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Main Line

National Model Railroad Association Inc.

Australasian Region

Volume 13 Number 2

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Garry Hopkins MRP

Australasian Region Directory

NMRA Inc. P.O. Box 714, Willoughby NSW 2068

<http://www.iinet.net.au/~espee/ar.html>

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Main Line is the official journal of the Australasian Region of the National Model Railroad Association Incorporated. It is published four times per year in approximately February, May, August, and November. Articles, letters, members classified advertisements and club notices are solicited from the membership and are considered to be donated free for the benefit of the hobby. They should be mailed to:- THE EDITOR, Main Line, 7 Booralie Road, TERREY HILLS. N.S.W. 2084.

Articles can be submitted on a computer disk 3.5" or 5.25". Most WP packages can be read at this time. This magazine is prepared on a 486DX4(100) computer (540M HD) running under DOS 6.22 & Windows 3.11 and prepared on a BJ10ex Bubble Jet printer using WINWORD 6; MS Powerpoint; True Type Fonts. Articles can also be sent to my Email address as shown above. Paid advertising is welcomed. Current rates for four issues are \$130 for a full page, \$70 for a half page, \$40 for a quarter page and \$150 for the back cover. All enquires regarding advertising should be directed to the Editor.

REGION SCHEDULE

15th June Ken Macleay 2.00 pm	Isaacs ACT 31 Sheperdson Pl (06) 286 2624
16th June (Sunday) Grant McAdam 2.00 pm	Glenhuntly Vic 194 Booran Road (03) 9578 8685
18th June (Tuesday) Vic Unicume 7.30 pm	Willeton W.A. 9 Gawler Crescent (09) 354 4031
22nd June Allan Garbutt 2.00 pm	Winstan Hills NSW 20 Orchard Ave (02) 686 4270
7th & 8th July Regional Convention '96	Melton VIC

13th July Bruce Ballment 2.00 pm	Normanhurst NSW 14 Kooranga Place (02) 489 3836
July Kerry McPherson 2.00 pm	Melba ACT 21 Crossley Close (06) 258 1421
17th August Keith Pratt 2.00 pm	Kanahooka NSW 45 Exmouth Road (042) 611 439
17th August Laurie Green MMR 11.30 am BBQ	Sunbury Vic 20 Nambour Drive (03) 9744 5188
August Tony Payne 2.00 pm	Weetangera ACT 24 Darmody Street (06) 254 6985
14th Sept Peter Jensen 2.00pm	Castle Hill NSW 20 Chidrey Place (02) 651 3369
15th Sept (Sunday) Andrew & Vivian Wells 2.00 pm	Ashburton Vic 4/5 Y Street
September Graeme Hodges 2.00 pm	Deakin ACT 74 Jervois Street (06) 282 1621
12th Oct Ron Cooper 2.00 pm	Collaroy Plateau NSW 47 Lincoln Ave (02) 9982 1147
28th & 29th October Sunbury Exhibition	Sunbury Vic

16th November Graham Meyers 11.30 pm BBQ	Emerald Vic 2 Elizabeth Crt (059) 684518
17th Nov (Sunday) Bob Kollwyn 2.00 pm	Toongabie NSW 7 Second Avenue (02) 636 6907
December George Paxon 1.00 pm	Wentworth Falls 5 Appledon Ave (047) 57 2629

Christmas Party

WAYBILL

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FROM THE EDITOR

In this issue you will find reports from div'ns 1, 3, & 4. along with dates of meetings across Australia. For some members the Main Line is the only contact they have with the rest of us so please keep the reports coming in.

Meetings are held on Saturday OR Sunday so please check the exact date.

Gerry Hopkins MMR

PRESIDENT'S REPORT

By Fred Gill GMMR

As the new President of our Region I would like to open my column by acknowledging the tremendous efforts and achievements of Sowerby Smith and his fellow board members during their term of office. Fortunately we have not lost Sowerby's valuable experience or that of other members of the previous Board and I intend to draw upon that resource from time to time.

Thank you to all those members who voted in the recent BOD ballot, the response was splendid. However the response for executive positions on the BOD was less than overwhelming, in fact there was only one nomination for each executive position. We have a few new faces on the BOD this time, Peter Jensen is our Treasurer, Ray Parr and Peter Burrows are the member's representatives. Andrew Wells and Gerry Hopkins MMR did not stand for re-election. Many thanks to you both for your past efforts on the BOD.

As there were no nominations for the position of Trustee, the present position fell vacant at the AGM. The BOD felt that it is important that the A R has a voice at the National level therefore at their last meeting they appointed John Saxon MMR as our Trustee for the next two years. John has been tireless in his efforts to promote our Region in the USA and he is the first Australian to serve as the National Chairman on the Finance Committee.

As mentioned at the AGM I do not have any radical changes planned for the direction of our Association. What I would like to happen in the coming months is to receive the opinions of the general membership to ensure that we are progressing in a way that reflects the members' wishes and aspirations. Please let me know your thoughts and ideas about the Region's future.

There have been some committee changes as you may have noticed on the Directory page. Because of pressure of work Laurie McLean has had to relinquish his position as Member Aid Officer. This position has been taken over by Bruce Ballment who has had an extensive history in Public Relations over many years. Bob Kollwyn has accepted the position of Librarian (see library page in this issue). Finally Phil Badger MMR has had to relinquish the position of Publicity Officer (he has had to move to Wagga Wagga) and Peter Burrows will now take on this role. Many thanks to Phil and Laurie for their past help and welcome to Peter and Bob to our committee staff.

Don't forget, mark up your diary now for our Convention at Melton, Victoria in July, Newcastle Hobby Show in late August and the AMRA Exhibition in October where we will be having a stand. (See item this issue).

CHANGING OF THE GUARD.

By John Saxon MMR

Following the recent call for volunteers, there have been some changes. Fred Gill GMMR is our new President and Sowerby Smith is now Vice President. Michael Flack continues as Secretary, Peter Jensen as Treasurer and John Saxon MMR as Trustee.

Four nominated for the three 'Member' positions on the Board with the three successful candidates being Jack MacMicking, Peter Burrows and Ray Parr.

Bob Kollwyn has taken over the Librarian role, Bruce Ballment is now the new Member Aid Officer and Geoff Truman is the new Superintendent for Division 3, Victoria and Tasmania.

The Board passed a vote of thanks at its May meeting to those who have now stepped down from their former roles: Sowerby Smith as President, Mike Bartlett as Vice President, Paul Richie as Division 3 Super, Bruce Ballment as Librarian, Laurie McLean as Membership Aid Officer and Phil Badger MMR from Publicity (taken over by Peter Burrows).

LIVERPOOL EXHIBITION.

After an absence of some years, the Region will return to Liverpool in October to mount a stand at the long weekend AMRA model railway exhibition. Peter Burrows is handling the arrangements and will be asking for volunteers to assist. Over three days we will need a minimum of 12 members, on the basis of a half day attendance each. So please give Peter a call on 02 44 5985 to lend a hand.

MEMBER AID.

The Member Aid Officer role was created some time ago to provide guidance to new (and old) members on where to go with a question about the Association, to advise on potential sources of modelling or prototype information and generally to support new members when they first join the NMRA.

Bruce Ballment has now taken on this role and will be delighted to help you in any way he can. As an example, he now has the Stephen's indexes covering Model Railroader 1934 to 1985, Trains 1940 to 1985 (plus Trains own annual indexes to 1995), Railroad Model Craftsman 1933 to 1987 and Railroad and Railfan 1929 to 1937. So if you need to know if a particular locomotive, car or structure has been covered, give Bruce a call and he should be able to help.

LIBRARIAN.

Bob Kollwyn is the new Librarian and will be delighted to hear from all members who wish to borrow a video, tape/slide clinic, book or magazine.

Apart from postage, there is no charge for this service.

Send a self addressed stamped envelope to Bob to receive the latest listing.

PUBLICITY OFFICER.

Peter Burrows has taken on this job following Phil Badger MMR's departure for Melbourne. Peter will be looking for opportunities to bring the NMRA to the attention of modellers, particularly of the North American scene, and welcomes YOUR input. Please give him a call.

LESS THAN CARLOAD

Good news for narrow gauge fans! Bruce Ballment advises that the Ku-ring-gai Council Library in Sydney has obtained a copy of Robert W. Richardson's mammoth book "Narrow Gauge News" which is Colorado Rail Annual No. 21.

Bob Richardson, the author, is the driving force behind the Narrow Gauge Museum at Golden outside Denver, and this book covers the 79 issues of "Narrow Gauge News" which were posted free to enthusiasts and visitors of the old Narrow Gauge Motel and Museum at South Alamosa which was later moved to Golden.

He understands that this book can be obtained on inter-library loan by your local council library - the reference is call number Q-385.5-Rich.

MEETING REPORTS

By Gerry Hopkins MMR

October 21st

On this day we took a pleasant drive into the Lower Blue Mountains to visit Bob Best's home layout at Blaxland. Bob is Best known (!!) for his involvement with the Finger Ridge Layout.

His home layout is N scale and features the Union Pacific Railroad. The layout has 70% track and 25% scenery finished and is housed in a custom built structure. Even though the weather was a little damp, there was a big turnout of members.

For those who got to the mountains a little early, The Signal Box remained open a few extra hours. Thank you to Bob and his wife for letting us visit their home.

November 18th

The visit to Michael Flack's layout was both a sad occasion and a rewarding one for all of us. On this day the last train ran at 4.00pm on the Southern Pacific Lines, the HO_{n3} layout based on Malcolm Furlow's book of the San Juan. Michael has been

bitten by the Sn3 bug, and has designed a new layout already.

Attached to a wall in the layout room was a diagram of the old layout with all the buildings and structures identified. Along side this was a corresponding list of the real estate with reserve prices. If you wanted to purchase any item you only had to put your name along side the item. After the running of the last train (with special photo run-by of the double header).

