

MAIN LINE

If undeliverable, return to

N M R A

Australasian Region

PO Box 495

PENNANT HILLS NSW 2120

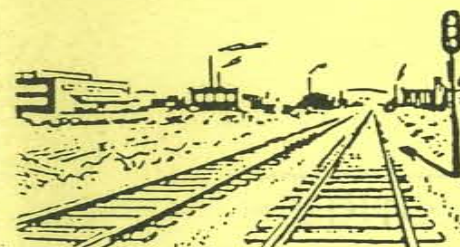
Registered by Australia Post

Publication No NBH 7190

POSTAGE

PAID

AUSTRALIA



MAIN LINE

OFFICIAL PUBLICATION OF THE AUSTRALASIAN REGION

VOL 3 NO 1

JANUARY, FEBRUARY, MARCH 1986

EDITOR *Bill Cooper*

BUSINESS ADDRESS 2 Mason Ave., Cheltenham,
N.S.W., 2119, AUSTRALIA.

REGISTERED BY AUSTRALIA POST - PUBLN # NBH 7190



**MAY
CONVENTION
DETAILS!**

HOW TO JOIN THE NMRA

You can join both the National Model Railroad Association and the Australasian Region by completing the application form below and mailing it with your payment to the **PENNANT HILLS** address.

The cost of \$35 for one year's membership includes the \$US20 for the NMRA and \$A5 for the Region. Unfortunately with today's exchange rates, airmail postage and bank drafts, \$US20 plus \$A5 equals \$A35!

PLEASE PRINT

Name _____

Address _____

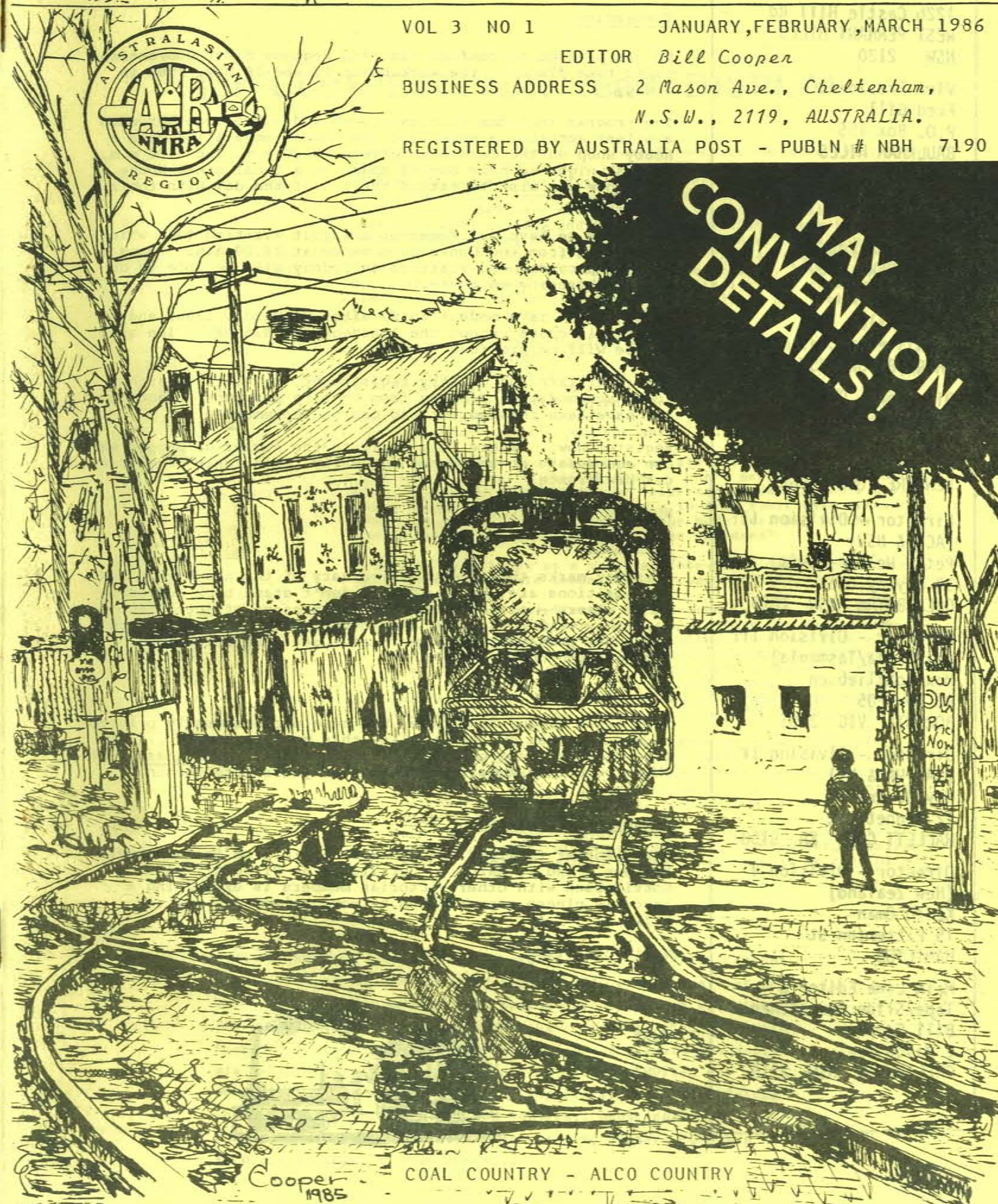
City & State _____ Postcode _____

Primary Scale _____ New ☐ Renewal ☐

NMRA # _____ NMRA expiration date _____

- | | | | |
|---|----------|---|---------|
| <input type="checkbox"/> AR Annual | \$ 5.00 | <input type="checkbox"/> AR Youth Annual | \$3.50 |
| <input type="checkbox"/> AR 5 years * | \$ 20.00 | <input type="checkbox"/> AR & NMRA Annual | \$24.00 |
| <input type="checkbox"/> AR Life * | \$100.00 | * Equivalent NMRA membership necessary | |
| <input type="checkbox"/> AR and NMRA Annual | \$ 35.00 | Total enclosed _____ | |

Send to: NMRA - Australasian Division: PO Box 495, PENNANT HILLS NSW 2120.



COAL COUNTRY - ALCO COUNTRY

DIRECTORY

President & AR Trustee
John Saxon
122b Castle Hill Rd
WEST PENNANT HILLS
NSW 2120

Vice President -
Fred Gill
P.O. Box 155
BAULKHAM HILLS
NSW 2153

Secretary -
Phil Knife
97 Leichhardt St
RUSE NSW 2560

Treasurer -
Clive Riley
16 Wisteria Cres
CHERRYBROOK NSW 2120

Director - Division I
(Queensland)
Ian Venables
7 Aberfoyle St
KENMORE QLD 4069

Director - Division II
(ACT & NSW)
Peter Weller-Lewis
33 Hayley Cres
QUEANBEYAN NSW 2620

Director - Division III
(Victoria/Tasmania)
Max Gottliebssen
PO Box 205
BORONIA VIC. 3155

Director - Division IV
(SA, WA & NT)
Ray Brownbill
12 Signett St
HALLETT COVE SA 5158

Director - Division V
(New Zealand)
Keith Oman
15 Patterson St
HAMILTON

Main Line Editor &
Tape/Slide Despatcher
Bill Cooper
2 Mason Ave
CHELTENHAM NSW 2119

2

FROM the PRESIDENT

Convention

We are pleased to confirm that the Regions first Convention is to take place on the weekend of 17 and 18 May, 1986 in Sydney.

