



MAIN LINE

OFFICIAL PUBLICATION OF THE AUSTRALASIAN REGION



Vol 2 No 2

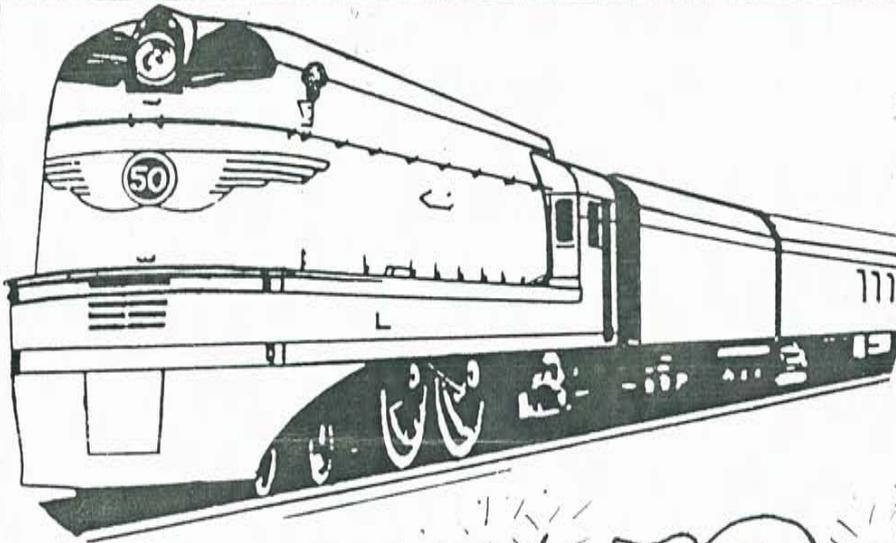
April, May, June, 1985

EDITOR Fred Gill

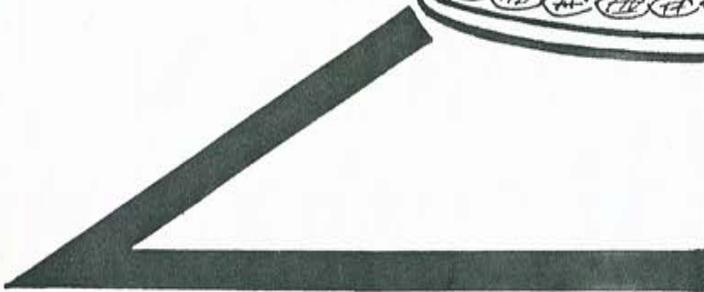
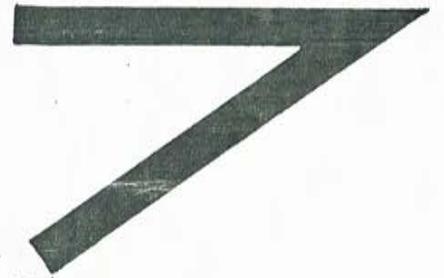
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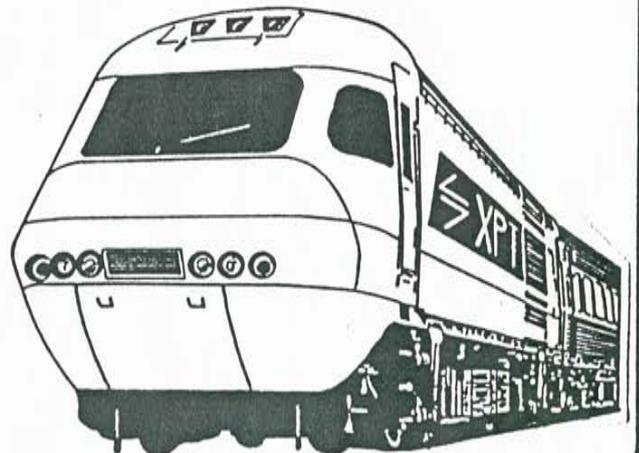
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1985



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Dues Increase

Some of us have already received renewals from the U.S. at \$US20 which, when converted at present exchange rates, is close enough to \$A30 or \$NZ44 (The expected increase of \$2.50 was not enough to avoid another increase in two years time - now no increase is expected before 1989)

The normal reaction is to be staggered by the new rates which appear extreme in our currencies. But of course, it is the depreciation of the Australian and New Zealand currencies which is mainly the cause, not the \$US5 increase, the first in five years.

Just what do we receive for our money? Apart from the camaraderie of associating with other modellers here and overseas with interest in the U.S. and other prototypes, we now have access to the Tape/Slide program and we also receive a monthly Bulletin and a quarterly Main Line.

We can't measure the benefits from our friendships and associations or from the Tape/Slide program. But we can try to evaluate the worth of our periodicals.

My first issue of the Bulletin in October 1963 was 12 pages; the May 1985 issue is 52 pages. Our own Main Line now runs to 20 pages with this issue.

Compare these to the US magazines where the following subscription rates apply - RMC \$A31.50; MR \$A42.75; Gazette (6 issues) \$A37.50 and Mainline Modeler \$A51.00; and the new-stand price is higher still.

When you take into account our own all up cost of \$A35 and the advertising content of the commercial magazines (60% in the April MR) I believe our money is well spent with the NMRA and our Region.

I trust you will agree.

Queensland Director

I report with regret the resignation of Brian Marstaeller as Director of Division 1, Queensland due to other pressures on his time.

We are now looking for someone to fill his position. Any volunteers?

Advertising

You will note in this issue that we are now accepting paid advertising to assist in defraying costs of Main Line preparation and mailing.

Please support our advertisers and mention Main Lines name so they will be encouraged to continue to support us.

Industry Relations

Talking of advertising, the new policy of the NMRA to accept paid advertising in the Bulletin was predicted by some as likely to cause difficulties in relations with the commercial press.

The April issue of Mainline Modeler has a rather critical letter of the NMRA with an attendant commentary by the editor/publisher Bob Hundman.

