

"N" GAUGE EMD GP7 & GP9



FEATURES:

- * SMOOTH KATO DRIVE
- * ROADNAMES
- * AVAILABLE DECEMBER



N SCALE

ALSO:

HO GAUGE ATLAS ALCO RS 1 WILL ALSO
BE AVAILABLE IN DECEMBER



ROADNAMES:

- * UNDECORATED
- * NEW YORK CENTRAL
- * SANTA FE

THESE LOCO'S WILL FEATURE FRICTION BEARING AND ROLLER BEARING TRUCKS
IN UNDECORATED ONLY

"DECEMBER ONLY"

20% OFF CAMPBELLS BUILDING KITS

(Cash or Postal Note only)

ONLY AT

**PUNCHBOWL HOBBY
CENTRE**



MAIN LINE

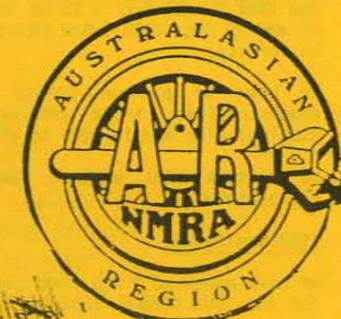
NATIONAL MODEL RAILROAD ASSOCIATION - AUSTRALASIAN REGION

VOLUME 4 NUMBER 4

OCTOBER, NOVEMBER, DECEMBER 1987

REGISTERED BY AUSTRALIA POST

PUBLICATION # NBH 7190



SEASONS GREETINGS

**TO ALL OUR MEMBERS
AND THEIR FAMILIES**



COOPER '87

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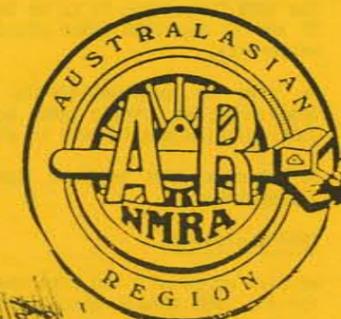
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COOPER '87

FROM THE PRESIDENT

1988 Convention

The 1988 Convention is to be held on the weekend of 21 and 22 May 1988 (when else!) again at Macquarie University.

We plan to provide plenty of clinics, films, demonstrations, bring and buy stall (or silent auction) plus new layouts to visit.

So reserve that weekend now. You won't be disappointed.

1990 Convention

We have accepted a bid from the New Zealand Division for the 1990 Annual General Meeting to be held in Auckland at Easter in conjunction with the N.Z. Association of Model Railway Clubs Convention.

New Zealand is renowned for its top modelling, not only of NZ prototype where Sn3½ is very popular, but of North American railroading. Those of us who have been there can subscribe to the locals excellent hospitality and modelling skills.

This will be a trip to remember. So start saving now to take the family for a great Convention and vacation. Remember, the trans-Tasman air fare is currently less than the Sydney - Adelaide - Sydney fare. I hope many of us can go and if we have enough numbers perhaps there could be group travel discounts available.

Module Standards

The Board meeting in Eugene finally accepted the proposal of the Engineering Department to submit module standards to the membership for approval. They have been a long time coming but at last consensus has been reached on a very complicated issue.

The May 1988 Ballot will include voting on adopting the module standards and I highly recommend you exercise your vote according to your views. The proposed standards will be included with other matters to be voted on in the January, 1988 Bulletin but I have an advance copy and will be pleased to forward a photo-copy upon receipt of a letter of 'phone call.

In the meantime, those of you considering building a module or two would be wise to view the proposal so that future interchange with other modules would be possible.

Membership Listing

This issue currently has a listing of all current financial members as well as those who have lapsed. If you believe your membership expiry date needs review please contact Jack MacMicking at the address or 'phone number on page 2. Jack will be pleased to assist.

Office Bearers

May 1988 will see another election held for offices of President, Vice-President, Secretary, Treasurer and each of the five Divisional directors.

I must step down as President under the Constitution, having served the maximum two-term tenure. However, as Immediate Past-President, I will have a role on the Executive for the next two year term.

Please give some thought now to running for a position. It really is fun being involved and helping others. And holding an official position can qualify you for an Achievement Certificate under the Master Model Railroader program.

John Saxon



BILL'S BUMBLINGS

TUESDAY NIGHT, T'WAS LARRY

by Bill Cooper

Late July last, a fascinating 10-day stay with 'plane-nut friends in northern Indiana was spiced by several train experiences. Tuesday night, t'was Larry.

John Saxon had kindly provided some local area telephone numbers. The first two calls drew blanks (it was Convention time). No. 3 was a Larry Lewis of St. Anne, Illinois, about 60 miles west of Bass Lake, my temporary home. Larry was in and, yes, we could get together on Tuesday next at 6 pm.

So at about 6.15, I drove my host's Chevy Celebrity station wagon (Canadian-built) past the St. Anne nameboard, running a bit late following a hobby shop crawl in Lafayette, IN. By good fortune, I was held up at a grade crossing. 2 BN GP's, 30 grain hoppers and a bay window caboose rolled through. The conductor waved.

I drove on, to Larry's classic two-storey wood house, looking forward to talking about and running a few trains. Then off to an early night, as there were plans to fly downstate the following day. No way! Larry, a retired Ag. machinery expert, had organised a 7 layout tour, extending to South Chicago, 50 miles north! We were already late, so we set off promptly in Larry's Chevy ute, (sorry, Pickup, made in Japan).

Eventually we saw six layouts, all in basements except for Larry's loft location. They ranged from good to excellent.

Palmer Kloster (who had produced some tape-slide clinics) was away, but he had arranged for Larry to show his Ocker friend his layout - a gesture typical of the generosity and hospitality shown that evening - and, indeed, throughout my month-long US visit. Palmer's layout was a classic 50's style - very nostalgic, recalling the pages of MR of the period. There was also a separate trolley line, set up to be exhibited.

Lee Gustafsen's magnificent On3 line stood high in that night's memories. EIGHT West Side Lumber brass Shays, real silky runners, churned through grand 1/48 scenery, 2' high pines and all.

