

MAIN LINE

OFFICIAL PUBLICATION OF THE AUSTRALASIAN REGION



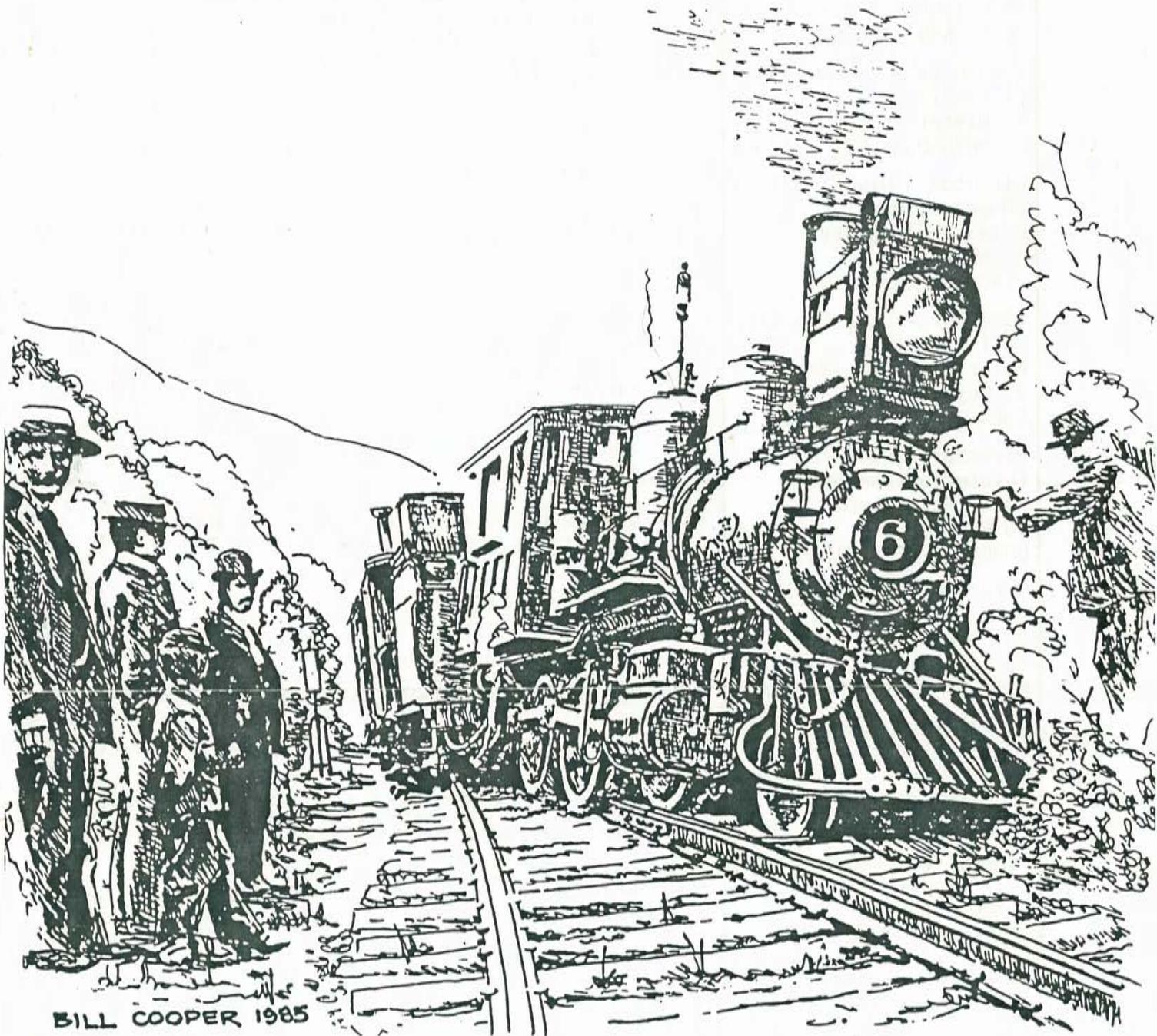
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PRESIDENT'S REPORT

A New Direction?

The new President, Paul Shimada, is keen to re-vitalise the NMRA and reverse the pattern of declining membership of the past few years. As a result, he recently called a preliminary meeting of the Executive Committee to draft proposals for the mid-year meeting of the Board of Trustees to be held in Phoenix in March.

The meeting was held in early January and considered suggestions from all Trustees, including the Australasian Trustee. The outcome in broad terms was:-

1. Commercial advertising in the Bulletin was recommended to balance the budget and improve the quality - the Bulletin is third largest model railroad magazine in the U.S. measured by circulation.
2. Depending on the approval of the paid Bulletin advertising, the expected dues increase should be \$US2.50 and not \$US5.00 - there has been no increase since 1980, despite increasing production and mailing costs of the Bulletin, where most funds are spent.
3. The introduction of a low cost Teens membership category was recommended.
4. There were a number of other proposals, too detailed to be discussed here.

Apparently, those who attended the meeting are enthused with the new direction the NMRA is taking. I certainly hope we can all soon see this attitude bear fruit in additional benefits for the membership.

50th Anniversary

As your Trustee, I will be attending the Board of Trustee meetings to be held in Milwaukee in July/August next in conjunction with the 50th Anniversary Convention. This means that for the first time in many years, the Australasian membership will be able to put their thoughts and suggestions to the NMRA personally and first-hand via the local Trustee.

If you have any relevant suggestions or gripes, please take the time to drop me a note at my home address no later than 31 March - your comments will be kept confidential.

