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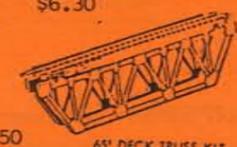
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# ATLAS STRUCTURES

"A SNAP TO BUILD"



# MAIN LINE

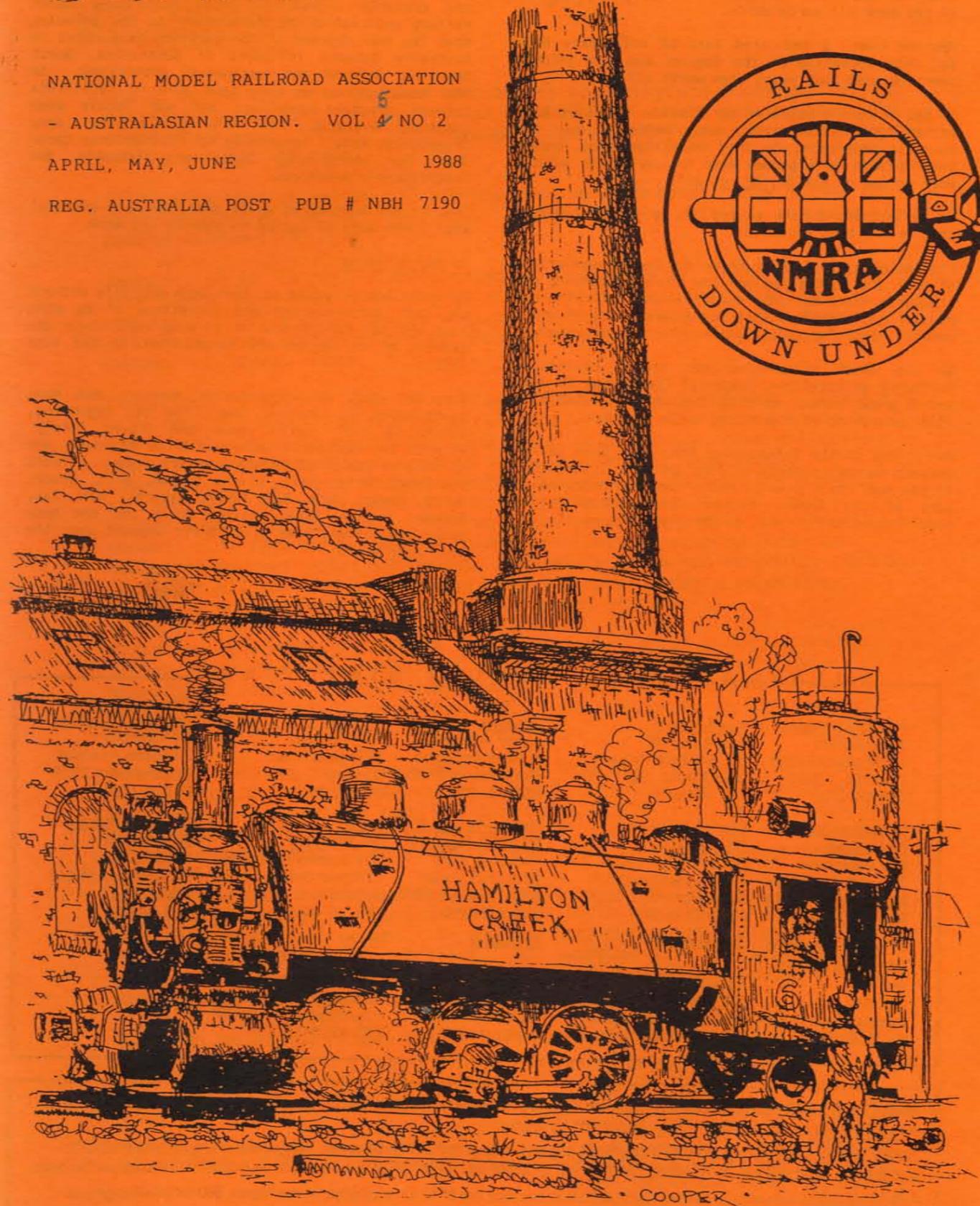
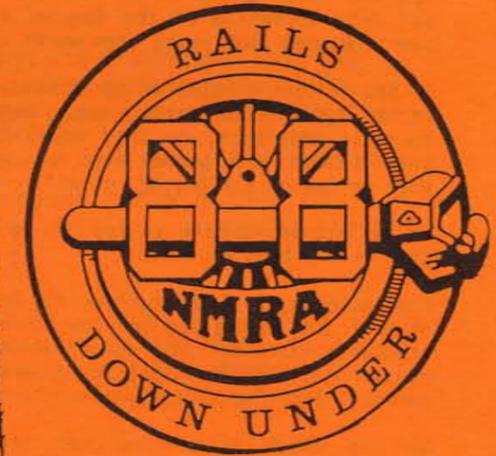
NATIONAL MODEL RAILROAD ASSOCIATION

- AUSTRALASIAN REGION. VOL 4 NO 2

APRIL, MAY, JUNE

1988

REG. AUSTRALIA POST PUB # NBH 7190



COOPER

## FROM THE RETIRING PRESIDENT

### A Retrospective

As I begin to contemplate a little more available time for the Cedar Valley, I can't help but wonder if its been all worth while.

Has the time a dedicated band of volunteers have put into formation of the Region and its efforts over the past four years been worth it?

Or has it been a waste of our time? Could we have better spent those many, many hours on our own specific interests, be they modelling some lesser known branch in a garden shed or curled up with a book or two on the SP, UP, et al?

On reflection, I have to put it to you the member that it HAS been worth it!

From nothing, in four years we now have a membership of over 200 Australian and New Zealand members who regularly share not only our excellent Main Line but regular get-togethers (not formal meetings) at other members homes for an enjoyable afternoon or evening.

We are about to present our second convention following an excellent Inaugural Convention in 1986 and a great annual meeting last year. And this 1988 Convention also promises to be a winner.

And I look to the friendships that have been formed between various members of like specific interests; to the many "sole practitioners" who now enjoy being part of the Region rather than operating and modelling on their own; to the introduction of

tape/slide clinics to Australia; to our Regional voice in helping run the largest (21,000 members) and probably oldest and most prestigious model railway association in the world; to the breaking down (to some degree) of the barriers that exist in Australia between followers of Australian, North American, British and Continental prototypes; to the introductions we have been able to facilitate between overseas modellers and our locals when visiting overseas and finally to the many friendships that I personally have formed over these last few years with some very likeable and knowledgeable modellers.

Yes, It has been worth while and I am very grateful that I was able to assist to make it all work.

### An Appreciation

My contribution would not have been possible without the full encouragement and assistance of my wife Toni who has contributed in so many ways since the genesis of the Region was formed back in the late 1970's.

And the list of enthusiastic members who have contributed is lengthy, some from the beginning, others in the early years and others lately. Without the dedication and sacrifices of every one of them we would not be where we are today. Thank you Fred, Chris, Phil, Clive, Trevor, Bill, Bruce, Garry, Kevin, Jack, Bob, Peter, Sowerby, Max, Ian, Graeme, Barney, Peter, Keith, Brian and the many other members who have given their support over the past four years

Sincerely,

*John*

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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



### JACK

Waning enthusiasm is a problem that besets all hobbyists occasionally. An antidote, promoted in the last issue of MAINLINE, was to get together with other modellers. Another is to become a Jack-of-all-trades and, if time is tight, a master of none.