Michael dismantled the layout in a short time with a little help from his friends. Thank you to Michael and his wife for putting up with us at short notice. The herd of Long Horn Cattle are now happily grazing in Lost River Canyon.

December 9th

Christmas Party time again at Sowerby Smith's home. The Southern Pacific work crew have made many major changes since our last visit and as always the layout ran faultlessly.

At the short business part of the afternoon John Saxon MMR made the official presentation of Grand Master Model Railroader to our Fred Gill. It was pointed out that Fred was the first and possibly the last recipient of this award. Many thanks to Sowerby and his hard working family for the wonderful afternoon.

February 10th

A visit to another new layout, this time Bob Carr's at Epping. There were two layouts to enjoy, a small HO layout belonging to Bob's son and the 'under house' layout being built by Bob. The layout is based on Union Pacific and fills the basement. Bob has only just started to add the scenery and is making good use of mirrors to make the layout look even bigger. We always seem to score good weather on our meeting days maybe there's a big model railroader up there! Thank you to Bob and his family for allowing us into their home.

March

This month was a busy one for a number of members. The first weekend was taken over by the Forestville Exhibition. A number of members had their layouts at the first of the Sydney Metro exhibitions including Lost River Canyon.

The next weekend was given to the Camberwell Exhibition in Melbourne (same weekend as the F1 Grand Prix). This was my first chance to view the beautiful On3 Logging Layout of Laurie Green MMR and Gavin Hince. This layout will be at the NMRA Convention in July. Kennebec County made its last public appearance at the exhibition and was lucky enough to win a few awards, Best Private Layout (by

judges) Best Exhibit (by exhibitors) and Most Popular Layout (by the general public). It's always a pleasure to visit this exhibition.

The third weekend gave way to the Canberra Exhibition. Peter Weller-Lewis won the award for Best Layout at this event. Congratulations to Peter.

The fourth weekend gave us a chance to have a rest. For me it was a short trip to Beacon Hill and a visit to Glen Coventry's layout. The layout is based on a Southern Pacific logging branch line and features a number of beautiful logging Mallets.

The AGM was also held at this meeting, the new board of directors is shown inside the front cover. John Saxon MMR brought along a little something from his other passion (sorry not Toni), his beautifully restored green MGA sports car, there was even enough room for a small layout under the bonnet! Thank you to Glen and his wife for their hospitality.

April

For the first weekend it was off to Melbourne again, this time for the First Narrow Gauge convention. There were 80+ attendees.... about 30 of who were NMRA members. The attendees came from WA, SA, QLD, ACT and NSW. Clinic topics cover all types of narrow gauge from all over the world. The standard of entries in the contest was very high. The two major commercial stands were **The Model Craftsman** and **The Railcar**.

Next year the NG Convention will be held near Sunbury in September. Being a narrow minded modeller I thoroughly enjoyed this convention.

On the following weekend the meeting was held at the home of Phil Badger MMR at Quakers Hill. I was not able to attend this meeting as my car gearbox was protesting loudly after pulling my layout back and forth to Melbourne. It should last for more than 256,000 kms.

There was a good attendance at this meeting and many people were interested in Phil's work area where he makes those N scale NSW Garretts. Thanks to Phil and his family for supplying their home at short notice.

May 11th

This was our first chance to visit Ray Walter's home in Toongabbie. Ray is well known for his narrow gauge modelling. On this occasion we could also see his standard gauge layout, the Sussex County Railroad of New Jersey. About 90% of the trackwork and 2% of the scenery is finished. The trains ran faultlessly, both steam and diesel. Many buildings were positioned around the layout, all of them to Ray's high standard of modelling.

In the living room was Rays other layout....Sn3 Rio Grande. This layout was at the convention held at Hunters Hill a few years ago. Thanks to Ray for inviting us to his home, and we look forward to visiting layout when he has it scened.

[A full report on the layout will appear in the next issue of Main Line.]

DIVISION 1 REPORT

By Glenn Stevens

January 20th

The first Division 1 gathering for a considerable time was held at my home on Jan 20th. The meeting was held in the afternoon and was attended by nine members, including one wife. As the first meeting since I took over the reins (throttle?) it was a getting-to-know-you session for all concerned as well as discussions on model railroading topics. My wife, Sandra, was unable to be there because of work commitments, however I managed to serve afternoon tea in between discussions on things modelling, the pro's and con's of different prototypes, and assisting B&O and WM with their switching duties.

My layout is still under construction however I have completed track laying and interim wiring for a 12 foot layout based on the well known "Time Saver" concept. The layout was subjected to numerous switching problems however the one that was left for me after everyone had departed was probably the best (hardest). A very enjoyable afternoon was had by all.

Thanks very much to all who attended, it was good to meet and chat, and I hope to see you next time.

In addition to the above meeting Sandra and I had dinner with Lynn Zelmer and his wife Amy from Rockhamton on February 3rd when they were in town for a conference. With Queensland membership spread far and wide and impossible to catch up with everybody, it was good to see them.

DIVISION 3 REPORTS

By Geoff Truman

We were invited to the NMRA meeting held at Gavin Hince's on Sunday 24th March for a delightful BBQ. Vivian and Zoe Wells attended and are loving our perfect weather. Husband Andrew was in Brisbane.

Laurie Green MMR showed his latest 3 way stub point in On3. Using a new jig he had designed, it took approximately 2 hours to build. He also had some rolling stock for Big Sky.



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Thanks to all of you who called on our stand at the Convention.

It was a great chance to meet our customers and display our range of products. Hope you found what you needed. We are now busy restocking and bringing in a lot of new lines so give us a call for anything that's new.

For those who missed out, the K & S Broadleaf Foliage (as demonstrated at Michael Flacks tree clinic) is now back in stock - we have plenty and the full range of trees should be here in early September.

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Steve Cullen has sold his layout, "Bell Bird" and has moved up to On2.5 starting with a Fleischman Magic Train set. We think he has found his second childhood running trains on the dining room table.

Steve also produced the under frame of a bogie wagon using a piece of Keysteel bar. The bar is cut to take a Kadee coupling then drilled to take the plastic handle from a cotton wool bud into which is screwed the bolts holding couplers and bogies. This eliminated the need for tapping the hard keysteel.

Big Sky was at Laurie Green's being readied for the Narrow Gauge Convention at Easter. Gavin has commenced the port scene and it will be ready for the Sunbury Exhibition in October.

Members will be showing layouts at Hobson's Bay exhibition and the Narrow Gauge Convention over the Easter break and again at the Ballarat MRC exhibition on the Queen's Birthday weekend. Bruce Richie's 'Wyoming' will make its debut.

April's meeting was held at Peter McDonald's home on 20th. The convention was discussed in detail. Grant and Laurie gave a report on the Narrow Gauge Convention which was very successful. Laurie produced a model of a diesel in yet another scale, 9 mil, using an Athearn SW 7 chassis regauged to 18 mil for 2 foot gauge. Is there another layout on its way?

We ran Peter's model railroad of Bacchus Marsh to Bank Box Loop, based in the 60's. They are located on the mainline to Ballarat and Adelaide and at some stage saw most of the VR rolling stock and locomotives pass through. I must hurry up and build Daylesford to take the Daylesford mixed goods on running nights!

DIVISION 4 REPORT

By Richard Percy

The Division 4 members of the NMRA Australasian Region, recently held their first 'Meeting', a first ever, we believe. A 100% turnout was achieved - not difficult with only 5 members - and 2 guests, one a past member who has indicated a desire to rejoin!

As this was the first time most of us had ever met, the proceedings were kept informal, with discussion centring mostly on how we can attract new members, and what benefits can be derived from NMRA membership, and how this can be applied to attract more members.

Everybody was agreed to having informal meetings on a regular basis, but as most people had other commitments, and were members of other train clubs, the frequency of meetings was decided to be every two months.

John Humphrey graciously offered his home as the venue for this meeting, and after the quasi-official business was out of the way, we all adjourned to his layout. John models the narrow gauge Rio Grande Southern and is building his HOn3 layout in a 7m X 7m "Facility Room" in his back yard.

Although nowhere near finished, John has about 21m of trackwork a basic scenery completed, and uses Digitrax DCC to control the layout. This was, for most of us, our first exposure to DCC, and gave us all a chance to see how it all happens, and actually run a locomotive using DCC.

Our past member, Peter Thompson, who incidentally also models narrow gauge - HOn3 Denver & Rio Grande - and is a Digitrax DCC owner, gave us a practical demonstration of double heading and other neat things you can do with DCC.

For those of you with Internet access, John has a Homepage on the World Wide Web, that more fully describes his layout, and includes photos and a track plan of his layout.

Contests at the 1996 Convention By Fred Gill GMMR

Currently there are ten (10) categories for models in the NMRA contests. So that all contestants can understand NMRA contest rules the following information is printed for their benefit.

There are two sections in which entrants may join the contest, as Master or as a Modeller. Masters are those modellers who have earned more than 87.5 points in that category in a previous contest. (Do not misread 'Masters' as an MMR in the Achievement Program). Modellers are those entrants who have not achieved 87.5 points in that category in past contests.

ELIGIBILITY

1. Contestants must be paid up members of NMRA and AR
2. Commercially built models and professional model builders are ineligible. Unmodified, ready to run models are ineligible but may be exhibited.
3. Models that have won 1st place awards in previous Regional or National contests are ineligible.
4. Entries requiring more than ten square feet of space and/or weighing more than 50 kilos are ineligible.