The program includes clinics, films and video together with a silent auction, a modelling and photo competition plus a hobby shop on the Saturday between 10.00 a.m. and 5.00 p.m. Then at night we have booked space at a local steak house for those who wish to extend the fun of the day with their families.

On Sunday we have put together a layout visiting tour which will start from the Convention venue at 10.00 a.m. Maps will be provided and visitors to Sydney will be able to do some sightseeing en route.

Registration is a modest \$5 (\$7 after 31 March, 1986) and covers all costs except the luncheon and dinner. Tea and coffee will be provided free.

For interstate and country registrants, we have researched local accommodation ranging from on-site caravans to motels. All have been checked out and can be recommended.

Register now. There is a limit to the number of people we can accommodate at the venue and early registrants of course get preference.

Hope to see you there.

Elections

This May marks the second anniversary of the new Region and all positions are open. Please don't stand back and leave it to others - although some of the present officers have said they will run again, some others will not due to work and other pressures - so be in it - get your friends to nominate you now.

Main Line

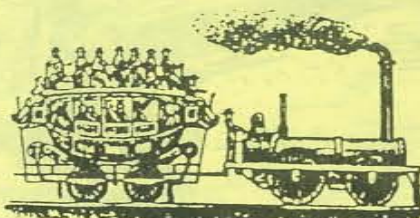
This issue of our newsletter has been professionally printed as our finances currently allow this move. However, a few more members would cement this improvement. So please talk those reluctant modelling friends of yours into joining.

Melbourne Exhibition

Don't forget to visit the A.M.R.A. Exhibition in Camberwell between 7 and 10 March. Our Victorian Director, Max Gottliebssen with other Victorian members is exhibiting a layout - please support them by your attendance and say hello.

Until next time.

JOHN



3

« EDITORIAL.. »

for 'COMPETITION' read 'DISPLAY'

Modelling competitions traditionally attract far more spectators than entrants. This is true irrespective of country or subject, whether rail; sea; air; road or whatever.... though some UK and US events do have impressive lists, in both numbers and quality. Still, the numbers are not large relative to population and the sustained high quality and quantity in British events is at least partly explained by the generally foul weather. Modelling is a precious escape. Australian events have fair average numbers of entrants (i.e., low) and display some excellent, inventive work, but here, as elsewhere, the models on display only represent a tiny proportion of total production. Modellers are prolific, yet little gets displayed. Why?

A possible explanation follows standard psychological lines:

- . People hate failure;
- . Competitions expose entrants to examination and hence to the possibility of failure.

That's it. No one likes losing. The most common reason given by people for failure to enter is that "It's not good enough." i.e., not good enough to win, NOT not good enough to enter.

Thanks largely to the idiot box, we are more frequently watchers than doers. Exposing what IS done .. one's own precious creative efforts .. to an inquisition, by 'experts' (from 'spurts' - drips under pressure) who are more likely to find fault than virtue is simply beyond the pale to the average modeller. So, if the average modeller fails to enter, then who does?

From long experience as a national (non-NMRA) judge, there are, apart from a moderate amount of 'average' entries, three identifiable groups:

- . Seasoned 'pro modellers', well versed in what it takes to win. These are the top people, who arouse the wonder and envy of entrants and spectators alike. They may lack a layout, or may have available special workshop facilities, or time or just the sheer ability to carry a project through to a superb conclusion. Unfortunately, many would-be entrants are beaten before they begin when faced with such skillful work. It is just too exquisite for the average modeller to aspire to.
- . The 'scatter gun' group try a different tack. They bring along a carton of models, perhaps confusing quantity with quality. Presumably, it is believed that sheer weight of numbers will enhance the chance of a win. Thank heavens for such modellers - without them, contest shelves would look pretty bare.
- . Then there is 'The Duffer', with a hide thick enough to enter some awful model, often some poorly-assembled kit, painted 'with a thumbnail dipped in tar'. Judges must be careful not

COVER DRAWING is from a TRAINS photo (8/73) of a READING COMPANY Alco RS3 tiptoeing through Good Springs, PA. with a train of anthracite coal. The awful track, sparse ballast, close buildings and engine smoke, typical of Alcos, have probably changed little from the days of the beloved steamers. (Though diesels can tolerate track that would see steamers in the dirt) EMDites may rail about most coal trailing GM units, especially since Alco folded in the US in 1969, but RS3's and hoppers.. oops 'coal cars' (in Eastern parlance).. look well together and, anyway, COAL and ALCO are anagrams of each other...

to be patronising when pressed for an opinion, or, even worse, be totally honest, for at least the poor sod has entered something. Something that can at least stand as what not to do. Better than the smirking masses whose work sits at home in old kit boxes.

In order to be really inspiring to the typical modeller, the words 'contest', 'competition', 'winner', etc., should perhaps be dropped and positive, non-exam. words like 'display' and 'share your modelling fun', or 'you show me yours and I'll show you mine' may help bring forth examples of worthwhile, good average modelling. To see just what a well-made stock kit looks like may do far more to get people motivated and 'get 'em out of the boxes' than any exquisite scratchbuilding.

The entire purpose here is simply to convince all concerned that it is a lot more fun to be a doer than a watcher. The top doers are there because they found that out long ago and, progressing from disaster to disaster, eventually produced something that began to satisfy them. Sadly, watchers are unaware that perspiration is the main ingredient and skill comes mainly from experience. If YOU are a closet doer, then join the push. Show those poor sods, the watchers, what they are missing. As a contest, or 'display' entrant, you can sneak in a little watching yourself... the more doers, the more worthwhile watching.

By the way, there is an opportunity to display your doings at the May Convention. Entry forms are on page

MELBOURNE MEETINGS

1986

Meetings at 8 p.m.

Mar. 14	Barry Moore 29 Robert Molyneux Ave., Endeavour Hills	700.2397
Apr. 4	Reg Webber 7 Correa Ave., Cheltenham	583.5833
May 2	Henk Molenkamp 94 Pakington St., St. Kilda	534.4126
June 6	Max Gottliebse, 4 Tynham Close, Ferntree Gully	763.0736
July 4	John Hamilton 37 Woodmason Rd., Boronia	762.3189
Aug 1	John Yourn, 19 McGregor Ave., Beaumaris	589.5583
Sept. 5	Peter Grant 47 Forest Park Rd., Upwey	754.5758

the NMRA ACHIEVEMENT PROGRAM

by Phil Knife

You have probably read in BULLETIN of the regular award of "Master" certificates to modellers of distinction, culminating with the prestigious Master Model Railroader award. These are all part of the NMRA's Achievement Program, which aims to recognize superior achievement by individual members in several areas of craftsmanship and service to the hobby.

