

MAIN LINE

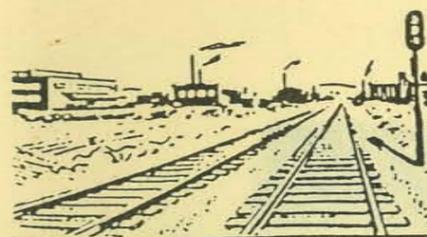
If undeliverable, return to

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



I'll see you
at the Convention!

KEEP
ALL
ENGINE
ROOM
DOORS
CLOSED

CLIMAX PLAN!

VOL 3 NO 2 APRIL, MAY, JUNE 1986

EDITOR *Bill Cooper*

BUSINESS ADDRESS PO Box 495

Pennant Hills

NSW 2120 AUST.

REGD AUSTRALIA POST - # NBH 7190

COOPER

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.

FROM the PRESIDENT

Our First Convention

Well it looks like being a big success! We have 120 people registered to date for the Saturday at Macquarie, 90 for the dinner and 85 for the Sunday layout tour! Thank you to all those who have responded, I'm sure we will all have an enjoyable and fruitful time and I look forward to seeing you on Saturday 17 May from 9.00 a.m.

Don't forget, bring your models for the display and competition and don't forget the Silent Auction to dispose of those surplus items for cash to someone who will treasure them for the future.

Our New Committee

You will remember we called for nominations for the 1986/87 positions. Well, the response was less than overwhelming; in fact there was one nomination only for each position (and not one yet for Victorian Director).

Either everyone thinks we are doing such a great job that we don't need any help OR, what is probably closer to the truth, we are all too busy to respond.

ANYWAY, we will have a new committee! Fred Gill, Clive Riley and Phil Knife did not re-nominate and their positions are to be filled by Bruce Lovett, Kevin Brown and Garry Wheatley respectively. No one else nominated for President so I am to be it for a further two years but must (and want to) stand down then under our constitution so I can get back to some modelling.

You won't know how much hard work our retiring committee put in whilst we were inaugurating the Region and during the first two years. Believe me, they have been great and I'm sure you will all share my sorrow at seeing them about to step down.

However, we have a great new team lined up with lots of experience and I'm sure we will continue to progress. Phil Knife has kindly offered to assist as Membership Officer and I have gratefully accepted him and his computer without which we would have been in all sorts of difficulties.

Thanks also to Bill Cooper who will continue to turn out an ever improving Main Line (one of his past articles is to be re-printed in one of the U.S. Regional publications).

And finally, Peter Weller-Lewis, Keith Oman, Ian Venables and Ray Brownbill have offered to continue for another two years. Thanks fellers!

U.S. Ballot

You will shortly be receiving ballot papers via Phil Knife in respect of the Parent elections. The April issue of the Bulletin (mailed early) should be received in time for you to read up on the nominations.

However, guess what? Only one nomination was received for President and one for Vice-President - shades of the Australasian Region! Both gentlemen I know however will do a great job and we will see a lot of fruitful changes under Bob Dupont's leadership (Bob has been the power behind Paul Shimada in the last two years and has a refreshing common sense approach to the NMRA and the hobby - he is proprietor of Peninsula Hobbies in San Mateo, a suburb of San Francisco).

We will be voting for either Eileen Jones or Bob Ferguson as Western Vice-President as our Region is under the wing of the Western VP,

It is also most important to vote on the proposed Constitution changes, particularly Change B where a Positive/Yes vote will remove an anomaly which presently leaves the Australasian Region in limbo. The British Region is currently the only overseas Region which can be technically represented at a Trustee meeting!

So please vote for that change.

Until next time.

JOHN



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
P.O. Box 797
CAMPBELLTOWN NSW 2560

Treasurer -
Clive Riley
16 Wisteria Cres
CHERRYBROOK NSW 2120

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

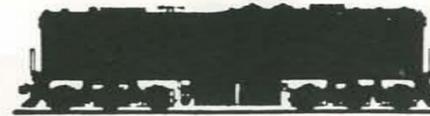
Director - Division II
(ACT & NSW)
Peter Weller-Lewis
33 Hayley Cres
QUEANBEYAN NSW 2620

Director - Division III
(Victoria/Tasmania)
Max Gottlieb
P.O. 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



« EDITORIAL..»

Do YOU have something to SAY?

MAINLINE is looking for material to publish. If you have some information or ideas that you haven't seen somewhere before, well, don't keep it to yourself get it together and send it to the address on the cover.

Most material that MAINLINE receives for publication is in the form of hand-written notes and rough sketches, accompanied by a letter apologising for same. Material in this form is completely acceptable, so don't withhold stuff because it is not ready for print. Ideally we would like to see typed notes and publishable drawings - black ink or pencil (actually any colour other than blue which reproduces poorly), but are perfectly happy with ANY contribution. This includes letters, publishable or otherwise. Shortly we will have the ability to reproduce photos too.

If you have something that you would like to see in print but are diffident about your ability to express it then the following comments may help.

Firstly, you learn to write by writing and rewriting. Secondly, an essential element of good writing is a good ear. Listen to the sound of your own words. Aim for simple expression. The only justification for long words is where they replace a whole string of shorter ones.

Barbara Tuchman, the American historian, has quoted a fellow writer's maxim: "Will the reader turn the page?" Is the reader interested enough to continue? To keep the reader interested, the first duty of a writer is to distill information. Assemble it, make sense of it, select the essential, discard the irrelevant and put what is left together so that it forms a developing dramatic narrative. Even though we're not writing a novel, the central story must still flow - not wander up dead ends. Discarding the unnecessary requires courage and extra work, exemplified in a rambling letter by Pascal, which ended "I am sorry to have wearied you with so long a letter, but I did not have time to write you a short one".

So, have a go. Seeing your experiences and ideas in print and illustrated can become quite addictive. Let's hope it does.





