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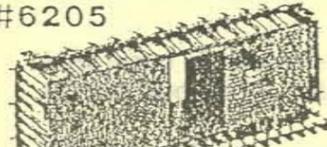
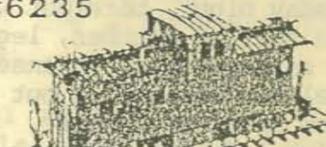


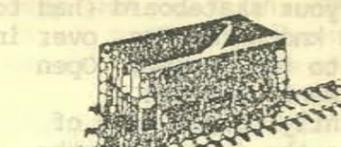
HAS

O GAUGE!!

O Scale **FREIGHT CARS** O Scale

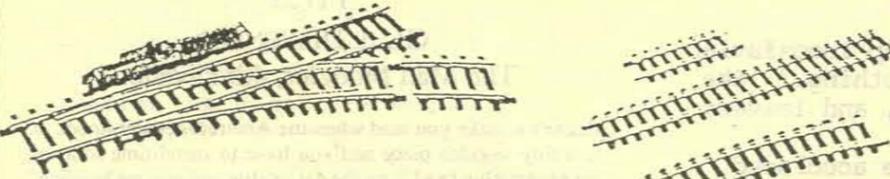
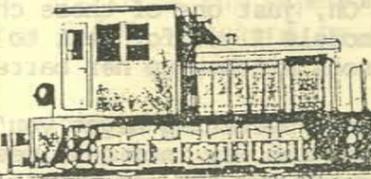
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- Sliding doors on prototypical guides
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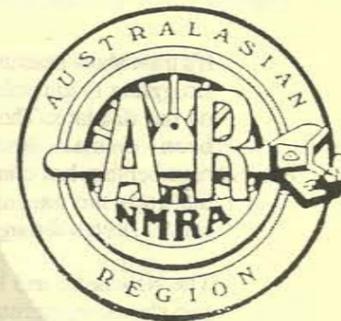
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MAIN LINE



NATIONAL MODEL RAILROAD ASSOC.
AUSTRALASIAN REGION

VOLUME 6, NUMBER 3
JULY, AUG, SEPT, 1989

REGISTERED BY AUSTRALIA POST
PUBLICATION #NBH7190



FROM THE PRESIDENT

It's train show season again and once again we are struggling to get volunteers to spend a few hours on our displays. The response for Newcastle has been dismal. Fortunately, our Newcastle membership has come to the rescue and will fill the gaps the executive and one or two others cannot stretch through.

The Newcastle and Liverpool shows are the only two shows we currently exhibit at (there are many others). They are the major source of new members which are needed to reduce fragility. By that I mean we need to strengthen our resources, talent and bank balance. If this is not achieved, then the immediate effects will be obvious in this publication for it will result in a decline in content and quality of presentation.

Your executive committee has put together (literally) a permanent display booth that is easily dismantled and transported to venues. However, it can't answer questions and talk to prospective members without your help. The Liverpool Show

(see dates and times this edition) is of three days duration and we require 24 members to get the best possible result from this representation.

I suppose this is an occasion where Sydney members don't have the advantage and can compensate for the advantage they normally enjoy. Please help. Volunteers may see any executive member at the August or September meetings or call Sowerby Smith with your preferred time slot.

On a more positive note, I would like to extend my congratulations to Phil Knife, our first Master Model Railroader. The announcement at the Houston Convention and subsequent publication in the Bulletin will do much to heighten the awareness of our region throughout the modelling world. We can hardly imagine the enormous feeling of personal achievement such an award must bring.

Peter B.

AUSTRALASIAN REGION DIRECTORY

<u>PRESIDENT & MAIN LINE ED</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>TAPE SLIDE DISP</u>	<u>MEMBERSHIP & RENEWALS</u>	<u>COMPANY STORE</u>	<u>PUBLICITY</u>	
BILL COOPER 2 MASON AVE CHELTENHAM 2119 (02) 86 1724	JACK MACMICKING 247 EASTERN VALLEY WAY, MIDDLE COVE 2068 (02) 958 5988	BOBBENSON 12 RUSSEL AVE WINSTON HILLS 2153 (02) 639 5876	PETER WEBB 448 ELIZABETH ST. SURRY HILLS 2010 (02) 698 7327	
<u>DIRECTOR-DIV 1 (QUEENSLAND)</u>	<u>DIRECTOR-DIV 2 (NSW/ACT)</u>	<u>DIRECTOR-DIV 3 (VIC/TAS)</u>	<u>CONTACT-DIV 4 (SA/WA/NT)</u>	<u>DIRECTOR-DIV 5 (NEWZEALAND)</u>
KEN LEITCH P.O. BOX 205 MERMAID BCH 4218 (075) 52 6322	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 AUCK 5 (09) 520 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.

TAPE-SLIDE CLINICS

In these days of videos, fiddling around with slides is probably a bit old hat, but I think that you'll be pleasantly surprised at the enjoyment, inspiration and instruction contained in the NMRA's wide variety of Tape-Slide Clinics.

This region's extensive collection has recently been augmented by the addition of eight new (to us) tape-slide clinics. Authors include such legendary figures as John Armstrong (of Model Railroader layout fame), Al McClelland (long-term NMRA Bulletin author and chief of the Alturas and Lone Pine) and Paul Mallery, who has authored several excellent softcover books. The content of these clinics is simply terrific! Titles include:

- TS10 Prototypes to make you comfortable (JA)
- TS11 Scenery before, not after (A McC)
- TS14 Bridges (PM)
- TS16 Trackwork (John Dias)
- TS24 Trackside Signals (Don Fiehma)
- TS26 Elevate your Mainline (Eric Bronsky)

- TS43 Scratchbuilding Diesels in Styrene (Dave Callahan)
- TS45 Logical Wiring (Don Fiehma)

To watch these requires a slide projector, an audio tape player and a screen (though a wall is OK). Quite a bit of personality comes through from these witty, dry raconteurs .. you really feel that you know them.

