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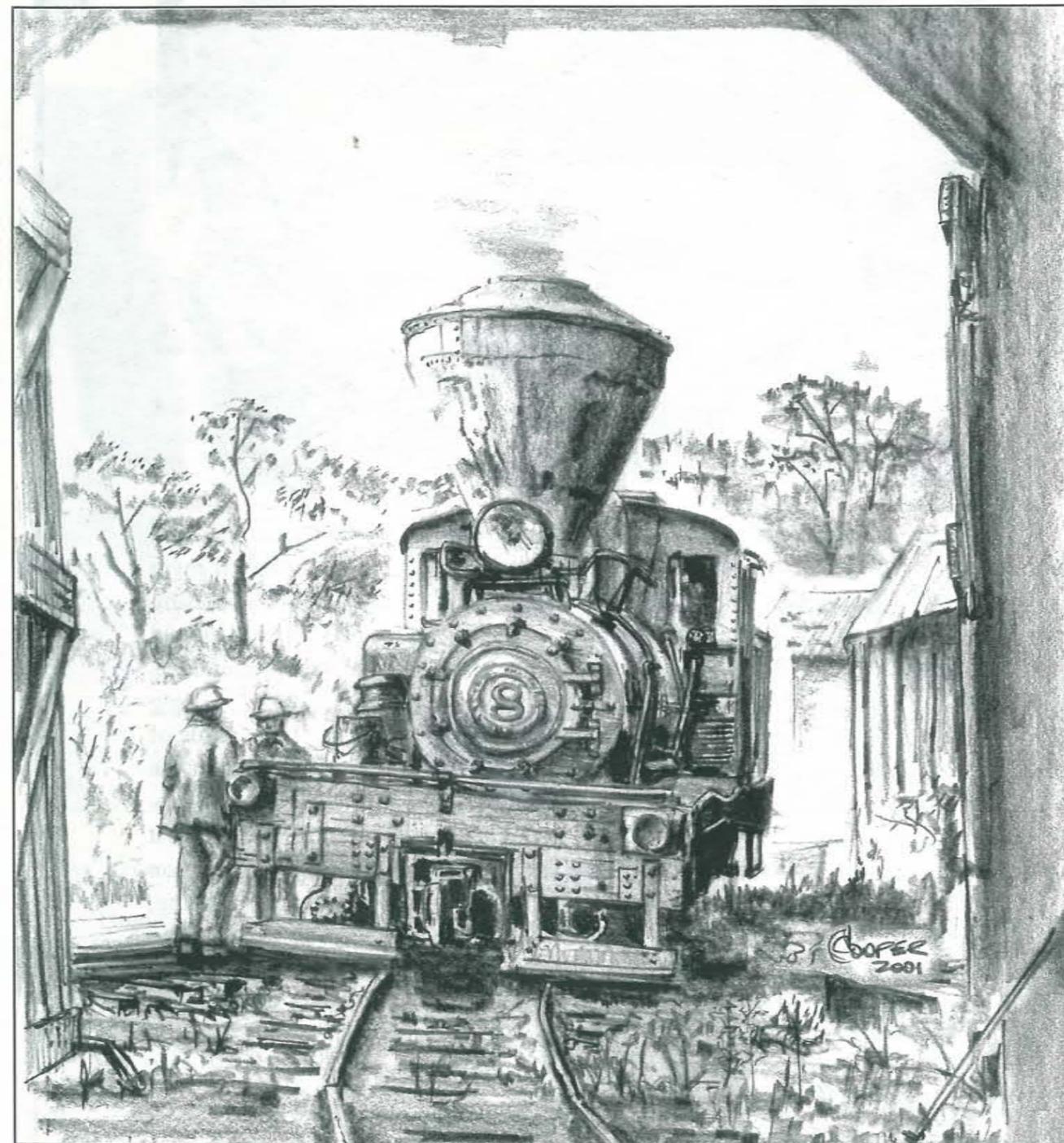


MainLine

National Model Railroad Association Inc - Australasian Region

Apr-May-Jun 2001

Volume 17 Number 2



www.nmra.org.au

NMRA - SETTING THE STANDARDS IN RAILROAD MODELLING

THE ACHIEVEMENT PROGRAM AGM REPORT 2001

by Ken Scales, MMR



Sharpening the blade: A model by Geoff Nott - Photo McCarron

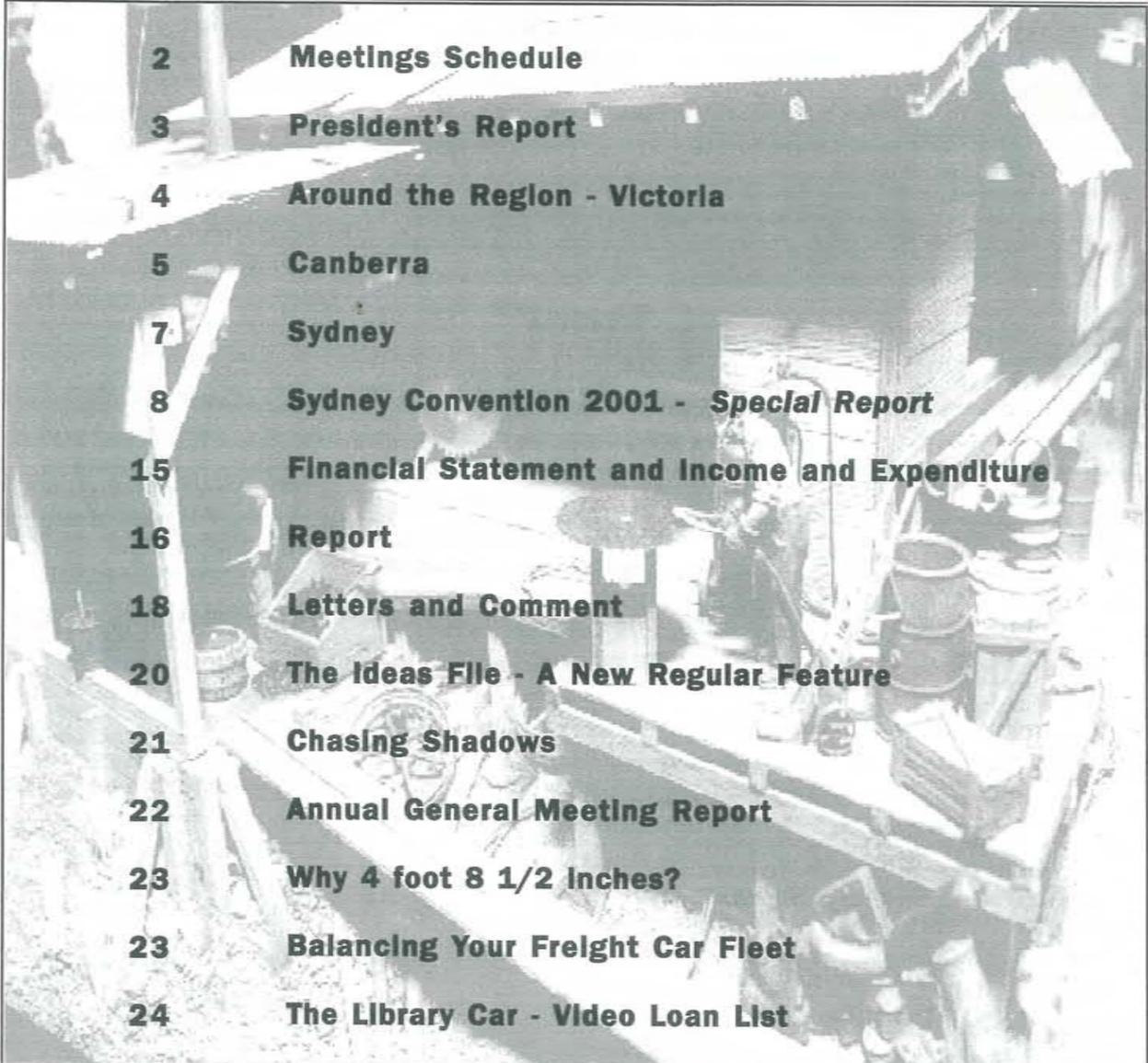
During the last financial year members of our region have achieved SIX Achievement Awards. When you consider the number of members we have, this is an excellent result. What is even more pleasing is the fact that the awards were earned in five different categories. I would particularly like to thank the AP vice chairmen and Divisional Superintendents who have given me such great support.