CATEGORIES

1. **Steam Locomotives** - Types of locomotive representative of steam power.
2. **Diesel Locomotives and others**, - All locomotives except steam types and passenger revenue carrying types.
3. **Passenger Cars**, - All types of passenger revenue carrying, including RDC, rail buses, observation, combines.
4. **Freight Cars**, - All types of freight revenue carrying including express reefers.
5. **Cabooses** - All types including bobbers, drovers, transfers etc.
6. **Non Revenue** - Right of Way and track maintenance vehicles, rail and inspection cars, and railroad cranes.
7. **Traction** - All equipment particularly associated with urban, suburban and interurban railways electrically powered.
8. **Structures On Line** - On line structures being those which would normally be owned by the railroad, which are permanently fixed along the right of way.
9. **Structures Off Line** - All structures NOT owned by the railroad.
10. **Displays or Dioramas** - A group of models or a model which includes supplemental scenery not pertinent to the function of the model or primary structure.

If any of the items 1 - 9 are presented on track or any form of presentation then they may be considered to be a display / diorama.

SPECIAL AWARDS

Best in Show (Master) - (John Kiddell Award) - This award is for entrants in the Master Section of the Model Contests.

Best Entry by a Modeller - (John Gordon Award) - This award is for entrants in the Modeller Section of the Model Contests.

Best Entry by a Junior - (John Lebsaft Award)

Best Passenger Car in Show - (Walthers Award)

LEVITY CONTEST RULES

A levity contest is a contest where the model railroader has built a model that is strictly a figment of his imagination. In fact, he builds a model that that in most cases would not be practical in real life. A good example would be an 0-2-0 steam loco or a diesel loco that can fly over damaged track, like a helicopter. There are many more visions that can spring to mind and this is where the modeller can really let his/her hair down and build the model of his dreams.

The rules of the contest are quite simple. There's only one, the entry must fit through the contest room door. Merit Awards will not be applicable to the contest. Just Build a model of a piece of motive power (dummy), rolling stock, structure or any other

railroad item that can be recognised as a 'fun thing' and that's it. The model can be in any scale and the contest is open to all age groups from 1 year to 100 years old.

This contest is an official part of the model contests for the convention. They are however, sponsored by the Convention Contest Department. So come on modellers, let's have those 'dream models' and let's have some fun.

THE PHOTO CONTEST

There are 4 categories in our photo contest, judged according to the NMRA guidelines

MODEL

1.11 Black and White Print

1.12 Colour Print

PROTOTYPE SUBJECT

1.21 Black and White Print

1.22 Colour Print

The NMRA judging guidelines and scoring are based on the following;

SUBJECT MATTER

The visual impact of the shot, up to **20 points**.

DIFFICULTY

A realistic photograph of a model is more difficult than a simple prototype and should score better, up to **20 points**.

COMPOSITION

Visual arrangement of forms within the picture must be pleasing, up to **20 points**.

ARTISTIC APPROACH

Visual effects used to enhance the artistic or creative impact of the shot, up to **20 points**.

FINISHING AND TECHNIQUE

Is the image correctly printed, spotted and mounted etc. up to **20 points**.

A few hints to help you maximise your score. The minimum print size is 6x4 and it will have more impact if it is larger. Prints must be mounted if you want to win. A simple card mounting board will suffice. You will lose marks for not mounting and presenting your work to the best possible standard.

Model photography gains points in scoring against prototype as it is much more difficult to do. This will only matter when Best in Show is close.

Each category is judged on its own merits. Indicate if you made the prints yourself or if a commercial lab made them, it is only right you should gain extra points for scratch building the print!

We do not accept transparencies because it is too hard to display them adequately. Last of all don't be put off from entering your shots.

WELCOME ABOARD

By Jack MacMicking

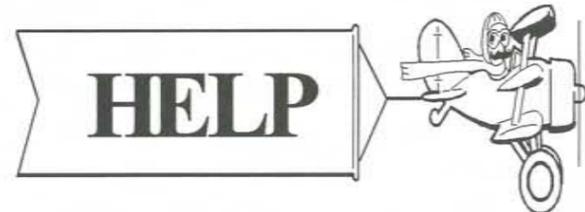
Please welcome the following new NMRA Members who have joined since March.

Bruce Forwood
7 Addison Ave Roseville NSW 2069
Scale HO - OO British Railways 1950-60

Gerry & Marie MacGregor
16 Woodlands Road Wellington NZ
Scale HO S.P.

Arthur & Kerry
467 Mowbray Road Lane Cove NSW 2066
Scale HO A.T.S.F.

Erik Bennett
33 Kananook Ave Bayview NSW 2104
Scale HO UP. SP. ATSF.



AMRA's 34th Sydney Model Railway Exhibition will be held Saturday 5th October to Monday 7th October 1996 at the Whitlam Leisure Centre Liverpool. Your Association will be there on a membership drive and we need willing members to "chat up" the passers by. Our stand will feature continually running videos (of member's layouts and how to do it clinics) as well as big colour pictures of member's modelling efforts and information packs about our association and the benefits of membership.

But it is all no good if **you** are not there with your smiling face and lots of good oil about our beaut hobby. Don't be shy, you know more than you know. We need your help so please see Peter Burrows at the next meeting or give him a call at home on 44 5985 (late is OK) and reserve your spot on

our stand. Two 4 hour shifts each day are our aim so don't leave your modelling mates in the lurch holding down an eight hour shift.

Peter also needs assistance on the Friday night to set up and the Monday afternoon to dismantle.

One or two volunteers will be greatly appreciated and may even score a beer afterwards.

IMAGINED REALITIES: an information-management and planning service which *imagines* concepts, history, stories and operations for your railroad world; supplies *realities* of words and pictures merging prototype and model, to make your creation: **credible and complete.**

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Railroading and the Internet

By Andrew Wells

What is the Internet?

Also loosely referred to as the World Wide Web, or the Information Superhighway, the Internet is a worldwide network of computers hooked together in such a way that a user (you) can access information from almost anywhere from your connection in Australia.

What does it have to do with (Model) Railroading?

As far as Railroading is concerned, the Internet offers a number of interests for the Railroad enthusiast:

Electronic Mail. When you see in an advertisement or article something that looks like **EMAIL: rpo@mrmag.com** this is an electronic mail address (the Railway Post Office at Model Railroader). If you have your own mail address you can write to anyone else with an address for the cost of your local connect charge. You can send them files (e.g. pictures, tables, articles on disk) along with your mail which they can then capture and use.

I use this to converse with my contacts in NZ on NZR issues. The real benefit is not in the cheaper cost, but in that the mail arrives within minutes of having sent it, and I can often have the reply back the same day...very useful for getting the answer to that question that is holding you up on a modelling project.

Most users check their mail at least once per day, so at the worst I have been getting replies from the USA within two days (sure beats "snail mail" - this is slang for things with postage stamps on!).

Newsgroups. A news group is basically a free-for-all email session, where people you probably don't know post questions and anyone can have a go at the answer. This is very much like the question and answer section of the NMRA bulletin, except that the answers come back far more quickly. The following is a very small part of the model railroad newsgroup that I have joined.

FIG 1.

Newsgroup: rec.models.railroad

- * WWII era in Arizona - "Troy A. Hill" (11)
- * Model Putty - A Blatant Endorsement - Andy Harman (33)
- * Re: Details Associates and Accurail showing new freight cars... - Zurek (22)
- * Re: Building N Modules - Dennis Rockwell (32)
- * Tortoise on Peco turnouts; remove the spring?
 - o "Bruce H. Stull" (7)
 - o Rich Weyand (21)
- * Re: Relco track cleaner - "Bruce H. Stull" (13)
- * Red Caboose GP-9 kit/handrail problem - "David E. Landis" (23)
- * Mail Order Source Needed
 - o Jamie Hurst (10)
 - o joel willstein (10)
- * Re: T-rail Lionel Track - Christopher M. Byrnes (17)
- * IHC SD-35
 - o Andy Harman (38)
 - o Andy Harman (19)
- * Re: What prototype are N steamers - Andy Harman (9)
- * Atlas HO Uboats - Matthew J Frahm (11)
- * Re: Q:New Kato steamer vs old Hudson? - James Kueneman (55)
- * Newbie Switchover problem - Neilson-Belman (7)
 - o William Jackson (23)
- * FS: PFM United brass Santa Fe 4-8-4 - Paul Goedicke (6)
- * Re: Kudos To Andy Sperandio, NMRA Model Railroad Industry MOY acpardo@ibm.net (8)
- * Re: PCB Production. - Andrew Wells (11)
- * Athearn CPRail train Set - Burridge, Gerard (12)
- * Which is the best 4-4-0?
 - o Andy Harman (31)
 - o Tony Yang (30)
- * Con-cor any good?
 - o Andy Harman (28)
 - o Oleh Dub (R) (7)

The * items are the original question, and the "o" and "Re:" items are the answers/ongoing discussion. You can just jump right in, leave your own questions, answer someone else's question or leave an opinion on the latest discussion. Plenty of well known modellers are members, with Rick Shoup and Andy Sperandio offering answers in the last couple of days, as an example. Common sort of questions seem to include requests for comments on a new release from one of the loco manufacturers, questions on tricky parts of kits, advice on where to obtain bits and pieces. The only problem is that there seem to be a few hundred new items each week, so you need to be prepared to be selective.

The NET. Users talk about "Surfing the Net". What this means is that you can connect to a screen provided by a commercial business or individual which contains information of interest. From this screen you can choose a signpost to another screen that looks interesting and in a few seconds have all that information in front of you.

From there another few key presses and you are looking at information on another subject. All of these different screens may be supported by different computers in different countries, but the Internet ties them altogether and makes it easy for the user.

Each site contains one or more of:

- useful information e.g. pictures and text such as news
- data files that you can download onto your PC
- links to other sites of related interest

There are many, many screens (called "Sites") on the Internet related to Trains and Model Railroading. A reference to an Internet Site looks like <http://www.atlasrr.com> (this is the Atlas Online site - see inside the front cover of Jan 96 MR). I have included an example below of what you might find in the Net.

How do you get onto the Internet?

This Internet has been around for many years, primarily in the University environment. Hence it still looks like it is designed by computer programmers for computer programmers. However, there are some *easier* ways to get on.