Some were made quite some time ago, but that is a factor in their favour, as what was around then and commonplace is now long gone. For example, TS43 uses the Fairbanks Morse Trainmaster and a big Alco as examples for scratchbuilding, before the excellent Athearn TM. But the classic shots of a filthy N&W TM are great for detailing the Athearn model .. and the styrene fabricating techniques are of use for projects far wider than diesel bodies.

To obtain these clinics, for a two to four week hire, contact me (phone and address opposite) and send \$6 for one or \$12 for up to three clinics and they will be despatched promptly. They can also be picked up by arrangement (same fee). If returning by post, use Certified Mail for security. Have fun.

COVER PHOTO - courtesy of Peter Webb (Thanks Pete)

Philip A. Knife - Australasia's First Master Model Railroader

Some of our members have not had the pleasure of meeting Phil, so the executive decided the occasion warranted placing his smiling face on the front cover. Phil, who is always cheerful, has plenty to smile about at the moment, he lives near Campbelltown N.S.W. with his wife Kathy and has three children (Karen, Sandra and Andrew).

Like many of us, Phil's introduction to the hobby was as a boy receiving an O-gauge tinsplate train set and it was not long before he was scratchbuilding in cardboard. Then, of course, it was cars, girls and career and the hobby was put on hold for a while. As an officer in the RAN, Phil spent 2 years on exchange service with the USN and joined the NMRA during that time. Retiring from the Navy in 1982 he spent a number of years as a teacher and is now studying for ordained ministry.

Phil's primary modelling interest is English prototypes and has built a succession of layouts on that theme featuring scratch built locomotives and cars. He also dabbles in electronics and has had many articles published in the hobby press. A founding member for our Australasian Region, Phil has served as Secretary, A.P. Chairman and is currently Region Contest Chairman.

Like many of us, Phil believes in encouraging the young to participate in our hobby and can be often seen working at exhibitions. We could not wish for a finer ambassador for our Association and hobby.

THE PRESIDENT'S REPORT

My first year in office has been fairly eventful and an opportunity to get to know each of you a little better (even if I still can't remember your names). It is only when occupying a position on the executive that you realise what your Association is all about, why your region exists and how fragile its infrastructure can be.

In the coming year, we are going to extend our hand of fellowship across the Tasman by holding the next A.G.M. in New Zealand and to other Associations by holding joint meetings with groups such as Southern Cross. The aim is to expand our membership, not to build an empire, but to consolidate the Association and build the equity necessary to reduce its fragility and increase the value of membership.

The focus of attention this past year has been to improve our news letter and the promotion of the Achievement Program. I believe we have had some success in these areas but to be fair, much of this success should be credited to those who contributed their skills and effort before this executive took office.

Let us not lose sight of our primary function as an Association of Railroad Modellers. The exchange of information and ideas and the teaching of skills is the reason we meet, compete and produce news letters. Events and standards are simply the vehicles that serve the purpose.

But it only works if the member participation is two-way. Therefore, I appeal to all members to give as well as take. We all have something of value to the Association. It may be a skill, a meeting venue, or it may be a few hours on an exhibition stand. We should all adopt the concept that "dues" are not limited to the annual subscription.

I would like to thank all those members who participated in the recent model competition and my congratulations to those receiving awards today. A special thanks to the judges and registrars for giving their time and to Warren McLean for again sponsoring the Best in Show award.

Last but not least, I offer my congratulations to Australia's first Master Model Railroader - Phil Knife. I hope you all realise the significance of this very prestigious award and the dedication (to the hobby) required to achieve it. Phil's achievement brings not only personal recognition but puts our region on the map in terms of modelling skill and know how. We should all be inspired by his efforts.

In closing I must thank the executive and appointed officers for their continuing support and trust you have all enjoyed today's venue and excursion. Don't forget to roster on for the Newcastle exhibition in August and I will see you all at the next meeting.

NMRA AUSTRALASIAN REGION
TRUSTEE'S REPORT FOR THE PERIOD
1 MAY, 1988 TO 31 MAY, 1989.

- The model railroad hobby in the US is healthy, with Model Railroader selling 220,000 copies of its Christmas issue and some 500,000 sales by Bachmann of their Large Scale train set. Membership of the NMRA is continuing its steady climb back to the levels of some years ago as model railroaders recognise the value they are now receiving for their dollars.
- In Australia, the Regional membership has plateaued with new memberships just compensating for non-renewals. This position is to be reviewed by the Executive to enable introduction of action to increase the membership to a more viable level. In New Zealand, actual membership declined in the Period.
- The Sydney area shows growth in membership, no doubt reflecting the success of the Saturday afternoon regular monthly meetings at members homes where up to 60 members have been present. Unfortunately, these regular get-togethers are not occurring in the other States and this perhaps is one reason for the stagnation in those places.
- The financial position of the Region (See separate reports) is a reflection of the costs of supplying an excellent Regional magazine (When compared to other Regional newsletters) to the membership at a cost greater than our income from memberships. Either we get more members with an attendant reduction in cost of production of each issue, or we must reduce the content.
- During the period, as Trustee, I attended the 1989 Mid-year meeting of the Board of Trustees in San Francisco (See Vol 6 No 2 of Main Line for my report) and I will be attending the Houston meetings in August.
- The next Regional elections are scheduled for early 1990. It is not too early to think about standing for one of the five elected positions or volunteering for one of the ten other places listed on page 2 of Main Line. Remember, you gain points towards the Achievement Program and your ideas might be just what the Region needs to kick us along.