It is very easy to become too specialised, to find comfortable niches in which to dabble - perhaps too long. Eventually, the ability, or nerve, to dabble elsewhere is lost.

Amazing, it is, to hear some talented person, known for their excellence in some field, bemoan an inability in other areas. The structure king complains that he can't handle wiring, despite his demonstrated dexterity and sheer nous, far beyond that shown - or needed - by the average, successful layout wirer.

Collecting is another area of counterproductive specialisation. It's a bit like having a harem and remaining celibate.. Since the presumed aim of model railways is to create the real thing in miniature, then collecting is bound to be dissatisfying, because it is uncreative. Admittedly fascinating, this Hobby-within-a-hobby, to which it is just too easy to succumb, all too often leads to stock sitting on a shelf. Or, worse, hidden away in their boxes. This at least ensures a supply of virtually unused, old, rare models for us poorer modellers to snap up when the collector becomes jaded and sells. Much early brass ran so poorly that a shelf was all that it was good for, but now now. Today's expensive, smoothly-running equipment should be used and enjoyed.

Years ago, the MODEL RAILROADER printed a fable, about a sad king who, bitten by the Bug, hired the best modellers in the land, to build a magnificent layout. But he remained sad. Until someone gave him a structure kit, which he made very badly, but with pride in his own handiwork. He built more, and was happy....

You don't have to build everything to be "happy". Far from it. You just need an eye for what can serve the overall aim of an operating railway in miniature. Buy what you can, build what you can't, but don't get bogged down in some modelling backwater. Keep the ultimate aim in mind - and keep it simple and modest. Better an ounce of gold than a ton of garbage.

Aim for the common place. Leave the multi-truck well flats, Jordan spreaders, detector cars and articulateds to larger lines. Only buy things that fit the overall scheme. If you get bogged down in a project, drop it and do something totally different. For example, if a kit loco assembly strikes problems, leave it and lay some track, build some trees, plaster some scenery or do some wiring.

In short, be a jack-of-all-trades. You've nothing to lose but your ennui.

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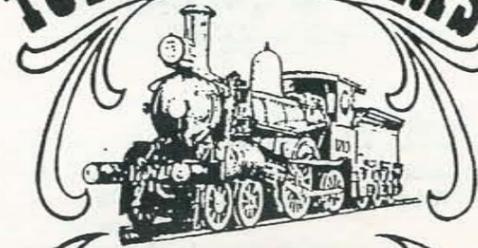
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# ELECTIONS 88

As a result of the limited response to our recent call for nominations for new office bearers for two years from May 1988, again we won't need to hold a ballot. Yes, your right, only one nomination was received for each executive position and only two for the five Divisional positions.

It might seem disappointing that we can only get one nominee for such important positions as these. However, many others serve in a variety of ways (refer to page 2 of the Main Line) and in addition there are a number who have been meeting with us regularly getting the Convention going. Also let's not forget the members (and their partners) who willingly host our regular layout visits.

The annual meeting at Macquarie University in conjunction with the Convention will endorse the following appointments:-

- President : Peter Burrows
- Vice-President : Sowerby Smith
- Secretary : Garry Wheatley (continuing)
- Treasurer & Trustee : John Saxon
- Director, Victoria/Tasmania : Graeme Nitz (continuing)
- Director, New Zealand : Bruce Seddon
- Director, NSW & ACT : Kerry McPherson

Hopefully, we will later be able to appoint Directors for Queensland, and SA, WA & NT, the present incumbents having to retire in accordance with our Constitution after serving their second term in office.

This last stipulation is one reason I am stepping down as President, the other being that I believe in

any voluntary organisation a regular change of officers leads to new ideas and further progress and I look forward to the new team of Peter Burrows and Sowerby Smith taking over.

I will be reluctantly staying on for one term as Treasurer (we couldn't get another nominee!) and I will continue on as the Australasian Region's representative on the Board of the NMRA itself, the joint role having been split at the request of the Regional Board.

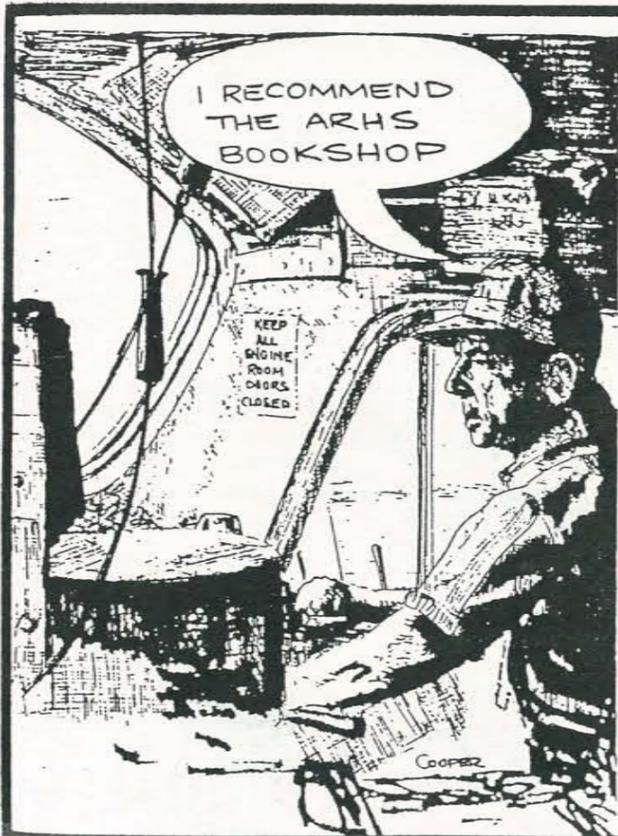
For those that don't know Peter and Sowerby, an introduction is needed.

Peter is a Project Manager with Lend Lease Communications and has recently moved with his wife Dale and four children into a new home at Hornsby where he is busily planning a new HO/HOn3 layout called the Holmes Run R.R. based on 1900 to 1925 New England railroads. Peter spent three years in Washington D.C. whilst attached to the Australian Embassy. He joined the Northern Virginia Model Railroaders and the NMRA (in 1982) whilst in the U.S. Peter has had wide experience in organisation and has a special interest in CTC-16 and track planning.

Sowerby (pronounced Sorby) is a professional photographer with a busy and successful studio in North Sydney. He is an excellent modeller of the S.P. prototype and his layout will be featured in the Convention layout tour program. Don't miss it!

These two, assisted by Garry Wheatley (incumbent secretary) and myself (as treasurer) will I am sure lead us on to bigger and better things.

