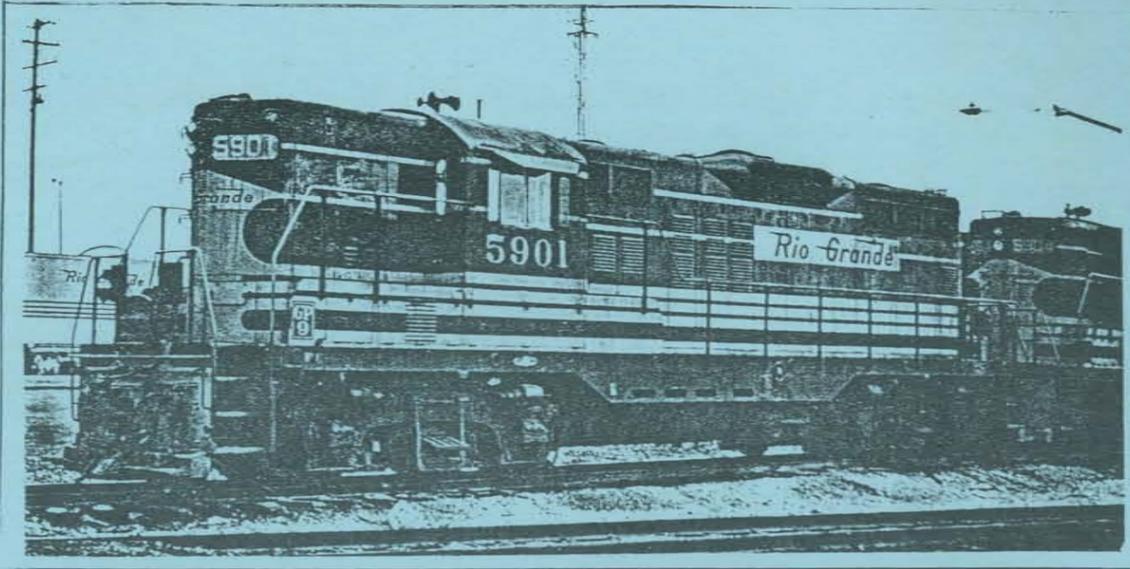


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# MAIN LINE



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NATIONAL MODEL RAILROAD ASSOCIATION - AUSTRALASIAN REGION

VOLUME 5 NUMBER 1

JANUARY, FEBRUARY, MARCH 1988

REGISTERED BY AUSTRALIA POST - PUBLICATION # NBH 7190

## FROM THE PRESIDENT

There are two important issues this issue.

1. The first, and no doubt most popular, is the upcoming Convention on the weekend of the 21 and 22 May next. The team has been working hard to plan this, our second open Convention, to suit everybody including the many non-members who helped to make the 1986 Convention the success it was.

We learned a lot in 1986 and we trust that it will show when we get together in May. Look elsewhere in this issue for the details and get your registration fees in early as we will be limited in the numbers we can accommodate.

So, for the best model railroading fun in 1988, plan to be there BUT register and pay early to make sure you don't miss out!

2. The second issue and one that will not be of as much interest is of course the election of officers for 1988 to 1990.

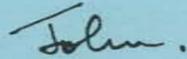
All elected positions are declared vacant every two years and in the case of myself as President and the directors representing NSW - ACT, Queensland, South Australia (including Western Australia & Northern Territory) and New Zealand we cannot be re-elected to those positions having served the maximum two consecutive terms allowed by our Constitution.

The Region has come a long way since its inception in 1984 and I hope and trust there are some of you out there that want the progress to continue enough to lend a hand as an Official for the next two to four years.

There is a separate note about this elsewhere in this issue. However, I strongly ask that all those interested firstly telephone Phil Knife (or myself) so we can tell you more about the various roles. We can then if necessary arrange for proposers and seconders for each potential new officer.

Remember, there can be no Region without officers. So please give some thought to returning to the Hobby some of the fruits you have enjoyed in the past from the efforts of the current officers. I hope you won't let us down.

Sincerely



JOHN SAXON



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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.

## BILL'S BUMBLINGS

# JADED

'ja'did, 'to become weary, to lose spirit'

The pure fire of enthusiasm for some project or other is a very uplifting experience. But it can come into violent collision with cold, hard reality. Problems arise that just don't respond to work on them. Motivation can then evaporate, leaving a rather awful, flat feeling of ennui. You're jaded. Further progress is not just doubtful, but is a distinctly unpleasant prospect.

How can these little hills of difficulty be overcome, to give us the momentum to climb the peaks of modelling satisfaction that others seem to so effortlessly achieve? Well, first and foremost, is to communicate with other modellers! To so many of us, modelling is a very personal and private pleasure, not just to hide it from ridicule, but because it springs from our mind - our own little world, every bit as expressive of ourselves as would be painting, writing or composing music.

Reading magazines is a major means of communication, albeit one-way, from contributors to us. Belonging to an organization such as ours is another, culminating in activities such as the May Convention. Here you can listen, ask and learn. You can speak freely with other modellers - often finding that personal problems have been commonly encountered - and more or less successfully overcome. Difficulties that are shared seem to shrink - and it's amazing how often a casual remark by a fellow modeller can throw entirely new light on a problem, leading to a solution so suddenly obvious that you can only stare into the distance, muttering 'of course.' In these conditions, enthusiasm can return with a rush - you can hardly wait to get on with it.

As with many human experiences, we often think that our problems are a world first. It hasn't happened to anybody else. When, on talking to other people we find that we are not unique, then that in itself can be a great relief. The difficulties of others are ever a comfort.

So, if you feel jaded - that you're not getting what you expected out of the hobby, then the May Convention may be just what you need to rekindle enthusiasm. There, you'll find people whose enthusiasm is really on the boil. That is a contagious disease worth catching!

ON THE COVER .. SHALE AND SHAYS

2-truck Shay belts up the 3% Tamberlaine branch, with the Shale Shuttle, from mine to works. The Hamilton Creek Railway is a fictional, but thoroughly plausible line serving a different, fascinating industry ... shale oil. A two-part article and H0 plan start in this issue.



