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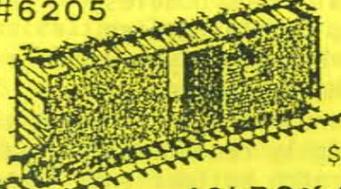
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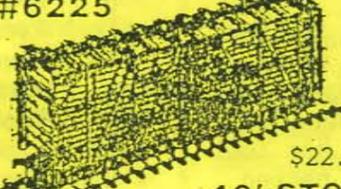
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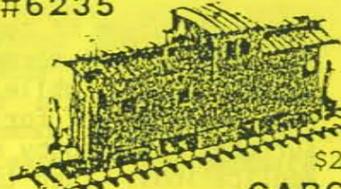
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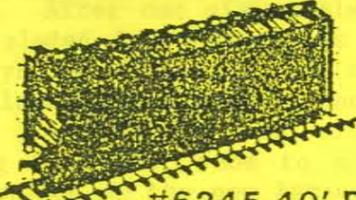
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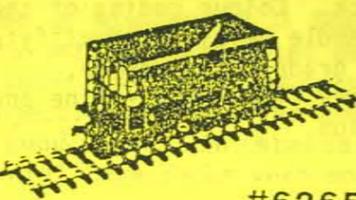
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O Gauge

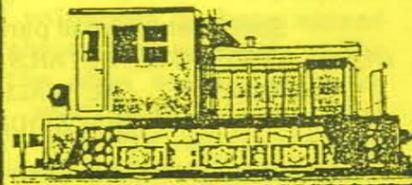

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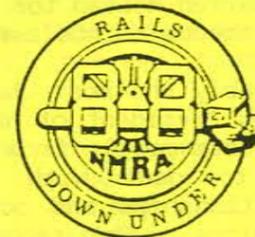
MAIN LINE

OFFICIAL PUBLICATION OF THE AUSTRALASIAN REGION

REGISTERED BY AUSTRALIA POST - PUBLICATION # NBH 7190

VOLUME 5 NUMBER 4 OCTOBER NOVEMBER DECEMBER 1988

*MERRY CHRISTMAS
 TO ALL OUR
 MEMBERS & THEIR
 FAMILIES*



COOPER 1988

FROM THE PRESIDENT

The last 3 months have been very eventful for our region and I am pleased to report a significant increase in membership. Our first "out of town" meeting in Newcastle was very successful and will result in the formation of a Newcastle group servicing members in the Hunter-Taree area. My thanks go to Bruce Lovett for his efficient organisation of our stands at the Newcastle and Liverpool Exhibitions and to Warren McLean for his hospitality and contagious enthusiasm.

Probably the most challenging aspect of being President of an organisation that attracts people from all walks of life, is to deal with the interpersonal relationships and occasional clash of opinions. The recent article by Bill Cooper regarding the relationship between a modeller and his girlfriend/spouse has offended some of our participating ladies and for that I apologise. Bill's editorial is written independently and does not necessarily reflect the opinion of the executive committee.

I'm sure we have all enjoyed Bill's Bumlings over the editions, often offering words of encouragement, sometimes a "tongue in cheek" account of modellers social problems. This time it would appear he has succeeded in generating some letters to the editor which, I can assure you, is not easy to do without broaching controversial issues.

The women in our lives may or may not take an active interest in our hobby and even when we are fortunate to have an interested partner, the pressures of family or business (or both) often prevent her participating in meetings or exhibitions. Therefore our participating ladies are a valuable and appreciated resource who add an extra dimension of support to our favourite pastime.

Peter B

AUSTRALASIAN REGION DIRECTORY

<u>PRESIDENT</u>	<u>VICE-PRES</u>	<u>SECRETARY</u>	<u>TREASURER & TRUSTEE</u>	<u>ACHIEVEMENT PROGRAM</u>
PETER BURROWS 175 PRETORIA PDE HORNSBY 2077 (02) 477 2395	SOWERBY SMITH 174 FULLERS RD CHATSWOOD 2067 (02) 411 5726	GARRY WHEATLEY 3 ACACIA PLCE GREYSTANES 2145 (02) 604 9192	JOHN SAXON 37 BEATRICE ST CLONTARF 2093 (02) 949 4767	RICHARD ROTH 1 THE CRESCENT HELENSBURG 2508 (042) 94 2133
<u>MAINLINE ED & TAPE SLIDE DISP</u>	<u>MEMBERSHIP & RENEWALS</u>	<u>COMPANY STORE</u>	<u>DIRECTOR-DIV 1 (QUEENSLAND)</u>	
BILL COOPER 2 MASON AVE CHELTENHAM 2119 (02) 86 1724	JACK MACMICKING 247 EASTERN VALLEY WAY, MIDDLE COVE 2068 (02) 958 5988	BOB BENSON 12 RUSSEL AVE WINSTON HILLS 2153 (02) 639 1247	KEN LEITCH P.O. BOX 205 MERMAID BEACH 4218 (075) 52 6322	
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KERRY MCPHERSON 21 CROSSLEY CLS MELBA 2615 (062) 58 1421	GRAHAM NITZ 20 ALPHA ST NTH BALWYN 3104 (03) 857 6959	RAY BROWNBILL 12 SIGNET ST HALLET COVE 5158 (08) 381 4866	BRUCE SEDDEN 17 DEBRON AVE REMUERA AUCKLAND 5 50 1923	

MAINLINE is the official journal of the Australasian Region of the National Model Railroad Assoc., 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 Mainline, P.O. Box 529 Epping NSW 2121. Paid advertising is welcomed. Current rates payable in advance for four issues are \$110 for a full page, \$60 for a half page and \$30 for a quarter page.

BILL'S BUMBLINGS



MAKING MISTAKES

"TO ERR IS HUMAN"

We all make mistakes. The problem is that mistakes are wasteful and costly. In full scale, (i.e. 'the real world') mistakes can be lethal - hence car, train, plane crashes and ships sinking - but in the model world, mistakes mainly consume time and money, given that carelessness on the house side of transformers can kill. Can we do away with mistakes? Those that have built layouts described in the model press seem to have done so. Though not necessarily our chosen style, era or scale, these layouts (the most popular of magazine articles) approach perfection. They are substantially complete, operational and significantly, have neat stock lists (Loco and car lists are said to be the most popular part of these most popular articles).

How can these masterpieces be created without the false starts, dead ends, half-finished projects and impulse buying of inappropriate stock that retard the progress of the rest of us? The answer of course is that they don't.

As a general rule you don't know what you want until you find out what you don't want. A good layout needs a builder, or builders prolific enough to have accumulated sufficient experience (i.e. mistakes etc.) to know what they want and then have enough drive remaining to carry it through.

What constitutes a mistake? Well, it can be the purchase of an expensive loco for an existing layout, to find that it won't handle the curves, the flanges are too large, or it runs like a dog (with apologies to dogs). It may be the scratchbuilder, who builds two left sides of a car or building. Maybe, a scenery experiment, say, resin river, poured too deep, causing a warped, smelly, awful-looking mess. Trying to fit a pre-metric quart into a pint pot is a common mistake. It may just be knocking over a paint jar, or volunteering to edit a magazine....

The point is that the only 'perfect modellers' are those that don't model anything. Conversely, to even approach perfection, requires that you commit, or be aware of, many pitfalls and errors. That doesn't mean that carelessness helps. Basic self-interest suggests minimising mistakes.

To this end, reading every magazine and book that you can lay hands on is an asset, representing as they do, the collective mistakes of others.

Mistakes that we can avoid. For example, the writer of an article on converting an Athearn Trainmaster to a Baby Trainmaster will have already cut a frame and shell in the wrong place (and subsequently found the right place), so saving us from doing it.

I think the ultimate mistake is to become disheartened, or lose motivation, by mistakes. If you've just 'done it... again' then accept it as a learning experience and look forward from there. After a while, mistakes become fewer. People might even come to think that you're perfect....little do they know.

SUMMER MODELLING

Probably the greatest handicap our hobby has in our land down under is the climate. Warm and sunny, calling us constantly to the great outdoors where we can enjoy fishing, golf, swimming, tennis etc. What chance has the layout got, tucked away in a hot and stuffy corner of the house or garage. Apart from capitalising on our brief winter months (still mild by North American standards) or the odd rainy day, the modeller needs to be very enthusiastic to resist the myriad of outdoor attractions.

Well here is a new thought for all you sport fans -

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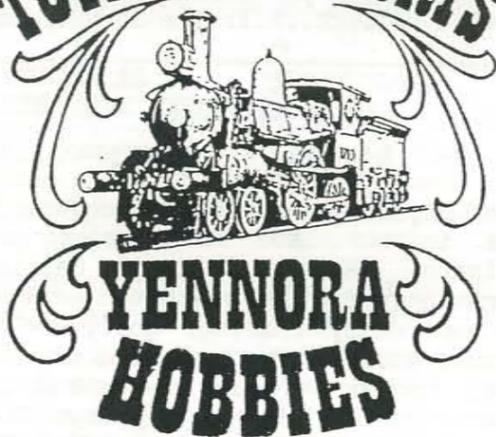
SCRATCH BUILDERS CATALOGUE : Includes Grandt Line and
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The Region has a selection of U.S. produced clinics available for a fee of \$6.00 to defray certified postage and handling costs. All you need is a 35mm slide projector and a cassette tape player to enjoy them for a 2 week period.