.....John Saxon



AUSTRALIAN RAILWAY HISTORICAL SOCIETY



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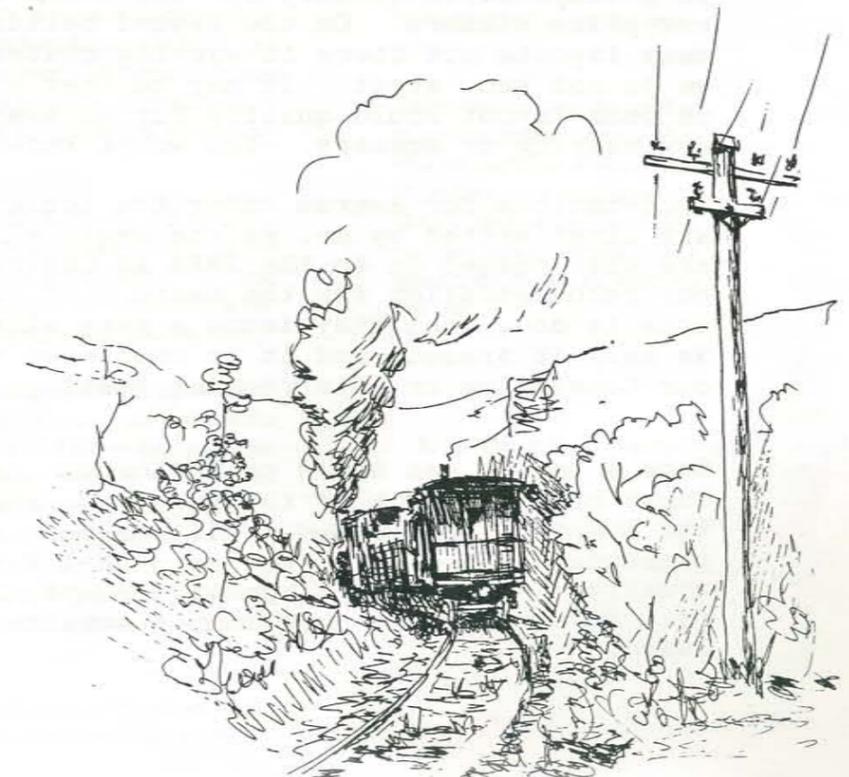
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## SUPPORT YOUR LOCAL ACHIEVEMENT PROGRAM

It's been a long while since I last wrote about the Achievement Program and how it operates in the Australasian Region. Since our Convention is coming up shortly, and with it some exposure of the Program, those who are fairly new to the NMRA might like to know something more about it.

First up, let's get rid of one old chestnut: the Achievement Program is **NOT** for those competition-winning, pot-hunting super-modellers we all read about in *Model Railroader* and the like. The Program is for *ordinary* modellers like you and me. The purpose of the Achievement Program is to promote a high, consistent, standard of modelling while rewarding individual achievement in a number of areas.

There are four main areas of achievement, namely:

**Equipment** - including locomotives, passenger cars, and freight cars; both scratch and kit-built

**Construction and Operation** - including tracklaying, layout electrical design and construction, dispatching

**Setting** - including scenery, structures and prototype scenic modelling

**Service to the Hobby** - including elected and appointed NMRA committee service, publication of articles and photographs

Nearly every member of this Region has completed **something** in this list! To obtain an award for model building does not require entry of the models in a competition. They still have to be judged under the NMRA Judging Rules, and must achieve a certain standard, but we arrange this to suit the owner's convenience. Of course, models submitted for judging in a competition qualify for the award too, even if they are not prize winners. On the layout building side, there are many layouts out there in varying states of completion which we do not know about. It may be that what **you** have completed on your layout would qualify for an award for civil engineering or scenery. You won't know unless you ask!

Applications for awards under the Achievement Program (AP) are first vetted by me, as the Regional AP Chairman. They are then passed on to the NMRA AP Chairman in the USA with our recommendation for the award. If they approve (and they usually do), then they issue a very attractive certificate. We have it framed, and it is presented to the recipient at our Convention or at a regular meeting.

Once a person has seven certificates, provided there is at least one from each of the four main areas, they qualify for the award of **Master Model Railroader**. These awards are presented each year at the main NMRA National Convention, usually in the USA - although I don't think they will pay the fare for someone to come from Australia to collect their award!

At our Convention in May this year we will be presenting four Achievement Certificates. Many models will be entered into our annual competition, and more modellers will become qualified for awards. Remember, the AP is for you, the ordinary modeller. Why not have your achievements in this great hobby recognized by your peers - especially those in the USA. All you have to do is to ask!

If you are still not convinced that your efforts may be worth an achievement award, let me commend to you the **Golden Spike Award**. This is a very attractive certificate which we award locally. To obtain this award, you must display six items of rolling stock you have built from kits or scratch, complete eight square feet of scenery on your layout, build five structures (kit or scratch), and demonstrate a certain amount of working ballasted track over which you drive a train. So far, three Golden Spike Certificates have been awarded. Perhaps your layout will be next.

If you have any queries about the Achievement Program, or you would like to apply for an award, then please drop me a line. You will find my address and phone number in the credits inside the front cover of this MAIN LINE. I'll be at the Convention, so I hope to see you there.

- Phil Knife

---

## SOME NOTES ON COUPLERS

Irv Schults, North Central Region

While rebuilding and refurbishing "The St. Clair Northern", we decided to closely examine some of our rolling stock. Most of it was built in the late 60's to mid 70's from La Belle and Central Valley kits. By today's standards, they seem a little crude in that the rungs are oversized, the roof walks are too thick, and many details are missing when compared with current offerings by Gould and Westerfield in the HO market. Upgrading these cars is not an overnight project, but should present many evenings of fun.

What really caught our eye was the Kadee 5 - 10 couplers. We've been using them ever since they came along on the market with excellent results, that is, up until now. A close friend pointed out the Kadee #711 coupler, which is really a narrow gauge coupler with extended shank, and the idea hit home.

Since our cars are all wooden construction, conversion was relatively simple. We plugged the existing screw hole with a scale 6 x 6 cut off flush to the floor and drilled a new hole using the new cover plate as a guide. Next we installed the couplers using the Kadee fixture which made assembly much simpler. In three evenings, we assembled 180 of these couplers.

How do they work? Just super! Plus, they give added dimension when coupling to a stationary car without having it roll back.

How do they look? This is the real asset as the faces of the coupler boxes are at least a scale 9 inches closer than on the 5 -

10 couplers. On period equipment, it really makes a difference to see a string of these cars close-coupled as in the prototype.

These couplers can be used on equipment dating from the early 40's on back, so if you intend to update your cars from the 1880's and want automatic coupling as well as prototypical appearance, the Kadee #711 is a real plus.

..... from the P.N.R. Switchlist

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# The HAMILTON CREEK Line

(HAMILTON CREEK, Part 2).

Continuing the description of a freelance oil shale line, expressed as a 2-level HO point-to-point system occupying a space of 2.5 x 4 m. (8'3" x 13' 2"), with 20" minimum radius, 4% grades.

## WHY FREELANCE?

Having one's own prototype gives flexibility in choice of rolling stock, structures and arrangement of layout features. Thus, the Hamilton Creek line can use (mainly) Roundhouse Products. Shays, old time stock. Also, the layout can be shoehorned into a very small space, but still provide interesting and varied operation.

The line is not recommended for beginners, because the benchwork is rather involved and the trackplan requires a degree of hand-laying. But the rewards of picturesque operation offset this small difficulty.

First section to build is the shale shuttle loop, followed by the oil plant, then up the belix to Hamilton junction (see figure 1 last issue).

## A CONTEMPORARY TRIP OVER THE LINE.

'March 1931. My last, sad month in Hamilton Creek. The oil plant's output had slowed to a trickle. I was not alone in seeking work elsewhere. Our redundancy package included a free trip out of the valley. Not in the railcar, though. Just on the daily mixed.

We gathered at the station, watching the plant engine (see cover) assemble our stock train. Six export shale cars, a box, two tanks, van and our coach, at the rear. Shay No. 3, a 70-ton 3 truck type, was still shiny and well-kept, though for how long was anybody's guess.