Most members of our organization have their own views on the value of the program. Many consider it is not for them. Many also consider that the paperwork is too hard and that they are really only in the hobby to enjoy themselves. I believe that one of the best features of the AP program is that it gets us out of our comfort zone. Because it is something we do for relaxation we tend to stay in a comfort zone. We say that we don't want to do something, when really we are afraid to fail, or simply can't be bothered. However when we look at things other people have built, deep down we wish we could do the same. You only had to listen to the comments on the Red Stag layout at the convention to appreciate what I am saying. The AP program forces us to learn new skills. I have found that I get a lot more satisfaction from the hobby because of the new skills I have acquired through the AP program. I encourage others to do the same.

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Volume 18 Number 2



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Model - Geoff Nott

On the cover... *"Another Day"*

Tired old shay #8 is fired up once again, at Clifftop, on the 3ft gauge Mann's Creek Railway deep in West Virginia. Today, as usual, #8 hauls coal in wooden hoppers the nine miles down rickety track to Sewell, a siding on the C&O New River line. En route, the little train will encounter spindly trestles, steep grades, sharp curves and a zig zag, to reach the tipple within two hours on a good day.

This went on for 70 years until, on another day in 1956, scrapping commenced, obliterating #8 and the rest of the MCR. Sewell followed suit, though Clifftop survives as just a tiny village at the side of a state highway.

Drawing by Bill Cooper

Schedule of Divisional Meetings

New South Wales

All meetings start 2:00 Saturday unless indicated differently.

July	Sat 14 th	Piet & Jenny Hamersma	44 Superior Ave	Seven Hills	(02) 9622 1849
August	Sat 11 th	Rod & Anne Smith	26 Peel Road	Baulkham Hills	(02) 9624 3912
September	Sat 22 nd	John & Toni Saxon	186 Davistown Rd,	Yattalunga	(02) 4369 7453
October	Sat 13 th	Modular meeting	John Bakers 12 Rosebery Rd	Kellyville	(02) 9629 2349
November	Sat 10 th	Sowerby Smith	174 Fullers Road,	Chatswood	(02) 9411 5726
December		The John Baker Function Centre	12 Rosebery Rd,	Kellyville	(02) 9629 2349

Please phone host if you are going to attend meeting. It is hard to cater when 6 people phone & 64 turn up.

Note: Sept Meeting - Getting there.

"Take the Gosford exit from the F3 Freeway, continue along the Pacific Highway past the Shell garage on the right, past McDonalds on the left, across the concrete railway bridge, turn right at next traffic lights into Dane Drive which becomes York Street then The Entrance Road after East Gosford shopping centre, turn right at Mobil garage into Avoca Drive and turn right at next roundabout into Davistown Road. 186B is 800m on the right, watch for name on mail box. Early bird parking is available on left at foot of driveway, otherwise park opposite in Elvy Street."

Victoria

All meetings start 11:30 Sunday unless indicated differently.

July	Sun 15 th	Laurie Green	20 Nambour Drive,	Sunbury	(03) 9744 5188
August	Sun 12 th	Bob Backway	4 Tor Road,	Belgrave Heights	(03) 9754 6502
September	Sun 16 th	Gavin Hince	25 Dwyer Street,	Clifton Hill	(03) 9489 4527
October	Sun 14 th	Graham Meyer	2 Elizabeth Court,	Emerald	(03) 5968 4518
November	Sun 11 th	John Dennis	62 Owen Street,	Mitcham	(03) 9874 1684
December	Sun 9 th	Grant McAdam	194 Booran Road,	Ormond	(03) 9578 8685

Canberra

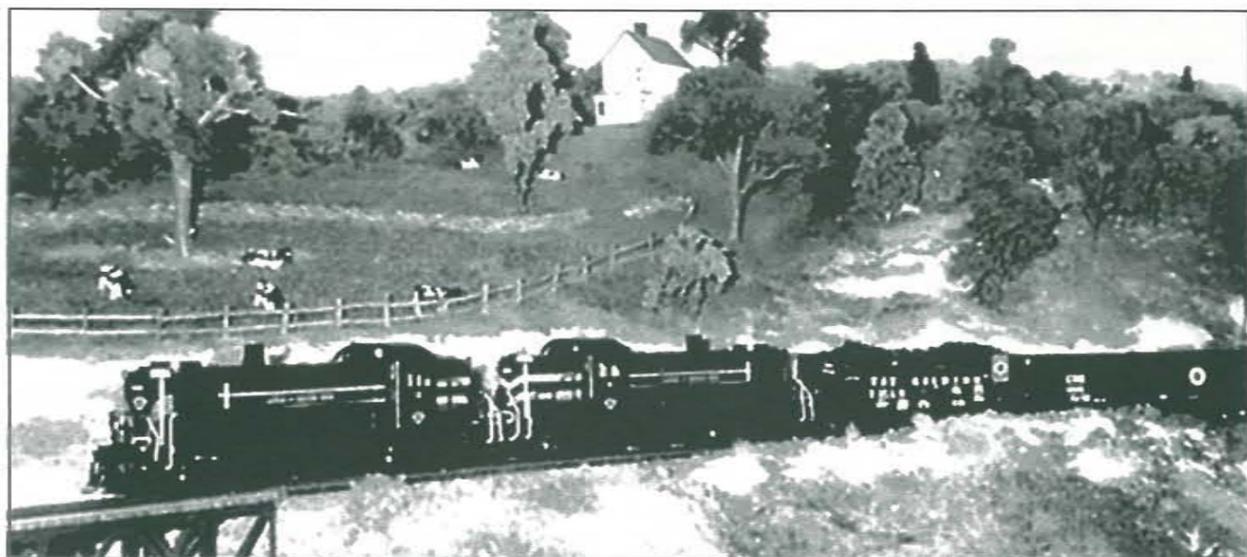
All meetings start at 2:00 pm Saturday unless indicated differently.

July	Sat 7 th	Viv Brice	(02) 6254 8204
July	Sat 28 th	Peter Dinham	(02) 6231 2537
September	Sat 1 st	Stephen Walker	(02) 6242 8786
September	Sat 22 nd	Graeme Hodges (provisional)	
October	Sat 27 th	Ted Ankrum	(02) 6299 9685
November	Sat 24 th	Stephen O'Brien	(02) 6288 3614

Queensland

July	Sat 14 th	Ken Leitch
September	Sat 1 st	Dennis Lane
November	Sat 10 th	Graham Emery
December	Sun 9 th	Woodford Museum

For details of Queensland meetings and address of the venue, please contact Glenn Stevens. (07) 3201 5022



This fine scene modelled by Ray Walter - Photo R Walter

MainLine

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Editor **John Saxon**

BOD Rep **Allan Garbutt**



SUBMISSIONS: MainLine welcomes articles, photographs, drawings, cartoons and other railroad modelling related material as contributions to the mutual enjoyment of the hobby by the membership. Material should have wide appeal and preferably be sent by email or post to the editor. Articles may be submitted on 3.5" computer disks in any Windows or Macintosh based word processing format. Sharp photos, either B/W or Colour are welcome. Don't own a computer? That's fine - typewritten articles are also welcome.

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Australasian Region,
National Model Railroad Association

President's Report



President Geoff Hoad

Like many of you I attended the Convention in Sydney and had one of the most enjoyable times ever. This was a well-run event and all accolades must go to Peter Jensen and the Convention Committee who put together a fantastic program that everyone appeared to enjoy. Special note must be made of the efforts of the organising committee, especially that of Ruth and Alan Garbutt.

Not only were the clinics of a very high standard but also we saw a group of new members participate and share their skills, which I considered to be very good indeed. The theme of the Convention, "Modelling with the Masters" emphasised that we have a huge talent base in the Association. Even more impressive was the open sharing and exchange of techniques and information between all those who attended. I particularly enjoyed meeting with the many country and interstate members and participants who joined us, and appreciated the good time they had.