## MAIL STOP

Ballarat, Victoria  
December, 1987

I have just received the latest 'Mainline' and have read your comments re membership. Have you thought that maybe the committee expects too much of itself. I take it that you refer mainly to the Sydney area. I take note in the August NMRA Bulletin A.R. had 5 new members. Over the last few months I have seen quite a few new members on the lists in the Bulletin. It seems some of you are doing a good job. I can only say for the Ballarat area very few are interested mainly because of the cost. Maybe those of us in the NMRA here should show some of the benefits such as tape-slide clinics etc. The local club of which I am a committee member will be holding our Bi-Annual Model Railway Exhibition on the Queen's Birthday Weekend next year. Maybe we should have a small stand?

As to your question "Is the region worth perservering with", I would say definitely yes. Maybe by becoming more helpful to all new modellers we members can encourage new members. I think the main problem is this region is a large one so you cannot service all the areas to get all the prospective new members that may be around.

To get new members and keep them renewing each year! we have to show them that with a little effort the expenditure on membership is repaid with the knowledge of other people who share the same interest, are prepared to share their knowledge of the many facets of this great hobby.

Yours in Railroading,

PAUL RICHIE

## Welcome aboard!



Mark Grunov illustration

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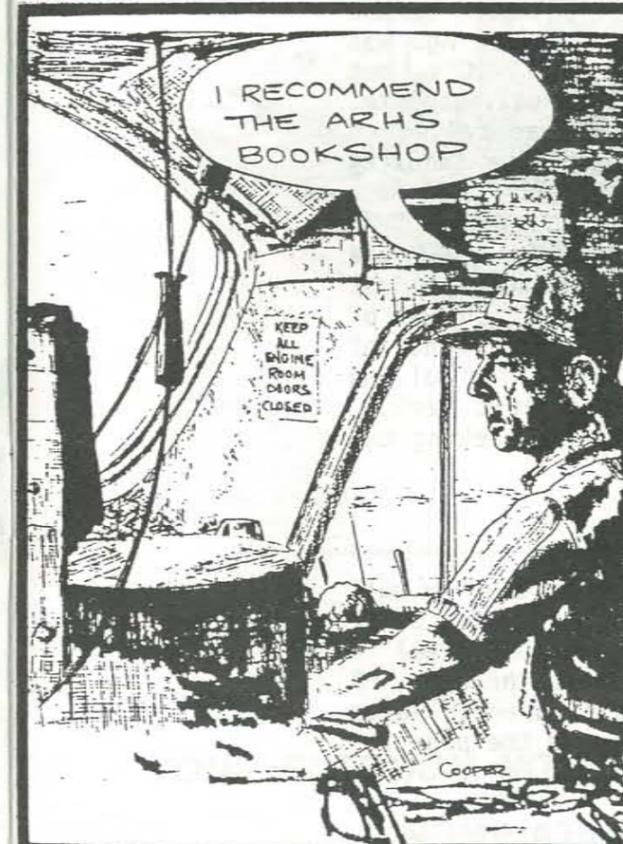
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# The HAMILTON CREEK Line

by Bill Cooper, from an idea of Lawrance Nagy's

The HCR is an HO, standard gauge common carrier, tied to a specific industry of rare interest - shale oil (see box). The double-deck, around-th-walls trackplan occupies 2.5 x 4m (8'3" x 13'2").

This issue outlines the railway and its operation. Half the track-plan is shown - the rest in the next issue of MAIN LINE, together with details about the industry and its modelling.

## THE COMPANY

The HCR is owned by the HAMILTON CREEK OIL CORPORATION, an imaginary but plausible shale oil processor.

Shale oil - a passing fad, between the steep rise in demand for oil-based energy (say, 1890) and crude oil's total victory in fulfilling that demand (perhaps as late as 1950). Shale's Golden Age was about 1910, extended by WW1 to the early 20's, but followed by a long decline .. until tired, obsolete, under-maintained equipment and plant was called on for one last maximum effort in WW2. The industry fell flat on its face shortly thereafter.

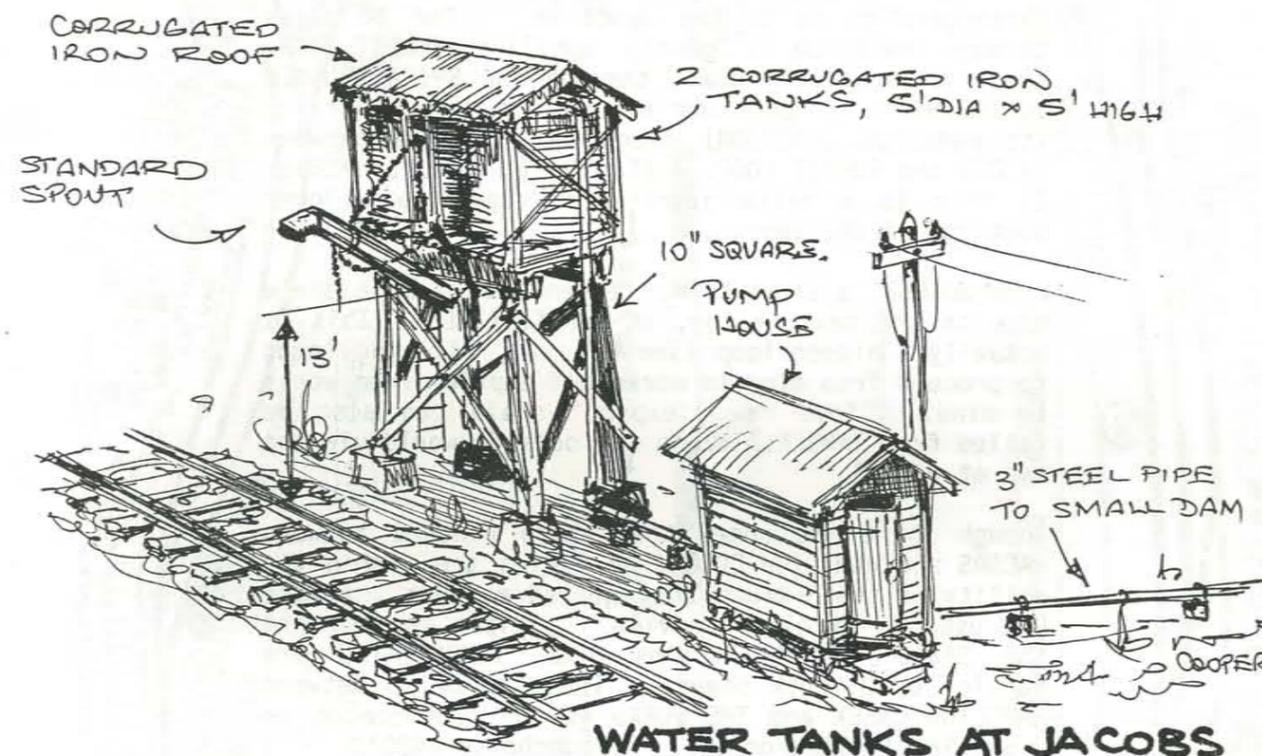
The time interval, 1890-1950, is so brief that the same equipment could be used throughout, just becoming seedier, aged and neglected. Choice of time scale is yours - the early 'forefront of technology' period, with clean, shiny trains rolling over immaculate roadbed .. or the decrepit period, with wheezing, swaybacked wrecks slowly seeking the rotten roadbed under the weeds...