I hope this is not the forerunner of the predicted relationship difficulties. Despite its size and attendant volunteer hierarchy, the NMRA is trying to improve its game and whilst constructive criticism should always be welcome, experience shows that widely spread divisive opinions never strengthen organisations or the hobby itself.

Until next time,

JOHN

1985 ANNUAL MEETING REPORT

Twelve members were in attendance at the Annual Meeting which was held at the home of our Secretary, Phil Knife, on 25 May 1985.

Secretary's Report - Minutes of the previous Annual Meeting were read and approved.

President's Report - John mentioned the following points:

- * Membership has now risen to over 150 members and more applications are on the way.
- * A Regional Emblem (see front page) has been designed by the president.
- * New Youth Membership category suggested for the Region.
- * Director of Division I (Queensland) has resigned - position now vacant.
- * Regional activity at Liverpool and Melbourne exhibitions was rewarding in obtaining new members - the Region will be represented at the Canberra and Liverpool exhibitions this year.

Treasurer's Report -

Statement of Income and Expenses to 25 May 1985

INCOME		EXPENSES	
Membership Receipts	1098.00	Stationery	153.34
Advertising	120.00	Postage	225.43
Income - Tape/Slide Clinics	18.00	Drafts to USA	797.03
Commission from Sales	5.00	Bank Fees	39.26
	1241.00	AMRA Exhibition	50.00
Balance brought forward		Post Office Box	10.00
from 25.9.84	449.61	Tape/Slide Clinics	48.99
		Other Membership Fees	19.50
		Secretary's Expenses	12.07
			1355.62
		Cash Reserves at 25.5.85	334.99
	\$1690.61		\$1690.61

New Business - The Secretary placed a motion before those present that a new category of membership be added to the Australasian Region Constitution - Article 4 - Membership. To be called Section 6 - this category brings the Region's constitution in line with the National Body's new Youth Membership. This membership will be available for those persons under 20 years of age and will allow them all the benefits of full membership. The membership fee will be \$US13.50 per year to the NMRA and \$3.50 to the Australasian Region. Motion was passed unanimously.

It was decided to proceed with the ordering of colour cloth patches, using the new emblem, for sale to members. Colours will be red, white and blue.

The next annual meeting will be held on a date to be decided by the BOD (around early May, 1986) and will include a one day Mini Convention.

After the meeting Phil showed films of Model Railroader's "Layout Tour #1" followed by "The Silverton Railroad". Members were then supplied with a nice supper by Railettes Kathy Knife and Toni Saxon.

MELBOURNE VISIT

On the Victorian Moomba Festival weekend in March, John Saxon and Fred Gill travelled to Melbourne and attended the AMRA Model Railway Exhibition at Camberwell Civic Centre.

The NMRA - Australasian Region had a visual display stand at the four day exhibition and this was manned by members of Division III of the Region. Max Gottliebsen (Director - Division III) worked extremely hard in organising a display case, locating and rostering members for the manning of the stand and finally the disassembly of the project on the last day.

Those members who carried out rostered duties on the stand have been sent a letter of thanks for their efforts, they are - Max Whiting, Dave Goddard, Paul Richie, Michael Brodie, Chris King, John Yourn, Reg Webber, Allan McKenna, John McClure and Max Gottliebsen.

A lot of interest was shown by the public to the display of rolling stock and structures that had been built in different gauges by divisional members. Brochures and old copies of Bulletins were handed out to those people who showed interest in our Association. There were also some visitors from ACT and Sydney who dropped in and had a chat for a while before moving on to other exhibits.

After we had carried out our rostered duties on the Friday night and Saturday morning, we were taken out to Belgrave for an inspection of the Puffing Billy Railway's Workshop and rolling stock. With the cooperative assistance of Station Master, Norm Wadeson, we were shown the interior of the locomotive workshops, the M of W sheds and the interior of their private railroad coach which is used for VIP trips.

The following day (Sunday) saw us at Rick Richardson's famous Vulcan Vale layout (ON30) which is a real eye opener. The sights and sounds that confront visitors is fantastic and one had to raise one's voice to be heard over the sound of four steam locos in action. A very pleasant few hours were spent viewing the layout and talking with Rick and his sons.

That night we attended another layout which this time was in HO gauge and owned by Allan Rockett. This layout really interested the Editor as it has a similar theme, logging and a period setting, as does the Editor's Diamond Valley Line. Allan showed us some of his assembled kits, machinery for use as interior details, figures, animals and scratchbuilt horse drawn wagons and locomotives that he has been constructing for eventual use on his new layout. These items are so realistic in their final appearance that you almost expect the machinery to operate in a prototype manner or the figures to start walking along the broadwalks. Allan is an outstanding craftsman in the assembling, detailing and painting of kit items and he must be congratulated on his workmanship.

Sincere thanks must go to Max Gottliebsen and John Hamilton for being such good hosts and for their efforts to make our weekend such an enjoyable event.

- Fred Gill

NOTICE

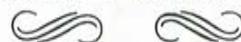
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WOMEN'S TOUCH

by Muriel R Vander Veen



This article was supplied by Rosella Nash, National Raillette Co-ordinator

Not all people enjoy model railroading, but it is amazing how many women are interested. That doesn't mean that they are involved in every facet of the hobby. Many women are interested in knitting, sewing, painting or ceramics and think nothing of their husband's lack of interest in it. They usually confine their work on these to the hours their husbands are not at home, but it is almost impossible for a man to work on any hobby when his wife isn't about, at least part of the time. The reaction of individual women to railroading varies greatly. Some are very active in all phases and others violently oppose any time their husbands give to railroading.

There are many things a woman can do that do not involve active participation, a kind word on the subject, a cup of coffee or a suggestion of something she has seen recently that would fit into a certain part of the layout. Quite a few women seem to have the knack of noticing the things, like the little extra touches, such as people and clutter that make a certain spot seem more real. Painting scenery or landscaping is very interesting and doesn't take experience. All it takes is the will to try, observation and sometimes a picture of ideas. If the scenery isn't right, it can be changed without any damage to the operation of the layout.

