



# MAIN LINE

Vol 1 No 2

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## THE FIRST REPORT

At the risk of covering old ground, I thought some members might be interested in hearing of the events which led to the creation of the new Australasian Region and of the brief happenings since.

### 1. History

For many years, there was a local Region called the Southern Cross Region for Australia and New Zealand. However it was reported in the September 1967 issue of the Bulletin that officers of the SCR had incorporated an organisation called the Southern Cross Model Railway Association which had announced itself as the successor to the SCR without the authority of the NMRA.

As a result, of this and other actions of the SCMRA, it was reported that NMRA refused to recognise the new body and in the end, regional representation was lost.

In the 1976 Ballot, a question was put to the membership as to whether membership fees should be increased for "foreign" members. I saw red and wrote a scathing letter to the then Editor, Whit Towers complaining that we "foreign" members got nothing for our \$10 (the then membership fee) except the Bulletin.

John Dorsam, the then Eastern Vice-President, who had written a commentary associated with the subject in the June 1976 Bulletin replied. In short, he quite correctly asked what was I doing for the NMRA apart from paying dues, And why not do something myself about kicking off another local Region.

Well it worked. Despite cold water initially thrown on the first efforts by some U.S. officers, I kept plugging away with letters to the U.S., an audio tape to the President and a few phone calls whilst over there in 1980. However, it was not until October 1982 that the first real progress was made when Chris Hitchins (from New Zealand) Clive Riley, Fred Gill, Trevor Moore and myself circulated all local members as to the need for a Region.

The rest is well known. Our petition signed by 78 members was finally approved at the March 1984 meeting, it not being able to be formally considered at the 1983 Convention meeting as the formalities were apparently incomplete.



2. The Committee

Elsewhere you will read of the results of our request for nominations for the various positions on the local committee. As only one nomination was received for each position, it was unnecessary to hold a postal ballot and the nominee for each position has been accordingly elected.

Two of the original group dropped out - Trevor Moore due to his other commitments in the model railway field and Chris Hitchins as he has been transferred to Hong Kong. Their help and assistance was very much appreciated in the early stages.

We were then fortunate to secure Phil Knife as our Secretary and he has already proved his worth.

We are publishing resumes of the various committee members elsewhere. I feel however that we have a group representative of modellers in Australia and who will serve well. Already we have had some success with new members of the NMRA.

3. Recent Events

You will remember that last November we called a meeting in Parramatta Park. Amongst those attending was Peter Weller-Lewis and Kerrie McPherson, who both work in the ACT.

Peter invited us to visit Canberra which we did on the weekend of the 5 - 6 May. Fred, Clive, Phil, myself and our wives attended and we were treated to visiting 4 homes and layouts and to a general chin-wag. It was a good weekend enjoyed by all.

4. Queen's Birthday

Elsewhere is a notice regarding a meeting to be held at my home on Sunday afternoon 10 June.

The formalities should take no more than 10 or 15 minutes or so and afternoon tea will be served. We will then be showing slides of John Allen's layout, the Gore & Daphetid.

The weekend is of course the one on which Prospect Model Railway Club hold their annual exhibition at St Patrick's Hall, Patrick Street Blacktown and I understand they will have another US expert demonstrating state-of-the-art modelling.

Blacktown is about 25/30 minutes drive (12 miles) from West Pennant Hills. so we hope to see you.

5. The Future

We are still gathering our breath after our success but in the short to medium term we hope to -

The Future (Cont'd)

- (a) Become a central point for overseas and Australasian members to contact when travelling in Australia and to further their friendships.
- (b) Represent the interest of local members to the NMRA hierachy.
- (c) Introduce Tape/Slide clinics.
- (d) Organise regular get-togethers (not formal meetings) to discuss matters of common interest.
- (e) Provide facilities to pay one membership fee for NMRA and AR together in Australia.

In the long term we hope to introduce many of the other benefits enjoyed in the US including, one day (when we have the membership), a National Convention of the NMRA itself.

6. Conclusion

We've come a long way but the really hard work is only now beginning. If each one of us now introduces one new member to the NMRA (and the Region) we will be well on the way to success. I hope you will make use of the application forms enclosed.