## TRAFFIC

Shale plants are mine-sited, because of the low bulk of the refined products. crude oil; fuel and oils; waxes (candles were a major production item) - compared to the volume of shale passing through. A day's production fills a short train, whereas large dumps of spent shale (see box) surround the plant.

Most plant output would depart in tank and box cars (e.g., Round-house #'s 3360 and 3060), with a few gons, for 'export shale' ('hungry rails' are needed, shale is light) and flats, for pitprops, etc..

Pit ponies and townfolks' horses would need at least a stockcar, (e.g. Roundhouse #3260) or perhaps a one-off, scratchbuilt horse float-type vehicle (for NMRA competitions). To round off the short trains, a couple of side-door hacks are needed (e.g., Roundhouse #3420, but with a larger door for LCL [less-than-carload]). A coach (e.g, Roundhouse #5001) or two is also appropriate, though ticket holders would need to be stoic to endure the 15 MPH pace; water stops every 15 miles or so; helper up through the Spiral Tunnel and en-route switching. (to be continued)



DON'T FORGET ??

YOUR ELECTION NOMINATIONS- BE IN IT - PARTICIPATE

NOMINATION FORM ON PAGE 23

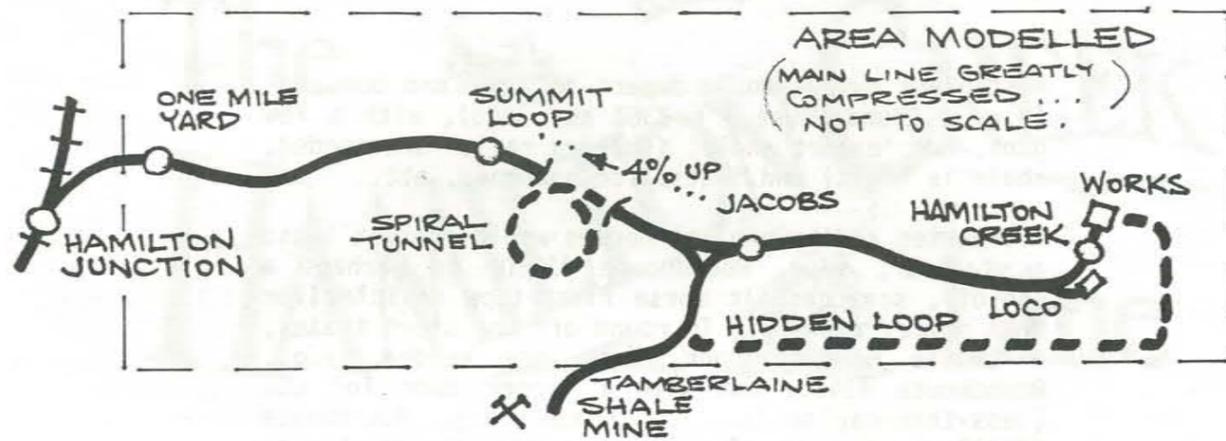


FIG. 1 : CONCEPT of the HCR

Showing the main line, from the connection with the wide world at HAMILTON JUNCTION, down to HAMILTON CREEK and THE WORKS just beyond, 35 miles of twisting, lonely line through rugged country.

ONE MILE YARD is the interchange point for freight. Passengers go on to the Junction. The 14 miles through low scrub is gently uphill to SUMMIT LOOP. Then, it is steeply down, through the SPIRAL TUNNEL to JACOBS. Helpers are needed for most up trains (to HAMILTON JUNCTION) over the 12 miles between JACOBS and SUMMIT LOOP. (In the HO form (see Fig. 2) this is a helix joining the upper and lower sections of the layout.)

From JACOBS, a short branch extends down to a shale mine in the next valley, at TAMBERLAINE. This is actually a hidden loop (see Fig. 2), allowing loads to proceed from mine to works and empties from works to mine. Some raw, 'export' shale can also be railed from TAMBERLAINE to the outside world via the wye at JACOBS.

Though there are some steep sharp pinches between JACOBS and HAMILTON CREEK, up trains are within the ability of the 3-truck Shay geared engines that the HCR uses in mainline service. Helper service and the Shale Shuttle trains from TAMBERLAINE are handled by 2-truck Shays. The mile or so between HAMILTON CREEK and THE WORKS is the province of an 0-6-0 Saddle Tank or two. (Roundhouse #420).