The currently available clinics are as follows:-

Clinic No.	Title	No. Slides	Minutes
80-12	Car Scratch Building Techniques	60	26
80-15	Locomotive Weathering By Air Brush	61	38
80-18	From Plastics to Plaster	151	60
80-19	Blending Backdrops with Scenery	57	53
80-20	Optimum Use of Space	71	56
80-22	Scratch Building From the Prototype	81	21
80-23	Scenery and Layout Photography	104	60
80-27	Car Body Castings	53	35
80-28	Colouring Scenery	63	30
80-31	A Look at Model Railway Techniques	90	60
80-32	Soldering Techniques	59	25
80-34	Distinctive Rolling Stock	86	33
80-35	The Lilliputian World-Scenery Const.	89	37
80-36	"John Allen's Gorre & Daphetid Railroad"	112	67
80-40	Painting & Declaing Plastic Models	171	45
80-41	Front Projection Photography	99	44
80-44	Scenicking Your Model Railroad	114	46
80-46	Rocks	128	40
80-47	Realism With Plastic Structures	57	20
80-49	"Ore Mills ...How, When,Why"	108	28
80-50	Styrene and Other Stuff	106	40
80-51	"Identifying & Explaining Loco Parts"	249	75
80-53	"Theres No Place Like Home"	130	50
80-54	Overhead Systems for Operation	84	35
80-55	Hard Shell Terrain and Zip Texturing	72	36
80-57	Passenger Car Construction	130	43
80-56	"Kitbashing - A Modelling Concept"	52	23
80-58	All Aboard: Introduction to Model RR'ding	128	25
80-59	Toward A Modular Concept	57	40
80-60	Switch to Better Turnouts	99	41
80-61	Photoetching	68	53

Send you requests with your payment of \$6.00 for return despatch to:-

Bill Cooper
2 Mason Avenue
Cheltenham NSW
Telephone (02) 86 1724

You may either return the clinics by certified mail or drop them back to Bill's home by arrangement

NATIONAL MODEL RAILROAD ASSOCIATION AUSTRALASIAN REGION AGM REPORT 1988

Minutes of the Fourth Annual General Meeting held at Macquarie University, Sydney on 21st May, 1988.

Present: J. Saxon (Retiring President & Chairman), B. Lovett (Retiring Vice President), G. Wheatley (Secretary), K. Brown (Retiring Treasurer), I. Venables (Retiring Director), G. Nitz (Director), P. Burrows, S. Smith, P. Knife, J. MacMicking and other members including Interstate and International guests (Bruce Walthers & wife, USA and Paul Hobbs, NZ).

Bruce Lovett (the Convention Chairman) delivered a Welcoming Address at 9.55am.

The AGM was held in conjunction with the Region's 2nd Convention and those attending participated in the following:

Lucky Door Prize and Raffle, Model Competition, Silent Auction, Clinics, Videos and Tape/Slide Clinics, Hobby Shop and Photo Competition.

PRESIDENT'S REPORT: The President advised that in accordance with the Constitution he would be stepping down from the Presidency, having served the maximum two consecutive terms. All other office bearers were appointed for two years so accordingly nominations had recently been called for all positions.

The President then presented Regional certificates to B. Lovett, G. Wheatley, K. Brown, J. MacMicking, W. Cooper, I. Venables and Toni Saxon marking their services to the Region.

"PRESIDENT'S AWARD" - was presented to B. Lovett for his outstanding contribution to the Region over the preceding 2 year period and also as Convention Chairman.

The President also presented Achievement Certificates to D. Turnbull and Phil Knife (3).

MEMBERSHIP FEE: Article 4 of the Constitution was amended to increase membership fees to \$9.00 Annual (NZ\$11) and \$36, 5 years (NZ\$44).

CONSTITUTION: The membership approved the amendment of Article 5 to separate the position of President and Trustee.

TREASURER'S REPORT: The retiring Treasurer addressed the meeting and presented the Treasurer's Report. He would in turn present the balanced financial records to the incoming Treasurer (J. Saxon).

DECLARATION OF ELECTION OF OFFICE BEARERS: The President advised that since only one nomination had been received for all positions that in accordance with the Constitution, such nominees were automatically elected without recourse to ballots. He then announced the following appointments for the two year period expiring May, 1990.

President	Peter Burrows
Vice President	Sowerby Smith
Secretary	Garry Wheatley
Treasurer	John Saxon
Directors	
Division I	Ken Leitch
Division II	Kerry McPherson
Division III	G. Nitz (continuing)
Division IV	Presently vacant
Division V	Bruce Seddon

ACHIEVEMENT PROGRAM: Phil Knife addressed the meeting and encouraged more participation in the Program by the membership.

OUTGOING PRESIDENT'S CLOSING REMARKS: The president, in closing thanked those present for attending the concurrent Convention which he judged to be a success with 153 registrations. He then thanked by name those assisting in the organising of the Convention. These were:-

B. Lovett, S. Smith, P. Burrows, K. Brown, G. Wheatley, B. Benson, J. MacMicking, W. Cooper, I. Venables, L. Hopkins, E. Lovett, T. Saxon, P. Knife, W. McLean, D. Watkins, S. MacMicking.

MODEL CONTEST: Phil Knife assisted by Bruce Walthers presented certificates to the successful entrants (details were published in the previous edition of Main Line).

TOP THREE POINT SCORERS: Thanks to the generosity of Warren McLean (Quality Scale Model Distributors), these modellers received a bonus award of open orders on *Grandt Line* parts for \$50, \$30 and \$20 respectively. Warren presented the awards to George Paxon and John Saxon, at the convention dinner that evening.

PHOTOGRAPHY CONTEST: The photography contest was conducted by the "popular vote" method. The following entrants were successful in the various categories:

Ray Walter	(B & W 1st & 2nd)
Kevin Brown	(Hon. Mention)
Keith McCarron	(Colour 1st)
Ray Parr	(Colour 2nd)
Bob Benson	(Hon Mention)

LUCKY DOOR PRIZES: Won by G. Nott (Tools) and Hank Mollenkamp (Video Tape).

RAFFLE: (Badger Air Brush Won by B. Lovett).

CONVENTION CLOSURE: At the retiring President's invitation, the outgoing Vice President and Convention Chairman (B. Lovett) addressed the meeting. He thanked those for attending and said he looked forward to the attendance of those members and their wives at the Saturday night Convention Dinner.

The incoming President, Peter Burrows, also briefly addressed the meeting. He spoke optimistically of the future for the Region and then formally closed the meeting.

There being no further business the meeting closed.



U.S. FEES INCREASE

Effective 1 September, 1988 there has been a change in the U.S. fees structure as a result of increased domestic postal increases and a re-assessment of the viability of the 5 year and Life Membership categories.

The new fees in U.S. Dollars are:-

Regular one-year memberships	\$22.00
Youth Membership (Under age 20)	\$15.00
Family Membership (Must accompany regular membership)	\$ 4.50
Affiliate Membership (No Bulletin)	\$12.00
Sustaining Membership (For model R.R. clubs and hobby shops, etc.)	\$44.00

Note that existing 5 year memberships will not be renewable on expiry and no new 5 year memberships are now available.

The former fee structure for Life Memberships has been discontinued. In future, cost of Life Memberships will be quoted from Chattanooga on providing your date-of-birth (To enable an actuarial assessment to be made).

The good news for Australasian Regional members is that, as a result of appreciation of the Australian Dollar, we can continue to charge \$A40 to cover both U.S. & A.R. memberships. However, the cost in NZ Dollars is now under review.

.....John Saxon

MA & PA MEMBERSHIPS

MEMBERSHIPS now available in the Maryland and Pennsylvania Railroad Preservation & Historical Society. Dues of \$US15.00 per year include the quarterly newsletter which provides the member with detailed historical and technical information as well as events. Send SSAE for application to: Fred H. Voelcker, Jr., 4-A Deepwater Court, Cockeysville, MD 21030. USA.

WELCOME ABOARD

Due to some omissions and errors we are listing below all new members from May to October 88. Our apologies to those previously missed and Laurie McLean who has been a member for some time.

MAY

- Clive Hoggan, Hackett ACT.
- Phil Moore, Kings Langley NSW.
- Craig Woodhead, Mt. Pleasant NSW.
- Dennis White, Goulburn NSW.
- Claus Kleinapl, Nth Parramatta NSW.
- David Gemmell, Emu Plains NSW.
- Chris Harris, Blakehurst NSW.
- Ian Hopkins, Willoughby NSW.
- Peter Swanson, Frenches Forest NSW.

JUNE

- David Reidy, Mosman NSW.

JULY

- Warren Wilton, Davidson NSW.

AUGUST

- Lee Davis, Prospect NSW. (Rerailed)
- Ted Chapman, Cooranbong NSW.
- George Delandre, Wingham NSW.
- Ed Millington, Heathcote East NSW.
- Harry Hessing, Valentine NSW.
- Rod Hickman, Coopernook NSW.
- Steve Harding, Nth Turrumurra NSW.

SEPTEMBER

- Rowan Thacker, Metford NSW. (Jnr)
- Bruce Heinzl, Lochinvar NSW.
- Geoff Magill, Cardiff NSW.
- John Gordon, Roseville NSW.
- Trevor Rogers, Cooranbong NSW.

OCTOBER

- Powerline Models, Penrith NSW.
- Fraser McDonald, Leura NSW.
- Murray Weymouth, St. Marys NSW.
- Peter Meyers, St. Helens Park NSW.
- Perc E. Hassel, Norah Head NSW.
- Perc G. Hassel, Westmead NSW.
- Geoff Mills, Lalor Park NSW.
- Roger Hord, Castle Hill NSW.
- Southern Cross M.R.C. NSW.