At 10 a.m. we whistled out of Hamilton Creek. The rapid staccato chatter of our Shay, countered by the slow 'click-clicks' of wheels over rail joints, carried us past the freight house and loco shed. Shay No. 1 was already a stripped bulk in the weeds beside the shed.

Our engine handled the train surely, easily maintaining the 15 MPH gait required of it. As we rolled through cuttings and around sharp curves of the valley floor, we caught glimpses of the engine's machinery, a blur of fascinating motion, in a mist of water and lubricant.

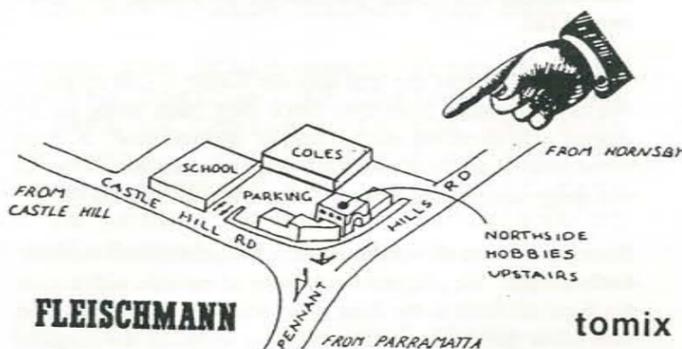
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Soon, we negotiated the last curve over a wooden trestle into Jacobs. As our engine drank greedily for the coming climb, our helper, 2 truck shay, No 4, backed on. They were soon sailing up the 4% grade through Jacobs Gorge, having accelerated rapidly to line speed. The cacophony of noise, echoing in the narrow gorge becomes muted as we shut the windows and the engines enter the Spiral Tunnel. Now begins our ordeal of noise and smoke! The terrifying, choking, acrid trip, in the dim yellow light of the coach, through this tunnel is something that we could do without. There is a momentary whiff of smoke and noise as a foolhandy individual retreated, coughing and choking, from the rear platform.

Cab conditions on the hard-working steeds can only be imagined. It is said that crews lay on the floor, heads covered by water-soaked towels. If ever we derailed inside this hell-hole!

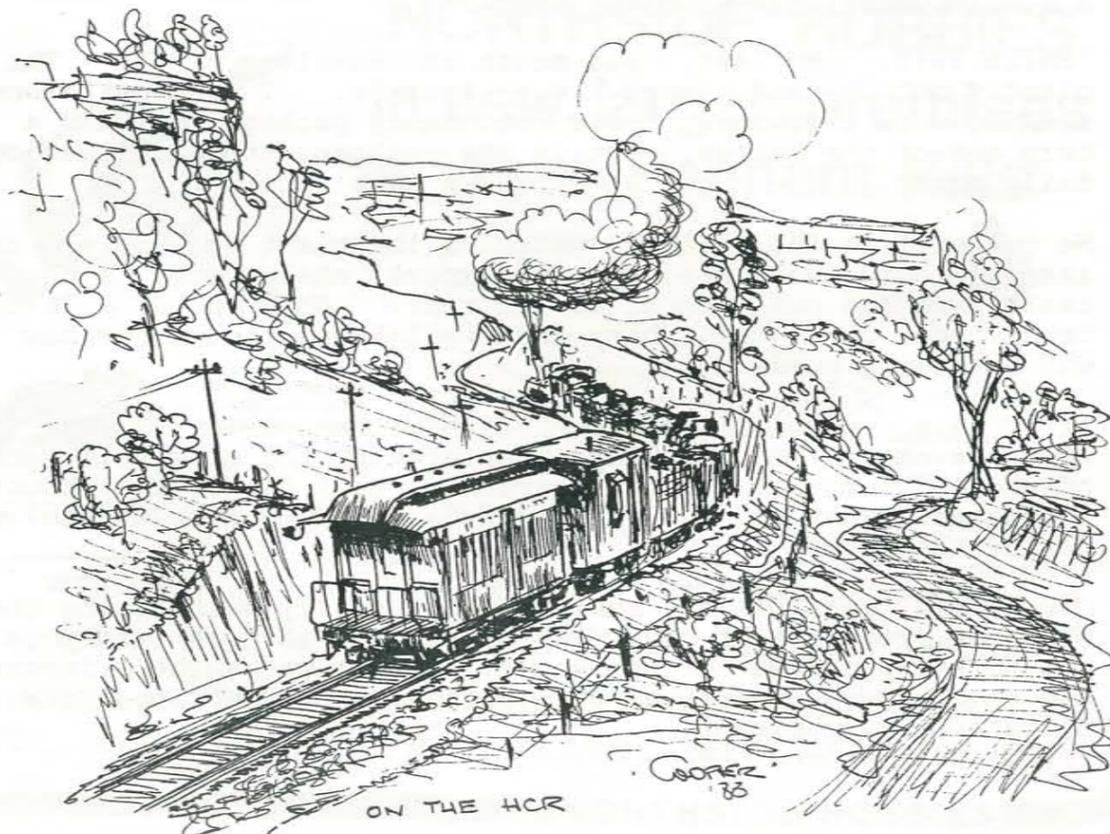
It is over eventually. We are out in the fresh sunlit air of the high country. Far away, across the valley floor, we catch a final glimpse of our ex-home. The works with towering stacks, buildings, town behind it.

A sad mood prevails, as we roll and sway past beetling cliffs, the grade easing as we approach Summit.

Here, our train engine drinks yet again, from water columns fed by a dam up the hill a way. Our helper puffs forward into the sawmill spur. Directly, we are off for the last lap over the HCR, rolling easily through undulating country. After some three hours of nostalgic travel, we rolled over the level crossing into One-Mile Yard (past a waiting auto, a rare event!)

We leave the little train of freight cars and are propelled forward by our trusty Shay into Hamilton Junction and our appointment with the future!

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## BIBLIOGRAPHY

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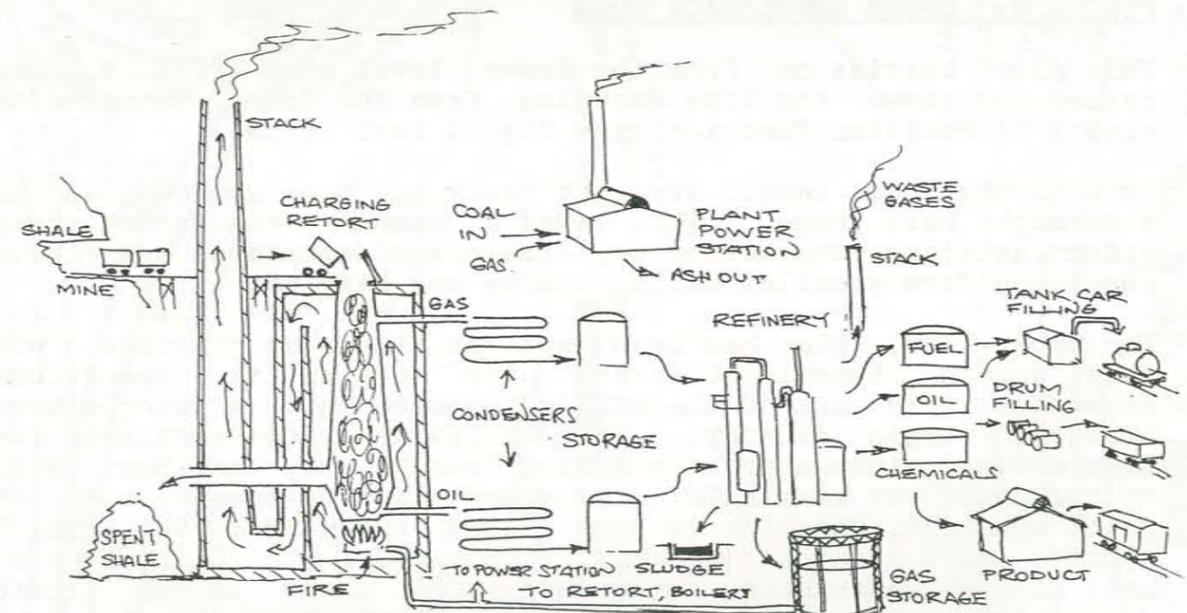


FIG. 3: FLOW DIAGRAM OF SHALE PLANT

FIGURE 3 shows how the main parts of the shale plant relate to one another. Some buildings are not shown, such as workshops and administration blocks.