Operation is as follows:

1. MAINLINE RUNS between Hamilton Creek and One-Mile Yard: 3-truck Shay, 6-8 freight, hack and, as most trains are mixed, a coach or combine. Shays face uphill.
- 1a. Helper, on all mainline trains, up from Jacobs to Summit Loop, returning light engine.
2. Plant switching and train make-up, from Hamilton Creek to the Works: 0-6-0ST, facing the works.

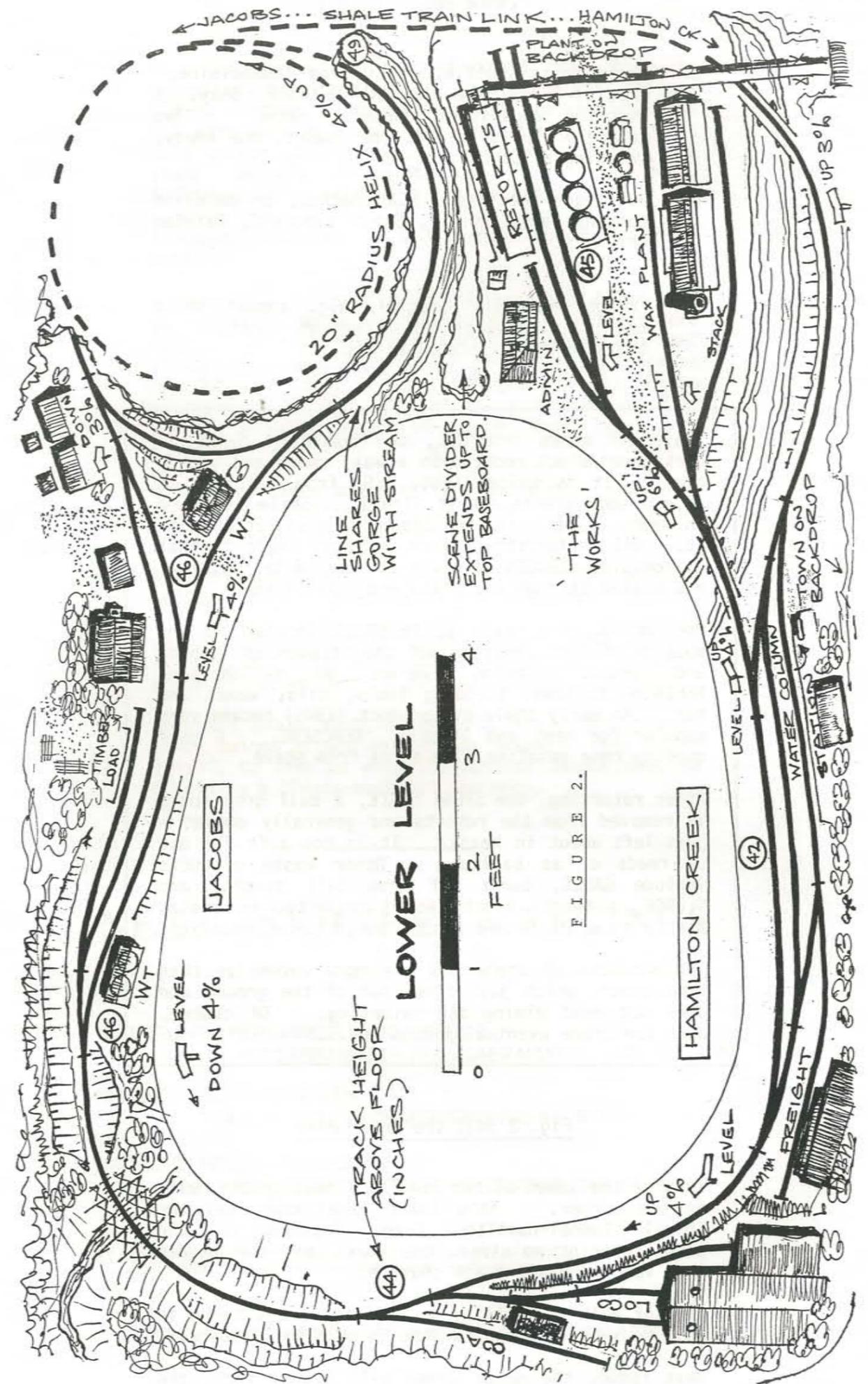


FIGURE 2.

3. Shale train shuttle, loads from Tamberlaine; empties from the Works: 2-truck Shay, 6 assorted wood/steel hoppers, hack. Two complete trains needed, one loaded, one empty, crossing at Jacobs.
4. Passenger specials: HCR coaches, or mainline company cars, on VIP, Scout specials, Railfan trips, etc.
5. Freight extras: Special, e.g. export shale trains, perhaps in foreign cars, on track/bridge maintenance, etc.

Shale Oil comes from OIL, or 'KEROSENE' SHALE, a dark green/black rock, with a waxy sheen and greasy feel. It is quite light, S.G. from 1.0 to 1.35 (i.e., some grades almost float). Shale is found in seams, like coal, and often in association with it. Oil shale differs from ordinary shale in that it contains KEROGEN, a crude oil-like material, that has soaked through the shale and solidified.

Once mined, the shale is RETORTED (heated in the absence of air), driving out the kerogen as liquids and gases. Yields average 50 gallons/ton. REFINING follows, yielding fuels, oils, waxes and tar. An early shale oil product (1846) became very popular for heat and light: KEROSENE. A good quality base gasoline also comes from shale.

After retorting, the SPENT SHALE, a dull grey rock, is removed from the retorts and generally dumped - just left about in heaps. It is too soft for use on roads or as ballast. Other waste products include GASES, burnt off from tall stacks, and SLUDGE, a thick, black liquid collected in pools, deadly to wildlife and people that blunder into it.

The products of shale oil are more expensive than from crude, which just flows out of the ground and does not need mining and retorting. Of course, when the crude eventually runs out...!