We are now able to offer you the opportunity to qualify for these awards on a Regional basis. The Board of Directors has appointed me Region Achievement Program Chairman, and my job is to encourage, check out and forward your applications for an award. You will find my address and phone number at the front page of MAIN LINE, where I am listed in my other capacity as Secretary, should you wish to contact me with enquiries or suggestions about the Program.

The categories for which an achievement award can be sought are as follows:

- A. RAILROAD EQUIPMENT
 1. Master Builder - Motive Power
 2. Master Builder - Cars
- B. RAILROAD SETTING
 3. Master Builder - Structures
 4. Master Builder - Scenery
- C. RAILROAD CONSTRUCTION AND OPERATION
 5. Model Railroad Engineer - Civil
 6. Model Railroad Engineer - Electrical
 7. Chief Dispatcher
- D. SERVICE TO THE HOBBY AND NMRA MEMBERS
 8. Association Official
 9. Association Volunteer
 10. Model Railroad Author
- E. MASTER ACHIEVEMENT
 11. Master Model Railroader

EARLY SINGLE-DRIVER TANK
ON U.S. WEST COAST.





To earn the Category 11 award, Master Model Railroader, you must earn seven other certificates, with at least one from each area A, B, C and D. To obtain these certificates you must submit a "Statement of Qualifications" (SOQ) through me, together with the required supporting information. What you require for each award is laid down in the Achievement Program Regulations, a copy of which you can obtain from me together with the necessary forms.

That's the official side. Now let me give you a few thoughts on this program. Although there are less than three hundred Master Model Railroaders in the whole of the NMRA membership, these awards are not impossible to achieve. We believe that we have many modellers in our Region who qualify for the various category awards, and certainly some who could make it to Master Model Railroader.

For the craftsmanship awards, a consistently high standard of modelling is required. However, this does not mean that every model must be a contest winner. Obviously, in our case, nobody has any models that have been judged in NMRA contests - so we have to use other criteria for the present, and the Regulations make provision for this. But, starting with our Convention in May this year, we will be judging models by NMRA rules and this will become a significant factor in the award of achievement certificates. You can see, then, the importance of entering your models in our competitions - not necessarily to win, but to gain sufficient points for a future achievement award.

Well, there you have it. If you are interested in participating in this Program - and don't under-sell your modelling capabilities - please write to me or phone and I will send you the necessary details. Remember, we do have some potential Master Model Railroaders in our Region and these people should be officially recognized.

JUNCTION HOBBIES

SPECIALISING IN MODEL RAILWAYS

P.O. BOX 86.
CHESTER HILL, N.S.W. 2162

MAIL ORDER SERVICE

DETAIL PARTS SPECIALIST large stocks carried of the following:
DETAIL ASSOCIATES, DETAILS WEST, GRANDT LINE, MV PRODUCTS, P.F.M., UTAH PACIFIC, PRECISION SCALE CO.,

Also specialising in BEV-BEL Locos and Rolling Stock. Note these stock items;
BEV-BEL ATHEARN GP9 in CNJ, Conrail, CV, SP or Cotton Belt (black widow scheme) Southern (green or black), Rio Grande, Reading (orig. green scheme).
powered loco...\$59.00 dummy...\$34.00
BEV-BEL GP30 (repainted Bachmann body with machined to suit, Athearn chassis) Roadnames in stock; Chessie, Conrail, P.R.R.
powered...\$59.00 Dummy...\$34.00
BEV-BEL /ATLAS RS-3 powered \$96.00
Roadnames B & M, W.M., Reading.
BEV-BEL/ATHEARN
Single headlight F-7 Loco, Undec.
powered...\$35.95 dummy...\$14.95
Body Shell only...\$4.75 (undec.)
GP30 Body Shell, undec. \$8.00

Periodical magazines available;
A.M.R.M., CTC Board, Mainline Modeler, Prototype Modeler.

NOW IN STOCK

ATHEARN GP38-2 powered...\$44.95
ATSF, UP, Milw, Soo, BN, MP, CR, Undec.
ATHEARN SD40-2 powered...\$49.50
ATSF, UP, MP, RI.
ATLAS RS-11 powered...\$71.95
NYC, N&W, SP, BN, PRR, Undec.
ATLAS RS 3 powered...\$71.95
PRR, EL, NP, Undec.
ATLAS RSD4/5 powered...\$71.95
ATSF, SP, C&O, Undec.
ROUNDHOUSE RS 3 KIT pow ...\$53.95
ROUNDHOUSE 3 Truck Shay ...\$94.50
KADEE No.5 Couplers per pkt \$4.50
other product lines carried
A.R.E. VIDEOS, AR KIT Co, BROAD GAUGE
MODELS, CARY, CENTRAL VALLEY, CHAMP
DECALS, GOULD Co, GSB, LABELLE, MAIN
WEST MODELS, MICROSCALE DECALS, NWSL
RIO GRANDE MODELS, ROBINS RAILS,
ROCO vehicles.

Postage Information
Purchases under \$50.00 at cost to customer,
purchases over \$50.00 are post free at
Post Office surface rates, certified or
insured post add extra funds.

SYDNEY MEETING ♦♦

The next meeting of the Region in Sydney is to be held at
Frans Perssons home on Saturday afternoon, 8th March, 1986, from
2.30 pm to 5.00 pm approximately.

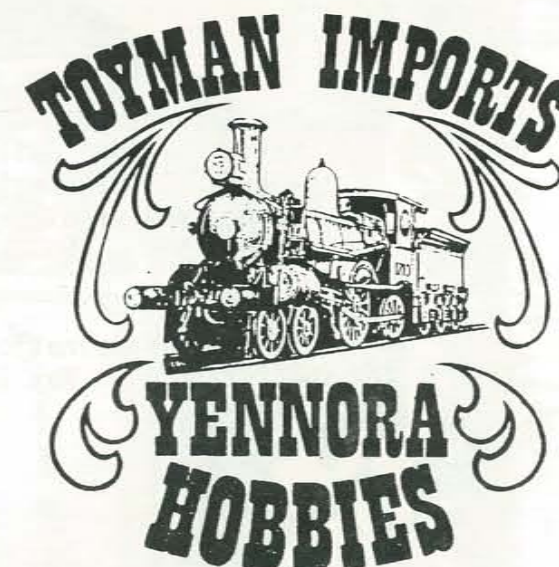
Frans operates a large contemporary U.S. Railroad using CTC-16
carrier control. Frans has been in the hobby many years and is a
scratch builder of some renown.

The address is 17 Bromley Street, Canley Vale, telephone 727.5380.

ALL ARE WELCOME.