THE NMRA MID-YEAR MEETING

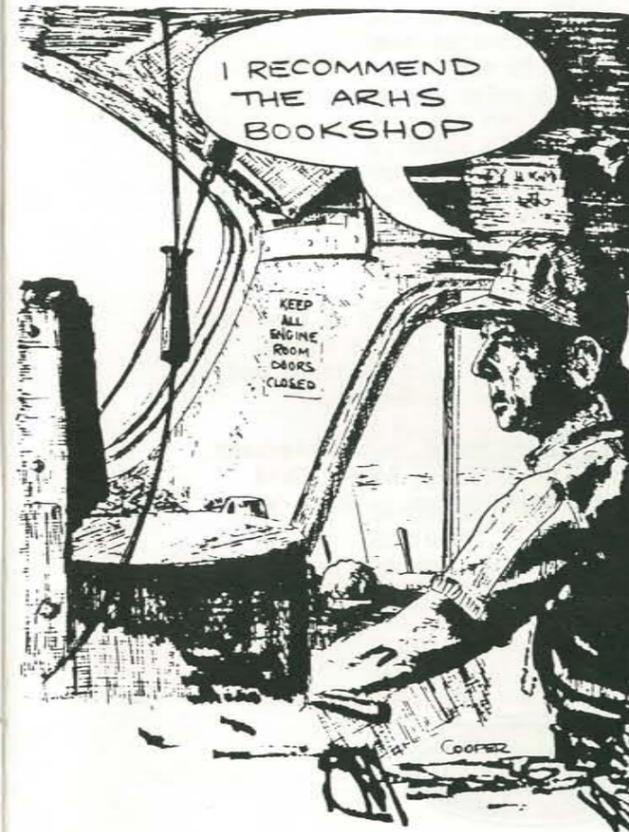
As Australasian Trustee, I attended the mid-year meeting of the Board of Trustees held in San Francisco between 20 and 22 March. What follows is a brief summary of the proceedings:

1. All 27 members of the Executive Committee and the Board of Trustees attended plus 3 of 6 Departmental General Chairmen. There were also 9 observers present.
2. New plastic life membership cards were distributed - other members' cards are in the process of being mailed.
3. Financial Statements for year ended 31 August, 1985 were presented which showed Income of \$US370,500 and Expenditure of \$360,200 for surplus of \$10,300. However, Income was only 83.2% of Budget but Expenditure was 85.1% of Budget.
4. Financial Statements for 6 months to 28 February, 1986 were presented which showed a deficiency of \$US37,600 for the period due to short-fall in Budgeted Income against Expenditure being in line with Budget. The main problem was in receipts from Regular Dues (\$35,900) due to over-optimistic projections of membership growth.
5. However, a payment of 50% of the profit on the 50th anniversary convention of \$34,800 was not included in the results. Nevertheless the NMRA presently has a cash flow problem.
6. \$US208,000 is still owed for the Chattanooga Headquarters building - this has not been a popular move with the membership with only \$74,200 being contributed by about 6% of the membership in the past 18 months. Unless contributions increase or industry sponsorship is obtained (not apparently sought before!) the drain caused by the building will continue to cause cash flow problems.
7. The first video of a tape/slide program has been produced - John Allen on Photographing Models.
8. The first video on a new subject has been produced, - a visit to Ed Ravenscroft's Glencoe Skokie RR.
9. We are hoping to soon get a PAL VHS copy of the new NMRA promotional video through the British Region Trustee.
10. A special ballot of the membership is to be held in conjunction with the December 1986 "Bulletin" on elimination of the 5 Area Vice Presidents' positions and replacement with Vice Presidents for Member Services and for Administrative Services.
11. The new "Bulletin" costs are meeting Budget but allocations of funds are not. Proposals to reduce the quality of the "Bulletin" were strongly rejected.
12. A new financial committee to better manage the NMRA financial position was established.



13. A new category for modellers named Model Railroad Journeyman is to be introduced. Qualifications for this award will be lower than that for Master Model Railroader.
14. Several administrative changes were made to the Achievement Program which should eliminate some current interpretation problems.
15. A motion was passed to attempt to improve relationships between the NMRA and the Teen Association of Model Railroaders.
16. A separation of the NMRA Model Contest category for Displays into "on-line" and "off-line" was approved.
17. A motion to exclude professional model builders from NMRA modelling contests failed.
18. The modular standards developed by "N-Trak" were adopted as NMRA "specifications".
19. 1½" scale was recognised as a modelling scale. A proposal to only recognise a gauge of 7½" was defeated after both the British and Australasian Trustees objected.

JOHN SAXON



**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



HARBOUR CAPITAL CONVENTION - WELLINGTON

Thursday evening saw the start of 375 people from all over New Zealand and from Australia registering. It was then time to renew acquaintances with old friends and also meet new ones. Thursday night was spent going through the programme deciding what clinics to see, which layout tours to go on and still leave time to see the trade stalls, competitions, displays etc.

Friday morning saw the Official opening and the start of the clinics. That afternoon we set off on the first round of the layout tours ranging from N scale, American, Continental HO American to 3/16th NZR. That night was clinic time followed by the Great Loco race; which saw some weird and wonderful machines.

On Saturday morning, we headed for the Wairarapa on a tour of 7 layouts covering 4 NZR, 2 British Rail and an O gauge outdoor layout which was a real spectacle as it has been on the modelling scene for about 30 years. The track was handlaid from round and square section copper which was all that was available at that time. On the way home, we visited the Fell Engine Museum where the last surviving Fell engine is being restored. This was one of six engines that were used to work the Rimutaka Incline. That evening featured clinics following by the Special Interest Group Meets.

Sunday was a day of clinics and the second part of the layout tours with conventioners enjoying an evening at the Banquet. Monday morning saw the final count down of the silent auction and the A.G.M.

This was the end of a very enjoyable and well run convention and thanks must go to the committee for all the work they have put into making it a success. After finding room in the car for all the bargains and the bits'n'pieces collected over the weekend, it was homeward bound.

