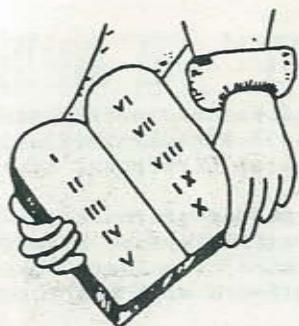
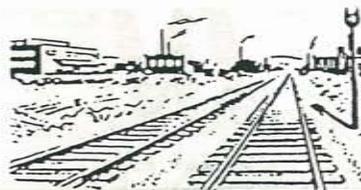


THE TEN COMMANDMENTS OF ELECTRONIC SAFETY



1. Beware of the lightning that lurks in an undischarged capacitor lest it cause thee to be bounded upon thy backside in a most ungentlemanly manner.
2. Cause thou the switch that supplies large quantities of juice to be opened and thus tagged, so that thy days may be long on earth.
3. Prove to thyself that all circuits that radiate and upon which thou workest are grounded, lest they lift thee to a high-frequency potential and cause thee to radiate also.
4. Take care that thou use the proper method when thou takes the measure of high voltage, that it not incinerate both thee and the meter; for verily, though thou hast no account number and canst be easily replaced, the meter doth have such and shall bring great woe upon the supply department.
5. Tarry not amongst those who engage in intentional shocks, for they are surely non-believers and not long for this world.
6. Take care thou tamper not with interlocks and safety devices, for this shall incur the wrath of thy seniors, and unleash the fury of the safety officer down upon thy head and shoulders.
7. Work not with energised equipment; for if thou doest, thy buddies will surely be buying beers without thee, and thy space at the bar will be filled by another.
8. Verily, verily I say unto thee: never service High-Voltage equipment alone; for electric cooking is a slothful process, and thou mightest sizzle in thine own fat for hours before thy Maker seeth fit to end thy misery, and draw thee into His fold.
9. Trifle not with radio-active tubes and substances, lest thou commence to glow in the darkness like unto a lightning bug.
10. Commit thou to memory of the prophets, which are written in the Instruction Books; they give thee the straight dope and steer thee away from error.

-Anonymous.



MAIN LINE

OFFICIAL PUBLICATION OF THE AUSTRALASIAN REGION



Vol 1 No 4

DECEMBER 1984

EDITOR Fred Gill

CIRCULATION MANAGER Ian Alce BUSINESS MANAGER Jean Gill

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AUSTRALIA

PRESIDENT'S REPORT

Christmas is nearly upon us as I write this report so a Merry Xmas to you all and good modelling in 1985.

You will read elsewhere that our membership has now reached around 130. It is interesting that we have been able to attract a large number of new members for the NMRA itself but that there is still a large number of long term members of the NMRA in Australia and New Zealand who have not joined the local Region.

To date, the NSW membership has shown the largest increase which is to be expected as that is where we have concentrated our efforts. We need more members in New Zealand and the other Australian States and we are looking to our Directors in each Division for more help in promoting the Region in their areas - get to it fellows! We plan to mount a stand at the AMRA Victoria exhibition next year and hope to attract more members at that venue.

We were very pleased that AMRA gave us free space for our stand at the Liverpool exhibition on the Labour Day weekend - we attracted 12 new members on the three days and a number have filtered in subsequently. This spirit of co-operation is what this hobby is all about.

The first tangible benefit for the new Region will be with us by the time you receive this issue of Main-Line - that is, the initial shipment of Tape/Slide clinics which Rudders (the shipping people) have transported for us free-of-cost from New York - thank you Rudders! W.G. (Bill) Cooper has been appointed as the local despatcher and the next issue of Main Line will have details of the clinics available, the rental cost and ordering particulars.

That's it for now - I hope to see a big turn-out on 20 January in Parramatta Park for our informal meeting which you will read about elsewhere in this news-letter.

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A message from the Editor:



"Our First Christmas"

It is always a thrill to watch a baby's excitement during its first Christmas. It is an experience which lives forever in our hearts.

We, of the Main Line are equally excited about "Our First Christmas". Our biggest thrill will be knowing that during this Christmas season, many new NMRA regional members will discover the pleasure of reading the Main Line.

It is our sincere hope that the Main Line brings some measure of relaxation and enjoyment to our increasing number of members.