METRIC MODULES

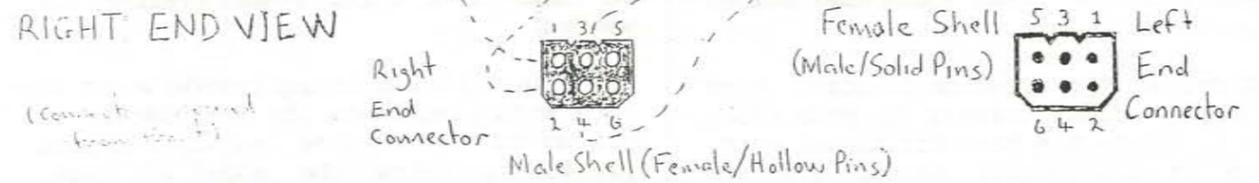
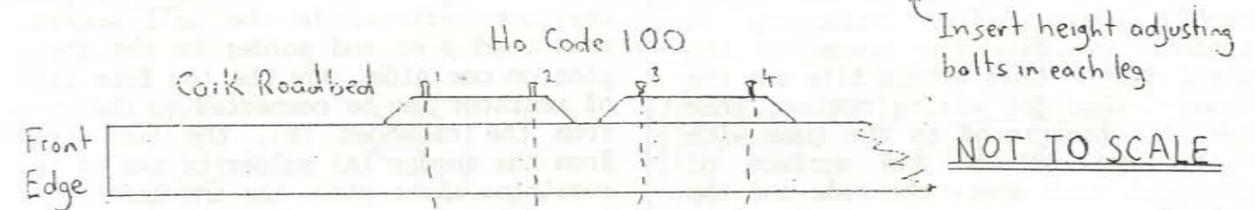
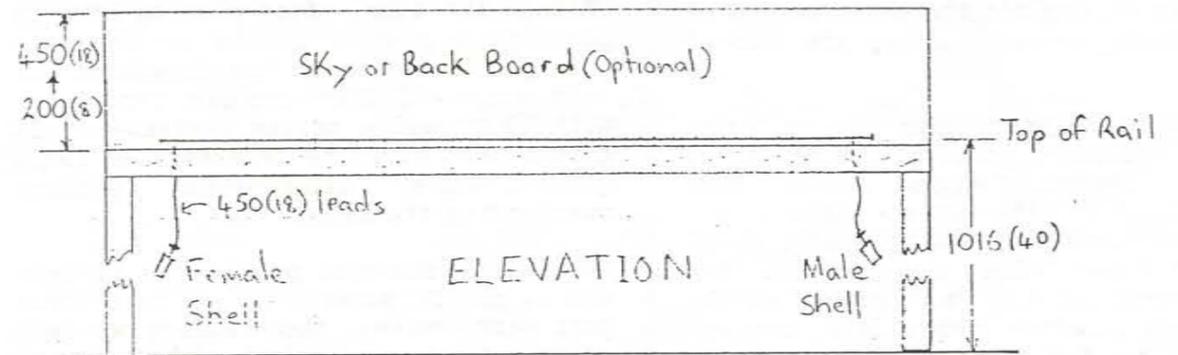
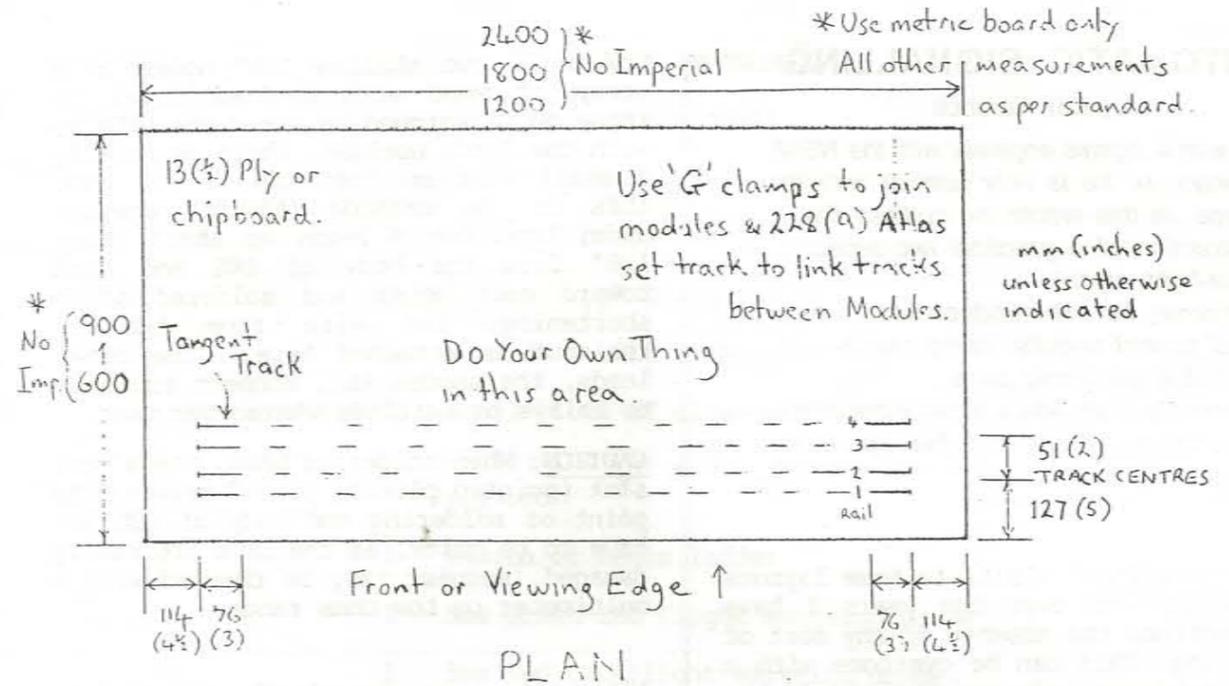
Our venture into module land has revealed some minor hiccups that need to be sorted out. The participating members have discovered two problems that require a decision on standards as they apply to the Australian Region.

The first is the basic board sizes. There are still some imperial sized panels around but metric is by far the most common. We cannot mix the two because there are several millimetres difference which would cause problems when assembling complete loops. Therefore only metric will be used in our region.

This applies to the baseboard/skyboard dimensions only. All other dimensions (rail height, track centres etc) will be as per the published standard.

Connectors are the other problem. The recommended plug and socket from Tandy are expensive, not identical to the US component and the male/female do not mate securely. After considerable research we have settled on the Utilux 6 way connector stocked by Dick Smith. These connectors are keyed, robust, easy to terminate, mate securely, provide 2 spare pins and cost only one fifth of the cost (per module) of the Tandy components.

See the diagram opposite for details and references for construction ideas. Note that two of the references are for ideas only and do not follow standard dimensions.....Peter B.



NMRA (AUST REGION)

MODULE CONSTRUCTION

GUIDE (Ho)

Use in conjunction with the "Bulletin" Jan 88 page 28,29 (Construction Only)

* Feb 88 page 18,22,23 (Standards)

June 88 page 33-35 (Ideas x Wiring)

CONNECTOR DETAILS

UTILUX Bubble Pack

H9396-D1

Available from

Dick Smith P-5106

\$2.50

AUTOMATIC SIGNALLING

by Don Turnbull

Don was a signals engineer with the NSW Railways, so he is very familiar with the prototype. In this article, he outlines the construction of a practical two-aspect colour-light signal.

Next issue, he will introduce some useful signal control circuits, using readily obtainable electronic parts.

Operating signals add a whole dimension of realism to layouts and their operation.

On my occasional visits to home layouts and exhibitions over the years I have often noticed the absence of any sort of signalling. This can be overcome with a little patience and some ability in the use of a soldering iron. I will endeavour to explain the construction of a two-light signal, using the listed parts.

First the 1/8" brass tube (can be found in some ballpoint pens) cut to length to suit the height of signal needed, then cut out from the sheet brass, the background and platform to shape, drill the two 9/64" holes, and make the two bends, next cut two short pieces of the 5/32" tube, reduce with a file, one end of each to fit tightly in each hole, slightly rivet before soldering in position, now file the hoods to the desired shape. Next with a file cut the elongated slot for wiring outlet, then solder the background to the tube with the slot at 90° to the surface of background, also shape the side and top shield from the brass sheet and solder in position.

Next cut out the sub-base in brass, bend to shape, solder corners on underside, then to create the base for signal post, using an 1/8" drill in an electric drill, bore into end grain of the block of wood, remove and wind a layer or two of selotape on drill, replace wood block on a tight fit then turn or file to the desired shape, this should be slipped on to post before the brass sub-base is soldered in position square with face of signal, the wooden base can now be glued in place.

Now drill two shallow 1/8" holes in a scrap of wood with centres equal to those on background to stand the LEDs in with the leads upright, there is usually a small flat on the side of the LED, this is the cathode (K) or negative side, bend the K leads up short about 1/8" from the body of LWS and bend toward each other and soldered after shortening, the wire from the 1K resistor is attached here. The other leads, the anodes (A), connect to wires to relays or switches whatsoever used.

CAUTION: When soldering LEDs, use a heat sink (pointed pliers) placed between the point of soldering and body of LED you have to be quick, as the LEDs are easily damaged, suggest they be checked with a multimeter on Low Ohms range.

After attaching wires to the two anodes, thread the three insulated wires down through the tube, after placing LEDs in position G over R filled in the rear with plasticene which can be washed out with turps if LEDs require replacing. With 12vDC and a series resistor of 1K this should never be necessary as 10m/a gives ample illumination without overloading the LEDs.

Next after removing pins 4 and 11 from the 14 pin IC socket, cut in half where pins were removed, then bending one lead of resistor back parallel with it locate resistor vertical in the half socket, bend lead over and solder to the three pins on one side, now the top free lead of resistor can be connected to the wire from the cathodes (K), the two wires from the anodes (A) solder to two of the remaining three pins, the one left could be used if a third light (Yellow) is wanted.