Heart of the plant is the battery of retorts, shown on the left (and sketched in the last issue centre spread). The stack is generally at one end of the retorts, or can be independent, a short distance away, linked by an underground smoke gallery.

Retorts are charged by a narrow gauge railway along the top, the shale being dumped into the retort via a circular hole - with a clipped-down hinged steel cover (like those on an ACF covered hopper). Gas-fired retorts are shown, from a nearby gasometer (e.g. FALLER #940). Gas and oil output from the retorts is cooled in condensers and stored for refining. (Lots of lovely VOLLMER storage tanks and refinery parts needed, e.g. #'s 5518-27).

Sidings are required at tank car and drum filling points (I'm not sure how far back 50-gal drums go, to the 30s at least but they look great as gon loads and are readily obtainable). (\*44 IMPERIAL GAL)

Remember we're not building an instructional model of a shale oil plant, just something that provides a traffic source for the line. Much space-consuming parts, such as oil storage tanks, can be painted on the background. What is modelled should show the functional chaos of such a plant, with pipework running everywhere, parts cluttered about, reasonably well-kept but not immaculate buildings-and people... Overalled guys standing about, office girl on admin porch etc.

With a little work, a fascinating showpiece could result. Certainly something quite different from the usual mine/sawmill.

#### FIGURE 4: UPPER LEVEL TRACK PLAN

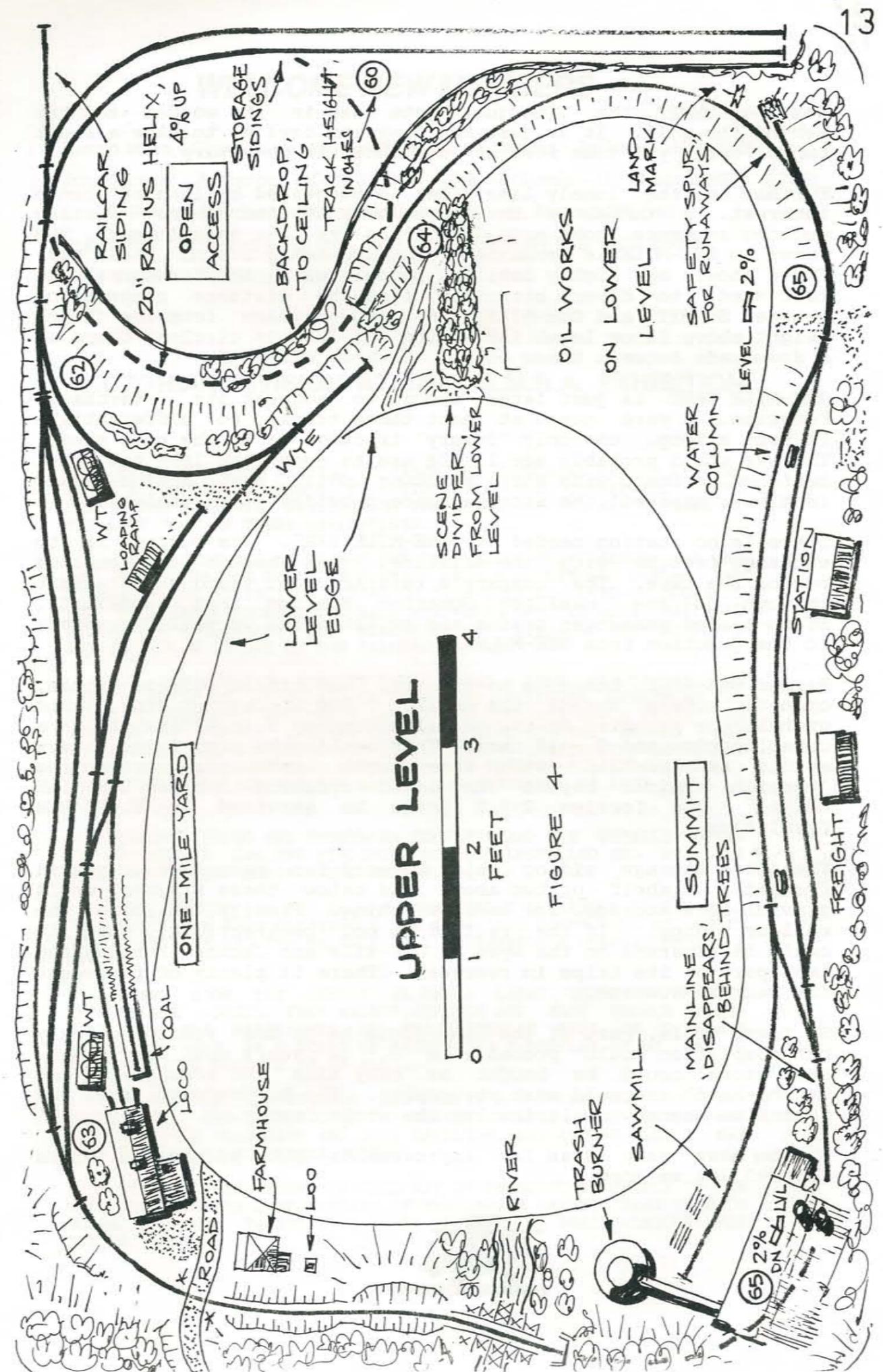
This plan carries on from the lower level plan (fig. 2, last issue) and shows the line emerging from the Spiral Tunnel (top right) to Hamilton Junction (see fig. 1 last issue).

As with the lower level, straight track has been avoided, as has a straight base edge. This gives a far more realistic scenic effect, avoiding the boring toy-train-set straights and curves resulting from parallel walls, tracks and base edge.

The upper level plan has been kept as simple as possible, with just enough functional track for substantial operational interest. This part of the HCR is supposed to be a single track 'lost' in virgin country. With so little space available and with a fixed minimum passing siding length, only the short sides of the space are available to be overwhelmed by scenery. At the right hand end, the line is just a long, sweeping curve (well, 26" radius isn't exactly sweeping...) but, with a cliff back-scene and simple embarkment foreground, the track is of 'living diorama' format, ringing the oil plant on the lower level. I had contemplated carrying the line across the plant on two CENTRAL VALLEY truss spans, with a pier set in the works area. Though spectacular, the sharp approach curves required, shorter SUMMIT passing loop length and hindered access and view of the central scene - the oil plant - saw the idea dropped.

Entering Summit, there is a safety spur. This should be operational, because anything that gets away from switching at SUMMIT will acquire a lot of momentum down the helix!

