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MAIN LINE

NATIONAL MODEL RAILROAD ASSOCIATION - AUSTRALASIAN REGION

VOLUME 4 NUMBER 3

JULY, AUGUST, SEPTEMBER 1987

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FROM THE PRESIDENT

Membership

We, the committee, are not performing. I refer to the fact that despite all our hard work, our membership numbers in the Region are stagnant.

Perhaps we have reached all those who have an interest in North American railways (90% of our membership follow that area of interest). But I doubt that we have.

We will be again at Liverpool in October and for the first time we will be at Newcastle on the 8th and 9th August. We have a small ad in the AMRA and RMC as an experiment but there seems little result to date.

What to do? Is the Region worth persevering with? Are we all individually doing enough to find new members? Are we, the committee, too remote, too eccentric, too whatever and does that discourage new members? Or renewals?

Your thoughts, views, suggestions are solicited. All but anonymous comments will be answered. And if you don't want to tell me what's wrong, tell one of the committee by 'phone or letter (see directory below) and he might be able to tell me discreetly what to do.

Will you please?

JOHN

AUSTRALASIAN REGION DIRECTORY

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MAIN LINE is the official journal of the Australasian Region of the National Model Railroad Association, Inc. It is published four times per year in approximately February, May, August and November.

Articles, letters, members classified advertisements and club notices are solicited from the membership and are considered to be donated free for the benefit of the hobby. They should be forwarded to the Editor at the address shown in the Directory on this page.

Paid advertising is welcomed. Current rates payable in advance are \$110 for a full page for four issues, \$60 for a half page and \$30 for a quarter page.

Lawrence's leavings

Er yeah! After you've been in the grip of this wonderful hobby for a few years, the string of Pepsi boxcars hauled by a bright yellow Chessie steam loco will start to lose its appeal and you'll start to look past the display cases of ready-to-run and stare at the sombre red and blue boxes stored above.

The challenge of the unknown is something we all have to grapple with sooner or later, and in a fit of pique, you'll lunge at one of the formentioned boxes, put it on the counter and part with enough money to buy a whole string of Pepsi boxcars, plus a bright yellow Chessie steamer to pull them with, with enough left over for a caboose.

Once home, kiss the cat, kick your wife out of the way and make a bee-line for the garage in which to lock yourself. Take a deep breath and open the box. Inside will be a big sheet of paper colloquially known as instructions. Under that will be half a dozen non-descript pieces of metal, a few strands of wire and some wood.

This is called a craftsman kit and simply acquiring one will make you a craftsman. Building one is something else again. Now is the start of the rest of your life

The shock of paying so much for so little causes you to slam the lid and get stuck into that bit of scenery you've been meaning to finish these past few years. Even though otherwise occupied, your mind will inadvertently keep returning to that craftsman kit and after about eight years of procrastination, you'll eventually work up enough courage to give it a go.

Clear a work place. This in itself will take another eight years by which time you'll be:

- old enough to have acquired enough patience to build the thing, or
- old enough for a pension which will give you enough free time to build the thing.

Right! Ready to start then are we? Unfold the instruction sheet until it covers the work place like a printed table cloth. Lay out the kit's parts, making sure that at least 10% of the parts are missing or broken, otherwise it's not a true craftsman kit, just a cheap bootleg copy. Also, be aware that most craftsman kits require the additional purchases of bogies, couplers, walls, underframe, roof and assorted detail fixtures.

Cut all the wood strips to size, making sure you slice deep enough into your sweaty thumb to feel the blade grate against bone. Warm up the soldering iron and carefully remove your finger tips whilst trying to solder microscopic parts together. Please note that a special solder is required for this fine work where more than one item is to be soldered, so that the previously soldered item can fall off while the later is soldered on. Forget the solder for a while and give one of those new space age super glues a go. Get your wife to take you to hospital so that your bloodied bent fingers can be separated by an itinerant Pakistani doctor who cannot for the life of him understand why anyone would suffer such degrees of physical pain in pursuit of an infantile activity - which playing trains is, of course!

Upon returning to the train room, scratch your head with the blood spattered stump and finally accept that this craftsman thingey is definitely not for you.

Oh, by all means, still attend NMRA meetings, go to exhibitions and participate in operating nights on your mates' layouts, but from now on, when you're subjected to a critical cross examination by a model rail, just admit to modelling a very specific prototype in an unspecific era, in O gauge, in a corner of your two room flat, and leave it at that

This issue's guest Editorial is from Lawrence Nagy.

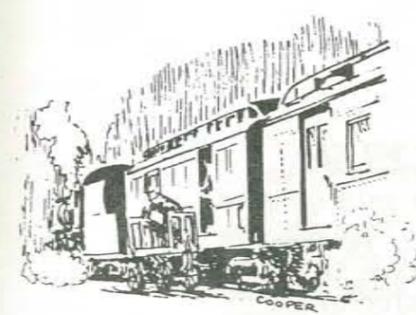
Cover

Top way to start a train trip - a tram ride to the station! Lovely R class trams served the Sydney Central Station - Circular Quay loop service until 1961. Even Mercedes buses are no substitute! It has been generally recognised that scrapping the tram system was an error. They almost made it back to Sydney streets recently, but a dumb monorail scheme won the day.

MEMBERS ADVERTISEMENT

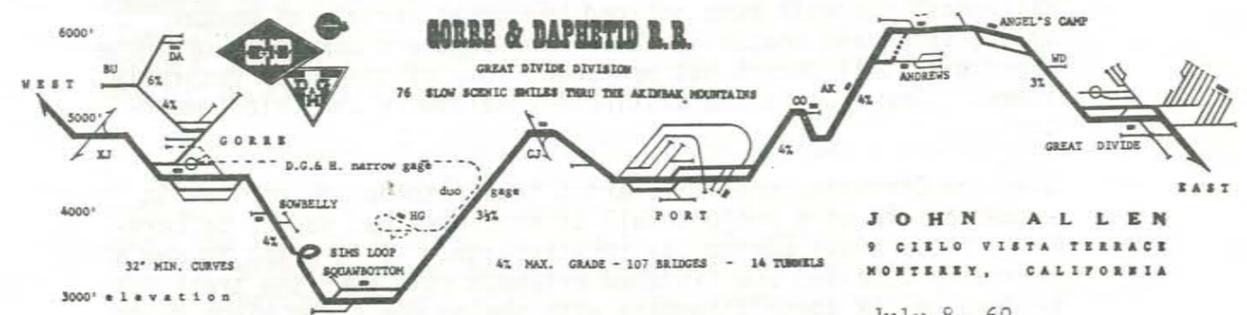
Wanted: HON3 Rio Grande Southern locos.
No. 20 (4-6-0) and No. 455 (2-8-2)

Have: D & RGW No. 470 (2-8-2) K-28 and Colorado and Southern No. 22 (2-6-0) Exchange, etc.
Laurie McLean, phone (02) 93-1582 after 6.00 p.m.



MAIL STOP

The following letter is from the old Master, John Allen, to one of our members, 'way back when, in 1969.



