region

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"City of Lithgow" ex QLD narrow gauge 4-6-2 express passenger steamer paused at Clarence Station on the Zig Zag Railway, near Lithgow NSW  
Photo: John Arrowsmith

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**MAINLINE**

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National Model  
Railroad Association  
Australasian Region

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Publication  
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Editor: John Arrowsmith  
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:****PRESIDENT'S REPORT**

As incoming President I would first like to thank all the members of the outgoing committee for all their commitment to and work for the association over the last two years. Especially Rob Peterson as President and our ex-President Alan Garbutt. It is not an easy job and more so during a time of great change to the structure of the organization. The big changes in head office and the structure of the NMRA itself imposed upon the Regions changes that they would not otherwise have made. Now all the changes are in place it is important that we move with unity and consensus.

Several of the committee are old familiar faces. David Jupp (Secretary) Eric Bennett (Treasurer) continuing in their familiar roles and David North (Vice-President) Peter

**MEET YOUR COMMITTEE MEMBERS****Sowerby Smith - President**

I have been fascinated by trains and model trains since childhood. I built my first model railway with the help of my father in my teens and as with most of us drifted away from the hobby until my early 30s. When with new house and baby I started building a N scale layout 4x2 feet. After scratch building a couple of box cars, HO seemed a better place to be. My current layout has appeared in a few issues of mainline and has filled most of the space I have available. The last few years I

Jensen (Pacific Director), Rob Petersen (Public Officer) and me have changed jobs. New to the Committee are our ordinary members Marcus Amman, Gerry Hopkins and David Howarth. The Div Supers are a hardy lot and all the familiar faces are staying with the exception of Div 7 NSW. Phil Andersen has stepped down and he is being replaced by John Montgomery.

What are the Challenges ahead? Remaining relevant to and fulfilling the needs of our members. These things we do through our monthly meetings, MainLine our Library and special events and acting in a way that facilitates members expanding their modelling skills and social interaction with other modellers. Maintaining and growing our membership base by providing the environment and events of interest that make being a member relevant and most of all a fun thing. It is very important to always remember we all do this for fun and relaxation. Our affiliation with the NMRA provides us with a unique network around the world of members with similar interests. When travelling you have a tremendous resource of goodwill and interesting layouts available to visit. Also when overseas members are in town we have the opportunity to showcase our local skills and establish ties of friendship with like minded people.

Your new Australasian Regional Committee (ARC) will be working hard to maintain and improve on our strengths and continue improve the delivery of member benefits. Most important of all model trains are fun.

Sowerby Smith  
President ARC

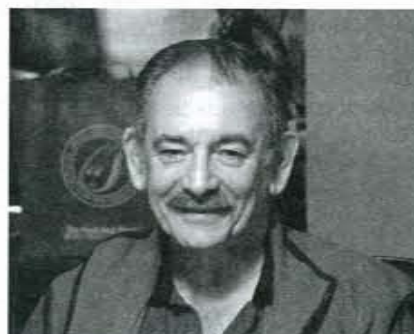
have been helping a friend build an O scale layout.

In 86 I joined the NMRA and have been involved in the BOD and now the Committee ever since. First as VP in 86 and through that role several part terms as president and also a previous full as President plus work as the Public officer for many years. I am a commercial photographer and have for the last 30 years run my own adverting studio in Sydney.



**David Howarth - Committee Member**  
David is a 61 year old professional civil engineer. He has been modeling O Scale for twenty years and has a layout of a British Midland Railway seaside terminus circa 1905. He is planning a new 1/48 scale American layout based on the New York Central.

David is the Chairman of the Board of Australia's leading technology consultancy with 5500 staff world wide. He brings 20 years of corporate experience as company director of many companies to the Committee.



**Gerry Hopkins - Committee Member**  
I have been a member of the Australasian Region since it was reborn in 1984. In my time, I have served on the BOD, Editor of Main Line for 9 years, Contest Chairman for many years, Achievement Program Manager for many years, I also maintain the web site and send out those annoying, regular reminder emails about meetings. I was the second member in the Region to earn my MMR.

The HO section of my layout depicts the Great Northern in Montana around the late 50's. To satisfy my narrow gauge cravings I also model the Maine Two Footers in HOOn30. I have monthly operating sessions on my layout when a group of keen friends come along and help me create havoc for the "little people". I use DCC on the layout, for standard and narrow gauge, and often have people bring their locos along for a run and tune up. Visitors are always welcome and there is plenty of parking at our place.



**Grant McAdam - Div 3 Superintendent**  
Grant's earliest recollection of model railways was seeing a layout that belonged to an uncle. It must have made quite an impression because it has set him on a hobby that will last a lifetime.

An interest in narrow gauge railways started by reading about The Craig & Mertonford Railway by P.D. Hancock in early issues of Railway Modeller. The level of detail and the story woven about this fictional railway by Mr. Hancock had set the Grant's railway preference.

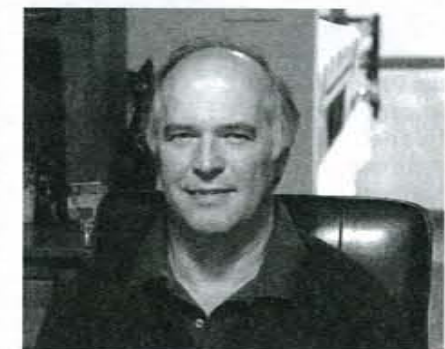
Many years of study had prevented Grant from doing any real modelling. In mid-1989 Grant moved to Melbourne for work and during 1991 joined the Croydon Narrow Gauge Group. Since that time he has been very active in participating the model railway exhibition circuit as a Group member. Some people would now describe Grant as an exhibition junkie.

Grant's primary narrow gauge interest has been in the Welsh slate railways which has been reinforced by several trips to the United Kingdom. Since coming to Melbourne his tastes have been modified and now include Australian narrow gauge railways through participating in Group module building and American logging through the influence of Gavin Hince and Laurie Green. Grant joined the NMRA at the Bulla Convention organised by Gavin and Laurie.



**David Jupp - Secretary**  
David Jupp joined the NMRA in 2000. Since joining I've served as an ordinary

member on what was the BOD and I'm now in a second term as secretary on the committee. For 3 and a half years I also produced, edited and printed MainLine. Now having an allocated 'railroad' space at home, the time is right to start the 4th and final (no never) layout. I'm passionate about DCC, computer control, sound and layout animation so In look toward incorporating these features in my HO US layout loosely modelled on the UP. The 'electronic' accessories evolve from 40 years in radio and television broadcast engineering, design and operations. I look forward to retiring sometime in the future but with DCC evolving and all these nice new models appearing, I need the 'pingers' to feed the hobby.



**Marcus Ammann - Committee Member**  
I am 56 years old. I am an aircraft Avionics engineer at Qantas and have been modelling seriously for the last 10 years after becoming interested in model railways again when my son became interested in Thomas the Tank engine, just the same as lots of fathers that have rekindled their childhood model train memories. I model the NSWGR in the mid 60s, steam to diesel transition based on the Main North from Gosford to Werris Creek including Gerry's back fence and the crossing of the Liverpool Ranges that will bring interesting operation (banking over the 'range') with DCC. As sound gives a further dimension to the layout, most of my roster has sound as the "sound bug" has bitten hard (very cancerous but just manageable). DCC is my forte, I have developed a web site that mainly discusses DCC with tips and info to encourage and help modellers, make the "switch". One day there will be other tips about some of the many other disciplines of our fantastic hobby. See it at:  
<http://www.members.optusnet.com.au/nsw/mn/index.htm>  
Thank you all, for giving me the opportunity to "serve you" on your NMRA with a "spot" on the BOD.



**Ian Phemister - Div 8 Superintendent.**

I joined the NMRA about four years ago and was made Div super for the Northern Rivers Division shortly after. I am 28 years old and have had a keen interest in Model trains since I got my first train set at 5 years old. I've been exhibiting Railway displays at model train shows with my father's half inch to the foot Newcastle tramway display "Russell's Corner", from when I could walk. I have successfully helped 11 guys get a poor old modular railway to exhibition standard and attend several Model shows with huge success. I currently model Idaho's Camas prairie in the late 40's early 50's. I chose this for its vast array of scenery with masses of timber trestles, big pine trees, Mountain grades, open plains and ability to model two road names, Union Pacific and Northern Pacific. After I left school I worked at a hobby shop and model display centre for three years where I built several Model layouts for both display use and for Customer orders and also on and off in the Hobby shop.

Apart from the Models, I have joined the Glenreagh Mountain Railway where I have learnt to fire the old 1919 Class steam loco on their open days. I am involved in their Thursday volunteer days helping my Dad restore a 1925 Melbourne W2 class Tram. I also do a little at home to help by restoring a 1957 AJS rail fettlers' trolley. In the little time left in the week, I have a 1970 Morris Cooper S to rebuild to go with my pride and joy 65 Mini Van.

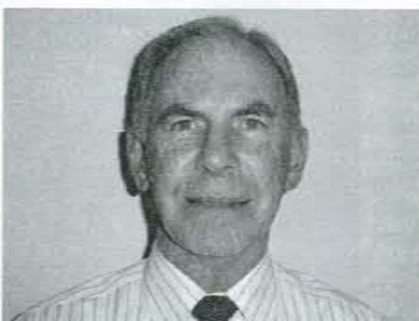
### The official pole results for the contested positions were as follows:

#### Vice President:

- Kelly Lloyd 63
- David North 128

#### Ordinary Member:

- Marcus Ammann 101
- Gerry Hopkins 163
- David Howarth 99
- Trevor James 71
- Richard Main 49
- John Montgomery 81



**Erik Bennett - Treasurer**

I grew up at Burwood in Sydney and quite early on, found a beaut train-watching spot near Strathfield Station where I was able to see many of the NSW steam engines passing by. My first train set was a Hornby Dublo 3-rail tank loco set which I received for my eleventh birthday. I played with it for years and still have it.

In my working life I've been a high school teacher, an instructor at the RAAF School of Radio, a computer engineer and a business software design engineer. I currently work for Blackwoods which is part of the Wesfarmers Group. I live at Bayview in Sydney with wife Denise, who is the NMRA Membership Officer, and son Michael.

Twelve years ago, Santa brought Michael a Life Like train set and that re-kindled my interest in model trains. Now, we have a collection of NSW trains because of our interest in the local rail scene, and some UP and BNSF stuff because we have rail-fanned in California. We also have a medium sized layout with NCE DCC. I should mention that Denise is a keen rail fan, a motivator in the layout construction and a fine chalk weatherer.

My other interest is Bluegrass music and I play 5-string banjo in a part time Bluegrass band called Highly Strung.

Denise, or Maybelle as she is more properly called, plays double bass and Michael plays fiddle.

My favourite food is beef kebabs and my favourite dessert is wine trifle and ice cream. My favourite movie is True Lies, favourite TV show MASH, favourite banjo player Ralph Stanley, favourite band The Rolling Stones, favourite song This Will be the Last Time, favourite Rock guitarist Ritchie Blackmore (solo on Highway Star), favourite boxer Muhammed Ali, favourite classical composer Mozart, favourite racing car driver Allan Moffett, favourite weather autumn.



**Ron Solly - Div 6 Superintendent.**

I have been interested in model rail-roading since the late 1950s, when as a teenager I joined the SA Railway Modellers Assoc. After 4 years I left and was a lone ranger in the hobby working on both HO and N scales. My modelling was freelance USA, UK and Australian. I got most enjoyment out of building track and points in both scales. 5 years ago I joined the round robin group. I also concentrated on HO USA modelling scene. In 2001 I rejoined the SARMA, and have spent time as VP and secretary. I probably point the finger at David North for his efforts in getting me going this far in the NMRA family.

## EDITORIAL

Thank you everyone who sent comments regarding the previous issue of Mainline. Your input is most appreciated, and you will hopefully see some improvements in this issue as a result of suggestions sent to me.

I have found the task of production both a challenge and quite interesting, sifting through articles, type setting pages, and getting ideas from all those who contributed. It is an arduous task trying to put a bit of this and that in the Mainline so there is something of interest for all our members.

Thank you to the div supers who got their reports to me on time, somewhat taking the pressure off getting the whole project ready before printing deadlines.

Also thanks must go to my team behind the scenes: Dave North, John McEvoy, and Allan Garbutt. They have been chasing articles, and reports, giving me some great ideas and support, spellchecking and formatting to ensure we present as good a Mainline to our members as we can.

Mainline is however very time consuming, and with the birth of our second child in mid August, I have made the decision to step aside as editor and use the valuable time with my family during this special occasion in our lives.

Regards  
John Arrowsmith

## LETTERS TO THE EDITOR

G'day John, Firstly, congrats on the first issue of Mainline. I commend you on taking a different approach to the magazine than David's. It shows you have the foresight and guts to take it in a different direction. David had done a terrific job and it would have been hard for you to follow exactly in his footsteps. One point though - with the advertisers, are they happy with the back page 'business card' approach. Some would have paid extra (I assume) for bigger ads in previous editions. I suppose you've looked into this.

Second, I'm thinking of a couple of articles. What size & resolution do you require for photos? I've forgotten what I used before.

The section on layouts - I'm thinking of showing my work in progress because most members haven't seen any of it since my meeting last year when it was but a dream. Is this the sort of article you're looking for?

How about a little teaser showing layouts to be featured in the next quarter's meetings around the Divisions?

Anyway, keep on keeping on.

David Latham

John, your first issue looks OK to me. Of course you had clarity problems with some of your photos but that can be resolved. I read your article about DCC with interest. Well thought out explanation. When are you going to explain how 00 works? That still baffles me. Another problem is some mfgers, Atlas and Athearn use both a 9 pin plug and a different sized female openings. The 9 pins seemingly is not a problem but oversized holes sure are. Another problem to be discussed are the yellow capacitors required for Europe but not in USA. Here we clip them off.

Also John, your tip to color the bright white LEDs with Flesh color paint is a real winner. Thanks for that.