Red Stag made a great impression on everyone. This is truly a world-class effort and became the centrepiece of the convention. Also, it was great to see the Category K Kitbash competition for the second major convention far outstrip the number of entries in the main competition. It seems we are filling an important need with this section. The layout visits provided more great opportunities with the Modular SIG Group filling a very large shed (thank you John Baker) with good looking modules that ran flawlessly. A very impressive sight for those of you who were able to see it.

So as we come to the end of another successful convention I am able to report that we will be having as planned another three-day convention next year in Sydney with Tony Koester being our speaker. With the major shift he has taken in the hobby this should lead to an excellent opportunity for all to share in what is the cutting-edge of layout design and operation.

The Annual General Meeting was held and the Board was able to report a good financial situation and no increases in fees, despite the hammering we have taken with the dollar. Just to remind you all, we are in this strong situation because of work taken by the Board to reduce operating costs and increase member benefits. One note of caution, the US is discussing the option of increasing fees. We are strongly opposed to this and your Trustee, David North, will be communicating this point of view on our behalf in St. Louis in the next few weeks. Our point of view is that the problems shared by the National body are of their own making and require hard internal decisions to fix. Therefore your Board opposes the 'quick fix' approach that sees fees being raised. And that is before we even think of the impact this has on our devalued dollar! But there is no need to be concerned, and I will report the progress of this issue as it develops.

In the meantime, I really can't wait for the next Convention, and I hope to see you there.

Geoff Hoad

Melbourne

by Grant McAdam

March 2001

John Beaton was the host of the March meeting of Division 3 at his home in Bacchus Marsh. Half of the Division 3 membership was in attendance at this meeting with a total of 18 members being present. John had underestimated the number of members who would be present and disappeared just after lunch to go and get additional supplies for afternoon tea.

John has a large N scale layout permanently set up in a garage. It is has a continuous run and during an operating session he runs to a timetable with different locations being switched. It requires up to 10 operators and the sessions can last all day to perform a full sequence. Needless to say the members of the NMRA did not attempt to run to the timetable and John just had a train circulating around the layout.

During the afternoon there was some light rain, but that did not dampen anyone's spirits as it had been such a long time since the Victorian country side has received any appreciable amounts of rain. It only last a short while and there was plenty of cover to prevent people getting wet.

The usual suspects had been prolific during the past month and there was a large array of models brought along for display and discussion. Some of these models were complete; others still under construction and the remainder were still in the box patiently awaiting a start to be made. Rolling stock came from Stephen Hollian who brought along on of the new silver Bachmann On30 tank cars "au naturale" and Laurie Green with three 3/8n2 cars and in On3 a RGS caboose and a D&RGW box car. Locomotives were in abundant supply with Peter MacDonald completing his Manning Wardle 0-4-0 "Hannibal" in On2.5 from a Branchlines kit in brass, nickel silver and white metal plus and On3 PSM 2 truck Shay that he has got to the running stage for Gavin Hince; Paul Richie had a Backwoods Miniatures Orenstein & Koppel Sn3 Mallet still in the box; Geoff Truman has been working on a DL that was half complete from a Footplate Models kit; Steve Cullen had scratch built a Climax type geared locomotive

and used an Athern mechanism to power it and Laurie had a 3/8n2 diesel locomotive for his "layout in a case" entry for the Narrow Gauge Convention. Laurie gave an impromptu demonstration on how to convert artist watercolour paper into rusty metal that he had used on his diesel. Structures were not left off the list with Paul having an example of a Crystal River building kit in S scale and Laurie had "L.E. Wills" saddlery in O scale which was his entry for the Standard Structure competition at the up coming Narrow Gauge Convention. The concept of this competition was given a basic set of dimensions see how many variations on a theme can be found with different building styles and materials. Reading material came from John Dennis with a book entitles "Narrow Gauge Rails to Esquel" and Paul had the latest issue of Light Iron Digest. Of course we cannot forget the contribution from Mario Rapinett. Mario brought along several items most of which featured on a highly detailed diorama featuring craftsman type kits and Mario explained some of the techniques he had used in finishing sections of the diorama.

April 2001

Our luck with the weather for our meetings may be changing. For first time meeting host Gary Cronin it was a wet and cold day but this did not deter eight members and a visitor making the trek out to Eltham for the meeting. Fortunately there was plenty

of cover outside that prevented anyone from getting wet. The main socialising took place in Gary's lounge room where it was much warmer. The only time we did adjourn outside was to cook lunch and view Gary's layout that is in a shed in his backyard.

Gary models in HO and follows US practice. The impending meeting gave Gary the impetus to get something running on his layout. It is a folded dog-bone design on two levels. At this stage most of the track work is in but none of the scenery. He has cardboard flats along the back scene to represent the low relief buildings that will go in these positions. This prevents you from expending too much time on a structure that may not fit in the desired location. We look forward to see the progress on the layout over the years.

Despite the attendance being down at this meeting we all had a very sociable time and there were plenty of items on display. Grant McAdam had finally got around to finishing the Country Fire Station based on plans that had appeared in Narrow Gauge Downunder, he also had photographs of some of the entries in the competition from the recent narrow gauge convention and a copy of the notes from that convention that ran to over 280 pages. Some On3 log skeleton cars had been assembled by Laurie Green from Ian Lindsay Models kits. More O scale rolling stock this time in On2.5 came from Stephen Cullen who had modified a flat car to act as a track-cleaning car. Ken Hughes brought along a freelance railcar in On2.5. Another



The engine and locomotive maintenance area on Steve's layout.

MainLine

locomotive came from the stable of Peter MacDonald. This time it was a HO VR D3 676 which is a steam locomotive. John Dennis had the book "Rail on Eyre" and drawings of the Innisfail Tramway John Fowler 0-6-2 that he had obtained from England.

May 2001 - By Laurie Green MMR

It was a cool Autumn day when Steve and June Cullen hosted the May NMRA meeting, but that didn't deter the 16 members who eagerly arrived to see what changes and additions Steve had made to his On30 logging and mining switching layout, "Bellbird". It is always a delight to see Steve's layout, and somehow he negotiated an addition to one end of his layout, which now protrudes into the kitchen alcove! The layout is fully scened, with Steve now completing the fine detailing, including building interiors, additional figures and vehicles.

A bring your own BBQ lunch, with additional catering by Steve and June, was followed by a very pleasant afternoon with members catching up with each other, and sharing their ideas and opinions on the many

facets of the hobby. A large range of members models and books were on display, including a Grain Agent's Shed and a corrugated iron Goods Shed - both in 'Ho' scale by John Dennis, an 'O' scale stone Depot and a 'On3' W.S.L.C. Caboose brought by Gavin Hince, while Stuart Mitchell showed his On30 Railcar Kit. Peter MacDonald brought his latest two models along, both in Ho scale, a V.R. DERM and a S.A.R. 600 diesel locomotive and Paul Richie had his "Will's Saddlery", an S scale structure and an O&K Mallet (under construction in Sn3) on display. Laurie Green had one of his 'On3' Framed Skeleton Log Cars and a large pine tree using Selley's 'No More Gaps' and a comb to simulate the bark texture.

What is your Email address?

We recently sent a broadcast email message to those members who have supplied their email address when joining or renewing. If you have an email address, did not receive a test message from jsaxon@tac.com.au and would like to be included in our database for circulation of news and meeting date changes, etc. would you please send a message to me.

Toni Saxon, Membership Officer.

Canberra

by Viv Brice

Canberra Operations Group

In February of 1999 the Canberra Region Operators group met for the first time. Three of our number had "Operating Layouts at various stages of completion. Two of the layouts were "Block Control" while the third was "Command Control." We had decided to each run 3 sessions on the first Tuesday of consecutive months before moving onto the next layout.

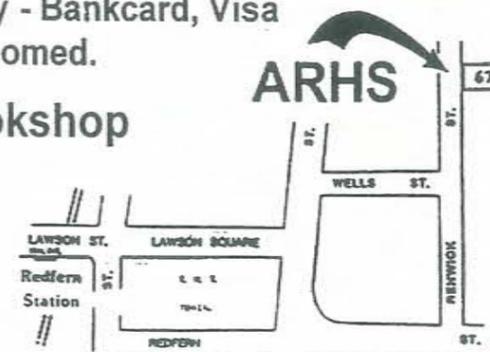
We started with Command Control. This is a C & O Layout with provision for 5 controllers on DCC. With timetable in hand, the dispatcher issued directions to the five engineers who duly followed the timetable seeking permission from the dispatcher to proceed to the next station as appropriate. Extra hands were put to good use by partnering with an engineer - the engineer controlling his train while his partner ensured that the road ahead was set correctly. They also worked together to plan and execute shunting movements required en route.