SUMMIT features a sawmill and freight shed. This and helper detaching provide plenty of operating interest. The helper is expected to refuge in the mill siding, though a hot steaming Shay, dripping hot oil and ash is probably an unwelcome guest there.



Leaving SUMMIT, the line just gets lost in the wooded country behind the mill. It is just too easy and toylike to have a short tunnel here, yet some form of 'distance' is necessary.

Further on, the 'lonely line' idea is suggested by lots of scenic interest. A tunnel is used here, because the tunnel - bridge-cutting sequence looks good and makes the line seem longer. The curve to ONE-MILE is enhanced by disappearing behind buildings. These should be highly detailed showpieces - the farmhouse and loco shed, to divert attention from the distance compression between SUMMIT and ONE-MILE. As can be seen from the 'track height above floor level' indication (figures in circles) there is a downgrade between these points, towards ONE-MILE.

ONE-MILE YARD is just large enough to suggest its interchange function. A yard needs at least three tracks, to differentiate it from a loop. the only 'luxury' trackage is to the coal stage. The wye would probably see little use as such (the line has been designed so that, with shays pointing uphill, their business-side is always exposed) the storage space provided is valuable.

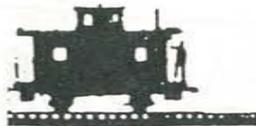
There is no station needed at ONE-MILE YARD. Its purpose is to exchange freight with the mainline, just through the cutting beyond the wye. The company's railcar just trundles straight through to the Hamilton Junction Station (not modelled). Steam-hauled passenger trains are switched and propelled (pushed) to the junction from ONE-MILE.

Beyond ONE-MILE, there is no scenery, just hidden storage tracks, open to access inside the helix. One storage siding would probably be occupied by the mainline company's local freight - a consolidation and 8 - 10 cars. This would make occasional forays as far as ONE-MILE (with some legal limit sign preventing 'foreign' engines beyond the level crossing behind ONE-MILE LOCO). The foreign 2-8-0 could be serviced at the HCR facilities.

The other storage siding could be used for passenger or extra freight. A shelf or two above and below these sidings would provide more storage, for hand switching. Finally, there is the railcar siding. If the railcar is not bidirectional, then it could be reversed on the wyes at one-mile and Jacobs, running the last part of its trips in reverse. (There is plenty of precedent for such manoeuvres).

So there it is. Part of the line could be up and running quickly but completion would probably be 5 - 10 years down the track. Most stock could be bought as easy kits (or brass, new or second-hand) as could most structures. The hundreds of trees and extensive scenery could involve the whole family....

If you have some ideas for improvements (but, please, no extra tracks) let me know.



## WELCOME NEW MEMBERS

Donald Moon - Gisborne Sth. VIC. (H0/H0n3), Garth Shanks - Earlwood NSW. (H0)  
 John Gardner - Ashburton VIC. (H0/H0n3), Calvin Mackenzie - Mt. Pleasant NSW. (ATSF)  
 Celeste Paxon - Vaucluse NSW. (0n3), Colin Upton - St. Marys NSW (H0)  
 Phil Badger - Richmond NSW (N) , Peter Malcolm -Canley Vale NSW. (H0n3)  
 Brian Palmer - Ashburton N.Z. (H0/H0n3)

## VICTORIAN DIVISION AT THE A.M.R.A. EXHIBITION

OVER THE LONG WEEKEND IN MARCH THE VICTORIAN BRANCH OF THE A.M.R.A. HOLDS A LARGE EXHIBITION IN THE CAMBERWELL CIVIC CENTRE. THE VICTORIAN DIVISION OF THE N.M.R.A. HAS HAD A STAND AT THE LAST FOUR OF THESE EXHIBITIONS.

THIS YEAR THE STAND WAS RUN BY NEVILLE SCANTLEBURY AND HE HAD THE IDEA OF BUILDING A SMALL (6'x 4') LAYOUT DURING THE COURSE OF THE EXHIBITION. ACTING ON THIS IDEA HE LINED UP SPONSORS FOR THE TIMBER (BOWENS TIMBER & HARDWARE) AND THE MODEL RAILROAD EQUIPMENT (HOBBYLINE 264 BLACKBURN RD. SYNDAL) AND FOUND A SUITABLE PLAN IN ONE OF THE KALMBACH BOOKS.

ON THE FRIDAY MORNING NEVILLE HAD A PILE OF TIMBER AND LAYOUT BUILDING MATERIALS ON HAND AND BUILDING COMMENCED. THE BASIC TIMBERWORK AND TRACK LAYING WAS COMPLETE AND A TRAIN WAS RUNNING BY FRIDAY EVENING. ON THE SATURDAY THE WIRING AND BALLASTING WAS COMPLETED AND THE MOUNTAINS STARTED. THE BUILDINGS (WHICH HAD BEEN ASSEMBLED PREVIOUSLY BY VARIOUS N.M.R.A. MEMBERS) WERE PUT IN PLACE AND THE LAYOUT WAS BEGINNING TO LOOK LIKE A MODEL RAILWAY.

SUNDAY FOUND THE MOUNTAINS COMPLETE AND THE DETAILS BEING PUT IN. MONDAY SAW THE FINISHING TOUCHES INSTALLED AND BY LATE AFTERNOON WE HAD A MINIATURE EMPIRE.

THE LAYOUT WAS FOR SALE AND ON MONDAY AFTERNOON IT WAS SOLD TO A GENTLEMAN FROM CANTERBURY FOR \$500. THIS MONEY WILL BE SPLIT WITH HOBBYLINE AND THE BALANCE WILL GO TOWARDS A PLANNED ON 2 1/2 LAYOUT.

APART FROM THE LAYOUT WE HAD A LARGE SHOWCASE SHOWING APPROPRIATE MODELS FROM MYSELF, NEVILLE AND ALCO MODELS (JOHN HAMILTON) THE HIGHLIGHTS OF THIS DISPLAY WERE AN O SCALE C&O ALLEGEHENY AN O SCALE UP BIGBOY AND A DISPLAY OF HO AND O SCALE PUFFING BILLIES (6 IN ALL).

THANKS GO TO NEVILLE AND FAMILY FOR DOING MOST OF THE MANNING OF THE STAND OVER THE WEEKEND. THANKS ALSO TO ROBERT WILLIAMS, HANK MOLENKAMP AND JOHN HAMILTON (AND ANYONE ELSE I MAY HAVE FORGOTTEN) FOR THEIR HELP.

THIS WEEKEND SHOWED A GOOD WAY OF INTRODUCING PEOPLE TO THE HOBBY WITHOUT THE COMPLEXITIES OF THE LARGER LAYOUTS THAT TEND TO SCARE OFF THE PARENT THAT WANTS TO BUILD A SMALL LAYOUT FOR JUNIOR.

## ANNUAL GENERAL MEETING

Notice is hereby given that the annual general meeting of the Australian Region of the National Model Railroad Association will be held in room WSC220 Macquarie University, North Ryde, NSW commencing at 4pm, Saturday 21st May 1988.