You will need:

- **An IBM-compatible PC** (Macs also connect, but I don't know how so I will keep away from that), with Windows 3.0 or better.
- **A modem.** If you only want to use electronic mail then any speed of modem will do, but for access to the Net or Newsgroups you really need 14.4Kbps or faster. This is because each Net site page contains a lot of data and you'll go mad waiting for each page to change if you have a slow modem. For a 14.4 modem you could expect to pay \$200 to \$300, but if you can afford to, spend the extra and get a 28.8K modem.
- **Connection to a Service Provider.** A Service Provider is a company who provides access to the Net in exchange for a charge. If you are lucky enough to work at a university or a business who has a connection already then this won't worry you, but for access from home you have to use a Service Provider. The choice is not simple, but for my money I recommend someone who is prepared to give you support when (not if) you need it. I use Ozemail and cannot speak highly enough of them as far as support is concerned. Most Service Providers charge for the time that you are connected (regardless of what you are doing). Ozemail charge \$5 per hour (but \$2.50 per hour between midnight and 7am). Others I

could suggest are *connect.com* and *Compuserve*. (A note about Compuserve - they have a TRAINNET chat line which isn't available through the standard Net, but Compuserve costs more).

- **Software.** If you just want to send and receive mail then you can make do with the Terminal.exe program that comes with Windows. However, it is cumbersome, and you will soon wish that you could more easily compose, copy and file incoming and outgoing mail. Hence you are going to need a Mail program (not the Windows Mail program which is meant for networks). If you want to "Surf the Net" you are going to need a "Network Viewer" program.

There are three ways to get this software.

- Download it from somewhere on the Net. This is how I got going, but you really need to know from where to obtain the software. Also there are no instructions so you find that you download one program, but when you try and run it you find you need a second program and you have to go back and try and find it and download it. It took me almost a week to get all the bits I needed (and a number of hours online at \$5 per hour).
- Buy a ready-to-go package. This might seem more expensive, but it certainly will make life easier. You will need:
 - A mail package. I use Eudora which lets me write my mail offline (i.e. I don't have to type fast in order to save the online charges), reply to mail without having to retype the addresses, and file the incoming and outgoing mail in different folders.
 - A Net Viewer. I use Netscape which is the de facto standard, but there are others around. A Viewer lets you see the Site pages on screen, and save them onto your disk.
 - TCP PPP server. You don't need to know much about what this is, but you have to have it running before you can use the other two programs! The one I use is called Trumpet/Winsock.

I believe that the Internet In a Box package is quite good (but don't be fooled by the label - "Everything you need to connect to the Internet" means "everything, except you still need to buy a modem"). A number of modems now come packaged with software.

- Get a copy of these programs from someone who is already using them. Normally I wouldn't be advocating copying of software, but all of

the above programs are distributed as Shareware.

So What do I do with the Net now?

So having gone to all this trouble and expense, what do I get out of it. As noted above, the electronic mail is great value, and the newsgroup area is ideal for having specific questions answered. As far as the Net itself is concerned, probably the best way is to show you an example of what you can find. I have cut out some of the common text and have not shown any of the fancy pictures that come up. We'll start with the Atlas home page, this being printed inside the MR cover (<http://www.atlasrr.com>).

FIG 2

WELCOME TO ATLAS ONLINE
Information & Services Available from Atlas Online

- Atlas Related Information:
- * Welcome Model Railroader...
 - * What's New on Atlas Online: February 12, 1996
 - * Why Choose Atlas?
 - * Atlas News (our product newsletter)
 - * Shop Talk (information for our retailers)
 - * Atlas' Online Catalog
 - * Atlas' Online Parts Catalog
 - * Contacting Atlas via Email, Phone, or "Snail Mail"
 - * Searchable Directory of Atlas Retailers
 - * Download a Demo of the Right Track Software
 - * Information About Our Layout Planning Software
 - * Right Track Software Version 3.0 User Updates
 - * Right Track Software Layout Exchange Area
 - * AtlasTalk: An Interactive Discussion Forum
 - * Atlas Catalog Survey
 - * Atlas In The News...
 - * Real model train sounds for the Mac and for Windows.

General Model Railroading Information:

- * Getting Started in Model Railroading
- * Understanding Basic Model Railroading Terminology
 - o Wiring
 - o Track
- * Put Your Layout on the Web!
- * Publications
- * Other Railroading Resources on the Internet

Thank you for visiting the world of Atlas model railroading. If you have any comments, suggestions or questions please let us know. Send mail to:
support@atlasrr.com.

[Image]
[Home | Contact Atlas | What's New | RTS Demo | Other RR Sites | Catalog |

Atlas Talk]
[Point Communications Says Atlas Model Railroad Company is in the Top 5% of All Web Sites!] We've been rated among the top 5% of all sites on the internet by Point Survey. Check out our review!

We've also been selected by The McKinley Group as a Four Star Site. This is the highest rating an Internet site can achieve in Magellan, McKinley's comprehensive Internet directory.

OK, so some interesting things there. Let's look at two of the links from there.

Firstly the Parts Catalogue

FIG 3

[Image] Atlas' Online Parts Catalog

Atlas' Online Parts Catalog contains a comprehensive list of all available parts and prices for new as well as older Atlas locomotives. It has been updated to reflect inventory as of January 25, 1995. We will continue to update it on a monthly basis, or as necessary (like when a new shipment of parts comes in).

The general rule is that we stock parts for locomotives which are ten years old and newer. Now that doesn't mean we have every part for every locomotive under ten years old, but we have most. If you are in dire need of a part for a really old loco, you may try calling Bob from Bob's Train Repair in Plumsteadville, Pennsylvania. He stocks many old Atlas parts. He can be reached (after 6pm EST) at 215-766-0937.

We were unable to put the exploded locomotive diagrams online. These diagrams are helpful in locating where the parts are on the loco, and their "official" names and part numbers. If you'd like to see the exploded diagrams, you can check your local hobby shop for a PARTS CATALOG, or order one from us for \$5.00 plus \$1.00 shipping. It can be a great reference guide if you own even one Atlas locomotive. To order a Parts Catalog or some parts you may fill out this form or call 1-800-872-2521.

Any and all parts questions may be sent to Kim at parts@atlasrr.com

- HO Scale Locomotive Parts List Index
- HO Freight Car Parts (Caboose, PS-2 Covered Hopper, 2-Bay Open Hopper)
- HO Turntable Parts
- N Scale Locomotive Parts List Index
- N Scale Freight Car Parts
- Miscellaneous Parts (HO and N Scale)

So we select N Scale Locomotive Parts List

FIG 4

[Image] N Scale Locomotives

- N ALCO RS-3
- N ALCO RSD-4/5
- N EMD E7A
- N ALCO FA-1
- N USRA 2-8-8-2 STEAM LOCOMOTIVE
- N ALCO RS-11
- N ALCO RS-12
- N ALCO RS-1
- N GP-7/9 (#4300 series)
- N GE U25B
- N EMD GP-30
- N EMD GP-35
- N EMD GP-7 (CHINA, 1995)

and from there to:

FIG 5

[Image]N SD-9 Locomotive Parts

Part Number	Part Price
420004 INSULATING BUSHING	0.25
420005 HEX NUT	0.25
420019 COUPLER SET	0.60
445100 BRUSH SET	1.50
450001 MOTOR SADDLE	1.00
450002 WORM ASSEMBLY (INCLUDES UNI & 2 BEARINGS)	3.85
450003 MIDDLE UNIVERSAL	0.35
450004 BEARING RETAINER	1.25
450101 MAIN FRAME (LEFT)	4.25
450102 MAIN FRAME (RIGHT)	4.25
450103 SCREW	0.25
450104 HEADLIGHT UNIT	4.75
450150 FLYWHEEL	2.25
450202 CAB (UNDECORATED)	1.10
etc	

So in ten minutes we have found the part number and price for the replacement brush set. Now we can order from Atlas direct, or at least help our local supplier with the correct numbers. Ordering over the Net is quite possible, although there are some concerns about security with credit card numbers etc. My suggestion is to select a couple of favourite suppliers and snail mail them your credit card details. Then when ordering via electronic mail you ask that they use the number and delivery address on file (this stops anyone else using your number).

OK, the Second Link to look at: Other Railroad Resources

FIG 6

Other Railroading Resources on the Net

You asked for it, a list of other railroading resources on the Internet. We are compiling our own list but need your help. If you know of any interesting sites please let us know. Send a message to webmaster@atlasrr.com.

Other Railroading Resources

- Rockland County Model RR Club, Blauvelt, New York
- Bergen-Rockland Chapter National Railway Historical Society
- West Shore Line Homepage
- Union Pacific Railroad Interactive Model Railroad University of Ulm
- Wangrow Electronics SystemOne Electronics
- Baltimore Society of Model Engineers

Niagara Frontier Region (NMRA) Frontier Flimsy

The official publication of the Niagara Frontier Region of the National Railroad Association.

The Model Railroad Mall Mantua Collectibles

Collectible HO scale-model steam locomotive replicas are exquisitely detailed, solidly built, highly prized.

1996 East Coast Hobby Show

March 30 - 31, 1996, Ft. Washington Expo Center, Philadelphia

Dave Frary's Blue Ribbon Models

A source for model railroad supplies and information.

DP Industries

Model railroad products.

Logic Rail Technologies

Houston, Texas

Prime Mover Decals

- large selection of Northeastern prototype railroad decals in HO scale

Belmont Shore Model Railroad Club

Angels Gate Park, San Pedro, CA

Pegorer Import Export

Specialists in European Model Trains

VirtualCrossing

A bi-monthly newsletter featuring building tips, layouts, product reviews, industry news, new products, prototype information, and links to hot model railroad-related internet sites.

Green Frog Productions

Producers of video and audio tapes.