Talking of the 50th Anniversary, I have just assembled the Business Car that you have seen advertised in the Bulletin. It is a very attractive unit complete with lighted drumhead and I recommend it to you. There couldn't have been much profit on it either - the air-mail cost was \$US6.04 although only \$US2.00 was required to be added for overseas postage.

Meetings

Fred Gill and I hope to meet a few of our Victorian members at the AMRA exhibition next month - please come and say hello at the NMRA stand.

Also, please support our next meeting at Fred's home on 16 March. His layout is certainly alone worth a visit and the tape/slide clinics are very enjoyable.

Yours, for happy railroading.

JOHN

EDITORIAL

YOUTH IN MODEL RAILROADING

As 1985 is the International Youth Year it is only fitting that the NMRA is concerned with the ever increasing average age of its members. Both the commercial press and some industry personnel can see dangers in our hobby unless ways can be found to substitute model trains for the TV or computer games amongst young people. Bruce Walther has been appointed to the Industry Liaison position and he is now addressing himself to this problem in the Association.

Recently we received a letter from one of our members, Peter Weller-Lewis (NSW-ACT Director) concerning the problem in this part of the world. In his letter Peter says that he whole-heartedly agrees with the movement towards encouraging younger members to join the NMRA and to attend meetings.

Peter feels though that there are two big "turn-offs" to overcome, the first one, and for which he does not know the answer at present, is to entice those members who join our organisation, join our region and then politely decline all aspects of meetings or invitations to slide/movie shows, etc. Peter mentions the old proverb "You can take a horse to water but . . ."

The second "turn-off" concerns the "knockers". These are the members who (usually unknowingly) when in the presence or earshot of young members, "knock" the youngsters for being dumb enough to run "diesels" or "electric" models. Peter points out that the young people of today relate themselves with diesels and/or electrics. No one ever bothers to speak with a young modeller to ask him where he got his model from and what he has done with it.

The youth of today do not know what they have missed in not being around in the "days of steam". You will not get them to appreciate the older things if they are knocked for modelling what relates to them as a railroad as they understand it.

To help organise our members thoughts towards encouraging our youth to understand our hobby of model railroading, you might like to read an editorial written by Frank Titman and reprinted from the March 1968 issue of "The Bulletin".

THE YOUNGER MODELLERS

Very seldom a day goes by that we don't pick up a newspaper and read of some juvenile offence in some city across our nation. If some of our young people aren't participating in some demonstration, or engaging in a riot, they are stripping cars, breaking windows or committing some other act of vandalism.

Most of you who read this are shocked and dismayed by these actions, and probably wonder, as I have, when they find the time and inclination to carry them out. This is easily understandable, since our leisure is fully occupied by one of the greatest time dissolving devices known to man; an absorbing and wonderful hobby, in our case . . . Model Railroading. The more engrossed we become in it, the less time we seem to have.

The youngster who has no sound interests or worthwhile hobby to occupy his leisure, usually finds time heavy and boresome, and he inadvertantly ends up in trouble. A lawyer friend confirmed this statement one day when he related that as Public Defender, he found that in most cases involving young people in court, they had

THE YOUNGER MODELLERS (Contd)

no hobby or interests whatsoever. Also on the other hand, no young person who was constructively occupied, in his experience, was ever in need of his services.

As further proof that a good constructive hobby such as ours can insulate our young from turning wrong, just ask yourself if you know of any young model railroader who is in trouble with the law.

Many of us who are fathers fervently pray that our sons will become good substantial citizens and carry their fair share of our country's burdens. Our NMRA has done so much to make our chosen hobby a wonderful one, but in my judgement I find that the young teenager is not given much encouragement to make him wish to join or participate in NMRA activities. Why can't our NMRA undertake one more worthwhile task and include our young people in its model contests? No new rules need be written, simply a new special category arranged for the younger people and an age bracket set up to keep competition on a more equal footing and to encourage participation.

This leads me to the point I wish to raise concerning our NMRA and the teenaged model railroader. At the 1966 NMRA Convention held in Cincinnati, the Contest Committee Chairman arose at the banquet and after expounding on a similar theme, stated that a twelve year old boy had the courage to enter his gondola model in the national contest against very stiff competition. Anyone who has competed or viewed the entries in a national contest knows what he was up against. His model didn't meet the high standard set by NMRA rules, but the Chairman felt that he deserved some sort of reward for his plucky perseverance. Therefore, he and the committee made up a special award and presented him with it amidst a standing ovation by all. His expression, as he stood on a chair to receive it, was heartwarming and he probably still remembers that occasion vividly. It was a fitting reward for his industry and ability.★

1985 ANNUAL MEETING

This meeting will be held on Saturday, 25 May 1985 from 7.30 pm at the home of our Secretary, Phil Knife. Phil's home is situated at 97 Leichhardt Street, RUSE (near Campbelltown - UBD map 108 G 8).

Following the meeting there will be a BRING AND BUY session (with 10% commission charge for the Region's funds) and this will be followed by films on Colorado Narrow Gauge Railroads and layout tours in England and America.

Members who intend to be present at the Annual Meeting are requested to contact either John Saxon or Phil Knife and advise them of the number of persons attending. John can be contacted on 84 7383 and Phil on (046) 26 5665 after 6.00 pm.