### BUSINESS AGENDA

1. Receive the reports of the President, Treasurer, Membership Officer and Achievement Program Chairman.
2. Consider and Approve amendments to the Constitution as follows:
  - (a) Amend article 4 to increase membership fees as follows -
    - \* Annual \$A9-00 & \$NZ11-00
    - \* 5 Years \$A36-00 & \$NZ44-00
  - (b) Amend article 5 to separate the positions of President and Trustee.
3. To note that the Manual of Operations was amended by the Board of the Region at its 16th February 1988 meeting to -
  - (a) Provide for the separate position of Trustee as an officer of the Region (section 2)
  - (b) Simplify the Committee structure as specified by the original manual (section 6)
  - (c) Simplify the Awards Program which recognises meritorious service to the Region (section 11).
  - (d) Modify the rules of membership to encourage participation of non-members in the activities of the Region with a view to encouraging them to become members (section 11).
4. Presentation of Presidents Awards.
5. Declaration of retirement of outgoing officers and election of new officers.
6. Presentation of Model and Photo Contest Awards.
7. Presentation to Lucky Door Prize Winners.
8. Presentation of Badger Air Brush.

By Order,

Gary Wheatley,

Secretary.

20 April 1988

## DON'T FORGET ??

RETURN YOUR BALLOT TO PHIL KNIFE (OR BRING IT TO THE CONVENTION)  
WE NEED YOUR VOTE FOR THE NEW STANDARDS AND WESTERN VICE  
PRESIDENT (FEB 88 BULLETIN).

## RAILS DOWN UNDER CONVENTION '88'

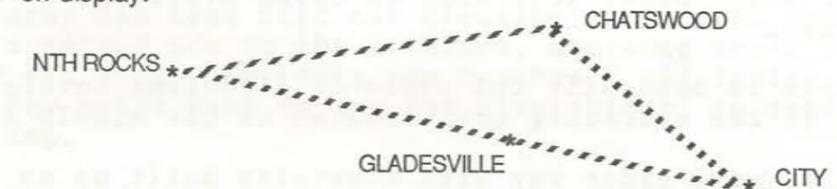
**PHOTO CONTEST :** PRINTS ONLY - B & W / COLOUR

MIN SIZE - 6" X 4" , MAX SIZE - 20" X 16"

Bring your favourite RR snap and share it with us . You never know your luck in the big city , you may win an award .

**LAYOUT TOUR :** NICE AND EASY . Compact route with a lieisurely finish at

GLADESVILLE BOWLING and SPORTS CLUB complete with smorgasboard and fine layouts on display.



## NEXT SYDNEY MEETINGS

- \* 21 MAY - CONVENTION '88' - MACQUARIE UNIVERSITY
- \* 16 JULY - LAWRENCE NAGY 4 ELGIN PLACE WINSTON HILLS (02) 639 5530
- \* **TENTATIVE**  
27 AUG - WARREN MCLEAN - 5 ROSLYN AVE ISLINGTON (NEWCASTLE) (049) 621 804  
TO COFIRM DATE AND ARRANGE CAR POOLS CALL SOWERBY SMITH (02) 411 5726
- \* 17 SEPT - BILL COOPER 2 MASON AVE CHELTENHAM (02) 861724

ALL FROM 2P.M. EXCEPT CONVENTION. CALL TO CONFIRM ATTENDANCE (PLEASE).

## SYDNEY MEETS

### February

As a contrast to the heat of the January meeting, Saturday, 13th February was cool and showery, but the weather did not dampen the enthusiasm for the meeting at the Northwest Pacific Group Clubroom, Cabramatta, one of Sydney's south western suburbs.

Twenty seven members and five visitors attended, supplemented by seven members of the Northwest Pacific Group.

The Group's clubroom is in a large building behind one of their member's home which is excellent from a security angle. Inside, the building has been partitioned off to provide a large room for meetings, another large room for the layout and another essential room, a kitchen.

In the layout room, the Group are building a large HO scale portable layout with a view to displaying it at model railway exhibitions. With this in mind, the layout is built in easily handled sections and is so designed that it can be erected in a large or small size, depending on space available at the exhibition.

The design is basically two ovals on different levels with hidden sidings in the operating area located in the middle of the layout.

Scenery is well under way with mountains built up so that the operators are hidden from view. Judging from the work done to date, the scenery will be nothing short of spectacular with the track and trains dwarfed by the mountains, as it is in the prototype.

Prototype for the layout is the western part of the U.S.A. as most of the members' model railroads are in this area.

Being single track, this adds to the illusion of the layout being larger than it is and anyway is more prototypical. Actually, the layout is large which enabled long trains to be run which was a sight to see as they snaked their way through and around the mountains.

After a delicious afternoon tea, provided by the wives of Group members, a number of members visited Dave Watkins' Junction Hobbies to drool over the variety of merchandise Dave has in stock.

Our sincere thanks to Dave Watkins and members of the Northwest Pacific Group, not forgetting their wives who provided the afternoon tea, for a most enjoyable meeting. I know many of our members are looking forward to seeing this layout exhibited at future exhibitions.

\* \* \* \* \*

### March

Saturday, 19th March was a pleasant, warm day, quite a change from the February weather, for the meeting at the home of Sowerby Smith, Chatswood, on Sydney's North Shore.

In mid 1987, the builders commenced additions and alterations to Sowerby's home, a sort of jack up the house and run a new house underneath.

As a precaution, even though it is situated under the house, the layout was completely covered with heavy duty plastic sheeting and locos and rolling stock packed in cartons which were stored off site. During the building operations, the tile roof was removed and, you guessed it, it rained, and rained, and rained.

At one stage during the downpour, there were several inches of water in the layout room and even though the layout was covered, water managed to get through and wet parts of the scenery and track.

After the water was removed, the two biggest problems were drying out the wet areas, and MOULD. There was mould growing on the legs, framework and parts of the scenery, but several weeks of fine weather, assisted by fans and heater, did the trick.

The first train for six months ran on Boxing Day, 1987. Since then, Sowerby has been flat out cleaning electrical contacts, for many had oxidised due to the moisture, checking track for alignment and gauge, building new benchwork and laying track as he gained a few extra feet during the alterations, in readiness for this meeting.

To view his pride and joy, twenty nine members and four visitors arrived at Sowerby's home. Those that had not been there for a year, wondered if it was the right place as the house looks entirely different!

Nevertheless, the welcome inside was just as warm and friendly as it has been on previous occasions.

Sowerby's layout is "U" shaped with spirals inside mountains at each end of the "U" to gain height to the upper levels. This results in a long run and with the mountainous scenery, the trains are viewed travelling in both directions.

At the other end of the layout is a deep canyon traversed by a spectacular trestle and bridge, the combined efforts of Peter Webb and Sowerby.

The prototype followed is Southern Pacific, though a few different road names were spotted on some of the locos.

Sowerby's attention to detail was very apparent, not only on the locos and rolling stock, but in the buildings and scenery. The buildings have fully fitted interiors while the scenery has a myriad of fine detail.

About eight to ten people can comfortably view the layout at a time, so those not viewing were entertained with videos, Sowerby's excellent library and the Bring and Buy table.

Sowerby's wife Jenny served a delicious afternoon tea which was "done justice to" by the members.

The Vice President apologised for the President who was unable to attend. He welcomed the visitors with a special welcome to Al Hugar from Laurel, Maryland, U.S.A. Al has been working in Canberra for the last couple of months, but unfortunately has to return to the States in a few weeks time. We tried to talk him into staying for the Convention, but he said his company would not go along with the suggestion.

To Sowerby and Jenny, thank you for a most enjoyable and entertaining afternoon.

Note: This HO scale layout is on the Layout Tour at our Rails Down Under Convention '88 on Sunday, 22nd May, 1988. Also Sowerby Smith will be presenting a clinic on Benchwork at the Convention on Saturday, 21st May, 1988.