J.F. Saxon, Trustee.
3 June, 1989.



NMRA AUSTRALASIAN REGION
TREASURER'S REPORT FOR THE PERIOD
1 MAY, 1988 TO 31 MAY, 1989.

- This report covers a thirteen month period to incorporate the results of the 1988 Convention.
- Expenses exceeded Income in the period by \$446 but the results of the successful Rails Down Under Convention turned this deficit into a positive result of \$627 for the period.
- On the Income side, local membership fees received totalled \$1575. In addition, the existing favourable overseas exchange rate resulted in a net gain of \$551 being the difference between fees received locally for payment to the US and the actual cost to the Region of such memberships at \$US22 each. The Region cannot rely in the future on a continuation of such gains.

Profit on sale of Company Store items was \$432 with stock at a cost of \$458 held at Balance Date. Miscellaneous Income included Bank Interest of \$86 and Donations of \$70.

The Tape Slide program returned us a net \$72 only despite Bill Cooper's efforts in this area.
- Our largest Expense was the cost of printing and mailing our Main Line magazine at \$2275 for four issues. Other postage (and telephone) costs mainly associated with membership matters was the next most expensive item at \$326

Other expenses included \$218 on the Achievement Program (mainly for framing, etc.); \$145 on miscellaneous printing and stationery and \$270 for promotional photographs, floral tributes, post office box rental, Saturday afternoon refreshment purchases and government charges on the Region's bank account transactions.
- In Summary, the financial position of the Region is marginal in that normal running costs exceeded our income in the period, with only the results of the 1988 Convention keeping our head above water.

The Executive will need to now review the operations to ensure that the Region continues to provide the membership with the services it has enjoyed in the past.

J.F. Saxon, Treasurer.
3 June, 1989.

NMRA AUSTRALASIAN REGION
BALANCE SHEET AS AT 31MAY, 1989.

ASSETS	\$	\$	\$
Cash on Deposit			
Operating Bank Account		1264.26	
Convention Bank Account		734.21	
New Zealand Account (\$NZ55.05)		43.09	2041.56
Inventory			
Company Store		458.32	
			<u>2499.88</u>
<u>LIABILITIES</u>			
Prepaid memberships		738.00	
<u>EQUITY</u>			
Life Memberships		432.00	
Surplus Account 1.5.88		659.67	
Excess of Income over Expenditure in Period		670.21	
Surplus Account 31.5.89		1329.88	<u>1761.88</u>
			<u>2499.88</u>

J.F. Saxon, Treasurer
3 June, 1989.

NMRA AUSTRALASIAN REGION
INCOME AND EXPENDITURE STATEMENT
FOR THE THIRTEEN MONTHS ENDED 31 MAY, 1989.

INCOME	\$	\$
Membership Fees AR	1575.41	
Membership Fees US (Net)	551.09	
Company Store Net Result	431.76	
Miscellaneous	158.05	
Tape Slide Rentals (Net)	72.00	
		<u>2788.31</u>
<u>EXPENDITURE</u>		
Main Line (Inc. Postage)	2274.82	
Postage & Telephone	325.92	
Achievement Program	217.90	
Printing & Stationery (Excl. Main Line)	144.94	
Promotional Photographs	87.00	
State & Federal Charges	23.52	
Other Expenses	159.80	
		<u>3233.90</u>
<u>EXCESS OF EXPENDITURE OVER INCOME</u>		445.59
Add Net Result of Rails Downunder '88 Convention		1072.71
		<u>627.12</u>
<u>NET RESULT FOR PERIOD</u>		627.12

J.F. Saxon, Treasurer.
3 June, 1989.

NMRA AUSTRALASIAN REGION
RAILS DOWNUNDER '88 CONVENTION
FINANCIAL RESULTS

	\$	\$
<u>REGISTRATIONS</u>		251.77
Fees	1212.00	
Tea & Coffee Donations	24.32	
	<u>1236.32</u>	
Less:		
Hall Hire	330.00	
Insurance	150.15	
Tea & Coffee Purchases	146.80	
Stationery	138.60	
Trophies, Frames & Miscellaneous	141.66	
Postages	66.17	
State & Federal Charges	11.17	
	<u>984.55</u>	
<u>MEALS</u>		181.15
Sales	2481.15	
Costs	<u>2300.00</u>	
<u>SILENT AUCTION</u>		225.95
Sales	2259.50	
Payments to members	<u>2033.55</u>	
<u>AIR BRUSH RAFFLE</u>		321.00
Ticket Sales		
<u>CONVENTION PATCHES</u>		90.00
Sales	415.00	
Costs	<u>325.00</u>	
<u>BANK INTEREST</u>		2.84
<u>NET CONVENTION RESULT</u>		<u>1072.71</u>

J.F. Saxon, Treasurer
3 June, 1989.