Continued Page 74...

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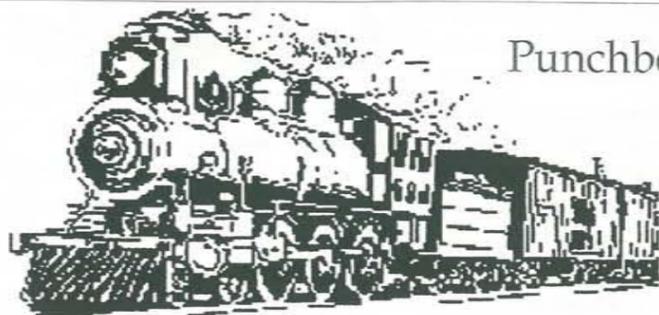
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ACCESSORIES AND TOOLS

Atlas track and accessories ties, Peco, Shinohara, North Yard Wheels, Romford, Detail Associates, Wheel Works, Sentinel, Cal Scale, Kadee, Mitronics, Labelle, Lubricants, Micro Scale Decals, Kerrob Models, AMRI Signals, J&C Models, Front Range, Brawa, Eda, Floquil, Dremel, Pro Edge Knives, Drills and Taps, K&S Metal, Fuller Pliers, Jewellers Screwdriver Sets, G-Clamps, and many other tools.

BUILDINGS AND SCENIC ACCESSORIES

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MAGAZINES AND VIDEOS

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THE ONLY DRIVE-IN HOBBY SHOP IN SYDNEY

Canberra October

Continued from Page 5/...

The second layout was a block and section generic layout, running point to point, double track, with 2 mainline controllers and local controllers at the receiving/dispatching yards at the bottom and top ends of the layout. An industrial area was also located near the top end of the layout under local control, which allowed for some shunting movements. Personnel were allocated as 2 x engineers, 3 x yardmasters plus 1 dispatcher.

The third layout is a block and section, single line, point to point, NSW mountain layout based on Penrith to Lithgow and including the Zig-Zag. There are 2 mainline controllers. At Lithgow, the yard includes local control plus control over a branchline to Zig-Zag Colliery. A branchline to the Wolgan Valley leaves the top of the Zig-Zag and allows interchange with the mainline. Access to Newnes is by local control. Personnel are allocated as 2 x mainline engineers, 1 yardmaster Lithgow, 1 tower operator mainline, 1 branchline engineer Newnes plus 1 dispatcher. We have attempted to run to a set timetable.

The time devoted to our monthly meeting, which typically runs from 7:30 to 9:30 - 10:00 has proved to be both beneficial to all concerned and an enjoyable way to spend an evening with friends in the hobby. We have found that 6 - 8 people is an "ideal" number to run a session. The operating sessions have directly benefited the owners of the layouts in the following ways:

When operating your own layout as a general rule you can only operate safely one locomotive at a time. You "know" your layout and its little idiosyncrasies. Unfortunately your fellow railroaders do not. Consequently, when you have your first running session all these faults are highlighted plus a number you didn't know existed. Not to worry - dutifully noted - you now have one month to correct all these faults.

When operating your layout in a group scenario, you discover which track designs need modification to improve operation. These are examined, solutions found and modifications made ready for testing at the next group operating session. There's nothing like a deadline to get you moving!



UP action on Don Davis's South Side RR in April - Photo McCarron

Group operating sessions put all your locomotive and rolling stock to the test. Again shortcomings can be noted and problem vehicles attended to before the next session.

Timetables - from an uncertain beginning these have been steadily refined and improved resulting in more successful running sessions as we all gain both confidence and capability.

For those who attend to help run there are benefits too. First, they get to operate a layout in a steadily improving proto-typical environment. Second, they get to experience all the all the various roles: engineer, yardmaster, tower operator, dispatcher - over time one is able to build up not only ones knowledge but the hours necessary to attain Chief Dispatcher in the Achievement Scheme. Again it is always a great time of fellowship. Usually in the analysis of the evening over a cup of coffee, any difficulties encountered are discussed and solutions suggested that would improve future running sessions. After all in finding solutions, many heads are better than one.

The future: We intend to continue with our present format. While one of our block and section layouts has been lost a new replacement layout is under construction. We are also fortunate in having a new command control layout come on line. I believe that all in our group are of the opinion that a great time is had by all while at the same time improving our skills.

John Prattis.

Sydney

by Ruth Garbutt

April 2001

Fifty people enjoyed viewing Donald Davis' South Side Railroad during the visit to Don & Janette's Kings Park home in April. The layout features first generation diesels from S.P, U.P, ATSF, N.P. and Rio Grande.

The layout area is in the shape of a shortened wedge measuring 8 metres along the back wall and 5.7 metres at the yard end and the opposite end with the gorge 3 metres wide. The layout is basically a folded dogbone of single line trackage. A coal mine is accessed from the mainline. There is a main yard which gives access to a meatworks, coal merchant, wheat silos and engine sheds. From the main yard the interchange to the branch line is reached where the branch line accesses cattle yards, wheat silos and the timber mill.

Several members brought excess modeling goodies which were quickly appreciated by those who bought them.

Thank you Don and Janette for hosting the meeting.

May 12

- at Ian Hopkins, Thirlmere.

Thirty-seven people enjoyed Ian and Peter's hospitality amidst a beautiful autumn garden setting. Many enjoyed looking at Ian's rolling stock collection

Continued on Page... 14/.

Sydney Convention 2001 Round-up



Nearly 100 people filled the auditorium to hear Geoff Nott tell the secrets behind his modelling success. Photo-McCarron

It was great to be part of Convention 2001 where over 100 people met to share their enthusiasm and passion for model trains.

There was much activity and energy generated over the whole weekend. The convention offered a variety of clinics, ladies' craft, silent auction, layout displays, retailers selling goods at discount prices, contests, great food—and simply the best cake for morning tea!

As registrar, I enjoyed putting faces to names, making new friends, catching up with those I meet at regular monthly meeting and sitting in on both ladies and train clinics.

I could not fail to be overwhelmed by the absolute magnetism of Red Stag. When the video that was being filmed over the weekend is released it will be one train video I'll make sure my husband Allan buys!

The Red Stag group presentation on Sunday confirmed what talented

master modelers we have amongst us and we can truly be proud of this world-class quality layout.

Geoff Nott's scenery clinic was inspiring as he took us step by step through his particular method of creating scenery. He encouraged us (mere amateurs) to believe it was possible to achieve the same quality of scenic presentation. What a challenge!

At the ladies craft sessions there was a lot of learning and sharing different skills with each other. (The talent is not only limited to the guys.)

The home layout I visited left me feeling motivated and inspired. It's really great to feel such hospitality when we visit our modelling colleagues.

I was given the opportunity to operate the DCC on the Modular SIG's layout at Kellyville and now I can understand why Allan is home so late on Saturdays. He and the guys are having too much fun 'playing trains'.

Many thanks go to all who helped

and contributed to the success of the convention.

I look forward to seeing you soon.

Ruth Garbutt

PHOTOGRAPHY COMPETITION

Results of the convention photo competition are as follows.

Category D Prototype colour:

1st place David Lathem with "Do Not Proceed"

2nd Place David Lathem with "Old Carriage"

3rd Place John Saxon with "Leaving North Freedom"

Merit awards to:

Ray Walter for "Cai Rafael Freyre" and "Cai Manalich"
John Parker for "Coming Through the Rye"

Category C Prototype B/W

No 1st 2nd or 3rd awarded. Merit Award to John Parker for "Odd couple."

Model Contest winners for Convention 2001

Congratulations to all winners and thanks to every entrant for their participation.