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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.

We were soon consuming coffee and cake in Howard Yawn's commodious home, surrounded by what seemed like several days production of Irv. Ahearn's factory.

Then, way down the road was Jim Kubajaks great little HO line. Of pre-war, backwoods style, this point-to-point scheduled operation (using a fast-time clock) just oozed atmosphere. It ran well, too, using Roundhouse kit-built locos with original open frame motors. This and the next layout, of Jim Nilles, featured exquisite kit and scratch-built structures. More coffee. More hospitality, modelling modesty and quiet generosity. As we left Jim Nilles - it was pretty late by this time - he slipped me a rare valuable structure kit 'to remember the US by...' Incidentally, Jim worked until recently for Electromotive who seem to be wilting a little under the GE onslaught.

Many miles and many hours after leaving St. Anne, we eventually regained it, rounding off a truly memorable night of conviviality, with a look over Larry's layout and tinplate collection.

I arrived back at Bass lake at 4.30 a.m., once again being lucky (?) enough to be caught at a grade crossing by a grain train. There seems to be more rail traffic at night than during the day. Needless to say, we postponed the flight 'til the day after.

SOMETHING DIFFERENT

This issue includes some copy kindly provided by our British prototype contemporary, the BRMA's 'CLEARING HOUSE' - ideas here are truly International. Malcolm Furlow for one has used similar techniques. Recommended reading.



STOP PRESS

Some new (to AUST) tape slide clinics have arrived recently. Subjects include:

Several excellent layout tours; a Dean Freitag eye-opener on Freight car bashing and, of course, our usual collection. Full listing next issue.

Tape Slide Despatcher #784

* MEMBERSHIP LISTING *

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Mr S Smith	174 Fullers Road	Chatswood	N S W	2067		87/06/01
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Mr D Watkins	P O Box 45	Villawood	NSW	2163		87/11/01
Mr P M Webb	448 Elizabeth Street	Surry Hills	NSW	2010		87/12/01
Mr R Webber	7 Correa Avenue	Cheltenham	VIC	3192		90/05/01
Mr C J Welch	P O Box 76	Subiaco	WA	6008		87/02/01
Mr P A Weller-Lewis	2 Hayley Close	Queanbeyan	NSW	2620		87/02/01
Mr J Westphal	70 Alexandra Street	Balaclava	VIC	3183		87/08/01
Mr G Wheatley	3 Acacia Place	Greystanes	NSW	2145		88/07/01
Mr R A Wheeler	8 Reynolds Place	Grange	SA	5022		88/05/01
Mr M G Whiting	22 Simpson Street	Mitcham	VIC	3132		90/05/01
Mr J L A Whittenbury	84 Blamey Street	East Bentleigh	VIC	3165		88/04/01
Mr R J Williams	P O Box 207	Mooroolbark	VIC	3138		87/08/01
Mr C A Wilson	30 Wylie Street	Kirrawee	N S W	2232		87/10/01
Mr D C Wishart	P O Box 1	Mount Macedon	VIC	3441		99/99/99
Mr L B Woodley	16 Massey Avenue	Lower Hutt			New Zealand	88/08/01
Mr W H Wormald	P O Box 28	Croydon Park	NSW	2133		88/02/01
Mr R T Young	109 Elder Street	Greensborough	VIC	3088		87/02/01
Mr S J Youn	19 McGregor Avenue	Beaumaris	VIC	3193		87/09/01

Count: 192

LIST OF UNFINANCIAL MEMBERS FROM 1986

Name	Street	Town	State	Postcode	Country
Mr V C Brice	37 Gilbert Street	Hackett	ACT	2602	
Mr M T Brodie	6 Hill Street	East Bentleigh	VIC	3165	
Mr R Casey	8/25 Gloucester Road	Hurstville	NSW	2220	
Mr M K Cowley	1 Harrison Court	Magill	SA	5072	
Mr K Critchley	6 Emperor Place	Kenthurst	NSW	2154	
Mr T Doran	31 Wanbanna Avenue	Greensborough	VIC	3088	
Mr S V Eaton	12 Marchant Avenue	Reservoir	VIC	3073	
Mr D Ellett	4277 19th Place SW	Naples	Florida	33999	U S A
Mr V Ellis	37 Lyle Street	Bacchus Marsh	VIC	3340	
Mr M J Ford	108 Charlynne Crescent	Kilsyth	VIC	3137	
Mr I Fredericks	63 Victoria Street	Lewisham	NSW	2049	
Mr D J Hinde	110 Blackman Parade	Unanderra	NSW	2526	
Mr G D Hopkins	7 Booralie Road	Terry Hills	NSW	2084	
Mr G Hunt	20 Jennings Street	Alexandria	NSW	2015	
Mr P Jensen	IBM Aust Ltd/P O Box 400	Pennant Hills	NSW	2120	
Mr P J Knife	5 Eden Avenue	Turramurra South	NSW	2074	
Mr N J Kollwyn	1/2 Hainsworth Street	Westmead	NSW	2145	
Mr R Macfarlane	36 James Street	Curtin	ACT	2605	
Mr M V Maloney	4/716 Darling Street	Ballarat	VIC	3350	
Mr H J Manley	P O Box 22	Forest Hill	QLD	4342	
Mr B Marstaeller	79 Beverley Hill Street	Moorooka	QLD	4105	
Mr R Mason	3 Lae Place	Glenfield	NSW	2167	
Mr K McCarron	55 Pank Parade	Blacktown	NSW	2148	
Mr W K McLeod	12 Lowanna Street	Belrose	NSW	2085	
Mr B Moore	29 Robert Molyneux Avenue	Endeavour Hills	VIC	3802	
N A R M A	P O Box 41746	Casuarina	NT	5792	
Mr G J Neill	769 Princes Highway	Springvale	VIC	3171	
Mr B Norton	548 Kalamunda Road	Maida Vale	W A	6057	
Mr K J O'Shea	1448 Shakespeare Street	Karratha	WA	6714	
Mr I Powles	24 Anthony Street	Blacktown	NSW	2148	
Puffing Billy Models	11 Dunoon Street	Mooroolbark	VIC	3138	
Mr S P Reynolds	18 Hulani Street	Budgewoi	NSW	2262	
Mr N Scantlebury	5 Ironbark Drive	Lower Templestowe	VIC	3107	
Mr B C Seddon	17 Debron Avenue	Remuera, Auckland 5			New Zealand
Dr S Sloggett	6 Eaglemont Crescent	Campbelltown	NSW	2560	
Mr P Van Mourik	6 The Highway	Upway	VIC	3158	
Mr E W H Ward	13 Loveanus Street	Silkstone	QLD	4304	