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1989 MODEL CONTEST RESULTS

STEAM LOCOMOTIVES:

First Place	Franz Persson	B & O 2-10-2
Runner Up	Sowerby Smith	Wabash Mogul
Hon. Mention	Don Turnbull	NSWGR 30 Class

PASSENGER CARS:

First Place	Hal Saxon	S.P. Passenger Car No 12
Runner Up	Hal Saxon	S.P., Passenger Car No 15

FREIGHT CARS:

First Place	George Paxon	D & RGW Reefer No 167
Runner Up	Greg Hiley	D & RGW Gondola
Hon. Mention	Gerry Hopkins	S P 24 ft Stockcar
Hon. Mention	Hal Saxon	S.P ng Boxcar

MAINTENANCE OF WAY:

First Place	Geoff Nott	Workcar
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STRUCTURES:

First Place	Laurie McLean	Coal Shed
Runner Up	Geoff Nott	Wheatly's Mill
Hon. Mention	George Paxon	Ng Truss Bridge

DISPLAYS:

First Place	Geoff Nott	Smith & Sons
Runner Up	Laurie McLean	Branch Line Depot
Hon. Mention	Gerry Hopkins	Outback Dunny
Hon. Mention	Gary Norwood	Coal Dump

BEST IN SHOW:

Laurie McLean	Coal Shed
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NEXT SYDNEY MEETINGS

SAT/SUN
12-13 AUGUST

Newcastle Exhibition
 (Note 1)
 Broadmeadow Police
 Youth Club
 Sat. 9 - 6.
 Sun. 9 - 5.

SAT
16 SEPTEMBER

Bob Benson
 12 Russel Avenue
 Winston Hills
 Phone 639 5876

SAT/SUN/MON
30 SEPTEMBER - 2 OCTOBER

Liverpool Exhibition
 (Note 1)
 E.G. Whitlam Centre
 Sat. & Sun. 9 - 6.
 Mon. 9 - 5

SAT
21 OCTOBER

Geoff Nott
 22 Iona Avenue
 North Rocks
 Phone 630 7628

SAT
11 NOVEMBER

Gordon Farnsworth
 (Note 2)
 10 Dianella Place
 South Kingswood
 Phone (047) 36 2922

All private residences from 2 p.m., please call
 host to confirm attendance.

Note 1: Volunteers required, please phone Sowerby
 Smith to arrange a time slot.

Note 2: Gordon and his family are returning
 (permanently) to their native England. So
 come along to say farewell and get in on
 Gordon's "going Home Sale".

A SILENT AUCTION WILL BE CONDUCTED
 Feel free to bring items you would
 like to sell by this system.

WELCOME ABOARD

COL ROUGH, HOXTON PARK NSW

JIM RILEY, TIGHES HILL NSW

MATHEW CRAMPTON, BERKLEY NSW

PART 3 - SMOOTH RUNNING

Gerry Hopkins

This month I shall digress a little from the electronic side and take a look at getting locos to run smoothly, after all, the best throttle in the world cannot make a bad loco run well.

There are two schools of thought on the subject; if its heavy enough it will run better, (is this why the Americans are moving to G scale?) or improve the electrical pick of the loco. Many brass locos have severe running problems although a lot of thought goes into their manufacture. This month I will detail the methods I use on the locos of the Franklin County Railroad.

Most brass locos follow the same pattern, the loco picks up from right hand rail and the tender picks up from the left. The most common failure is the connection between the loco and tender, either it isn't there or it shorts out on corners.

Figure 1 shows the most common method of connection, the arm from the tender has a piece of spring steel or brass wire that is supposed to push against the side of the pin on the loco. Quite often the spring has lost its tension and only makes contact when it feels like it! This gives a very jerky operation. On some locos the spring wire is too long and touches the underside of the loco cab; this can be cured by cutting the wire shorter. The other fault can be cured either by increasing the tension on the spring wire or "hard wiring" the connection. This means running a small flexible wire from the under side of the tender to the contact on the side of the motor. While you are doing this little modification you may as well go the whole hog and improve the pickup 100%.

To do this you will need a small piece of printed circuit board, a piece of printed circuit 'sleeper' is ideal. I will assume you are modelling in HO scale, (HOn3 seems more prone to this problem than standard gauge) cut a piece about 5mm long and Super Glue to the under side of the tender - centred between the trucks (Brass Loco collectors may now wipe the