I have met several women who are actively involved in model railroading, whose husbands couldn't care less for the hobby. Quite often they started because junior wanted a train set for xmas and Dad couldn't be bothered. They have stayed interested after junior's interest waned. These women you never hear about unless you are in the local hobby shop when they are asking for advice. Then there is the woman who likes to build and does a pretty good job of it. A friend of mine (non-railroader) came over not long ago with a locomotive she had made for me. She was learning to decorate cakes and made it from cookies, candy and icing (even had cotton for smoke). It was very near complete, considering her lack of knowledge, about all that was missing were the drive rods. Another woman I know collects her own brand of railroadiana, jewelry, ceramics and material from which she makes shirts for her husband and dresses for herself.

If your wife wants to try and do something on your layout, for heavens sake don't laugh or discourage her, but then again, don't try to force her into an interest she doesn't have. When did she last give you a pair of knitting needles so you could join her hobby! ★



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a Jig



by Bill Cooper

Jigs, other than the Irish variety, can be a valuable modelling aid. By positioning parts for making or assembly, they facilitate uniform, fast mass production of items. Examples include such common devices as a track gauge, or even a tool as complex as a Kadee Spiker.

Modellers often employ ad hoc jigs, for instance by taping down a stop block for drilling a number of parts on a drill press. A rough, but accurate, quickly-made device which does the job adequately and can then be discarded, or better, put aside somewhere (so that it can be found if needed later) is, perhaps, the ideal jig. Unfortunately, the design and construction of a jig can become so intriguing and time-consuming that its original purpose fades into the background. The gadget itself, rather than the parts it produces, has become the object. In the interest of good modelling, this deflection of effort must be resisted.

The FERN VALLEY RAILWAY, my freelance HO line, employs a dozen or so custom-made jigs, in tracklaying and rolling stock production. The few original jigs include a device to hold down round freight car roofs when gluing and a (very useful) coupler-mounting pad height gauge. Most come from articles in the modelling press, including a window-punching gadget, the subject of this story.

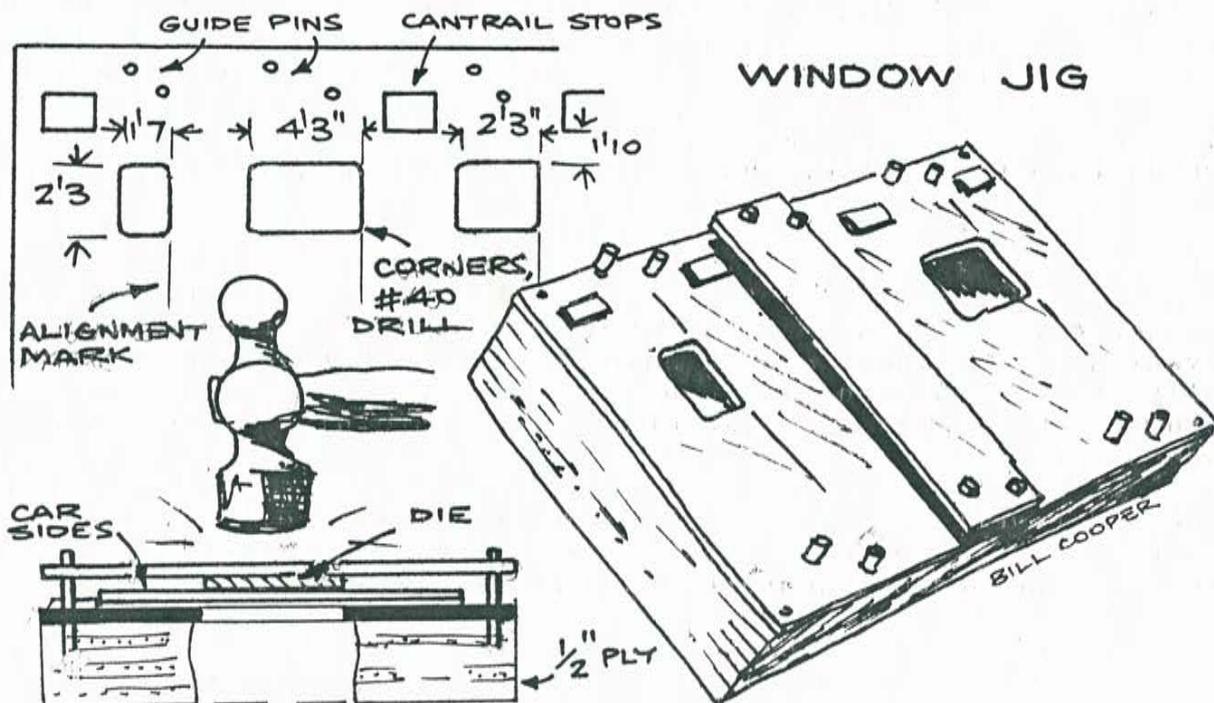
Heart of the FERN VALLEY's country passenger stock is a fleet of ATHEARN round-roof steel cars. These roll on MDC 4-wheel trucks with replacement KADEE wheelsets. The underframes have been extensively detailed. Steps have been cut off and replaced with thresholds appropriate to the FV's high-level platforms, and two-rung ladders, a la NSWGR (or whatever it is now called). Paint and lettering result in a pleasing car, but OH!, those awful windows! The kit items are myopic blobs which, in full size, would resemble huge milk bottle bases. They're a poor fit, anyway. Filing off their retaining ledge and gluing clear strip inside the car improves things a little, but leaves the windows inset a scale 6" or so. Still unsatisfactory.