*John Savon*

## TREASURER'S REPORT

As at 17 May, 1984

<u>Debits</u>		<u>Credits</u>	
Expenses to Treasurer postage, stationery etc	48.34	Total monies received to date, receipts book 1 to 61	387.40
Expenses to President stationery, postage etc	15.00		
Cash in hand	30.06		
Total credit as per Savings Bank Pass Book	294.00		
	<u>\$387.40</u>		<u>\$387.40</u>

EDITORIAL

As Editor my function will be to put together "Main Line" and hopefully make it a worthwhile and informative publication for members of the Australasian Region. It will also be my responsibility (as Vice President) to help make the Region "tick" or progress and from time to time this "ticking" will be promoted through "Main Line".

"Main Line" will not be trying to compete with or emulate, in any way, the numerous commercial magazines. The "Main Line" readership is locked into members of the Australasian Region of the NMRA only, except you good guys who pass it around. Like the Bulletin, we don't, and won't accept paid advertising. We will print anything meaningful for all scales and for all areas of model railroading.

What I have in mind is a newsletter/magazine that will present a forum for the collection and dissemination of information between members of the Region. It is hoped that it will be flexible enough to fill most of your needs.

"Main Line" welcomes articles and other model railroad or railroad related material as contributions to the mutual enjoyment of our hobby by our Regional Membership. Material should have wide appeal to other modellers.

Contributions to "Main Line", and correspondence to "Main Line" staff should be sent to our Baulkham Hills address.

**1984 ANNUAL MEETING**

This meeting will be held on Sunday, 10 June 1984 (Queen's Birthday weekend in NSW), from 3 to 5 pm at the home of our President, John Saxon. John's home is situated at 122B Castle Hill Road, West Pennant Hills (at the end of the long driveway).

The Agenda for the meeting is as follows -

- President's Inaugural Address
- Declaration of Election of Officers
- Introduction of Elected Officers
- Treasurer's Financial Report
- Confirmation of the Australasian Region's Constitution and Manual of Operations

Copies of the Constitution and Manual of Operations will be available for inspection by those present at the meeting.

Members who intend to be present at the Annual Meeting are requested to contact either JOHN Saxon or Fred Gill and advise them of the number of persons attending. John can be contacted on 847383 and Fred on 639 4158 after 6 pm.

## ELECTED OFFICERS

Under the rules of the Australasian Region Constitution, where only one nomination is received for any position, that position is deemed to be duly elected.

Accordingly as only one nomination was received for each of the positions of President, Vice President, Secretary and Treasurer, the following were elected at the Third Official Meeting of the Region held on 2 May, 1984...

The Officers are -

J F Saxon	President
F G Gill	Vice President
P A Knife	Secretary
C K Riley	Treasurer
P Weller-Lewis	Director - Division II (NSW/ACT)
M Gottliebse	Director - Division III (Vic/Tas)

Valid nominations were not received in time for the other Divisions, but we hope to shortly appoint Directors to these areas.

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### NMRA MEMBERSHIP DUES

As from 1 June, 1984 members of the Australasian Region may renew their NMRA membership with our Treasurer, Clive Riley. He is prepared to accept your renewal dues for both the NMRA and the Australasian Region and the total cost will be \$A23, (\$18 for NMRA and \$5 for Region). Clive will accept cash, cheque, money order or postal notes, but he cannot accept credit cards. Cheques, money orders, etc to be made payable to "NMRA".

Our aim is to save you money and time, but you will have to lodge your renewal money with Clive in advance of your NMRA renewal date.

Membership of the Australasian Region is divided into three classes -

Section 1 Regular Members - Any member in good standing of the NMRA (or who simultaneously applies for such membership) may become a member of the Australasian Region upon payment of annual dues of \$5. Membership expiration date for the Australasian Region shall coincide with that of NMRA. Any 5-year or Life Member of NMRA may pay 5-year dues in advance at the rate of \$20.

Section 2 Family Members - The spouse or minor child of any Regular Member, residing at the same address, may become a Family Member upon payment of \$1 annual dues. Family Members have all the rights and privileges of Regular Members except voting and receiving Australasian Region publications.

Section 3 Life Members - Life Membership of the Australasian Region is available to Life Members of NMRA upon payment of \$100 which may be paid in instalments as follows - 4 yearly payments of \$25 each (with \$5 of each payment credited to current dues) and a final payment of \$20.