Regards: Rick Shoup, MMR 234

John, I have found a small error in your first issue of the Mainline. Events calendar 2006 October. Our Div 6 meeting is now on Oct 7, not Oct 14 as originally planned.

The Mainline is certainly different & I quite like it.

I have found a couple of events here in SA

Sept 9 - Convention - Modelling the Railways of the SAR. Flinders Medical Centre, Bedford Park, SA

Oct 7-8. Exhibition Mitsubishi Entertainment Centre, South Road, Tonsley Park, SA by the Noarlunga Model Railroaders.

Oct 7 Canberra Convention by the British Railway Modellers of Aust. To be held at Southern Cross Club in Woden.

Ron Solly

Hi John,  
Pleased to see "Australian" content in the Autumn 2006 Mainline. [and congrats on the magazine presentation]

Attached image of "new" sawmill area added to my N S W layout.

Currently operating on DC, I am accumulating Loco's fitted with DCC, and reading up on DCC info' and corresponding with other members who have DCC.

[The planned changeover being this Christmas holidays.]

Rgds  
Bill Dunn  
Brisbane

John,  
Well done on Mainline. Love the Oz content. We need to demonstrate that the NMRA in Oz is not an American organisation, by promoting it as an association of Australian modellers who may model whatever prototype they wish.

Regards  
Erik Bennett

John, congratulations on your first edition. As a past editor/publisher I fully appreciate the work that goes into producing the Mainline each quarter.

In reading the Autumn 2006 issue I have made a few observations that may help so please accept them in the spirit intended.

1. The new format is good but in limiting the advertisers to a group page a little info is lost. I would encourage the advertisers to include a little more detail regarding their speciality as some have done e.g. Casula is a Walthers on line dealer. Asquith Model Railways specialises in fine detail parts but this info has not survived the format change. I think readers would benefit from this sort of info.

2. Divisional meeting info - page 12 is a good summary and gives an overall look at what's on when. However we have lost info on where Divisional meetings are to be held. On page 22 in Divisional news some divisions include meeting details but most do not e.g. NSW.

Regards  
Peter Burrows

## FLAGLER MUSEUM, PALM BEACH, FLORIDA

### MARCH 2006

BY DAVID HOWARTH

To escape the cold weather in Chicago following the March Midwest O Scale Convention, Yvonne and I decided to spend a few weeks in Florida. At that time of the year Florida is like Brisbane in winter with blue skies, and warm days in the region of 20 degrees Celsius.

We stayed a few days in West Palm Beach. I was attracted to this area by a photograph of a private railcar owned by Henry Morrison Flagler, the man who built the Florida East Coast Railway and was the driving force in opening up Florida as a tourist destination. The railcar photograph showed the car in the grounds of Whitehall a 55-room mansion built by Flagler for his third wife Mary Lily Kenan, as a wedding present.

**West Palm Beach Station** – in our travels we came upon West Palm Beach Station which was built by the Seaboard Air Line in the 1920s. Because of the importance of the passengers who used this station it was designed in the Mediterranean Revival style by architect L Philip Clarke. This is an elaborate Spanish Baroque style in keeping with the other buildings in the Palm Beach area, which were developed by another architect Addison Mizner. He adapted the design of old Spanish buildings to suit the Florida environment.



West Palm Beach Station developed in the Mediterranean Revival style by the Seaboard Air line in the 1920s

The railway is currently a commuter line and used by Amtrak and the Tri- Rail Commuter trains serving the local communities. Note in the following photograph the safety fence to stop passengers from crossing the lines due to high speed Amtrak trains passing through.



West Palm Beach Station

West Palm Beach is a suburb developed by Henry Flagler to provide accommodation for workers on the hotels and residences being built for the wealthy in nearby Palm Beach. This is an area of immense wealth even today. Recently a mansion sold for US\$92 million, said to be the most expensive residential property sale in the whole of the USA.

**Florida East Coast Railway** - Henry Flagler developed the Royal Poinciana and the Breakers Hotels in Palm Beach. He also developed the Florida East Coast Railway to provide access to them from the Northern States.

By the late 1920s he had built the railway to Key West which included a section called the Overseas Railway because it crossed so much water between the islands to Key West. This railway tied into the P&O Steamship Company with routes to Havana, Cuba.



The Breakers Hotel built by Henry Flagler

Continued next page...

**Whitehall** – Flagler built the 55-room Gilded Age estate as a wedding present for his wife, Mary Lily Kenan Flagler and used the home as a winter retreat from 1902 until his death in 1913. The home was sold to a group of investors in 1925 that ran the property as a hotel until 1959. At this time the whole complex was in danger of being razed. Henry Flagler's granddaughter Jean Flagler Matthews purchased the property and formed a Non-profit Corporation, the Henry Flagler Museum.



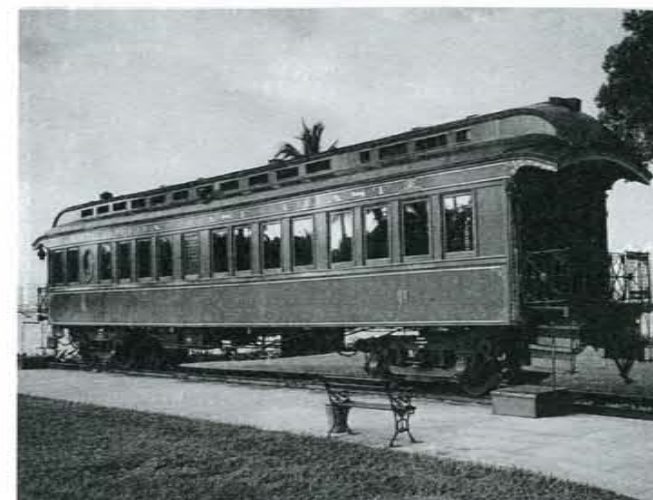
The FEC emblem used on the systems locomotives and throughout the railways. This is a photo of a porcelain advertising sign produced by Ande Rooney ([www.anderooney.com](http://www.anderooney.com)) who has produced a range of old railroad signs.



Whitehall front view in March 2006. Not a bad wedding present!

In the grounds of Whitehall I had expected to see the private railcar which Flagler used on his railway. It was said this car was used in the first train which ran to Key

West upon completion of the railway line to this most southern point of Florida. When we arrived in March 2006 we were surprised to see that to preserve the car the Museum had built the Flagler Kenan Pavilion to house the car and to serve as a Gilded Age style Café to serve high teas and features an array of delicacies and refreshments reminiscent of Gilded Age elegance. Yvonne and I are partial to afternoon tea. So we were lucky to share the last available tea of the day in the splendour of this wonderful Café.



The postcard view of the Private Railcar No 91 used by Henry Flagler for his own use on the FEC.



The Railcar No 91 now placed within the Flagler Kenan Pavilion within the grounds of Whitehall

It was difficult to photograph the private railcar inside the pavilion. However I took the following photographs to demonstrate the wonderful craftsmanship of the builders. The car was refurbished at St Augustine FEC Shops in September 1904, as shown on a plate in the floor of the car at the rear steps.

Continued next page....



The rear external platform and access for today's visitors



Just so you did not feel too sorry for the Flaglers here is a picture of the ballroom in their mansion Whitehall



It was one small reference and picture of Car No. 91 which persuaded us to visit to Palm Beach. This is truly a wonderful playground of the USA.

If you are interested to read more about the FEC, I recommend the following books which I bought at the museum's well stocked shop:

- Speedway to Sunshine, the Story of the Florida East Coast Railway by Seth H. Bramson, the Boston Mills Press 1984, 2003 ISBN 1-55046-358-6. (In 1996, the then FEC President Carl Zellers named Seth Bramson "Company Historian" an official title accorded to only one other person in the American railroad industry.)
- Florida's Great Ocean Railway, Building the Key West Extension, by Dan Gallagher, Pineapple Press, Inc. ISBN 1-56164-269-X
- The Railroad that Died at Sea by Pat Parks, Langley Press Inc. ISBN 0-911607-05-6
- Last Train to Paradise by Les Standiford, Three Rivers Press, ISBN 1-4000-4947-4

Afternoon Tea is served in splendid surrounds, with the business car in the background.



The very fine workmanship of the fit out of the car is shown in the details of the clerestory roof



The chairs and tables are of a quality befitting a well refined household.

## SO JUST HOW DID WE END UP WITH STANDARD GAUGE MEASUREMENT OF 4 FEET 8 1/2 INCHES?

ARTICLE WRITTEN BY ERIK BENNETT

Erik Bennett was doubtful of the Roman Chariot explanation of the Standard Gauge measurement of 4 feet 8 1/2 inches. After considerable research, he has uncovered the minutes of a meeting of Northumbrian coal merchants which seem to reveal the true facts.

(Erik further notes the similarity between the conduct of this meeting and those of the current AR Committee meetings.)

### Northumbrian Coal Tramroad Alliance True Record of Proceedings and Deliberations of Convocation Tuesday 1 April Anno Domini 1780.

At the premises of Mssrs Hare and Snape, Attorneys at Law, Tower Street, Newcastle upon Tyne.

In attendance:

Mr. Beans, Presiding  
Mr. Ashley, Representing Ryton and Wylam proprietors  
Mr. Rawlinson, Representing Galashiels interests  
Sir George Fisher, Representing Hetton fields  
Mr. Cathcote QC, MP, Representing Killingworth concessions  
Mr. Brown, Tyneside Bankers Association  
Mr. Eavem, Wallsend Staith Operators

At 10 o'clock in the forenoon Mr Beans offered a prayer seeking divine guidance in the conduct of the morning's business and welcomed members. He hoped that members could dispense expeditiously with the procedural matters in favour of time to consider the substantive item on the agenda, being due consideration of the recommendations the Natural Laws subcommittee enquiry into World's Best Practice for Efficient Coal Tramroads.

<snipped: apologies, minutes of previous meeting, matters arising from the minutes>

Mr. Beans invited the Natural Laws subcommittee Chairman, Mr. Ashley, to introduce the Report on World's Best Practice.

Mr. Ashley reported that his subcommittee had laboured tirelessly and diligently consulting all manner of learned and practical men about all aspects of the efficacious methods of management of coal tramroads. He believed the Alliance and the wider industry of Tyneside would reap great rewards by applying the principles recommended by his committee, which were set out in the document circulated to members.

(Here the minuter noted that the aforementioned document was appended to minutes; unfortunately, this document has not been able to be located.)

"The nub of my committee's recommendations to the Alliance is that standards and uniformity in all manner of physical matters and management matters would bring greater prosperity for all", he said. "Wagons constructed to a uniform design, plateway components from the same mould were but two examples where economies in manufactories could be realised; conduct of traffic on the tramroads could be uniformly regulated. Men and equipment might thus be transferable from tramroad to

tramroad, affording flexibility in working arrangements."

Mr. Rawlinson respectfully enquired of Mr. Ashley via the chair if this proposal did not mean that existing tramroads would have to be re-laid to the proposed standard? This did not concern the Galashiels operators as long as everyone else used Galashiels standards.

Mr. Beans requested that members refrain from all speaking at once, and requested that they hear Mr. Ashley's response in silence.

Mr. Ashley said that his committee's vision foresaw the day when all the tramroads in Northumbria would be joined together, and that traffic would flow from one road to another freely and unimpeded; not only coal but all manner of goods might be transported, at great profit to the Alliance members.

Mr. Beans called for order following the outburst of merriment which greeted Mr. Ashley's statement, and further on Sir George's comment that "Next the Natural Laws subcommittee will be recommending replacement of beasts of burden on our tramroads by steam mill engines."

Upon restoration of calm, Mr. Brown requested of Mr. Beans that the minutes should clearly show that "you can't get ought for nought" and it was going to be very costly.

Mr. Eavem was given the floor. He supported the thrust of the Natural Laws subcommittee's recommendations. He pointed out to members that the staiths at Wallsend were becoming a bottleneck which impeded export volumes and profitability. Significant improvements could be made if the staiths could handle traffic from many tramroads rather than serving just one. To achieve this, the tramroads would have to be uniformly built.

Mr. Cathcote weighed up both sides of the argument. He could clearly see how the convergence of the tramroads of North Tyneside on the staiths at Wallsend created difficulties through their non-uniform characters. He could see the day when South Tyne tramroads might also be inconvenienced. There may even be a far off time when the Ryton and Wylam roads might connect with the other North Tyne roads.

On the other hand there was the problem of cost and the related question of which standard to adopt? Despite parochial concerns he felt sure that all members operated tramroads already more-or-less to the same dimensions. He assured members that this was no accident, as it was an inheritance from the ancients. The humble farm cart inherited basic measurements from the Roman chariot, so that it could use the roads laid out across the countryside by the ancients.

(Continued next page)

All around Newcastle were reminders of the old city of Segundum, Hadrian's great wall, the defensive roads and fortified towns.

In turn the tramroads have been laid out to accommodate the same basic dimensions as the chariot and farm cart. In a sense all the Natural Laws committee was suggesting that the ancient dimensions be regularised in more precise terms, to the benefit of all.

Mr. Beans thanked Mr. Cathcote for his summary after a round of hear, hears from members. He saw no reason for members to vote upon the committee's recommendations, given the display of consensus. He suggested that the most vexed recommendation of the Natural Laws

committee is that of the gauge of the uniform tramroad be determined in the true spirit of compromise and partnership. All agreed that the tramroad gauge should be "five feet", and that the exact measurement to be five feet of one of the members.

Thus it came to pass that lots were drawn by the members. The minutes noted that the ancient five foot measure to be regularised as the uniform gauge was done by reference to the boot size of the lot winner, Mr Beans. Modern measurement of five Beans size 9s turned out to be four feet eight and one half inches, perpetuated on much of the world's railways courtesy of George Stephenson who carried on the Tyneside traditions at Killingworth, and became the "father of the locomotive".

## GOT THE DCC BUG?

ARTICLE BY JOHN ARROWSMITH

In this edition we are going to have a look at a bare installation. Most older 12v DC locos don't sport a circuit board, or anything fancy inside other than wires direct from the pickups to the motor and perhaps a pair strung off the same contacts to a head lamp globe. There are also some complex circuit boards out there that just don't cater for DCC either. So what do we do to convert our favourite older locos to DCC?