Keith Oman

MELBOURNE EXHIBITION

With the help of several "volunteers", the Region was represented at the 1986 AMRA Exhibition at Camberwell by Neville Scantlebury's "The Little River Railroad". Neville devoted the whole of his weekend to the exhibition and created a lot of interest in his layout and hopefully in the Region.

Neville was assisted by Peter Grant, John Yourn, Barry Moore, Henk Molenkamp, Bob Williams, Graeme Nitz, Reg Webber, Mike Ford, Chris King, Robert Dall and also of course by our Victorian director, Max Gottliebsen. Thank you one and all!

The history and layout plan of Neville's railroad is published in another place in this issue of the Main Line. I'm only sorry I didn't get the opportunity to visit Camberwell this year to see it.

JOHN SAXON
President



MAKING IT WORK

by IAN MACFARLANE

*"Did you have fun with your Roundhouse Shay?
When it clicked and ground and stalled away?
Then seized up solid, shafts to funnel -
All at once? Inside the tunnel?"*

Shays have become a cult locomotive and until recently, with brass ones priced \$500 plus, membership of the Sidewinding Logger's Club was undemocratically exclusive. Then along came MDC's HO scale Roundhouse kit, priced \$60-\$95 depending on where you buy it using greenbacks or Australian pesetas.

The kit is a daring venture with a very large number of intricate Delrin (R)* mouldings that were not easy to assemble, even for this experienced scratch-builder. Worse, there is an excellent chance that, having done everything exactly right, precisely per the comprehensive instructions, your Shay may not work at all, but progress (if at all) in a series of fits, starts, and clicks of de-meshing axle-end gears. It may even jam solid for no apparent reason, for when disassembled, everything runs free.

Before MDC reaches for the hotline to call its lawyers, I will explain a phenomenon, well-known to the engineers of full-sized diesel-hydraulic locomotives, called "blind torque". When mechanical power is fed into a closed-loop drive system, and taken out at one point or more (such as several shaft-coupled axles), two systems of torques (twisting efforts) are developed: (1) useful torques that transmit energy and (2) internal or "blind" torques, set up within the system by the deflection of shafts, frames, mountings, gear-separating forces etc. On a real shay, the torque is fed out from each end of the steam engine crankshaft via universal shafts, axle-end bevel gears, axles and wheels to the wheelrims where it produces tractive effort. Only the rails close the loop. If anything deflects, or the wheels roll at slightly different speeds (eg due to differences in wheel diameter) a blind torque is set up until the wheels on that axle slip, ever so slightly, to relieve it.

Blind torques caused problems on the British Rail Western Region diesel-hydraulics and were the subject of a special test exercise run by Mr Sam Ell at Swindon over 25 years ago. He found that with 33% adhesion, the rails became quite significant elements in closing the drive loop, and that blind torques could cause quite destructive forces to build up in the drive train before they are relieved.

A brass Shay, where the axles are driven by working cordan shafts, equates to a real Shay in mechanical terms. See Fig. 1.

On the Roundhouse Shay, however, the main drive line is like that on their HO diesel electrics - by a heavy drive line coupling the axles along the locomotive centre line. Additionally all the axle ends are coupled together by a dummy drive line of bevel gears, cordan shafts, and the crankshaft of the 3-cylinder steam engine. This closes the "open" drive loop, not via wheels that can slip on rails, but into a full mechanical drive line, rather like a ladder with four rungs (the axles) and two legs - the main centreline drive line, and the dummy axle-end drive line. See Fig. 2

* Registered trade-name

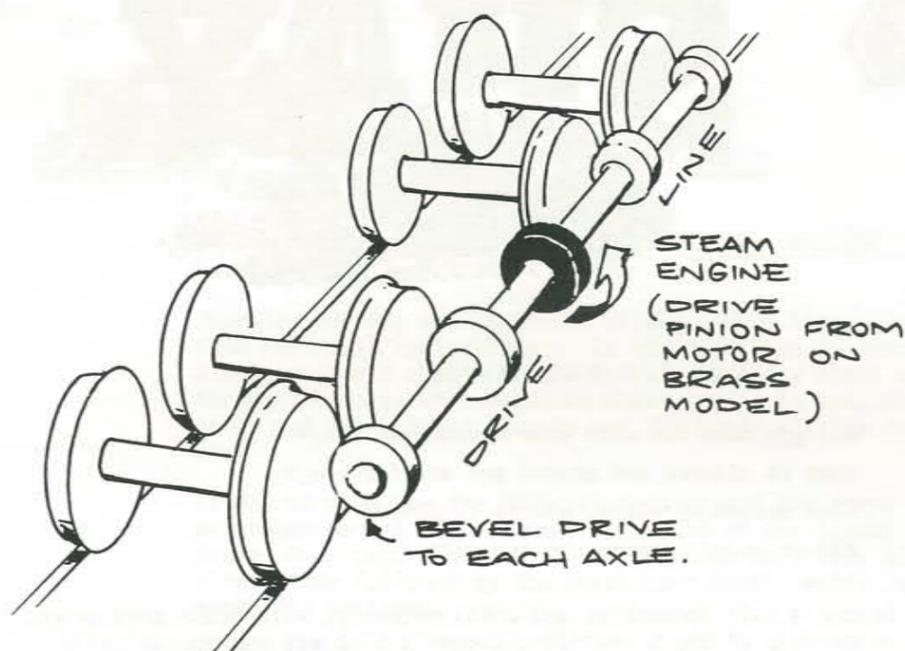


FIG. 1 : REAL SHAY (AND BRASS MODEL)

Since the gears and other transmission parts are all moulded in flexible Delrin (R), and the bogie sideframes that carry the longitudinal shafting are secured only by press-fitted lugs at the midpoint of each frame, the whole dummy drive line is exceptionally whippy, full of backlash, and a recipe for mechanical disaster. As blind torques build up, so do gear-separating forces; thus the gears click and snick in and out of mesh. The Shay will run like a sewing machine if the dummy drive line is removed, but it may not run at all when it is fitted. Chance plays the major part in determining whether you will have trouble.