Diesel

1st Andrew Jordon
2nd Andrew Jordon

Passenger

1st Jack MacMicking
2nd Jack MacMicking

Freight

1st Geo Paxon Reefer (also Best In Show with 107.5 points)
2nd Jack MacMicking
3rd Jack MacMicking

Caboose

1st Mario Rappinett
2nd Eric Bennett
3rd Jack MacMicking

Non Revenue

1st Geo Paxon (103 points)

Structure On Line

1st Phil Calvert
2nd Andrew Jordon
3rd Jack MacMicking

Structures Off Line

1st Paul Richie (103.5 points)
2nd Mario Rappinett
3rd Mario Rappinett

Display On Line

1st John Montgomery
Display Off Line
1st John Montgomery

Gerry Hopkins, MMR
Contest Chairman NMRA Aust Region



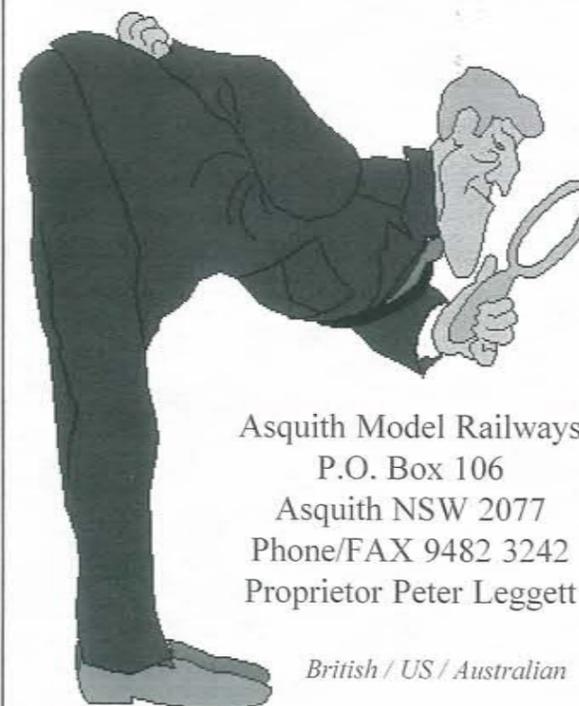
Caboose by Mario Rappinett. Photo-McCarron

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- Wide range of Decals



Category K - Station.
Porter by Mario Rapinett.
Jim Costello of J&J Hobbies with Gerry Hopkins.
Crossing the bridge on Red Stag.

Photo - McCarron

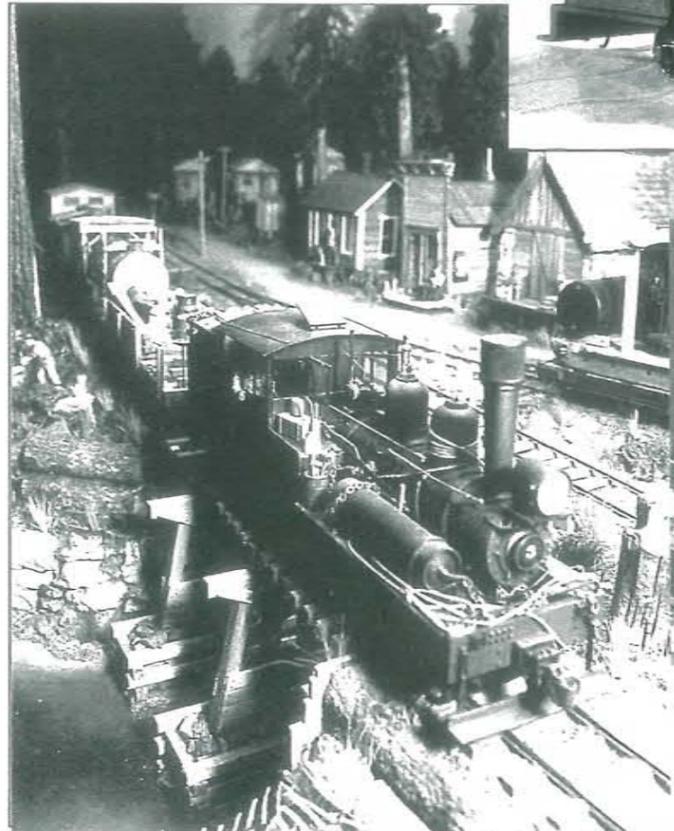


Photo - McCarron



Photo - Allan Garbutt

CONVENTION ROUND-UP



Photo - McCarron

Geoff Nott demonstrates his scenery techniques.
Betty & Bob of Punchbowl Hobbies.
Maria Spencer-Salt of MRC.
Category K - SOO Line Loco.



Photo Allan Garbutt



Photo - Allan Garbutt



MainLine

MainLine



Luke and Warren Herbert of Gwyder Valley Models



Ray Mackaway & David Latham



Betty Patterson receives her President's Award for over 20 years service to the hobby of railroad modelling.

Photo - Allan Garbutt



Chris Eagle & John Montgomery weathering rollingstock

Photo - Allan Garbutt

Photo - Allan Garbutt

CONVENTION ROUND-UP



Bill Kerr of The N-Scaler

Warren Wormald & his sister Elaine

Photo - Allan Garbutt



CONVENTION ROUND-UP



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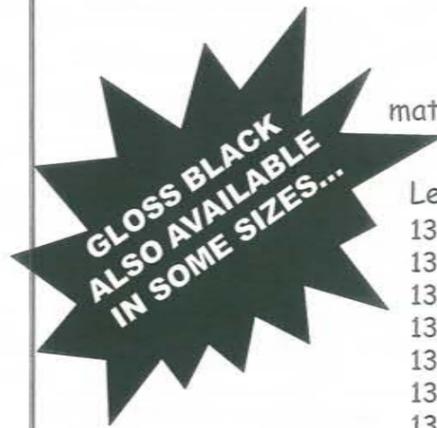
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Tom Rix	Queanbeyan NSW	Z	
Peter Dinham	Wanniassa ACT	N	American
Gavin Ferris	Figtree NSW	HO	NSW
Doug Clarkson	Toowoomba QLD	N	USA/Canada
Peter Irving	Eastwood NSW	HO	NSWGR
Rob Barker	Artarmon NSW	HO	Soo (1990)
Phillip Anderson	Gladesville NSW	HO	Canadian
Garry Hatch	Queanbeyan NSW	HO	Us/Aust. Hornby/Lima

Continued from Page... 7/.
May Meeting - Sydney
 which he has accumulated on his numerous business trips to America. Ian models US steam diesel transition era.
 Many took the opportunity to take a guided tour at the Rail Transport Museum and this included the workshop area which is not normally accessible to visitors.
 The June convention was at the forefront of discussion. A great social afternoon in pleasant surroundings.
 Our thanks to Ian and Peter.
Ruth Garbutt

It all depends on how you label it

We have been exchanging emails with Allen Pollock, NMRA President, regarding the new system of labelling the Bulletin. Many don't like it and trying to remove the label usually results in further damage to the cover.

Allen tells us that it is all a matter of expense. Apparently a change to different glue or a change of paper type would double the cover cost. Other avenues are being explored but it may be some time before any improvements will flow through.

In the meantime, new member Ron Solly from South Australia tells us that Mr. Sheen is the answer! Ron sprays the label with Mr. Sheen until it is soaked and then, after approximately 20 seconds, carefully lifts the label, spraying more as required, until it comes away.

Ron says that a damp cloth applied to the cover will then remove the residue of the glue and the Mr. Sheen.

Toni Saxon, Membership Officer

National Model Railroad Association Inc.

(Australasian Region)

Balance Sheet as at 31 December 2000.

	31/12/00	31/12/99
Assets	\$	\$
NMRA Main Trading Account	3,185.20	2,281.59
NMRA Convention Account	6,967.89	12,038.75
10,153.09	14,320.34	Cash Reserves
Library Inventory at cost	2,722.66	1,144.00
Total Assets	12,875.75	15,464.34
Liabilities		
Members Equity	12,875.75	15,464.34

John Saxon
12 April 2001

National Model Railroad Association Inc.