The Burlington Northern Santa Fe Corporation

Virtual Village Railroad Depot

Check out the latest structure kit reviews, find out about the hobby of model railroading, and order model railroad products.

H&R Trains

Purchase your model railroad supplies online.

Father Finelli's Railroad Page

Ken's Trains

An N scale model railroad shop located in Sudbury, MA.

MODEL RAILROADER

The largest magazine about model railroading now has a home page. Visit it to see this month's features and meet the MODEL RAILROADER staff.

Con-Cor's Grand Central Station of Cyberspace

For those interested in real railroads, railway subjects or model trains of all sizes, the JMC and Con-Cor Railroad web site is the place to start surfing.

The Model Railroad Craftsman

'N' Thrall Well Cars MDC - 12 pack \$155-50
'HO' Stewart 70 tonne Hoppers - 6 pack \$114-50 Santa Fe, Southern Pacific [T.N.&O.]
Accurail 40' Boxcars - 3 pack \$48-00
Southern Pacific Silver Overnight
Burlington Northern Green.

Its Tool Time

Mascot Binoculars 2 1/2 X Magnifier - \$35-00
Mascot Swivel Head Pin Vise - \$12-60
Scaleways Work Cradle - \$12-50
Kadee Spring Pin - \$3-60
Hodgkinson Kadee Trip Pin Adjuster - \$28-00
Xuron Rail Nippers - \$23-75
K-Tool Grade Gauge - \$23-75
Tamiya Straight Tweezers - \$7-95
Tamiya Cutting Pad - \$10-75
CTT Scale Rules O/S/HO/N - \$5-60
NWSL Sanding Stick 120/240/320/400/600 grit \$6-30 ea. - Replacement Strips - \$1-90 ea.
NWSL Chopper - \$49-00
NWSL True Sander - \$56-00
NWSL Dupli-Cut - \$42-00
X-Acto No1 Knife - \$4-90
#11 & #17 blades - \$3-95
X-Acto Deluxe Saw/Knife Set - \$31-50
X-Acto Mitre Box - \$16-80
Razor Saw Set - Handle + #239 Saw - \$14-70
X-Acto Vacuum Vise - \$18-50
Badger #200 Air Brush & Accessories - \$149-00

Kits - HO

IHC Water Tower - \$20-75
IHC Crossover/Signal Bridge - \$18-50
IHC Freight Station - \$30-75
IHC Arlee Depot - \$22-50
IHC Interlocking Tower - \$31-50
IHC Country Barn - \$14-70
IHC School House - \$12-95
IHC Water Bridge - \$12-95
IHC Old Time Gas Station - \$22-50
IHC Sand & Fuel Depot - \$24-50
IHC Rico Station - \$32-50
ConCor Yardmasters Office - \$12-75
ConCor Engine Crew Shanty - \$12-75
2 Stall Engine House - \$31-50
ConCor Weekly Herald - \$31-50
Summer Stock Theater - \$31-50
ConCor Sandhouse/Diesel Fuel Facility - \$31-50
ConCor Island Creek Coal Company - \$33-60
ConCor Hillsborough Gravel Company - \$42-00
America Classic Euston Mill - \$72-00
America Classic Deer Creek Way Sta. - \$19-95
Bachman Plus Coal & Sanding Facility - \$42-00
Bachman Plus Lyric Theater - \$32-50
Bachman Plus Texaco Gas Station - \$34-50
Bachman Plus Frankford Junction - \$39-95
Bachman Plus Diesel Sanding Facility - \$42-00
Bachman Plus Diesel Fueling Facility - \$42-00



Now available !

System One Command Control was designed in consultation with Model Railroaders to meet their operational needs.

All Commands are in a easy to understand and in English there are no codes to remember or explain to operators.

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Command Station - Walkaround Controller and System Programmer - Cable Connector Panel - Power Booster featuring 2 x 5 amp stations and/or reversing block controller 1.5 amp decoder - EasyRamp Software, Computer Interface Cables and Manual.

For further details contact us to organize a demonstration or to receive a full information package on "System One"

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'N' Code 55 # 6 points - \$23.50ea
'N' Code 55 Rail - \$47.00 bundle

New Product CMA HO ICEING PLATFORM

18" long - \$59-00
36" long - \$108-00

These are superb styrene kits with grain detail in platforms and walkways, chain drives and ice. Ready to service your reefer fleet!

Kits-

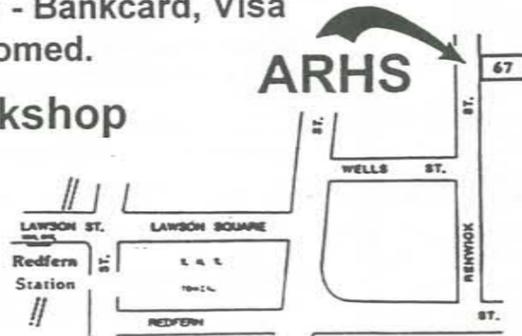
Tichy 100000 gallon Standard Steel Water Tank - \$62-50
Tichy Handcar Shed - \$19-50
Tichy Coal Shed - \$16-50
Tichy Crane Jib - \$11-95
Tichy Water Column - \$10-00
CMA Oil Column - \$14-70
CMA Mail Crane - \$12-50
CMA Telltale - \$10-00
CMA Track Stop - \$11-95
Rix Maxwell Ave. Series - \$19-75
Rix 150' H'way Overpass - \$62-50
Good stock Walthers Cornerstone and Micro Engineering Kits.

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AUSTRALIAN RAILWAY HISTORICAL SOCIETY - New South Wales Division
The ARHS Archives, at the same address, are open for research on the first, second and third Saturdays of each month, 10am to 3.30pm.

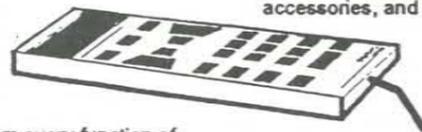
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- ⇒ The NMRA standard for Digital Command Control is based on this system. You will be able to run your locos on any DCC standard system!
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Saturday 10 am-1.00pm



ANTON'S TRAINS

For Scale Model Railways

The RIP Track

A site with images of steam locomotives collected in 1935 by the late Robert Schenzinger. The site also provides info for the Illinois Railway Museum.

The Railroad Page

General information and pictures about railroading.

Tried & True Trains

An on-line WWW service dedicated to supporting both model railroaders and model railroad manufacturers.

The Cyberspace World Railroad

This is an excellent starting point to explore railroading on the Internet. It is maintained by Daniel S. Dawdy. This site contains information for both model railroaders, and railfans. It also contains one of the most comprehensive lists of railroad resources on the net.

Railroad-related Internet Resources

Another resource filled location for exploring railroading on the Internet maintained by Robert Bowdidge.

Weyand Associates, and TracTronics Inc

TracTronics is a small manufacturing firm which designs and produces electronic control modules for model railroads. Their web site is maintained by Weyand Associates. Among other things, their pages include a list of over 1,000 hobby stores in the U.S. that specialize in model railroading equipment.

Webville & Hypertext Railroad

This is a site maintained by Chris Coleman which contains a number of information documents focusing on railroad and model railroad history.

Steam Locomotive Information

A rich resource for information about steam locomotives, past and present.

Internet Steam Roster

This site catalogues, by railroad company or society, all the steam locomotives for which digitized photographs and/or drawings are available on the Internet.

Northern Virginia NTRAK's Web Site

Bringing N-Scale Railroading to the Nation's Capital.

Aristo-Craft Trains Internet Depot

This site features large-scale trains by Aristo-Craft Trains Co.

San Diego Model Railroad Museum

Take a virtual tour of San Diego's Model Railroad Museum.

National Model Railroad Assn Home Page

Contains lots of info., including industry standards and recommended practice.

Internet ModelTrains

Cyberspace hobby shop devoted to model trains and model railroad accessories.

Hobbytyme Distributors, Inc.

Hobbytyme distributors now offers an exclusive Dealer Locator and Classifieds service on the Internet. This Dealer Locator service allows you to search for the location of hundreds of hobby shops throughout the U.S.A. using a clickable map. The Classifieds allow hobbyists to search for specials, sales, and promotions posted by dealers.

Mitchell's Family Department Store

Specialists in Model Railroading, Dollhouses & Accessories, Playmobil Toys & More!

North Central Region HOTBOX

The home page of The North Central Region HOTBOX, one of the largest model railroading sites on the web. Contains articles and photos on both model and prototype railroads as well as scratchbuilding plans and how-to articles.

Interactive Model Railroad Site

PDR's Train Shop

Buy, sell, or trade railroad memorabilia.

So you can see that there is a heap of interesting links to pursue. This list is about half of the list on this Page, and I have found at least four others with as many or more sites (most sites have a list of links to other sites, so the further you go the more choices you get, until you either get back where you started or fall asleep at the keyboard). This is when you tend to become addicted and spend more time that you can really justify or afford. However, after a few sessions you learn which sites are most interesting and can cut through the chaff, although half the fun is coming across something new - the sites keep changing, so its worth revisiting them from time to time.

Happy surfing, and you can contact me on:

abwells@ozemail.com.au
or
andreww@hct.com.au.

You can now contact the Australasian Region on the Internet thanks to Richard Percy of Western Australia. Take a look for yourself on:

<http://www.iinet.net.au/~espee/ar.html>

GALLOPIN' GERSE 'N WERSE By Graeme Hodges

Who hasn't fallen for the ridiculous charm of Bachmann's Gandy Dancer Handcar, the one with the two fellows pumping away furiously as their little car bounces and bounds around the layout? Or, a little more seriously, with the same Company's San Francisco Powell and Hyde/Mason Cable cars? (Stock no's 160-60541/2)

Although of much charm, each is difficult to justify on prototypical grounds for most modellers. But the mechanisms are pretty good (with a bit of tweaking) and they do have those otherwise so hard-to-find-and-power small wheels.