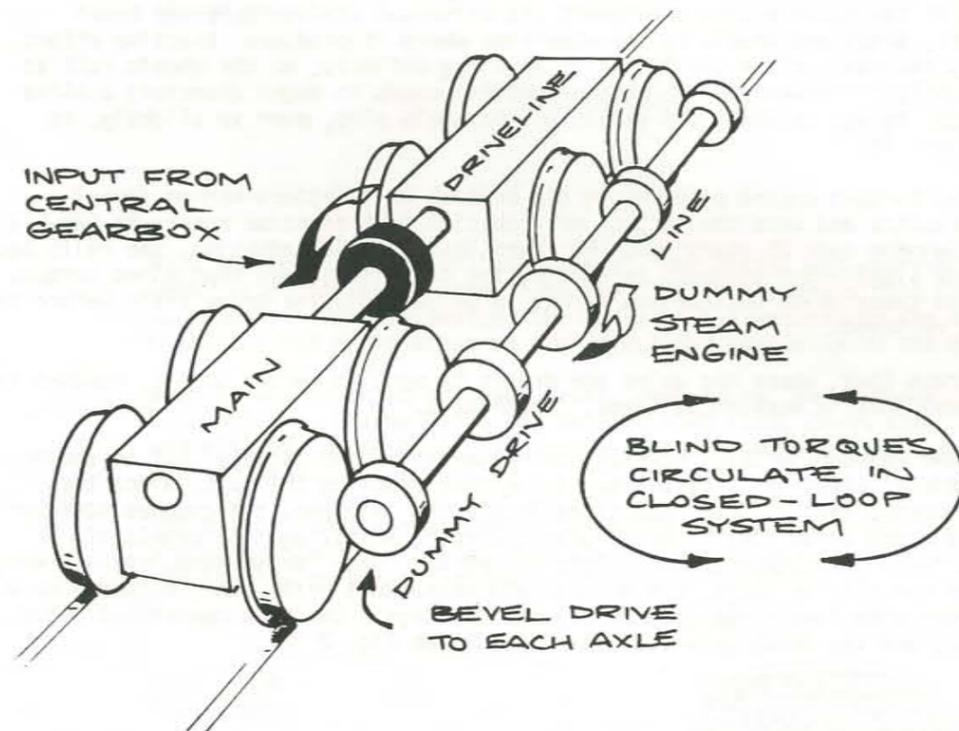


FIG 2 : ROUNDHOUSE SHAY (PER INSTRUCTIONS)

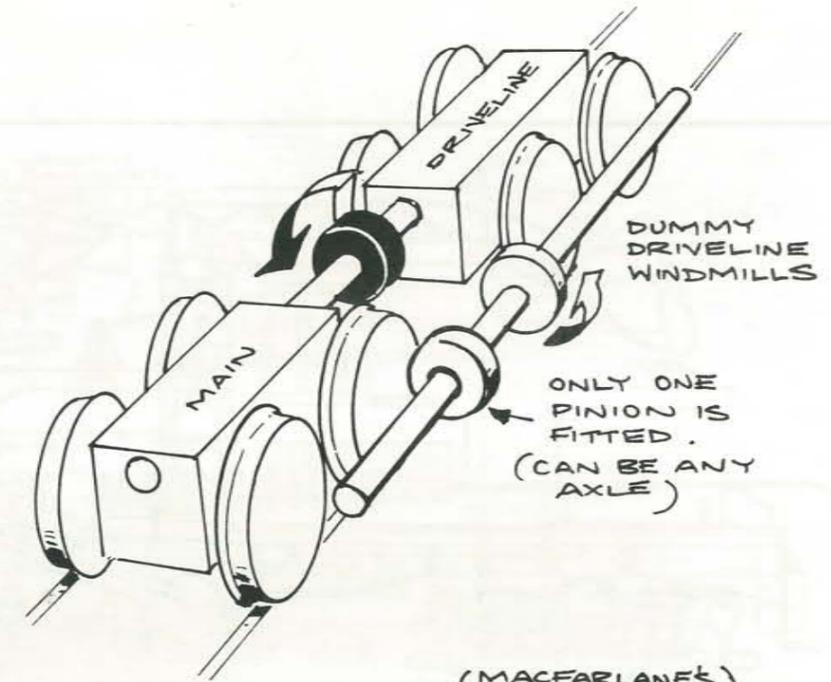


FIG 3: ROUNDHOUSE SHAY (MACFARLANE'S MODIFICATION)

Fixing the problem, therefore, requires opening up the mechanically closed loops. As the dummy outside drive line is relatively frail and resilient, it cannot reliably replace the main (centreline) drive. This to stay; it is the dummy external drive line that has to be "opened".

Option 1 is to settle for a totally static drive line, by fitting no axle-end gearing at all. A Shay thus fitted will run as well as the Roundhouse diesel electric. However, since much of the charm of a Shay lies in its whirling crankshaft and cardan shafts, Option 1 will satisfy few if any modellers.