1986 ANNUAL MEETING

This meeting will be held on Saturday, 17 May 1986
at 3.00 p.m. at our Convention at Macquarie University,
Sydney.



6000 SQ FT WAREHOUSE FULL OF
TRAINS, BOATS, PLANES, R/C, TOYS
* * ALWAYS PLENTY OF SPECIALS * *

TOYMAN IMPORTS PTY LTD

TOY & HOBBY WAREHOUSE
76 RAILWAY ST YENNORA NSW 2161
(AT THE RAILWAY) Ph 02 632 5002

ELECTIONS

It is two years in May since our first office bearers were elected. Under our Constitution, we must call for nominations now with a view to elections being held in April and results being announced at our general meeting in May next.

We need nominations for all positions namely:-

President
 Vice-President
 Secretary
 Treasurer
 Director - Queensland
 " - NSW & ACT
 " - Vic & Tas
 " - SA, WA & NT
 " - New Zealand

The work isn't hard although you will have less time for your modelling for a two year period - however, the sense of satisfaction you will get from helping our great hobby progress as well as assisting our membership makes it all worth-while.

Nominations must be in writing and received by the Secretary no later than 28 February, 1986.

The Nomination which must be accompanied by a short resume of the Nominee must also be signed by the Nominee and two members as Proposer and Secunder. All must be financial members of the Region.

Come on - be in it! Nominate someone now! Use the format as set out below if you like.

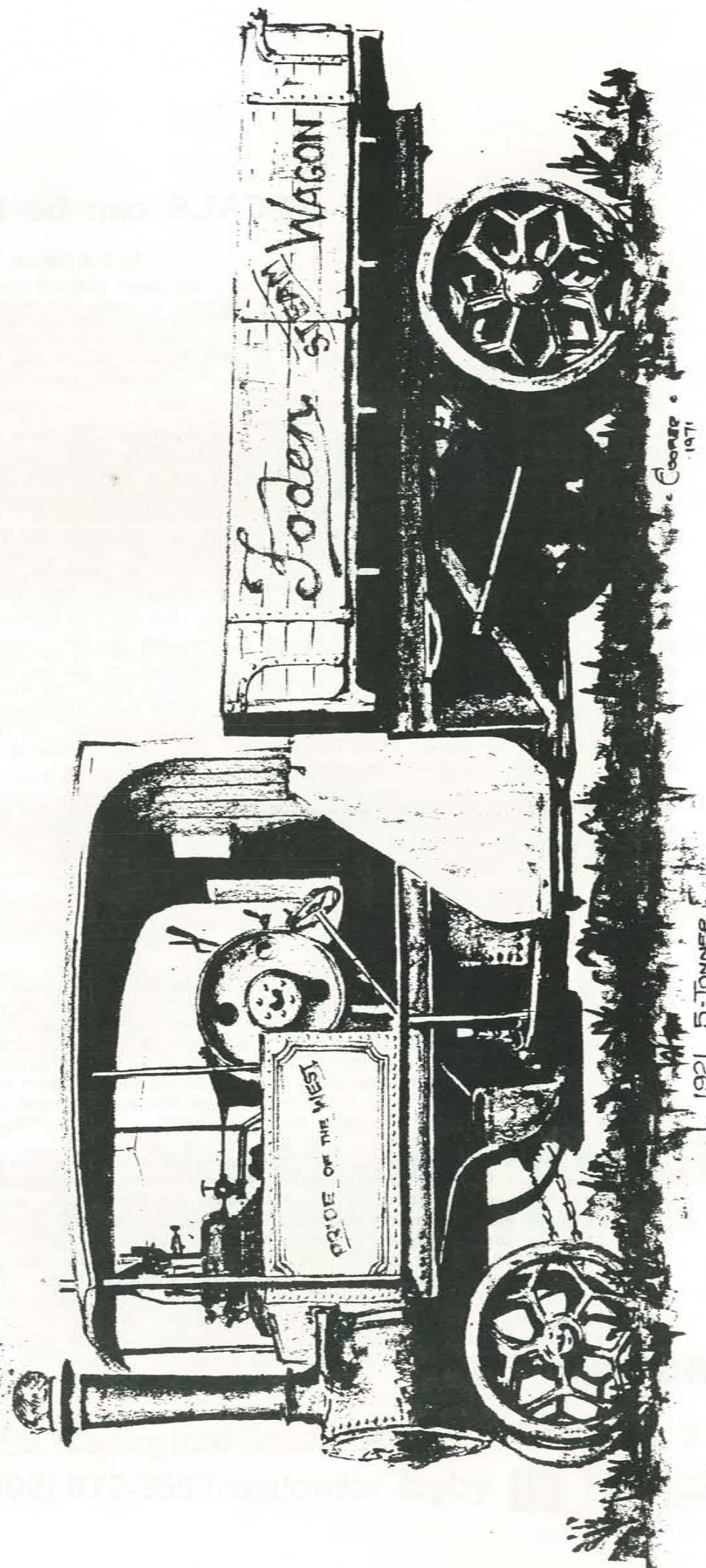
TO: The Secretary
 National Model Railroad Association
 - Australasian Region
 97 Leichhardt Street
 Ruse NSW 2560

I hereby accept nomination for the position of -----
 for the period May 1986 to May 1988

(Nominees Signature)
 Date: / /1986

(Proposers Signature)

(Seconders Signature)



DECALS can be FUN!

by C A Forter Jr (USA)

The purpose of this little exposition is neither to extol the virtues of the Champion Decal Co, or any other purveyor of the ubiquitous little stick-on that so torments our days. It is, rather, an attempt to show anyone who reads it one way in which this practitioner, at least, has fun with those elusive little rascals.

It is not that I've just discovered decals - my gracious - Max Gray was a friend of mine in 1950 when he ran the Champion Model Co from a post office box in North Hollywood and has a little shop on one of the streets in the west valley between Burbank and Van Nuys. I have Champ catalogues from 1953 and from 1961-present, and the one thing that has been a constant - or nearly so - in those catalogues is the listing of names carried under the title PRIVATE NAME DECALS. Not only has the list not changed much (a few additions) but the price has only gone up from a dime for a pair of names to 18¢ a pair, not nearly keeping up with the increase in everything else. Why, even the catalogue has gone up from 20¢ to \$1.50.

To make my point - finally! Back in those days (1950) when I was just starting out I was AWARE of decals but I didn't KNOW about them, if you get my meaning. I knew they existed but was not really onto how to use them. My first little railroad was named the CUMBERLAND, REDGAP & LEXINGTON mainly because I liked the letters CRL for some spooky and now long forgotten reason. In those days I hand-lettered the rolling stock with pen and ink. I still have a little 4-wheel bobber with a lnnnnnnng letterboard to prove it.

Years later, having observed Champs successive moves to Fresno and Santa Clara CA and ultimately to Minot ND, I discovered it would be so much easier to order some appropriate private name decals from Champ than to hand-letter equipment. I ordered decals for the CUMBERLAND, REDGAP & BURLINGTON EXPRESS.