JOHN ALLEN
9 CIELO VISTA TERRACE
MONTEREY, CALIFORNIA

July 8, 69

Dear Dr. Cutcliffe:

Our various ideals of which features most interest us personally, leads me to believe that there is little I can offer more than just my own opinion of what I would do if building a railroad. This may be far different from your desires and not of much help.

However I think there are some general principles most model rails would agree upon, at least in hindsight. Give yourself good access to all parts for both construction and maintenance. I think few will argue that a walkin type plan will be more and more appreciated as one grows older. Access pits covered or open are fine for maintainance but not for operating from and for visitors.

I think heavy grades an ~~advantage~~ advantage if you like to run scale length trains, for the model and prototype pull about the same number of cars between 3 and 4%, but below this, the model pulls far less, and I think choosing locos for the tonnage should be a necessity, not just a thought process.

Since you are not planning for a crew to normally run it, the needs of an integrated railroad are not necessary. You can pick one or two facits that most interest you and do that in more detail.

July 11, 69

Had to leave this ~~off~~ a couple days ago:

It might be well to light the room for the railroad before stsrting, this will give you good construction light as well as save the later problem of trying to run the lights above the pike reaching over. At any rate, make the permanent lighting before painting any scenery back-drops and preferrably before doing scenery.

Im really at a loss to recommend to you how you should build your railroad; Your desires and time for the hobby are unknown by all but yourself. Since you have build several earlier pikes, Im sure you have found out what you want to do by now.

Thank you for the postal coupons, Only needed two so here is the third back. Best wishes, John Allen

SCRATCH-BUILDING THE BALTIMORE & OHIO WAGON-TOP BOX CAR

If you have ever watched a Sunday River produced U.S. railroad movie or carefully studied photographs of the prototype in magazines and books such as Don Ball's "America's Colorful Railroads" you will have noticed the great variety of boxcar sizes, types and shapes. While manufacturers make many of these there are still dozens not produced, some of them most desirable items. One such is the distinctive Baltimore and Ohio 'wagon-top'.

Over the Christmas break I started to scratchbuild one and it turned out to be a project full of problems that had to be carefully thought out during its construction. It's great to see a carefully detailed and finished kit-bash roll down the track but believe me, it doesn't compare with seeing one's own piece doing its initial run.

The first problem I ran into was having five plans, all with conflicting measurements. I could have taken them all and averaged out the major measurements hoping to get somewhere near the correct size. Maybe they were all correct and five different versions were built. Then I noticed that they all had the same number, 381798, on each plan. I then decided that I would assume the plan having details closest to those depicted in the accompanying photograph correct was probably drawn with the most care and therefore most likely to be correct or at least very close to it. This turned out to be the plan appearing in Model Railroader, December 1964 by Paul Holsinger.

To start, I first made a template that would give me the right roof line as this is one of the most distinctive features of the car. Next two thick plastic ends were made so that when I came to final sanding of the roof shape these ends would be harder than the roof material and help to prevent the sanding block powered by my sometimes too eager claw from gouging into it too much.

A wooden box of the right size and shape was next made using pine for floor, sides and inner ends. Make this smaller than the final dimensions allowing for those plastic ends and a final covering of paper over all. The roof of this box was balsa to sand quicker than the plastic ends. Don't forget to weigh it all including all hardware and to glue inside the appropriate ballast to bring it up to N.M.R.A. recommended weight, before the roof goes on.

I glued and screwed those plastic ends onto this box and the roof turned out beautifully after sanding. The brake gear and frame work were then added underneath. Next trucks and Kadee couplers were attached so that the final coating would have as little handling as possible.

I used Archers paper for the ends suitably scored with rivets made by King Kink (clock gear wheel). The sides, both of them, and the roof were made in one piece and very carefully measured from centre lines for rivet lines because ribs have to be glued between these lines right around the car. The ends were contact cemented on first then trimmed to size. Use a thin cement like 'Cow' (from art shops like the Archers paper) as it is clean and doesn't leave globs under the paper. The sides and roof sheet was put on similarly but more carefully.

The ribs were next glued on using Evergreen No. 142 (.040 x .040) by super gluing. The doors are cut from clean cardboard. The roof walk is thin cardboard scored for three planks and raised above the roof on 1/32" balsa riders. Add Detail Associate ladders (mine came from Junction Hobbies) and bent wire hand grabs. Corner stirrups are bent staples. Door runners are styrene strips. Buy an Ajax brake wheel, and brake hardware. Small paper or card pieces were used for platform, shipping boards, end walks and lease labels. Your side should extend about 9" below the floor base to get that shrouded look of the prototype; notice on the plan how you can't see the tops of the trucks and wheels.

I long ago learnt how shellac seems to turn wood and paper into pretty tough materials. So if possible thin some shellac with metho and give the fibrous sides and end and roof walk a coating. Leave overnight to dry.

As the light does not get underneath on the prototype too well, paint under your model with flat black Humbrol not a char-grey black that you would use for sunlit black. I painted the trucks and model sides, roof and ends with Tuscan red. It might surprise you to know that I used Pactra Highball lacquer that I bought in 1958. It's a beautiful paint and still going well after almost thirty years. I have about a dozen bottles of that brand and they have always been stored upside down. A couple of drops of lacquer thinners are occasionally added to compensate for evaporation after a painting session.

The decals I used are Walthers left over from another job. Come to think of it, they would have been bought about 1958 too and worked very well. Finish off with Dullcote and weather to your taste.

Minus trucks and couplers this piece qualifies as a \$1 project like those of Eric Stevens in Model Railroader eons ago. Why not give it a go; if you botch it you can always salvage the hardware for something else. I'll supply free photostat plans to those who send stamped self-addressed envelopes. My address is on page 2.

..... from Ian Venables



THE JOYS OF OPERATION by LAWRENCE NAGY

Er yeah. Those of you who've been rubbing shoulders with the intellectual side of model rails will've come across something known as 'operation'. This is a process whereby a group of softly spoken grown men with nervous dispositions get together in a badly lit, stuffy room and attempt to make an elaborate Tyco set perform as inconsistently as the prototype.

Your first operating night starts amicably enough with a lot of handshaking and lying. You'll probably be offered a job tucked away in some bleak corner where the white plaster has yet to be made into terra firma and most of the buildings are cardboard cubes with thick texta-colour inscriptions identifying them as such cheerful places as meatworks or dead cat tannery. It's likely to remain in a similar stage of incompleteness for quite a while since the construction crew has become too busy running trains to worry about scenic details of the realistic kind.

You politely study the track diagram on the control panel and realise it's jury rigged and incomplete. Just as you turn to ask someone how to operate the control panel the chatter dies as surely as if someone flicked a switch; and the only sound is that of the first freight of the night stomping towards you. The sudden hush is so overpowering you stand paralysed, watching the mike and fifteen cars.

A lump rises in your throat as the rattling, soldered white-metal object coasts to a halt in front of you.

"Where's me pickups?" Someone hisses in your ear.

"Aye?"