(Australasian Region)

Income and Expenditure Report for Year Ended 31 December 2000

Income	Note	2000	1999
		\$	\$
Meeting Contributions		1514	693
MainLine - Advertising	1	220	220
Membership Dues Received	2	11217	11775
Bank Interest			2
Donations Received			304
Company Store/Name Badge Sales	3	44	133
Convention Auction Receipts			3838
Convention Income	4	3984	15118
Exhibition Layout Revenue		150	255
Miscellaneous		5	
Total Income		17134	32338
Expenditure			
Meeting Expenses		1271	1218
MainLine Printing Costs		2872	3480
MainLine Postage Costs		867	720
Mainline Envelopes		377	
Membership Administration	5	824	272
US Membership Remittances	6	7757	9408
Bank Charges, Fees & Interest	7	204	206
Credit Card Merchant Fees	8	469	896
Postage, Photocopying & Stationery		128	300
Public Liability Insurance	9	793	613
Exhibition Layout Costs & Expenses		64	248
Convention Costs		2959	10278
Library Expenses		14	12
Achievement Program		27	
Convention Auction Payments to Members		3374	
Mail Box Rental		124	115
Trustee Travel Support		260	468
State Government Taxes		77	
State Government Registration		57	35
Subscriptions		38	35
Name Badge Costs		135	
Divisional Expenses		135	
Computer Software		98	
Trailer Repairs			200
Total Expenses		19723	31705
Surplus/(Deficit) for the Year		(2589)	633

Letters & Comment

TRAMS

Dear Editor,

I received the Autumn Mainline today, and read the follow up article on "Trams, Trolleys and Traction". John Bullen provided a number of corrections, but I must dispute his assertion that Balaclava Junction was the only Grand Union in Australia.

When the original article was published I did some digging around, with the aim of offering some corrections. I was aware of the two Grands Union in Auckland, but was also aware of a number in Adelaide.

I contacted various people, and at one stage had answers of 0,1,2,4 and 5, before Peter Wawser of the Tramway Museum at St Kilda in Adelaide came up with what he feels is the definitive answer.

Here is his final reply:

Finally, I have a definitive answer for you. There were three Grand Union Junctions in the Adelaide tram system. They were:

1. King William Street / North Terrace
2. King William Street / Grote & Wakefield Streets
3. Hanson Street (now Pulteney Street) and Wakefield Street

These were fully complete junctions in the original system. Over time, two of them partially dismantled leaving only the junction at King William Street / North Terrace.

There were two "almost" Grand Unions in Adelaide as well. One of these, at King William Street / Currie & Grenfell Streets, had throughout its life all the tracks needed for a Grand Union, but never at the same time.

I have attached a scan of an old map showing two of these Grand Unions, plus the "almost" one described above.

Regards,
John Dennis
Melbourne, Australia

EDITOR'S NOTE:

If you would like the plan of Adelaide, showing the tram tracks, send an email to mccarron@tpg.com.au with TRAM PLAN in the heading. The map of Adelaide will be emailed back to you.

Convention 2001

This was my first convention so everything was new. I thoroughly enjoyed it, and as I am just starting to build my layout, I came away with my head full of ideas (some conflicting - like how to wire turnouts for DCC) and busting to get started. There was the usual problem associated with concurrent sessions, of deciding which one to attend. Some advance warning of what the demos in the main hall would cover would have helped.

It was good to be able to talk to the various trades people, as I don't have a 'local' hobby shop to drop into at a whim. I came home poorer in dollars, but richer in bounty.

Full marks to the organisers.

Regards
Ric Cother
Orange, NSW

Convention Comment

I really enjoyed my time at the convention and especially the effort made by organisers to arrange for transport of us interstates to enable us to participate in the layout tours on the Monday. (In particular I thank Brian Morris for providing the wheels and company to convey a West Aussie and two Mexicans- oops Victorians!)

Public transport to the venue was pretty convenient and I did not have to impose on the organisers for pick up, however it was offered and I appreciated the helpfulness of all organisers I came in contact with.

The display of the Red Stag Lumber Company was an absolute delight and the effort Gerry Hopkins took to provide an operating DCC layout and the time to demonstrate the use of Easy DCC was welcomed.

This was the first time I have taken part in a silent auction and managed to come away with a few goodies. I like the concept and being able to use a credit card for payment was really convenient.

Obviously I could not attend all the clinics but of those I did I applaud those presenters for usually very good presentations. However it is sometimes easy to go over the top on presentation but not really include enough content.

The side show presentations where one-to-one, or a few was a great concept, as one could hone in on particular aspects and directly question the demonstrators. This aspect could possibly be amplified in future conventions.

I was not able to attend the Convention Dinner due to Other commitments, so cannot comment on that, but several other attendees commented on the interesting speaker. Not sure I can make it next year, but good luck with the next convention.

Bruce Norton
Albany, Western Australia

Convention Comment

I have attended a few conventions now over the past few years, and this was by far the best and what really stands out for me was the friendship. The only disappointment I had was that I could only attend the one day.

The benchmark for me is after I attend a clinic and can say to myself, when I'm modelling next time I will try what that Presenter was giving the clinic on, and this is what occurred with every clinic I was at. Unfortunately in the past at other conventions some of the clinics I have attended I have come away wondering to myself, how does that relate to model railroading, let alone did I get anything out of it.

A very enjoyable day and I came away with lots of new ideas.

Stephen Reynolds
San Remo, NSW



MainLine



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Kenneth G. Bowen

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Noonday at the Gong
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Morning Departure at Cootamundra
Sunday in June Roundhouse

Brian Baigent

Thunder in the Highlands, Journey of the Giants, Branch Line Duties, Thoroughbred in Steam, The North Coast Mail, Prince of Rails.

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Proprietor Warren Herbert

MainLine

The Ideas File

or, why didn't I think of that?



Mario Rapinett's Blacksmith Shop is full of HO scale bits and pieces - Photo McCarron

At Mario Rapinett's suggestion, this column has been introduced to pass on member's model building hints and suggestions, which in themselves are too small to justify a full article. If you have something you feel others would be interested in, please email or write to John Saxon at the address shown elsewhere in MainLine.

O SCALE MODELLING

A number of people have moved from HO to O scale. In the process, many have sold off their HO castings / details.

I have collected quite a few of these items and incorporated them in an experiment, using an O scale structure & figures, together, with what I think over a hundred HO castings. Only the large drums are "O" scale.

So don't sell off detail parts

when moving into another scale, as many of them can be re-used, in buildings, on wagons, locos, etc.

QUICK-PLANING TRUNKS FOR YOUR TREES

Tall timbers; it has been written about for years. Yet some writers still insist on carving balsa or using a rasp to form the trunks of their trees.

Recently I decided to use hardwood dowel for my 200 foot (HO scale) Redwood trees, as balsa was not strong enough at this height.

During a visit to my local hardware store, I found a small El cheapo (\$10) hand-plane, which allowed me to taper balsa and dowel in seconds.

Using a small sheet of course sand paper I was able to rid any sharp edges. You will be surprised how quick and easy this method is.

I then use my small tenon saw

to rough the surface and a motor drill for the branch holes.

NON-SMELLY LACQUER

Dull-cote is applied after applying chalks to models or rolling stock or after a spray paint job. I have stopped using this product, as it gives off an unpleasant odour and unless used outdoors, could be harmful to your health. Yes I am also giving up smoking.

Craft shops have a similar product, called Matt Spray finishing sealer, which is 3 times the can size, less expensive (\$13.00) and has little odour.

My wife Jackie uses it, over acrylic paints once she has completed a painting.

As more modellers are trying acrylic paints, for example the Jo Sonja's range, I hope to review a number of additional products that can

help obtain a better paint finish.

If possible try to obtain a copy of the excellent clinic notes produced by Bernard Snookyad or better still, purchase a copy this years "Narrow Gauge Downunder" magazine for additional information on using acrylic paints.

ASSEMBLING WHITE-METAL BUILDINGS

Gavin Hince has been using Liquid nails instead of super glue to assemble structures. Takes longer to set, probably needs clamping, buy the paintable version but gives time which super glue does not.

HOT MELT GLUE

Editor Keith McCarron has had success with use of a hot melt glue gun on suitable materials. The objects to be glued should be clamped together, if possible and Keith cautions to watch you don't get any on your fingers. It sticks and it burns.

PLAN BANK

Mario has suggested the Region set up a plan bank into which members could

deposit kit plans and instruction sheets after they have finished building their models. These would then be made available to members when they have mislaid instructions or acquire a second-hand kit missing its plans. Anybody prepared to volunteer to run this service?