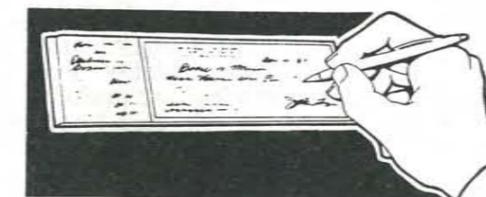
Attn: Mr R Rob FC32



Don't forget
to renew your
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New Zealand

Count: 36



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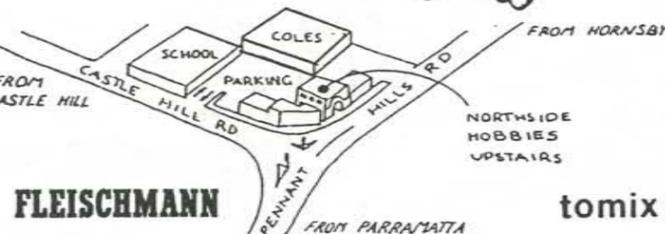
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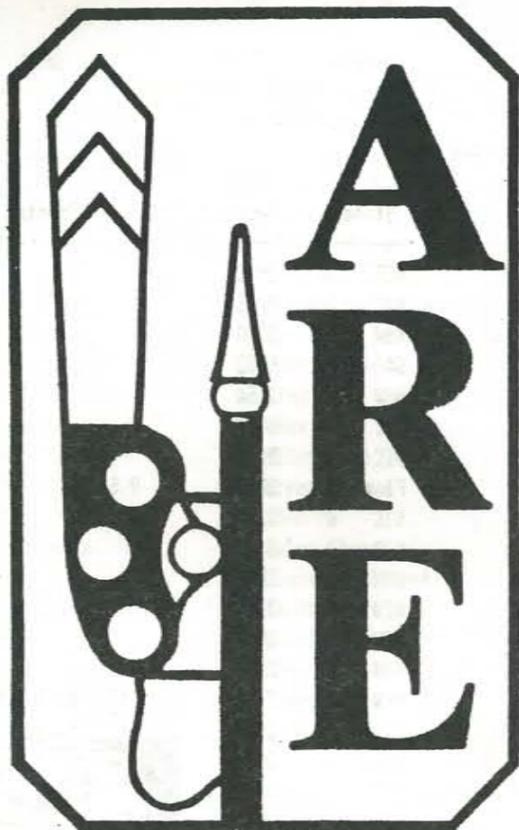
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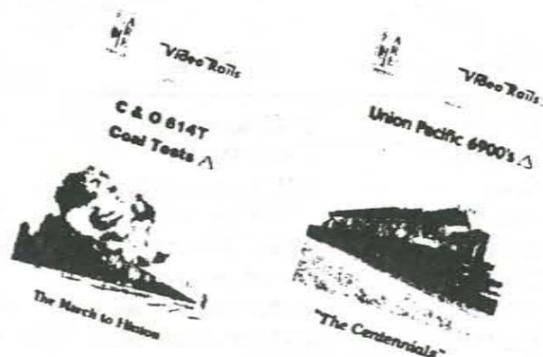
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EUGENE 1987

Having attended the 50th Anniversary Convention in Milwaukee, we were unsure whether the Eugene occasions would measure up.

We needn't have worried. What Eugene lacked in Milwaukee's experience and well oiled organisation, helped along by the links with Kalmbach and Walthers, Eugene made up for it with enthusiasm and determination for the attendees to have a great time.

And great time we did have! As did Bob Benson and Bill Kerr from Sydney and Paul Hobbs and three others of his Kiwi friends. The largest contingent from Down Under for some time.

Having travelled by car with our San Francisco friends Rich and Ann Dunn up the California, Oregon and Washington coastlines to Vancouver; across to Vancouver Island and the Canadian capital Victoria and three days in the San Juan Islands in Puget Sound, we were ready to stop a while when we were deposited on Saturday at Carl and Joyce Henson's home in Eugene (Carl and Joyce had stayed with us in Australia three years ago when we first met them).

Bob and Bill were already there, as such is U.S. hospitality Carl had insisted they stay when Bob had earlier telephoned Carl at my suggestion to obtain some local accomodation recommendations.

However, after only one night we were off to the Hilton, the Convention Hotel, where the first of many NMRA meetings were to be held that night.

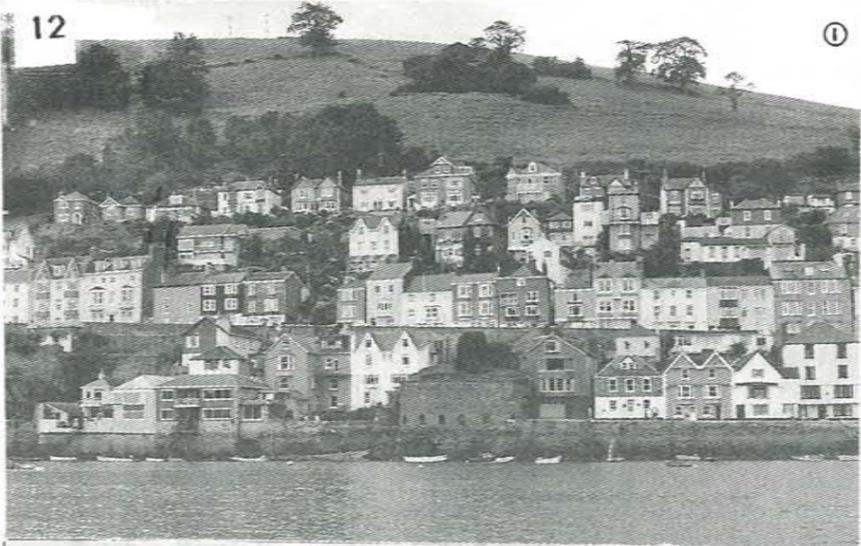
Over dinner at the Restored Oregon Electric station (now a nostalgic up-market restaurant utilising ex dining cars and cabooses) I was informed that the rooms on the other side of the hotel actually overlooked the SP main line and the Eugene depot. So, at 11.30 p.m., Toni who had just finished fully unpacking after ten days on the road, couldn't believe we had to move then and there upstairs! So pack again, then unpack again and finally to bed at 1.30 a.m.! (We were speaking again by next morning).