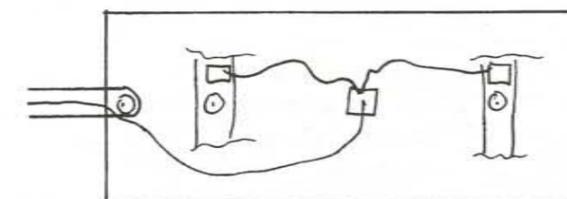
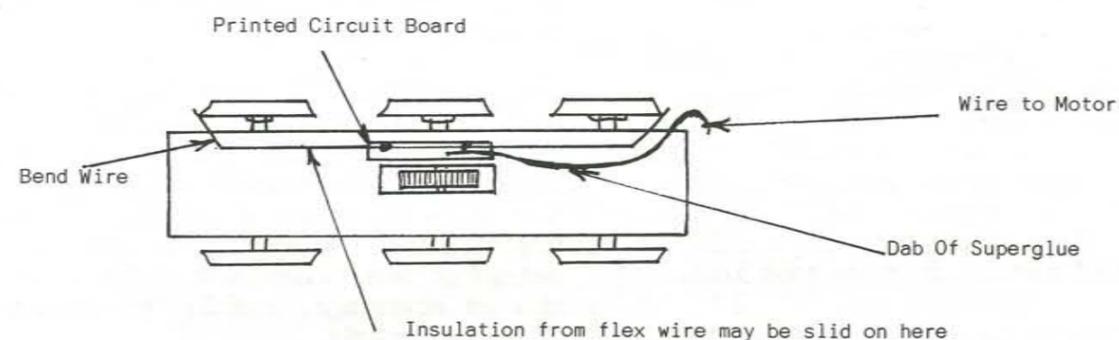
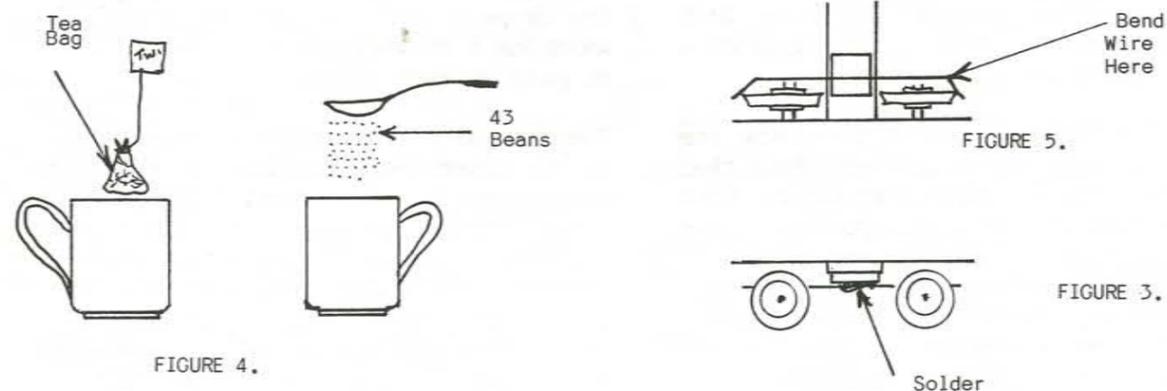
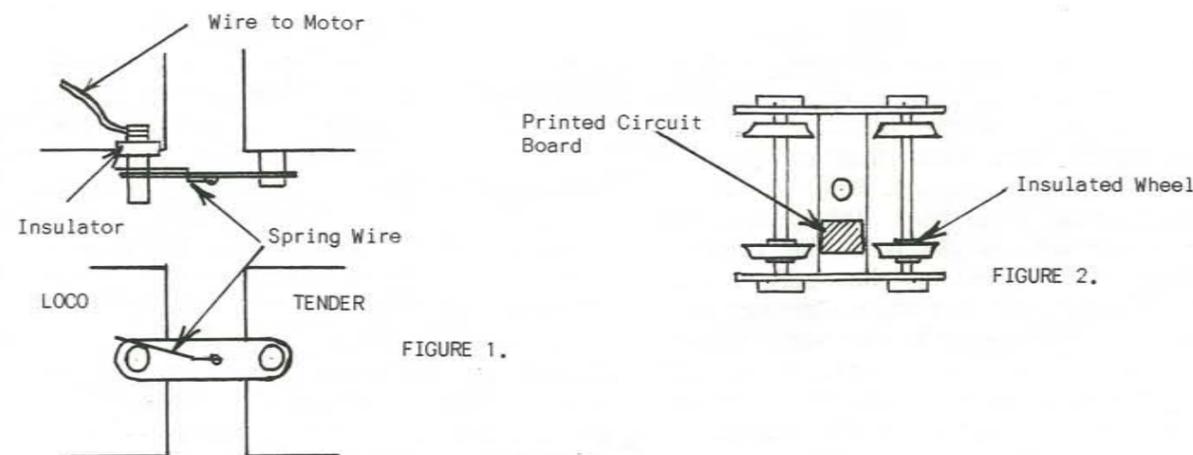
tears from their eyes and go to another article!!). Cut two more pieces about 5mm long but file these to about 2mm wide. Glue each piece to the underside of each truck as shown in figure 2. The circuit board should be on the side closest to the insulated wheels. Although Super Glue is instant, allow to dry for 5 minutes. Next you will need a few lengths of fine brass wire, I use Detail Associates wire as it is relatively cheap and easy to obtain. Cut two pieces of this wire just a little longer than the truck. Solder each wire to each piece of circuit board, Figure 3, next solder a piece of thin flexible wire (Brawa or Campbell's) about 60mm long to each board. When you have finish putting Band-aids on your burnt fingers....have a cup of tea or coffee! Figure 4.

Now you are refreshed we can continue to bend the wire as shown in figure 5. Do this with a pair of tweezers, a little patience goes a long way. The wire should rub the back of the flange with just a little bit of pressure. Cut the wire so that only 1 - 2 mm extends past the flange. The free end of each wire can now be soldered to the board between the two trucks, run the wire so that there is enough slack for the trucks to twist and turn over your worst track. A little dab of superglue may be needed to hold the wire up.

Solder another piece of wire to the middle board and run it towards the loco, you can use a little dab of superglue to hold the wire to the under side of the tender drawbar. The wire can now be soldered to the motor terminal or to the loco frame.

You can now test run the loco and see the improvement in low speed running over your turnouts.

Well now that you have done the rear end you can now progress to the front end. I always do the hardest part first, the rest is then down hill! Cut another piece of circuit board 6 - 8 mm long and glue to the underside of the loco as shown in Figure 6. Make sure that it does not foul the drive gears etc. Cut a



Under side of tender showing position of PCB

piece of brass wire a little longer than the frame, solder this wire to the board. Solder a piece of flexible wire to the board at the same time, long enough to reach the motor terminal. Bend the brass wire so that it presses lightly against the flange as you did with the tender. Again cut the brass so that only 1 - 2 mm extends past the flange. Connect the free end of the wire to the same motor terminal as the tender wire, a dab of superglue will help to hold the wire in place along the bottom of the frame.

You can again test run the loco. Still not quite running well? Then let us do a little fine tuning of the loco.

The first thing to do is to check the gauge of the wheels.....never admit that you don't own a Standards Gauge from the N.M.R.A.!!!! If anything, the wheels are usually under gauge, this will cause the loco to roll from side to side (like a bob sled on a run!). Adjust the wheels by whatever method suits you best. Next check there is no 'bind' or unevenness in the wheelsets or gear train. Now is the time to lubricate ALL moving parts; light oil for bearing surfaces; grease for gears; Port for the driver. I only use Labelle plastic compatible oil, and Labelle grease with Teflon. Most people use TOO MUCH lubricant as rule.....the best way is apply a SMALL amount of oil with a small paint brush....almost like dry brushing detail parts. If you can SEE the oil or grease then there is too much! There should be a slight shine on the oiled surface, no more than that.