By 1960 I had moved a few times and was into my third layout, the SARATOGA & PACIFIC. Today I could order those names, but even as recently as 1961 I had to order the names SACRAMENTO GAP & PACIFIC to fulfil my needs.

Time passes and after several moves I am now in New Mexico and have decided to rename my road once more. I decided on PECOS VALLEY RAIL LINES to suit the area in which I find myself. I consulted the Champ catalogue and found, to my great and lasting pleasure, that I could make up this road name without a lot of fussing. I just ordered PECOS VALLEY RAILROAD LINES, snipped off ROAD and was home free! The one thing that disturbed me was there was a little variation in the density of the lettering between the various road names, but a little judicious weathering covers that up, right?

To shorten this story somewhat, I finally did order my own decals with a herald and the whole bit from one of the specialty shops and have been quite pleased with them. However, the Champ private road name bug had bitten, and I have stayed infected and put those names to a lot of use. And THAT is what this little piece is about! Since my "empire" consists of several parts, it seemed important to me to be able to turn out a car for each segment without going to the expense of having custom decal sets made for just a few cars. I did get sets made for the PECOS VALLEY & NORTHEASTERN since that is the name I use on cars I build for interchange. When I scratch-build I use either the PVRL name or the PVRL herald and the name CLOVIS ROSWELL & LOVING (note my old cars with the CR-L lettering now have a new home).

DECALS CAN BE FUN!

OH! We have finally found the station! To get CLOVIS ROSWELL & LOVING without going through the agony of putting together individual letters (not to mention the cost of the individual alphabet sets needed to get the letters) I order the names LOUISVILLE, ROSCOE, & HANGTOWN, CLIFFS DIVISION. And with that I take my decal scissors and go to work. For CLOVIS I take the CL from CLIFFS, the O, and VIS from DIVISION. ROSWELL comes from the ROS in ROSCOE, the W from HANGTOWN, and the E and LL from LOUISVILLE. Are you still with me? The & came for free and LOVING is put together from the LO and VI in LOUISVILLE and the NG from HANGTOWN. The trick in this system is finding which stock names can provide you with the most combinations of useable letters, and the fun in it, at least for me, is the search through what is available to come up with the most economical set of stock names.

I have put together some dandy names for special events. For instance, I have memorialized my friend Bob Chait with CHAITS CHINA CHOPPERS HOPPER. I really went all out for Jerry Barthelemy in Cookeville TN when the Coca-Cola people loused up and dumped too many winners down that way. For Jerry I came up with YANKEE SOUTHERN RAILROAD (his road) HOME OF THE GREAT COOKEVILLE COCO COLA CAP CAPER. Talk about fun and games - this one was a real winner! What I finally had to order to get this one put together was THE GREAT CAPE HARTFORD & SOUTHERN COMMERCIAL CO., YOSEMITE, KANKAKEE & WOODENVILLE CAPE RAILROAD. I always try to order a name with an & in it because they are free if you specify them and they are quite useful. I'll not show you how this one was worked out - after all, I don't want to spoil all your fun, now do I?

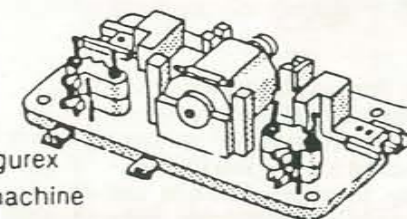
Since the list of Champ names is fairly long it is possible to really put together some weird combinations for really special presentations. One which I recently worked out was DR. ZUCKERMANS PUNGENT PALUATIVES & INCADSCENT INCANTATIONS to send to a sick friend. I don't know if it helped him to recover or not but it did draw a chuckle. Some I put together just to make special cars for my own railroad such as the SOCORRO & PECOS and the TULAROSA TIMBER CO. Up to this writing I have ordered some 60 combinations of names for the purpose of putting together reporting marks that don't otherwise exist. And I have enjoyed it immensely!

Perhaps this short exploration into having fun with decals will give you some ideas of out of the ordinary ways to enjoy this hobby. Let's see now, how do you make up ENJOY THIS HOBBY? And so I have told my little tale and hope it has given a bit of a look at another way to have fun with decals and that it may inspire you to join me in this interesting off-shoot to model railroading.



Northside Hobbies

MODEL RAILWAY SPECIALISTS



PFM/Fulgurex
switch machine

- TENSHODO
- WALTHERS
- JMC CON COR

Shop 56 Carlingford Square, Carlingford, N.S.W., 2118

Tel.: (02) 872-3553 mailorder layby



OPERATION : key to Authentic Railroading

by Lawrence Nagy

Critics might bother to point out that the subject of operation has been thoroughly covered in the U.S. model press. They might also conclude that Messrs. Chubb, Armstrong, Allen and McClelland have done their dash and, if you want to operate; go ahead - but don't inflict more of the same subject on the local publication. However, I'll suggest that in comparison to our U.S. counterparts we model in relative isolation. Not only are we isolated from the prototype (assuming most of us model U.S. prototype) but we're also isolated from each other. You don't see ten Wabash fans tucked away in the corner of an Australian model railway meet, debating the pros and cons of hauling time freight with Pacifics. We simply haven't the access to enough information individually. But collectively?

So consider this as the start of a round-robin affair where each and every modeller has the chance to divulge information or offer suggestion, opinion or criticism on operational or prototype aspects. I'll start the ball rolling by telling you of my own Pennsylvania & New England N gauge layout still (frantically) under construction.

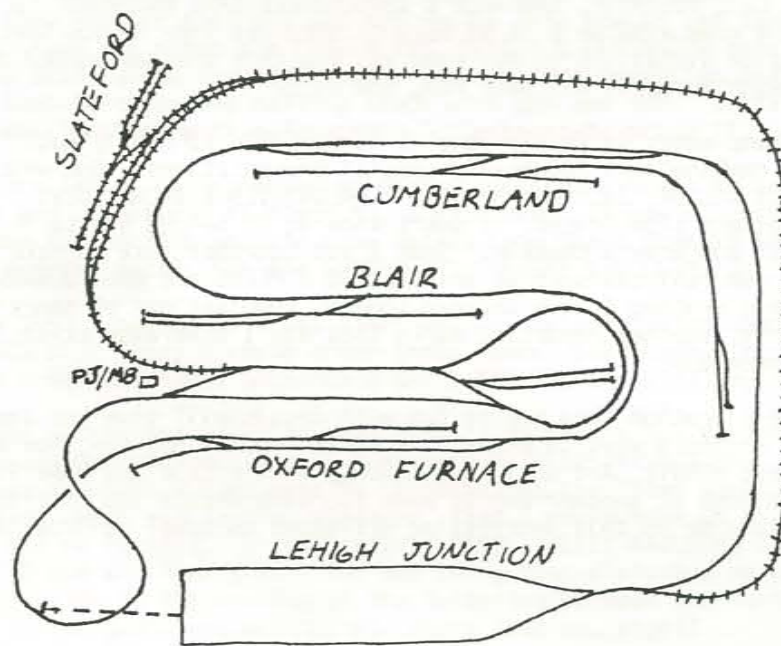


fig. 1

— PENNSYLVANIA RAILROAD
 - - - - - PENNSYLVANIA & NEW ENGLAND.