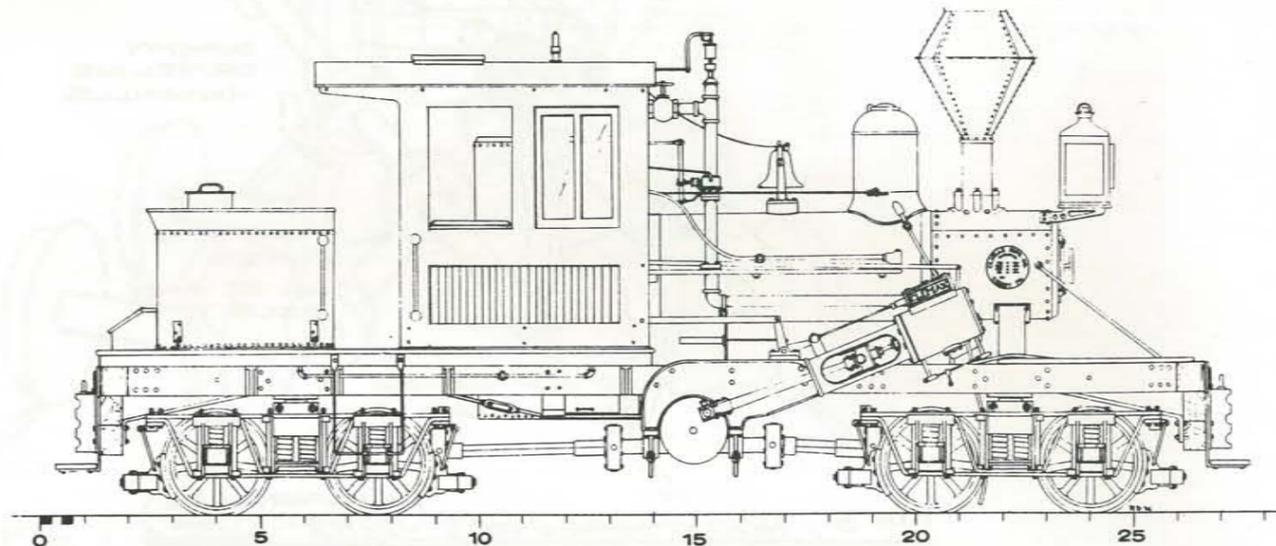
Option 2 is to treat the dummy external drive line for exactly what it is - a dummy, doing no work on the model and turning around just to look pretty. You do this by ignoring the kit instructions and fitting only one of the four pinions supplied, so that this one axle-end rotates the whole drive line. The other three have no pinions on the shafts and no mechanical connection, thus converting the four-bar "ladder" to a one-bar H or U (Fig. 3). In theory an inboard axle (ie one directly adjoining the steam engine) is preferable; in practice it does not matter provided that the axle end you drive from is one where the single pinion will always mesh tightly with its bevel gear (moulded into the wheel disc).

There are two Roundhouse Shays in this household. My son Ross's HO model has (against my advice) only two axles connected. It works quite well. My own Sn 3 1/2 Kitbash Shay has only one axle driving the external shaft train, and it works marginally better. As external shields on the bogies hide the missing three pinion wheels, very few people pick the fact that the drive line is purely windmilling and not connecting the axles.

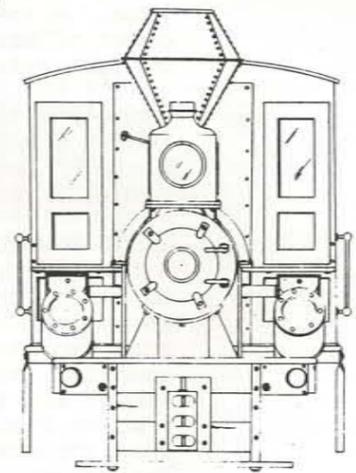
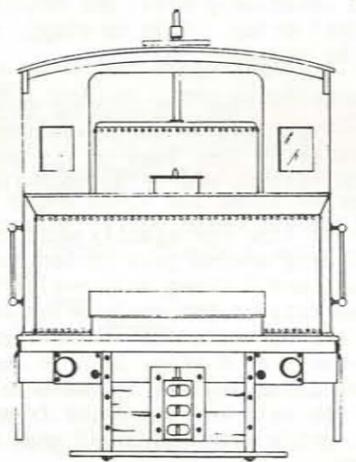
Will the single Delrin (R) pinion wear out quicker? No, because the pinions are not transmitting those useless but viciously-high blind torques needed to separate gears, and bend whippy bogie sideframes, as previously evidenced by axles jumping in and out of mesh. The single pinion is merely "windmilling" a freely-rotating drive line and crankshaft. And when the pinion (or its bevel gear) does wear out, you still have three more to go. You will find, however, that the kit does not contain enough collars to replace the missing pinions in their secondary roles of locating the longitudinal shafts on each bogie. A small piece of plastic tubing or sleeve will cope nicely. Or, if you are game, you can employ the gearwheels with all their teeth cut off.

Try it on your Shay. You'll find a world of improvement. Of if you're visiting Canberra, ring me on (062) 81-3489 and I'll show you the sweetest-running little MDC Shay you could imagine.

*"Have you heard of the wonderful Roundhouse Shay
That ran a hundred years to the day
When suddenly, the whole thing bust
All at once, and nothing fust."*



CLIMAX PATENT GEARED LOCOMOTIVE



DRAWN BY: RICHARD DUNN

OCTOBER 1974

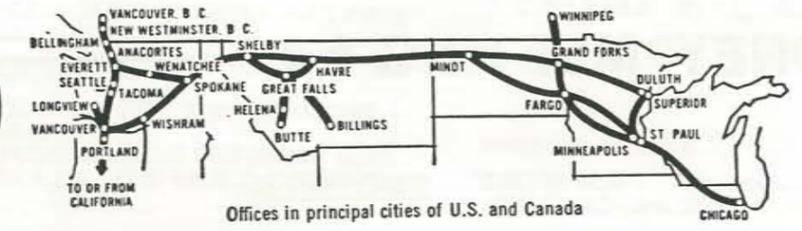
CLIMAX

BUILT, 1899-1900
 WEIGHT, 18 TONS
 DRIVERS, 28"
 CYLINDERS, 81/2"x12"

CONSTRUCTED FOR LAHEY BROTHERS TIMBER MILL AND USED ON THEIR TRAMWAY AT CANUNGRA IN SOUTH-EAST QUEENSLAND. THE GAUGE OF THIS TRAM WAS 3'-6".

THIS ENGINE WENT THROUGH A NUMBER OF DIFFERENT OWNERS BEFORE IT WAS SCRAPPED IN 1958.

ALTHOUGH THIS LOCOMOTIVE WAS BUILT FOR LAHEY BROTHERS IN AUSTRALIA, IT WAS A STANDARD 18 TON ENGINE OF THE PERIOD AND MANY SIMILAR LOCOMOTIVES WERE USED IN THE UNITED STATES.