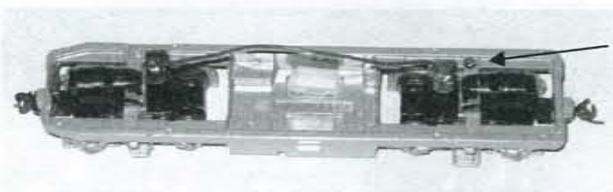
We are quite lucky today, that most of our modern locomotives produced are either pre-fitted with a DCC compatible plug, or even better come factory fitted with decoder and sound. OK so what about those older Athearn, Hornby, even brass favourites we have now put aside in the cupboard because they just weren't so easy to convert to DCC? With a bit of thought, they are not so hard to do at all. Just a bit of spare time, wire, soldering iron and solder, insulation tape, and where necessary files and Dremel or equivalent tool.

First, before taking the shell off the loco, mark with an arrow on the front truck, which way is forward. If the loco chassis looks the same either end this will be handy in working out which wire goes where later on.

Now gently remove the loco shell. If you have the loco instructions, follow them for shell removal. If not, carefully examine the loco first. Those with a plastic shell usually have locating clips/lugs, and the shell may need to be gently spread wide of the chassis at those points to release it. On brass, there are usually small screws or bolts holding the chassis to the shell. Once free of the chassis, be careful of a fixed mounted headlight. Where possible remove the headlight from the shell. If not, note the wires with a bit of masking tape where they attached to, and then cut the wires near where they are soldered to either the motor or pickup points. Now remove the shell and put it aside.

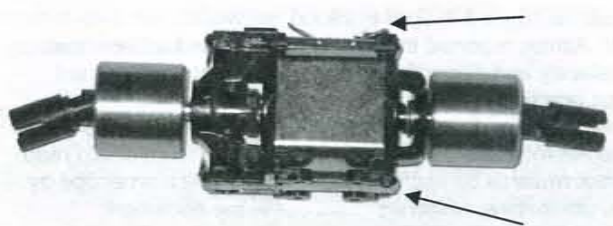
OK, now lets examine the motor. How does it get current to it. Some are a bit tricky. They use the chassis as one pickup and a wire for the other. If this is the case, the motor will need to be carefully removed from the chassis, in order to manufacture an isolator between it and the

chassis. This is the case with older Athearn units. Now make notes of where the bits you pull apart go.



Bare Athearn F unit chassis, motor removed. Athearn uses the chassis for the left side wheel current pickups. Here I have drilled and tapped a small bolt into the chassis where the left (black) decoder wire will be attached.

I use either a small piece of styrene strip or insulation tape in the floor of the chassis to prevent current passing between the chassis and the motor contacts. In Athearn and similar units, I switch around the copper strip spring holders. 2 reasons: First to prevent the lower strip with slits cut in it from rubbing on our insulated area of the chassis, and second it provides an excellent soldering point for the wire on the opposite side of the motor.



Motor from Athearn F unit. Note the copper strips that hold the springs in place have been switched

Before mounting the motor back in the chassis, the decoder wiring loom should be soldered to it. For the lower copper plate I solder the grey wire to the front side of the copper strip (left side in photo), and for the top motor contact I solder the orange wire to one of the ends protruding from the copper strip. To avoid melting the plastic around the motor, you can solder the wires prior to putting the copper strips back in place.

Once you have mounted the motor back to the chassis, I solder the red wire (RHS wheel pickup wire) to the

Pickups that protrude from the trucks. The black wire (LHS wheel pickup wire) I mount to the chassis of the loco. This is the easy way out without completely isolating the trucks from the chassis. I drill and tap a #55 kadee drill and 0-80 tap to the chassis in a convenient place where the wire to be attached will not earth out on anything nearby. I use an eyelet soldered to the wire, and bolt it down with a Kadee 0-80 bolt.

Now for head and tail lamps. In my demo F unit, I fit several lamps up front but don't require a tail lamp, however the fitting of the tail lamp is just as easy. I replace all my lamps for Casula Hobbies 14volt lamps. Firstly the new lamps are smaller and have a higher voltage rating so they should not glow quite as bright as the factory Athearn 12v lamp. Further, they fit quite nicely side by side when one lamp is to be a reverse lamp or gyro/mars lamp. It is worth considering what decoder you use based on the accessories you intend to use. If a steamer usually a two function decoder will suffice. One for headlamp, one for flickering firebox if desired. In our Athearn test dummy here, I will use a 5 function T2 TCS Decoder. This will give me functions for headlamp, Mars lamp, side lamps and reverse lamps, and one function free if I want to power some real tricky stuff like radiator fans (yes I did this to a PA and it looks real "cool")

As a general rule, the blue wire from your decoder is the common wire for all the decoder's accessories, so this is the wire you hook up to one wire of all of your lamps. Next

are your White wire (front headlight), Yellow wire (tail lamp) Green wire (I use this for mars lights), Purple wire (this is used on the test dummy for side lamps) and the Brown wire is spare.

Now that these are all soldered in place, it is a good time to tidy the wiring up and ensure all solder joints are insulated before mounting the decoder and replacing the loco shell. I neatly bind the wire together using electrical tape. I mount the decoder in the back of the shell using double sided foam tape, above the rear trucks in this F unit as there is plenty of space here.

In some units space is not so plentiful, so before buying your decoder, check things out first. You may require use of a micro style decoder in smaller switchers.

In brass locos, I usually mill out a small amount of the weights and mount the decoder above what is left, ensuring it is well insulated. Some decoders like a TCS T1 are factory insulated and a good choice for these. This keeps the decoder in the loco where the action is, instead of in the tender which would mean having to run wire between loco and tender for motor, wheel pickups, and lamps. The ATSF 4-6-4 Hudson that was demonstrating DCC on my modules at Bligh Park Expo was a brass Tenshodo model fitted with a ESU 3.5 sound decoder. The decoder and speakers were carefully mounted inside the loco itself...ie no wires to tender at all, using existing drawbar with a heavier spring for better current pickup.

## THE SOUTH AUSTRALIAN MODELLING SCENE

As seen through the eyes of Ron Solly.

South Australia is the one Mainland State that does not have a AMRA Branch to organise Exhibitions and for many years this event was left to the same few people but around 12 years ago (and I maybe a couple of years out on this date), several clubs formed AMRE Inc - Adelaide Model Railway Exhibition Inc. partly to establish a regular, organised exhibition.

This Exhibition has now been held yearly on the Queen's Birthday weekend in June and is the main such exhibition in SA. The current Convenor/Chairman of AMRE, Bob Bevan is also a NMRA member. The seven clubs that make up AMRE cover the scales from N to O in Aust & USA prototypes and use either Analogue or DCC control systems.

Over the last few years, two other clubs/associations, SARMA (South Australian Railway Modellers' Association) and NMR (Noarlunga Model Railroaders) also have Exhibitions every other year. Scattered through-out the calendar are small local exhibitions not only in Adelaide but country towns as well.

Exhibitions are the main means of promoting this hobby and we all have seen layouts, some first class and others not first class but I am sure we all obtain various ideas that we can include on our own layouts.

Not only are there formal clubs with meeting rooms and layouts throughout this State but there are many local round-robin-groups and I am sure you are part of one of those in your State/Region.

There are to my knowledge, two Associations here in SA that do not have formal club rooms or such like and they are of course Division 6 of the NMRA, Australasian Region together with the SA Branch of the BRMA (British Railway Modellers of Aust). I am proud to be a member of both Associations fitting in-between my involvement with 3 round-robin-groups.

One other major modelling event in SA is the yearly Modelling the SAR Convention held in September & while I personally do not model the SAR, I find it worth every cent, not only in modelling ideas but re-affirming modelling acquaintances.

Hobby shops are of course less in number than Sydney or Melbourne but are well patronised.

With the various new models coming out in the main fields of Aust, USA & UK railways together with the many angles in the electrics that control the trains, modellers have lots to be thankful for and will need full wallets to fulfil their dreams.

## RAILROAD EVENTS CALENDAR 2006

## July

- 8th **QLD Div Meeting**  
Ken Leitch, Landsborough
- 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**
- 29-30th G.V. Rail Club Inc.  
Youth Club Hall, Vaughan St,  
Shepparton Vic Enquiries:  
Chris (03) 5825 1728

## August

- 5th **SA Div Meeting**  
Ron Solly 08 8522 2536
- 5-6th 34th Malkara Model Railway &  
Scale Model Exhibition at  
Malkara Special School,  
Wisdon Street, Garran, ACT
- 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
- 12-13th Beecroft, Beecroft Community  
Centre, 9am-5pm (Sat) 9am-  
4pm (Sun). Large bring and  
buy stand. Admission:  
\$7/\$3/\$17. Organised by the  
Marklin Modellers of Sydney.  
Enquiries: Chris (02) 9874-  
7714
- 19-20th Braybrook Vic. Braybrook  
College Sports Stadium, Burke  
St, Braybrook. Open: 9.30am-  
5.30pm (Sat) & 9.30am-5pm  
(Sun). Admission: \$5/\$2/\$12.  
Enquiries: Ted Allan (03) 9311  
8389 or Joe Saliba (03) 9360  
4125. Organised by the  
Sunshine Model Railway Club.
- 19-20th Newcastle Exhibition Our  
Town Model Show at  
Broadmeadow Race Course,  
Chatham Rd, Broadmeadow  
NSW
- 19th **NSW Div Meeting**  
Laurel & Phil Anderson
- 19th 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**  
**Bob Brown, 63 Viscount St,**  
**Bray Park QLD 4053**  
**07 3205 6852**
- 9th Convention- Modelling the  
Railways of South Australia 11  
at the Flinders Medical Centre  
lecture rooms. Registration  
forms available from: MRSAC,  
c/o 36 Nelson St, Stepney, SA  
5069; download from  
<http://www.mrsac.com> A range  
of modelling and prototype  
topics on SA railways is of  
fered, plus trade stands and  
extensive notes on all presen-  
tations. Lunch, morn/aft tea  
[lesfordam@internode.on.net](mailto:lesfordam@internode.on.net)
- 9-10th Stanhope NSW Blacktown  
Leisure Centre Stanhope,  
Sentry Dr & Stanhope  
Parkway, Stanhope Gardens.  
Open: 9am-5pm (Sat) 9am-  
4pm (Sun). Admission: \$7/\$4/  
\$15. Contact: Helen Gilligan  
(02) 9835 1933 or email:  
[gilligan6@bigpond.com](mailto:gilligan6@bigpond.com)
- 10th **NSW Div Meeting**  
**John Martin**  
**21 Griffith Street, OAK FLATS**  
**02 4256 1831**
- 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**  
**L & J Cracknell**  
**55 Donnybrook Rd**  
**Northlane West**
- 24th **Module Sig meeting**  
**Dence Park Epping**  
**Creative Centre**
- 30th Sept, 1st & 2nd October  
AMRA Show Sydney  
44th Sydney Model Railway  
Exhibition at the Hurstville  
Aquatic Leisure Centre, King  
Georges Road, Penshurst.  
[www.amransw.asn.au](http://www.amransw.asn.au) or phone  
(02) 9153 5901

## October

- 7th Canberra convention by  
British Railway Modelers of  
Australia, Southern Cross  
Club, Woden ACT
- 7-8th Exhibition, Mitsubishi Entertain-  
ment centre, South Rd,  
Tonsley Park, SA by Noarlunga  
Model Railroaders
- 7th **SA Div Meeting**  
**Geoff Chatwin Mount Barker**  
**0414 702755**
- 14-15th **NMRA Convention 2006**  
Niagra Park Community Centre  
Washington Avenue, Niagara  
Park Central Coast of NSW  
Clinics, workshops and layout  
tours. Information regarding  
registrations  
<http://www.nmra.org.au/>  
Convention06/  
convention\_06.html or contact  
Gerry Hopkins (02) 4329 0242
- 15th **VIC Div Meeting**  
**Jeff Trueman**  
**12 Goodwin Close**  
**Hopper Crossing**  
**03 9748 7864**
- 22nd **Coffs Div 8 meeting**  
**Toormina Girl Guide Hall**
- 22nd Thornbury Vic. Victorian Model  
Railway Society, Prototype  
Modellers Convention at  
Thornbury High School, Collins  
St, Thornbury. Open: 9am-  
5.30pm. Cost: \$35.00.  
Registration forms available  
from Lance Cross, 19 Gordon  
St, Bundoora 3083 or email  
[JohnMcCallum@minopher.net.au](mailto:JohnMcCallum@minopher.net.au)
- 28-29th North Ipswich QLD The Work  
shops Rail Museum, North  
Street, North Ipswich. Open:  
9.30am - 5pm (both days).  
Admission: Entry into Museum  
Includes entry into Model  
Railway Show. \$16.50/\$13.50/  
\$9.50/\$48.00. Contact:  
(07) 3432 5100 for more  
information if you wish to be an  
exhibitor
- 28-29th Sunbury Vic. Sunbury  
Memorial Hall, Barkly St,  
Sunbury. Open 10am-6pm  
(Sat) & 10am-5pm (Sun).  
Admission: \$7/\$2/\$16. Contact:  
Stephen Holian (03) 9743 5568  
(AH) or Geoff Truman  
(03) 9748 7864 (AH) or by mail  
to PO Box 437, Sunbury 3429
- 29th **Module Sig meeting**  
**Dence Park Epping**  
**Creative Centre**

## November

- 3rd Old Reynella- SA. Club  
rooms of Noarlunga Model  
Railroaders, Old South Road,  
Old Reynella. (Next to the  
Reynella Bus interchange).  
Open: 7.30pm-9pm.  
Admission: \$2 Sellers \$10 per  
card table (BYO) on the night  
or \$5 if paid in advance. One  
person per table. Refreshments  
available. Contact Tony  
(08) 83813821 email  
[miktrain@hotmail.com](mailto:miktrain@hotmail.com) Post  
table fees to Card Table Swap,  
PO Box 707, Morphett Vale  
5162. Proudly presented by  
Noarlunga Model Railroaders  
Inc.
- 4th **QLD Div Meeting**  
**Mark Ward, Toowoomba**  
**07 4636 3033**
- 4-5th Wagga Wagga - NSW. Wagga  
Model Railroaders Inc. annual  
model railway and hobby show  
at Kyeamba Smith Hall, Wagga  
Wagga Showground, Bourke  
St, Wagga Wagga. Enquiries: I  
an 0419 430 597 or email:  
[ianmac57@bigpond.net.au](mailto:ianmac57@bigpond.net.au)
- 5th Bald Hills- QLD. Uniting  
Church Hall, Gympie Road,  
Bald Hills, Brisbane. Sunday  
check in at 1pm. Sale starts  
2pm. Enquiries: President  
(07) 3264 1647 or Secretary  
(07) 3264 5494 or email  
[rmcq@mixedpk.com](mailto:rmcq@mixedpk.com).  
Organised by Railway  
Modellers Club of Queensland
- 11th **NSW Div Meeting**  
**Warren Wormald**  
**10 Factory Road, Regentville**  
**02 4733 7830**
- 11-12th Holland Park - QLD. Holland  
Park Bowls Club, Abbotsleigh  
St, Holland Park. Open: 9am-  
5pm (Sat) & 9am-4pm (Sun).  
Admission: \$5/\$2/\$10. Details  
at [upmclub.net.au](http://upmclub.net.au) Enquiries:  
John McCotter (07) 3349 1986  
or 0417 776 589.
- 12th **VIC Div Meeting**  
**Dan Pickard**  
**11 preston Street**  
**Geelong West**  
**03 5222 3305**
- 9th **Module Sig meeting**  
**Dence Park Epping**  
**Creative Centre**
- 25-26th Penrith - NSW. P.C.Y.C.  
Station St, Penrith. Open: 9am-  
5pm (Sat) & 9.30am-3.30pm  
(Sun). Admission: \$10/\$5/\$26.