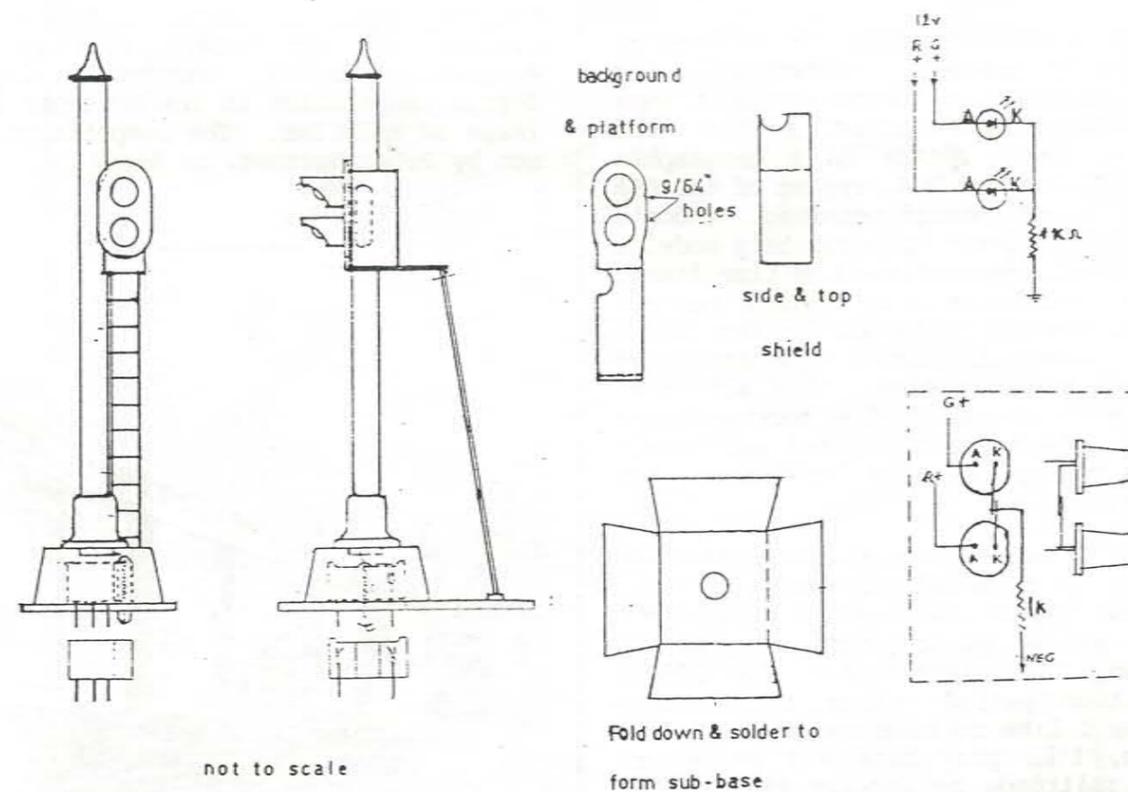
Now after filling in gap beside wires in tube with plasticene the half socket is placed in the sub-base leaving the pins protruding below the edge of base, standing the signal upside down, secure in place with Araldite, after cutting a rectangular hole in the 1/32" bakelite (to clear the other half of IC socket) also cement to sub-base, now locate an eyelet in bakelite to fasten bottom of ladder, finally shape a small pinnacle from wood and fit to top of post and paint to suit.

CONTINUED NEXT EDITION.....

LIST OF MATERIALS

(per signal)

- 1 3"x 1/8" brass tube
- 1 1/2" x 5/32" brass tube
- 1 3" x 3" x .015 brass sheet
- 1 small block of close grain wood
- 1 1 1/4" x 3/4" x 1/32" bakelite or plywood
- 1 length of brass ladder
- 1 3mm Green LED (light emitting diode)
- 1 3mm Red LED (light emitting diode)
- 1 1K 1/2 w Resistor
- 1 14 pin DIL IC socket
- 1 12" length of fine insulated wire



BASE(MENT) THOUGHTS

By Chris Hitchens

After living in 6 cities in the last 13 years, construction of layout was at best, only a mind teasing exercise - though I did manage a loose affair in Perth about 8 years ago. Now with the feet firmly spiked to the roadbed, its time to get serious - a time to find out whats really in all those boxes and cartons, some thick with dust. Finally a chance to gather up all those ideas, helpful hints, friendly advice and concepts and create the "masterpiece".

Scraps of paper covered in circles, bridges, mountains, cities, yard scenes - the mind is a jumble - the paper looks like a bowl of spaghetti and I'm confused. Let's go back and see what others have done. Model Railroader, RMC, 101 Layout Designs, John Armstrong and others. Some sense of reality is found.

Yes, we don't want too much space or heaps of track going everywhere but nowhere. Keep it simple stupid (KISS principal). Makes sense - limited budget, time and I want to run something as soon as possible to keep the enthusiasm alive.

Perhaps a concept needs to be created and firmly grasped. After all, the great prototype railroad creators were dealing with reality, not fiction. So, firstly, let's settle on a geographic area. I like the N.W. region of the USA so that's one concept resolved. I don't have the diligence to accurately model a particular area, railroad or time frame. So I'll settle on a geographic concept that's logical. A reason for the railroad, a means of staying in business and a decade or so in time. This allows me to have the necessary free hand to doing what I like and achieve and end result which brings me the enjoyment I'm looking for.

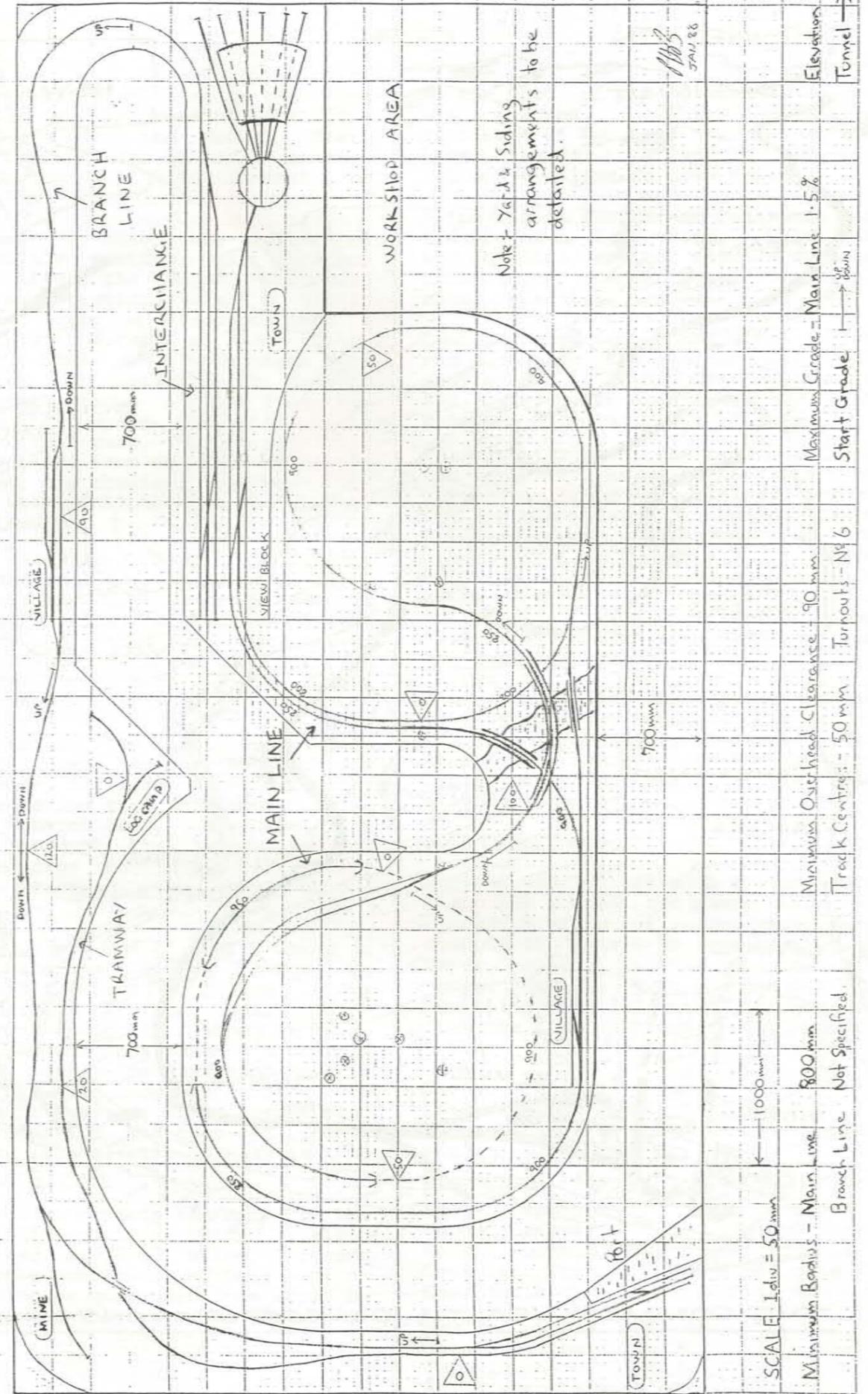
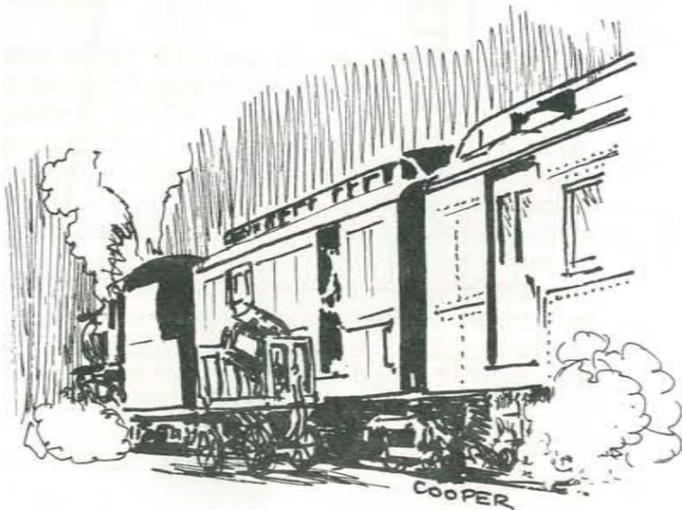
So I've picked a geographical area which enables me to model mountains, rivers, bridges, branch lines, class 1 railroads and narrow guage, old, new or in between, I'll settle for the 1950's transition period (steam to diesel). Because I like to have the best of both worlds, I'll pick bits and pieces of these railroads to incorporate into my empire. Oh, remember KISS - nearly forgot.