The HI-RAIL

The defunct Western Pacific (WP) had to run Hi-Rail vehicles through the Feather River Canyon ahead of many trains, especially after foul weather. See, for instance, *Railfan & Railroad*, May 1979, Volume 2, No. 10, "WP's Third Subdivision", by Dale Sanders.

The Fourth of July Canyon on my *Dukane & Rio Grande Western RR* presents problems similar to those experienced by the WP: an unspeakably severe gradient, precipitous cliff faces, the likelihood of dangerous rock falls and slippages, almost complete inaccessibility by road. Rather than face another deputation from the Brotherhood of Western Railroad Workers about safe working, I took a hard look at the handcar. (Stock # 160-46202) And a look at a Matchbox 30 Mercedes 280GE which has the chunky look of the Ford Bronco Hi-railers used by the WP.

"Fellas," I said to the crew of the handcar, "we can do this easy or hard. You can stay out in the elements and look ridiculous because your time has long gone or you can let me have the handcar." They were silent just long enough for me to wrest the mechanism away from them.

I prised and cut out the back shelf and seat and enough of the underbody of the Mercedes (about 2cm) to insert the mechanism of the ex-handcar, with the powered/geared wheels to the front. A skedaddling run along the tracks showed the viability of the conversion but also the necessity of adding more weight to the front of the vehicle for traction and improved electrical pick-up. (Any weight in the rear lifts the front wheels). Lead was added under the bonnet (hood), the mechanism was 5-minute epoxied inside the shell. As the epoxy set, I put the vehicle on the

rails and lifted it enough to avoid its road wheels striking the track structure and adjoining details. (This lifting might need to be more than you think; play safe, even mounted quite high the vehicle looks ok.)

Unprototypically, the rail wheels are inside the road wheels. Given the model's smallness and lowness, this fault is difficult to see in actual operation but, if it does bother you, epoxy non-operating rail wheels to the chassis outside the road wheels.

Repainting and identification by alpha code (like the WP, the *D&RGW* identifies these vehicles as Alpha, Bravo, Charlie - I snuck in a couple of unpowered vehicles to park alongside the powered vehicle in the maintenance yard; one of anything is rarely prototypical) completed the conversion.

Now, trains through the Canyon proceed with a much higher degree of safety. During winter, the Hi-rail goes first on the lookout for rockfalls; during summer it follows, the crew on the lookout for fires started by sparks from the train. As for those hard-working fellas, in accordance with modern management practice, they were downsized, both had their legs cut off to fit into cabs, and re-skilled, one drives the new Hi-rail, the other was assigned to ...

The GALLOPIN' GERSE

(geography) disqualifies the Cable car from most modelled locations.

During years past but apparently less frequently now, models of gasoline and other such-powered rail cars/trucks/buses have been manufactured. Many of those listed go back to the sixties and earlier; however, their present cost and availability, and their operating ability in modern terms are questions that might best be left to imagination equal to that of Edgar Allen Poe. (See, for example, *The Brown Book*, Part VI, pp. 210-211, and *Lenahans Locomotive Lexicon* Volume II, pp 50-51.)

Nevertheless, the thought of running vehicles like those Galloping Geese of the Rio Grande Southern, although prototypically narrow gauge, has always intrigued. The body length (about 23 scale feet in HO) of the Bachmann Cable car is suitable for one of the smaller Geese: 1, 2, and 6 (between 20 to approximately 26 feet). Geese numbers 3, 4, 5 and 7 were each about 43 feet and above. (San Christobal RR #1 is excluded.)

The original body types of numbers 3, 4, 5 and 7 were Pierce Arrow; numbers 3, 4 and 5 were rebuilt with Wayne Bus bodies. Numbers 1, 2 and 6 were originally Buick; 2 and 6 were rebuilt with Pierce Arrow bodies. (Number 1 disappeared

from the roster.) Therefore, extensive rebuilding from different manufacturers, being historically true, can be justified in the realities of imagination.

Australia Post has obligingly made available for sale, at \$4.50 each, Matchbox Gold Series/Limited Edition Fords, Models A and T. (The Model A MB-38 looks considerably less dated than the Model T so I used it.) (Other models could be adapted.)

Although no Goose was ever a Ford, according to *Galloping Geese on the Rio Grande Southern, Tin Feathers and Gasoline Fumes* by Stanley Rhine (reprinted from the *Colorado Rail Annual* No. 9, 1971, p. 9), the prototype D&RGW used Model-T inspection cars, so a limited association might be made through this ancestry to the Geese.

To those (*moi*, as Miss Piggy would say) who do redefine history and model reality in accordance with desires and ability, the coincidence of "D&RGW" initials between prototype and model railroads fully justifies a Ford version of the Goose: the *Gerse*.

Prise the Cable car body sides away from and off the mechanism. Nothing needs to be cut off or broken to separate the two. (Leave untouched the seats which support and guide the motor.) Completely prise off and cut away the black plastic underbody from the Model A. Cut off and discard its road wheels. Cut the unpowered end of the ex-cable car chassis into a wedge shape that fits into the hood area of the Model A from its cab to the front. Saw the Model A in two, using the painted vertical line immediately behind the cab as a guide. Dress and square with a file as required.

Once the body is in two, 5-minute epoxy the black, metal chassis to the red, upper body in the under-bonnet space as re-enforcement. When the epoxy has set, grind off the boss (it is probably still ringed with black plastic from the discarded underbody) which holds chassis and body together. Make sure that this surface is perfectly smooth.

Test fit the wedge-end of the cable car body, trim as required. It should fit easily between the side-channels of the chassis and go almost to the front of the Model A. Epoxy into position.

You now have a basic *Gerse* of cab and mechanism. Fill in the back of the cab appropriately; other than doing that, modelling the rear part of the vehicle is your own choice. Remember that extra weight benefits vehicles this small and light.

Even as it stands, with only the motor-supporting seats of the cable car, the *Gerse* resembles Work

Goose, #6. (Goose #3 was later also cut down to this configuration.)

For the closed, freight-compartment style of the early #2, 3, 4, 5 and 7, fabrication of a body from wood or styrene is simple; for the open, passenger-observation style of their later manifestations (excluding #2), either fabricate your own or salvage and shorten the superstructure of the cable car for an observation-style body. (Or, this superstructure, uncut, could be used as a static display similar to the funeral streetcar *Descanso* at Summit in Cajon Pass.)

If a Goose is not to your liking, the Cable car mechanism can be adapted almost as-is for Hetch Hetchy railcars #19, 21, 22, 23 and 24, or a one-third too-short version of a California Western "Skunk" railcar, such as #M-80 (37'8") (commercially available once upon a time).

The Bachmann Brill Trolley (40 scale feet) and the PCC car (45 scale feet) are more suited to anything longer, such as M-100 (43'), M-200 (50'3") and M300 (64'1"). (Dimensions quoted are rounded-off.) I haven't tried these adaptations yet but see little difficulty in any of them.

These non-revenue or special duties vehicles have redeemed purchases of little use and go towards making operations on the *Dukane & Rio Grande Western Railroad* even more challenging. They might have about the same relationship to totally accurate models as verse does to poetry but are "good enough" representations.

*A handcar an' two fellas out of time,
A streetcar only 'Frisco's hills did climb,
How to use what don't fit in,
Stuff what should go in th' bin;
How to rescue an' redeem
Foolish things was my theme,
When buying's bad an' getting worse,
Remember Hi-Rails, Skunks an' Gallopin'
Gerse.*



Computers in Model Railroading

A C Lynn Zelmer

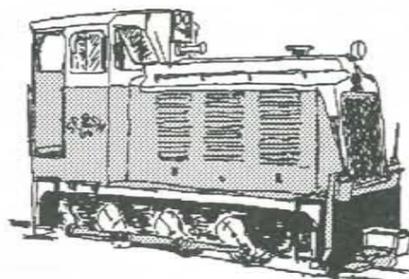
Photographs to artwork... still a useful skill!

This is the eighth and last article loosely based on a similar 14 part series in the PNR *Switchlist*. In many ways, the most interesting aspect of rewriting this series has been making changes to make the series more relevant to the Aussie audience.

The original version of this article had a series of illustrations of a small Canadian coal loading facility (Fort Steele). This time I discuss how I developed a sketch of SPSM #2, a GM Clyde outside-rod diesel from a photo by John Teichmoeller outside the Laukota (Fiji) shops in Oct 1963.

John's photo was a 35mm Kodachrome transparency which was subsequently digitised and stored as a Kodak Photo-CD.

PhotoShop to remove unwanted details, I printed the largest image (Kodak Photo-CDs come in five resolutions or sizes) almost A4 sized and hand traced it.



The resulting sketch, which took me about 20 minutes, wasn't fancy but it was suitable for scanning back into the computer as a line drawing. I used a flatbed scanner but any scanning device would be suitable—hand-held

able in any good drafting supply house. I don't have very much artistic talent but I trace reasonably well and can then shade in some areas and detail others with grass, etc., as appropriate.