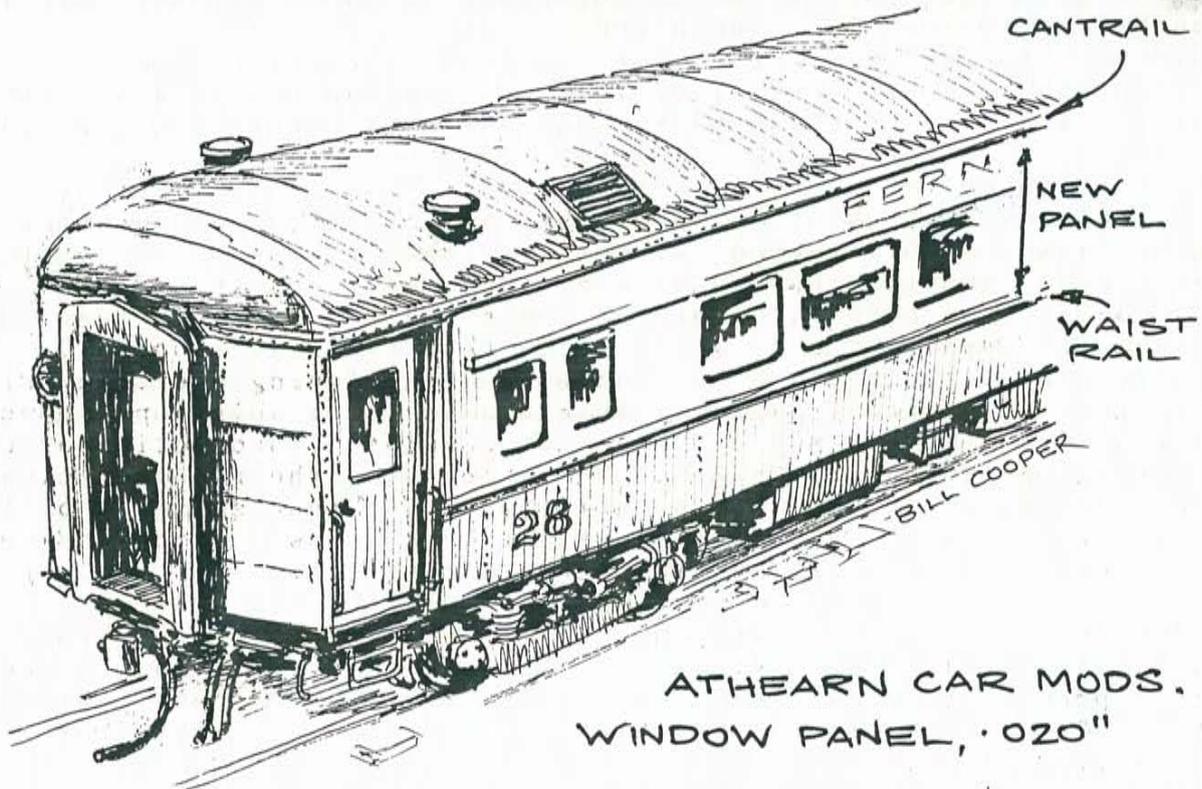
In the Feb. '74 issue of the MODEL RAILROADER, George Drury wrote an excellent article about kitbashing modernised ('betterment') passenger cars from AHM and ATHEARN cars. Betterment cars are old heavyweight steel cars which have been refurbished internally, usually retrucked and air conditioned. Between the waist and cantrails is fitted a new, smooth panel containing large, flush round-cornered picture windows. Drury simulated this feature by panels cut from AHM streamline cars, fitted in the space vacated by the old rivetted panels. A handsome car resulted, but even the thinner AHM car side still inset the windows too far and, anyway, these cars had become too rare and expensive to cut up.

What was needed was thin plastic sheet for the car side, permitting almost flush windows, as in the prototype. But the prospect of cutting dozens of uniform, round-cornered windows held no appeal whatsoever. The very thought even made the original windows look better. Perhaps some form of punch might work.

Having always preferred to read about modelling to actually doing anything, a vast collection of magazines had been amassed over the years, including many acquired second hand. Interest having wavered between U.S., U.K., Aust. and sundry other prototypes, the collection is pretty catholic. This now came in handy. Way back in July, 1953, the English MODEL RAILWAY NEWS contained one of a series of entertaining, instructive articles by a clever scratchbuilder (as most were then), D. A. Williams. The subject was the construction of Southern Railway (UK) flush-sided stock in card. Same round-cornered windows as the proposed FVR rebuilt cars, same problem: how to mass-produce them. DAW's solution was to construct a punch, containing the necessary variety of window shapes. It comprised a 4" by 5" piece of nickel silver sheet, with windows cut out. Small NS rectangles were soldered on for cantrail (top of the car side) guides. This assembly was mounted on a 1/2" thick wood block. A window blank die, guided by steel pins, was provided for each window shape. Operation was by cutting pieces of car side material (he used manilla folders) to size; marking the right hand side of each window location in pencil; sliding a pair of sides into the jig, against the guides; aligning the pencil mark with the window edge scribing, placing the die over the locating pins; hitting the die with a little hammer, lift...move...hit..and there you are, a car side with neat, uniform windows. Fast, too. What a great idea! Perhaps it would work on styrene as well.

Spurred on by the prospect of turning out the dozen or so car sides required, with neat, flush windows and before pensionable age, construction began. First: material. Some 1/16" brass sheet was found. A little soft and ductile, perhaps? Yes, as it turned out. Window shapes suitable for these cars were obtained from the CAR BUILDER'S CYC, which contains large, dimensioned drawings. It is hard to tell window radius and so on from 1/87 scale drawings and such points make a difference in the appearance of the finished car. At least three window sizes were required: a picture window, for general use; a square type, also common and; a narrow type, for toilet windows. The final design was as drawn here.





The main body was made first. Window shapes were scribed; the corners drilled and then cut out with a jewellers' saw (following DAW's dictum '...measure twice and cut once..') Several saw blades later (thank Heaven hardware stores stay open on Saturday now) the blanks were ready for filing. Filing just three window shapes to precise size indicated the folly of attempting to cut masses of them in car sides, though this has been advocated in some English articles. They must have long winters...