A slight altercation follows, culminating in the mike rattling off in a huff, minus pickups. You pull some cards out of the boxes in front of you and scan them long enough to realise you don't understand them and they can't possibly be important. Thus unperturbed, you decide to join the activity going on in the room. You manage to get a waddling, squeaking 0-6-0 mobile and you manouver it through the unnecessarily complicated trackwork to a block of reefers standing beside a faceless cube crudely labelled 'meatworks'. The loco stops. You give it a nudge. It moves a centimetre and stops again. You wind the rheostat up full and give it another nudge. It leaps forward, smashes into the reefers and derails them. This is called coupling.

You patiently reraill the cars, get the switcher mobile again and in a series of fits and starts move the cars to another faceless cube marked 'glass co'. Once there you reach over with the fiddle stick and try to pry the Kadees, which results in another derailment. This is called uncoupling.

The mike reappears on the main and coasts to a stop.

"Where's me pickups?"

You hand the ogre five cards at random and hastily assemble three cars, also at random, on the set out track for picking up - as you do so the ogre yells out,

"I'm being held up at Cripple Creek; I'll be running late into Boot Hill."

Ten pairs of eyes pivot your way.

"you're holding up the symbol freight." Someone whinges.

"Which'll hold up the Sierra Limited." Someone else adds.

".....so I won't be able to clear the yard....."

".....which means I can't get into it....."

"Which means the transfer can't leave before midnight....."

"See what you've done!" The ogre snaps.

This resultant aggro is known as operation; and if you don't do some fast switching of the light switch and duck out in the confusion chances are you'll be in for a series of operations in the casualty wing of Royal North Shore.

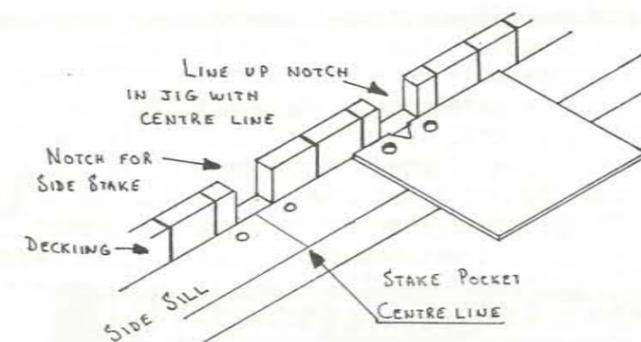
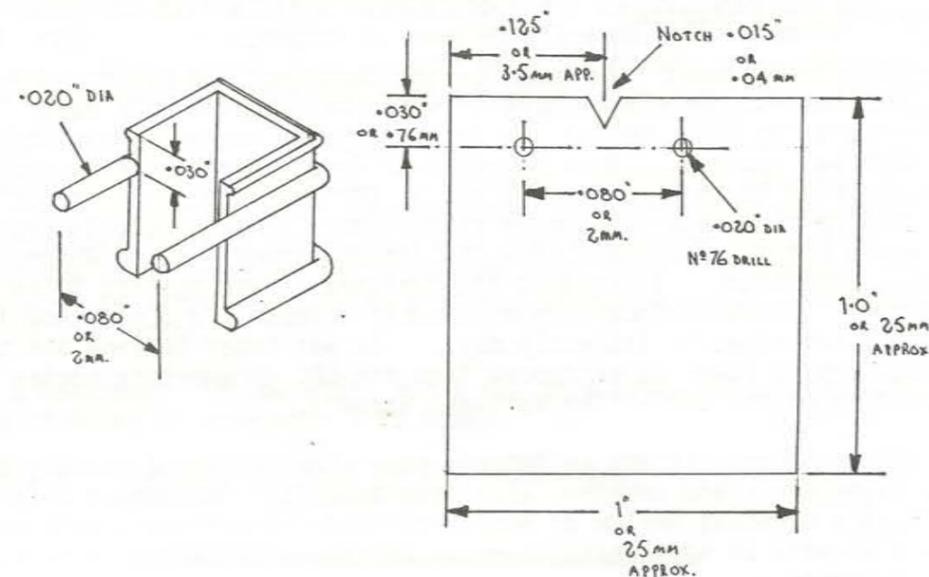
USE OF SIMPLE JIGS by GARRY NORWOOD

Have you ever built a simple wood frame flatcar or gondola? The hardest part is drilling holes to fit Grandt Line stake pocket castings to the side sills. For years I did this the hard way, measured and marked every hole before drilling. Very slow and no fun. To save your eyesight and sanity there is a simple solution, use a jig to locate the holes for drilling.

The most time consuming part is marking out accurately. Make your jig from brass or styrene sheet .020" thick. My own is styrene and after 5 years it's not worn out. Refer to drawing for dimensions.

Use of jig. Place car frame and deck assembly on edge in small vice, don't crush it flat, just grip it lightly. This allows you to have both hands free. Mark centreline of stake pockets lightly with pencil. Notch decking overhanging side sill to clear side stakes. Place jig on side sill, hold against under side of decking, line up notch in jig with pencilled centreline. Drill holes in side sill with drill in pin vice, using holes in jig to position. Sand any burrs raised by drilling with 600 grade emery.

Fit stake pockets into drilled holes, secure from rear of sill with ACC cement. Trim off any excess length of locating pin.



NOT TO SCALE.

MODEL RAILROADING AS A HOBBY - WHY?*Bill Clarke*

To those of us who grew up during the hey-day of steam, no other form of motive power and conveyance seemed more powerful than steam locomotives and the passenger or freight trains which they hauled. It was a romantic period, the late thirties and war years of the early forties. Much has been written and many a story told of the long haul freights, local and express run passenger trains. 'Twas always a sight to see, the passenger trains arriving and departing, gleaming in their "varnish" just as though they had been freshly shopped out. Such was the pride that CPR took in its rolling stock!

During my teens (mid to late 1940s) it was quite a common occurrence for me to cycle down to Toronto's Spadina marshalling yards to take in the sights, sounds and smells of trains being assembled, cars being shunted to and fro and, of yes, to watch switchers being prepared for work in the yards or being made ready for a few hours retirement to the round house. Of course I'd return home speckled with soot much to the chagrin of my parents, but....!

What does all of the foregoing conjure up one might ask? To me it's memories, nostalgia, romance and details which today are now coming to the fore as, after a few years absence, I'm once again indulging in my retirement project. But how did I get started?

In November 1965, about five weeks before Christmas, we had moved into a new house, the nearest shopping centre of which was about a mile away. It was probably early in 1966, whilst out doing Saturday morning shopping that a hobby shop was spotted. On a Thursday or Friday night shortly afterwards, I ventured over to this hobby shop to, as the kids say, "sus it out". Little did I realize then, but I was from that instant onwards hooked! My first model was a non-running model of a 440 diamond stack - a kit which someone had partially assembled. I acquired it, finished it and painted it in approximate CPR livery. Somewhat incongruous, I admit because I did not know if CPR ever had such locomotives in its early days. (I was later to find out that it did have such motive power as evidenced from the CBC documentary series depicting the building of the CPR - "The National Dream").