## December

- 2nd **SA Div Meeting**  
**Ray Brownbill**  
**RSD 52 Gumeracha**  
**08 8389 1045**
- 3rd **VIC Div Meeting**  
**Grant McAdam**  
**194 Booran Road**  
**Ormond**  
**03 9578 8685**
- 9th **NSW Div Meeting**  
**Christmas Party**  
**Dence Park Epping**  
**Creative Centre**  
**Stanley Road**  
**Epping**  
Contact John - 9628 9921

Please Contact your local  
Divisional Superintendent if  
you require more informa-  
tion on any NMRA  
meetings in your area.

## IN THE PRESS

### UPDATE ON BILL DUNN'S LAYOUT

Bill Dunn has been busy adding a "new" sawmill area to his N S W layout.



Currently operating on DC, Bill is accumulating Loco's fitted with DCC, and reading up on DCC info' and corresponding with other members who have DCC. [The planned changeover being this Christmas holidays.]

Mainline looks forward to seeing operations in DCC.

### BNSF RAILWAY ASKS RAIL FANS FOR COOPERATION TO KEEP AMERICA'S RAIL SYSTEM SAFE

FORT WORTH, TEXAS, June 7, 2006:

BNSF Railway Company (BNSF) is recruiting rail fans to help keep BNSF properties safe by reporting suspicious activities and to help prevent possible security breaches.

"Keeping America's rail transportation network safe from crime and terrorist activity is a high priority for the railroad industry," says William Heileman, BNSF general director, Police and Protection Solutions. "Every day across the country, rail fans photograph and watch trains as they pass through communities. It seems natural to harness their interest to help keep America's rail system safe."

Rail fans can register for the program by going to the Citizens United for Rail Security (CRS) Web site (<http://newdomino.bnsf.com/website/crs.nsf/request?open>). CRS participants will receive an official identification card along with access to news and information on the BNSF CRS Web site.

To report suspicious activity, CRS members and the public can call (800) 832-5452. The information will be taken by a BNSF representative and routed for appropriate response.

"Supporting homeland security in this manner is positive for everyone," says Carl Ice, BNSF's executive vice president and chief operations officer. "It supports the nation's security efforts, improves safety within our company and the community, and improves operations by helping to remove the impact of criminal acts and accidents."

The CRS program is an outgrowth of another BNSF grassroots program, called BNSF ON GUARD, which encourages employees to report suspicious activities, trespassers or individuals to BNSF's Resource Operations Call Center (ROCC). The BNSF ON GUARD program, which started in 2003, has been successful, with more than 200 employees reporting suspicious activities since its inception. Employees have reported theft, vandalism, arson, attempted suicide, and other criminal violations, threats to safety, or unusual events on or near railway properties.

"Security is everyone's business. Because of heightened security status, Americans are being asked to be the 'eyes and ears' for law enforcement," says John Clark, BNSF assistant vice president, Resource Protection Solutions Team. "At BNSF, our police team continues to educate employees on work, personal and home security, as well as working to change employee behavior to increase awareness of security risks."

A subsidiary of Burlington Northern Santa Fe Corporation (NYSE:BNI), BNSF Railway Company operates one of the largest railroad networks in North America, with about 32,000 route miles in 28 states and two Canadian provinces. BNSF is among the world's top transporters of intermodal traffic, moves more grain than any other American railroad, transports the components of many of the products we depend on daily, and hauls enough low-sulphur coal to generate about ten percent of the electricity produced in the United States. BNSF is an industry leader in Web-enabling a variety of customer transactions at [www.bnsf.com](http://www.bnsf.com).

BNSF Headquarters  
BNSF Railway Company  
2650 Lou Menk Dr. 2nd Floor  
P.O. Box 961057  
Fort Worth, TX 76161-0057  
Phone: (817) 352-1000

### PRESIDENT'S AWARDS

At the National Convention in Philadelphia, John Roberts (National President) announced President's Awards to:

Fran Hale  
Miles Hale, MMR  
Bill Miller, MMR  
Mary Miller, MMR  
Pete Smith, MMR  
Dave Messer, MMR  
Larry DeYoung  
Dick Flock  
Don Hillman (Canadian Office Manager)  
**Denise Bennett (Australian office manager)**  
John Firth (British Office Manager)

### NEW MODULE SIG WEBSITE

Check it out at:

<http://www.trainweb.org/NMRAMODSIGAU/>

Mod SIG News, Calendar, Modules, Photo Gallery, standards, and much more.

## CC06 - Convention

at the Niagara Park Community Centre  
Washington Avenue  
Niagara Park  
on the beautiful Central Coast of NSW  
**14th / 15th October 2006**

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

Clinics and workshops will include:

|   |   |                                |
|---|---|--------------------------------|
| <b>Weathering</b> - with airbrush, with acrylics, with chalks | <b>Decoder installs</b>                 | <b>DCC installs and wiring</b> |
| <b>Scenery, backdrops</b>                                     | <b>Scratch building</b>                 | <b>Kit bashing</b>             |
| <b>Operations</b> for your layout                             | <b>Tuning the decoder</b> for your loco |                                |
| <b>Airbrushing</b>  | <b>Trees</b> - assorted                 | <b>Detailing</b>               |
| <b>Signalling</b> your layout                                 |   |                                |
| <b>Maintaining</b> your rolling stock and locos               |   |                                |

There will also be a number of hands on workshops as requested in the **Survey 2006** plus the usual **Model and Photo Contests** at the convention.



The non-rail activities for the ladies will be a sightseeing tour of the Central Coast on a **red double decker**. This will include a trip to the Japanese Gardens, The Skilian, Pelican Feeding and much more.

There will also be a "swap meet" at the convention. You can bring your unused model items and sell them - or buy from others.

There will also be a photo display of **NSWGR** in the 50's & 60's - never before published.

Registration will include lunch at the venue. A number of trade stands will also be in attendance.

A banquet will be held at the centre in the evening (china plates and SS cutlery!) so no extra travelling required and Guest Speakers are being primed, one on Australian themes and one on USA themes..



**The Sunday** will be for layout tours - around 16 at this time, many not normally seen by NMRA members. There are British, Australian and USA prototypes to be seen.

Hope to see you there -

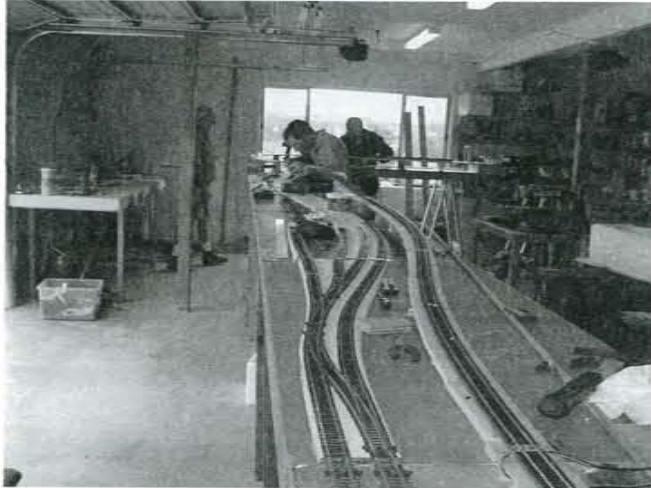
Gerry Hopkins MMR Convention Co-ordinator.



## AMERICAN MODELLERS

### COFFS HARBOUR MODULE SIG THEN AND NOW.

Now when someone comes up with an idea and says "let's build a modular layout". We all sit down and work out a set of standards to work with, right. No that's not how we do it in Coffs Harbour. We race out and grab the first piece of wood we can find, Nail, Screw, glue or simply hope that it will stay together. Grab a couple lengths of flex track and lay it across your so called module. Construct the world's best scenery with mountains and tunnels, ballast the track and turn up at the next meeting ready to join it up with rest and run trains. That should work. Yes we may have started a little wrong, but with perseverance and determination we did eventually get them to work.



New modules being constructed after revived module SIG.

After slowing down a few keen module fans, a set of standards were put into place. I think from memory they were from a Modutrack article we found. Modules were to be 1190mm x 590mm with 75mm x 19mm frame, with pine "A" frame stands. Why not 1200 x 600. This was to allow for cutting waist when cut from a 1200 x 2400 Ply sheet. They were originally designed to fit into the boot of a car. Mainline track was Code 100 Peco, 50mm from the outside edge with Peco standard 51mm track centers sitting on 3mm cork roadbed. As for scenery it was up to the individual to create his own masterpiece.

All sounds pretty simple So far.

At the first meeting several of us had been busy with construction. I was very surprised to see that very few could measure an accurate 50 and 51 millimeters, and construction of module boards varied by way of materials from the good old particle board, MDF and ply tops, with either Hardwood, thin pine packing crate material and bent twisted pine frames. It was decided that for looks we would do away with the little filler track between each module to join track, we simply ran the track to the edge with pc board soldered to the rails then ballasted over. No two modules fit together. Jigs were then made to make each one uniform. Some were put through a saw to be squared back up. I think some may have even ended up on the Xmas bonfire. Well this did fix a few of them until the change of weather made the tracks move out of alignment again. In the end some of us including myself made a series of two, or nine,

modules that always went together in the same way each time. It was the only way to guarantee a train would run. Male & female terminal strip plugs joined each of the modules wiring together. Using Simple DC control, track was wired using the "Common Rail" Method.



Wally, Steve and I doing some track work on the new modules.

By now, after a long set up time, trains ran all the way around. So out with the way bills and car cards! No. More trains mean more track.

A small 10 track yard was built to accommodate the large number of trains we wanted to run. That was ok, but we can only run two trains a once with DC control, witch was fine for a while. Lots of enjoyment was had from the modules at this stage.



Finished modules at Sydney AMRA show.

The layout slowly grew as new and better modules were made. No general concept or plan was used, even for the last couple of modules we recently made. If a spur track was needed there, we put one in. If a loop was needed, in it went. We moved to bigger venues as the layout grew bigger and bigger. I had a purpose built trailer to house the nine I had made. From a garage to CWA halls and eventually to the scout hall at Sawtell the Modules were set up

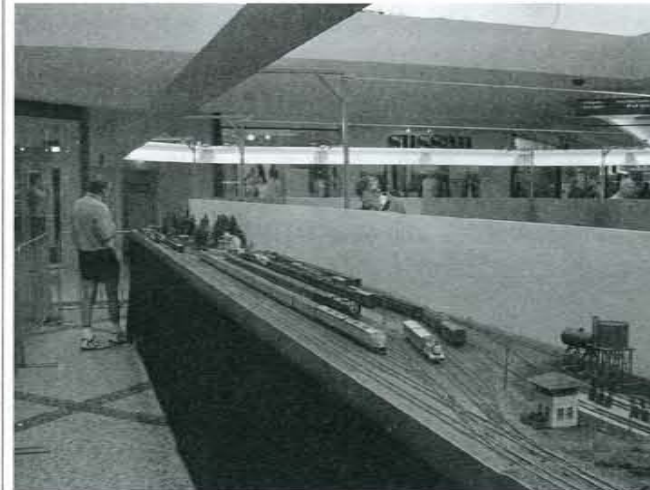
one Sunday a month. Slowly the modules became beaten up and operators were board with the setup. We were then hit with the problem of Liability insurance and almost all interest was lost. The remaining 12 or so battled for the first two years with huge Insurance costs and it almost seemed a waist of time and money.

I met Dave North, the, back then NMRA Trustee, at the Sydney AMRA show where he caught me from the crowd, hook line and sinker and told me about some of the things the NMRA could do for



Graham at the back side of the layout working the yard.

me and for the group I had back in Coffs. The most interesting was the Insurance cover if we formed a division. Back to Coffs as keen as mustard with info in hand I presented my case to all 35 Modellers that were in the original group. I had a hard time convincing most but in the end 10 great Guys joined up forming the Northern Rivers Division / Coffs Harbour Module SIG.



Looking down the back side of the layout. These are the old original modules.