INVITATION



A Tape Slide Night Will Be Held On

SATURDAY 16 MARCH 1985

at 7.30 pm

Fred Gill's Home
80 Barnetts Road WINSTON HILLS (Sydney)

There will be two tape slides shown and they will cover the following -

- 1 Scenicking Your Model Railroad by Tom Eckstein
(Covers making rubber moulds, preparing and applying hardshell and castings)
- 2 Kitbashing - A Modelling Concept by The Sonoma County Highballers (Describes kitbashing in many forms, kit altering, modifying, multi kitting)

ALSO THERE WILL BE A BRING AND BUY SESSION, so bring along something that you want to sell or swap (there's a 10% commission charge which goes to Regional Funds).

★ A M R A EXHIBITION ★

The Annual AMRA Exhibition conducted by the Victorian Branch will be held at the Camberwell Civic Centre from Friday, 8 March through to Monday, 11 March.

The exhibition will be open to the public as follows -

| | |
|----------|--------------------------|
| Friday | 8 March - 10 am to 10 pm |
| Saturday | 9 March - 10 am to 10 pm |
| Sunday | 10 March - 10 am to 7 pm |
| Monday | 11 March - 10 am to 7 pm |

| | | |
|---------------------|-----------------|--------|
| Cost of admission - | Adults | \$3.00 |
| | School Children | \$1.00 |
| | Pensioners | \$1.00 |

The NMRA will be having a stand at this exhibition and, as it was with the Sydney Exhibition, it will consist of a static showcase display. NMRA members are invited to display their scratch-built/kit-built items of rolling stock, so that members of the public may view our members efforts. The showcase will be fully enclosed, thereby protecting the models from being handled by the public, and will be illuminated for showing the models at their best. At all times there will be a NMRA member in attendance to safeguard the stand and to take enquiries from the public.

Any NMRA member who wishes to exhibit a model or two or who would be willing to assist in manning the stand during a short period is requested to contact Max Gottlieb on (03) 2216951 (after 6 pm) for further information. Here's a chance to show off your latest effort in the modelling field so let's have your support to make our display a great success.

PS. John Saxon, Clive Riley, Phil Knife and Fred Gill (BOD's) will be visiting the exhibition during the four days, so call in and say hullo.★

" M O E "

by Paul Richie

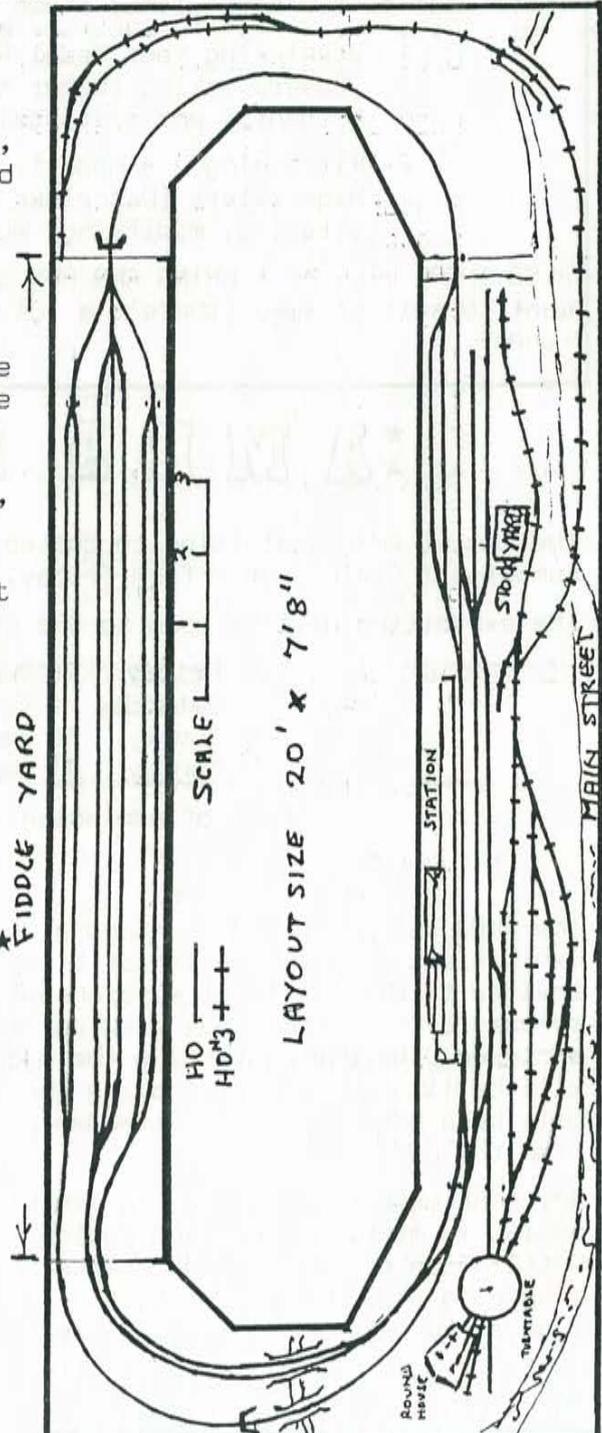
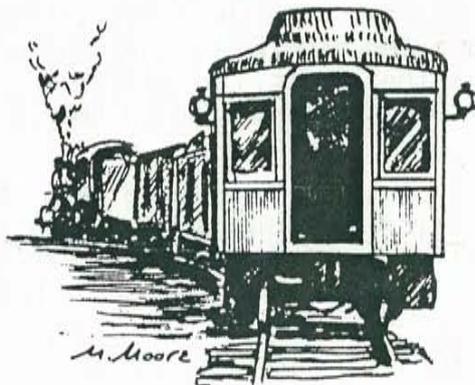
The layout Moe is based on a Gippsland (Victorian) town of the same name set in about 1954, a medium sized station on the main line from Melbourne to Bairnsdale which also serves two branch lines as well, one to Thorpdale and a new one to Yallourn, as well as a 2'6" narrow gauge line to Walhalla.