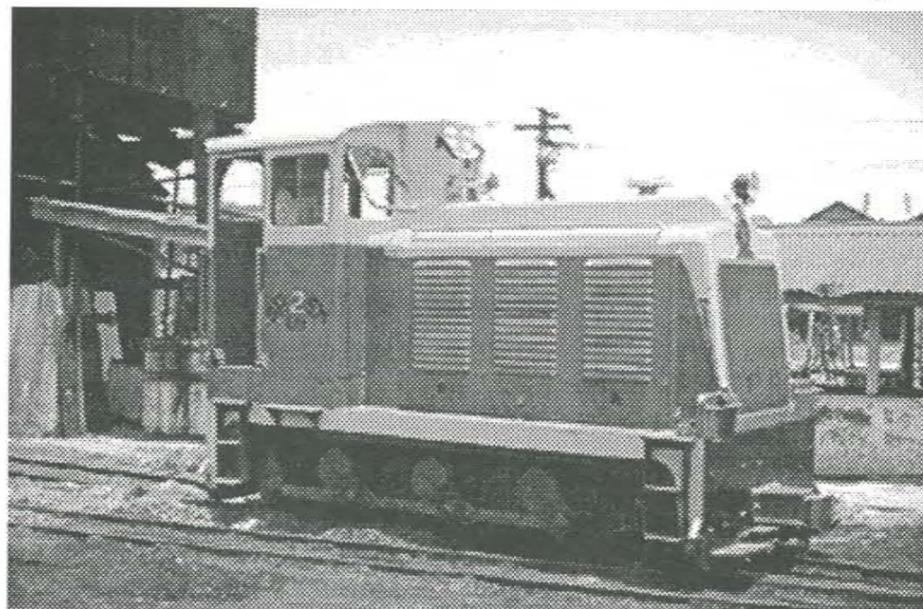
In this case all I needed to do was remove some unwanted smudges and the like, resize the image to 30% of its original size, and fill in the gray areas to represent the SPSM colour scheme. I used *Canvas* but almost any of the computer-based drawing tools would work.

The enhanced image was then 'imported' (copied electronically) into the word processor file containing this text and moved around until I had a reasonable layout. Once I was happy with the layout I printed the page with a laser printer for inclusion in *Mainline*.

I may not have a prize winning sketch but I do have a technique which should stand me in good stead for preparing the documentation for Achievement Award and contest applications. As well, it demonstrates how a computer can supplement more conventional skills.

This won't be my last *Mainline* article as I'm looking the use of the World Wide Web to

operate a NMRA SIG and I'll keep readers aware of developments. If modelling cane railways (any scale) is of interest send your comments to L.Zelmer@CQU.EDU.AU.



As you can see, the photo has a cluttered background which may help set the context, but distracts from the loco and is not useful for the magazine article on cane railways which I'm writing.

Instead of using a photographic image processing tool such as

scanners and the new Paperport provide adequate results for this work and are economical.

Incidentally, when sketching I used my usual semi-transparent, rough surfaced drawing film and Staedtler Mars-Lumograph pencils. These materials are avail-

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- VT13** All About Trains - Chattanooga & NMRA Headquarters.

- VT20** *NMRA Australasian Region 1993 Clinics* by Kevin Brown. Tony Koester's Clinics
- VT21** *Waitemata (Auckland NZ) Convention* by Gerry Hopkins MMR.
- VT22** *Piki Piki Tram* by Merv Smith. Visit to famous NZ NG layout.
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- VT24** *1990 US Convention* by John Saxon MMR. Unedited video of Pittsburgh Convention.
- VT25** *All Aboard - An Introduction to Model Railroads.* Kevin Brown's video conversion of tape/slide clinic.
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- VT33** *California, Nevada and Denver 1991* by John Saxon MMR. Unedited video of prototype, layouts and museums en route to and at Denver Convention.
- VT34** *1991 Denver Convention* by John Saxon MMR. Unedited video of clinics, layouts, prototype, etc. at Denver Convention.

To borrow any tapes call
Bob Kollwyn on :
(02) 636 6907

Visit To The Lachlan Valley Railway at Cowra N.S.W. By Laurie McLean

What's a U.S. narrow gauge modeller doing on a N.S.W. standard gauge train?

The answer came about when Trevor James rang me one night in February asking me if I was interested in riding on a "Tin Hare" down Cowra way. Now those of you who are familiar with the "galloping goose" of the famous Rio Grande Southern 3 foot narrow gauge R.R. in Colorado will know that a rail motor is a very special piece of equipment, to ride such a thing is something wonderful!

Well, after discussing the cost of such a trip we formulated our plan to attack this matter and decided to take along our respective war offices. Trevor and lovely wife Lyn, my wife Wendy and son Paul, who collects the big train stuff, left Sydney on Friday 23rd March 1996 and headed for Bathurst, then a sharp left - south to Cowra.

The occasion was formally organised by the LGB Club for an outing and to travel on the L.V.R. rail motor or steamer, which ever was on offer. I must say thanks to them for the friendship and experience. They had picked up a new member in Canowindra, where the line ran to, and planned to visit his layout.

Now for a little background on the prototype. The guys there, are all volunteers and have about 400 members but only a small number of active workers. They have leased about 150 Km of track from the State Rail Authority (S.R.A.) and have total control of the line. The SRA has to ask to run in and trains are driven by members. They pick up the trains at the transfer points and take them to where ever. The LVR applied to handle the wheat harvest and quoted \$5.90 a tonne to transport it. They lost the tender to truckers who tendered \$8.00 a ton! Not really fair down that way, and the town of Cowra is steaming over the matter supporting the railway mob. (Let's hope rail has a win).

The tracks lead 3 ways out of town. North, South and West. We didn't see the line to the south this trip but the line west is a 1 in 80 grade and has a pleasant agricultural landscape. The line north to Bathurst has a 1 in 40 grade and the fireman needs to be an octopus with 4 shovels and 4 legs to keep the steam pressure gauge hovering above 120 psi. The 4 legs for having 2 each side of the floor plate slide which try's to chop your

toes off because the loco and tender don't rock and roll in harmony and keeping coal on the shovel is a neat trick, let alone getting it into the firebox! The scenery is more mountainous and appealing to rail fans. The run is shorter than the western run and usually goes to Carcoar just south of Blayney a distance of about 40 Kms. The western tracks run to Canowindra some 33 Kms and continues to Eugowra a further 29 Kms.

Lachlan Valley Railway Society boasts a heritage listed roundhouse and regular train trips to the outlying towns. The facilities are just fabulous to see and behold. They have tastefully undertaken restoration so as not to spoil photographs with *modern* as against *old*. They received a grant to construct 2 large open sheds to house and protect equipment. One has 6 locos under the roof and the other has most of the passenger fleet housed and is quite long and 4 tracks wide. Between the 2 sheds sits the turntable and roundhouse with no front doors. It faces the east and the morning sunlight makes for a great photo take. Trying to balance a cup of coffee and a camera at 7am after a few ports the night before is a talent you learn to master, especially when your not wearing foot protection.

The best way to describe the layout is this. You drive past Cowra station hang a left, then another a block or so south and then cross the tracks turning right and up a short track to the yard. You park the car at the back of the roundhouse to miss the 4 wheel diesel and steam crane which share the lot. To your right is the long covered coach shed chock-a-block full of goodies your grandparents rode to the gold fields.

Keep turning your head right and with a pair of telescopes you will just see the end of other rolling stock along 4 of the 6 tracks running south. You turn back and see the big door at the back of the roundhouse and get the first glimpse of those black beauties with their shinny brass steam domes mounted atop their steam drums. "Half a sec luv, I'll find you a toilet as soon as I check to see if there's one inside this building". You don't waste a precious moment because there's so flamin' much to treat the blinkers on to.

We unloaded the car, and were shown to our sleeping suites. We had a beautiful old sleeping car with 5 rooms each end and with upper and lower bunks in each. All the original trimmings were inside and they powered the lights too. The timber work showed it's age however it was cared for. We had a room each, there wouldn't be time for anything else but trains in any case this weekend.

Then we met the locals and some of the other LGB'ers. A quick reload of the *Box_Brownie* and a limbering up of the trigger finger saw me walk 6 paces from our sleeping quarters into the

roundhouse. "Mind if I go in and take a look?" "sure, but be careful" came a polite reply. I thought they might run a metal detector over me but the friendliness shown is very genuine - a real treat these days.

Ray Morris greeted us and made us most welcome and checked with us every so often for anything he could do for us. Inside the first loco was an American 2-8-2 Baldwin which was in good condition but in need of a overhaul. They had not so long stopped running her. A 40 something class sat next to her and shared the track with a 4 wheel, 5 ton steam crane which was just beautiful.

The next track had a 44 class diesel. The next had a 30 class little gem steamer which had the main drivers removed to size the journals and remetal the bearings. Along side was a 4-6-0 again in excellent vintage condition with timber bumper bars. Next to her was a 32 class then another 30 class and another small 30'ish class, the latter 3 in strip down condition. Each track having a locomotive on it. Along side this last loco was 2 old lathes with the original overhead leather belt drives in working condition - beautiful!

Looking out to the turntable, which we noticed was "if you want to turn me then you push me" style, the open air tracks had a railmotor and stacks of interesting coaches and wagons. Included was a pay bus converted bus with 4 steel wheels. To the far right was the new 6 stall loco shed with a beautifully restored 47 class in the new LVR colours of yellow and tuscan red. Another 3 x 47 Class and 2 x 44's filled the remaining space. If you didn't know better you'd think I was describing hand-guns hey?

Back-tracking to the honeymoon sweets (sleeping coaches), a turn to the left (north) and about 6 paces you enter the lovely garden area with a memorial, trees, tables and benches and B-B-Q, wood fired of course! The facility offices in original condition are along side the tracks and would make a nice model. Behind it was the washrooms but getting past the pistons, coach parts and other paraphernalia is a challenge. You can see the switching D9 diesel on the track that leads to the turntable to the right (east) and it sits next to a water column on raised ground.

A short walk north finds a few more buildings and a pair of rail-motors and coaches on the tracks along side. All of what I have described being inside a security fence. Just outside the fence to the north and looking back to Cowra station is a twin water tower in original condition but sadly in need of re-timbering and a crack repair in one corner of the tank. They plan on tackling the repair when some money becomes available.

We had left Sydney at 11.30 Friday and spent some time in Bathurst chasing family history and arrived in Cowra at 5pm. There isn't much traffic on the road from Bathurst and we took our time. On arrival I nearly forgot I had brought some others with me till my stomach reminded me. Son Paul lit the barbie and the meat jumped onto that hotplate quicker than a blowfly can land on anever mind.

Lyn and Trevor and our good selves sat down in the garden and feasted on, but not before some horse's doover's (hors d'oeuvres) and a wee drop of sparkie for the girls and beer for the boys just to wash the dust down. Fresh air and a full locker box found us saying good night and retreated to the bunks.