Fig. 2 Half the Track Plan

This is the lower of two levels, linked by the helix in the corner. This lower level comprises the Spiral Tunnel-Hamilton Creek Section of the point-to-point mainline, the Works and the hidden loop for the Shale train shuttle.

Lack of walk-in facility is regretted, but there is just so much that can be done in this small space.

Next issue, the upper level will be featured, and construction phases.

It's not necessary to understand how Shale is processed, but it helps, so, next issue will include a flow diagram. Meanwhile, this sketch shows the 3-D part of the works (see also the bottom right hand corner of fig. 2). Everything beyond the shale skipway is painted on the backdrop. Buildings, from left to right, include:

1 Admin. Building .. Wood, with corrugated iron roof.

2 Retort .. or part of it (some John Allen-type mirror trick might be useful here - retorts are BIG). Brick, held together by steel rails and strapping. Note large brick retaining wall behind retort. The HC Corp. was renowned for its superb brickwork. Shale skipway should be spindly, perhaps N-scale bridge bits and light structural shapes.

3 Refinery tanks and auxiliary buildings .. Vollmer and Kibri refinery parts are spot-on here, especially the heavily-riveted bits.

4 Powerhouse, stacks, etc .. perfectly portrayed by those excellent German brick kit buildings.

In the early days, the works site would be totally denuded, but later regrowth of trees, bushes, weeds would be needed for the decrepit period.

Note the shale shuttle track in the right corner, which swings around behind the skipway, then loses itself, to link up with the tail of Jacobs wye, so providing a 'loads-empties' sequence.

## NEXT SYDNEY MEETINGS

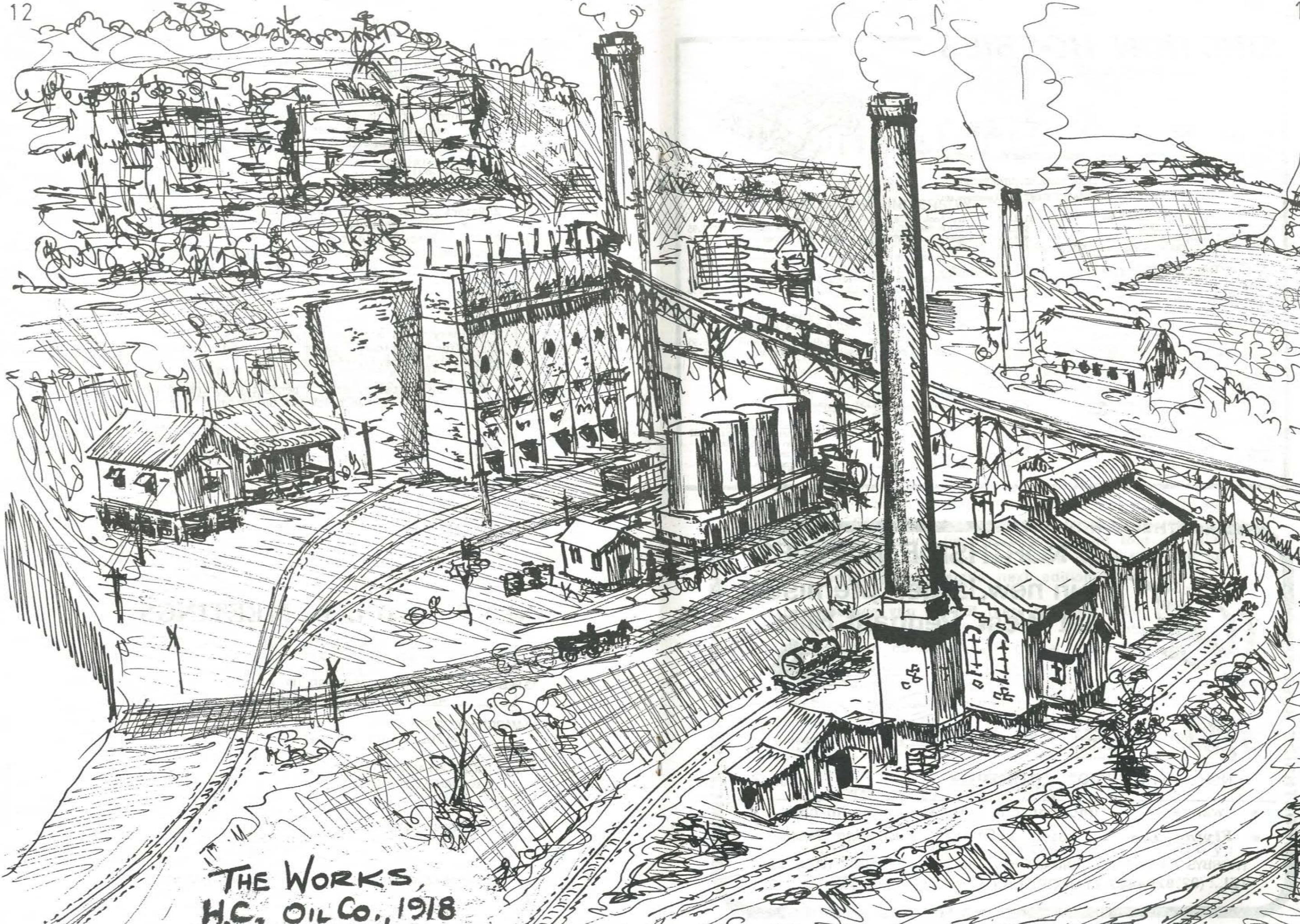
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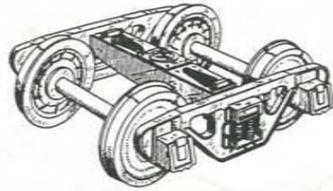
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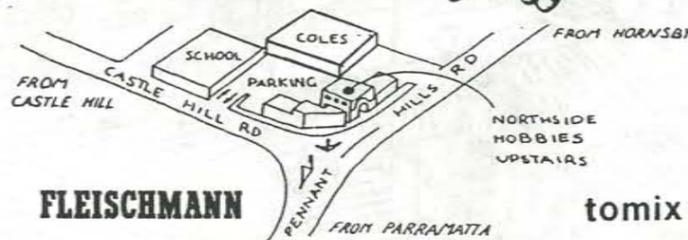
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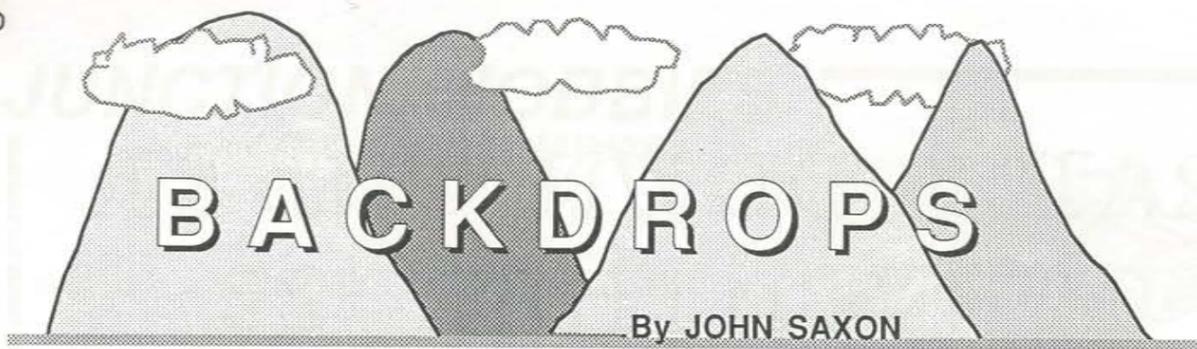
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The March 1986 issue of Railroad Model Craftsman contained an interesting pair of articles by Miles Hale and John Lowrance titled The Sky's The Limit and Better Backdrops respectively.