Test run the loco again. Still not right? There is still more we can do.

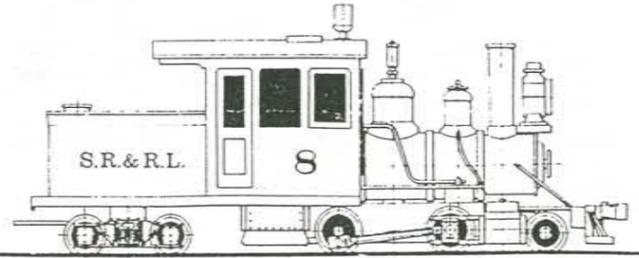
Clean the track with a PECO track rubber (Briteboy for the Yanks) and then brush away any residue. Clean the running surface of the wheels in whatever manner suits you. I turn my locos upsidedown and place in a groove cut into a piece of sponge. I then burnish the wheels with two old pieces of Peco code 83 rail (yes it is good for something) connected to a 6 volt battery, place the rails LIGHTLY on each pair of loco wheels and just polish

lightly as they turn, the tender wheels will have to be brushed with a small stiff brush. Place the loco on track but before you run it place four drops of RAIL ZAP on each track in front of the loco, run the loco back and fore a few times to get the wheels coated with the red stuff.....RAIL ZAP not the Port! Then run the loco for 5 or 10 minutes, your loco should now run 200% better than before. Once you have used RAIL ZAP on the track you will not have to clean it for at least two months. If you then get a few problems, just place a few drops on the track and run a pair of locos for 5 minutes and the track will be as good as ever.

The method of fitting the extra pickups to the steam locos can also be used on Shay locos or even those noisy smelly things (diesels not children). Next time you see Franklin County or Kennebec County I will be quite happy to show you the pickups on my locos....just ask! My Sandy River Railbus (HOn30) is smaller than most N scale locos but because of the pickups on wheels will happily run for hours. My 8 ton Porter will fit in the cab of a standard gauge loco but will still reliably pull a log train for the duration of an exhibition.

The only other area that can improve the running of your locos is the trackwork. Check that the track is in gauge.....being flextrack is no guarantee that it is in gauge. I once had some flextrack that had a gauge of only 8mm instead of 9mm!! Hand built turnouts are also an advantage, hopefully the subject of a later article.

Now you can build your new throttle and have some fault free running at scale speeds without having to bump the layout to keep things moving.



1988/89 MEMBERSHIP DIRECTORY

Information missing is either at the specific request of the member or has never been supplied in the first instance. Data Base arranged and produced by Sowerby Smith.

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Mr L Breuer	5605 Grand Avenue S	Minneapolis	MN	55419		
Mr J Brown	5723 Sandalwood Blvd	Columbus	OH	43229		
Mr M Carlsson	N 6633 Kaukasha Ave	Sussex	WI	53089		
Mr R Charles	115 Winfield Drive	Camp Hill	PA	17011		
Mr T Draper	Block 2, Flat 17c	55 Garden Road	Hong Kong			
Mr R T Dupont	600 Maple Street	San Mateo	CA	94402		
Mr Robert M Dye	8209 Kentucky	Raytown	MO	64438		
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Mr C A Forter	801 Twin Diamond Road	Roswell	New Mexico	88201		
Mr J D Hammer	3617A Wilmington Avenue	St Louis	MO	63116		
Mr W. C. Hardy	990 Apache Street	Miami Springs	FL	33423		
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Mr Robert Hunt Jr	2241 Leslie Maude Drive	Mar ietta	GA	30066		Freelance
Mr J Lowrance	8611 Norwich Drive	San Antonio	TX	78217-5119		
Mr E Lundberg	6323 N Galway Drive	Colorado Springs	CO	80918		
Mr D McMurrigh	1314 Crossfield Bend	Mississauga	Ontario	L5G 3P4		
Mr B Metcalf	4121 Cromwell Road	Chattanooga	TN	37421		
Mr N Oxhandler	P O Box 790766	San Antonio	TX	78279-0766		
Mr S Pack	33 Hemcomner Lane	Chapel Allerton, Leeds	West Yorks	LS7 3NK		
Mr W Packer	65 Coveaset Drive	Brockton	MA	02401		
Mr A Pollock	P O Box 243	Jefferson City	MO	65102		
Mr Edward E. Quin	8119 Morely Drive	Houston	TX	77061	71 3643 3620	
Mr C J Riley	350 Maple Avenue	Pittsburgh	PA	15218		
Mr W Seaver	P.O. Box 3063	El Segundo	CA	90245-8183		
Mr George Sevier	2583 Iris St.	Lakewood	CO	80215		
Mr P Shimada	4914 Arbor Street	Sacramento	CA	95834		
Mr R Shoup	13120 Bellevue Street	Silver Spring	MD	20904		
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Mr Stafford Swain	26 Kenneth Street	Winnipeg	MB	R3T 0K8		
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Mr R Warren	1210 Kapok Circle	Clearwater	FL	34619		
Mr G S White	460 Olive Street	Mentor Park	CA	94025		
AMRA - QLD Branch	c/o 32 Wana Street	Sunnybank	QLD	4109		
Mr R Bennell	Lot 1, D'Aguilar Hwy	Caboolture	QLD	4510	(07)225 1301	Freelance
Mr J Lebsamft	13 Tarakan Street	Mermaid Beach	QLD	4218	(07)172 1267	QR
Mr W K Leitch	P O Box 205	Cairns	QLD	4670	(07)552 6322	SP
Mr B Heynell	P O Box 1250	Rockhampton	QLD	4670	(07)53 1775	Freelance
Mr J Sinquefield	51 Wardrop Street	Rockhampton	QLD	4740	(07)937 3869	Freelance
Mr J Treacy	34 Cambridge Street	Kenmore	QLD	4700	(07)924 482	Freelance
Mr I Venables	7 Aberfoyle Street	Harristown	NSW	4089	(07)378 3647	Freelance
Mr K L Allen	61 MacPherson Street	Albury	NSW	2102	(02)997 6301	USA/Australia
Australian Model Craft Co	P O Box 118	Strathfield	NSW	2640		
Australian Model Railway Assn	c/o 3 Augusta Street	St James	NSW	2135		
ARRS Sales	P O Box E129	Richmond	NSW	2753	(045)78 2514	NSMGR
Mr P G Badger	104 Luttrell Street	Pearce	ACT	2607	(062)86 2273	SP/ATSF/UP/DORGH
Mr J Bailey	11 Charlton Street	Kellyville	NSW	2607		ATSF/UP/SP
Mr J Baker	12 Roseberry Road			2153		