Originally I had intended to model just the Pennsylvania Railroad's operations along the Harrisburg - Williamsport - Buffalo mainline. See Fig 3 for a map of the area. This would have allowed me to use relatively easy to find equipment (PRR equipment is sporadically available - if you know where to look), on a line which is easy to model (single and double track through hilly, almost mountainous terrain) and carries interesting traffic (coal and iron ore as explained in "The Mohawk That Refused to Abdicate").

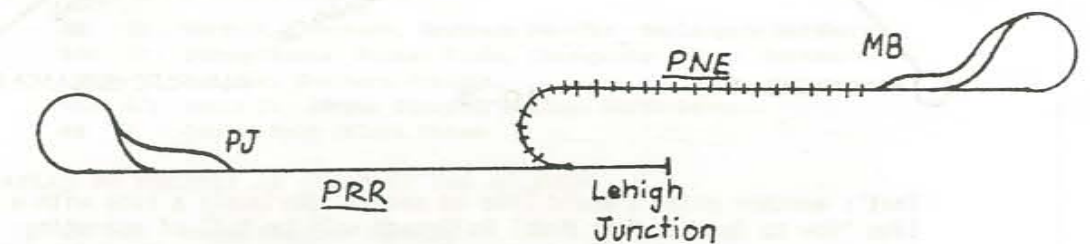


Once the track was laid and tentative operation commenced before the scenery was started, my research uncovered a few unexpected surprises. Fiddly little details began to emerge. I resigned myself to kitbashing centre cupola cabooses and repainting my diesel locos. I knew freight units were Brunswick Green and passenger units were Tuscan Red, but did all freight units have only one stripe or did some of the earlier ones have five? If you know, write in and tell me, as my painting and decalling efforts have consequently ground to a halt! When that first happened I began to think of including a branchline connection using a fictitious company. Thus was born the Pennsylvania & New England, a bridge line connecting my version of Williamsport, called Lehigh Junction, with Maybrook.

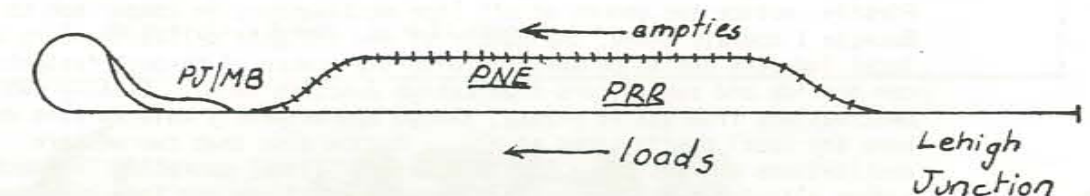
The track plan reflects my own interests of switching and properly circulating coal traffic. Nothing irritates me worse than watching empty coal hoppers chasing loaded ones to market. See Fig 1 for the layout plan.

Basically the layout operates as a loop to loop. All trains are held in the hidden storage yard and return along the same route they arrived by, except for coal trains. Traffic from Pittsburg bound for Maybrook leaves PJ tower, runs through Oxford Furnace, Blair, Cumberland, is handed over the P&NE at Lehigh Junction and then runs through Slateford and MB tower where they are turned on the loop and held, to return later along P&NE tracks to Lehigh Junction and then back to PJ tower. See Fig 2.

Typically, reefers and express freight run eastward as solid trains of cars and return as small blocks of cars on general freights. This simulates urgent loads of western beef and Californian fruit bound for North-Eastern



General Freight & Passenger Schematic.



Coal Train Schematic.

fig. 2

markets, and the unloaded cars making their way back to home rails randomly, as was typical from the 1920s to the 1960s, and still might be today. To make this possible, two stub tracks at PJ/MB tower hold the relevant reefers and plug door cars.

Coal trains are handled differently. See Fig 2 again. Here realism is ensured by blocks of loads and empties circulating in their respective directions. Actually, 'empties' is a misnomer. The PRR hauled coal from the Scranton coal fields to the Pittsburgh area steel mills, then ran the same cars to the Lake Erie ports with export coal from the Pittsburgh area coal mines. Once the cars were unloaded, they were used to carry iron ore back to the steel mills at Bethlehem (near Scranton). The coal cars loaded with iron ore looked empty (since a full load amounted to a small pile of the heavy ore over each truck) but, as colourfully explained in David P. Morgan's fascinating book "The Mohawk That Refused to Abdicate", the 'empty' cars were as heavy as coal loads and required four mighty 2-10-0s to shift 90 cars. By the 1950s, anthracite traffic had fallen to such an extent that little coal was carried to Pittsburgh and instead the hoppers, once they unloaded ore at Bethlehem, continued empty to Baltimore where they were loaded with imported South American ore bound for Pittsburgh.

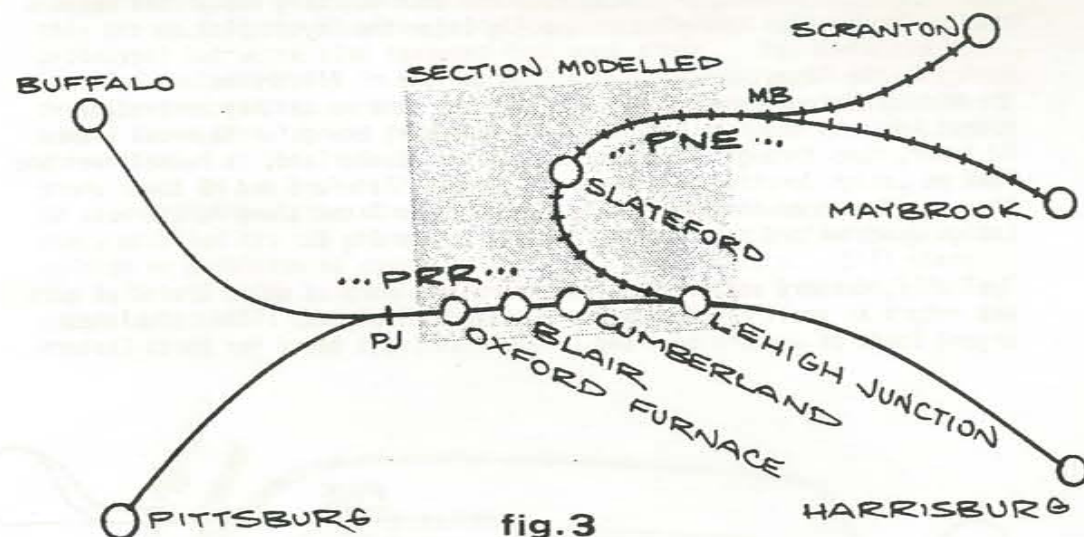


fig.3

That's another point I would like to make. Obviously a book with a title like "How to Operate Your Model Railroad" will be full of operating information, but a lot of additional information can be gleaned by studying other more general publications and perusing the background of photos. That dreary 3/4 view of a 2-8-0 with its rods down that you've tried to ignore all these years might have, in the background, a wealth of detail about signals, freight cars, depots or even, heaven forbid, a stray diesel.