The track plan consists of the viewing side which comprises both the HO and HO_N³ yards (HO_N³ because I also run American HO_N³ as well) which take up nearly all the 20' length of the layout. The HO yard is at the rear of the viewing side. One track arrives from Melbourne at the right of the layout and leaves the left, on either of three tracks, Yallourn, Bairndale or Thorpdale.

The narrow gauge yard is at the front of the layout behind the town's main street, on the left is the dual gauge engine shed and turntable, two narrow gauge tracks leave this and form a three-track double ended yard with several sidings as well. The main line leaves this yard, crossing the main street then running along the right of the layout curving around to the back where there is a passing loop before entering the fiddle yard area.

The HO part of the fiddle yard comprises, at this stage, a 7-track staging yard with 3 tracks entering from the left and all combining into one track on the right so a continuous loop is achieved.

This layout is a long way from being finished. Some of the buildings have almost been completed, eg, station and 2-stall roundhouse, but many items are still to come. Rolling stock is slowly being built, as well. At a later stage, US style buildings will be constructed or kitbashed to replace the VR ones to set the scene for operating US equipment.



TAPE SLIDE CLINICS

- 780-12 CAR SCRATCH BUILDING TECHNIQUES by The Hartford (Conn.) Workshop
60 slides - 25 mins.
Tips and kinks for cutting, assembling, detailing, finishing and chalk weathering of rolling stock, by five club members.
- 780-15 LOCOMOTIVE WEATHERING BY AIR BRUSH by John Pryke
61 slides - 38 mins.
Features a prize-winning model weathered by simple colour mixes. prototypical weathering patterns, produced by various boiler fittings etc, are shown with detailed close-up photography.
- 780-18 FROM PLASTICS TO PLASTER by John Nalls Narration by Bill Ehlert
151 slides - 1hr tape (cassette)
Two-part clinic on techniques of scratchbuilding with styrene as a mould making material.
- 780-19 BLENDING BACKDROPS WITH SCENERY by Jerry Drake, Milt Moore and "Thumbs"
57 slides - 53 mins.
A fascinating presentation on the making of backdrops and methods of blending them with the foreground scenery to provide great depth in a small space.
- 780-20 OPTIMUM USE OF SPACE by John Allen
71 slides - 56 mins.
A detailed analysis of available space for a model layout, and how to determine it, using grids and coloured paper squares to represent table area.
- 780-22 SCRATCHBUILDING FROM THE PROTOTYPE by Phil Kohl
81 slides - 21 mins.
From photos to layout to construction of prototype structures. Includes tips as well as suggestions on why some structures make good models while others do not.
- 780-23 SCENERY AND LAYOUT PHOTOGRAPHY by John Allen
104 slides - 60 mins.
A professional explains secrets of colour photography including night-time effects. Proper lighting is explained in steps with clear narration. Produced in 1969, this clinic shows detailed close-ups of a famous model railroad.★

(FRONT COVER) In the dirt, after hitting a cow, (now under the tender) lies Mogul #6 of the 3ft. gauge COLORADO & SOUTHERN near Idaho Springs, about 1900.
(Drawing from a photo in CRM ANNUAL #10)



During the recent festive season a couple of our interstate members paid a visit to Sydney. First to arrive was Ray Brownbill from South Australia who stayed with John and Toni Saxon for a few days. At a barbecue held for Ray at John's house we heard of the plans for a future layout to take the place of the present day "Wild Creek Rail Road". Ray, John and Toni visited the Editor's layout where the usual flash-bulb popping went on for a while before the Bull Session went into gear.

Our next visitors were Paul and Kathy Richie from Ballarat, Victoria. During the time that they spent in our city they visited many of the favourite tourist sites, Opera House, the Rocks area and the Northern beaches. The Editor hosted a barbecue for Paul and Kathy, John and Toni and a repeat of the bulb popping and a Bull Session went on into the night.

One of the main points of the night was when Paul showed his scratch built styrene models of Puffing Billy rolling stock that he had just finished constructing. These models have bogies that run on HOⁿ track on Paul's layout and the models themselves are of prize winning standards. Good work, Paul!

As is usual with visitors to the Editor's layout, Paul and Kathy were presented with DVL and DR&WR Railroad passes. (PS An article on Paul's layout "Moe" is in this issue of Main Line).

Our newest member, Ian Venables of Kenmore, Queensland, has informed us that he models American steam prototype in HO and most of his rolling stock, buildings, etc are scratchbuilt. His main line will be named the Hickman & Ohio (HO) and will run from Covington on the Ohio River to Hickman on the Mississippi, and a major shareholder in the line is the Illinois Central Railroad. However, there is a short line adjoining it, the Jamestown, Jellico & Ewing, and it is this section that he is concentrating his efforts on at the moment.

As Ian mentions, by working on the branch line first, he finds that the goals are much easier to achieve and being a short line and smaller, he can experiment and discard if necessary with much less cost and effort.

A big THANK YOU to one of our Northern members, Ralph Hanley of Taringa, QLD, who has most graciously donated well over 150 back copies of "The Bulletin" for use at our exhibitions. Ralph also generously paid the freight bill on the magazines. These will be distributed to the public when the NMRA has a stand at an exhibition.