After this, my next kit was an Ambroid snow plow, followed shortly thereafter with a baggage car and combine, also from Ambroid. Numerous kits followed, as well as a constant inflow of Model Railroader magazines - both current for the time as well as some back issues. But there still had to be a reason for this indulgence.

Back in September 1962, I started teaching engineering drawing in Ottawa's Technical High School. For the first few years all was well. From the mid to late 60's the permissive society was gradually making inroads into what had been an orderly existence. As a result, some of my teaching associates were (a) getting ulcers, (b) hitting the bottle and (c) popping pills because they could not cope with the changes that society was going through. For myself, I found that if I sat down for an hour or so after dinner and worked on a kit (with my infant son near to hand) it proved to me, at least, to have therapeutic value. I was not getting ulcers, no need to hit the bottle nor, better still, no need for pills - barbiturates or otherwise. It was a breathing space - like a breath of fresh air.

By this time, since I was so interested in this pursuit, I became a member of OVAR (Ottawa Valley Associated Railroaders) which encompassed not only modellers but collectors of all manner of railroad memorabilia, train watchers and others - all with the common bond of interest - railroading in the broadest sense. This club met (and still does) once monthly as a dinner meeting followed by audio visual presentations, clinics, displays, etc., each meeting night always having a different theme compared to the month previous. As to roll up - there were always at least sixty or more aboard the diner on meeting nights. Well, with all this activity, plus a get-together (four of us) at a friend's house regularly on Tuesday evenings, where we were building a layout (based on CNR AND CPR prototype of course) it slowly dawned on me that model railroading would be excellent as a retirement project. Too many times have I seen men of 60 to 65 retire, be around for a few short years and then suddenly gone; sudden demise! Little or no activity to retire to!

Approaching this hobby in this manner, I've been able to slowly, and with some economy, gradually acquire equipment, some structures and material which, when I retire I'll have plenty to occupy my time.

Model railroading can be an expensive hobby but, as I have found out, if one limits or budgets one's expenditure outlay, one can over a period of time, acquire and achieve much both in equipment and satisfaction.

I do not propose to have a large layout (so far I've acquired approximately 300 ft. of track) nor do I expect to have HO miles of rolling stock. My ambition is to have a layout that will be easy to operate, minimum of maintenance and yet, never be completely finished for something could always be added to it.

In model railroading I see many skills involved - all in miniature. Vis. mechanical, structural and civil engineering; electrical and electronic engineering; landscaping; set design and lastly room for the artistic wielding of the paint brush or air brush (or both). For my own satisfaction my efforts will be largely on scenic effects, structures and thence rolling stock and in that order.

Call this a testimony if you wish, but I see this hobby now, more than ever, as a means of being at ease with life today.

Next instalment: Materials I hope to use in scenery.



'phone (02) 799 8572

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THURSDAYS 5:30 - 7:30 p.m.
SATURDAYS 9:30 - 2:00 p.m.

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SERIOUS MODELLERS**

23 Hennessy St. CROYDON NSW

MY START*Douglas F. Hicks*

Since joining N.M.R.A. and attending the meetings at the homes of the various members, I have invariably been asked what gauge and prototype I model.

Apart from stating that it is HO and Canadian National Railways, I have endeavoured to communicate to those asking, the interest and excitement that brought about my eventual start in model railroading and joining this enthusiastic organisation. Let's start in the City of Lethbridge in Southern Alberta, Canada, situated some 80 kms. north of the 49th Parallel (49°N), being the Canada/U.S.A. border. South of this border is the state of Montana which prior to the advent of the Burlington Northern, was traversed by those famous railroads of interest and dear to some of you - Great Northern, Northern Pacific and the Chicago, Milwaukee, St. Paul and Pacific Railway.

Lethbridge is a division centre on the Crows Nest Pass line running from Medicine Hat in the east (on the C.P.R. mainline), to Cranbrook, British Columbia in the west. It has extensive repair and service facilities for rolling stock which come from all points in Western Canada and the U.S.A in the south. The connection to the U.S.A. is with the Great Northern at Shelby, Montana.

Calgary, of Stampede fame, is approximately 200 kms. to the north. Lethbridge also boasts the highest and longest steel trestle in the world (completed in 1909, 95 metres high and 1.62 kms. long).

My wife's father was a C.P.R. man of 47 years standing with that company and considering that Southern Alberta is "C.P.R. Territory", it could be reasoned that I would have adopted that Road as my prototype.

I have always been interested in railroads; the C.P.R., U.P., G.N., and A.T.S.F. being my favourites, but it was a holiday trip back to Lethbridge in July 1985 that finally fired me up.

I was very fortunate and privileged in being invited to view the magnificent Monashee Western Ry. (based on the prototype Spokane, Portland and Seattle Ry.) layout of the late Dr. Jim Noble of Lethbridge. This layout was excellently featured in Model Railroader, April 1980. If this experience and opportunity to view what is acknowledged as one of the finest model railroad layouts in North America was not sufficient to stir my interest and get me going, then the visit a couple of days later to the Open House Day of the Southern Alberta Model R.R. Club was what did it.

While my wife's interest was still warm and with her invitation to "perhaps you could get yourself a Canadian engine" ringing in my ears, I took this golden moment and my American Express card, and acquired my first motive power and rolling stock. Inexplicably, I chose a Canadian National Railways 2-8-0 Consolidation from a formidable array of other Road names, among them many C.P.R. types.

A week later we went to Drumheller, a town situated on the Red Deer River, about 110 kms. northwest of Calgary and served by Canadian National on the line from Calgary to Edmonton in the north.

The town is located approximately 90 metres below the surrounding prairie, on the banks of the river which has cut it's way down to this level over thousands of years of constant action. It was this action that exposed the rich coal

seams and the vast area of Dinosaur fossils which accounted for the founding and establishment of Drumheller. The railroad from Calgary approaches from the south and wends it's way down along the sides of the Coulees, crossing numerous timber trestles until reaching the river-bottom flats, passing through Drumheller and ascending the Coulee on the opposite side to gain the level of the prairie again on it's way north to Edmonton.

Until the advent of the Diesel locomotive in the early Fifties, this was a rich coal-mining area with 18 mines producing fuel for the steam locomotives and some power generation. The nearby village of Rosedale was the junction of the C.N.R. and C.P.R. which jointly served the area. The town of East Coulee was further down the river with major coal mines and boasted an extensive freight yard for marshalling the coal trains. Thousands of people lived in the area, working the mines and railroads.

Sadly the C.P.R. line from the southeast into East Coulee and the once busy freight years no longer exists and the C.N.R. tracks at the junction with the main line at Rosedale are no longer connected.

The mines have closed and East Coulee is now only a hamlet depending on tourism to the area based on the Dinosaur fossil discoveries and Museums.

Our visit to this area was of great interest and to me, of much nostalgia. It was this aspect of what was once a great industry and railroading era, shared by two of the world's greatest and best known Road names that inspired me to want to try and recreate a little bit of that era.