If requested, adjustments will be made for those members who have already paid their \$5 dues.

# L . C . L .

As at 25 May 1984 our membership of the Region has grown to 74 and applications are still arriving daily at our office. This averages out at one new member per day, since the Region was officially formed last March and this is a most encouraging sign for our future.

It is very pleasing to receive applications from our fellow modellers in New Zealand and we trust that many more of you will join our Region and share our enjoyment of the greatest hobby in the world.

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We have had our first Railettes, Jean Gill and Toni Saxon, join our Region and we are sure that they will only be the first of many Railettes to join our ranks. Remember fellows, it only costs \$US3 per year for a spouse to be a member of the NMRA and \$A1 for Regional membership, so go to it and enrol them (membership of the NMRA would be a nice birthday present).

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In future issues of "Main Line" there will be a couple of new sections and the first will be for members who wish to exchange passes for their model railroad. The second will be for members who want to buy, sell or exchange items connected with our hobby. There will be no charge for this, it is just a service to assist members to get rid of some unusable items or maybe buy a bargain or hard to find item. Your requests must contain full details where other members can contact you to acquire the goods that are being offered or requested. "Main Line" will not act as a liaison agent, it has to be done between members themselves.

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## LIST OF CURRENT MEMBERS (as at 24 May 1984)

NEW SOUTH WALES - Alce I, Aust. Model Craft Co, Aust. Model Railway Assoc., Chater R, Cooper B, Cutcliffe D, ~~Davis M~~, de Haviland M, Gill F, ~~Gill J~~, Hart R, Hitchens C, Hunt G, Jacobs D, Knife P, Middlemiss G, Moore T, McLeod W, ~~Norwood G~~, Persson F, Prospect Model Railway Club, Riley C, Roth R, Saxon H, Saxon J, Saxon T, Weller-Lewis P, ~~Wheatley G~~.

ACT - Carpenter T, McPherson K.

QUEENSLAND - Bennell R, Benson B, Berry G, Hanley R, Lebsanft J, Leitch W, Manley H, Marstaller J, Meynell B, Treacy J, Ward J.

NORTHERN TERRITORY - Cooper D.

VICTORIA - Brodie M, Eaton S, Finleay M, Franklin J, Fraser G, Gerardi F, Goddard D, Gottleibsen M, Kawadlo E, King C, Maloney V, McClure J, McKenna A, Nitz G, Pettigrew H, Ritchie P, Webber R, Whiting M.

SOUTH AUSTRALIA - Brownbill R, Carter E, Cowley M, Kranz R, Opie L, Trelease J, Wheeler R.

WESTERN AUSTRALIA - Welch C.

NEW ZEALAND - Bucknell R, Hobbs P, Hodgkinson T, McAdam D, Oman K, Seddon B, Shields G, Sinclair S.

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### CANBERRA TRIP BY "B O D'S"

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As mentioned in the President's Report, on the weekend of 5-6 May several members of the newly formed "BOD's" (Board of Directors), accompanied by their wives, paid a visit to the fair (but cold and wet) city of Canberra, ACT.

The President, Vice President, Secretary and Treasurer and their wives, arrived at Queanbeyan around midday and found that the temperature had warmed up to 7°C. We first visited Peter Weller-Lewis' home and enjoyed a hot lunch, supplied by his wife Jan, after which we were shown Peter's beautifully painted and weathered HO, C & O locomotives. All rolling stock was protected behind glass enclosed display showcases in a well appointed railroad den. At present Peter lacks a layout, because of a recent move into a new home, but has plans well under way for one.

We next visited the home of Graham and Anita Hodges in Canberra, where we were shown a fabulous display of D & R G, HO<sub>n3</sub> locomotives and rolling stock. Graham had on display some 40 odd brass locomotives (yes, I said 40 odd), which at present are unpainted, numerous brass coaches, head end cars and brass MOW cars. Eventually, Graham intends constructing a workshop below his layout (layout base is 60 inches above the floor) and this will include a paint spray booth, with a large exhaust fan. Hopefully, Graham will supply the Editor with a copy of his track plan and details on the construction of his layout and workshop area.