Ralph claims he is not as active in trains nowadays, as he retired a few years ago but he still keeps his HO 13' x 10' layout in mechanically good shape. His main reason for doing this is that he has a 5 year old grandson who has a great liking for the model railroad and loves to "run trains on Pop's layout". I guess we have the beginnings of a new member for the future.

Once again, Thanks Ralph!

An Australasian Region Membership Card has been sent to the Editor of "The Bulletin", Mike Carlson, and hopefully a copy of it may appear in a future issue of the magazine.



. . . Continued

You may have noticed in the membership listing that the Region has four "over-seas" members and word was recently received from "Zeke" Forter, Jnr, of Roswell, New Mexico, USA. "Zeke" is the "El Presidente" of the Pecos Valley Rail Lines, which consists of three lines, the Cloves, Roswell and Loring; Pecos Valley & Capitan and the Westfork & Norlen Railroad.

He has submitted two articles to the Editor for inclusion in the Main Line, one on "Stirrup Steps" and the other on "Decals can be Fun". These will be featured in future issues of Main Line, as they arrived too late to make the deadline for this issue.

Many thanks, "Zeke"!

Starting in the January issue of "The Bulletin", all new members are listed under their Region, which makes it a lot easier to locate your name. There were eight names for January and 19 in the February issue, including one youth member, Greg Harper. These names were for new members for November 1984.

The Diamond Valley Line, owned by the Editor, has just received a HOⁿ Heisler which was originally constructed in the shops of the Westside Model Company and numbered N^o 3. It was brought back from the USA by another NMRA member, Tony Earp of Newcastle, NSW, who spied it sitting on a spur and starting to rust away after its many years of use on the West Side Lumber Co Railroad in California. It is at present in the DVL workshops undergoing a refit, oilbunker being removed and a coal bunker installed, windows added to cab, new smokestack with a spark arrester, curtains on cab, new front and rear lights, a new weathered paint job and finally a lot of detail, along with a new crew.

The February issue of "The Bulletin" carries a "Pike Registration Form" for those members who want to register their model railroad name with the NMRA Headquarters. The cost is a low \$US3 for each name and you receive a two-colour Certificate of Registration.

The Pike Register is issued once every three years, so this will be your only chance to gain entry to it or you will have to wait for the next issue in three years time.

Don't forget the National Convention in Wisconsin, Milwaukee from 28 July to 4 August 1985. This is the NMRA's 50th Anniversary Convention and our Australasian Regional President and Trustee, John Saxon and his wife, will be representing Australia and New Zealand at the Convention.

If any O gaugers want NMRA 50th Anniversary decals in O scale for their rolling stock send a \$US10 deposit to President Paul Shimada, 1911 Bannon Creek Drive, Sacramento, California 95833. State the number of decal sets required and include a SAe (International Reply Coupons will do in place of stamps).

The NMRA Headquarters office has announced that it now accepts American Express credit cards in addition to Mastercard and Visa.

One of our members, Max Gottlieb (Victorian Director) is at present having a "Garage Sale" and is disposing of some excess model railroad equipment - drop Max a line if you are interested.



. . . Continued

At a recent Australasian Region BOD meeting, three motions were presented and passed as follows -

- 1 In Sydney, regular two-monthly meetings will be held in various members' homes and other locations during 1985. (See "Invitation" and "Annual Meeting" elsewhere in this issue).
- 2 Division Directors are expected to organise similar gatherings of their members within their Divisions. A tape slide clinic will be provided for those meetings to assist organisers and hosts.
- 3 The BOD feels very strongly that the impetus gained in the first year of the Australasian Region must be maintained. It is incumbent upon Directors to ensure that activities involving members are promoted, that new members are sought and that a high profile be maintained at exhibitions and other meetings. It is especially important that young people be recruited to the ranks of the NMRA and the Australasian Region.

 Dave Cooper, our Northern Territory member who owns a hobby shop in Darwin, has decided to expand his business and by the time you read this issue, Dave will have moved to larger premises.

Whilst talking to John Saxon, Dave mentioned that there is a new model railroad club in Darwin, THE NORTH AUSTRALIA RAILWAY MODELLERS ASSOCIATION, which at last count had 25 members. Their first meeting was held on 22 January 1985 and their club room, which houses a 16' x 8' layout, is situated in a building in the Winnellie Shopping Centre.

The best of luck fellows in your new venture!

 During the January Executive Meeting in the USA, the continuing problem of rising costs was discussed. There is now a motion on the agenda for the BOT Meeting in March 1985 for an increase in membership fees. If this is passed it could see the fees rise to \$US20 a year. The increase, if passed by the BOT in March, will be effective as at that time.

Also to be decided at the March meeting is a motion that, if passed, will see commercial advertisements appearing in "The Bulletin" for the first time.

 How would you like to have to pay the prices that our fellow modellers in New Zealand do? The Model Railroader magazine costs them \$6.18 per issue, an Athearn GP 9 is \$120 and K-D's are \$8.00 per packet.

The current exchange rate is \$A1 to \$NZ1.70 and therefore the opposite applies from the New Zealand end, and, we think our modelling costs are high over here!

 On the theme of "Youth", the Editor recently had thirty-two, 6 to 9 year old boys view his layout. The boys were from a youth group at a local church and they visited the layout in groups of eight, accompanied by one of their leaders. Each group was told the history of the railroad, the theme of the railroad and briefly how it was constructed. Trains were operated by the Editor and then there was a question time and it was an enjoyment to listen to the questions that they asked about the railroad. They were not frivolous questions and showed that the boys took the viewing of the layout quite seriously.