Happy Christmas to Everyone

and

Best Wishes for the New Year!

Fred Pell

INVITATION

A Family Day outing will be held on

SUNDAY JANUARY 20, 1985

at

PARRAMATTA PARK

at 12 NOON

A Barbecue will be supplied for cooking

(if it is a fire ban day, bring a salad)

All members are invited to attend and bring the family. This is a way of meeting other members of our NMRA family.

If you like you can bring along an item that you may want to show or talk about.

Look for the NMRA sign between

The "Bath House" and the Steam Tram line
(near Main Western Railway line)

See You There!!

STOP - LOOK - & LISTEN

FOR SALE - Lambert HO Brass (SP) Snow Flanger - mint condition, Best offer. Contact Editor.

FOR SALE - Kemtron "O" scale plan book for logging cars. \$3. Contact Editor.

MODEL RAILROADER INDEXES for years 1955 through to 1964 are available from the Editor, free of charge.

PASS SWAPPERS

The Wild Creek Rail Road -
Ray Brownbill, 69 Grand Central Avenue, Hallett Cove, SA 5158

NEW ADDRESS - Eagle Ridge Railroad -
Max Gottliebse, PO Box 205, Boronia, Vic 3155

BRIDGE PARK AND HUXHAM GREEN

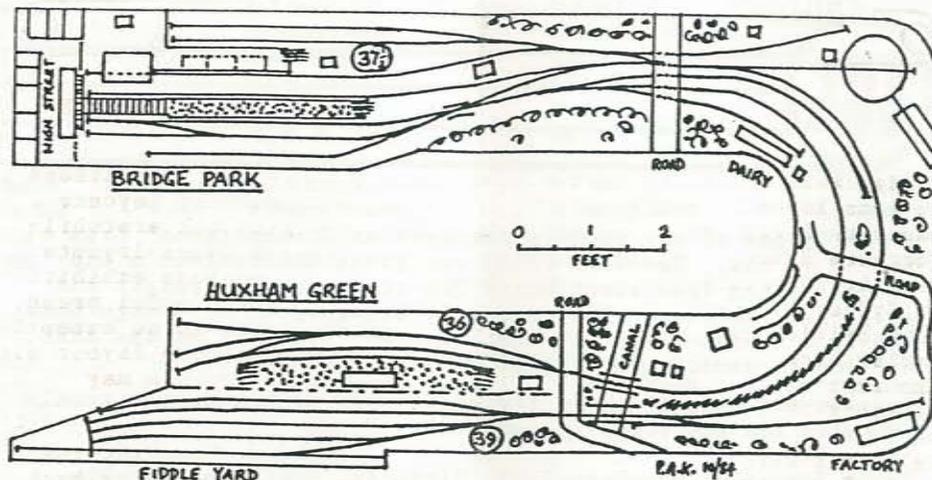
by PHIL KNIFE

Bridge Park and Huxham Green are the names of the two stations on my home layout. For many years I have been building layouts based on British practice, principally following the erstwhile Southern Railway and its constituents. Most of these layouts have been portable, and most have appeared in various exhibitions in Sydney and Canberra. Some have featured in the model press, both British and Australian. This present layout is no exception having been built originally as a portable end-to-end layout with the name of the Somersetshire Midland. Sydney members may remember it from a number of shows.

Well, our circumstances sometimes change and even our interests too! In my case, I was able to build a decent shed in my back yard specifically for the layout. The shed is fully lined and insulated and measures approximately thirteen feet by seven, its size being dictated by the geography of the site. It is a little small for a decent OO/HO layout (but think what a great N-gauge layout could be built in it!), but I determined to adapt the existing layout to fit. The result is the subject of this description.

In redesigning the layout, I decided that it would represent an important branch of the Southern Region of British Railways in the 1950's, the transition period from steam to diesel. As can be seen from the diagram, the line runs from the fiddle yard, down a two percent grade round the end of the shed and into the principal terminus of Bridge Park. From Bridge Park a secondary branch runs down a further two percent grade to the little rural station at Huxham Green. As well as normal goods handling facilities at both stations, there are industry spurs at Bridge Park for a dairy and off the main line to a factory. Operation of the layout centres on main line goods and passenger traffic plus that on the branch, the objective being to mirror the daily movements of a typical British prototype railway of similar type. Locomotive handling facilities are provided at Bridge Park, but only one or two locomotives are normally shedded there. The remainder are expected to come from elsewhere and return thence with later trains.