The Convention itself is reported in the October and November Bulletins so I won't elaborate. I just know that with having to complete my slide/movie clinic on Trains Down Under at the hotel, a further 2½ days of meetings (Were we having FUN?) and three presentations of my clinic, there was a lot I missed. What I did see however, made it all worthwhile.

Then by Coast Starlight overnight (sitting up) to Oakland where after a couple more days with Rich and Ann in San Francisco it was back home for a days rest before back to work for a holiday!

This was my sixth visit to the U.S. and probably our last for many years as our dollar just doesn't go far enough now. However the Pacific Northwest is one sector we must just do again some day. I'm sure Bob and Bill would agree.

JOHN SAXON



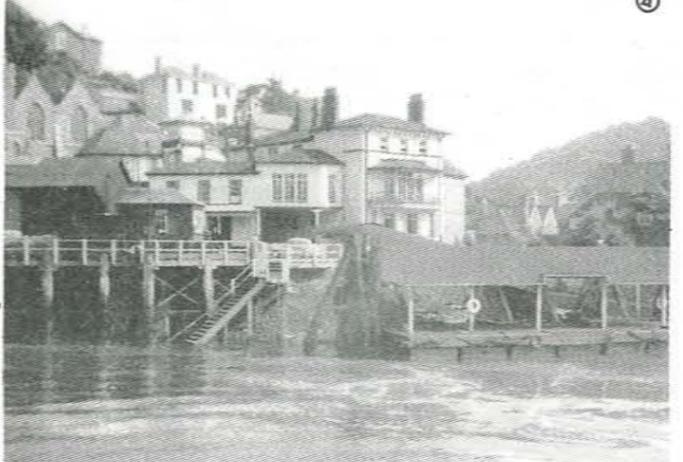
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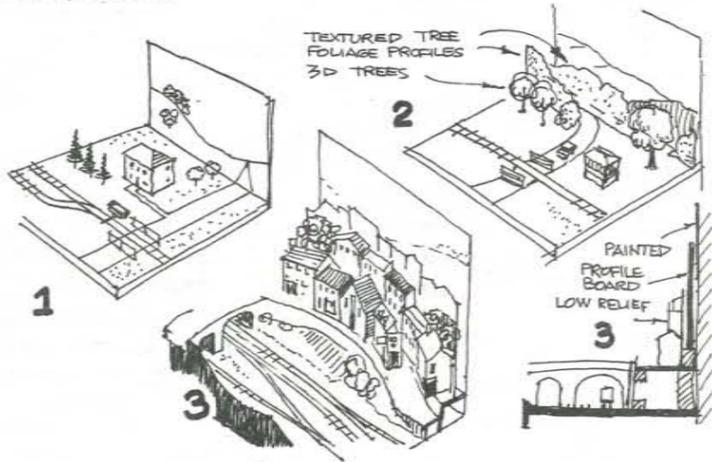


PHOTO 8 (Bottom right) 'Tudor Dairy' shows the use of a mass of trees to disguise the thinness of the structures, which are meant to look as though they are much deeper than wide. Trees are individual, sponge, and backscene painted. The sponge ones are between main buildings, and as a tunnel of sponge where the train leaves the fiddle yard behind the dairy complex. Finally, for 'Typically English' students the factory boasts three different styles of building. Boiler house(out of site)in 1910 rural industrial,Trackside block in 1920's red brick, Office building in 1930's fake tudor-brown sandstock bricks, applied timber, diamond pane windows and red tile roof , all in VERY BAD TASTE. Finally the block at the back is in late 40's utility in common bricks.

TYPICALLY ENGLISH No. 6

' Z FACTOR '

by T.Square, & the editor.

The term, 'Z FACTOR' has been excellently defined as:

'The factor by which compromise needs to be made in the height or slope of items in a model railway scene or diorama when one part of the scene joins another further into the background.

I believe that one of the greatest benefits of modelling British is the way in which historical, economic and social circumstances have often conspired to squash complex railway track layouts into confined situations. In some cases, even once spacious situations have been overwhelmed by development, mostly Victorian, of the immediate surroundings. The modeller who dares to use the Z factor bravely, albeit wisely, risks the piling on of praise for his efforts by an admiring public far beyond what he may feel, in his heart of hearts, his mere modelling skills deserve.