I have often been disappointed by mediocre backdrops impairing the otherwise excellent scenery of many top layouts and I example sharp right-angle corners, insufficient backdrop height and worst of all, vertical joints where the backdrop material such as masonite, cardboard, plywood or even the otherwise excellent proprietary backdrop scenes are joined.

These two articles therefore seemed to represent a step forward. However, I wasn't keen to get into the mess and carpentry work that the Miles Hale article imposed.

Then a suggestion by fellow Sydney member, Garry Norwood, got me moving on a different tack and having now erected some 12 metres of the new backdrop with more to come I couldn't wait to tell you about it!

#### THE SECRET!

The way to avoid the backdrop problems referred to above is to use sheet fibreglass sold as flat waterproof roofing material in rolls up to 40 metres long! It bends easily around corners, takes paint well and best of all, it has no vertical joints.

It is sold in widths of 1.0, 1.5 and 2.0 metres (mine came from The Fibreglass King of Minchinbury) at a cost of around \$11.25 per square metre. Whilst this is expensive, you are going to have that backdrop for a long time and it won't be changed even if you change the layout (unless of course you move house!) So look on it as an investment in your railroad and put off that brass purchase just a little longer.

#### ERECTION

There are some tricks I learnt by experience.

Number one is the fibreglass is absolutely stable dimensionally. Once you start nailing it up to the wall, there is absolutely no way you can correct an out-of-level batten or alignment mark without buckling the material or worse still, breaking or tearing it.

So make sure the line you draw on the wall or the horizontal battens you affix are dead level. An ordinary spirit level is not accurate enough. Instead, get a length of transparent flexible plastic tubing long enough to go from the middle of the area to be covered to each end; fill it with water (corks each end will be helpful!); fix one end in the middle of your area with the water line on the desired height; move around the room, making sure the water level in the end you are holding is level with the base end and mark the wall accordingly. (A helper at the base end will save a lot of frustration on this).

Now to the battens. (I would recommend battens even on a stud wall as the material should be nailed every 150mm or so). Use roughsawn 50 x 25mm timber battens (cheaper than dressed) and affix the top one to the desired line. Then by using an appropriate spacer made also out of 50 x 25mm material, affix the lower batten at the appropriate distance (mine is 1 metre). Next affix vertical spacers every 900mm or so and approximately 300mm from each corner of your room.

I then built two simple supports for the roll of fibreglass as per the illustration so that I could manhandle the heavy roll from one position to the next as I moved around the room.

As I said before, the material should be nailed every 150mm or so, top and bottom. You may wish to also put a nail or two in the vertical battens but this is not essential. Punch the nails level with the material but not through it.

Use galvanised 20mm x 1.6mm small gauge flat head nails to avoid rust marks when you paint the material with the water based paint I will recommend in the next issue.

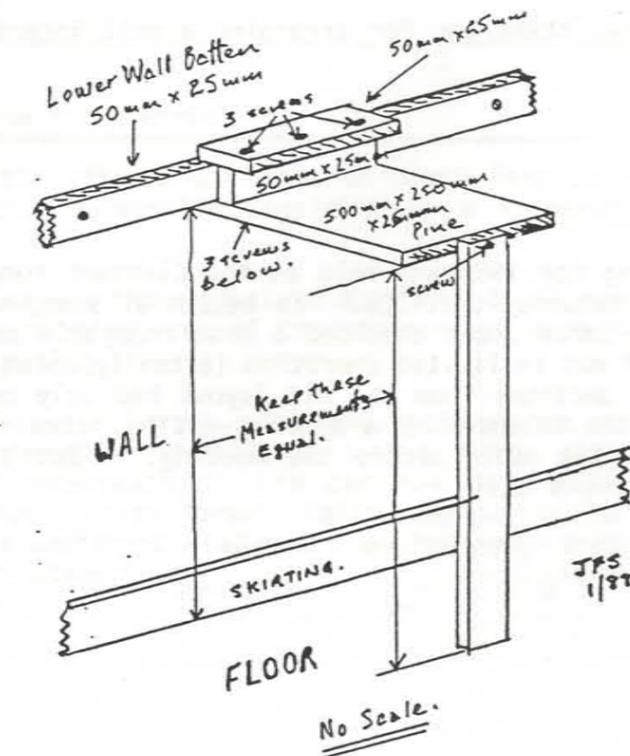
The fibreglass can be cut at the ends with a metal straightedge and a laminex cutter (mine is an Olfa). Several light strokes are better than one or two heavy ones which could shred the fibreglass.