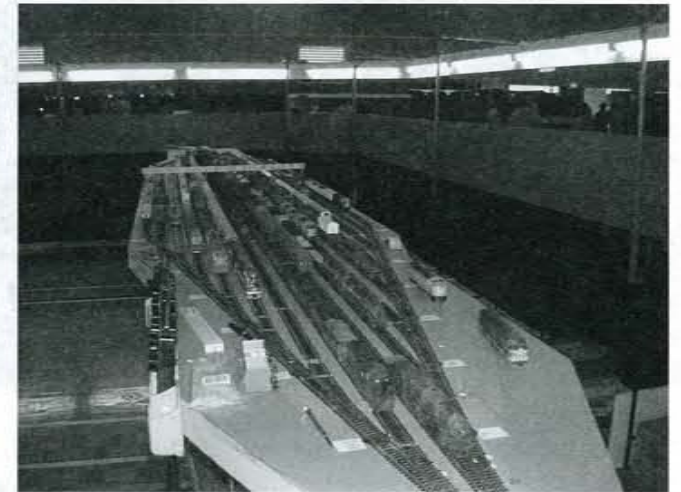
A decision was made to scrap half of the old modules and completely build 9 new modules. Unfortunately with a lack of funds we were forced to use some of the better, old base boards from the layout, witch proved to be a bad idea down the track. They were rebuilt with new track, scenery and wiring and eventually the 22 fluorescent lights with valence as seen today. Work took place at new member Charlie (Chuck) Reid's garage

over a 6 month period.

The first two displays for the NEW layout were for our first open day at the scout hall and at the Newcastle hobby show. As most first time DCC users would know, all the hurdles that need to be crossed arrived for us at these two shows. Shorts mainly were the biggest problem. The old "Light globe in the Buss" idea worked well for a while till current drain from several sound equipped locos slowed operation on each module. We and till today have DCC friendly point with the light globe wired in series with the frog rail wire only. This reduces the possibility of a short occurring when locos enter points that are set the wrong way.

The layout now, after attending some 12 model train shows in the past two years including Newcastle Hobby Show, QLD AMRA Show,

Taree, Bligh Park NMRA Show, Several local shows and Sydney AMRA Show were it won first place for "Best non Australian prototype Layout", is almost worn out. The older modules show signs of base board swelling and points wearing out. Its time to think about a new layout!



View of the centre yard. 16 tracks total. We will be building another yard the same for the new layout.



Wally switches the branch tracks while Howard runs the main.

With still a heap to work out we will try to "get it right" this time and raise the modelling standard to even higher than the previous.

Continued next page...



Pennsylvania E8 races under the truss bridge and over the creek with a coal train.

It will not be a 'Modular' layout but a purpose built sectional exhibition style layout, slightly longer than the old one. Each of the 14 modules will be around 2.7 metres long, Aluminium welded frame with L girder type Plywood roadbed, Curved backdrop with fluorescent lights and valence. It will be much the same as the old layout having double track main with branch line all the way around. The main idea is to have lots of trains operating at once with switching done on the branch. Train storage will be on two sixteen track full run through yards similar to the one we currently use. (11 members - 2 trains per member = 33 tracks) yep still not enough. We intend to use all the steel legs and braces, lights and whatever buildings and scenery items are suitable.

Well that's about it. That's what it was and that is where we are heading. If your group is thinking of building a layout, "TAKE TWO" as they say and discuss all the possibilities with everyone interested. I will keep the progress report up to date as it evolves. And remember, HAVE FUN!

Ian Phemister.



Here is the team at Newcastle hobby show. We have a few new members since then.

## AUSTRALIAN MODELLERS

### EUREKA!

The Eureka Models 620/720 2 car diesel railcar set with QSI sound arrived recently. This is a first for NSW prototype modellers – a high quality ready to run model with custom sound effects.

The initial sets of this group of railcars were built from the late 1950's for suburban working in the Newcastle area are still used in this role. They were constructed up to 1968 and used to replace various locomotive hauled services in other parts of the state. Later sets were built to replace steam train services on the outer Sydney Metropolitan area.

The power car has two diesel engines coupled to twin disk torque converter driving the inner axle of each bogie of the power car. The bodies are built primarily of aluminium with the main structural members being all welded steel Pratt trusses.

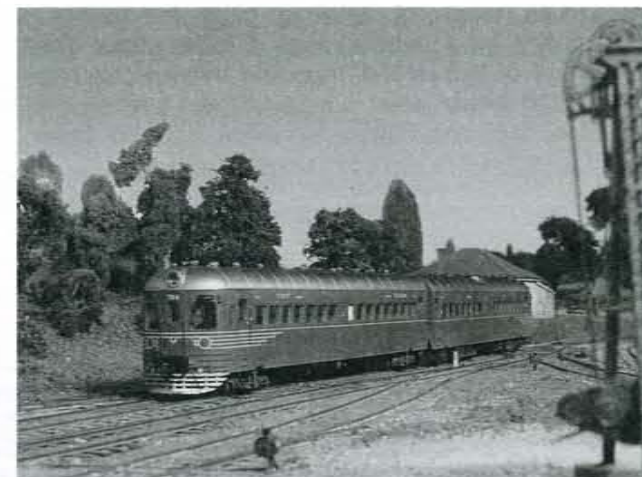
The models certainly look the part, with interior seating, lighting and headlights. They are fitted with a QSI twin speaker sound system which means they can operate on DC and DCC layouts. The painting and lining is very neat. The cars have fine metal handrails, windscreen wipers and flexible brake hoses on the front. The power and trailer car are close coupled with a bar coupler with a cam and follower on each car that expands on curves. Small dummy knuckle couplers are fitted to the front of each car and may be replaced with operating knuckle couplers.

The power car has a central motor and twin flywheels and all wheels on both cars pick up power. They are available in a variety of paint schemes covering different eras, examples are shown on the Eureka Models website: [www.eureka.m.bigpondhosting.com](http://www.eureka.m.bigpondhosting.com)

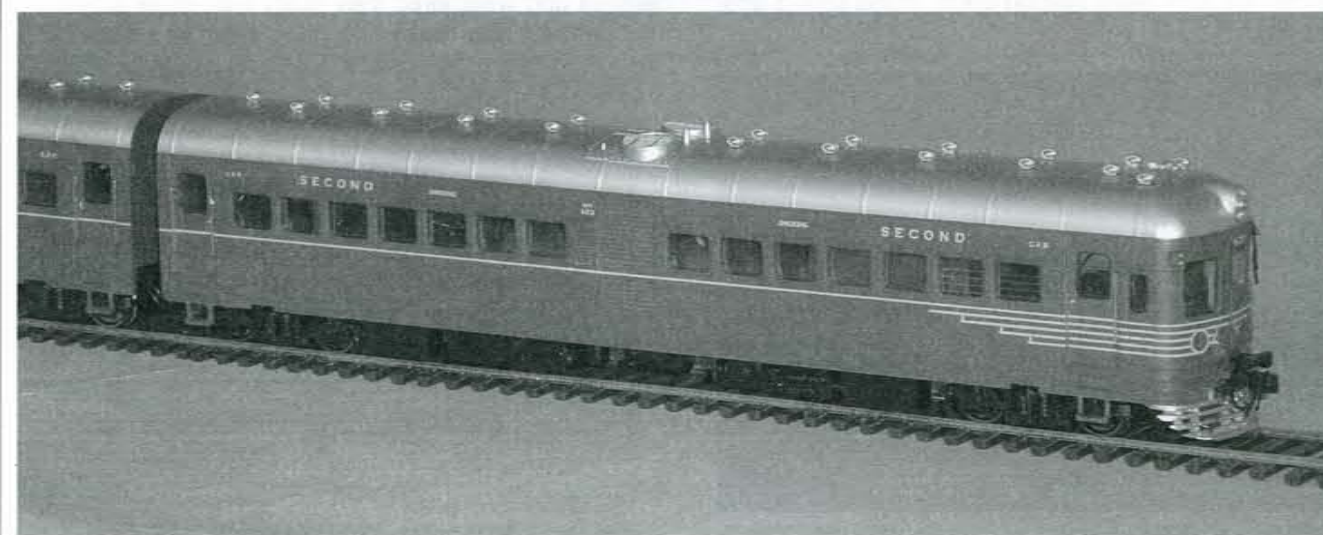
The prototype information is from the book Railmotors and XPT's by David Cooke and published by the Australian Railways Historical Society NSW Division in 1984.

This is a great first model from Eureka and I look forward to the next model, a 60 class Beyer Garratt steam locomotive due in August 2006.

Allan Garbutt



While we are on the subject of rail cars, here's a pic of Bill Dunn's new sawmill area on his NSW layout, with a neat rail car set passing thru. It looks neat Bill, look forward to more pics!!

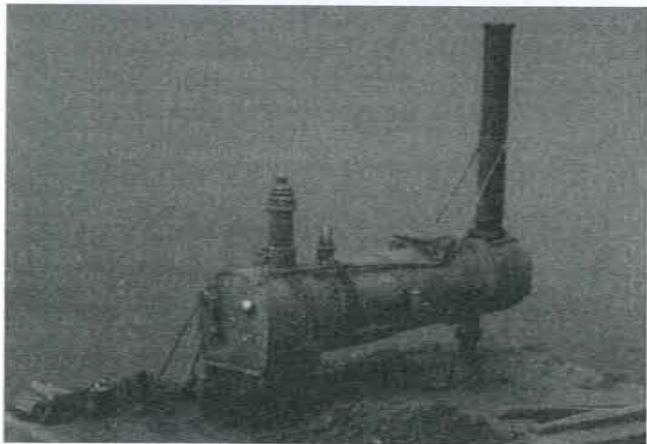


## NEW PRODUCT REVIEWS

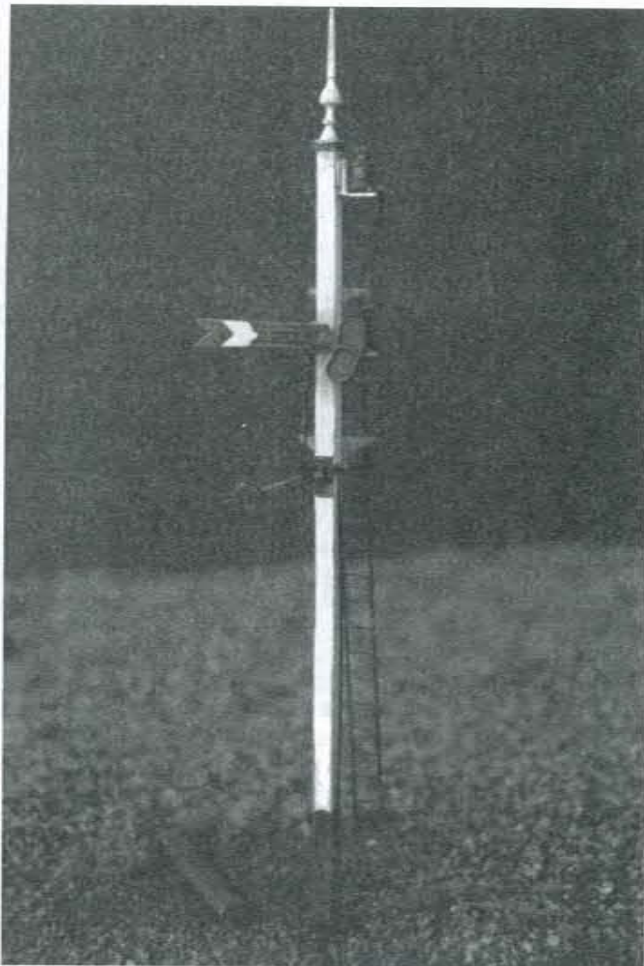
The Uneek range of detailing parts for the HO modeller has expanded its range of buffer stops. The latest #544 of timber and steel and #545 a concrete buffer. With these latest additions there are now a total of six different buffers available, parts in white metal casting, brass etching and resin casting.



An early horizontal steam boiler #474 is a highly detailed kit with small add on parts, brass piping and chimney.



The early drop arm home signals have been very popular with modellers. There are now two versions of the signal available as static models, one with a signal lantern, and the other, a taller model, with two lanterns. They are both very detailed kits.



After seeing these models assembled, painted, detailed and weathered they really look quite superb. The castings are clean and fairly easy to assemble. They truly add that realism effect to a layout.

Uneek products are available from Antons Trains (advert on back page)

John Arrowsmith

## NEW PRODUCT REVIEWS

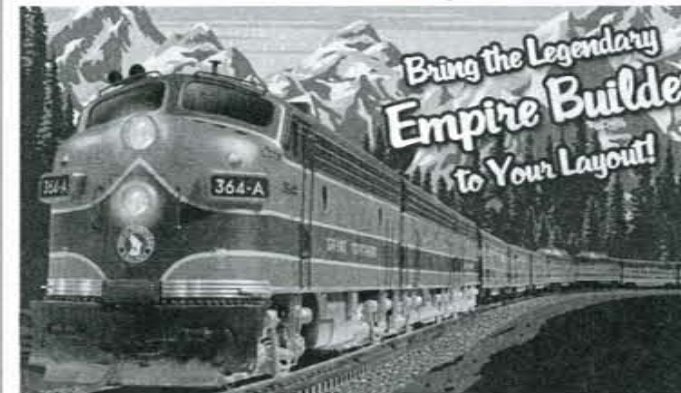
### Athearn HO RTR 50' Ice Reefer

#### Key Features

- Fully assembled and ready to operate
- Newly tooled National B-1 trucks
- Includes moulded and wire form grab irons, stirrup steps and recessed ladders
- Positionable Santa Fe-style reversed ice hatches with etched hatch stops
- Separately applied door latch bars
- Separately applied end tack boards
- Photo-etched brake platform
- Machined RP25 profile metal wheels
- Magnetically operated knuckle couplers

Due Early October, 2006  
Retail Price: \$22.98 USD

Announced 4/18/2006



Walthers has recently announced production of the 1955 GN Empire Builder set Starting in August with the ACF 60-Seat Coach, a new car arrives each month, followed by the PROTO 2000 F7 Diesels in June 2007. The F units are to be Available With or Without Factory-Installed Sound & DCC Sound can be operated with standard DC power pack or DCC controllers. Sound features include: Diesel Engine, Horn, Bell, Squealing Brakes, Doppler Effect, Air Let Off (in neutral), Headlight, and Trailer which mutes whistle and bell for double heading.