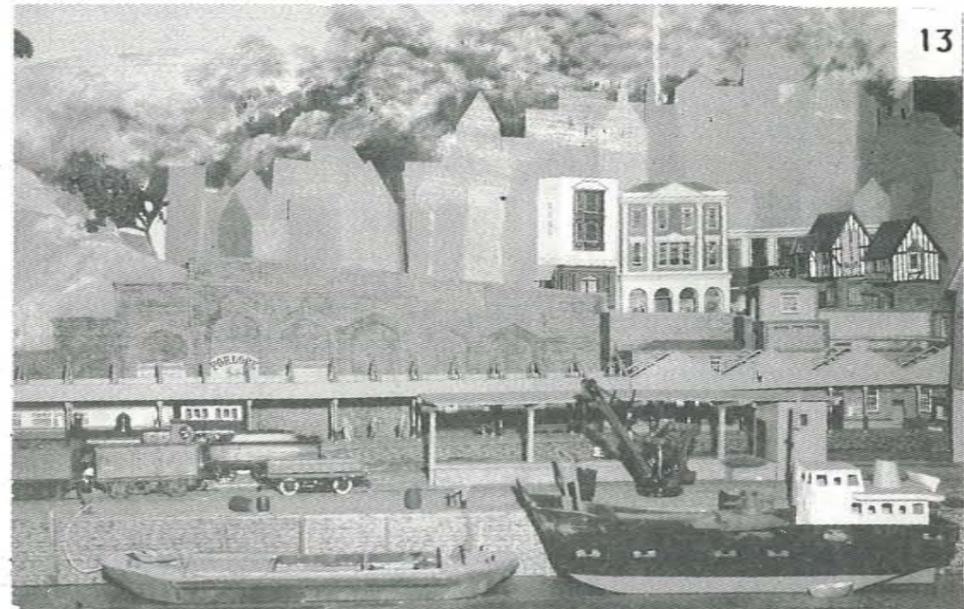
I first saw this term used in a most engaging article in MRN about fifteen years ago, and I will not try to find in case I try to copy it ! I recall that the writer said something about X and Y co-ordinates representing width and depth, but having to find another more mysterious letter than H for a more mysterious interpretation of height. The sketches below illustrate three aspects:

1. Z factor = zilch. Ignore
2. Flat to flat scene. Needs skill, and is often impossible. IE straight line of road across board to scene.
3. Rising ground or buildings. DISCUSS !

There can be no doubt that rising ground offers the easiest ways of creating the illusion of depth - for an artist ! But the addition of buildings, at some point at least, is essential to act out the drama. We relate to the scale, period and function of buildings by door sizes, roofs, chimneys.

Photo 1 shows the regimented rows of structures at Dartmouth in Devon. Easy to fit into 15cm depth but needing 60cm or more in height to do justice to it. The bottom row could be to scale and detailed but, say, 50cm deep (4mm scale, by the way) the next row in relief but shallow with some detail and reduced scale, about H0. The next row drawn and coloured flat on profile board. The last row painted on the backscene. Few scenes would be as regulated as the actual Dartmouth but this a good example to set out the general principles. Kingswear, just across the harbour, (photos 2-4) offers more scope which is just as well as that is where the trains are!

There are a host of things to notice here. See how the Royal Dart Hotel (not much change in 35 years- between 2 and 3/4) wraps cosily around the station buildings - and no right angles. Look at the road to the right which leads down to the car ferry ramp. It bends sharply to the left and the view up the hill is blocked by the wrap around three story buildings. This is the ideal way of dealing with any road that crosses the baseboard from front to back, whether for a level crossing, bridge or station forecourt. Joined buildings help, as it is the squashed ends that tend to give the lie to the relief model. The projecting building on the right at Kingswear is

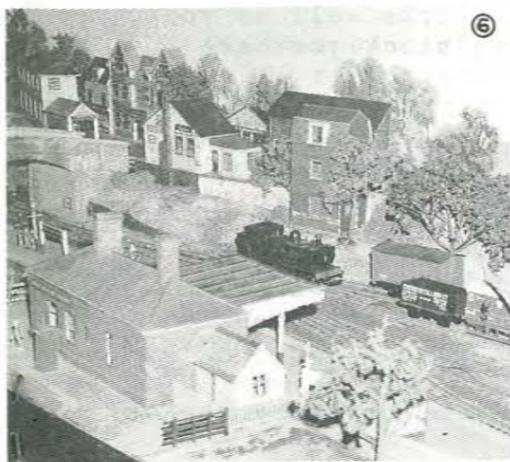


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another way of hiding the telltale end.

It is pretty clear where the inspiration for the background of the Editor's fictitious 'Porlock Quay' came from. (Photo 5) The mock-up background of Biltzees and plain card profiles was set up to 'set the scene' ten years ahead of all the projected scratchbuilt buildings! 'Worthy Wood' behind the real location rises the first 500' at 45° and makes for a backscene with a great Z Factor.

Luccombe, on the other hand (photos 6/7), half way up the vale from Porlock is not in a dramatic location by the sea but in 'rolling' landscape up the vale. Z factor in this case depends on trees and low relief buildings. Photos 6 and 7 show how it's done, angled to show the disguising of the building ends with trees, and full frontal. As the road over the bridge points at the pub it veers sharply to the left, narrowing to next to nothing, the single story estate agents (always near the station!) hiding this, and then the larger building to the left hides the fact that the road goes nowhere! The bulk of this one was a bit of a worry. A study



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of the locality reveals that Luccombe (whose population without the railway was a mere 250) was the centre of the Whortleberry Industry, run by hard-up farmers' wives. Who knows but that a railway would have built it up to the status where a new (1930's) 'Whortleberry Co-operative' HQ could happen.



⑧

SYDNEY MEETINGS

AUGUST

On the 4th May, Peter Webb decided that, after being without a layout for quite some time, he needed a new railroad empire. It was designed on the 5th May and construction started on the layout with a difference, on the 6th.

A goal had also been set as he "volunteered" to have the August meeting at his home, a mere three months away!

And achieve it he did with four and a half minutes to spare on Saturday, 15th August, 1987.

Twenty two members assembled at Peter's home in beautiful downtown Surry Hills to celebrate the opening of the Southern Pacific Railroad, Webb Division in HO scale.

The layout is a walk-in, "U" shaped, single track design occupying an area of 16' 0" x 8' 0".

From a through station and yard in the center of the "U", heading East, the track dives into a mountain climbing up to a high level station and yard, crossing over the lower track, down the back behind the main yard, crossing over the West end of the yard, then down grade around a curve, finally joining up with the West end of the main yard, a run of approximately 70 feet.

Track and points used are Peco code 100 nickel silver.

Nothing different about the layout, you say. But there is, for the baseboard level is 5' 0" high!

Peter was a little short of room, so he built the layout at this height to accommodate his workshop underneath. Works well as you don't have to walk far to test locos or rolling stock you have just built.

Scenery is well under way with about 25% finished to date. The buildings on the layout, which included everything from a small freight house to a mine, are all scratch built. These were salvaged from Peter's previous layout.