PS Not one single item was touched by any of the boys.★

GOLDLINE Video

NMRA members who are interested in obtaining pre-recorded video tapes relating to railroad subjects can contact EW Stratford of Goldline Video, PO Box 51-345, Pakuranga, Auckland, New Zealand (Tel 064-9-565795) agent for the following tapes -

SPA

| | |
|---|------------|
| Wheeling in the Rat Hole | NZ\$140.00 |
| No Trams to Savoy Street | 85.00 |
| The Biggest Little Railway in the World | 80.00 |
| Paddle Steamer | 103.00 |
| Queen of the Fleet | 140.00 |
| The Rise and Fall of the Steam Locomotive | 85.00 |
| Sacramento Steam Spectacular | 140.00 |
| * Steam Album N° 1 | 125.00 |

CRESSWELL VIDEO

| | |
|---------------------------------|------------|
| The Experience of Steam | NZ\$ 85.00 |
| The Settle and Carlisle Railway | 125.00 |
| Rails Across East Anglia | 118.00 |
| Magic of Steam | 85.00 |

B & R VIDEO PRODUCTIONS

| | |
|-------------------------|------------|
| Vol 1 Steam Alive | NZ\$125.00 |
| Vol 2 Steam to Remember | 125.00 |
| Vol 3 Diesel Mania | 125.00 |
| Vol 4 Steam Power | 125.00 |
| Vol 5 Steam Fantasy | 125.00 |

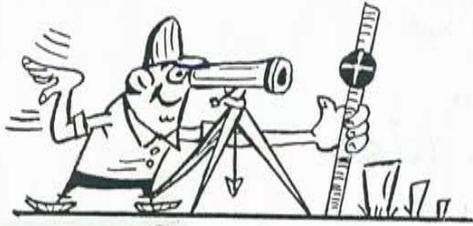
STIRLING VIDEO

| | |
|---|--------|
| Video Steam Memories | 130.00 |
| Roundabout Revisited | 130.00 |
| South African Steam | 130.00 |
| Steam in the Valley | 130.00 |
| The Steel Highway & Cornish Riviera Express | 130.00 |

The prices shown are LESS 10% for NMRA members and POST FREE ★

DEADLINE FOR CONTRIBUTIONS

Contributions in the form of articles, tips, drawings, etc, are welcome from all members. All material for publication **MUST** be submitted to the Editor for consideration by the first of February, May, August or November. All items received will be acknowledged upon receipt.★



CLEARANCE & TEST CAR

by FRED GILL

When installing scenery, buildings or any other objects near your track it is essential that there is sufficient clearance for your trains to roll over the tracks freely. The easiest method of making sure that your trains do not strike any objects is to use a movable clearance gauge. I constructed one many years ago when I was building my third layout and I have found it to be an invaluable tool when installing trackwork and scenery.

The clear plastic floor was cut from a sheet of 4mm PERSPEX, though any clear plastic material would do, as long as you can view the trackwork through the car floor. The width of the car should be cut to the size of your widest car and also your longest car. In my case it happened to be a McKeen railcar. Because of the excessive overhang at each end of the railcar, the holes for the bogies were drilled in identical positions as those on the railcar. You should do likewise on your test car. The bogies were attached to the flat car with nuts and bolts, and a nut was used as a spacer between the bogie and the base.

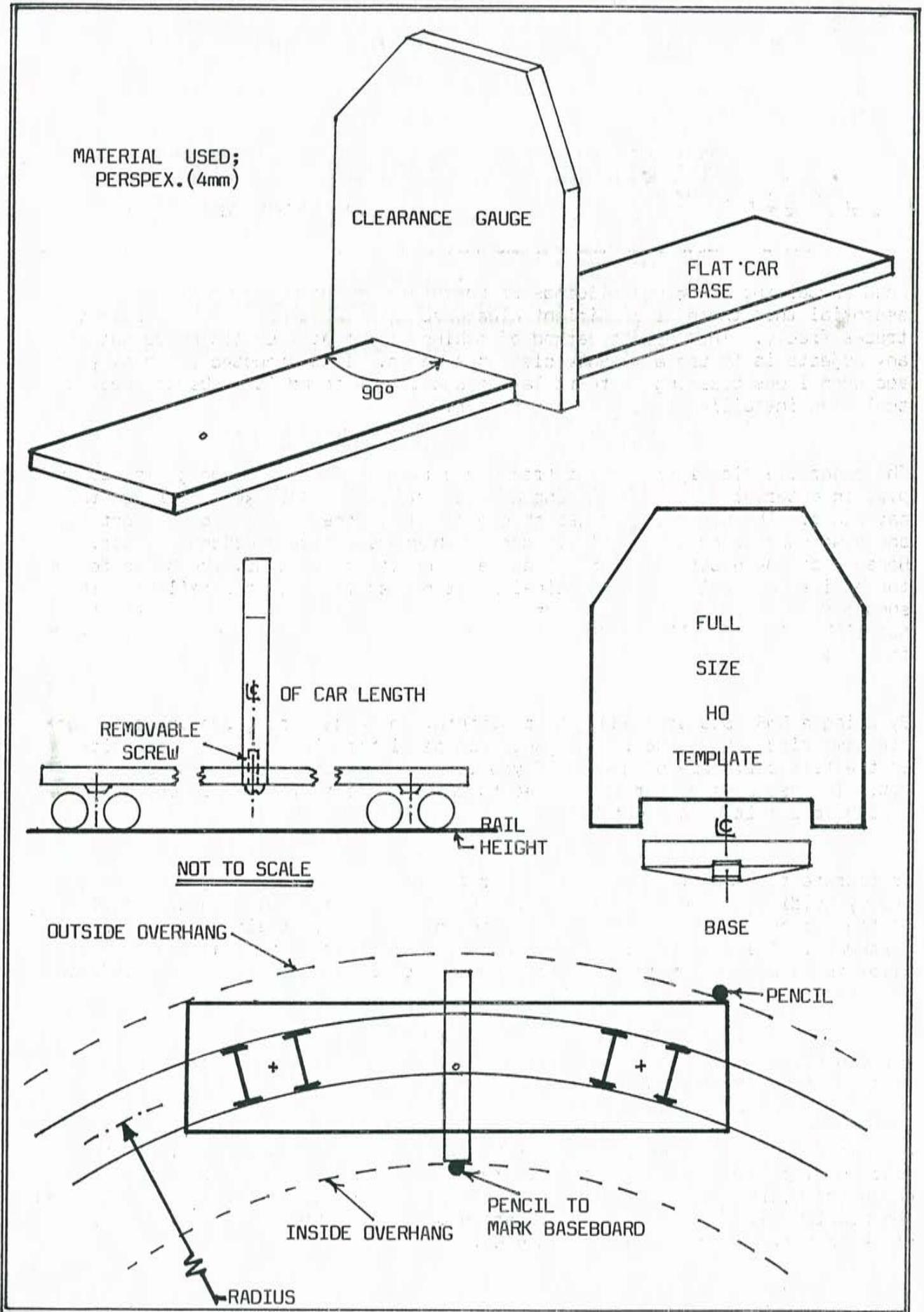
By using a NMRA Standards Gauge as a pattern, the clearance gauge was cut from the same piece of Perspex. The gauge can be either glued, screwed or bolted to the flat car, depending upon if you want to make it a permanent fixture or not. The gauge on my car is screwed to the base so that I may remove it when I wish to use it as a "Test Car".