\* \* \* \* \*

#### April

After eight days of rain, rain, rain, including a washed out Easter break, there was a chance that Saturday, 9th April might be fine. Alas no! More rain and a cold southerly blowing.

This didn't deter thirty one members and three visitors turning up at Gordon Farnsworth's home at South Kingswood, one of Sydney's western suburbs.

Gordon has a room under his home devoted entirely to his layout, which is roughly a folded dogbone shape in the form of a "U".

The layout is HO scale modelled after the Sierra Railroad in the U.S.A. The real Sierra Railroad travelled through some very mountainous terrain, so Gordon has duplicated this with high mountains, deep valleys and ravines, bridges and trestles.

Being single track, with many on line industries such as timber, gravel and manufacturing plants, provides a lot of operation for switching. However, with so many visitors, we were content to watch the trains go by and admire the detail in the buildings and scenery.

Apart from the lighting in the buildings (something seldom seen on a layout), there were little cameos like the gravedigger at work in the church graveyard with the coffin nearby, the washout on the inclined track at the timber mill, wreckage of a freight below a trestle, etc.

This detail was carried through on the locos and rolling stock with some beautiful scratch built and kit bashed freight cars and cabooses (or is it caboose?). Some of the loads on freight cars, such as the slabs of granite on a flat car, were excellent. Maybe Gordon could write an article for Main Line?

Lighting of the layout was by spotlights fixed to the ceiling in appropriate places, but placed so that the light was directed onto the layout, not in your eyes.

Next to the layout room, was the billiard room with comfortable seating and, of course, the billiard table which was used to display some excellent examples of scratch building in ON3 by George Paxon and Jack MacMicking.

The Bring and Buy table was well stocked and appeared to be doing good business judging by the amount of money changing hands.

After a delicious afternoon tea, the President welcomed visitors and new members and reminded members about forwarding the voting form in the January issue of the Bulletin.

The Convention Chairman then gave an "off the cuff" run down on the Convention programme for the Saturday and Sunday and encouraged members to bring a friend. He also announced that Bruce Walthers, President of W.K. Walthers Inc., will be the guest speaker at the dinner on the Saturday night.

Then down below again for some more running on the layout, looking over the Bring and Buy table and admiring the ON3 models.

Our thanks to Gordon, his wife and daughter for throwing open their home to thirty four people on such a wet, cold and windy day. I overheard one member say he wouldn't have missed it for quids, because he had picked up some great ideas for his own layout. "Nuff said!"

Note: Gordon Farnsworth will be presenting a clinic on scenery at the Rails Down Under Convention '88, on Saturday, 21st May, 1988.

Bruce Lovett

\* \* \* \* \*

(Note: This is Bruce's last Sydney Meetings report as he is not standing for re-election. - Ed.)



#### RENEWALS

All renewal payments and enquiries should be directed to

Jack MacMicking  
247 Eastern Valley Way  
Middle Cove  
NSW 2068  
'phone (02) 958 5988

# RAILS DOWN UNDER CONVENTION '88'

\* MACQUARIE UNIVERSITY

\* SAT 21 AND SUN 22 MAY 1988

\* MODEL CONTEST

BE IN IT, HAVE A GO AND EARN POINTS FOR YOUR ACHIEVEMENT PROGRAM



## FACTORS USED BY JUDGES IN SCORING

### A. CONSTRUCTION — Maximum 40 points

- A.1 Below average ..... 0-10 points
- A.2 Average ..... 11-25 points
- A.3 Above average ..... 16-25 points
- A.4 Exceptional ..... 26-40 points

### B. DETAIL — Maximum 25 points

- B.1 Simple model, small amount of detail ..... 0-15 points
- B.2 Average model, well detailed ..... 16-19 points
- B.3 Difficult model, completely detailed ..... 20-25 points

### C. CONFORMITY — Maximum 10 points

- C.1 Partly in conformity to prototype practice ..... 0- 4 points
- C.2 Mostly in conformity to prototype practice ..... 5- 9 points
- C.3 Completely in conformity to prototype practice ..... 10 points

### D. FINISH and LETTERING — Maximum 25 points

- D.1 Below average finish and lettering ..... 0- 6 points
- D.2 Average finish and lettering ..... 7-11 points
- D.3 Above average finish and lettering ..... 12-18 points
- D.4 Outstanding finish and lettering ..... 19-25 points

### E. SCRATCHBUILT — Maximum 25 points

- E.1 Partly scratchbuilt (25% of total work) ..... 0- 5 points
- E.2 Mostly scratchbuilt (50% of total work) ..... 6-13 points
- E.3 Completely scratchbuilt (90% of total work) ..... 14-25 points

#### NOTES

1. On a completely scratchbuilt locomotive or car the exempted parts constitute approximately 10%.
2. Refer to the Model Contest Directory for exempted items under each category.
3. This Scoring Aid is intended as a guide only. If the judge finds that a particular model does not fall into any of the above divisions, he will score the model as he evaluates it.
4. Keep in mind that under *Scratchbuilt* the judge is evaluating *quantity* only. *Quality* is judged under construction.

## NMRA Model Contest Judges' Score Sheet

Model Description \_\_\_\_\_ Entry No. \_\_\_\_\_

Describe Your Model in Detail. Check the Items that Apply. Add Other Data.

### 1. CONSTRUCTION (Maximum 40 Points)

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Drew my own plans     | <input type="checkbox"/> Followed a construction article | <input type="checkbox"/> Soldered                |
| <input type="checkbox"/> Used prototype plans  | <input type="checkbox"/> Cut and fit metal               | <input type="checkbox"/> Cut and fit cardstock   |
| <input type="checkbox"/> Used kit plans        | <input type="checkbox"/> Cut and fit plastic             | <input type="checkbox"/> Cut and fit glass       |
| <input type="checkbox"/> Used commercial plans | <input type="checkbox"/> Cut and fit wood                | <input type="checkbox"/> Crosskitted (kitbashed) |
|  |  | <input type="checkbox"/> Made patterns           |
|  |  | <input type="checkbox"/> Made molds              |

Points Awarded

Describe in detail how model was built: \_\_\_\_\_

### 2. DETAIL (Maximum 25 points)

Describe complexity, difficulty, refinement, amount of subordinate parts. \_\_\_\_\_

Points Awarded

List commercial parts used. \_\_\_\_\_

### 3. CONFORMITY (Maximum 10 Points)

Give information as to prototype modeled, or explain logic of design. \_\_\_\_\_

Points Awarded

### 4. FINISH and LETTERING (Maximum 25 Points)

- |  |  |  |                                       |   |
|--|--|--|---------------------------------------|---|
| <input type="checkbox"/> Weathered             | <input type="checkbox"/> Not weathered       | <input type="checkbox"/> Sprayed       | <input type="checkbox"/> Brushed      | <input type="checkbox"/> Masked and sprayed |
| <input type="checkbox"/> Used decal lettering  | <input type="checkbox"/> Used decal striping | <input type="checkbox"/> Hand lettered | <input type="checkbox"/> Hand striped |   |
| <input type="checkbox"/> Other (explain) _____ |  |  |                                       |   |

Points Awarded

### 5. SCRATCHBUILDING (Maximum 25 Points)

List all parts you have fabricated. You will receive credit for these. Note any special or unusual features. \_\_\_\_\_

Points Awarded

This space is for Contest Committee only

Tabulated \_\_\_\_\_

Verified \_\_\_\_\_

Final Score