A variety of steam hauled passenger and freight trains were run during the afternoon and being at almost eye level, they took on a whole new perspective, particularly in the sceniced areas.

Peter would be interested in seeing the results of the many photos taken during the afternoon.

During the delicious afternoon tea, John Saxon spoke briefly on the Eugene Convention and had much pleasure in presenting a special award he collected at Eugene, to Bill Cooper, Editor of our Main Line magazine.

One of the members asked Peter about the rock castings he used on the layout, so we all trooped downstairs where our host gave a practical impromptu demonstration on making rock castings in plaster using aluminium foil as a mould.

Then more train running and photo taking until the last guest was pushed out the door screaming about 7 o'clock.

Thanks Peter for a most enjoyable and informative afternoon.

SEPTEMBER

The N.M.R.A., Australasian Region, have been accused, wrongly of course, of being one eyed regarding our preference for modelling, that is, American prototype.

This was definitely put to rest when 20 members assembled at DELEC (Diesel Electric) Workshop, Enfield, on Saturday, 19th September, 1987.

Our host for the day was Ray Pilgrim, Chief Locomotive Inspector at Delec, who was also our guide.

Because of the number involved, Ray broke us up into two groups, the first tour starting at 2.30 p.m. and finishing at 3.45 p.m. A quick cup of coffee then off with the second group, finally finishing about 5.30 p.m.

We saw everything to do with servicing, refueling, repairing and stabling the diesel electric and pure electric locos due to Ray's thoroughness.

Being a Saturday, which is a relatively quiet day, there were, as Kevin Brown put it, "wall to wall diesels", with others arriving during the afternoon for servicing.

Classes spotted were 422, 44, 45, 46, 48, 73, 80, 82 and even X.200 rail tractor, a diminutive four wheel shunter built in railway workshops from leftover steam loco parts. The four wheel chassis was made from the leading bogie off a 57 class 4-8-2! There were also two Victorian diesels in the yard.

What was also interesting was that many of the older diesels were painted in different colour schemes. For example, I spotted three different colour schemes on a number of 44 class.

The weather was kind to us for during the week there had been some rain, then wind, which cleared the smog leaving a clean, cloudless sky, with a temperature of 23 C. Absolutely ideal photography weather. Mr. Fuji and Mr. Kodak benefitted that day as well as our members.

We finally had to leave as it was becoming hard to see in the dark.

The only sad point about the afternoon was that we didn't get a ride! Well, maybe next time.

Our thanks to Ray Pilgrim for a most enjoyable afternoon and also Kevin Brown who organised the inspections with Ray.

OCTOBER

It might have been the weather (it was fine and warm), or the Bring and Buy table, or the invitations issued at the Liverpool Exhibition, or the prospect of seeing only Great Northern running, or the chance to see this BIG layout again, whatever the reason, 37 members and visitors turned up at Kevin Brown's home on Saturday, 10th October, 1987.

At one stage, we thought of calling the police to direct the traffic!

The many hours of work put into the layout and scenery by Kevin and a number of our members was certainly justified by the excellent attendance.

Several times I saw Kevin standing there with his mouth open as more and more members arrived and greeted him, then drooled over the layout.

To say the Bring and Buy table was a success was the understatement of the year! Two tables groaned with the weight of locos, rolling stock, track, buildings and books displayed, with items and money changing hands at a rapid pace.

Apart from the layout, the highlight of the afternoon would have to be the "afternoon tea" presided over by Chef Bob Benson assisted by Laurence Nagy. Bob brought along his gas barbecue and cooked sausages, which were downed with bread and butter and lashings of tomato sauce. Cake and coffee rounded out the feast. Well done Bob and Laurence.

The Vice President welcomed 4 new members, Andrew Jordan, Scott Manson, Keith Pittman and Glenn Stevens. A very warm welcome was also extended to our 6 visitors. Jack MacMicking was kept busy handing out membership forms.

While all this was going on, there was some spectacular running on the layout with long passenger and freight trains hauled by Great Northern steam and diesel locos. At one stage, I couldn't see the layout as the spectators were standing shoulder to shoulder. And this is a big layout!

I believe one member stayed so late that he finally rang his wife, who said he could stay a little longer provided he brought home a barbecued chicken for dinner!

Kevin, on behalf of all who attended, thank you for a GREAT (NORTHERN) afternoon.



Bruce Lovett

LIVERPOOL MODEL RAILROAD EXHIBITION

3RD - 5TH OCTOBER, 1987

The Australasian Region erected a stand at this year's exhibition, the main purpose being to extol the virtues of the N.M.R.A. and enrol new members.

Our stand occupied an area 10' 0" square and consisted of 6' 0" high beige coloured partitions, three N.M.R.A. signs and an operating HO gauge layout.

On the screens were displayed an excellent range of black and white and coloured photographs of Australian and American trains, plus some beautiful photos of the late John Kiddell's layout.

There were also posters inviting the modelling public to join our association together with samples of The Bulletin and Main Line magazines, mounted logos and an N.M.R.A. Data Pack.

The HO gauge 6' 0" x 4' 0" layout was the one we used last year, but this time it was finished on both sides. It was in operation for the three days and provided enjoyment for the public and the operators!

Lighting to brighten the stand was provided by four Port-a-floods, the layout having its own fluorescent unit.

Judging by the number of people who stopped to look and talk, the stand was very successful, both from the public and staff view.

Four new members were actually signed up at the exhibition, while dozens of application forms were handed out to interested people. Hopefully they will bear fruit.

The stand would not have been possible except for help from the following members:-

Ray Walter, Laurence Nagy, Bob Benson, Peter Burrows, Sowerby Smith, Gary Norwood, Kevin Brown, Garry Wheatley, Richard Roth, Warren Wormald, Roger Johnes, Brian Nickless, John and Toni Saxon, for staffing the stand.

Special thanks are due to:-

Peter Webb for the loan of his photos.

Ray Walter for the loan of his photos and mounting all of the photos on white cardborad.

Jack MacMicking for transporting all the gear to and from Liverpool, also setting up and dismantling.

A final thanks is due to Shirley MacMicking and Eva Lovett for their understanding in the weeks leading up to the exhibition.