CURING SUPER GLUE

John Saxon has found the use of Zip Kicker absolutely essential when using super glue on some models as occasionally the glue just won't set quickly enough for his liking. Available from most hobby shops, dangerous (follow the warnings), but works well for him.

RAFTER ENDS

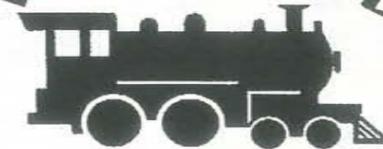
Installation of neat and tidy rafter ends can be one of the more difficult jobs in scratch building. John uses a NWSL Chopper cut all the internal angles but purposely makes the rafter ends a few millimetres longer than needed to allow the surplus to be used to hold the item whilst the super glue or MEK sets. He then uses a sprue cutter to neatly cut off each end in line with the overhang of the roof and parallel with the walls.

COLOURING PLASTER BUILDINGS

Steve Pettit finds he has better control in painting his plaster buildings by using fine soft artist's pastels dissolved in Isocol. Although expensive, he recommends Schmincke Kunstler Pastell Farben pastels, which he grinds on sandpaper into a dust so fine that he does not get any residue on the castings. Steve dissolves the dust into the Isocol which results in an easily workable paint, then using a small brush, he paints the lightest colours first working up to the darker colours. Steve then uses rubbing alcohol to blend the colours and finishes with a dark wash between the stone as mortar.



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Chasing Shadows

by Phil Yates

One of the great things about marrying an artist was learning about light. Light is one of the key aspects of painting, drawing, and, as it turns out, military, vehicle and railway modelling.

Light affects colour in two ways: large areas of colour appear lighter than small areas of the same colour and colour appears lighter under bright lights than in shadows.

So what's the impact of this on our modelling? As an example, take a model of a military tank. Because the model is much smaller than the original vehicle, the base colour needs to be several shades lighter than the original colour to appear the same. Moreover, because the light does not strike the vehicle the same on the top and the bottom, the decking needs to be even lighter and the undersides a bit darker to give the model the same appearance as the real life prototype.

The easiest way to achieve this effect is to initially paint the model the colour of the original vehicle, this colour being then ideal for shadows. When this is dry, mix in heaps of white (you'll be surprised how much it takes to get the right look) and re-paint the vertical surfaces - the hull and the turret sides.

Regional Roundup Continued

Queensland

Graham Emery, who was happy to show the expansion that has taken place since our last visit two years ago, hosted the second Division 1 meeting for 2001. Graham's layout is a classic dog-bone doubled over a couple of times, with a single track mainline and three passing sidings. The layout will eventually be expanded to cover all of his back shed, with some of his old temporary layout still remaining to enable trains to run.

Graham has set up the layout for DCC, using NCE equipment, and he has DC available for visitors if needed. The writer, as a first time DCC user on the day, fell into the DCC beginners trap when he discovered that two trains running under DCC can collide, when he almost rear ended two mainline trains.

Ten members attended an enjoyable afternoon, with apologies being received from Graeme Young and



Scene of a past wreck on the Don Davis South Side RR - Photo McCarron

Add even more white for the sloped surfaces, and more again for the horizontal surfaces - the decking and the turret top.

If it all looks like a mess while you are doing it, remember that wet paint looks much lighter than the shade will look when dry. Try looking at the finished product at arm's length when finished to verify this fact.

When I learned about painting light and shadows, I wondered why no one in modelling talked about it. Figure painters use this technique all the time, but no one ever told me to try it on other models. Then, thinking about it, I realised

Craig Woodhead. For 'show-and-tell' Garth Fraser bought along two of his scratch built structures in O Scale. They were up to Garth's usual high standard, and I don't think it will be too long before we have an application for MB Structures.

Web-site

Just a reminder that Division 1 now has its own web-site courtesy of Lynn Zelmer in Rockhampton. Our web address is www.zelmeroz.com/anmra-1. The site contains contact information, copies of our last couple of newsletters, and a synopsis of modelling activities from some Division 1 members. It is well set up and worth a visit. Many thanks to Lynn for his efforts.

Division 1 NMRA Business

As a follow-up to last meetings discussion concerning the meeting schedule, there have been two amendments. First, the member's scenery clinic will be held at the November meeting hosted by Graham Emery, with the subject of the clinic being the mountain on his new layout.

that modellers traditionally weather their models and looking at some of the better models, I saw that their modellers had used weathering to lighten the better-lit surfaces

With a better understanding of light and colour, the process is no longer such a hit and miss affair. Anyone can produce models that look like something real and not just toys.

(Phil Yates is a military modeller from Okoia, near Wanganui, New Zealand. This article first appeared in the NZ Model Railway Journal and he can be contacted at <stories@xtra.co.nz>)

Second, the Christmas function will now be held in conjunction with a visit to the Durundur Railway (aka the Woodford Narrow Gauge Museum). We will get to ride a 2' gauge train, have a BBQ lunch, and participate in the installation of the first model diorama for the Museum, a cane railway diorama built by member Lynn Zelmer.

The proposed second Beginners Clinics is back on the schedule for sometime in August, at a date to be determined.

Division 1 Personal News

Following-on from the suggestion of a trip on the Mary Valley Line, the ex-QR Railmotor (RR powered) was used for a trip on Sunday 3 June from Gympie to Imbil and return. The railmotor left ahead of the C-17 powered regular excursion both from Gympie and Imbil to enable photo enthusiasts to get good shots

Glenn Stevens
Superintendent

Report on the 2001 Annual General Meeting

by Michael Flack

The Annual General Meeting of the NMRA was held on 10th June 2001 at the NMRA Convention at North Ryde.

President's Report

The Presidents report reiterated the highlights of the last year mainly from the financial viewpoint, as the falling exchange rate of the AS to the US\$ could have resulted in increased yearly fees to members. The Australasian Region's major cost has been the quarterly production of the *MainLine* magazine.

During the year, an alternative printing process has drastically reduced an otherwise increasing cost, whilst continuing to produce an excellent regional magazine.

Conventions in Victoria,

Queensland and now in New South Wales have continued to generate revenue, with the net result that the region is on a strong financial base.

Attendance records have been broken as the monthly meetings continue to attract many members.

Financial Report

A copy of the Financial Report to December 31st 2000 is included (page 15).

Trustee's Report

The video library continues to expand its range of tapes, mainly due to the grant received from Pace Setters in the US. Regional Superintendents are to receive a range of tapes for loan to members in their areas.

Income and expenditure issues continue to dominate the Trustee Meetings,

where a campaign has been launched to keep any fee increases to a minimum by better overall financial responsibility. Our local Membership Officer will collect all dues, both Australasian and US. This will further reduce our costs, as the National body will cover all expenses incurred.

Vice President's Report

The *MainLine* magazine is still the major cost to the region, both in dollars and time. The first issue or cost has already been addressed now assistance is needed to ensure the articles are ready for publication. Both John Saxon and Keith McCarron have done an excellent job, they now need some assistance. An electronic version of *MainLine* is to be trialled, for those members on the Internet, in an attempt to further reduce costs.

The meeting closed by passing a motion that the minutes of the AGM be approved at the next BOD meeting.

Michael Flack
Secretary

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The Conversation. Geoff Nott's Red Stag Module - Photo McCarron

Why Four Feet Eight and a Half?

The US Standard railroad gauge is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and English expatriates built the US railroads.

Why did the English people build them like that? Because the first rail lines were built by the same people who built

the pre-railroad tramways, and that's the gauge they used.

Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay! Why did the wagons use that odd wheel spacing? Well, if they tried to use any other spacing the wagons would break on some of the old, long distance roads, because that's the spacing of the old wheel ruts.

So who built these old rutted roads? The first long distance roads in Europe were built by Imperial Rome for the benefit of their legions. The roads have been used ever since. And the ruts? The initial ruts, which everyone else had to match for fear of destroying their wagons, were first made by Roman war chariots. Since the chariots were made by Imperial Rome they were all alike in the matter of wheel spacing.

Thus, we have the answer to the original questions. The United States standard railroad gauge of 4 feet, 8.5 inches derived from the original specification for an Imperial Roman army war chariot.