Back to operations. The shuffling of cars in a random fashion between operating cycles is possible due to my simplified car card system that's evolved over the years from trials on previous layouts. Each freight car on my layout has a car card similar to the one shown in Fig 4. A lot of thought has gone into choosing the destinations to enhance operating aspects. Firstly, notice the amount of off line destinations in comparison to on line. Because I operate alone, the number of way freights delivering cars to local industry has to be balanced with the number of through freights which can provide and remove cars from Lehigh Junction Yard. Usually two on line destinations from six is plenty, though approximately half my cars don't have any local destinations at all. Notice also that two western destinations are listed. This creates additional operating interest by either allowing two separate west bound freights to run (one supposedly for Pittsburgh, the other for Buffalo) or, better yet, allows the blocking of a west bound train with the front half dedicated to Pittsburgh traffic and the rear to Buffalo traffic to simulate further switching at PJ junction.

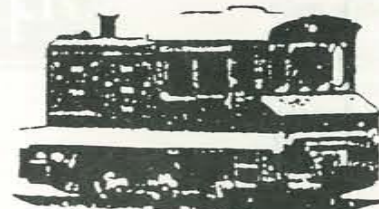
Yet another attribute of this system is that when cars are accidentally mis-spotted they don't have any adverse effect on operations. For example, if the New Haven car in Fig 4 accidentally made its way to Maybrook in cycle 3, instead of Cumberland freight house, the operator at MB tower would see the paper clip on cycle three and simply send the car back to Lehigh Junction yard for forwarding to Cumberland, just as if it were a normal cycle. Once at a destination, the paper clip is moved to the next destination down the list and the card is held in a box next to the track where the car stands. This system also controls movements and, as long as the destinations have been carefully researched, stops the unlikely cycle of the NH car appearing

PUNCHBOWL HOBBY CENTRE

545 CHAPEL ROAD BANKSTOWN

PHONE (02) 709 5082

WE CELEBRATE 10 YEARS OF TRADING!!



Rod-Connected Industrial Switcher

AS OUR BIRTHDAY SPECIAL WE OFFER YOU

THIS N SCALE LOCOMOTIVE FOR JUST \$10.00

NEW PRODUCTS FROM

ATLAS



#65 HO SWITCH MACHINE
For Under-Table Installation

also suitable for Shinohara Pointwork

NEW ATLAS HO ENGINES DUE APRIL

RS	11	Norfolk & Western, Southern Pacific, Burlington Northern
RSD	12	Pennsylvania, Nickel Plate, Chesapeake & Ohio, Northern Pacific, Southern Pacific.
RSD	4/5	Santa Fe (Tiger Stripes) Chicago North Western
RS	3	Cotton Belt (Black Widow)

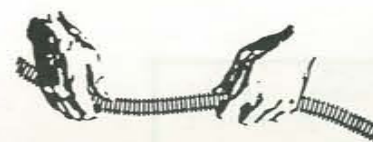
ATLAS HO ENGINES IN STOCK AT \$66.00 EACH

GP	38	Union Pacific, Conrail
GP	40	L & N, Cotton Belt, Rio Grande
RS	3	Pennsylvania, Norfolk & Western, Erie Lackawanna, Rio Grande, Northern Pacific

Punchbowl Hobby Centre 40 Class still only \$60.00
This excellently running model operates in all states of Australia

NEW BRASS DUE SOON

HO	ATSF 1400 class 4-4-2, ATSF 1452 class 4-4-2, ATSF 2565 class 2-10-0
O	SP E-4 class 2-6-0, SP E-23 class 4-4-0



HO
\$2.25 a length

ATLAS



N
\$1.70 a length

YOU'RE ON THE RIGHT TRACK ... WITH ATLAS AT PUNCHBOWL

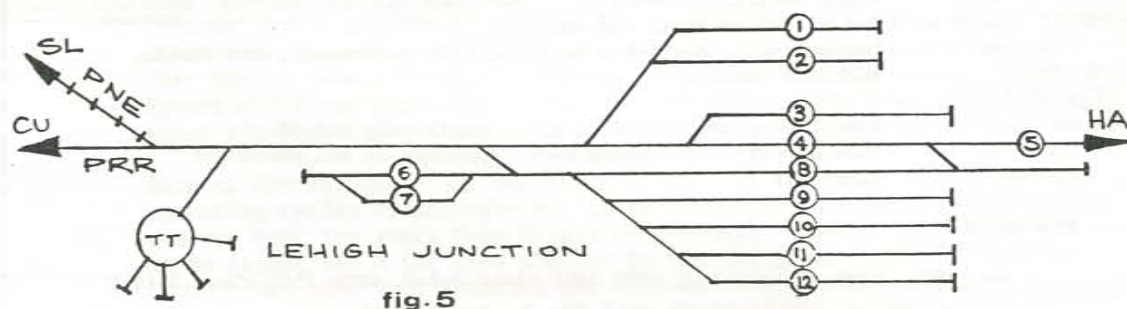
HOBBY CENTRE

BOX CAR	NEW HAVEN
BLACK	17553
40'	
1 PITTSBURG	4 MAYBROOK
2 MAYBROOK	5 BUFFALO
3 CUMBERLAND	6 MAYBROOK
FREIGHT HS	

FREIGHT CAR CARD
fig. 4

from Pittsburg, being loaded at Cumberland, and then returning to Pittsburg. As explained in a number of publications, empty cars are returned to home rails. If a load can be found for it on the return journey which is bound in the same direction as the empty car, then it will be loaded, but often the forwarding railroad would have stocks of its own empty cars waiting near a major yard. These empty cars for loading are simulated on my system by having Lehigh Junction as a destination on the card - these cars (all PRR cars because PRR owns Lehigh Junction yard) are stored on the empty track at LJ.

All these sorting and holding tasks are performed in the yard shown in Fig 5. There's nothing startling about either the size or design of the yard, but it works well. Although I operate alone, a separate throttle has been provided for the yard in case sometime someone decides to give it a go.



KEY TO FIG. 5

- | | |
|--------------------------------|-------------------------------|
| 1. Local Passenger | 7. Caboose |
| 2. Mainline Passenger Terminus | 8. Arrival/departure track |
| 3. Empty storage track | 9. Westbound through freight |
| 4. Mainline and run around | 10. Eastbound through freight |
| 5. NYC interchange | 11. Express freight |
| 6. Switch lead | 12. Local freight |

Notice how the actual classification tracks are grouped according to destination. Cars aren't stored ad hoc to be retrieved one by one as required. Instead, as soon as incoming trains arrive they are broken down and their cars spotted into their relevant track. When a train is due to leave, the cars are fished out, a caboose tacked on the back and it's ready to go.