Name	Street	Town	State	Postcode	Phone	Prototype/Interests
Mr M E Bartlett	30 Mullaburra Road	Newport	NSW	2106	(02)639 1247	UP
Mr R J Benson	12 Russell Avenue	Winston Hills	NSW	2153		GN
Mr G Berg	25 The Bastion	Batemans Bay	NSW	2068		NSMGR
Mr R H Bloomfield	P0 Box 226	South Penrith	NSW	2536	(044)72 4408	HILLW
Mr C Brette	48 Moseley Avenue	Hackett	ACT	2602		NSMGR
Mr V C Brice	37 Gilbert Street	St Marys	NSW	2760	(02)623 7612	US NEW ENGL 1900-25
Mr K G Brown	33 Tobruk Street	Hornsby	NSW	2077	(02)477 2395	
Mr P H Burrows	175 Pretoria Parade	Liverpool	NSW	2170	(049)77 2260	NSW
Casula Hobbies	245 Northumberland Street	Coorabong	NSW	2265	(062)413 667	NSW/USA/Japan
Mr E.C. Chapman	6978 Freemans Drive	Kaleen	ACT	2617	(02)982 1147	USA/Australia
Canberra Model Railway Club	58 Liffey Cct.	Collaroy Plateau	NSW	2149	(02)86 1724	Freelance
Mr R L Cooper	2 Mason Avenue	Cheletnam	NSW	2100	(02)452 2131	USA
Mr W G Cooper	16 Lanai Place	Beacon Hill	NSW	2506	(042)71 7656 (02)218 7535	
Mr G F Coventry	562 North Cliff Drive	Berkley	NSW	2750	(047)30 3178	
Mr M Crampton	20 The Comerarra Parkway	Mc Pleasant	NSW	2073	(02)449 4315	ATSF & SP
Mr J N Crum	35 Gore Street	Parramatta	NSW	2150	(02)630 7171	Southern Pacific Cotton Belt
Dr D A Cutcliffe	4 Great Western Hwy	Prospect	NSW	2149	(02)636 2286	
Mr C. J. Davies	6 Immanah Place	Dundas	NSW	2117	(02)683 2833	NSMGR
R.L.Davis	Lot 5 Skyline Drive	Kingman	NSW	2149	(065)53 5761	NYC
Mr M deHavilland	19 Albemarle Avenue	Rose Bay	NSW	2029	(043) 43 1772	Santa Fe
Mr G. Delandre	15 King Street	Umina	NSW	2257	(049)23 442	D&RGW
Mr J L Diamond	108 Church Street	Newcastle	NSW	2300	(047)36 2922	Sierra RR
Mr Kieith Dick	10 Diannella Place	South Kingswood	NSW	2760	(02)631 8797	D&RGW
Mr A Earp	6 Calla Grove	Pendle Hill	NSW	2145	(02)642 8643	SP
Mr G R Farnsworth	14 Urwin Street	Saratoga	NSW	2250	(047)35 4842	ATSF
Mr T W Fitzell	4 Willow Tree Avenue	Emu Plains	NSW	2750	(02)649 1560	Australian
Mr J C J Fitzpatrick	4 Clucas Road	Regents Park	NSW	2143	(047)35 2907	USA Freelance
Mr I W Forsyth	20 Linksvlew Avenue	Emu Plains	NSW	2750		American
Mr J Fotheringham	P 0 Box 155	Baulkham Hills	NSW	2153	(02)46 5049	D&RGW (mainline)
Mr J D Gemmell	P 0 Box 155	Baulkham Hills	NSW	2153		
Mr F G Gill	14 Dudley Ave	Roseville	NSW	2069	(02)484 3199	NSMGR
Mr J Gordon	29 Bardwell Road	Mosman	NSW	2088	(02)639 6746	D&RGW
Mr P M Grace	11 Cherrybrook Road	West Pennant Hills	NSW	2120		DRGW
Mr G J Hall	35 Hillcrest Avenue	Winston Hills	NSW	2153	(02)546 1492	PRR
Mr T Halliburton	P0 Box 1045	Newcastle	NSW	2300		PENSY
Mr M Hallinan	33 Allara Ave	Nth Turramurra	NSW	2074	(043)963 649	C&S RGS D&RGW
Mr A.S.Harding	6 River Street	Blakehurst	NSW	2221	(02)449 1155	NSW SRA
Mr C M Harris	19 Palm Avenue	Padstow	NSW	2211	(02)546 1492	CNR
Mr R Hart	17 Soldiers Point Dve	Norah Head	NSW	2263		USA
Mr. P. Hassel	3 Cotswold St.	Westmead	NSW	2145	(043)963 649	DRGW/MILW
Mr. P. Hassel	Old North Rd.	Lochinvar	NSW	2321	(02)667 4065	BN
Mr. B Heinzl	137 Andrew Rd.	Valentine	NSW	2280	(049)32 7119	SR&RL
Mr.H.A.Hessing	c/o P.O.	Coopermook	NSW	2430	(049)46 8719	USA ng
Mr.R.C.Hickman	2 Mujar Place	Minaalee	NSW	2777	(065)52 4065	RIO GRANDE,SANTA FE,UP
Mr D F Hicks	17 Charter Street	Sadlier	NSW	2168	(047)54 1512	
Mr G W J Hiley	P 0 Box 692	Queensbeyan	NSW	2620	(062)97 9894	
Mr G G M Hodges	3 Belloc Place	Winston Hills	NSW	2153	(02)639 0652	
Mr E Hodgson	7 Booralie Road	Terry Hills	NSW	2084	(02)450 1033	
Mr G D Hopkins	17 Bedford Street	Willoughby	NSW	2068	(02)406 5931	
Mr I R Hopkins	14 Francis St.	Castle Hill	NSW	2154	(02)634 1283	
Mr. R. Hord						