Specs and Bureaucracies live forever. So, the next time you are handed a specification and wonder what horse's ass came up with it, you may be exactly right. Because the Imperial Roman chariots were made to be just wide enough to accommodate the back-ends of two war horses.

In addition to this:

There's an interesting extension of the story about railroad gauge and horses' behinds. When we see a Space Shuttle sitting on the launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are the solid rocket boosters, or SRBs. The SRBs are made by Thiokol at a factory in Utah.

The engineers who designed the SRBs might have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line to the factory runs through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than a railroad track, and the railroad track is about as wide as two horses' behinds. So a major design feature of what is arguably the world's most advanced transportation system was determined by the width of a horse's backside. Amor

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MainLine

Balancing Your Freight Car Fleet

by Terry N. Taylor

As some of you know, I model the transition period from steam to first generation diesel in the upper San Joaquin Valley of California. I am mainly into Santa Fe but also have major interchange yards with both the Southern Pacific & the Western Pacific as well as several smaller railroads. While I started modelling the 1945 to 1955 era, I have lately been narrowing my focus to 1953.

Originally, I made the assumption that 40-foot cars were what I should be modelling, but I noticed there were a lot of 50-foot, or longer, cars being built in that time frame. So I decided to check what the Santa Fe actually had in use then. Per the Santa Fe Freight Car Classification Systems Folio 211-3, Santa Fe had about 81,300 cars on hand as of 1 Jan 1951.

392 (.5%) of them were air dump cars, 5,042 (6.2%) are automobile cars, 43 (.1%) are ballast cars, 30,700 (37.9%) are box cars, 1,202 (1.5%) are caboose cars, 9 (.0%) are drovers cars, 2,332 (2.9%) are flat cars, 16,254 (20.0%) are gondola cars, 345 (.4%) are ice cars, 55 (.1%) are logging cars, 14,309 (17.6%) are refrigerator cars, 7,143 (8.8%) are stock cars, and 3,390 (4.2%) are tank cars for a total of 81,306.

Now at least I had an idea of the overall proportion of different cars on the Santa Fe at the start of 1951, even though this did not tell me the proportion of cars in the area that I am modelling or what was on hand in 1953.

Using the length of the car over the end sills, and rounding to the nearest two foot increment because I was interested in the visual aspects of a train passing by and not what the actual cargo space inside the cars was, I found that the Santa Fe had 92 (.1%) 26' cars (all air dump cars), 961 (1.2%) 28' cars (mostly caboose cars), 100 (.1%)

30' cars (50 each caboose and gondola cars), 487 (.6%) 32' cars (mostly gondola cars, but some air dump and tank cars), 2,909 (3.6%) 34' cars (again mostly gondola cars, but some air dump and tank cars), 923 (1.1%) 36' cars (mostly tank cars, but some box, caboose and gondola cars).

In the 38 to 42 foot range, Santa Fe had 1,658 (2.0%) 38' cars (mostly tank cars, but also some box and ice cars), 25,712 (31.6%) 40' cars (mostly box cars, but also automobile, ballast, drovers, flat, gondola, logging, stock and tank cars), 31,394 (38.6%) 42' cars (mostly box and refrigerator cars, but also automobile, ballast, gondola, ice and stock cars).

In the over 42 foot range Santa Fe had 6,592 (8.1%) 44' cars (mostly gondola cars, but also some flat cars), 202 (.2%) 46' cars (all tank cars, except for 2 drovers cars), 545 (.7%) 48' cars (about half & half gondola & tank cars), 4,022 (5.0%) 50' cars (automobile, box, flat, gondola and refrigerator cars), 2,763 (3.4%) 52' cars (mostly automobile, but also box & gondola cars), 2,330 (2.9%) 54' cars (mostly gondola cars but about one quarter flat cars), 190 (.2%) 60' flat cars, 225 (.3%) 66' gondola cars, and 199 (.2%) cars where the length was not specified (123 caboose cars and 76 tank cars). The caboose cars were converted



Loading logs on Steve Pettit's Red Stag module - Photo McCarron

box cars and all of the tank cars were from the KCM&O.

From all of this data, it is easy to see that while most (about 72%) of the cars that I model should be from 38 to 42' over the end sills, about 21% of the cars were longer. Since I model 1953 instead of 1951, that 21% would be a bit higher as most new construction was in the 50' or better range.

I hope that this compilation is of help to others who want to try to model a more balanced freight car fleet. It also has implications in designing yards and passing sidings as your average train length will be just a bit longer. For example, if you have a 20 car train, at 40' each, that would be 800'; if 4 of the cars are 50', then the train length is now 840' or a 5% overall increase.

Just keep in mind that this is a snapshot of the overall Santa Fe freight car fleet as of 1 January 1951, that some of these cars were not interchanged, and that Santa Fe was still rebuilding cars as well as buying new ones.

TNT
 Article Courtesy: Train Editor's Forum

MainLine

THE LIBRARY CAR

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- VT14 USA Railroad Layouts
(compilation videos 1-6)
- VT15 USA Railroad Layouts
(compilation videos 7-13)
- VT16 Airbrushing for Model Railroaders
- VT17 Weathering Railroad Models
by Malcolm Furlow
- VT18 Scenery Tips No.1 Rock Moulds
by Donald Davis
- VT19 Scenery Tips No.2 Backgrounds
by Donald Davis
- VT20 NMRA Australasian Region 1993
(Tony Koesters Clinic) by Kevin Brown
- VT21 Waitemata (Auckland NZ)
Convention 1990 by Gerry Hopkins
- VT22 Piki Piki Tram (visit to famous
NZ NG layout of Merv Smith)
- VT23 Diamond Valley Lines (visit to famous
layout of Fred Gill) by Gerry Hopkins
- VT24 US Pittsburgh Convention by John Saxon
- VT25 All Aboard An Introduction to
Model Railroads by Madeline Trimby
- VT26 Optimum Use of Space by John Allen
- VT27 Gorre & Daphetid Railroad by John Allen
- VT28 NG&SL 1991 Convention Clinic
by Gerry Hopkins
- VT29 Exhibition Layouts 1982 to 1989
by Gerry Hopkins
- VT30 Layout Tours No 3 by Gerry Hopkins
(Sowerby Smith's & Geoff Nott's layouts)
- VT31 Realism with plastic Structures
- VT32 Convention 1993 and Three Layout Tours
- VT33 The Clinic (Woodland's)
- VT34 Distinctive Rolling Stock by Dean Freytag
- VT35 Convention 1995 at
Marayong & Layout Tours
- VT36 Rocks & Basic Scenery Made Easy
by Dave Frary
- VT37 Painting Model Structures by Dave Frary
- VT38 Finishing Your Scenery by Dave Frary
- VT39 Southern Pacific Vol.2 (Tennessee Pass)
- VT40 Union Pacific Vol.5
(The LaGrande Subdivision)
- VT41 Santa Fe's Arizona Mainline
- VT42 Santa Fe's Mojave Mainline



Don Davis layout shown at Perth

- VT43 Burlington Northern's Crawford Hill
- VT44 Thornleigh Mini Convention 1998
(Rolling Stock, Soldering, Weathering
Your Models & Pine Trees.)
- VT45 Trains On Location Stevens Pass
- VT46 Toronto To Chicago Railfan Way
- VT47 Tehachapi Trains on Location
- VT48 Great Layouts US Prototype
- VT49 Scenery Tips No.3 by Donald Davis
- VT50 Prototypes To Make You Comfortable
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- VT57 N Scale and N Track by Jim Fitzgerald
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- VT60 Convention at Marayong 1995 and
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- VT63 Santa Fe 3759 Final Run Over Cajon Pass
- VT64 Santa Fe - War Bonnets Through Raton Pass
- VT65 Santa Fe Odyssey Vol.1.
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- VT63 Model Railways of Australia
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- VT90 Forks Creek Central - Ron Morse
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- VT92 Santa Fe's Raton Route
- VT93 Santa Cruz Northern - GMR#35
- VT94 ATSF Argentine Div - GMR#29
- VT95
- VT96



- CD1 DCC Forum Chaired by Peter Jensen
- CD2 1999 Convention Opening Address
by Jack Burgess
- CD3 PC Data - photos, shareware, etc.
- CD4 Alberta Coal Branch by Lynne Zelmer

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