I have launched into the field of command control with this layout. Having been offered a near-new Hornby Zero-1 system, I decided it was an ideal opportunity to get involved in the new technology. My experience with this system is still very limited, but I have found it so far to meet all expectations. Time will tell how reliable the Zero-1 system is for the serious enthusiast. As purchased, the Zero-1 system has its limitations, but the article by Jim Kelly in the July 1983 MODEL RAILROADER



explains how to decentralise the system and convert each of the slave cabs to walkaround units. This I have done with great success. If anyone is interested in doing something similar, by the way, please contact me through the Region's post office box number and I will be happy to assist.

As far as the layout itself is concerned, the two stations of Bridge Park and Huxham Green are largely unaltered from their original form in the Somersetshire Midland. I have built a new end section, converting the old straight layout to a U-shape, containing the new loco facility and most of the new trackage. The old fiddle yard has been replaced completely, with a new one being built above it at a higher level. This entails considerable reworking of the scenery in this area. As yet, there is no scenery on the new section, but trains are running and the layout is more or less operational.

For rolling stock I am using mainly modified commercially available and kit-built items. Modern British proprietary stock is infinitely better now than it used to be a few years ago. While the level of accuracy and detail in body work is as good as anywhere, the standard of running of these items still does not match up to contemporary American or Continental equipment. I suppose nothing is perfect, but I would have expected the manufacturers to learn something over the years!

That about wraps up this description of my current layout project. I regard it as an interim layout and one on which I can try out new ideas and techniques. Its life is probably fairly limited, but I am not sure yet what will take its place. This layout is British because that is what I have been doing for so long, but it does not necessarily mean that I am committed to that prototype. My railway interests are very catholic and maybe I would like to try something else. Who knows?★



Recently one of our members received an "inheritance" from a friend of his. Ted Ward (Qld) was given the builder's and number plates from about sixty QGR steamers and freight and passenger vehicles. They formerly belonged to Mr George Bond, who is a senior historian and honoured "old boy" of the ARHS, and who is vacating his home.

Ted now has more brass on the walls than he has on the tracks (he only has one brass locomotive).

Peter Jensen of Wheelers Hill, Victoria, mentions that his railroad modelling has now taken a definite turn towards an Australian (NSW/QLD) flavour. His railroad (named Noosa Heads Southern) runs between Gympie, Qld, via Noosa Heads, Brisbane to Murwillumbah, where it interchanges with the NSWGR. There are two branch lines, one from Southport to Tenterfield and Bi Bi to Buderim. The equipment used by Peter is essentially USA prototype, with Alco diesels being the prime loco types and he models the late 70's period. At present track is being laid on the mainline and the yard and this will be followed by scenery.

John Treacy of Rockhampton, Queensland, has dropped us a line to say that our article on un-painting models (last issue) was a good one. He advises that there is another method of stripping paint off models and that is by using caustic soda. Care must be taken in handling the caustic soda and rubber gloves should be worn at all times and the eyes should also be protected.

Your Editor has just completed the building of three river boats for inclusion in the Port Sendem section of his HO Diamond River and Western Railroad. The boats consist of a passenger ferry, a "freighter" and a fishing cannery tender, which were all built from plans supplied by Bill Roy of Eugene, Oregon, USA.

These boats go to joining the car ferry and tug that have been operating at the Port for some time now. Plans are now under way for a passenger river boat that will be similar to the "Vega" and will be 104' in length.

Another recent addition to the Diamond Valley Line's loco roster is a HO N3 T-boiler Shay, which is undergoing "running-in trials" at present. When the testing is completed, it will be painted in the company's locomotive colours of Weyheaser green, and will join No 1 which is a 13 ton vertical boiler Shay.

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Australian



. . . Continued

A Northern Californian layout is being constructed by Chris King of Ferntree Gully, Victoria following SP prototype. The main line heads in a westerly direction to a terminus station (still to be named) that also serves another line which runs into the hills. This line serves local communities and a selicia salt mine whose products are carried in tank cars.

The main line will carry all the merchandise that a town of 100,000 people will require, petrol, food, etc. One of the largest customers of the railroad is a Safeways distribution centre which will be receiving two box cars a day. Four GE diesels have been purchased to handle the volume of traffic and track laying should be started soon.