After a barbecue at Graham's we then proceeded to Kerry McPherson's home which was the venue for the night's "Bull Session". Here we met some other Canberra modellers and viewed some of their items of rolling stock. In turn the "Sydney-Siders" displayed models of rolling stock and structures that they had brought along for the night. Movies and slides were shown, and this was followed by the usual "Bull Session" and a very nice supper put on by Lynn.

The next morning (temperature had risen to 12°C) found us all at John Bailey's extensive HO layout which is situated underneath his home in a Canberra suburb. The Editor has never seen so many locomotives (lost count after 85) and rolling stock (must have been over 400 freight cars and 150 coaches) on one person's layout before. Not many modellers can run a freight train with three Challenger locomotives at the head end. John is still laying track and points and hasn't started into any scenery projects yet. Personally I can see great things happening in the scenery department when John starts as there are some areas of his layout that should produce fantastic scenes.

After lunch we all journeyed across Canberra to visit Ian MacFarlane and his son, Ross, and view their extensive layout beneath their home. The layout is based on freelanced rolling stock and we found a French TGV working alongside GM Diesels, Swedish Electrics, Australian Garratts and steam from Baldwin. Ian has recently gone through several stages of rebuilding his well constructed layout and has started to instal some fine detailed overhead gantry, on one section of the layout. Young Ross is also a very competent modeller and his spray painting efforts are great. His leanings are to Southern Pacific prototype and he has his own exhibition HO layout based on the Klamath Northern, with logging being the main theme.

A well deserved "Thank You" is due to each and every Host and Hostess who made our visit so pleasant and rewarding.

- Fred Gill

MEET OUR ELECTED OFFICERS

JOHN SAXON - President of the Board of Directors and Trustee

John is married, resides in Sydney and is a Company Secretary and has been in model railroading for 40 years. His original taste of railroad modelling was with his father's uncle's "O" gauge layouts prior to World War II, but around 1961 he started into serious modelling and this has continued to the present time.

His current layout (Cedar Valley Short Lines) is housed in a 19' by 15' extension on the rear of his home. It is a standard gauge, John Armstrong inspired, loop-to-loop line, set on the West Coast of USA. Circa is 1946 and trackage rights are enjoyed by the SP, UP and GN, with preliminary foundations already set for a narrow gauge branch line.

He has been a member of the NMRA since 1963 and is a life member, and a current member of the Sydney Model Railway Club and the Railway Transport Museum of NSW.

FRED GILL - Vice President of the Board of Directors

A resident of Winston Hills, Sydney, Fred is married, 56 and models in logging/mining, USA prototypes, in HO/HOn3/HOn2½.

Originally he joined the NMRA in the 1950's then lapsed his membership because of regional inactivity, then rejoined in 1981 and is now a Life Member.

He is a past member of PARM (Pacemaker Australian Railway Modellers), the Victorian Model Railway Club, was the original Secretary of the Model Railway Club of Sydney and the Blacktown Model Railway Club.

Fred was Assistant Editor of the Mixed Goods Magazine and an early contributor to the Australian Model Railway Magazine with his column, The Smokebox. He recently had an article on his layout published in the Model Railroader and his layout has also been shown on the "Do It Yourself" TV Show, on regional stations in all Australian States.

PHIL KNIFE - Secretary of the Board of Directors

Phil is married and lives in the outer western suburb of Ruse in Sydney. He is a Teacher with TAFE and has been a Commander in the RAN and has travelled in the USA, England and Europe where he has gained wide knowledge on prototype railroads.

On the model railroad scene, he has been involved in this side of the hobby for most of his adult life and he has built a number of layouts for exhibitions in Sydney and Canberra. A number of articles by Phil have been published in the British and Australian press and many of his models have been awarded prizes at various shows, particularly those of AMRA.

While building mostly in British OO scale, he has worked in N, HO and O gauge and is presently flirting with Sn3.

Phil is a Past President and Exhibition Manager of the Canberra Model Railway Club and he rejoined the NMRA this year.

CLIVE RILEY - Treasurer of the Board of Directors

Clive is 37 years of age, married, with two daughters. Employed within the Shipping Industry as a Technical Services Manager. He has participated within the hobby for many years ever since obtaining a Hornby tinplate train set as a child, currently he models American prototype, mainly NYC, PRR and C & O in HO scale. He belongs to the historical societies of the above railroads as well as being a Life Member of the NMRA.