MELBOURNE MEETINGS

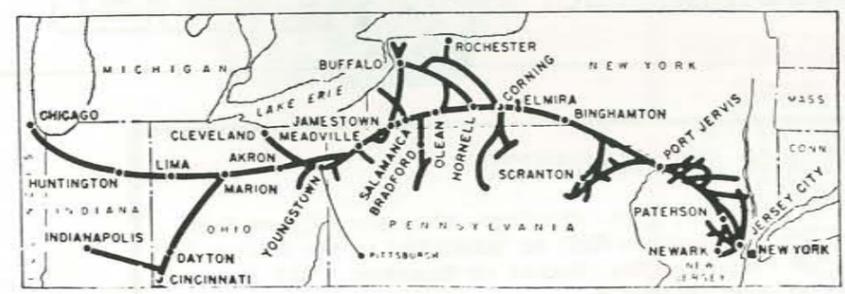
1986	Meetings at 8 p.m.	
May 2	Henk Molenkamp 94 Pakington St., St. Kilda	534.4126
June 6	Peter Grant, 47 Forest Park Rd., Upwey	754.5758
July 4	Max Gottliebsen, 4 Tynham Close, Ferntree Gully	763.0736
Aug 1	John Yourn, 19 McGregor Ave., Beaumaris	589.5583
Sept. 5	John Hamilton, 37 Woodmason Rd., Boronia	762.3189
Oct 3	Robert Williams, 43 Margaret St., Kilsyth	
Nov 7	Robert Dall, 7 Murchison Ave., Vermont Sth.	221.6034

METRO MODELLING GROUP

Rodney Young, of 109 Elder Street, Greensborough, VIC. 3088, an NHRA member, advises that the above Group meets every Wednesday night, giving the address:

c/ Anglican Church (Trinity Hall)
 cnr. Sydney Road and Bell Street,
 Coburg.

Everyone is welcome, all scales: Z-N-H0-0-LGB, all prototypes.
 Rod's tel. No. is: (03) 434 2631



**Erie
 Railroad**
 Serving the Heart of Industrial America

SYDNEY MEETING ♦♦

SYDNEY MEETINGS

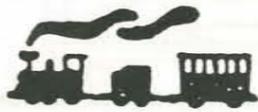
The next meeting of the Region in Sydney is to be held at Peter Webbs' layout at 8 Wentworth Avenue, Sydney City on Saturday afternoon 14th June, 1986 from 2.30 p.m. to 5.00 p.m. approximately.

The following meeting is to be at the home of John Kiddell, 15 George Street, Hunters Hill on Saturday afternoon 9 August, 1986 also between 2.30 p.m. and 5.00 p.m.

A visit to both layouts is highly recommended.

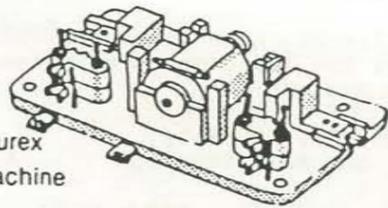
1986 ANNUAL MEETING

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



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 

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.★

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 QNJ, 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. \$8.75

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.



TOYMAN IMPORTS



YENNORA HOBBIES

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

During the early part of this century there was a proliferation of small railroads across the United States. Railroads that grew as communities reached out for the world at large. Small towns and counties went into enormous debt to finance their own railroad.

Vermont's Woodstock Railway was such a line. Chartered in 1863 as the Woodstock Railroad and later re-organised as the Woodstock Railway in 1890, this standard-gauge short line meandered from Woodstock town to White River Junction - a grand total of barely 14 miles! At the Junction the Woodstock Railway connected with the Central Vermont, Boston and Maine, and the rest of the country.

Like most shortlines (and quite a few larger 'roads) the paved highway and the depression put an end to operations on the Woodstock Railway, and on April 15, 1933 the last train left Woodstock for the Junction.

Gone from the woods was the echo of the exhausts and the haunting whistle as a diminutive 4-4-0 chuffed its way upgrade. Gone too was the pungent smell of coal smoke that drifted across the still valleys.

Gone but not forgotten. Indeed the saga of the Woodstock Railway was the inspiration behind the Little River Railroad.

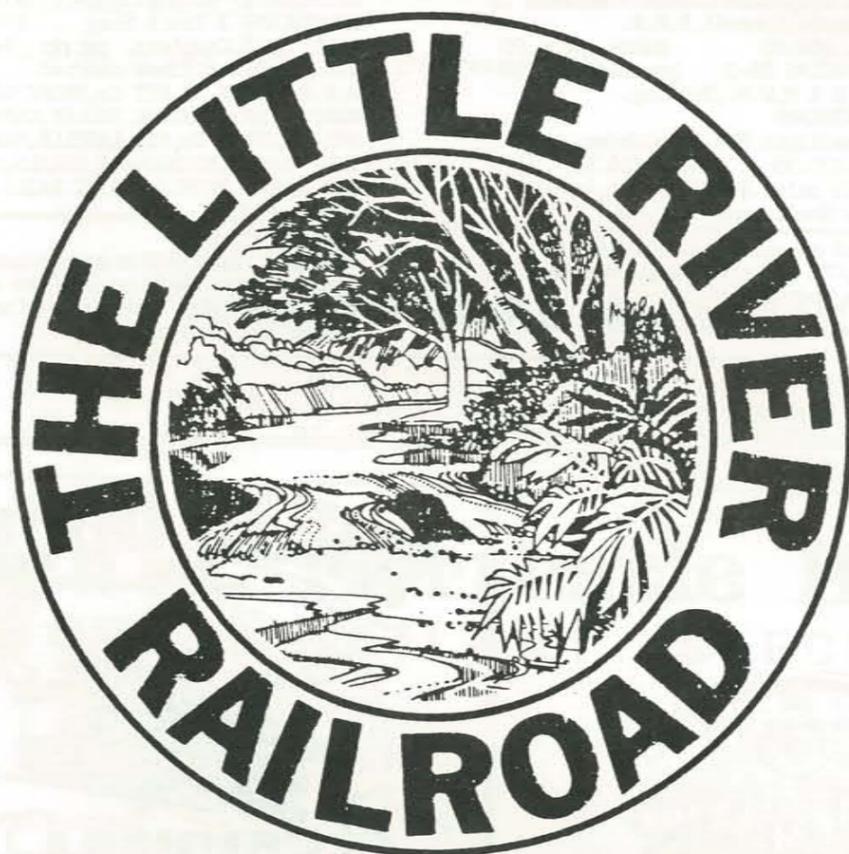
The Little River Railroad is an HO scale railway somewhere in New England that runs from the tidal estuary town of Woodstock via Bridgewater and Hartford, connecting with the world at large at White River Junction (beyond the layout).