BUT watch for fibreglass splinters, they can be painful and DON'T breathe any fibreglass dust as it can't be good for the health.

Finally, a wipe down with methylated spirits and we're ready to apply the paint.

Sure, the translucent fibreglass doesn't look too impressive at this stage but wait until its painted and you have C-L-O-U-D-S on it. WOW!

(To be continued in the next issue).



## SYDNEY MEETINGS

### November

Saturday the 7th dawned fine and warm, which was just the weather we needed for the meeting at the Scout Hall, Curl Curl, one of Sydney's northern beaches. For this was the day that Gerry Hopkins would be displaying his Franklin County HOn2½ layout and Laurie McLean his Rio Grande HOn3 layout, for N.M.R.A. members only.

No craning your neck or trying to find a chair to stand on so that you could look over the heads of spectators three deep, which is the norm when these layouts are displayed at exhibitions.

Thirty four members and four visitors spent over four hours studying these layouts in comfort and, for a lucky few, were invited into that holy of holies, THE OPERATING AREA, to actually run trains! Oh, what joy, what bliss!

As if the layout weren't enough, there were also some colour films being shown, the Bring and Buy table, Dave Watkin's Junction Hobbies was in business and Warren McLean travelled down from Newcastle to show us some of the mouth watering items his wholesale company is importing from the U.S.

We were very pleased to see Jim Patterson of Punchbowl Hobby Centre as Jim has been on the sick list lately. Good to see you back Jim.

To round out the afternoon, Gerry's wife served a delicious afternoon tea which was appreciated by many after drooling over the layouts.

When it was time to go, I was amazed at the speedy and efficient way in which these two layouts were dismantled and packed ready for transport. Obviously careful planning and experience paid off.

Gerry and Laurie, thank you for arranging a most interesting and enjoyable meeting

### December

The last meeting for 1987 was held at the Clontarf home of our President, John Saxon, on Saturday the 12th. In beautiful sunny weather, 37 members, 4 visitors and Santa Claus attended a most enjoyable meeting. The Cedar Valley Railroad was in limited operation (actually about 10"0' out and back) as the useable sections from the old layout had only been moved down from the garage to the basement by a dozen sweating, straining, cursing, bent, crushed members two weeks before the meeting. But that's another story that only John could tell.

The thirteenth member on that memorable moving day, who didn't do any sweating etc. etc., was Peter Webb who recorded the whole operation (?) on videotape. During the afternoon we watched the whole thing again, with sound, on Johns T.V. Somebody suggested we make the video into a clinic and title it "How Not To Build A Layout If You Plan To Move".

Behind the new Cedar Valley is a continuous backscene with very impressive banks of clouds, by far the most realistic I have seen.

John Saxon delivered a practical demonstration, in the backyard, on producing these cloud formations using cardboard cutouts and aerosol paints, a method he saw demonstrated at the Eugene Convention.

We were then summoned to the banquet - er, afternoon tea table where Toni Saxon served a delicious repast. The food, coffee, tea and friendship flowed to the enjoyment of all. Right in the middle of the afternoon tea, accompanied by a lot of Ho, Ho's, Santa Claus arrived dressed in navy blue bib and brace overalls, a checked shirt, flowing white beard and an S.P. & S. engineers cap! (Obviously took time off from driving the steam driven Santa Clause Express.) From a large blue bag (It looked like an R.A.A.F. kitbag) he handed out gifts to all present, then departed with more Ho Ho's. One member was heard to say when he received his gift from Santa "Gee you must be game to do this"!

After the inner man was satisfied, we retreated below to see some of the slides John and Toni took when attending the Eugene Convention; hassle over items on the Bring and Buy Table, do some more spectacular running of trains on the Cedar Valley (!) or just relax with old friends.

To John and Toni, may I, on behalf of all who attended, thank you for a most informative, friendly and enjoyable meeting. When members travel from the A.C.T. and Newcastle to attend your meeting is an indication of the friendship that you have fostered in our Association

### January, 1988, The Bicentennial Year

When Colin Brettle offered his home at South Penrith for the meeting on Saturday the 9th, he wasn't bargaining on a temperature of 35 degrees centigrade!

It was hot, but so was the enthusiasm displayed by 32 members and 3 visitors who attended the meeting, two of the visitors in fact becoming members by the end of the meeting.

Colin has an HO scale layout occupying most of the interior of a large garage, the benchwork being built in such a manner that there is room for his box trailer underneath. His car has been relegated to a carport outside. Obviously Colin doesn't follow any particular road as I spotted at least a dozen different road-names on the many diesels on the layout, with one solitary steam loco.

The layout is automatically signalled with two aspect colour light signals, which, unfortunately, is all too rare on layouts.

Scenery is in the early stages as Colin has concentrated on perfecting the electrical side and trackwork.

On the subject of trackwork, full marks Colin.

On more than one occasion I breathlessly watched freight trains of up to 30 vehicles being run backwards through complicated pointwork without a stumble or derailment. Without doubt that is the supreme test for trackwork.

After braving the heat for three hours, we were ushered inside the house to air conditioned comfort for a delicious afternoon tea prepared by Colin's wife Jan.

The President announced details of forthcoming meetings, not forgetting the Convention on the 21st and 22nd May, and welcomed the two new members.

Then back to the garage for some more running, deciding what or what not to buy on the Bring and Buy table and of course, talking.

Despite the heat and the fact that it was holiday time, it was very pleasing for Colin and your Committee to see such an excellent attendance at a January meeting. We must be doing something right?

I know I speak for all members when I say thank you to Colin and Jan for their hospitality. Hopefully we will be invited again.