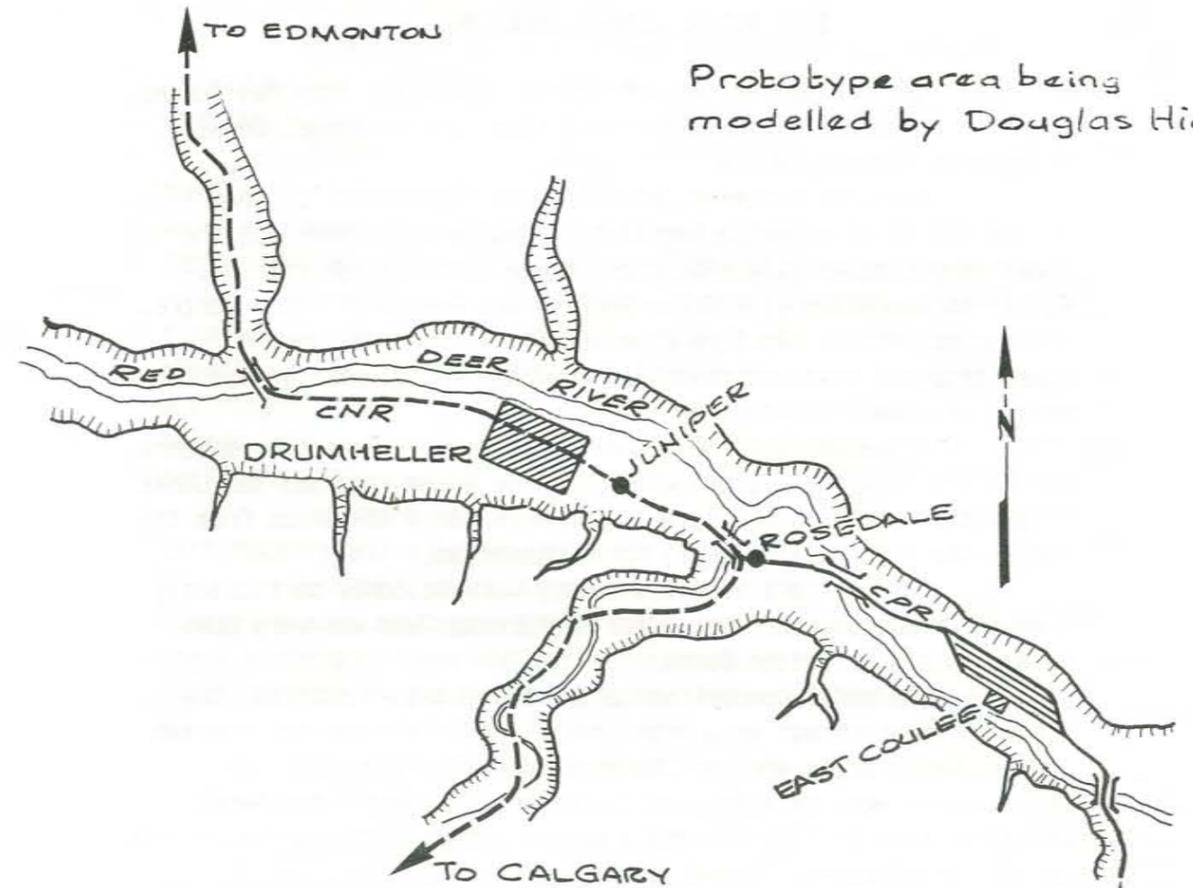
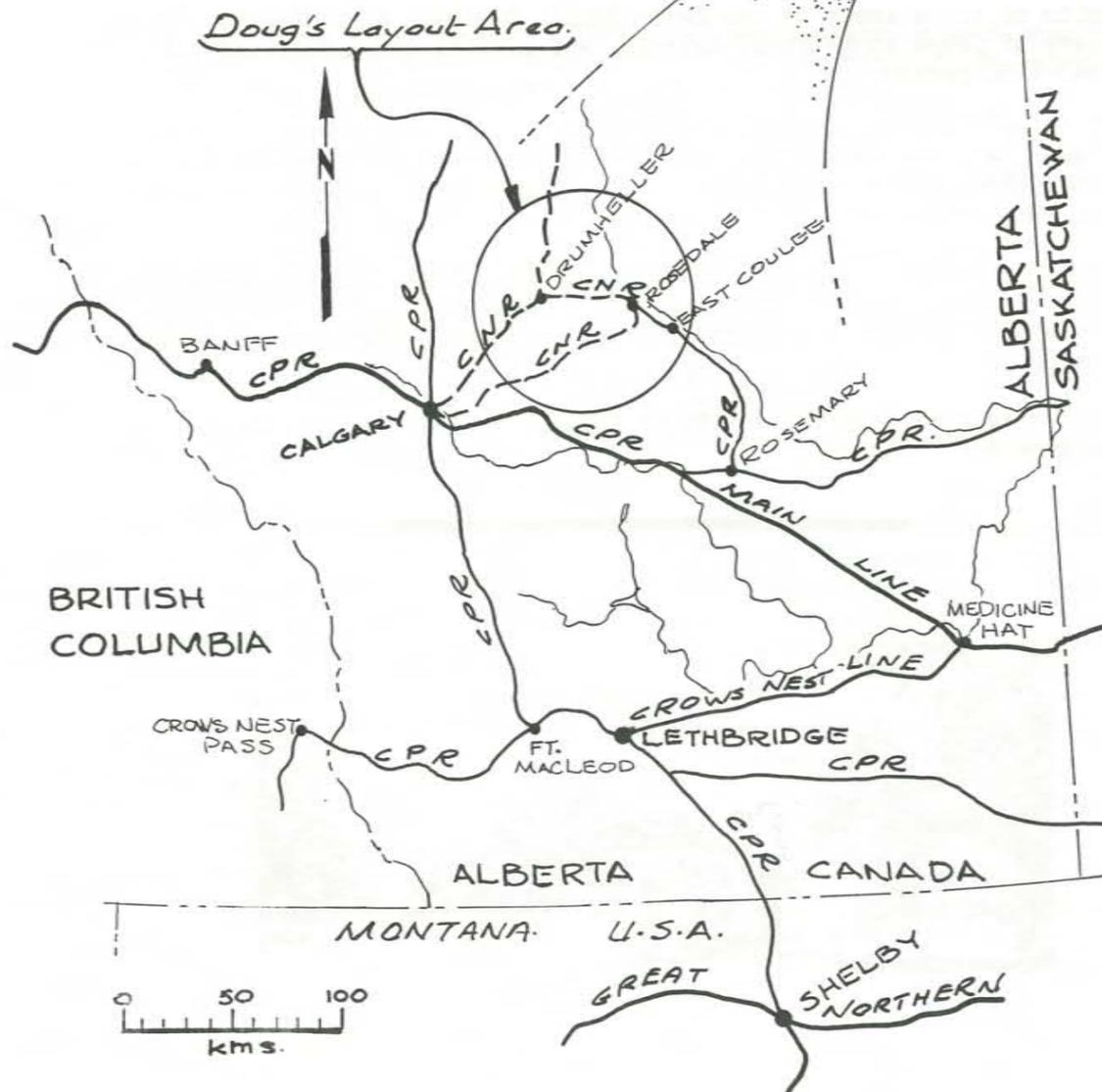
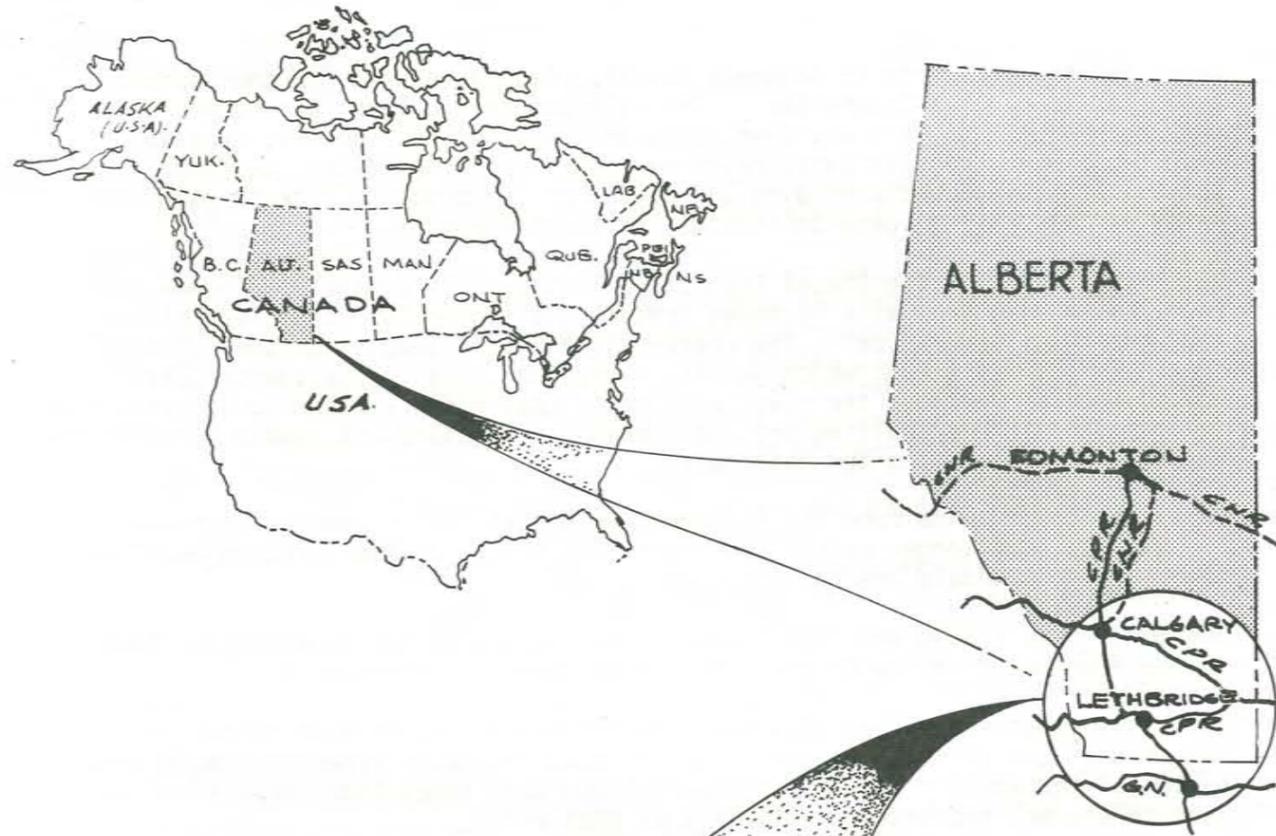
My attempt to do so is known as the EAST COULEE, ROSEDALE & JUNIPER RY. CO., a subsidiary of Canadian National Railways and serving the C.N.R. and C.P.R. in the 1940-1950 period.