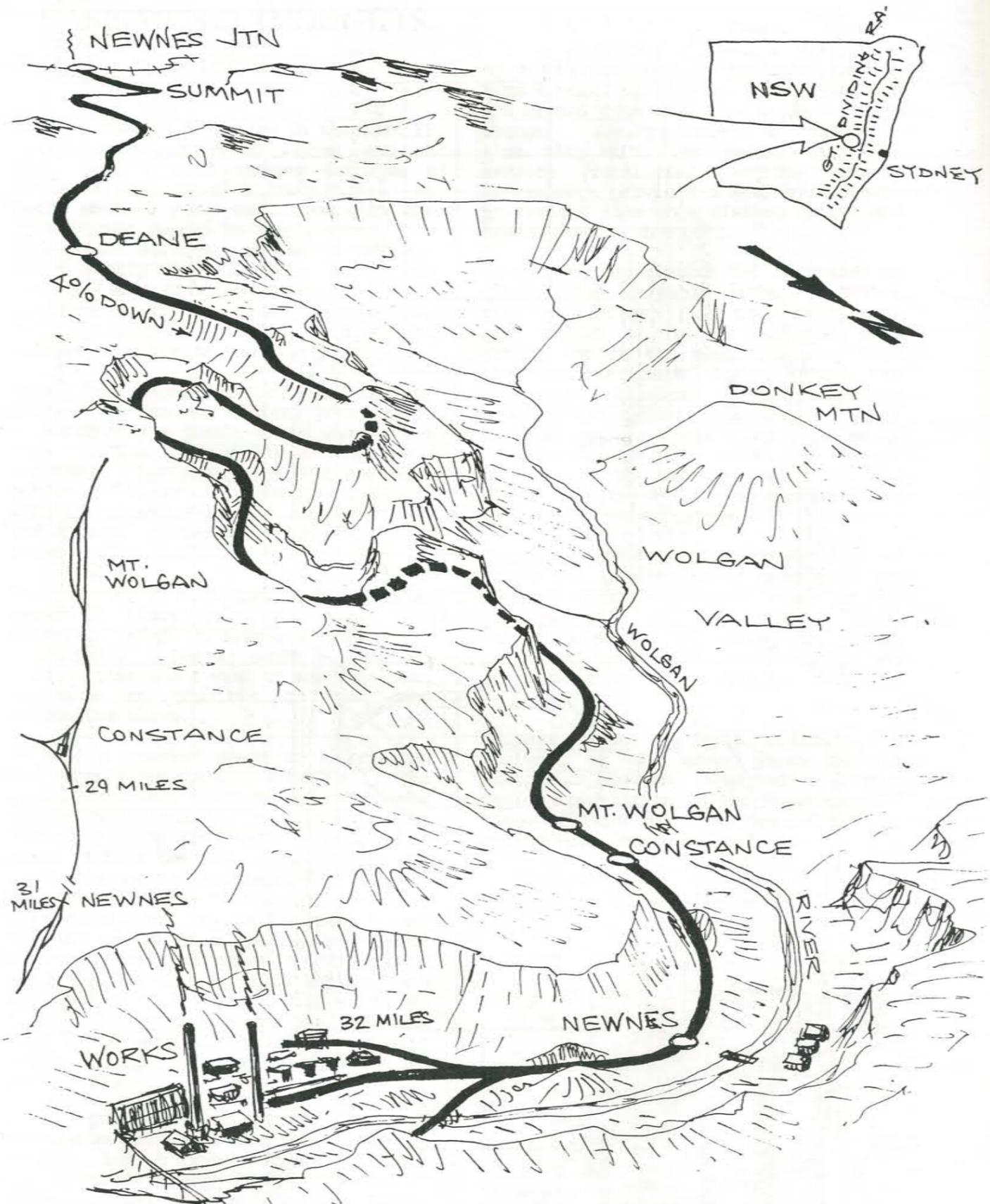
My mind visualises a railroad running from a port, up a river valley, through and around some mountains to an interchange. Nearby there's a reasonable size city with its yards, terminal, service facilities. The nearby interchange provides a healthy business in freight from more distant cities and towns, down to the port.

On our journey through the mountains we notice much valuable timber. Better provide a branch line to service that and enable it to be shipped out. Further up on the mountains away from the coastal rain forest there is different geological strata suggesting ore bearing deposits. Valuable stuff once refined but there's not a lot of it - low volume, high value. A narrow guage line to service the mines and enable a successful mining venture to be established is necessary.

Get the picture - yes I can see lots of operation, profits being generated and happy shareholders. But there is one problem, it's all just in the mind. It's time to set to, survey the route, put up the proposal to the investors and start construction. Let's get underway!

Editors Note - Chris Hitchens, a stalwart of the early years of the Australian Region, launched a layout design competition in the November 1987 issue of MAINLINE. The competition was won by Peter Burrows, no less!





THE COMMONWEALTH OIL CORPORATION'S LINE

.....CONTINUED

For the next 5 or 6 miles the line passed along the edge of the pine plantations in the Newnes State Forest over grades of 1.30 against down trains and 1.50 against up trains.

At 18m. 52c. the principal intermediate station was located, Deane, after the Chief Engineer. Deane was provided with a 660ft. crossing loop, a siding, and a triangle with curves of 3/34 chains radius. There was a water tank here and water was obtained by damming small creek about a mile from the station and pumping the water up by an electrical pump. The electricity was generated from an oil engine in a shed near the station. However this supply was unreliable and the pumping plant removed.

After leaving Deane the line descended on 1:43 for about a mile. From here the line descends down to the rugged valley of Penrose Creek. A large 'S' bend was encountered between 21m. 70c. and 23m 10c. On the first curve a 5/12 chain tunnel was located.

After leaving the first tunnel the line followed the creek, crossing from side to side when necessary until entering the 2nd tunnel which was 20 chains long. Now the line passes through the lower end of Penrose Gorge for about 13 chains before reaching the open Wolgan Valley.

Near the lower end of the 'S' bend a timber loading siding known as Rodwell's Bank Siding was constructed. At the end of No 2 tunnel a crossing loop known as 24 m. 10c. Loop was located on a high rock cutting, partly natural and partly artificial. The loop was difficult to work as it was on sharp curves and 1:25 grades and the down-end points and home signal were almost in the tunnel.

From here it skirts the base of the high cliffs until the bottom station is reached at 28/12 miles. During earthworks some parts of this section men had to be suspended from above by ropes while they carried out their work.

At the foot of the grade Mt Wolgan was reached. This originally consisted of two loop sidings but was later changed to a single dead-end siding, trailing to down trains.

A few chains further on Constance was reached on a 1.78 grade. This was the original engine depot, with a triangle, 3 engine sidings, pits, shed, coal stage and water tank.

Continuing on from Constance the line ran alongside the Wolgan River on easy grades to Newnes Station at 30m 70c. where a goods siding and 660ft crossing loop was provided.

The line followed the river east to the works area at 32 m. 6c. where an extensive layout of sidings served the various plants. During later years Constance was abandoned as the engine depot, although the triangle was still used for turning, and pits and sidings were constructed in the works area. The elevation was 1716ft, a descent of 2,244 ft from the Summit.

A watering place was established at 24m. 35c. in Penrose Gorge after the failure of supply at deane. The creek was dammed and the engines lifted water into their tenders with a steam injector.

LOCOMOTIVES

For the working of such a line with its steep grades and sharp curves a number of types of locomotives were considered, these being the Shay, Meyer, Mallet, Fairlie and Garratt types. Eventually it was decided to buy three Shay 70 (short) ton engines from the Lima Locomotive Co., Ohio, U.S.A.

These engines were of the three-cylinder three-truck type of the makers Class C. Some dimensions are:-

Cylinders	12"x15"
Boiler Pressure	200 lbs psi
Weight (empty)	111,000 lbs
Weight (working order)	141,000 lbs
Tank capacity	2,500 gals
Gear Ratio	20 to 45
Driving wheels	36" dia
Total wheelbase	40'3"
Tube length	11'
Rigid wheelbase	4'4"
Tractive effort	29,800 lbs
Grate area	22.5 sq ft

If the price of a Garratt locomotive had been a little closer to of the Shay, one with a tractive effort of 38,400lbs. may have been purchased instead of the Shays.

No 1. (B/N 1778 of October 1906) went into service early in 1907 and was used on construction beyond the 8 mile post. She carried a brass nameplate "Constance" on her cabside. She was cut up long before the closure of the line.

No 1 ran for 31/2 years without a major overhaul. The boiler was used in the works area for steam generation and the frame used as a short bridge along the line.

No 2. (B/N 1994 of September 1907) was assembled at Darling Harbour and demonstrated to members of the New South Wales Engineering Association at the end of January 1908. She was cut up for scrap in 1956.

No 3. (B/N 2100 of July 1908) was in service by January 1909 and worked a special train of two sleeping cars to Newnes conveying Federal Parliamentarians. She was cut up for scrap in 1956.