To operate the car, you use a pencil or texture pen as a marking instrument and by holding the pen against the car (as illustrated) you then draw a line on the baseboard, which shows clearly the clearance for trains to run on your trackwork. The "Extra" clearance that will be marked on the baseboard will allow for a safety margin of space between your rolling stock and any objects or scenery.

You can still install "LOW" scenery inside the marked line and your track as long as it clears all bogie sides and car steps.

A clear plastic TEST CAR is a really handy tool when you are checking out trackwork, particularly at switches. You can look through the clear floor and watch the bogie and wheel action at frogs and switch blades, to determine where the problem may be occurring. There are now three of these cars on my rolling stock roster, two in HO and one in HO3.

Have a go at this project and save yourself a few headaches for the future.★



NEW CUSTOM DUTY RATES ON IMPORTS

On 2 October 1984, the Commercial Tariff Concession Orders (N° 97.03) were altered and they now read as follows -

Scale models and scale model equipment, but NOT including spare parts, transformers or power supplies, being ANY of the ready to run models listed in Table A and ANY of the goods listed in Table B

TABLE A

- (a) live steam stationary engines;
- (b) live steam rollers;
- (c) live steam railway locomotives;
- (d) railway locomotives powered from an external source BUT not including HO gauge railway locomotives based on past or present prototypes operating in Australia;
- (e) railway rolling stock but NOT including HO gauge railway rolling stock based on past or present prototypes operating in Australia;

TABLE B

- (a) railway tracks;
- (b) trackside accessories but NOT including Australian profiles thereof or non-rail vehicles of any kind

NOTE: For the purpose of this Concession:

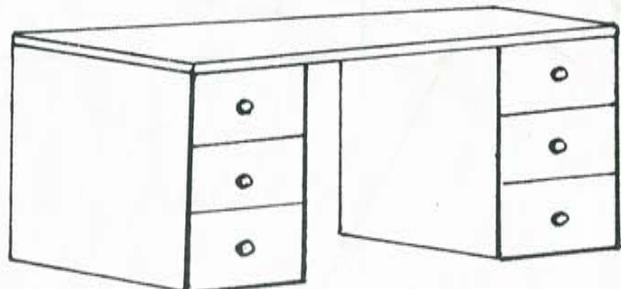
- (a) railway tracks may include rails, sleepers, points (also known as turnouts), crossings or ballast or any combination thereof;
 - (b) eligibility does not extend to sets incorporating the particular goods described in column 2
- Op. 1.7.85 - Dec. date 12.9.84

It has meant that on some types of model railroad equipment the duty has been lowered. Some examples are as follows -

| | Custom Duty |
|---|-------------|
| Loco models in kit form | 2% |
| If they are of Australian prototype | 20% |
| If all the kit is not in the same box it will be classified as replacement parts and will bring a duty of | 20% |
| R.T.R. Equipment | 20% |
| (Athearn Diesels, etc are included in this category even though they have detail parts to be added - the loco can be run without the details) | |
| Point Motors | 20% |
| Replacement Parts - even if the parts are called a kit | 20% |
| Power Controllers | 27½% |
| SALES TAX applicable to all the above | 20% ★ |

QUICK TIP

A sheet of 1" pineboard screwed to the top of two chests of drawers will make a strong workbench.★





NMRA Tape - Slide Clinics

AUSTRALASIAN REGION

GOOD NEWS!

A selection of these instructive, inspiring clinics are now locally available.