Currently Clive is Treasurer of the Prospect Model Railway Club in Sydney, and has held that position for a number of years, as well as other positions on that Club's committee. He would like to see the Achievement Programme, amongst other NMRA activities commenced within Australia, as Clive believes that our local modellers need not take second place to other modellers overseas.

PETER WELLER-LEWIS - Director - Division II (New South Wales and Australian Capital Territory)

Peter lives in Queanbeyan and works in Canberra, ACT and has been a railroad modeller for some 30 years (15 years in England and 15 in Australia). He originally modelled Great Western Railway prototype, but after he arrived in Australia and joined the Canberra Model Railway Club, he started to model USA prototype (Chesapeake and Ohio).

Loco painting, detailing and weathering and scratch building of rolling stock and scenery are his favourite modelling pastimes.

He is currently the President of the Canberra Model Railway Club.

MAX GOTTLIEBSEN - Director - Division III (Victoria and Tasmania)

Max is an Accountant and lives at Wantirna, Victoria. He is 42 and married with three children (2 boys and a girl). He has been a railroad modeller for over 15 years and runs logging and mining on the HO section of his layout and D & RGW on the HO<sub>n</sub>3 section.

He joined the NMRA in 1973 and is a past member of AMRA. Pass Exchanging is another phase of the hobby that he is interested in along with photography of railroad models.

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Remember, current Regional Members of the NMRA can renew their membership with our Treasurer.

Cost is \$A23

\$A18 for NMRA dues

\$A5 for Regional dues

Members of the NMRA who are not Regional Members may avail themselves of the above offer by joining the Australasian Region at the time of renewing their NMRA dues.

IT WILL SAVE YOU TIME AND MONEY

NMRA STANDARDS	
<b>ELECTRICAL</b>	
S-9	Revised Dec. 1983

This STANDARD establishes ELECTRICAL requirements for interchange and safe and satisfactory performance of two rail equipment on model railroad layouts.

For Overhead Wire or Third Rail applications see STANDARD S-5.

**PROPOSED STANDARD**

- I. **POWER**
  - A. Full throttle voltage available at railhead shall not be less than 12 volts direct current at maximum anticipated load.<sup>1</sup>
  - B. High frequency current superimposed upon the rails shall not interfere with the normal operation of Powered Equipment.<sup>2</sup>
- II. **CONTROL**
  - A. Direction control by polarity reversing shall be provided. Positive potential applied to the right hand rail shall produce forward motion.<sup>3</sup>
  - B. Speed control means by voltage/current reduction shall be provided.
- III. **POWERED EQUIPMENT**
  - A. Shall be responsive to the Direction and Speed Controls of II. above.
  - B. Metallic couplers shall be insulated from the rails.<sup>4</sup>
- IV. **NON-POWERED EQUIPMENT**
  - A. Wheelsets shall be insulated to prevent undue conductance between rails.<sup>5</sup>
  - B. Metallic couplers shall be insulated from the rails.
- V. **COMMAND SYSTEMS**
  - A. It is recognized that command systems are inherently non-conforming to standards intended to set forth interchange requirements. Interchange may be facilitated by doing either or both of the following:
    1. Power and control means shall include a method of fully conforming to I. and II. above.
    2. Powered equipment shall include a means of fully conforming to III. above.

**NOTES:**

<sup>1</sup>When using a power source delivering a wave with greater harmonic content than full wave rectified sine wave, exercise care not to operate in such a manner to exceed the rated current or otherwise overheat the motor.

<sup>2</sup>The least restrictive wiring requirements of the U.S. National Electrical Code call for no combination of voltages in layout wiring to exceed 49 volts. Modelers in other countries are encouraged to check with local authorities.

<sup>3</sup>The term "right hand rail" as used herein means the rail to the right of the observer standing between the rails with their back to the front of the locomotive.

<sup>4</sup>Steam type locomotives may use uninsulated front couplers with due care not to couple two such locomotives head-to-head.

<sup>5</sup>Where a high resistance path for lighting, detection or other purposes is required, such resistance shall be high enough to prevent significant drop in propulsion power.

For further information, see TRACTION STANDARDS S-5 and appropriate RECOMMENDED PRACTICES.

For further information, see TRACTION STANDARD S-5 and appropriate RECOMMENDED PRACTICES and DATA SHEETS.