The Corporation purchased an 0-6-0 tank from Kerr Stuart (B/N 780 of 1908) for use as works shunter until 1912 when it was sold to Hoskings of Lithgow. It was later transferred to the South Coast for Australian Iron & Steel Ltd. where it remained in service until it was cut up in 1956.

No 4. was built by Lima (B/N 2270 of April 1910) and went into service late in 1910. No 4 was a large engine with a tractive effort of 40,400 lbs.; cylinders 14"x15" and weighed 90 short tons. No 4 did most of the work in later years and was eventually cut up in 1956.

These engines were assembled at Darling Harbour and worked under their own steam to Newnes Junction. A stock list of the Commonwealth Oil Corporation of 1909 showed seven engines. Four of these would have been the three Shays and the Kerr Stuart engine. One of the other would have been an F-class (ex N.S.W.R.), No 360 (B/N 2666 of 1886 - Beyer Peacock), sold to the Commonwealth Oil Corporation, Torbane in 1906. No 360X was taken to Newnes in 1930 after Torbane closed and was cut up in 1940.

Another was an 0-6-0 tank (B/N 32 of 1864 - M. Wardle) loaned by the New South Wales Railways to the Corporation from May 1907 to January 1910.

This engine was No 394X of the S-29-class (later 1001) and was used for construction and ballasting. There was also a Q-class on loan from the New South Wales Railways and used during construction. The seventh engine in the Corporation was an N-67-class at Torbane (B/N 17 of 1875 - Mort & Co.)

ROLLING STOCK

Two passenger cars were purchased by the Corporation. The first built by the Metropolitan Railway Carriage and Wagon Co. Ltd., Lancaster Works, in 1908 and was an end platform car seating 44 passengers. Seats were of plain plywood upholstered reversible pattern of minimum dimensions and comfort. The windows had roller blinds and the interior had a lavatory at one end and a guards compartment at the other. This car lasted to the end although the original oil lamps were replaced by electric battery lighting. This car was the one most used and was classed "Second".

The other car was built by the Metropolitan Amalgamated Railway Coach Works, Lancaster in 1908 and was more elaborate. It was fitted with a second class compartment at one end seating 30 passengers; a guards compartment and a first class compartment with a central table and loose chairs for 8 people. The car was in excellent condition with the original oil lamps at the time of closure.

An 18 h.p. rail-car, with cross seating for 10, built in England during 1911, was used for mails and supplies in the years leading up to the closure of the line. The Corporation also owned a 10 ton rail crane, built by Apperleys Ltd of London for use about the works. For the carriage of coke and shale, 19 32-ton bogie trucks called "Dreadnoughts" were built by M.R.C. & W.Co in 1908 having steel underframes and wood bodies, being numbered 101 to 113 and 115 to 120 inclusive.

Clyde Engineering built 10 'D' trucks in 1910 with steel underframes and wood bodies. These were numbered from 151 to 160 inclusive. The only covered vehicle was a bogie box car called "Black Maria" and numbered 114 which was used for the carriage of general goods.

The Corporation also purchased five new 5,000 gallon tank wagons which were sold soon after closing to another oil company.

Two goods brakevans were built by Clyde Engineering in 1910 and numbered 201 & 202. These two vehicles remained in service until the closure of the line and were cut up around 1940. Another brakevan was purchased from the New South Wales Railways in 1908 as No. 10860 but was destroyed by fire in the early days. All vehicles owned by the company were fitted with the Westinghouse air brake.

New South Wales Railway stock was often run on the line.

The passenger stock was originally finished in varnished natural wood while the goods stock was painted black or very dark grey with white lettering. During the Fell ara the 10 'D' trucks were finished in light grey bodies, black ironwork and lettered in yellow with black shading.

SAFE WORKING AND OPERATION

The line was built to handle up to 1,000 tons per day. The trainload was 180 tons on the 1:25 from the valley to Deane, and 215 tons to the Junction. Home signals were provided at each crossing place and were worked by centrally placed pullover levers. Instead of distant signals landmarks were provided, these being similar to the "warning" boards used on the N.S.W.R. They were painted green lettered in red "Warning" and located on the drivers side about half a mile from the home signal. They carried a red light at night.

Safe working was by normal staff and ticket to conform with the conditions imposed by the New South Wales Railways for the exchange of rolling stock and operation of passenger services. There was no interlocking, all points being worked by ball levers. It was practice to take the train in two loads from the valley to Deane where they were combined for the rest of the journey to the Junction.

The engines always ran funnel first on the steep grades.

Passenger services officially commenced on the 4th of February 1910 when a passenger car was attached to the Newnes train.

Timetable:-

Daily	
Newnes	dep. 8.30 a.m.
Newnes Junction	arr. 11.30 a.m.
Newnes Junction	dep. 1.30 p.m.
Newnes	arr. 4.30 p.m.

Traffic warranted a daily train for some years, but by 1921 the service had fallen off to a round trip each Monday, Wednesday and Friday. For a while during 1909 the traffic required two trains per day. After the closing of the works in 1924 the rail-car ran occasionally to Newnes Junction to bring in supplies for residents of the valley but severe washaways on the line ended this.

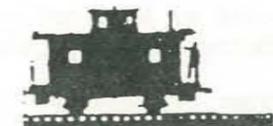
The Corporation did a large trade in raw shale and the "Dreadnoughts" were often seen at Darling Harbour.

The line was worked throughout its life practically without an accident although derailments were not uncommon due to the sharp curves and unballasted track.

The Wolgan Valley Railway was quite an engineering achievement considering the low cost and rugged country traversed.

The railway was also one of the most ambitious undertaken by private enterprise in New South Wales. Although there were many other large private railways, the Wolgan Valley Line was outstanding in regard to the length and difficult terrain, for the servicing of a single industrial undertaking. Much valuable information for the preparation of this article was obtained from the 'Australian Railway Historical Society's monthly magazine, The "Bulletin" No 266 of December 1959. This article is not claimed to be original.

..... BILL COOPER



MEMBERSHIP

Some Interesting Statistics!

The NMRA as at 31 August, 1988 had 22,099 members, an increase in one year of 4.4% and reversing the decline of recent years.

The Australasian Region had 249 members, an increase of 17 or 7.3%. Actually, we enrolled 61 new members but unfortunately 44 did not renew. However, 10 other Regions had a higher non-renewal rate than our Region.

We are 16th out of 17 Regions in membership. The British Region is the smallest with only 221 members but they are catching up with a net gain in the year of 35 to a total at 31 August of 221.

.....John Saxon

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BOOK & MAGAZINE REVIEW

A COMPREHENSIVE GLOSSARY OF RAILWAY AND MODELLING TERMS

What is a Mastodon? Don't know? Then look up page 14 of "A Comprehensive Glossary of Railway and Modelling Terms" book, which describes it as "A locomotive which according to the Whyte classification is of the 4-10-0 wheel arrangement."

Didn't know? Neither did I until I read this fascinating book of both prototype and modelling terms.

This soft cover A4 size book of 25 pages covers over 1100 terms ranging from A-unit to zip texturing and everything in between. As well it has very good drawings of Walschaert, Stephenson and Bulleid valve gear.

Although produced by the British Railway Modellers of Australia, the book not only covers English terms but many Australian and American terms apart from terms that are used world wide.

Priced at \$6.95 each, I recommend this book to broaden your knowledge of both prototype and modelling terms.

Available from Peter Betts, 40 Merrilee Crescent, Frenchs Forest, N.S.W., 2086. Please add \$1.00 for postage and packing.



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[annual general meeting]



Australasian Region
National Model RR Assn Inc
[annual general meeting]
[annual model contest]



AUSTRALIAN MODEL ENGINEERING MAGAZINE

The first issue of this magazine was launched in October, 1987, and has been produced regularly since on a monthly basis, averaging fifty pages per issue.

It mainly covers live steam model railways in Australia and New Zealand from Gauge 1 to 7 1/4" Gauge, but also has articles on live steam boats and stationary engines.

Club Round Up is a regular feature of reports from most of the live steam model railway clubs with plenty of photographs. Also included are full details, addresses and running days of these clubs where you can see, smell, hear and ride on these beautiful masterpieces of the art of model engineering.

The magazine has a good balance of club information, construction articles, workshop hints and even a page for the ladies, the June issue describing how to make bread!

Produced on a good quality matt paper in black and white, the only criticism I have is that some of the photos lose their crispness on the matt paper. However, to produce it on glossy paper would no doubt increase the price.

Priced at \$3.50 each, the magazine is excellent reading even though you may model in HO or N scales. Apart from that it is an Australian publication so we should support it by buying on a regular basis.

My copy came from Punchbowl Hobby Centre, Bankstown, N.S.W., but should be available through your local hobby shop. Or you can subscribe direct to Australian Model Engineering, G.P.O. Box 356, Canberra, A.C.T., 2601. Subscription rate is \$42.00 for 12 issues, postage included.

BRUCE LOVETT

TANGARA

Due to space restrictions we are unable to publish the second Tangara plan. Anyone requiring a copy please phone or write to Peter Burrows.



KIT REVIEW

WITH LAURIE MCLEAN

What a little beauty! This one came to me by a good friend who just happened to stay for the night because he was from out of town, and wanted to see a club meeting. My good wife and myself didn't mind him staying the second night either, as he provided us with a "new" and exciting look at Italian wines.