Each clinic comprises a box or two of 35mm slides, and an audio tape cassette and instructions, all packed in foam in a strong post-resistant case.

They are intended to be shown to a group of enthusiasts, though one (780-58) is for general viewing.

Available clinics are listed overleaf, full reviews are in the NMRA directory of information. All have been locally reviewed and assessed - as objectively as possible in the light of current practice. All are worth seeing, some more than others. Some are truly excellent including historic gems such as those by John Allen (#'s 780-20 and -23) of GORRE and DAPHITED fame.

METHOD OF DISPLAY is to load a standard size projector magazine(s) and place the tape in the cassette player. An audio signal (click, buzz, thud, loco whistles etc) tells when to change slides.

* PLEASE DON'T TOUCH SLIDE SURFACE, AS IT LEAVES LARGE FINGER PRINTS.

ORDERING - Place orders in writing with -

BILL COOPER, 2 Mason Avenue, Cheltenham, NSW, 2119

and include \$6 on account of postage and as a contribution to Regional funds. Cheques etc. should be made out to N.M.R.A.

Please specify second and third choices in the event your required Clinic is otherwise in use. Please also specify your required dates.

Clinics will be forwarded by Certified mail and must be returned by Certified mail at your cost.

RETURN

Fill in the enclosed report and return by CERTIFIED MAIL within 2 weeks of original despatch date. Remember, any delay could cause inconvenience to the next hirer.

Use the return address on the reverse of the mailing label.

AVAILABILITY

Clinics are made available on the following conditions:-

1. Clinics may only be supplied to individual NMRA members and for showing at NMRA affiliated club, regional and divisional meetings.
2. Clinics must not under any circumstances be duplicated.
3. Clinics always remain the property of the NMRA and must not be on-lent or hired.
4. Responsibility for loss is with the hirer - Certified Mail must be used both ways (replacement of Clinics is a costly and lengthy process so please take care!)

Whilst not quite 'high tech', the graphic quality, and ability to impart information and inspiration shown by these amateur-made clinics may even inspire some locally-produced clinics. Here's hoping!

W.G. COOPER
January, 1985

-NMRA TAPE/SLIDE CLINIC-

| <u>inic no.</u> | <u>Title</u> | <u>No. Slides</u> | <u>Time mins</u> | <u>Assessment</u> |
|---------------------|--|-------------------|----------------------|-------------------|
| 30-12 | CAR SCRATCH BUILDING TECHNIQUES | 60 | 26 | ** |
| 30-15 | LOCOMOTIVE WEATHERING BY AIR BRUSH | 61 | 38 | **** |
| 30-18 | FROM PLASTICS TO PLASTER | 151 | 60 | **** |
| 30-19 | BLENDING BACKDROPS WITH SCENERY | 57 | 53 | ** |
| 30-20 | OPTIMUM USE OF SPACE | 71 | 56 | **** |
| 30-22 | SCRATCH BUILDING FROM THE PROTOTYPE | 81 | 21 | **** |
| 30-23 | SCENERY AND LAYOUT PHOTOGRAPHY | 104 | 60 | *** |
| 30-27 | CAR BODY CASTINGS | 53 | 35 | *** |
| 30-28 | COLOURING SCENERY | 63 | 30 | ** |
| 30-31 | A LOOK AT MODEL RAILWAY TECHNIQUES | 90 | 60 | *** |
| 30-32 | SOLDERING TECHNIQUES | 59 | 25 | *** |
| 30-34 | DISTINCTIVE ROLLING STOCK | 86 | 33 | **** |
| 30-35 | THE LILLIPUTIAN WORLD-SCENERY CONST. | 89 | 37 | *** |
| 30-36 | "John Allen's GORRE & DAPHETID Railroad" | 112 | 67 | **** |
| 30-40 | PAINTING & DECALING PLASTIC MODELS | 171 | 45 | **** |
| 30-41 | FRONT PROJECTION PHOTOGRAPHY | 99 | 44 | *** |
| 30-44 | SCENICKING YOUR MODEL RAILROAD | 114 | 46 | *** |
| 30-46 | ROCKS | 128 | 40 | *** |
| 30-47 | REALISM WITH PLASTIC STRUCTURES | 57 | 20 | *** |
| 30-49 | "ORE MILLS....HOW,WHEN,WHY" | 108 | 28 | **** |
| 30-50 | STYRENE AND OTHER STUFF | 106 | 40 | **** |
| 30-51 | "IDENTIFYING & EXPLAINING LOCO PARTS" | 249 | 75 | *** |
| 30-53 | "THERE'S NO PLACE LIKE HOME". | 130 | 50 | ** |
| 30-54 | OVERHEAD SYSTEMS FOR OPERATION | 84 | 35 | * |
| 30-55 | HARD SHELL TERRAIN AND ZIP TEXTURING | 72 | 36 | **** |
| 30-57 | PASSENGER CAR CONSTRUCTION | 130 | 43 | **** |
| 30-56 | "KITBASHING-A MODELLING CONCEPT" | 52 | 23 | **** |
| 30-58 | ALL ABOARD:INTRODUCTION TO MODEL RRDING | 128 | 25 | *** |
| 30-59 | TOWARD A MODULAR CONCEPT | 57 | 40 | *** |
| 30-60 | SWITCH TO BETTER TURNOUTS | 99 | 41 | **** |
| 30-61 | PHOTOETCHING | 68 | 53 | *** |

| | |
|------|-----------|
| **** | EXCELLENT |
| *** | VERY GOOD |
| ** | GOOD |
| * | FAIR |