My layout is well underway, although far from nearing completion. I have followed the basic techniques featured in the excellent Kalmbach and Carstens publications which offer a wealth of information. Above all I have heeded the advice and methods of Linn H. Westcott.

Basically, the lay-out is on 3.4m x 1.2m x 30 mm particle board supported by "Westcott" L-Girder formwork. The present height is 1m. above floor but will be increased to 1.2m when major scenicking is completed and an additional "L" leg is added.

Much has been learned from the visits to the lay-outs of other members - my thanks to them and NMRA.





Prototype area being modelled by Douglas Hicks

DRUMHELLER, ALBERTA, CANADA
 Maps prepared for Douglas Hicks by Bill Clarke. FROM ROSEMARY



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1987 ANNUAL GENERAL MEETING

The second last day of autumn, Saturday, 30th May turned out fine and mild for our 1987 (more than just a) Annual General Meeting at Padstow, N.S.W.

Fifty nine members and visitors registered for what turned out to be a day packed with things to do. There was the model competition, silent auction, movie films, slide clinics, visits to Bankstown Live Steam Society and Punchbowl Hobby Centre, the gourmet lunch, two live clinics, the A.G.M., the mobile hobby shop and most importantly, renewing old friendships and making new ones.

A special welcome was extended to our interstate members, Ken Leitch, who travelled down from sunny Queensland and Ian Jones from wintry Victoria. Also welcomed were Kerry McPherson from the A.C.T. and Peter Weller-Lewis from Queanbeyan.

Our visitors received a very warm welcome, particularly from our Membership Officer, Jack MacMicking, who was very busy handing out application forms.

The model competition attracted eighteen entries, the standard of which was very high, making it a hard job for the two judges, Kevin Brown and Jack MacMicking. After judging, the point scores were totalled and checked by Phil Knife and Garry Wheatley, then Bill Clarke did a superb job of printing the details on the certificates. Thanks Kevin, Jack, Phil, Garry and Bill.

As an indication of the standard, 12 of the 18 models entered received Merit Award Certificates.

Two clinics were presented, the first by Ray Walter on Trees. As the song goes, "But only God can make a Tree", but Ray Walter runs a very close second. Samples of his art were to be seen on a superb diorama Ray entered in the model competition.

The second clinic was presented in a very laid back style by the inimitable Peter Webb on remotoring locos using Blue Tak for mounting the motors. Also included were handy hints on how to make your locos run smoother and quieter.

Peter set up his video camera and monitor, which enabled all of the audience to see the fine work demonstrated in both clinics.

Thank you Ray and Peter for two excellent clinics.

To say the silent auction was a success is the understatement of the year. There was very spirited (silent) bidding for the many varied items put up for sale. Our thanks to Clive Riley, Bob Benson and Roger Johnes for the very smooth and professional running of the auction.

The tape-slide clinics and movies provided another source of entertainment. It was also a chance to sit in a comfortable chair and relax while watching both prototype and model trains. Dave Watkins, with his Junction Hobbies "mobile hobby shop" provided yet another attraction with some mouth watering goods for sale. Thanks Dave.

Other attractions visited by a number of members during the morning were Bankstown Live Steam's open day for their 25th anniversary and member Jim Patterson's Punchbowl Hobby Centre.