Once the fiddly job of filing to shape was completed, the windows looked great in gleaming yellow metal. Work then started on the dies. These were something else again. Cutting a small piece of metal by hand, to fit precisely in a ready-made hole is quite difficult. The job must start oversize, of course, and be painstakingly reduced to fit without slop, via much offering-up while holding up to the light. Nagging doubts as to the usefulness of the whole project began to appear. One wonders whether the time may not be better spent on more directly productive modelling. The philosophy is interesting. Anthropologists have credited humans alone with the ability to perceive indirect ends, that is, to do things without immediate benefit, but which eventually achieve worthwhile aims. Things like storing grain in time of plenty...or tediously filing bits of brass for a jig. In the interest of keeping humans at the top of the evolutionary pile, the job continued.

Eventually, the task of making dies was completed. Perhaps the perception of time became blunted, or learning speeded things up, but the work proceeded more quickly towards the end. Anticipation may have helped. In actual time, the entire cutting and fitting exercise took about 12 hours. Not a long time in one go, but in rare bouts of half an hour or less of valuable modelling time over several weeks, it seemed never-ending.

The body was mounted on a plywood blank, in which clearance holes had been cut; dies were soldered to backing plates and interference holes for the locating pins (decapitated panel pins) drilled through the assembly. The holes in the die backing plates were later eased, so that they would slide, but with no slop. Finished, at last!

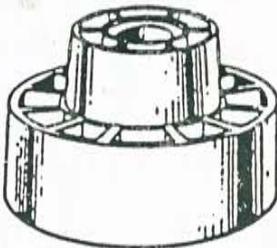
A trial run, using paper, gave excellent results. Then began a surprisingly long session of laying out the various car sides required. Matching of window positions with known typical seating pitches, and bearing in mind the existing rivet detail (so that sufficient vertical members exist to keep floor and roof apart in the imaginary full-size car) proved an intriguing exercise. Pity the poor prototype-follower, condemned to slavishly copy someone else's design. Once that exercise was completed, production of car sides began. In a very short, enjoyable time, the required sides, including a spare or two, were finished. It took about 5% of the time taken to build the jig! Nevertheless, construction was very worthwhile, as the neat, uniform shapes attested.

Unfortunately, the jig only just lasted the job. 1/16" brass is simply too soft. The most-used blank, for picture windows, bent down, producing ragged but usable windows. The smaller ones are still OK. Now, perhaps if ANOTHER jig were made, this time of steel...NO! Life, at least modelling life, is too short for TWO window jigs.★

* * * *

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LIQUID INSULATOR

The Editor recently purchased a 300 ml tin of Redskin Liquid Plastic which has been found to have many uses around the Model Railroad layout and the workbench.

The product is a quick drying liquid plastic, which is brilliant RED in colour and is applied by either dipping items into the liquid or else by brushing it onto the surface of almost any object.

It will resist weather, acids and salts, will improve grip on metal tools, insulate bare wires and electrical connections and the colour will easily identify an item from a distance. Dangerous can or bottle contents can be sealed in safely and generally it can be peeled off most surfaces.

WARNING - Redskin contains 60% methel ethetyl ketone which is inflammable and poisonous, so must be used in a ventilated area and kept away from children.

NMRA CLINICS (cont'd)

- 780-41 FRONT PROJECTION PHOTOGRAPHY by Al Westerfield
99 slides, 44 mins

Photography of models with scenery slides projected on a background. Permits placing your model on a prototype bridge, placing yourself on the walkway of your favourite steam engine. A fascinating clinic, especially for photo buffs.

- 780-44 SCENICKING YOUR MODEL RAILROAD by Tom Eckstein
114 slides, 46 mins

For the newcomer or rail who has never tried scenery. Covers making rubber moulds, preparing layout for hardshell and applying hardshell and castings. Does not cover colouring hardshell.

- 780-46 ROCKS by Jerry Drake
128 slides, 40 mins

Covers modelling rocks in many different ways; includes patterns for castings; moulds of latex, RTV and aluminium foil; application and colouring; substitutions, including cork bark, pine nuggets, tree bark, celetox and natural rocks; and carving and torching styrofoam.

- 780-47 REALISM WITH PLASTIC STRUCTURES by Richard Orr
57 slides, 20 mins

Covers the treatment of plastic brick, wood, trim, windows, roofs, chimneys and gutters to gain more realism. Also explains how to develop your own lettering and to achieve that faded lettering look on older buildings. Handout sheets available from author for two stamps.

- 780-49 "ORE MILLS . . . WHY, WHEN, HOW" by George Konrad
108 slides, 28 mins

Interested in the old American West? The west of Georgetown, Silver Plume, the Argo and the Blackhawk . . . the west of hard rock miners? This clinic shows and explains the industry which processed the ores from those hard rock mines - the mills and equipment which were used to separate the precious ores from the waste rock. It encompasses mill placement and arrangement, transportation of the ores to the mills, equipment in the mills, movement of materials through the mills and power systems. It incorporates many old prints of famous mills as well as some which are more current. It includes interior as well as exterior shots and a goodly number of mill model shots. If you are modelling or interested in the Colorado narrow gauge era, this clinic on ore mills will add much to your store of knowledge, for they were an integral part of the Rocky Mountain mining, processing and transportation industry.★

GOOD NEWS

For those members who are prepared to personally collect and return their Tape/slide Clinics to the tape slide despatcher at his Cheltenham address may now order their clinics in lots of three AND they will only be charged for two clinics. Take advantage of this offer and save money.



"ELK RUN"



by Peter Weller-Lewis

Many months of planning, thought and preparation and five weekends of working bees produced an embryo of a HO layout, standing on the concrete floor of my garage, 20' x 9' with an operating well in the centre 14' x 3'. Darryl Chandler and I covered each 6' x 3' modular baseboard (these were joined together temporarily) with thick brown paper until the whole layout was covered. We then used our sketch diagram, a trammel, pencil and a packet of "texta" colouring pens and started to draw out, one to one scale, our basic track plan. Where points (switches) were to go, stencils or photocopies of No's 8, 6 and 5 points were used. As the final plan developed then these photocopies were glued to the brown paper and all track centerlines marked and joined together and then the track base widths were marked on the brown paper.