Paul Hobbs of Auckland, New Zealand sent us some notes on the model railroad scene in that country. As it is in Australia, the model railroad hobby is divided equally into British, USA, local and continental modelling. The hobby is well organised and nationally they have the New Zealand Association of Model Railway Clubs, which has about 35 member clubs nationwide. Its prime function is to run the bi-annual convention and plan quarterly meetings hosted by member clubs in different parts of the country. At local levels there are clubs running the spectrum from informal groups to those with buildings and layouts with several of the latter being dedicated to single national prototypes, including American.

There is a newsletter called the Dispatcher which is published bi-monthly and is edited by one of our members, Mike Tolich. The Dispatcher acts as a sort of catalyst, but is a non-binding readership thing, rather than the official organ of any particular club.

A convention will be held in Auckland in 1985 with a simple format of clinics, layouts, lots of BS and an auction - and visitors are welcome from Australia.

A word from Ted Ward of Ipswich, Queensland who is making steady progress with his layout and train room which is situated under his high set home. To place the train room under the house, Ted and his helpful wife had to excavate several yards of soil so as to give adequate head room. Next a concrete floor was installed, floor covering put down, walls and a door added (walls were waterproofed), carpenters were brought in to remove a concrete post in the centre of the room, then pest exterminators were employed to vermin-proof the room. Finally dexion shelf brackets were installed and now Ted is ready for the fun job of building a layout.



. . . Continued

NMRA's 50th Anniversary Convention will be held between 28 July and 4 August 1985 at Wisconsin, Milwaukee, USA. The programme will feature, layout tours, clinics, steam fan trips, prototype tours, industry show, museum trips, Kalmbach tour and Walthers tour, raiette and youth programmes and family activities.

Our Regional President, John Saxon, and Secretary, Phil Knife, will be representing the Australasian Region at the Convention.

Narrow gauge modellers have just gained another convert to their wonderful world of HON3, in the person of Mark De Haviland of Carlingford, NSW. Mark is now the proud owner of a brass K 28 and a White Pass & Yukon Diesel locomotive. The sounds of track laying will soon be heard in the layout room as Mark puts down his code 70 HON3 and dual gauge trackage. Another project on his "to do" list is the construction of a 135' turntable from a Diamond kit.

A pleasant surprise was received by the Editor on 1 November when a brown cardboard package arrived by air mail from Walthers USA. As the Editor had not ordered any model items, it raised some eyebrows (mainly my wife's).

Inside the package was a "gift" of a 1985 Walthers HO Catalogue (all 710 pages of it) with a note to the effect that two coloured photos of the Editor's layout (narrow gauge section) had been included in their "Magic of Model Railroading" section of the catalogue. Keep an eye out for it fellows!

The August to November issues of the Bulletin are starting to list the names of our new regional members, so keep an eye out for your name.

The informal evening held in September at the home of Clive Riley was well attended by Sydney members, with a visitor from Queensland dropping in for the night.

Clive showed some very interesting films from the USA. The night started off with the roar of Norfolk and Western Articulateds thundering across the screen, followed by a film on the narrow gauge scene in the 1950's. This was followed by the films "The Legend of the Rio Grande Zephyr: and "Model Railroader's Layout Tour No 2".

After a very nice supper, supplied by Clive's wife Kay, the usual Bull Session went into operation and some nice models were shown by members. The meeting eventually ended in the early hours of the next morning and it was decided that a good time was had by all those attending the meeting.



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For those railroaders who model the logging industry either in standard or narrow gauge, there are a couple of interesting publications that are available on the market in Australia.

Some of the hobby shops have the Single Shot Gallery book on geared class B Shays, which is illustrated with plenty of shots of Lima Shays and their actions in logging country. Plans and diagrams are included, with a small section on the Roundhouse Shay kit.

Single Shot Gallery also have a catalogue of all their publications on logging and their prices are very reasonable.

Another publication that is of interest to model logging fans is the Timberbeast which is published four times a year by Bill Roy, PO Box 3695, Eugene, Oregon, USA, and costs \$US10 a year (surface mail and \$US16 (airmail).