Then there was the gourmet lunch expertly cooked and served by our ladies Kathie Knife, Eva Lovett, Shirly MacMicking and Toni Saxon, assisted by Andrew Knife.

A special thanks also to Bruce and Tanya Penman who handled the registrations during the day. As they are not members, we really appreciated their assistance. Maybe the fact that Tanya's father is our President had some bearing on the matter!

Talking about Presidents, I nearly forgot. Yes, we did find time to slot in our Annual General Meeting where John Saxon reported on our progress over the last year, Kevin Brown submitted a financial report, Phil Knife outlined details of the Achievement Awards, Bill Cooper talked about our Mainline magazine and Jack MacMicking appealed for more members to fill up his new card system.

During this formal part of the day, Achievement Certificates and a Golden Spike Certificate were awarded.

Finally, John Saxon thanked all the helpers with a special thanks to Berger & British Paints and Selleys who made their conference room and facilities available. Also, thanks to Junction Hobbies and Punchbowl Hobby Centre who donated the lucky door prizes.

All that remained then was to tidy up, pack up and wind our weary way home.

See you next year? You bet!

Bruce Lovett

SYDNEY MEETINGSJune

The weather may have been damp, but it didn't dampen the enthusiasm of 20 members who attended the meeting on Saturday, 20th June, 1987, at Canterbury Bowling Club, Canterbury.

No, we didn't play bowls, we played trains! This meeting was organised by Warren Wormald who supplied not one, but two portable H0 gauge layouts he has under construction.

The smaller layout is built on one level and when finished, will be presented to his nephew. Wish I have an uncle like that when I was ten.

Warren's other layout is built on two levels, with provision for extending, and at this stage, is for his own use.

It is a very interesting track layout with good operating possibilities. The scenery is shaping up very well with a lot of attention to detail.

Both layouts provided a source of enjoyment for the members, watched over by a beaming Warren.

Two slide clinics were seen during the afternoon and one member also brought along some H0 equipment to sell.

If you have any equipment to sell, please feel free to bring it to a meeting. What is cluttering up your tracks may be just what another member needs.

After all this running of trains, watching clinics and talking, afternoon tea was served. Afternoon tea! It was a right, royal banquet! Warren's mother and sister prepared and served a delicious array of food to prepare us for the cold and wet outside when we journeyed home.

As a parting gift, Warren supplied offcuts of brass sheet of various thicknesses, which was gratefully accepted by the scratch builders present. Might see some of Warren's brass turn up in scratch built models next year!

To Warren Wormald, his mother and sister, on behalf of the members, thank you for making it a most interesting and enjoyable afternoon.

July

Saturday, 11th July, 1987 was a sunny day with a clear blue sky, but the temperature kept low by a cool southerly wind, for our meeting at the grounds of Bankstown Live Steam Society at Bankstown.

The Live Steam boys turned it on with no less than eight locos ranging from 0-4-0 tanks to an American 4-4-0, an L.M.S. 4-4-0 and a N.S.W. 26 class 2-6-2 tank.

To see these superb locos in operation with the sound and smell was sheer magic. But only six of our members attended.

Admittedly, it was a cool day, but warmly clothed you did not notice the cold. We even provided hot coffee or tea and biscuits, which was appreciated by the Live Steam boys and many of the public who braved the cold to ride the trains.

It was noted that our members also had a ride or two.

My thanks to those members who attended and also to the Bankstown Live Steam boys who made us very welcome and turned on an excellent display. Also, the two members who rang to advise that they could not attend.

It is very disappointing to organise meetings and try to get some variety, then have a small attendance.

If we are doing it wrong, please tell us. These meetings are organised for your interest and enjoyment.

Bruce Lovett



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SYDNEY MEETINGS

September

Delec Locomotive Workshops
Cosgrove Road,
Enfield
Tours of 10 people each at 2 p.m., 3 p.m. and 4 p.m.
Indemnity forms to be completed before tours.
Saturday, 19th September
Enquiries: Kevin Brown 623-7612

October

A.M.R.A. Model Railway Exhibition,
E.G. Whitlam Centre,
Liverpool.
Saturday, Sunday, Monday
3rd, 4th and 5th October, 1987
Members required for N.M.R.A. stand.
Enquiries: John Saxon, 949-4767

October

Kevin Brown,
33 Tobruk Street, St. Marys.
2.00 p.m.
Saturday, 10th October, 1987
H0 layout running Great Northern.
Guest speaker. Bring and buy table.
Enquiries: Kevin Brown, 623-7612

November

Curl Curl Scout Hall,
Abbott Road, Curl Curl.
1.00 p.m.
Saturday, 7th November, 1987
Gerry Hopkins' "Franklin County" and
Laurie McLean's "Rio Grande" narrow
gauge layouts will be on display. Gerry
and Laurie will talk about their layouts.
Also 8mm movies. Bring and buy table.
Enquiries: Bruce Lovett, 498-4659

December

John Saxon,
37 Beatrice Street, Clontarf.
2.00 p.m. Saturday, 12th December, 1987.
Christmas meeting.
Guest speaker. Videos. Tape/slide clinic.
Bring and buy table.
Enquiries: John Saxon, 949-4767

CAPERTEE: A Useful Prototype

Laurence Nagy

While delving into articles on the local prototype recently, I came across a trackplan for the town of Capertee, N.S.W. The town is located on the Lithgow - Mudgee line and its old siding arrangement came about because the steep mainline grade through town made stopping and restarting goods trains difficult. Instead of the usual passing loop, the builders decided on a refuge siding so trains could reverse in and wait on a level stretch of track. This allowed the locos to get their trains rolling again before swinging back onto the mainline grade. Uphill (eastbound) trains would always pull into the refuge for westbound trains. A siding parallel to the refuge served loading points. See Fig 1 and the Jan/Feb 1976 AMRM for more details.

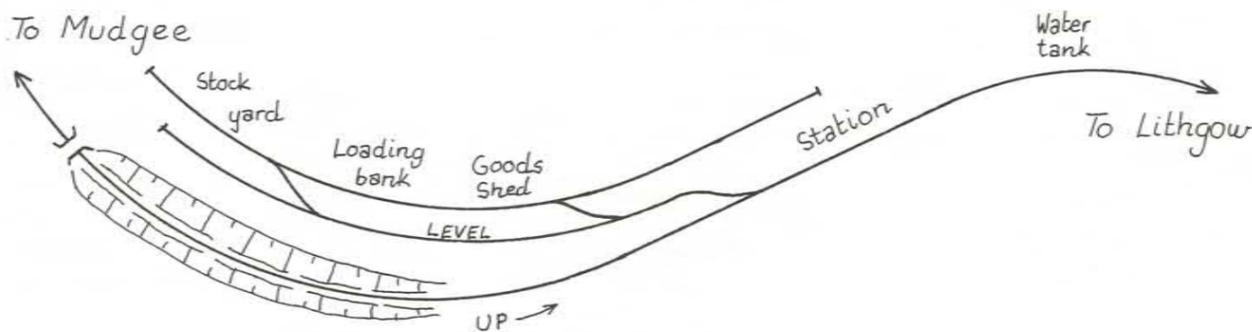
For the modeller, a Capertee style of passing track can cram more towns along a given length of mainline. Fig 2 top shows the minimum lengths for passing/runaround loops possible along a model mainline, providing both a reasonable scenic separation of the towns as well as allowing locos to switch one town without continually running into the next during switching moves. The passing loops are one train length while the mainline is one and a half train lengths between loops.