The track plans were then cut out of the brown paper sheets. By doing this we had on the front boards the apertures for our wood splined roadbed. The wood splines 3/4" x 1/4" x 12 feet were laid narrow edge uppermost, glued and clamped into position. The next spline was placed parallel to the first but spaced out by 1 1/2' long spacers made out of the spline base material. The spacers were laid approximately every 6". Longer spaces were used, 3 1/2" long, at the baseboard joins and where points deviate away from the mainline and these were clamped and glued in situ. You might think that this is a long sticky tedious method of track base construction, but the end result is well worth the effort.

This method was only employed for the visible track areas on the front baseboards. The rear storage roads were constructed using sheets of ply laid on the cross member supports. When all the splines had been set into place extra spacers were glued in where it was thought that they were needed for strength. After the glue had set and hardened, the 6' x 3' modules were separated, using an "EACTO" razor saw to cut through the track bases.

The areas of the module baseboards (outside the track bases) are covered with a thin ply base and this controls any "twists" in the baseboards. The brown paper sheets were once again used to cut out the thin ply, which was nailed and glued in situ. The ply also serves as a deck to stop any scenery from dropping its "bits and pieces" on the floor.

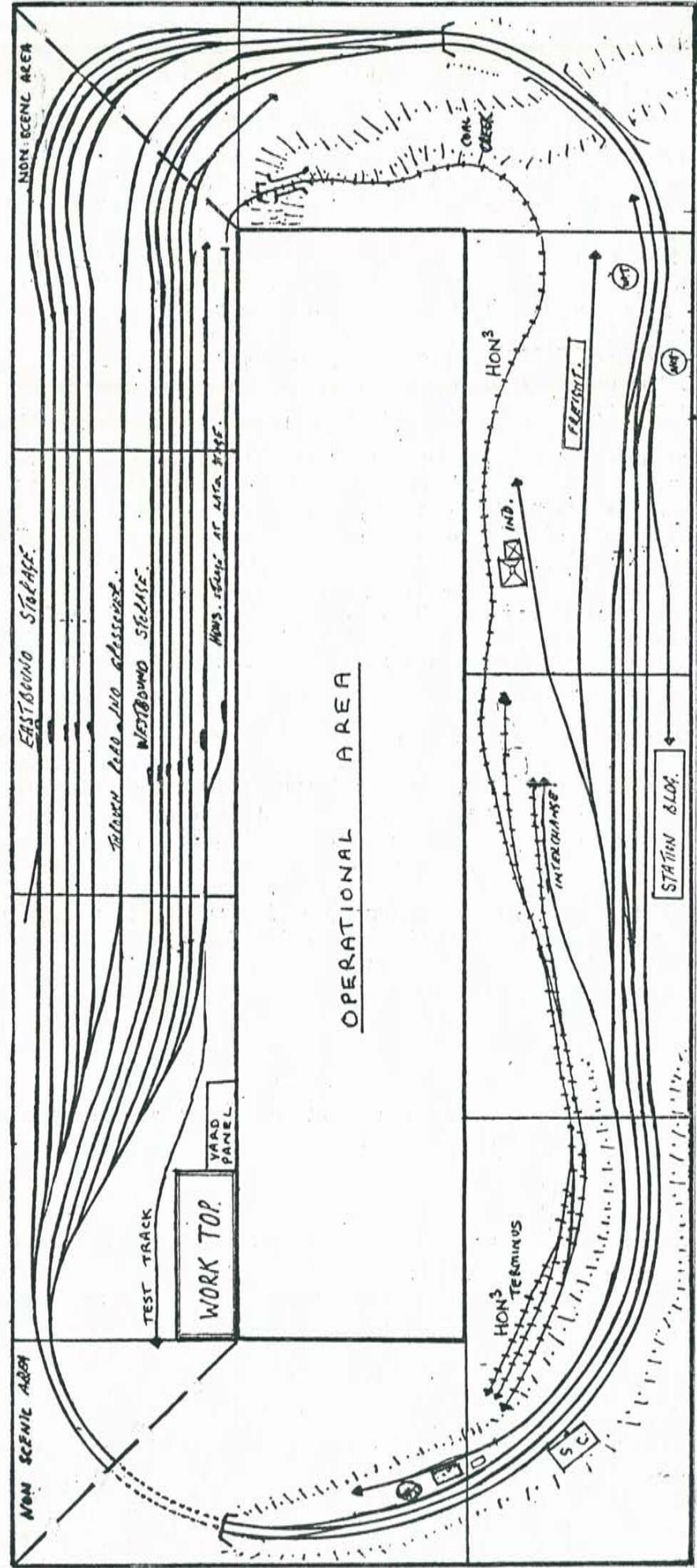
The baseboards (modules) are joined together by 3" steel hinges. An "L" shaped brass pin replaces the hinge pin and can be removed for when the modules are to be stored away between operations. Prior to the modules being dis-assembled, the tops of the track bases were planed flat and then sanded till all joins were on a matching level.

Those of you who have constructed permanent or portable layouts will have noted that track spiked and/or glued directly to a pineboard roadbed will make a noisy drumming sound. Some years ago I virtually eliminated the drumming sound by laying track onto rubber backed carpet tiles on my previous layout. The track was pinned through the tiles to the "canite" sub roadbed and rubber glue was applied and when it set, the pins were removed and this proved to be very quiet when trains were running over it.

Later I experimented with a short test track of pineboard for strength and with a topping of 1/2" "canite" the same carpet tiles were laid on top of the "canite". This again proved very very quiet and would work well on a permanent home layout which had no under or over passes. The reason being you have an

ELK RUN 'COAL RIVER SUBDIVISION'

21' x 9' - HO/HON³



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★ Peter Weller-Lewis, 33 Hayley Crescent, QUEANBEYAN NSW ★

extremely thick track roadbed, the whole thing being a lamination of canite/ rubber/carpet tile held together with glue. A similar arrangement has been done with "The Elk Run". This time Heugo carpet tiles have been glued with the rubber side uppermost, the Heugo tiles have a much harder rubber than I have used before, and were cut to shape and glued to the top of the splined roadbed, whilst in the storage roads the whole baseboard was covered with the carpet tiles. Why Heugo you ask? Quite simple really, my good wife came across them at her place of work and as they were to be dumped at the local tip, she had them "redirected" to the Elk Run main terminal offices.