Bruce Lovett



NEXT SYDNEY MEETINGS

- 9 January - Colin Brettle
48 Mosely Avenue, Sth Penrith (047) 33 3362
- 13 February - North West Pacific Group
427 Cabramatta Rd. Cabramatta (02) 608 1645
- 19 March - Sowerby Smith
174 Fullers Rd. Chatswood (02) 411 5726
- 9 April - Gordon Farnsworth
10 Dianella Place, South Kingswood
(047) 36 2922
- 21 May - Convention, Macquarie University

All (except Convention) from 2.00 pm. Please 'phone to confirm your attendance if possible.

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.★

GOLDEN SPIKE AWARD

The Golden Spike Award was recently introduced under the NMRA Achievement Program to honour those members whose layouts, whilst not yet ready for participation in the Master Model Railroader award, nevertheless are of a standard worthy of receiving NMRA recognition.

Qualification is easy and the rules are set out below. An attractively coloured certificate suitable for framing is awarded.

One Golden Spike Award has been presented by the Region to date and others are under consideration. However, there are many more members who we know would be qualified if they apply.

So write to Phil Knife, the Regional Achievement Program Chairman at P.O. Box 797, Campbelltown, NSW 2560 for the appropriate form. Or phone me on (02) 949 4767 Evenings and I will be happy to assist.

JOHN SAXON

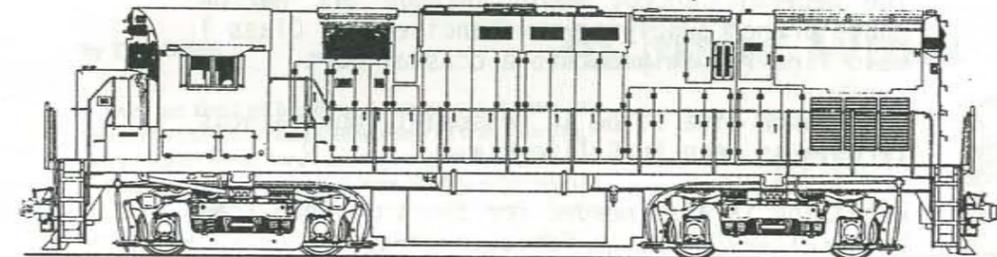
1988 CONVENTION

It's on again! Keep the weekend of 21 & 22 May, 1988 free for another great event in Australasian model railroading.

Saturday 21 May will be again at Macquarie University for clinics, hobby shop, silent auction, movies, videos, slides and our model competition. Then on to dinner with our friends at a local restaurant.

Sunday will be either layout touring with a chance for visitors to Sydney to see some of our local scenery. Or there may be an event of even greater interest! Watch the next issue for details.

So remember! Be there on 21 & 22 May, 1988 for the Rails Down Under Convention.



VALE BILL CLARKE

We were saddened by the recent sudden death of our ex-Canadian member, Bill Clarke.

Bill had been a member for only a short time, being one of those many modellers who keep their many talents to themselves until accidentally they find others on a similar wavelength with whom to enjoy the hobby.

Bill was a technical illustrator and the previous issue of Main Line sported examples of Bill's work on pages 14 and 15. Also, there will never be a conclusion to Bill's article commencing on page 10.

I should also mention that Bill also was a Calligrapher and those of us who have recently received Merit Awards will long treasure his handiwork.

Bruce Lovett and I were two of many friends and relatives who attended the service for Bill. It was evident from the Eulogy that many people had lost a good friend, talented in many fields.

JOHN SAXON

WIN A MEMBERSHIP

Here is your chance to win a years membership of the National and Region or the Region itself by having FUN designing a layout for our New Zealand member Chris Hitchins.

Chris has kindly offered to donate the cost of TWO National/Regional memberships (\$A40 each) and TWO Regional memberships (\$A7 each) for the best four designs for his new layout. The Rules are set out below.

Be in it! Closing dates are 31 January, 1988 to P.O. Box 529, Epping 2121 or 29 February, 1988 to Chris at P.O. Box 11-223, Wellington, NZ. The Judges (Chris) decision will be final!

1. **Concept:** To design a layout, following no specific prototype, but located in Nth California during 1940-'50's.

The general Concept would include 3ft narrow gauge branch supplying merchandise to a Class 1 main line for shipment to a coastal port.

The branch line to be in reasonably mountainous terrain as seen in California.

Provision is also needed for short 30 inch tram bush railway, through forested areas.

Generally around the walls, not too much track and maybe a central mountainous peninsula.

2. **Running Requirements:** Design to enable "club" running plus individual operation by one Mainline to be capable of handling large articulated locos - Y6's, with continuous running as needed and lengthy trains. Several small towns with switching needed, together with a moderate terminus and hold over tracks.

The branch line needs interest and mountains to serve timber/minerals! Switch backs, steep grades etc ok.

3. **Layout Design:** Room Sizes 4.5m wide, 9m long, height 2.4m. One corner needs space without any layout 2.5m along width & 2m along long wall. There are no windows. No duck unders acceptable.
4. **Prizes:** 1st & 2nd one years subscription to NMRA & Australasian Region, 3rd & 4th one years subscription to Australasian Region.



WELCOME NEW MEMBERS

D. Powell, Walgett 2832; G. Stevens, Narraweena 2099, HO; S. Mason, Dundas 2117, HO; T. Shenton, South Yarra 3141, HO; A. Jordan, Cooma 2630, HO; G. Hilley, Miller 2168, HO; G. Coventry, Beacon Hill 2100, HO; Brisbane M.R.C. (A.M.R.A. Qld), Sunnybank 4109 HO, N; R. Shanks, Earlwood 2206, HO; Canberra M.R.C., Waramanga 2611, O,HO,N; I. Martin, Hurlstone Park 2193, O, HO; M. Finley, Highton 3216, HO; J. Marshall, Terang 3264, Sn3½; D. Howard, Florence U.S.A.; R. Musolino, Colac 3250, HO; J. Fitzpatrick, Strathfield 2135, HO; G. Larmour, Yagoona 2199, HO.