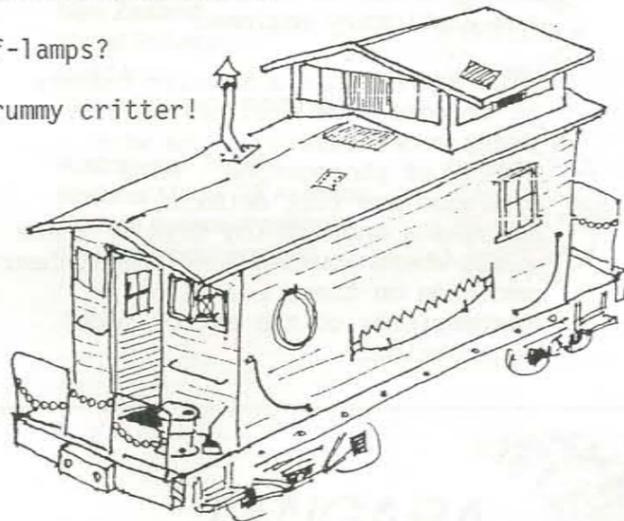
Well the kit, it is just perfect for the tail end of the Shay train and can be easily super-detailed or kit bashed. One night is all you need to transform this gem from its tiny box into the pride of the branch line.

A small one page plan gives you a good idea how things fit and the detail is excellent.

Don't forget that when glazing the windows after you spray paint the unit, you can't do it if the roof has been glued!

Some changes which can be considered are:

1. Fill in some of the small windows in the cupola.
2. Cut out their doors and fit your own, leaving open so you can detail inside.
3. Fit side window/s on side walls.
4. Use fine brass chain-handrails each end.
5. Use a old fashioned chimney - pointed and bent!
6. Hang sawblades, wire coils etc from side walls.
7. Add tar paper patches to roof-lamps?
8. Garnish with an old skinny crummy critter!
9. Oil can, tools etc.
10. Bucket or drum on platform.



THE DURANGO PRESS #6 CABOOSE DP-55
(WESTSIDE LUMBER CO. IN HO3)

The kit comes C/W trucks (white metal frame) which gives it good weight and I found my crummy tracked well.

Dry transfers - "CDS lettering" are available for most logging R.R. - or you can "Letraset".

All up this will make a beaut conversation piece on any narrow gauge layout.

Lighting the Way—Lamps for Modules

by Richard Napper

..... from the Caboose Kibitzer

The Manhattan Area Rail Joiners (MARJ) have had HO scale modules for well over 15 years now, and we display our operating display many times during the year.

One thing we have noticed over and over again is the lack of good lighting in the halls we display in over the year. We have thus designed our own lighting system for our modules. It not only makes the modules much easier to view by the public, but it acts as a drawing card to our railroad display.

Each module owner is required to provide one light fixture for the right rear corner of his module. This fixture has two lights on it that project onto the owner's module and the module to his right; thus each module is illuminated with two 50 watt flood lamps. The result is dramatic to say the least.

As shown in the diagram here (from the module specs), each light fixture is made up of two pieces of $\frac{1}{2}$ " rigid electrical conduit cut into two pieces. One piece is 38" long with a $\frac{1}{2}$ " coupling on it, while the other piece is cut so that the lamps are 78" above the display floor. This was done so the lamp fixtures could be stored without difficulty. Drill a $\frac{1}{2}$ " hole in the back of the top conduit piece so you can run the 6' pigtail wire inside the upper piece of conduit into the 2" x 4" handy box with blank cover. The pigtail must be grounded with a three

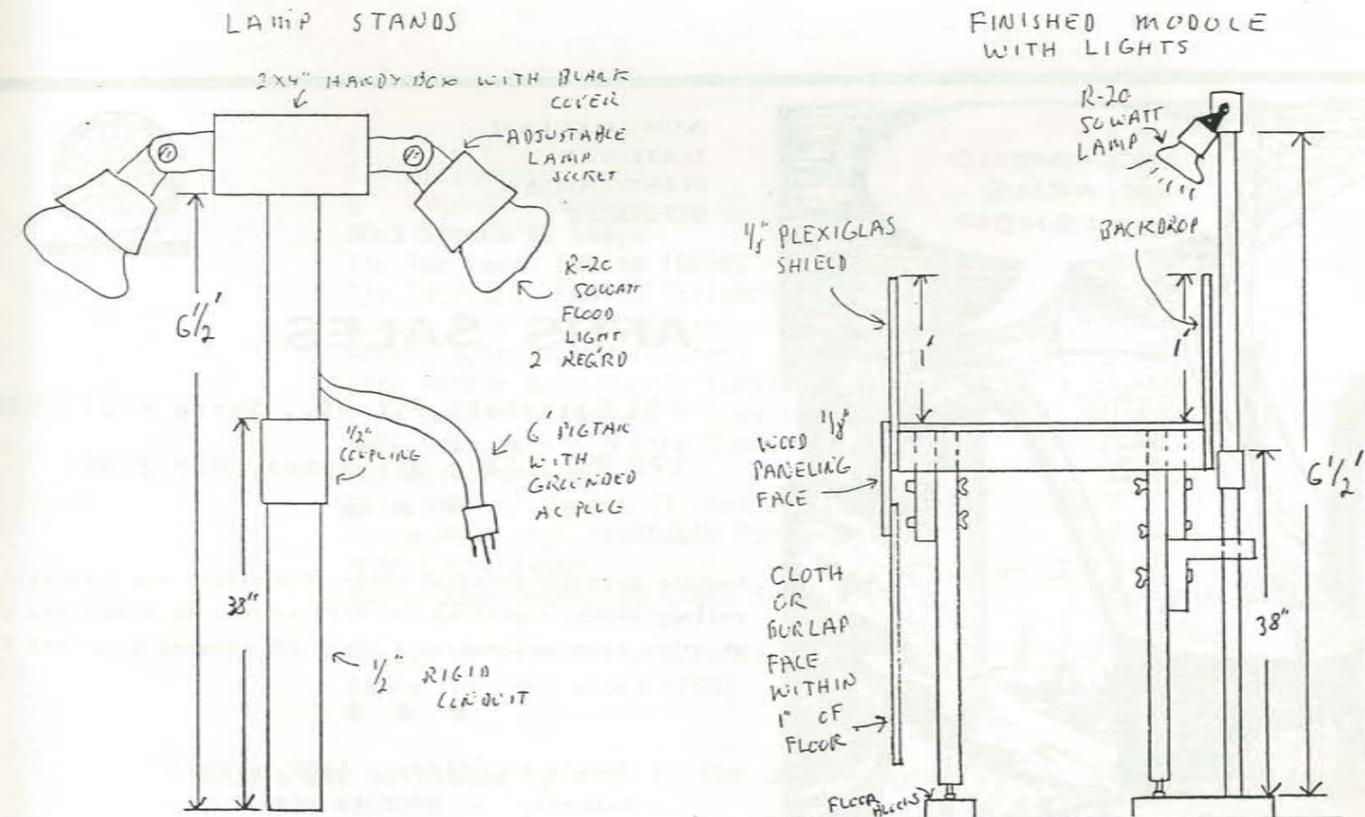
prong plug. The two adjustable lamp sockets are attached to the handy box with two $\frac{1}{2}$ " conduit locking nuts.

The lamp sockets are completely adjustable so you can focus the light on the modules properly. The lamp sockets will have one white and one black wire coming out of them. The cord (pigtail) will also have one white and one black wire plus a green wire. Connect the green wire to the handy box with a 10-32 roundhead screw. The three white and three black wires are connected together with two wire nuts, one for all three white wires and the other for all three black wires. The $\frac{1}{2}$ " conduit is also connected to the handy box with two $\frac{1}{2}$ " conduit locking nuts.

Wooden blocks or 1" eye bolts can be used to attach the light fixture to one of the module legs as seen in the diagram here (from the module specs).

That's all there is to it. All parts can be purchased at any electrical supply house, or you can get them from any electrician. The lamps are R-20 50 watt flood lamps.

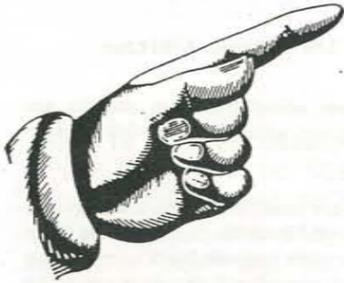
If you would like a complete set of the Manhattan Area HO module specifications which include the plans for these lamps, write to: Richard Napper, 811 Osage, Manhattan, Kansas 66502.



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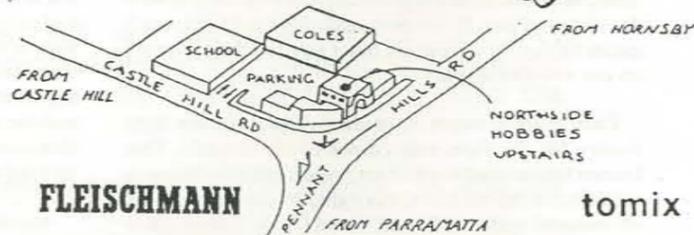


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NEXT SYDNEY MEETINGS

- # 10 Dec. Peter Burrows, 175 Pretoria Pde Hornsby, 477 2395.

Note. Street numbers out of order, look for 169 opposite Pinera Close.

Xmas meeting, \$2 donation per head for sausage sizzle and refreshments.
Wives most welcome, but due to the precipitous nature of the venue, no young
children please. Please RSVP by 5 Dec. for catering.

- 18 Feb. Franz Persson, 17 Bromley St. Canley Vale, 727 5380

- 18 Mar. John Saxon, 37 Beatrice St. Clontarf, 949 4767.

- # Denotes module meet.

All from 2pm except Xmas meet which commences at 1pm.

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Orders may be placed by mail to the above address or by telephone to
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Postage is extra on buckles, data packs and binders but is free on
everything else.

SYDNEY MEETINGS

The Newcastle Show Report

Just a few very brief notes on the excellent Newcastle Show organized by the Combined Hunter Region Rail Modelers Association.