Since the Horizon Hobbies/Athearn Amalgamation, Roundhouse has significantly improved its quality in it's new product range. Like the Caboose pictured, their new model line up is very well detailed and a much more accurate to prototype appearance. Coming soon are their range of American Type steamers with DCC and sound. Also currently in the model line-up are vintage reefers and box cars that are also excellent quality and value for money. For more information, visit their website:  
<http://www.roundhousetrains.com/Default.aspx>



StructOrama's Garage, a Tom's Hobbies product is due for release shortly. I took a preview of this detailed model on display at Tom's today. It resembles the typical Australian country town garage/general store style structure.

The kit is constructed mostly of styrene. The mouldings are quite good, as are the quality of the decals.

Tom's is expecting the garage to go on sale late July/Early August.

## DIVISION NEWS

### NMRA DIVISION 1 QLD

After such a slow gestation our NMRA Division 1 display layout made it to Toowoomba for its first outing. Unfortunately it wasn't finished, but our Toowoomba friends assured us that this wasn't a problem as people like to see what is "underneath" a layout so that an idea of how to go about constructing one for themselves can be gained.



A scene on the Ryans Gully with a Climax locomotive doing the haulings.

There were a few teething problems which will send us back to the drawing boards but it was ready for the 9am opening - only just. Once all yard tracks were working and some locos programmed to DCC it ran fairly smoothly if we were cautious over one or two spots. In fact we often had five trains running at a time and most of the weekend we had four trains on the move at once. The potential of the layout was being realised and after an increase in morale and in our camaraderie due to this outing many of us are



A happy group of NMRA members enjoying the dinner at Toowoomba. Sadly it was too cold for anyone to show off their new NMRA shirts.

keen to work further to present it as a finished railroad. The weekend at this Toowoomba railroad show was wonderfully organised and we thoroughly enjoyed the hospitality of our hosts, the Darling Downs MR Club.

Traditionally, the NMRA present a trophy for the best layout at the show and this was won by the Ryans Gully and Mount Mee Tramway. This is an On30 system with the hard work done by Geoff McMahon, John Cooper and Stephen Colclough.

One of the highlights of the Toowoomba show is the social aspect and as usual this was well catered for. A dinner was held on the Saturday night with about 200 guests including local politicians and dignitaries.

#### Visit to Gold Coast Group

On Saturday 6<sup>th</sup> May we availed ourselves of a special invitation to visit the Gold Coast Model Railway Workshop group. They have managed to secure the 1<sup>st</sup> floor of an spacious industrial warehouse of 250 sq.metres (2,500sq.ft). Not only that but they have got it rent free due to the magnificent generosity of the owners of the property, Gold Coast Earthmoving. To add to the attraction, there is a hobby shop right next door!

So far the Group have been there for 3 years and have layouts in G, O, On30, HO/OO and N scale. They have about 160 members and very importantly a junior group. They conduct classes in various aspects of model railroading and this must be wonderful for members and non-members, particularly the junior group. With such a large area the Group has built rather large layouts and due to the costs of those things which must be bought, they have become adept in finding and scrounging cast-off materials and turning these into very accurate scenic elements. Of note are the "soft rocks" made of sponge rubber from car seats, mattresses, chairs, etc. Amazingly, earthen banks are modelled from paperbark (melaleuca) with the inside outwards and this gives the right texture and colour that would be just about impossible any other way.

Tree ferns are modelled so realistically with feathers as fronds and tea-leaves as bark! Scenic dividers are arranged so that each scene on the HO layout represents a particular geographic area. This way you find NSW, Queensland, American and British scenes to satisfy most modellers but these scenes don't detract from each other. We, the NMRA members, look forward to our next visit. Isn't it admirable to see Gold Coast Earthmoving's generosity helping modellers and at the same time giving young people the opportunity to develop skills and interests as well as giving someone the chance to recycle old junk?



A scene from the On30 layout using the inside of Melaleuca bark (paperbark) to gain the subtle interplay of colours and textures representing an earthen bank above and below the track.

#### Signals

It's surprising how many model railroads don't have signals. Sure they are just another electrical gadget that can go wrong. But per dollar and per unit of trouble they must be just about the best investment for animated action you could have on a layout. Besides, they are usually mainly vertical and act as an aesthetic foil for the mainly horizontal track. Supplementing this is that they are often silver or white and as a bright object once again are counterpoint to the dark brown or dull black roadbed. These days with LED's, the likelihood of having to change blown bulbs has been almost eliminated. The 3mm LED's can be filed down to a remarkably small diameter lamp pretty easily.

But very small LED's can be bought from speciality electronic shops. Wiring is uncomplicated and control circuits and methods aren't insurmountable. Most of the few that I've seen, use the LED colour just as it comes. To enrich the fidelity most need a resistance in series. This makes the LED shine less brightly and more the colour of the real ones. A big improvement can be obtained by painting the light emitting lens with a translucent glass paint. Vitrial brand (\$6.95 per bottle) and others make ideal transparent colours and can be bought from art shops. One bottle of each colour would do just about the whole AR region! Sometimes you will need to paint a couple of coatings on your LED, especially on the green lamp. I've also found that blue is sometimes a better colour to use than green on the green light. You can fit three fine enamel insulated wires up a 1/16" tube without any trouble and the common can be soldered to the mast itself.

Semaphores require a bit more work but often only one lamp. Use a yellow LED for this and solder one leg to the mast to conduct current. Then put a touch of epoxy where you are going to have your platform or ladder join the mast. When that dries, glue the platform or ladder there and as the ladder is insulated from the mast, it can then act as the other conductor for the lamp. The hole up the tube can now be used to run a thin piece of piano wire up to a small slot that

you have cut in the top of the mast. You now have the gear to operate the semaphore blade. Of course you can buy the complete signals but as they are easy to make this might be a good scratchbuilding project for the adventurous. Below the roadbed is more difficult. Past issues of magazines have shown hot nichrome wire, three solenoids and DC points motors as actuating mechanisms. Other methods have also been published with the actuating linkage coming from relay armatures and from key levers. I feel this is where we could do a lot better. Surely we as a group could come up with a really effective mechanism for semaphore operation. Good signalling becomes imperative now with more layouts going to DCC. We have to read them and the other signs along the right-of-way to operate safely. Probably, we spend most of our time when operating a layout, concentrating our gaze on the super detailed loco with bells, lights, whistles, etc. Why not bring the other features and elements of the layout up to the same standard?

#### Division 1 Module Group By Glenn Stevens

Considering we had not run trains on our display modular layout, our first showing at Toowoomba was a roaring success. Many thanks are due to the members who financed the layout, to Paul Skehan, Roy Berryman, Graham Emery and Ian Venables along with your truly who provided transport and muscle in setting up and tearing down after the show. Ken Leitch provided electrical and mechanical skills to get more than one train running by Saturday morning. Ken also provided programming and maintenance assistance over the weekend sometimes to the detriment of the operation of his own Shasta Pacific N scale layout. Also to Grahame Davis, Denis Lane and Mike Dutton who came along on Saturday to help. Last but definitely not least to Bob Brown, for without the use of his carport over the last two years, we would still be holding meetings wondering how we were going to do it.

The layout still has its problems that in all probability would not have come to light without a full blown weekend of running. However we received a few positive comments about our scenery concept. The design of our modules proved worthwhile as the time taken to dismantle and pack up and be on the road was 1 ¼ hours.

Two important things must now occur. Although Bob has been so generous, we do need to keep looking for a more permanent storage area. Secondly, we need a new SIG co-ordinator. Because of work and study commitments, for the next 6 months I no longer have the time to devote in monitoring and organising the SIG as well as be Div 1 Superintendent. Please think seriously about these issues to facilitate resolving them quickly. These subjects and other important issues about the display layout will be discussed at the meeting next Saturday (8<sup>th</sup> July) at Ken Leitch's.

Ian Venables

## NMRA DIVISION 3 VICTORIA

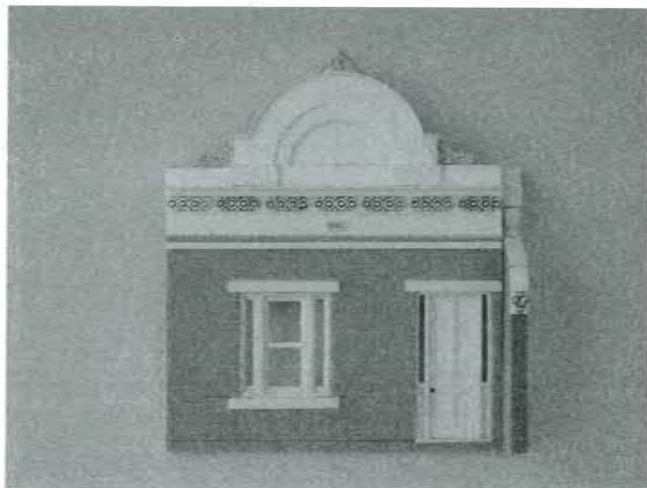
The June 2006 meeting took place on Sunday 18, at the home of Ken (Horrible) Hughes, in Werribee to the West of Melbourne. 13 members, 4 spouses (including the hostess) and 1 guest, Ian Browne ventured out into a chilly, overcast day (anticyclonic gloom). The atmosphere was quite pleasant, with all attendees protected by Ken's gazebo. The day blossomed into full sunshine which made the afternoon very enjoyable.

Horrible is the proud owner of Kutter's Cove, a diorama layout which has been on the exhibition circuit. Ken also has some modules from Beechy, another exhibition layout co-sponsored by Sunbury Model Railway Club. The day was great opportunity to view both layouts at one's leisure.

A number of interesting models were on display. Centrepiece was Laurie Green's "Shaw's Motorcycle Repairs" in 1:48 and loco lubing kit from Micro Mark in the USA.



Alistair Keddie has begun modelling an asphalt plant based on a prototype at Corio, Geelong, which is built mostly of styrene shapes and some specialized materials in HO scale. Grant McAdam presented us with resin Victorian cottage façade and mold in 1:48, an assortment of magazines and books, including some from his recent trip to the USA. Photographs of his trip include shots of the layout by US modeller Paul Scoles. Peter MacDonald had two built up white metal and brass kits, a VR S class and a LNER P2 class 2-8-2, the forerunner of the Gresley 4-6-2. Ken Hughes showed off a scratch built timber store and mallet locomotive superstructure, which included

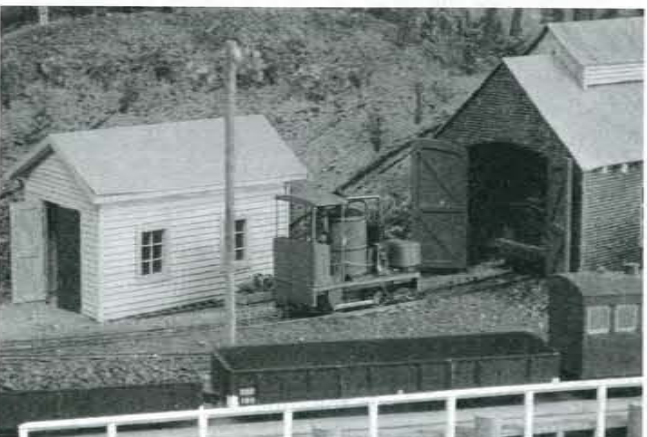


home made rivet detail. John Dennis brought along the new addition of "Along the Gembrook Line" and a copy of "150 years of the Port Adelaide Railway".

A cold day was made pleasant with a great barbecue followed by an assortment of cakes and muffins. Grant briefly mentioned progress with the next Narrow gauge Convention to be held at Noble Park, Melbourne during Easter 2006, <http://www.users.bigpond.com/nawlines/ngconv02.htm>. As the sun finally broke through, Ken was thanked for a fantastic day out and presented with his thank-you plaque.



Next Div. 3 meeting venue will be at the home of Steve Cullen in Melton on the 16 July 2006.  
Rod Hutchinson



## NMRA DIVISION 2 ACT

Things here in the ACT Division are settling down now after the change over of superintendents. More accurately, I'm settling down into the job; the rest of the Division has been getting on quite nicely, thank you. The latest meeting took place on June 17 at the abode of John Bullen. John made a very interesting presentation on the history of electric locomotive development, which was surprisingly slow, especially compared to the explosive development of steam. This was probably because the steam locomotive filled an obvious commercial need, but the electric locomotive did not fill any niche that a steam locomotive (or locomotives) could not. John illustrated his talk with a (mostly Swiss) sampling from his extensive collection.

Jess



## NMRA DIVISION 4 NT/WA

Sunday 16th April, 2006. We all met at Les Hodgson's. Well, it was Easter day, so what?

We started in the train room where Les mentioned that he had had a few problems with his track work. After running a train we saw his problem and suggestions were made how to solve this particular situation.

Les was equally well prepared under his patio, greeting us all in his vest covered with badges and his hat to boot. On another table was a collection of hard backed books. The first talk was on various ways to distress wood and the various stains and treatments usually applied so I added my two old time buildings to the collection. NMRA business began with the introduction of a new member, Allan Perry, a good friend of mine and also a letter received from Wesley Ward. We discussed the pros and cons about the calendar and came to the conclusion for you to take orders.

We then invited Les to talk on a typical day of a train driver as Les used to work for Mt Newman Mining and I thought it would be interesting to us all. Well, bugger me, two other members had also worked for the same company! That was one of the most interesting talks I've heard for a while. The meeting was concluded back in the train room.

Frank Godde

## NMRA DIVISION 7 NSW

July Meeting

A cold and wet morning greeted the early arrivers at the home of John and Natalie Montgomery.

John, who with the help of some friends, over the previous nine weeks had his new layout to display to the members; Although the layout is far from finished it gave the members an idea of what was to come. The layout is On30 and represents a narrow gauge logging theme from northern California. There was some scenery completed and we had some trains for the members to run.