A Quick and Easy Way

by Tom Stolte

To Make Windows

Ever get tired of building a depot or a station and having to put the wrong size window in it and having it not to scale? Well, here's an easy way of doing it.

I model in HO scale and here are the supplies and tools you need: Evergreen styrene .020 thick; North-eastern Scale Lumber, 2 x 2s, and 2 x 6s; tweezers; X-acto knife; and a NWSL "Chopper."

Take the Evergreen styrene and cut a piece of the size of 2" by 3". Then cut another piece the same size. Measure your window just to the inside of the sash and cut the styrene that size. My windows measured 2½' by 7' HO scale. Now glue the two styrene pieces back to back leaving room in the middle for the width of the window. (See photo 1) Save the middle pieces of styrene for later use to make windows. Be sure to glue a piece of styrene the width of your window to the top of your jig.

Now cut some 2 x 2s exactly the width of your windows. You will need 5 for the window sash and pane. Mine were cut 2½ scale feet. Now take one and glue at the top. Next one on each side, one down the middle, and one at the bottom. Let dry. You will need two of these for your window frame. When dry, these will pop out using your X-acto knife. The reason for using styrene as your jig is that Elmers glue will not stick to it.

Now take the small pieces of styrene you saved from the width and length of the window (see photo 2) and take your scale wood, 2 x 6s, cut to length, and build around the piece for your window frame, two down the side and one on top.

Take the second piece of small styrene cut to the size of your window (see photo 3) and butt it against your window sash so you can put your second window sash in. This gives your window the 3D inset look. You can glue your window shut or open, whichever you like.

In photo 4 you can see what your final window looks like. Be sure to trim off the excess wood so your window is square. When finished your window will have 13 pieces of wood in it and will be to scale. If you weather your window frames, be sure to stain them first before you put them together.

This jig will work for different sizes of windows but you will have to make a new one for the different widths.

All that remains is to put in clear styrene for the glass. Have fun!



Photo 1

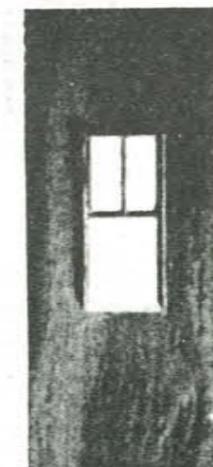


Photo 2

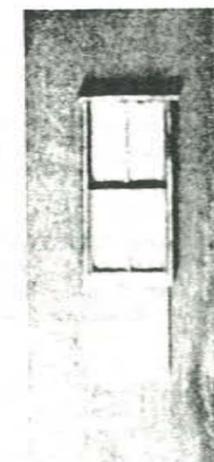


Photo 3

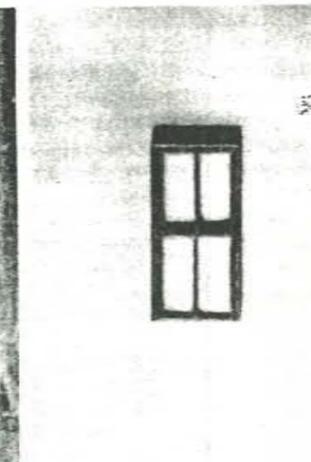


Photo 4

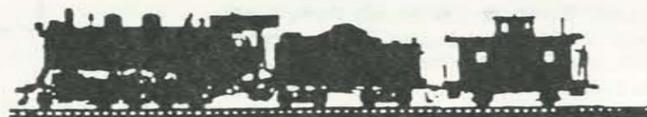
NEW ZEALAND RAILROAD MODELLERS TOUR, EASTER 1988

The New Zealand Association of Model Railway Clubs biennial convention will be held in Christchurch at Easter, 1/4 April 1988.

In conjunction with this event, a tour of New Zealand especially for railway modellers has been arranged. The emphasis will be on quality. The tour will provide a unique opportunity for modellers from overseas to see the very best layouts which New Zealand has to offer, meet the leading personalities in the hobby, ride on NZR trains and preserved steam lines, and also visit the country's spectacular tourist resorts.

Layouts will feature predominantly NZR modelling of Sn3½ (HO gauge track) and 9mm (O gauge) scales, as most of the scratch and kit-building is based on NZR (3'6" gauge) prototype, but British and American prototype layouts will also be visited. The tour will accommodate a maximum of forty persons and at present, there are limited vacancies.

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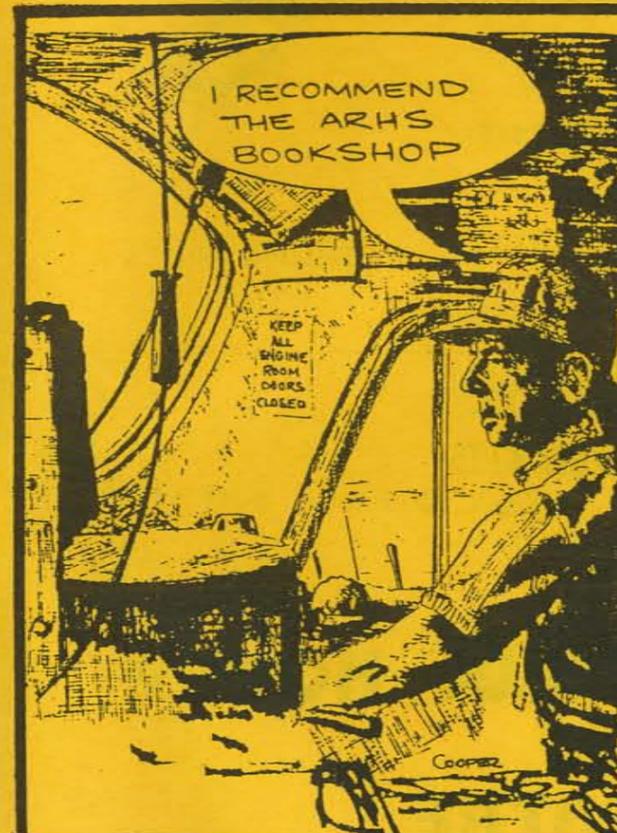
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