Fig 2 bottom shows how a refuge separate to the mainline, in the style of Capertee, can squeeze in more passing points without sacrificing the previously mentioned separation.

Fig 3 is an extract from a N scale NSW prototype layout I'm designing, showing how the idea was incorporated into a peninsula area. It fulfils two separate functions. Firstly, it sites industries on a level siding just off the steep mainline grade and secondly, gives room for one more passing track with the minor (and prototypical) inconvenience of a reversing move. Without such an arrangement the steep and tightly curved peninsula area would be solely a scenic feature making no contribution to operation.

Whether such an arrangement existed elsewhere I don't know, but it is a plausible solution to operating problems in hilly terrain, regardless of the country or railroad modelled.

Figure 1.



CAPERTEE LN '87

Figure 2.

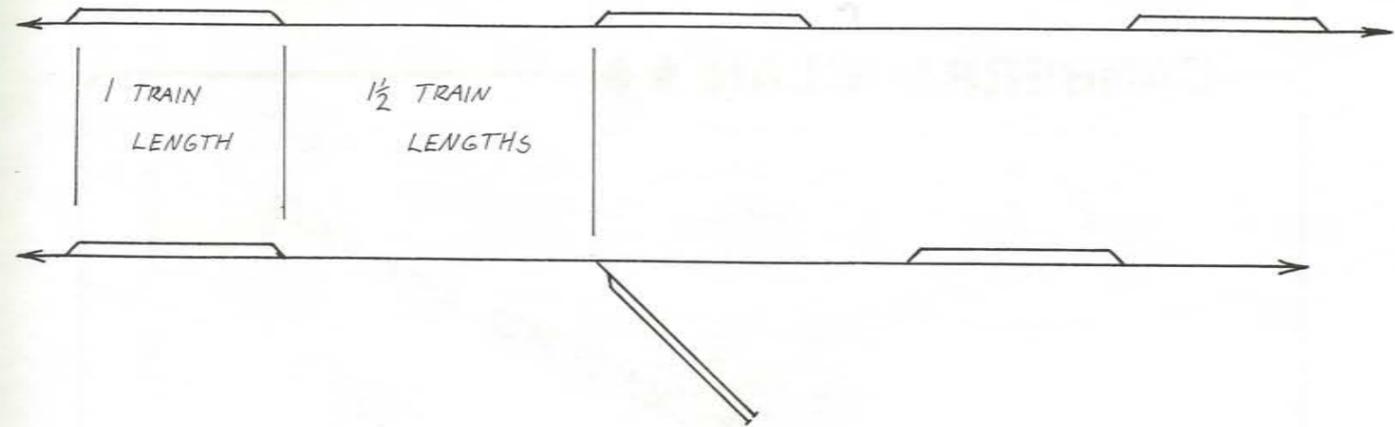
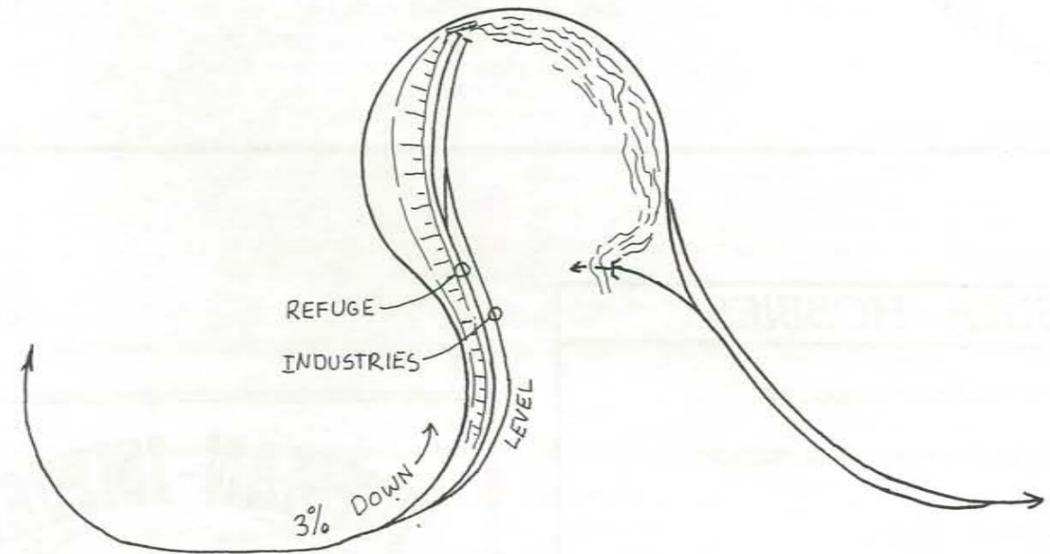


Figure 3.



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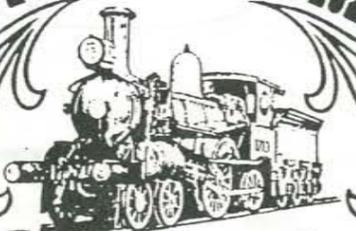
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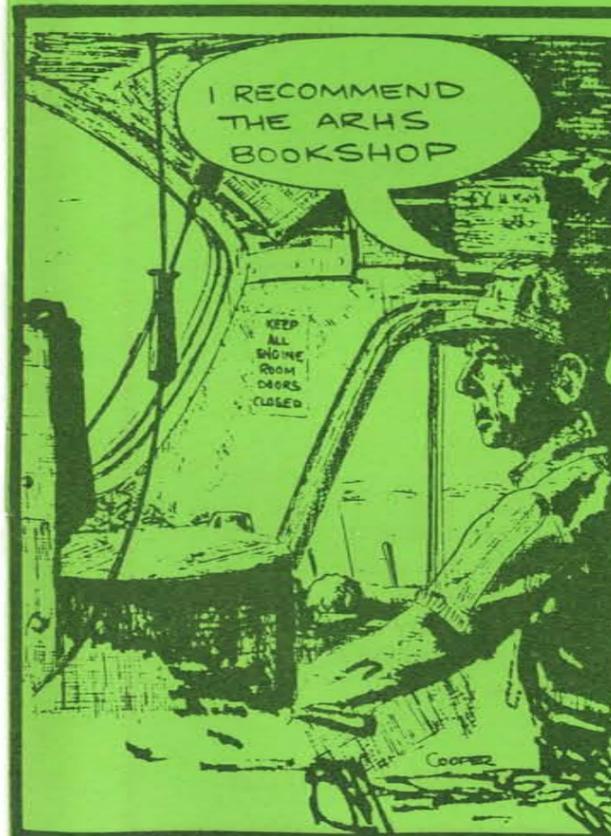
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and patronage at the A.G.M.

Dave



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