The next step was the laying of Code 70 Railcraft track and Shinohara points and Peco track and points in the yards. On the mainline No 8's, including two No 8 curved points were used, whilst the NO 6's and No 5's were used on spur trackage. The track was spiked into position, ballasted, glued, allowed to dry and set, then the spikes were removed. The ballast holds the track firm with Aquadhere white glue into which a detergent wetting agent had been added, so the glue would spread through the ballast evenly. This also allows for easy removal of any trackwork at a later date and will avoid damaging the sleeper base or rail. The Peco trackwork was laid in a similar fashion, but in this case the trackwork was not ballasted as it was lain in non-scenic areas.

The first evening, with some odd forms of jury rigs, bits of wire and so forth, we ran our very first train. Light locomotives were run initially, then came the "let's give it something to pull" and after much rail top cleaning we had oddball consists trundling around the tracks.

The baseboards were wired up and multipin-plugs were used as connections between boards, with the number of pins deciding where the plug would be situated. This was a tedious job soldering all the dropper wires to the trackwork and then to the plug. Once it was all done we ran trains and checked every track and several "gremlins" were found, but all in all we were very pleased. We ran an ABA F7 lashup with 28 hoppers and a caboose around the tracks and it really made the adrenalin pump through the system. As usual the Athearn, Atlas, M0del Power diesels ran great with one small exception, but my brass locos of course, like some people in our community, found every emaginable reason not to work. The fourteen storage roads vary in length from 9' up to 17½'.

As I had 33 point motors left over from my last layout we fitted them to the baseboards. On the visible sections of the layout the motors were mounted below the baseboards and on the storage roads they were mounted above or on top of the baseboard wherever possible. These H & M point motors are still being fitted and further progress news will be published in the next issue of Main Line.★



MACK'S

SPARES

Now you can get parts for your jalopy or hot rod car. This type of operation can be opened at trackside or on any spare piece of space that is available on your layout.

Dimensions have not been given as you may want to change or alter the design of the structure. Scrap balsa wood was used for the fences, palings being dyed with a watered down Indian Ink. They were then glued to railings and in turn the railings were glued to the posts.

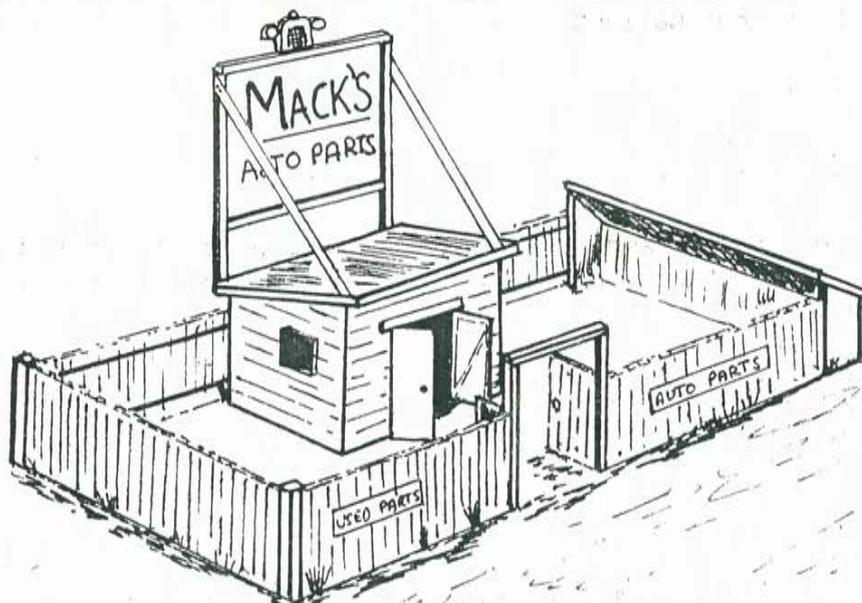
The office building can be constructed out of your favourite type of material; scribed wood, corrugated iron or even brick paper on cardboard. The roof can either be corrugated iron or tar paper on cardboard.

Don't forget to put plenty of signs on the fences, these can be cut out of old magazines and newspapers (Trading Post, etc). Ask your modeller friends for any old disused motor cars and trucks that they or their children have finished with, and place these in the yard. Jordon and Con-Cor vehicles would make a nice addition to the scene, and don't forget to spread some spare pieces of equipment in the end shed.

An extra item could be a dog house that holds the yard's watchdog

So, away you go and open up your own business.

- by Fred Gill





The Editor has now received further information from four of the SIGS Groups that he joined, as was mentioned in an earlier edition of this magazine.

Because of the construction of a HEINZ factory (Campbells Ayres Chairs Kit) on my layout, I wrote to the Heinz 57 SIG Group which cost \$US12 per year for membership. This group turns out a quarterly magazine which is aptly named "Pickles in Miniature" and it contains heaps of prototype information gleaned from the files of the Heinz Company's archives.

The next SIG Group was the LUMBER RAILROAD SIG and the cost of membership is \$US8 per year which includes a quarterly magazine named the "Log Bunk". This publication deals with articles and plans on lumber railroads and modelling techniques for those members who are interested in following the Lumber Lines.

The third Group was the "EARLY AMERICAN RAILROADING" SIG and the yearly subs to this Group is \$US11 and the Group turns out a bi-monthly publication which carries the same name as the Group. There are articles, photos and plans that cover the period of "Railroads Finest Hours, 1830 to 1930."

The final SIG Group was the CIRCUS AND CIRCUS TRAINS Group which at this point of time only supplies the names and addresses of the Group's members and a list of Circus model items suppliers and addresses of prototype circuses in the USA. Cost of membership is \$US2 per year and there is no publication intended at present.

* * * *

John Lebsaft of Bundaberg (Qld) has sent us a snippet for inclusion in Main Line (There's truth in this snippet - ED).