This publication is entirely devoted to "logging" and contains many old time logging photos, history, facts and plans of unusual pieces of machinery and rolling stock

We have just received a report from the last Executive Council and Board of Trustees Meeting held during August and the following were some of the items discussed at the meeting -

Bill Becker was re-appointed as Secretary and Top Draper was Re-appointed as Treasurer for two more years.

NMRA will only endorse divisional, regional, national, HIA and MRIA sponsored model railroad shows and not participate in commercially sponsored or profit type shows.

The "No Bulletin" class of membership will continue.

Achievement Programme requirements were revised.

Effective 1 July 1985, Life Membership cards of significant quality, such as plastic, will be issued to all present and future life members.

The Treasurer has been directed to purchase an IBM System36 computer for the home office and it will be owned within three years.

The BOT approved hiring a professional public relations company for generating new members and re-railing previous members.

The Conformance Inspection Committee has been reactivated.



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If you read the Australian Model Railway Magazine, have a look at page 43, where you will see a photo of a new layout that is being built by one of our Victorian members, Paul Ritchie. The layout is named MOE and is constructed in HO scale and features a period when narrow gauge (2' 6") was still around. A good effort, Paul!

Since the membership list was printed as at the end of October, we have had eight new members join the Australasian region. They are: B Scott, S Reynolds, R Benson, L Forsyth and T Earp all from NSW; R Young and H Molenkamp from Victoria and W Shirley from ACT. Welcome aboard fellows!★

TRAIN SHOPPING IN "HONKERS" (HONG KONG) OR

HOW TO SAVE MONEY, WHILE YOU SPEND IT

— by Chris Hitchens

Hong Kong is often thought of as a shopper's delight - full of bargains and surprises. Well, we all know about cheap cameras, radios, videos, clothes, shoes, etc, but what about the modeller and his REAL needs (model trains). Potentially Hong Kong should be an enticing city.

Well, first the good news and then the bad. Basically model items are good value - about half the price it seems when compared with Australia and New Zealand. Now for the bad - the selection is not good, when you eventually can locate a hobby (toy) shop. There are two reasonably good toy shops in Kowloon (one in Ocean Centre and Ocean Terminal). On Hong Kong island there is a branch of one of the Ocean shops, located in Central. At Causeway Bay, two of the three Japanese department stores stock a selection of trains.

There are quite a few model and hobby shops scattered around, but most stock plastic kits and planes, ships and cars. These are good value, if you like this type of model.

The majority of model railroad equipment available in Hong Kong is from Europe, eg, Marklin, Lima, Minitrax, Rivarossi, Falter, Preiser, Lilliput and LGB. Japanese kits under the name of Tomix, Aster and Keyser are available from some stores.

There is a listing in the Hong Kong yellow pages for hobby and toy shops, so if you visit the city and you feel adventurous, give them a call, there's only about 150 of them.★

★SYDNEY AMRA EXHIBITION★

The NMRA had an information stand (just inside the main entrance) at this year's AMRA Exhibition, which was held at the Gough Whitlam Hall at Liverpool, over the Labor Day weekend in October.

During the period of the three days, the stand was manned by NMRA members from around Sydney and visitors from the ACT. The stand consisted of a large covered bench on which was displayed a large signboard with the Association's name and the NMRA logo.

Also on display was a large glass showcase in which was displayed numerous rolling stock models that had been constructed by our members. All scales were represented from Nn3 through to O gauge, which gave the public an idea of the difference in sizes of the different gauges.

Additional items shown were NMRA gauges, a Data Pak and copies of the "Bulletin". Information packs were given out to interested members of the public. The packs consisted of old copies of the Bulletin, information sheets on the NMRA, and most important, an application form for membership to our Association. Younger members of the public were given colouring-in booklets and quiz booklets, which all had a model railroad theme. Unfortunately this type of booklet is in short supply and had to be rationed to the "serious type" of modeller that really showed interest in the Association.

As you have already read in the President's Report, 12 new members joined the Association over the three days, which is a very gratifying reward to the members who worked on the stand over that period.

We are now looking forward to the AMRA Exhibition to be held in Melbourne next March, where we will once again have a display stand.★

All Members

ENCLOSED WITH THIS ISSUE

OF MAIN LINE IS YOUR

AUSTRALASIAN REGIONAL

MEMBERSHIP CARD.

HOPE YOU LIKE IT !!