#### Derailments Department

In my report of the September meeting in the last issue, I incorrectly reported that Ray Pilgrim was our host for the day. This should have been Ray Sullivan. My sincere apologies to Ray Sullivan for this mistake.

Further down in the same report, I mentioned that the chassis for the X.200 rail tractor was made from the leading bogie of a 57 class. This should have been the leading bogie of an A.D. 60 class 4-8-4+4-8-4. The rivet counters sure got me on that one!

BRUCE LOVETT



## KIT REVIEW

THE GRANDT LINE - C&S STEEL UNDERBODY GONDOLA KIT #5214 (HO n3)

By Laurie McLean

This kit was a dream to put together and is a very welcome new item for us narrow gauge modellers.

The "Grandt" kit is a high quality one to the usual standard we expect and has a set of instructions and plans which are simple and easy to follow. The GON took me 2 nights to complete including painting, which is a plus for us modellers who don't have a lot of time.

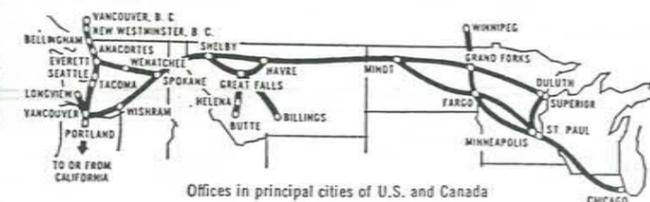
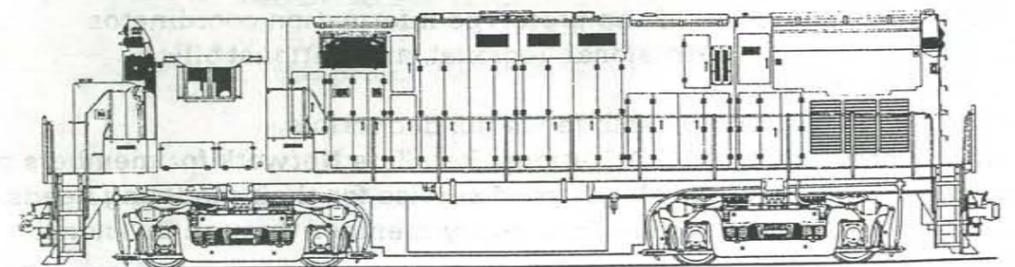
One nice factor of assembly, is that whilst one part is drying you can work on the next and for those of us who hate waiting, another plus.

The detail is excellent, you must have a new blade in the craft knife, and fit of the components is spot on. Care must be taken with this model because of the fragile "delrin" and styrene parts which give it a contest quality.

To do several in one production would be very easy. It would help to refer to the "N.G. & S.L. Gazette" for a Clear (Creek) picture of the unit and slight variations.

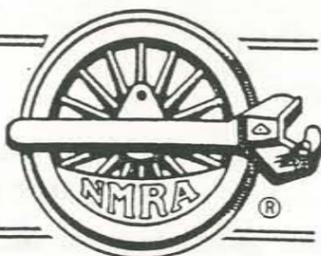
The kit comes complete and includes: trucks, decals, 5 pages of plans, styrene, delrin and brass wire. They even supply a jig for bending the grabirons!

All up a quality kit worth the money.



Direct freight inquiries to:  
G. D. Johnson, General  
Freight Traffic Manager;  
Passenger travel inquiries to:  
P. G. Holmes,  
Passenger Traffic Manager;  
Great Northern Railway,  
St. Paul 1, Minnesota

## 25 Benefits of NMRA Membership



1. Every regular member receives 12 issues of the NMRA BULLETIN. With an average of 12 modeling articles per month, plus association news, coming events notices, book reviews, and new product release notices.
2. Modeler's Aid published in the BULLETIN monthly allows any member to ask the entire membership about a modeling problem that he or she needs an answer to.
3. Every member has access to the library resources and services. In addition, the member also receives \$20 of free research time each year.
4. Every member has access to attend NMRA divisional, regional, and national meetings and conventions.
5. Every member has access to the NMRA membership computer files to find members living in his or her area.
6. Every member may participate in NMRA divisional, regional, and national model and photo contests.
7. Every member may participate in the Pike Registry program.
8. Every member has access to estate counseling services.
9. Every member can participate in the Achievement Program.
10. Every member may purchase the NMRA Data Sheet Handbook, available only to NMRA members.
11. Every member receives an annual periodical index of all major model railroad publications.
12. Every member receives a directory of information when published.
13. Every member receives a set of NMRA Standards and Recommended Practices when he or she joins.
14. Every member is kept informed of Special Interest Group functions through the Special Interest Group column in the BULLETIN.
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16. Every member has access to the NMRA Tape/Slide Clinic program.
17. Every member has access to the NMRA Layout Tape/Slide programs.
18. Every member has access to the prototype information coordinator.
19. Every member may hold divisional, regional, and national office.
20. Every member has a vote.
21. Seven dollars of the membership fee is tax deductible.
22. The NMRA provides an NMRA National Retailers Network for members to patronize so they know they'll get good service for their modeling needs.
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24. Railette and youth programs are offered at every NMRA level of activity.
25. Every member receives a 36-page color calendar.

## ELECTIONS 88

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

We need nominations for all positions namely:-

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

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

Nominations must be in writing and received by the Nominating Chairman no later than 15 March, 1988.

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

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

TO: Mr. Phil Knife  
 Nominating Chairman  
 National Model Railroad Association  
 - Australasian Region  
 P.O. Box 797  
 Campbelltown NSW 2560.

I hereby accept nomination for the position of  
 .....  
 for the period May 1988 to May 1990.

(Nominees Signature)  
 Date: / /1988.

(Proposers Signature)

(Seconders Signature)

**NOTE : PHIL IS ALSO THE RETURNING OFFICER FOR  
 VOTING ON ISSUES DETAILED IN THE NEXT  
 BULLETIN (I.E. STANDARDS, FEDERAL OFFICERS)**