At a recent meeting of a rather large Model Railroad Club, the President, after much frustration at making very little progress with a forthcoming exhibition, rose to his feet and proclaimed, "There are four bones in every organisation: wish bones who wish that others would do the work; jaw bones who do a lot of talking and not much else; knuckle bones who knock down everything which is put up and finally, backbones who do all the work."

* * * *

Membership continues to grow with five new railroaders joining our ranks since the last issue. They are D Wischart, P Van Mourik and N Scantlebury from Victoria and J Diamond and R Kollwyn from NSW. Welcome aboard fellows.

* * * *

A big THANK YOU is due to Bill Gardiner of Australian Modelcraft of Albury for his mention of our Association in an advertisement on the back page of The Australian Railway Magazine for the month of April. As a result of this message we have had enquiries from two prospective members and no doubt there will be further enquiries later.

The Editor still recalls his first meeting with Bill, some 30 odd years ago when a group of model railroaders met with Bill in Sydney, and the Editor arrived home to a wife and new born baby at 3.30 am in the morning and started babbling about model trains to them both till dawn arrived and then immediately set to and started to draw plans for the first Diamond Valley Line. Those were the days of the "Pacemaker" organisation that Bill had started for modellers all over Australia and when attempts were made to start a new gauge (3/20ths) for Australian modellers. As you hear it often said, "Those were the good old days".



. . . Continued

New member Bob Kollwyn of Westmead, Sydney has a 16' x 9' 6" HO/HON³ layout at present under construction in his 20' x 9' 6" garage under his townhouse. As Bob is a bachelor, he has more time to spend on his layout than us married modellers and this is why you can see gigantic mountains being built on his layout.

Altogether there are five levels of trackwork on the layout and the prototype being followed is the Santa Fe Railroad and Bob is modelling it in HO scale and this occupies the two lower levels. There is an interchange yard on the second level with the HON³ section of his railroad and from this section starts the tortuous narrow gauge line that creeps up steep grades, through numerous tunnels and over narrow wooden bridges and trestles to the top level. On this level are two mines and at the end of the line a timber mill operation which is one of the main customers of the railroad.

One of the outstanding points of interest on the layout is a deep gorge with a waterfall at one end developing into a river at the front of the layout. Across this gorge Bob has placed a Fink Truss Wooden Bridge over which his HON³ Shays and Skelton log cars run (limit of three at a time) at a scale speed of 3 mph. This slow speed is necessary because of the frailness of the bridge structure.

It will be interesting to see the finished result of Bob's work on his layout and hopefully an article will be printed in a later edition of the Main Line.

* * * *

Dave Cooper, our Darwin (NT) member writes to let us know that he is President of the NORTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION and that they are seeking membership of our Association. The NARMA publishes a magazine named "The Newsletter" which has articles on modelling, club news and last month a plan of an O-4-OT, 3' 6" gauge locomotive named "Sandfly" which was delivered to Darwin in 1887 for use on the construction of the Transcontinental Railway from North to South. This locomotive would really make a nice model on somebody's layout.

* * * *

The BOD's (Board of Directors) hold meetings each and every month and the dates of these meetings for the rest of this year are as follows -

26 June	25 September
24 July	23 October
28 August	27 November

All members are invited to write to the BOD's, prior to a meeting date, with any questions or information they want included in the meeting.

* * * *

Word has been received from Max Gottliebssen (Division III Director) that he held a meeting at his home on 3 May at which eight members from the Division were present. It was decided at the meeting that, in future, meetings will be held at members' homes in a "Round Robin" style programme. Every second month a NMRA tape slide clinic will be shown for members.

After the meeting, three tape slide clinics were shown by Max and all present enjoyed them. Division III members (or visitors) who wish to attend any future meetings should contact Max at PO Box 205, BORONIA, VIC, 3155.



. . . Continued

NEW ZEALAND NOTES

by Keith Oman

Recently the New Plymouth Model Railway Club celebrated its 5th Birthday with an American Model Railway Club area meet.

The meet was held in Plymouth and opened on a Saturday morning with registrations and get-together of all members and visitors. Saturday afternoon saw visits being made to members' home layouts around the countryside.

Amongst the layouts visited was John Bates' HO layout which follows C&O prototype, followed by Bruce Rogers' HO layout which has the Burlington Northern as its prototype and is modelled during the diesel era. Eric Bailey's Marklin layout was next, with its mountain scenery and then the NPMR Club's layout which is in HO-gauge and also has Marklin trains running over its tracks.

Next came layouts built by Peter Needs and Keith Hancock. Keith's layout is modelled on the NZR Waitara Yards and is very impressive when it has all Keith's scratch-built locos and rolling stock on it. An N gauge layout built by Graeme Lea was also on the roster along with a Marklin layout built by Clive Bielawski.

At the end of the day a barbecue and a slide session by Albert Lea was held for the weary modellers. On Sunday a Live Steam display was held by the NP Model Engineers' Club and this was well attended by all members.

So ended an enjoyable weekend for our New Zealand railroaders.

CANBERRA COMMENTS

BY Peter Weller-Lewis

A meeting was held recently at Graham Hodges' home where visiting members were treated to a video of DR&GW Narrow Gauge. After the video an inspection was made on the progress on his HO N layout and workshop areas. Graham's workshop is known as "The Workshop Mahal" amongst his fellow railroaders and now includes a new spray booth for squirting some of his non-ferrous metal objects that are breeding in his cupboards.

Another evening was spent recently at John Bailey's home where John's extensive (it's extensive - I've seen it, ED) layout in the cellar was used by some fellow NMRA members. John has been working hard on his layout making many track improvements in the form of de-bugging some of the gremlins, easing curves, adding an alternative branch/continuous run. Much fun was had by running long freights over the layout. Kerry McPherson was more than pleased with the performance of his B&O, EMI 2-8-8-4 running around the tracks, while Darryl Chandler and Peter Weller-Lewis amused themselves with diesel lashups.★

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