The Little River is a classic mid-1930's short-line in every sense of the word. Like its mentor, the Woodstock Railway, the Little River owns only five steam locomotives; all short-framed, small-drivered rod engines. Including an 0-6-0 saddle tanker handed over in lieu of a debt by a bankrupt logging line, which once had trackage rights over the L.R. main, this little loco is mainly used to switch the dock area and the Woodstock Yard. Quite a luxury for such a small 'road'!

Passenger traffic is mainly handled by an Alco 4-4-0 purchased second-hand from the Maryland and Pennsylvania R.R., and an ageing Baldwin Mogul. Another Ma and Pa hand-me-down is an Electro-Motive Gas Electric which takes care of passenger traffic during the off-peak periods such as Sundays and the early morning milk-run - known locally as the 'Dawn Patrol'.

Freight traffic - mainstay of all railroads - is capably handled by a pair of almost antique Baldwin Consolidations. Freight traffic on the Little River is very much of the truss-rod and archbar truck variety. A 40ft steel box car is a rare sight on the L.R.!

As the track plan shows, the layout was designed for walk-around control. All turnouts (points) are thrown by hand as the operator walks with the train. This adds realism to operation, especially during switching as the train must wait while the brakeman walks ahead or back, as the case may be, to line up switches. Uncoupling is also done by hand.



Even the turntable is controlled by muscle power - just like one on a poor prototype short-line.

The trains are controlled by homebuilt hand-held tethered throttles. The single transistor circuit (M.R. August, 1976) is housed in a case small enough to fit in the palm of one hand, leaving the other free for uncoupling and such like. The layout is wired for two-cab control, using blocks and common rail return wiring. There is one wye and a reverse loop. A Relco-HM sonic track cleaner was recently wired in. This little gizmo has cut down those rail cleaning sessions to almost nil! It also appears to enhance slow-speed operation.

The Little River is built on 'L-girder' benchwork with Peco code 100 track laid on canite/plywood roadbed. Rail sides are weathered which helps reduce their size and enhances realism. Minimum radius is about 22", although there are some flange-squealing tight spots that are a little less. Basic land contours are made with gypsum off-cuts (Mod-Roc) over a masking tape and card-strip webbing, combined with crumpled newspaper. Texturing was done using water-soluble techniques. A coat of flat plastic paint is laid down over the plaster 'top coat' and fine textures are sprinkled on before the paint dries. Coarser textures such as ground foam, gravel, twigs and small rocks are then placed in position.

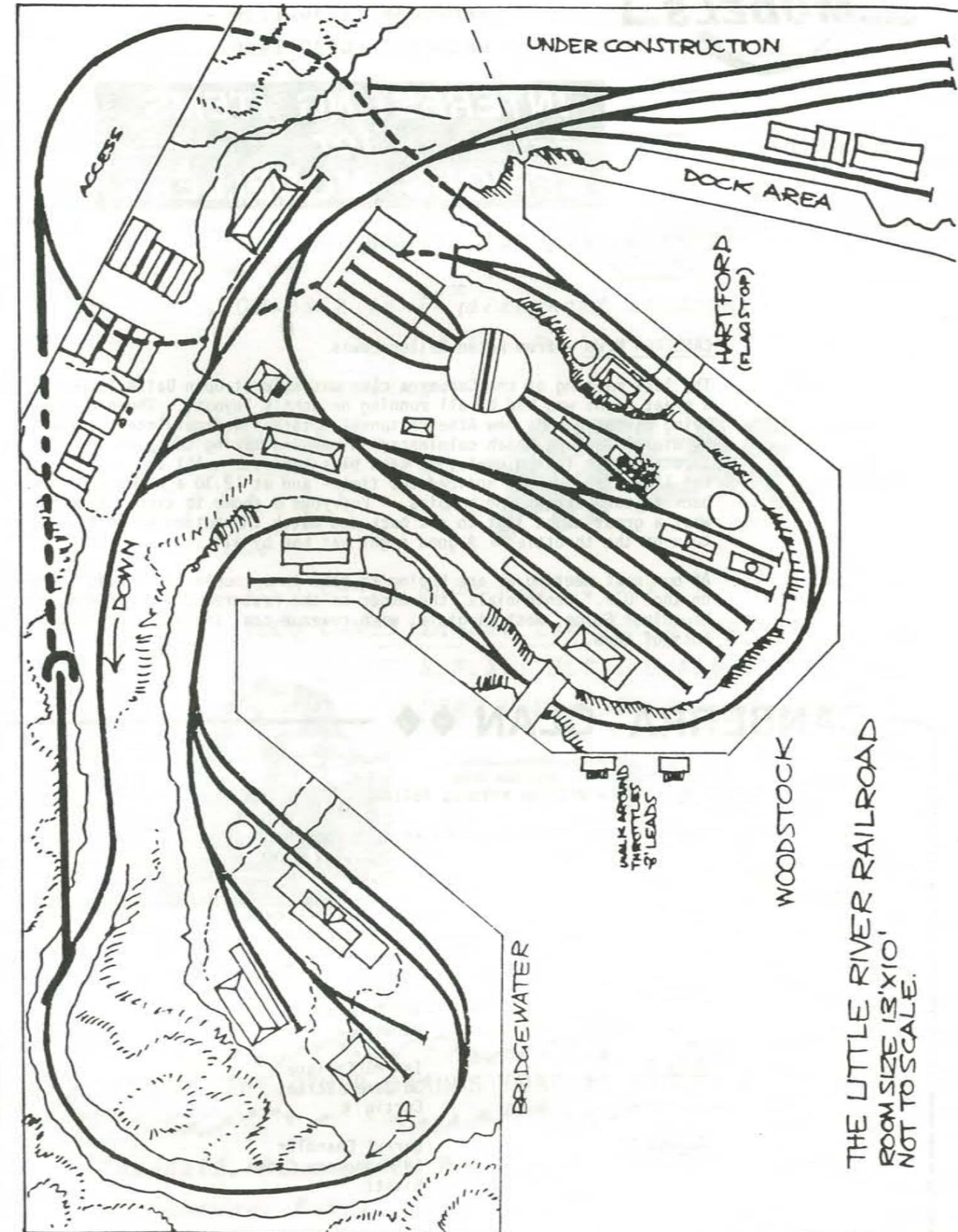
Everything is wetted and given a thorough spraying of 'acrylic matte medium'. This is a very quick and effective way of putting down the Initial Detail Area. It's surprising how the I.D.A. gives the layout that 'almost finished' look which means trains don't have to run through bare areas of benchwork and road-bed. And yet, when the spirit moves you, you can come back and plant weeds, trees, junk and further detailing to complete a scene.