Fortunately, as the majority of members started to arrive the rain held off for the rest of the afternoon.

After the formal part of the meeting the sixty five members that attended the meeting enjoyed a wonderful afternoon tea provided by the wives of the members.

There was some show and tell of some fine modeling by members who were working on their current projects. Two bring and buy stalls were in operation during the meeting and these were supported well by those who attended.

The meeting must have been enjoyed by many as the last visitors began to make their way home at 6.00pm.

John Montgomery  
Division 7 Superintendent  
17 July, 2006

### Meeting Dates:

**August 19th**  
Laurel & Phil Anderson

**September 10th THIS IS A SUNDAY**  
John Martin

**October 14/15th**  
Australasian Region Convention

**November 11th**  
Warren Wormald

**December 9th**  
Uniting Church Hall Cnr Edgar & Charles St Baulkham Hills Contact

## NMRA DIVISION 8 NORTHERN RIVERS

April-June Report

As mentioned in last months Mainline, We've had yet another change of venue. Our meeting in April was at the Girl Guides hall in Toormina, our new venue. They wanted a massive \$100 per day to hire the showground so when this one came up for less than forty, we jumped at it. A great day had by all running trains and general chit chat.

Our June meeting was held in conjunction with the local Coffs Harbour Show where we had the layout on display for public viewing. After a lengthy setup time the layout once again seem to give us no troubles. All enjoyed a great weekend running trains, interacting with the public and eating Pluto pups!. We were donated \$300 for the weekend which will go into the new layout fund.



June meeting was at the Girl Guide hall again. After a mornings operating session, it was into the boxing ring for new layout discussion. A decision was needed to be made as to what track to use. The options were for Code 100 Peco, Code 83 Peco or Code 83 Shinohara. As we have two or three members who model British, They would have trouble running some equipment over fine scale track i.e. the new Code 83 Peco. Charlie showed us a sample of the end profile of the new module as it will incorporate a curved

backdrop with valence and lighting in the completed module. Modules will be 2.7 metres long with possibly Aluminium frame. Still heaps to work out.

All in all, another great train running day had by all.

Ian Phemister Div 8 Super.

## NMRA DIVISION 6 SOUTH AUSTRALIA

June 2006 saw our Division have the meeting at the Home of Trevor Triplow on a cool Saturday and 15 names were recorded.

Ron welcomed all & got the formal part of the afternoon under way with references to small errors in the Mainline (& the new format was accepted as a good point); the results of the two ballots for National & Regional positions; the additional prize in the raffle & requesting the Regional AP Chairman that Ray Brownbill be recognised for his part in the AP.

Ron mentioned about dates for next year & possible hosts. Attached/enclosed is a list of dates & members are asked to come up with any changes & if they wish to host a meeting & present it at the next meeting in August. This then allows us to notify the Mainline Editor & the Web Manager for inclusion into the 2007 programme & of course allows members to mark these dates onto their calendars.

Trevor then gave a short explanation on his re-arranged tram track & his planned lift-up bridge by the house door. He had hoped to have it completed by this meeting but the weather delayed the final piece of construction.

Len continued on from previous meetings in describing how he built a brewery from milk cartons as these had good corners & provided a good base on which to add buildings papers, etc. By stripping the glossy outside paper off the carton, this allows good adhesion for papers.

The plaque for hosting the meeting was presented to Trevor then we watched about 55 minutes of films in his theatrette. At the conclusion the raffle was draw with Scott & Graeme being the lucky winners

A selection of refreshments supplied by Trevor & his wife intermixed with general discussions finished off another fine get-together. At this point in time, the temperature dropped & heavens opened up.

Next meeting is on August 5.

With the exception of Trevor Triplow's home, chairs are needed for all other hostings.

Please remember to advise the host by the Wednesday prior to the meeting if attending .

Ron Solly

## 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       |      |

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## GEARED LOCOMOTIVES

ARTICLE BY JIM KELLY

### In The Beginning

Around the mid 1800's the need for a locomotive that was not built to the traditional requirements of long distance travel/hauling or speed and style arose. A locomotive that could haul extremely heavy loads, negotiate tight radius and climb steep grades and all at once, was needed to increase productivity mainly in the timber and mining industries. From this need variations of what would become to be known as "Geared Locomotives" started to appear. Of the many variations, four types of locomotive come to prominence. These were the Shay, Climax, Heisler and Willamette, a close relation to the Shay.

Unlike their traditional cousins who had their wheels driven by a horizontal rods connected to the pistons, geared locomotives had their wheels driven by a series of universal joints, drive shafts and bevelled gears that were connected directly to the pistons. By having the pistons directly turning the drive train a much higher torque could be generated which allowed a locomotive to shift extremely heavy weights. However the down side to this increase in torque and ability to move heavier loads was a server decrease in the speed geared locomotives could do. Because of this limitation in speed they were never considered to be a main line or even general purpose type of locomotive. They were designed for a set of very specific conditions.

Other advantages geared locomotives had because of this decrease in speed included the ability to negotiate much tighter bends, roughly laid track and climb extremely steep grades. Geared locomotives fitted with special concave wheels were also manufactured to be able to be run on parallel logs laid out as apposed to steel rails. This type of locomotive was referred to as a "Pole Road Locomotive".



Early Climax Locomotive fitted with concave wheels. This type of locomotive was referred to as a "Pole Road Climax"

The other major difference between rod driven locomotives and geared locomotives is that they are mounted on trucks rather than having a standard wheel arrangement such as a 2-6-0 or 2-8-2 as a rod driven locomotive might have. Being mounted on trucks also contributed to the geared locomotives ability to negotiate rough track and tight radius.

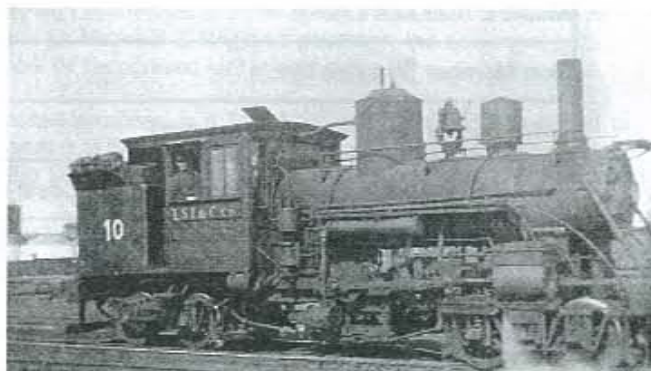
### What Made Them Different?

What distinguishes the main types of geared locomotives from each other is how the power is transmitted from the cylinders through the drive system to the wheels.

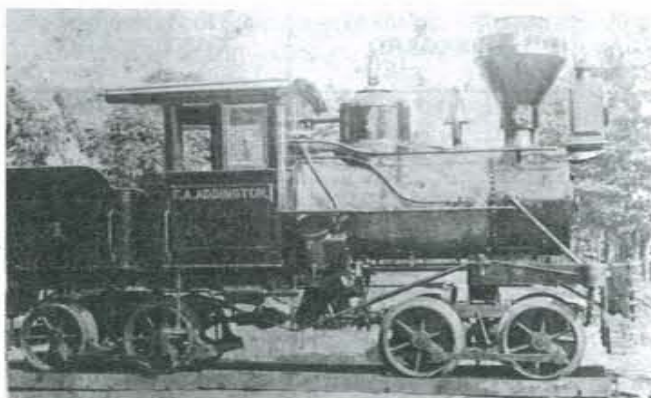
The Shay and Willamette had two or more vertical cylinders mounted on one side of the locomotive, normally the right side of the locomotive as the driver sits. These were connected, via a crank shaft, to the main drive shaft system that ran along the side of the loco. A set of two universal joints and a extendable drive shaft was located between the crank shaft and bevelled gears that were mounted on the ends of the axels of the locomotive trucks that allowed the trucks to turn and pivot as the locomotive moved along.

The Climax had two cylinders, one mounted on each side that were either mounted in a horizontal position, not unlike a traditional locomotive, or in an inclined position. These cylinders and pistons drove two small counter balanced wheels that were mounted on the end of a shaft which transferred the power into a gear box that was mounted in the centre of the locomotive. Drive shafts then ran down the centre of the chassis of the locomotive and again through sets of bevelled gears located on the centre of the trucks axels.

The Heisler also had two cylinders that were mounted in a v shape across the centre of the locomotive and connected to a crank shaft mounted along the centre line of the locomotive not unlike a V8 motor configuration. Drive shafts then ran down to the trucks through two sets of universal joints to bevelled gears, transferring the power to the wheels.



Climax with horizontally mounted Cylinders



The First Heisler Geared Locomotive

### A Brief History and Other Characteristics Of the Different Geared Locomotives The Shay Geared Locomotive



The Pacific Coast Shay Geared Locomotive

The Shay locomotive was invented by Ephraim Shay in 1877 and over 1877 and 1878 he worked on improving the design. By the end of 1878 the Lima Locomotive Works had began production of the Shay and between 1880 and 1945 sold approximately 2761.

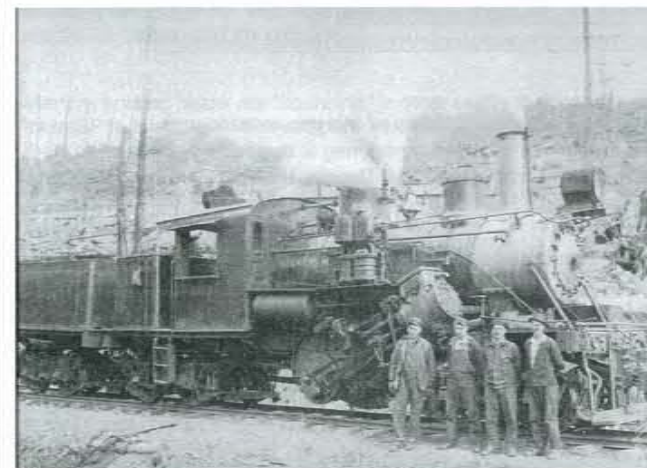
The Shay locomotive had some very distinct features including the two or three vertical pistons mounted to the side of the locomotive and the drive train and bevelled gearing that ran along the entire side of the locomotive. To compensate for the weight of the cylinders and drive train the boiler on a Shay locomotive is mounted slightly off centre to the opposite side of the cylinders.

Constant greasing of the gearing was required with the Shay Locomotive and still with this it was said to be quite loud while it was running.

Shay locomotives came in four classes A, B, C and D.

- Class A - two truck two cylinder configuration
- Class B - two truck three cylinder configuration
- Class C - three truck three cylinder configuration
- Class D - four truck three cylinder configuration

### The Climax Geared Locomotive



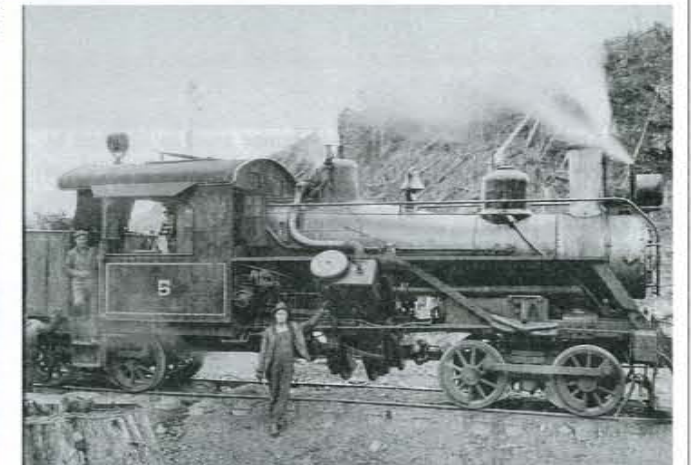
A Beautiful 90 Tonne Climax

The Climax Locomotive Works produced between 1000 to 1100 Climax locomotives between the years 1888 to 1928. Charles Darwin Scott is credited as the invention of the Climax locomotive. It is easily recognized by the two horizontal or inclined pistons.

The Climax Locomotive came in three Classes. However the A class was available in three different models.

- Class A - four wheeled two vertical cylinders vertical boiler configuration
- Class A - two truck two vertical cylinders vertical boiler configuration
- Class A - two truck two vertical cylinders horizontal tee boiler configuration
- Class B - two truck two inclined cylinders horizontal straight boiler configuration
- Class C - three truck two inclined cylinders horizontal wagon top boiler configuration

### The Heisler Geared Locomotive



The Simple Looking Heisler

The Heisler Locomotive was based on the design of Charles Heisler and the first Heisler Geared Locomotive was built in 1891. Between 1894 to 1941 a further 625 Heisler Geared Locomotives were produced.

Heisler allocated a three digit number to its locomotives to distinguish their different classes and each class was also allocated a name. For example 55-8-38 meant that the locomotive had a weight of 55 tonnes, had eight drivers and the drivers were thirty eight inches in diameter. The name of this class happened to be "Artful". There were eleven different classes to chose from.

The one main difference between the Heisler and its two counterparts, the Shay and Climax, was that only two of its four axels were driven by bevel gears were as the Shay and Climax had all of there axels driven. This would explain the rod on each truck that transferred power from the driven axel on each truck to the non driven axel.

During the time that the locomotive was in production three different manufactures produced it. Dunkirk Engineering Company 1891, Stearns Manufacturing Company 1894 to 1904 and The Heisler Locomotive Works 1907 to 1941.

Of the three main types of geared locomotives, being the Shay, Climax and Heisler the Heisler was the fastest.

Continued next page...

## The Willamette Geared Locomotive



The Willamette. The Improved Shay

The Willamette Geared Locomotive design was based along the same design as the Shay Geared Locomotive. Manufactured by the Willamette Iron and Steel Works the Shay design was adopted due to the success the Shay had enjoyed. Willamette utilized as standard equipment the features and options most in demand by their customers and along with improved engineering on some of the basic Shay components, allowed Willamette to gain an edge over the Lima produced Shay locomotive. The improvements were that great that it started a chain reaction through the geared locomotive industry which resulted in Lima producing the "Pacific Coast Shay" and Heisler to produce the "West Coast Special". Both were enhanced models of their previous design. Climax choose to simply increase the size and power of the locomotives that it already offered.