The weather was good, cool at night and warm during the day. The morning saw me up at 7am and with a new roll of film behind the shutter, headed for that morning light beaming into the front of the roundhouse stalls. I watched as the gradual progression of duties around the yard by the society members got going. One checked on the Diesel loco to switch the string of cars that needed to clear the tracks to gain access to the main line. Another team headed for the roundhouse in torn and grimy overalls to no doubt continue repairs while a few more chewed about the days movements.

Trevor, Paul and myself asked the switcher engineer if we could ride with him while he switched the cars, and we did. Standing at the end platform of the D9 and getting amongst the action was terrific and we didn't get in the way nor compromised safety.

A B-B-Q breakfast of bacon and eggs and 2 cups of coffee later, we got ourselves ready for the planned trip to Canowindra in the "Tin Hare". Departure time was 10am. We were beaten to the first class seats on one end by anxious LGB'ers and they snapped up these good seats. This end had the radiators on the roof and the big headlamp. Only trouble was these guys (and gals) didn't realise the way we were heading out of town! You see, we went north to Cowra station and stopped for a photo session, then swung onto the branch line and ran south then west.

Gee, we were now at the front of the rail motor going forward and you could read it in their faces, they would dearly love to swap seats now! It didn't matter because there was only 19 of us plus 4 LVR operators and this made for freedom of movement and roaming around.

The little rail-motor had 3 sections. One end, the driver sat in the middle inside a cabin and then 4 rows of first class seats. The centre section was baggage and had 2 large sliding doors which remained open the whole trip. The third section

had 3 rows of seats and a door into the drivers compartment that had seating for 5. You know where the bull sessions took place naturally and what a time we all had.

We stopped to open gates for road crossings, slowed to let sheep get off the tracks and even watched the mile post numbers where the driver checked a track maintenance order and slowed because the sleepers were rotted. Strewth, we just too often forget about these things on our home model layouts and they are so much a part of the real thing. If your into operation, think of the **time** this sort of thing will take and what this will do to give further distance between the stations and towns.

The driver handed over to the mechanical chap, Graham, to teach him the art. This isn't as easy as one would think and several wheel spins resulted until the 'apprentice' picked up the feel of the old girl.

The country side was dry and rain was needed however the journey was very pleasant passing by farms and many interesting sidings that had seen the best of the steam era days. One felt like you were riding the light rail back in the 50's as there was no new reminders along the route apart from vehicles.

On crossing the 2 bridges just before entering Canowindra, one a Howe truss, we eased up to the station platform. The platform was grass which had been freshly mowed for us paying guests. The town council is supporting the railroad society and take care of things like making the station and it's small station master's and waiting room serviceable for tourism. It was in good condition, but the water tower further down the tracks was another story.

We had a 2 hour stop over so we walked a short distance into the town which had several pubs and half a dozen antique shops. It is your typical country town with friendly hospitality and plenty of places to get a feed.

The LGB club had a new member in town so we visited his shop behind main street. Unfortunately he was in hospital, but his wife was there and showed us the layout. The big trains take up one third of the shop which is a mixed business and he has made models of many of the towns buildings using foam and a paint job. There are future plans to run out into the garden area at the side of the shop which will be something to see.

Small towns don't take long to look through and the 2 hours went by and we strolled back to the station. The LVR boys were checking the tin hare over in preparation for our return trip and we were all soon on board and with a few sharp toot's of the horn were off.

Travelling back seemed longer and the ride was relaxing going along at a reasonable speed. Back in Cowra we swapped over tracks and rolled back to the yard. You always feel it wasn't long enough when riding these trains but it was a good run and we didn't have to rush off because we were staying another night. No B.B.Q. tonight, it's hit the RSL and into the \$7.00 for all you can eat.

The old sleepers are just wonderful to stay in and this is a unique opportunity not offered to the general public. I do hope that special groups can continue to gain this accommodation from the society as this will encourage return trips and provide funds. Having the yard at our disposal gave us ample time to look over everything or sit around and chat.

Sunday morning we departed about 11am and they gave us a fond farewell. While there I noticed their machine shop was a bit short of tools so I offered to supply them with some old tooling my work was getting rid of. The dockyard no longer repairs British designed ships therefore we don't need the Whitworth tooling.

To cut a long story short, a boot load of tools makes a big sedan car really hard to see over the bonnet and the LVR guy who came and got them must have had a job driving all the way to Cowra with them. As a result I am the proud owner of one of their cloth patches, one they don't sell at the souvenir shop in the yard.

All up this is a very good, well run and extremely friendly place to spend some time and take a ride.

The society has a flier which gives the running days and they have plenty of restoration work going on with the old steam locos nearing completion. It is worth the run out there to ride and inspect this unique facility.

Thanks to the LGB club for the opportunity and experience and a special thanks to all the society members for a truly great weekend. I would hope that the NMRA will make this a meeting event in the future as I will definitely be back for a return trip.

WANTED
Articles for the Main Line
are always welcome, long ones,
short ones, anything welcome.

Researching and Starting your next Narrow Gauge Project By Gerry Hopkins MMR

So, you've caught the narrow gauge bug ! You like the idea of building a layout with plenty of character ! You are not sure which railroad / railway to model ! After all, there are plenty from which to choose: European - metre gauge, shiny passenger trains climbing up through the Alps; Welsh slate railways running through the valleys of North Wales ; Sugar cane railways of Northern NSW / Southern Queensland ; Puffing Billy echoing through the Dandenong Ranges of Victoria ; K37's climbing through the Rocky Mountains of Colorado ; or the Maine Two Footers on their busy way through forests of hardwoods and over rolling hills. There are hundreds more to choose from.

Before you begin building you must do some research. I've split the research into three areas.

THE PROTOTYPE

The first area is the Prototype..... the railroad you wish to model.

Even if you are going to build a freelance or fictitious railroad you will need some sort of "family" look or feel about the locos, rolling stock and structures, etc. Many of the modellers who go this way will write a "history" for their railroad. This approach would give reason to their layout and set out the type of operation of the layout.

There are many books, videos, and historical societies that have a wealth of information for the modeller. Most of you will have read, at some time or other, the Narrow Gauge and Short Line Gazette, this magazine has an abundance of information and ideas on narrow gauge lines of the USA. In Australia we have the Light Railway Society magazine and now the new magazine Narrow Gauge Down Under.

Being a lazy modeller I opted to model the Maine Two Footers, there are many books available at reasonable prices. These books contain photos of every loco, freight car, passenger car, and building, used by the different railroads that make up the M.T.F's. There is a special magazine for this group of modellers that is published quarterly. The Colorado Railroad Museum also puts out a regular magazine for those who model a slightly broader gauge.

A browse through any model railroad magazine will reveal a number of dealers with videos available for MOST narrow gauge interests, those dealing with USA railroads are mostly in the NTSC (Never The Same Colour) format but most VCR's sold these days can play this format. Consider buying direct from the USA it could save you money instead of buying a PAL conversion. The Little Trains Of Wales series of videos that were shown on the ABC are still available along with a few that weren't shown on TV. The Australian Railway Historical Society book shops have plenty of books and videos for you to browse through from all parts of the world.

If you live in the same state or even country as your desired prototype, then you can take your own photos, videos, measurements and sketches.

THE MODEL

Once you have decided on a particular railroad the next step is to find out what models have been produced. Are they still available? Are they worth the money?

Because of the limited appeal of narrow gauge most of the locos are either brass models or white metal kits. Most of my MTF locos are brass kits and have not been available for many years. Although one loco a year is now being produced for both On2 and Hon30". D&RGW / RGS locos are scarce and can be bought for \$500 - \$900. If you want On3 Kxx locos you would not get much change from \$3,000.

Rolling stock is more readily available. There are a few brass models but most would be in kit form. Some of the kits are quite basic and easy to put together but the amount of detail leaves a bit to be desired. Kits come in brass, styrene, urethane, wood, white metal or any combination. The Rail Line kits for HOn3 build into a super detailed model if you follow the instructions. Don't be fooled by brass..... when painted the you wouldn't be able to tell the difference between brass and plastic.

When looking for models to suit your prototype don't wear blinkers! For example look at BIG SKY Lumber Company, this layout could be set in USA, Victoria or Tasmania. The only real difference can be seen in the trees that are modelled. The locos were used world wide as were this type of rolling stock.

For those of us who model REAL narrow gauge (Maine Two Footers), things are looking very rosy indeed. Two manufacturers are bringing out kits of rolling stock. There are also some very good craftsman kits for buildings in the New England area.

THE MODELLER

Last but not least you have to research your own standards and skills. By this I mean do you want to build an exact replica of a section of railroad that is exact right down to the colour of the engine drivers under pants?

Or, do you just wish to run some trains around a layout that just has a bit of scenery? I claim to be a "2 Foot Modeller" if you can't see it from 2 feet away why model it?

Why spent 2 or 3 evenings putting full break gear under a box car if you are never going to see it? I prefer to spend that time building another box car.

By all means build the odd car with full details, you can enter it in a modelling contest. Building a model to this standard once a year will help to keep your overall modelling standards up.

Can you hand lay turnouts or do you use commercially made items? This can sometimes limit your choice of prototype. Some railroads only used stub turnouts.

GETTING STARTED (you'll never finish)

Most narrow gauge lines had limited locos, and rolling stock. Most often ran close to liquidation. These points alone make NG inviting, no two locos need to look the same, everything can have that run down look. BUT there are still many narrow gauge lines running ... some as preserved railroads..... others as prosperous ventures... others because they got the original measurement wrong ! e.g. Queensland, Tasmania, Western Australia.

Which ever way you do your modelling..... do it YOUR way, not to satisfy the nit picker who hasn't yet started a layout.

Remember Model Railroading Is FUN.

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