Rock faces are cast from home-made latex rubber moulds. About six to eight coats of liquid latex on a favourite piece of rock gives you a mould that can be used hundreds of times.

A thick soupy mix of Plaster of Paris is slowly poured into a dampened mould, and when it feels like it's going to set, the mould is pressed into position on the scenery base. Once the plaster has hardened the mould is carefully removed and you have a rock - ready for painting. A base coat of diluted India Ink seems to bring out all the subtle detail of the original.

Trees on the Little River (we still need hundreds more) are kit-built and home-made. Structures are a mixture of timber and plastic kits and scratch-built as necessary. Most of the plastic kits are gradually being replaced by timber kits for individuality, because they look better, and, because they are great fun to build.

And on the Little River that's what it's all about.



* RIGHT AT CROYDON STATION *



WEDNESDAY 1300-1700

THURSDAY 1730-1930

FRIDAY 0930-1400

'PHONE (02) 799 8572

**INTERESTING ITEMS
for
SERIOUS MODELLERS**

23 Hennessy St., CROYDON NSW

CANBERRA NEWS - from Peter Weller-Lewis

The last meeting of the Canberra clan was held at John Bailey's where a great night was had by all running on John's layout. The highlight being giving John's new Athearn tunnel motors a workout later followed by diesel lashups which culminated in members taking turns on the throttle with four diesels, 38 cars plus caboose. All too soon it was late - no one had noticed the time - and at 12.30 a.m. we scurried back to our burrows and humpies. Everyone I spoke to since stated what a great night just to sit back and watch the action or to take turn on the throttle. A good night was had by all.

At our next meeting we are hoping to take in a couple of videos. One on the "U.P." centennials, the other on the restored C and O 614 running New River Gorge, West Virginia, with revenue coal trains. Great viewing both of them.

CANBERRA CLAN ◆◆FUTURE MEETINGS - will be held as follows:-

<u>May 13</u>	Kerry McPherson 21 Crossley Close Melba
<u>May 13</u>	Peter Weller-Lewis 2 Hayley Close Queanbeyan
<u>June 10</u>	Stephen O'Brien 138 Namarang Crescent Waramanga
<u>July 8</u>	Ian MacFarlane 36 James Street Curtin
<u>August 12</u>	Darryl Chandler 59 Angophora Close Rivett

PUNCHBOWL HOBBY CENTRE

545 CHAPEL ROAD BANKSTOWN

PHONE (02) 709 5082

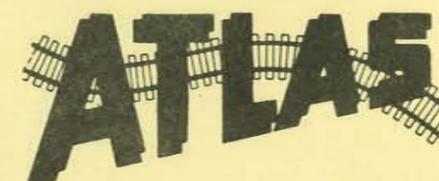
NEW PRODUCTS FROM



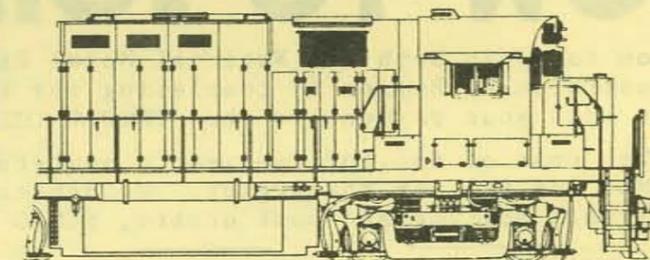
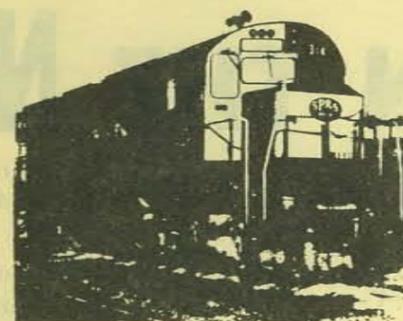
. GP-38-2 in 11 different roadnames,
available May!

. GP-50 coming

NEWSFLASH from
ANNOUNCING:



- . ALCO C-424 undecorated only
- . ALCO C-425 in the following roadnames:
S.P.S., B.N., C.N.W., E.L.,
PRR, N&W, CONRAIL and undecorated



AVAILABLE AUGUST!

SOME OF THE OTHER BRANDS THAT WE STOCK:

Campbell, Rivarossi, Peco, California Scale models,
Roundhouse, Kadee, Roco, Lima, Märklin, Falter, Pola,
Vollmer, Kibri, Scalecoat, Con-Cor, Minitrix,
plus many more items!