The Willamette Iron and Steel Works were legally able to produce a locomotive that resemble the Shay design as the patent for it had expired several years before they produced their first locomotive.

33 Willamette type locomotive were produced between 1922 and 1929. Willamette used a code system to group the classifications of their locomotives.

|        |                  |
|--------|------------------|
| 50 - 2 | 50 Tonne 2 Truck |
| 70 - 3 | 70 Tonne 3 Truck |
| 75 - 3 | 75 Tonne 3 Truck |

All Willamette locomotives had three side mounted vertical cylinders.

## Other Lesser Known Geared Locomotives

Other types of geared locomotives did exist and the following list is by no means complete.

### Davenport

Davenport produced two types of geared locomotives.

The Duplex - Rod/Gear Hybrid. Five were produced between March 1912 to August 1916.

Fixed Frame - Rod/Gear Hybrid. Twenty Three were produced between Nov 1919 and 1925.

## Baldwin Locomotive Works

Between the years of 1913 to 1915 the Baldwin Locomotive Works produced five geared locomotives and one cog rail geared locomotive. After seeing the success of their rival companies such as Lima, Heisler and Climax with geared locomotives they decided to design and market their own. The first four geared locomotives had a strong resemblance to the Climax locomotive design. The fifth resembled a Shay locomotive design.

### Dunkirk/Gilbert

The Dunkirk Iron Works produced two different types of geared locomotive that were referred to as being of the Gilbert type. The first being a four wheeled configuration with a vertical boiler and with two vertical cylinders. Later they progress to a eight wheel design, still with a vertical boiler and with two vertical cylinders.



Early Climax Geared Locomotive Class A

## References

Some interesting web sites that you can access for more information on geared locomotives are,

<http://www.gearedsteam.com>  
<http://www.shaylocomotives.com>  
<http://www.climaxlocomotives.com>  
<http://www.nelsonslocomotive.com/Heisler/heisler.htm>

Books used in the preparation of this presentation were,

The Climax Locomotive. By Dennis Blake Thompson, Richard Dunn and Steve Hauff.

Narrow Gauge and Short Line Gazette. July/August 2001.

The Locomotive Portraits. Kinsey Photographer.

## GERRY(ATRIC) RAMBLINGS

In the last of these ramblings I wrote of the influence of technology in our hobby. I will follow a similar track this time but it will give you a different view of your layout! I speak of that little device known to the normal world as a web/security camera.

There are two ways we can use this little device on our layouts. The first is in the staging yard that is often hidden out of sight under the rest of the layout. The web cam can be set up at the throat of the yard and connected to the computer you use for programming your decoders. Their cost is half that of a quality boxcar - around \$25 - \$30. For those who are not as mobile as they were when they built the layout this is a great tool.

The other and possibly more enjoyable use is that of an On Board Camera. This little device can be mounted on a flat car and pushed around the layout, or mounted at the front of a loco. I have mounted mine on a gutted F7 chassis. This gives a great, smooth ride and with a few small extras it picks up power from the track and I can turn the headlight on with a function only decoder. The signal is transmitted back to a small receiver. The output is then fed to a TV, computer, camcorder or VCR.



The down side is that you now have to detail the inside of tunnels, the backs of buildings, and, add working signals to your layout. The first thing you notice when driving the camera around your layout is the breath taking speed at which you normally drive! You hear people talk about "scale speed" - well - forget it. My locos have a top speed of 30mph, watching the view from the camera at this speed causes you to hang on to the seat. I found that 10-15 mph is a good speed. It gives you time to see the scenery - as well as make notes on work still to do.

Members listed below are "bouncing" in other words their email address is incorrect, they may have changed ISP or gone to Broadband, or their ISP is rejecting NMRA as spam (they will allow spam from NRMA!!!). If you come into contact with any of these people could you ask them to email me themselves at [gerrymmr@bigpond.net.au](mailto:gerrymmr@bigpond.net.au) so that I can get their correct address.

|                       |                    |
|-----------------------|--------------------|
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| Stephen Campton-Jones | CASINO NSW         |
| Michael Flack         | EPPING NSW         |
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| Alex Nadalini         | GLENMORE PARK NSW  |
| Danny Webb            | WILLOW VALE NSW    |
| Stephen Cullen        | MELTON VIC         |
| George Johnstone      | SYDENHAM VIC       |
| Ian Mitaxa            | WENDOUREE VIC      |
| Bob Mitchinson        | MOOROOLBARK VIC    |
| James Kelly           | PERTH WA           |
| Bob Kollwyn           | THORNIE WA         |

I have run the camera on a number of layouts. On Mr. John Baker's layout there are a pair of mice with yellow hard hats that wave at the camera in one tunnel. On Mr. David Swinfield's layout it found a passenger car on its side in a tunnel, the car had been missing for 12 months - there were no survivors. Another use is that of an inspection car. You can view your track from track level and look for any bad bits of track, water seepage in the tunnels, rock falls on the right-of-way.



The cost of my camera with receiver was \$180 from JayCar with an extra \$5 for the parts to run to from track power. You can buy on board cameras from a number of places that are already set up for running on model railroads. It all adds a new perspective to "rail fanning".

### Modeling Tip # 37

Next time you are on the internet, go to Google and instead of entering your search words you first click on "Images". Try 'grain silo' for starters. You will get 10,000 images of different silos, you can view them for extra detail or you can print them out and use them in a backdrop collage. I also tried 'pharmacy - shop front'. I printed out of the images and use it inside a DPM building near the back of the layout.

### Modeling Tip # 103

The stationary section in your Woolies supermarket has a packet of "Brush Pens" for \$1.50 for 12 colours. Use these for painting the "little people" or weathering the odd building.

Gerry Hopkins MMR

|                 |                   |
|-----------------|-------------------|
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| Peter Tobin     | WARWICK QLD QLD   |
| Jamie Webb      | TOOWOOMBA QLD     |
| Aaron Webster   | MACKAY QLD        |

Regards  
Gerry



## MICRO SWITCH TO FIT PECO POINT MOTORS

BY RON SOLLY

No doubt many of us have used Peco Accessory and/or Twin Micro switches attached to Peco point motors and wished for something better or cheaper. While the Accessory switch PL13 is reasonable at around \$5.50, if more than one contact group is required, then a relay is needed. If only two changeover contacts are needed, then the Twin Micro Switch PL15 at about \$14 can be used. This switch though can be temperamental in getting it adjusted correctly.

Now a new product is available within the Australian market that has two changeover units for \$9.90.

This unit, Part Number ELTMS, is supplied by Southline Railway Models from Bendigo, Victoria and comprises two SPDT mini micro switches similar to the type that Dick Smith, etc sell and bolted together in a styrene frame. This frame is glued to the Peco point motor in the same manner as the Peco switches & each micro switch is adjustable.

The instructions indicate that it is better to attached it to the motor once the motor has been fitted to the point. They also refer to the fact that if you have access to already installed points and motors, then fitting it can be undertaken.

I tried that but found that to adjust the units, took a bit of effort and some un-kind words were spoken. In the long run, I believe it would be better to fit the unit to the motor prior to installing point into the layout.

To me, these are easier to adjust than the existing Peco PL15's

On my current layout, I have installed two of these assemblies to two motors attached to a single slip to allow for live frog switching and both motors are driven by one MASTERswitchâ Solenoid Point Motor Operating System as described in previous issues of this magazine.

According to the Southline Website, these units are available from about 6 hobby shops outside of their own.

## RAILWAYS IN NEW YORK AND NEW HAVEN, FEB 2006

I was fortunate to attend Ohio State University in 1969-70 to study for an engineering degree. After successfully completing my course, my visa allowed for 18 months of work which I undertook in New Haven Connecticut with a firm of consulting transport engineers and planners.

It is a source of annoyance that I did not photograph the railway scenes of those years. I remember in Columbus Ohio, the home of OSU, having to wait at level crossings as 100 wagons of coal passed by. How wonderful it would be to use those photos for reference purposes for today's modeling.

I remember also traveling from New Haven to New York City by train in 1971 when maintenance and pride in the passenger side of railways must have been at an all time low. The windows were so dirty on the outside that you could hardly see through them.

So it was with great interest that I traveled back to New York and New Haven for business during February 2006. This time I had my camera with me!

In my dreaming and planning for an American O Scale layout, I have become interested in the New York Central. Over the past few years many books have been bought and read with interest. It is great to be thinking about a railway in the 1960 period when people actually took colored photographs (compared with the Midland Railway, England 1910 the location of my current layout). The books published by Morning Sun Books are wonderful. In full color they do indeed present wonderful views of bygone days.

Another area of interest which my trip covered is the

rail/marine interface which occurred in New York City.

**RMIG** -If you are interested in the marine/ rail interface, as I am, you might like to think about joining the Rail-Marine Information Group (RMIG) which was established in 1993 by John Teichmoeller.

RMIG is an organization of enthusiasts interested in vessels, other equipment, operations and history of the transportation of railroad equipment over water. They publish a magazine called Transfer which has a wealth of information on the subject including operations in New York harbor in the past. It was John Teichmoeller who introduced via email me to Tom Flagg.

Tom is the author of two Morning Sun books on the New York Harbor Railroads( ISBN 1-58248-048-6 and ISBN 1-58248-082-6) These are a must for those seeking details of the tugs and car float operations of the railroad companies around New York and Brooklyn.

**Tom Flagg** - naturally I had to meet Tom on this trip to New York as he lives in the city. He works as an instructor and researcher in the Dept. of Vision Sciences at the University Of New York College Of Optometry. He suggested that if I was game we could meet at The Red Caboose Hobby Shop at 23 West 45 Street. Why game? Well it appeared the proprietor is an eccentric fellow whom customers seem either to love or to hate. So on the evening of the 8th February 2006, I went to the Red Caboose.



Alan Spitz of Red Caboose Hobby Shop 23 West 45 Street New York City facing the camera

It is located just off Times Square below the footpath level and is a shop filled to the gills with model railroading. I enjoyed the experience, and met Alan Spitz the proprietor, who yes is a bit eccentric but has a well stocked store, which enabled me to buy a number of great books I had not seen before. He also had O Scale locos and other rolling stock which is unusual in most hobby shops these days.

I met Tom and his modeling colleague Gerry Weinstein and had a most enjoyable Italian dinner together in a scene which reminded me of the Godfather movie where Michael Corleone shot the crooked police captain in the head.



At the Italian Restaurant left to right, David Howarth, Gerry Weinstein, Alan Spitz, and Tom Flagg in the fore ground front. Where talk on railways and modeling was the centre of conversation.

**Trip to New Haven** – My work colleague and I chose to catch the train from New York to New Haven to visit the firm I had worked in some 35 years previously. This is a 115km trip on the Metro-North Commuter Railroad which has its final stop at New Haven.

### Grand Central Station

As a New York Central fan, I was in for a pleasant

surprise on going to Grand Central Station to start the journey. In 1999 a ten-year restoration program was completed after a long battle to stop the complete demolition of the station building. I have never seen such a wonderful station. The main concourse is a vast cathedral like room and the station is built on many levels with about 40 platforms on two main arrival/departure levels. It took ten years to build the original Terminal and in today's dollars would cost US\$1.7 billion to build.

The redevelopment has involved much high value retail shopping and dining areas to help pay for the US\$200 million cost of the redevelopment. Included in one of the many fine dining areas is the world famous Oyster Bar which opened in 1913 and has been trading ever since. We had dinner one night at the Michael Jordan Steak House which is located overlooking the Main Concourse. The quality of the New York Steak lived up to its reputation.



David Howarth standing near the Park Avenue viaduct, at the East 42 Street face of Grand Central Terminal.



The Main Concourse at Grand Central which uses much marble on its interior surfaces

The trip to New Haven was on a clean fast electric hauled train. The track was continuously welded and provided a smooth comfortable run, which took about two hours.

New Haven Union Station was built in 1913, with nine station tracks and four passenger platforms. Trackage north and east of New Haven is owned and operated by Amtrak. Trackage to the west is owned by the State of Connecticut and operated by Metro-North. CSX and Providence & Worcester operate freight trains through the station. All these routes were previously owned and operated by the New Haven Railroad.

As with Grand Central Terminal the station at New Haven has also been refurbished, as shown by the following photographs:



Side view of the New Haven Union Station with the ubiquitous Greyhound bus just stopping to unload passengers



Beautiful ceiling details inside the New Haven Union Station



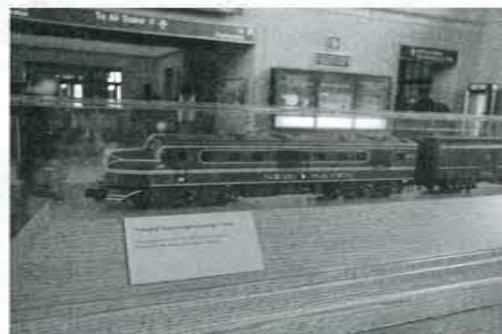
The Connecticut Department of Transport has dieselized the Shore Line east service from New London and Old Saybrook. Six GP40-2H diesels have been painted in the scheme introduced by the New Haven Railroad in 1955 giving a splash of colour when compared to the usual stainless steel of the regular commuter rolling stock.



Compared with my previous experiences in the early 1970s the present day station and rolling stock are clean and functional



The main entrance with good taxi and private car access.



A unique feature within the station. On the top of the benches which passengers use to wait for trains, there are model Lionel 3-Rail trains on display all covering locomotives and trains of the previous New Haven Railroad. A nice touch for the railway enthusiast.



Another view of the models on top of the benches.

So in conclusion with the short experience of seeing the stations, trains and general environment of the commuter lines in New York and Connecticut, it is clear money and effort are being put into creating a clean, efficient and safe railway system for the traveling public. This is a far cry from the situation experienced in the early 1970s by the author.

## NMRA AUSTRALASIAN REGION DIRECTORY

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- 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.