We had a stand for the 2 days of the show with information and pictures of contest winning models and a few snaps of my own layout. Seven new members were signed over the weekend and between 20-30 other show visitors went off with our very own show bag with sample copies of the magazines and application form to join. Our thanks to all the people who put so much time and effort into the production and manning of the stand led by our exhibition and convention chairman Bruce Lovett.

The show was very well worth the 2 hr drive to Newcastle with a wide range of very well executed layouts on display. The overall standard of the exhibits was the highest I've seen at a local show.

Warren MacLean had his modular layout there and another member Laurie MacLean scooped the pool with the last public showing of his excellent HOn3 D&RGW layout, sadly no more as he is moving it to a permanent home and doing a total rebuild on the way. His awards for the weekend included Best Layout, Best non Australian layout, Public Choice on Saturday and Public Choice on Sunday. A fitting end to a fine layout.

At the supper on the Saturday evening for exhibitors, another of our members Gerry Hopkins and his wife Lauris were presented with a Certificate of Appreciation by the Combined Hunter Region Rail Modelers Association for all they have done to foster the hobby. A sentiment I am sure that is echoed by all our members.

Sowerby Smith

Warren Maclean's layout Visit

Another treat in Newcastle this time the first club meeting held in Newcastle and a chance for the 40 members who made the trip to Newcastle on August 27th to see more of the fabulous scenery techniques used on Warren's Spring Valley & Western modular layout. On Display in Warren's Santa's Workshop/showroom and layout room were 3 with full scenery and one partially finished module all linked by hidden staging tracks.

Museum standard Diorama would probably be a better way to describe Warren's marvelous handiwork with hidden valence lighting and curved sky backdrop scenery from the floor to chest high on one section. All those who attended the convention saw 2 modules displayed and this time we saw them running. Warren has several other sections stored on top and under the layout let us hope we see all of them on some future occasion. In addition a display and refreshments were provided in the hall opposite Warren's house. Many of the members stayed late and were treated to an evening of Railroad videos etc. The ones that stayed over night attended a clinic by Charlie Agland on the Sunday morning to round out the weekend.

In addition to Warren and his wife our thanks to Tony Earp, Geoff Magill, and Bruce Heinzl for the work they all put in behind the scenes.

Sowerby Smith

NEWCASTLE NEWS

A regular Newcastle venue has now been established and meetings promise to be bright, informative and have lots of member participation in activities such as kit building, scenery techniques etc. Meetings are held the last Friday night of each month at 5 Roslyn Ave Islington. For more information, phone your host Warren McLean on (049) 62 1804.

Bill Cooper's Layout Visit

Saturday September the 17th saw our regular monthly meeting held in Cheltenham at Bill Cooper's. 52 members attended a record number despite the inclement weather. The current growth in membership and attendance at monthly meetings is strong and several new faces were present.

Bill's excellent layout is situated in a garage sized room in his garden. The Fern Valley Railway represents a freelance privately owned railway situated in a coal producing area of northern New South Wales. The era is 1968 and all the locos and rolling stock are representative of the period.

The railroads management procured the majority of the motive power from the USA. An assortment of steam and diesel mainly 6 axle SD9's GP38's and Krause Maffei's though an RS3 and several other 4 axle diesels were spotted. The steam power ranges from a 4-6-0 to a Challenger and the Fern Valley shops are presently constructing their first Garrett.

The Fern Valley Railway runs from Port Watson on the East coast via Verrell to Hanna in the west where it interchanges with the NSW Government railways. There is also an interchange at Verrella. The line between Verrell and Port Watson will be electrified with catenary. The primary purpose of the line is the shipping of coal for export, though passenger services are provided for with a 3 car electric set and several diesel hauled passenger cars.

Bills locos and rolling stock have a unified appearance due mainly to the consistent livery in sooty green and yellow that is applied to nearly all the equipment. This provides the prototypical look that is so hard to achieve. The standard of detailing and finish to the locos and rolling stock is really excellent. Bill's freelance modeling is far more "prototypical" than most of us achieve following the prototype.

The layout is located around 3 sides of the room leaving space for a large walk-in area in the centre and a workbench along most of the vacant wall. The room opens out onto the garden and pool area providing an excellent venue for so many visitors.

The track is hand laid and has a delicate spidery appearance with some of the most complex track formations one could wish for and what's more it all works! There is an upper level for a branch line that runs around a narrow shelf at eye level above the main part of the layout. This is reach by a spiral hidden in an escarpment. Several DC cabs control the power needs and most turnouts are hand thrown from the edge of the layout by hidden push-rods with frogs switched by slide switches mounted below the point blades. The control panels are dotted around the layout edge and are a model of clarity and legibility.

Scenery is about 2/3 completed and many fine structures are already in-situ with plans and sketches for many more to come.

At the half way point in the afternoon the assembled throng rushed through the rain to the waiting repast prepared by Maggie Cooper, assisted by several of our female members. After the very short formal! part of the afternoon was concluded we all went back for more train watching and chatting. I would like to thank Bill and Maggie for all their hard work, and for inviting us to their lovely home.

Sowerby Smith

Hills Model Railway Society Visit

The Hills Model Railway Society was our host for the October 15th meeting. The club occupies 2 very large rooms in the Balkham Heights Community Centre leased from the local council and has 31 members with a mix of HO and N Scale layouts.

There were no less than 2 scenicked HO layouts and 1 N scale scenicked layout plus 2 other N scale layouts that conform to N-Track modular standards and all were in operation! In addition there was a 20'x 8' layout that was not running but is under construction and is a model of Bundernoon in the Southern Highlands just south of Sydney. A fine effort by all the members. One layout arrived just as the meeting was beginning and within 10 minutes was up and running (most impressive).

While talking with Ron Orton, club president, I discovered that one of the main functions the club fulfills in the local area is to provide a means of fund raising for local charities by public exhibitions at shopping malls, school fairs etc. The very morning of our visit club members had raised nearly \$90.00 with a public showing of the beautifully scenicked N scale layout that we saw being set up. It is a credit to the club that it sees its role as being useful to the community and not just as a self centred pursuit of a hobby.

Now for the layouts. All the layouts were modular and transportable the Ho layouts were all very large. The Australian layout had a very impressive sea shore scene along the front edge over 25' long complete with estuary and lighthouse and a dock with boats. An added advantage from the public display point of view is the sea provides a durable buffer zone to prevent finger damage. After our visit this layout is to be placed into storage as it has now done 5yrs good service and the English style layout will now be the universal layout for running and exhibitions, freeing the other room to allow easier construction of the new layout that will incorporate all the experience and skills that have been learned in the construction of these earlier layouts.

N-Track modules are popular with members and the club has constructed 4 corner modules to connect the members modules together. Club members own about 8 modules and 1 complete 12' layout that interfaces with the standard modules.

The new Bundanoon layout that is under construction uses a light L Girder construction made with 2"x1" and joists every 1'. Roadbed is 3/8 ply under 1/2" Canite. The outer edge will feature a flowing rounded shape instead of the usual rectangular look and the track layout and structures of the prototype station will be modeled from photographs and sketches members have already taken on several field trips to Bundanoon.

35 of our members attended the day 2 guests were present. I would like to thank all the members of the Hills District Model Railway Society for their truly excellent display and there generous hospitality.

Sowerby Smith

The Liverpool Show Report

The long weekend in October is the traditional time for all Sydney Model Railroaders to trek to the Liverpool Exhibition. We had our usual stand for our ongoing recruitment program.

And a fine display it was with the lessons learnt in Newcastle incorporated into our stand it looked even more professional than our effort in Newcastle.

New features this time were more model and prototype photographs, spelling out our full name and not just the NMRA letters and a better setting out of our aims and services provided to members. We had a display of the magazines you receive, the standard sheets, the calender and most importantly about 20 photographs taken of the members at a typical meeting.

Also a display of O Scale models, the data pack was displayed and a Tape Slide Clinic ran continuously on the back projection screen. The company store did a good trade in standards gauges and several Data Packs were sold to members.

A number of new members were signed over the 3 days of the show and several more have sent in subscriptions, final numbers should be known shortly.

Bruce Lovett again was his usual model of efficiency and organization. Bruce and Jack MacMicking set up the display on Friday night and volunteer members manned the stand throughout the weekend. The attendances at the show seemed slightly down over last year especially on the monday but with all the Bi-centenary Celebrations on over the long weekend it would have been surprising if the total numbers had not been slightly down.

I would like to thank all the members who gave of their time to help strengthen our association and special thanks to Bruce Lovett for his hard work and organizational skills that made the stand such a success.

Sowerby Smith

TOOL REVIEW

GLIT - STIK MINI-BELT SANDER

This new tool has just been released in Sydney. It consists of a plastic handle 160mm long by 9mm wide, one end chisel shaped and the other end, or head, spring loaded.

Around this handle is a continuous belt of abrasive grit 7mm wide, which can be rotated when the working end becomes worn, exposing a fresh length of abrasive grit.

The wedge shape of the tool is ideal for sanding into corners or other awkward places, while the long flat side is excellent for sanding flat surfaces. For hobby use it has 1001 applications. Each tool is packed in a clear bubble pack with directions on the back. Colour coding of the plastic handle helps in identifying the three grades of abrasive, green - very fine, blue - fine and red - medium.

Replacement belts are packed four to a bubble pack and colour coded similarly. For the technically minded, very fine is 320 grit, fine is 240 and medium is 120.

The tools are priced at \$8.95 each and replacement belts \$8.95 per pack of four.

Available at Bergs Hobbies, Parramatta, Casula Hobbies, Liverpool, Hobbyco, Sydney, Punchbowl Hobby Centre, Bankstown and Mitre 10 Hardware stores. Highly recommended for the scratch builder and kit assembler.

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