The reason Lehigh Junction can work prototypically is because, except for the few empties awaiting assignment, it doesn't store cars, it classifies them. Any model yard, whether it be a classification yard, interchange yard, balancing yard or whatever, can only work realistically if the cars are bound for some where else. Off line or hidden storage yards are usually the means to achieve this "somewhere else" location, though some adventurous souls resort to train ferries and other devious appliances. The storage yard at PJ/MB tower isn't hidden, it's out in the open for ease of working, but the one yard does serve as the off line destinations for both east and west bound trains. Yes, it is a little small at only three holding tracks and two stub tracks, but there's literally no room for improvement as the aisles are already a scant 60cm wide. The yard works adequately if not spectacularly.

Currently the layout sports first generation diesels, but I hope to slowly back-date equipment to the late steam era as both the amount of available equipment and my scratchbuilding/kitbashing abilities improve. I'm grateful to run trains pulled by anything, as long as I don't have to haul coal to mines and empties to consumers. Cheers.

AUSTRALIAN
RAILWAY
HISTORICAL
SOCIETY



ARHS SALES

431 Elizabeth Street., Surry Hills NSW
(PO Box E129, St. James, NSW 2000)

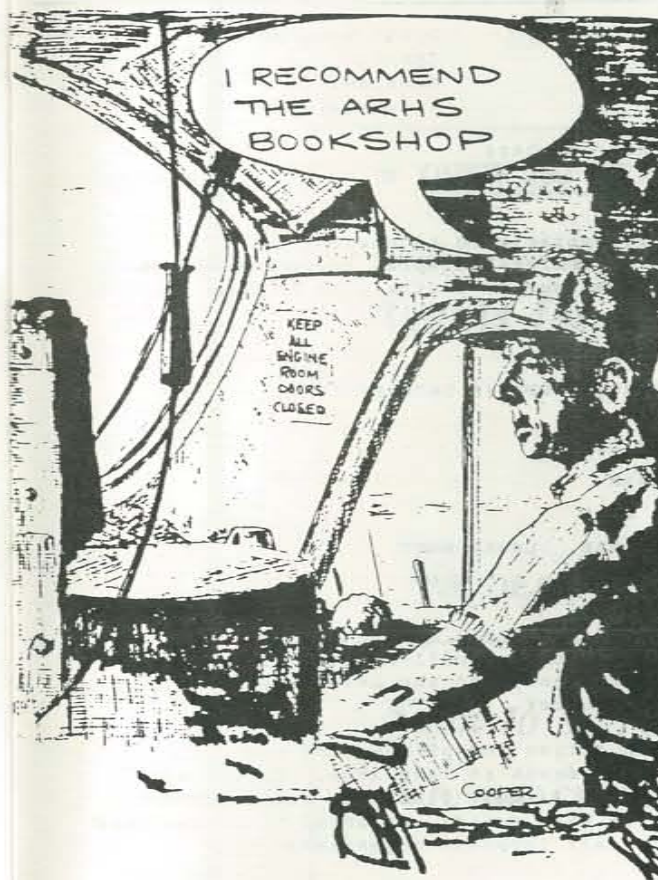
* * *

For the best and cheapest range of domestic and international railway books, magazines and bric-a-brac. We also carry stocks on other transport modes. A large SAE secures a current list.

* * *

Monday to Friday - 1200 to 1830
Saturday - 0900 to 1600

Telephone (02)212 1201



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.★



* RIGHT AT CROYDON STATION *

THURSDAYS 5:30 - 7:30 p.m.

SATURDAYS 9:30 - 2:00 p.m.

'PHONE (02) 799 8572

INTERESTING ITEMS
for
SERIOUS MODELLERS

23 Hennessy St., CROYDON NSW

2/611 Manukau Rd,
 Epsom,
 Auckland 3.
 7 January 1986

To:
 Editor/ Secretary/ President/ Members
 c.c. below

Dear Sir/ Madam,

It would be appreciated if the following announcement could be given prominent display in your earliest upcoming edition of your magazine/ newsletter/ or on your club notice board.

RAY ANDERSON ESTATE SALE

SOMETHING FOR EVERYONE WHO IS INTERESTED IN
 MODEL RAILROADING.

THURSDAY 27 MARCH 1986

SALE BEGINS 10.00AM

NAENAE COMMUNITY HALL

TREADWELL ST, NAENAE, LOWER HUTT.

ADMITTANCE \$3.00

To many modellers who have been active for some years the significance of this announcement will be immediate. However, for those who may not have had the privilege of knowing Ray, let me provide a backgrounder.

Ray Anderson was an active and pioneering model railroader right up until his death in late 1984. He was a member of the Wellington Model Railway Club, New Zealand Model Railway Association (now the NZMR Guild), National Model Railroad Association and many other rail interest organisations.

While Ray was known mostly for his American prototype interests, he was equally involved with British and Continental equipment, mainly in HO and OO Scales, but some in other scales as well. Laurie Woodley and Brian Cross have been inventorying the collection for many months and have catalogued nearly 2000 separate items. This is probably the largest privately held model railway collection in New Zealand. Please understand that most items are rather old (certainly little of the collection is less than 10 years old). Thus the sale is actually a rare opportunity to view, appreciate and purchase many rare and historic pieces from our great hobby's past. For those of us who knew Ray, it is a chance to take home something to remember him by.

Yours Faithfully

Paul T. Hobbs
 on the authority of Laurie Woodley, Sale Co-ordinator.

(Note: This sale is the day before the Harbour Capital Convention, to be held at the Academy, Wellington.)



Full Range Available



SHINOHARA

"THE COMPLETE TRACKAGE SYSTEM"

HO...CODE 100 and 70...and now

CODE 83

for the modeller who is only satisfied with
 prototypical trackwork!

★ OVER 200 NEW AND USED BRASS LOCOS IN STOCK

S.A.E. FOR LIST

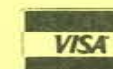
Agents for... ★ WALTHERS

★ BEMO HOe, HOm

★ MASHIMA MOTORS

★ SAGAMI MOTORS

★ ALCO MODELS (AUST)



"WE DEAL WITH ALL THE BRASS HOUSES IN U.S.A."

Soon to be released from **ALCO MODELS**

V.R. "NA" CLASS "PUFFING BILLY" in HO_n2½ and HO_n3

"O" GAUGE TO FOLLOW

CUSTOM PAINTING AND DETAILING SERVICE AVAILABLE



AUSTRALIAN AGENTS



The Home of New and Used Brass



THE LOCOMOTIVE WORKSHOP

P.O. BOX 173, BORONIA, VICTORIA 3155

Phone: 762-3189

"BETTER PRICES" — "BETTER SERVICE"