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Name	Street	Town	State	Postcode	Phone	Prototype/Interests
Mr I B Howarth	6 Treetops Crescent	Port Macquarie	NSW	2444	(065)83 8075	NSMGR
Mr C A Huggan	P 0 Box 43	Hackett	ACT	2602	(02)47 0672	SAR/USA
Mr R L Hunt	82 Thomas Street	Edgevorth	NSW	2285	(049)58 6860	S00
Mr T G James	P 0 Box 853	Chatswood	NSW	2067	(02)98 7979	SP/D&RGW/RGS
Mr R J						GN/NP/D&RGW
Mr W E Kerr	690 Box 3947	Sydney	NSW	2001	(02)636 1283	ATSF/UP
Mr C Kleinhapl	80 Pennant Hills Road	North Parramatta	NSW	2151	(02)630 7813	Aust/USA
Mr G Klimpsch	69 Amesley Street	Leichhardt	NSW	2040		Wolgan Valley
Mr P A Knife	P 0 Box 797	Campbelltown	NSW	2560		UK/USA/Rhb
Mrs K M Knife	P 0 Box 797	Campbelltown	NSW	2560		NSW/Freelance
Mr G Larmour	42 McMillan Street	Yagoona	NSW	2199	(02)705 5074	UP
Mr K Learned	8 Paterson Road	Springwood	NSW	2776	(047)51 1392	SP
Mr J C Lee	79 McRaes Avenue	Penshurst	NSW	2222	(02)46 4384	SP&S
Mr J P Lee	36 Highfield Road	Lindfield	NSW	2070	(02)498 4659	Freelance
Mr B E Lovett	26 Blaxland Road	West Killara	NSW	2071	(062)81 3489	ATSF
Mr I Macfarlane	36 James Street	Curtin	ACT	2605	(02)30 2797	SP/UP
Mr D G C Mackenzie	4 Islington Street	Mt Pleasant	NSW	2750	(02)9585988	D&RGW
Mr J Mackicking	247 Eastern Valley Way	Middle Cove	NSW	2068	(02)958 5988	NSW & Vic
Mrs S J Mackicking	247 Eastern Valley Way	Middle Cove	NSW	2068	(02)728 7715	D&RGW
Mr. G Magill	12 Middle St.	Cardiff	NSW	2285	(049)54 0677	MA&PA
Mr P Malcolm	61 The Avenue	Canley Vale	NSW	2166	(02)728 7715	MP,GM&O
Mr Geoff Mascord	2/39a Waratah Street	Zetton	NSW	2705	(047)82 1919	D&RGW/RGS
Mr K McCarron	6 Terrigal Street	Macayong	NSW	2148		D&RGW
Mr L McConald	4/268 The Mall	Leura	NSW	2780	(049)62 1804	D&RGW
Mr L McLean	P 0 Box 2	Garden Island	NSW	2000	(062)58 1421	B&O
Mr W J McLean	5 Roslyn Avenue	Islington	NSW	2296	(02)74 8528	Mixed
Mr K C McPherson	21 Crossley Close	Melba	ACT	2615	(02)520 8070	02
Mr C S Michel	P 0 Box 93	Concord	NSW	2137	(02)624 3019	USA
Mr E.W.Hillington	13 Parklands Ave	Heathcote East	NSW	2233	(02)624 8332	ATSF/UP/SP
Mr G. Mills	17 Elbon Avenue	Epping	NSW	2121		USA
Mr B Moore	101 Fullager Road	Westworthville	NSW	2145	(02)624 1324	West Side Lumber Co
Mr P Moore	32 Reading Avenue	Kings Langley	NSW	2147	(046) 26 4017	FREELANCE
Mr T G Moore	5 Callistemon Close	Epping	NSW	2121	(02)86 3522	DRGW/RGS
Mrs D Moore	101 Fullager Road	Westworthville	NSW	2145		N&M
Mr P M Morrow	9 Kelly Close	Baulkham Hills	NSW	2153	(02)624 1324	American
Mr. P. Myers	15 Cucus Place	St. Helens Park	NSW	2560	(02)639 5530	BN
Mr L Nagy	4 Elgin Place	Winston Hills	NSW	2153	(047)39 4296	NSMGR
Mr B G Nickless	121 Newham Drive	Cambridge Gardens	NSW	2750	(02)631 8139	DRGW
Northside Hobbies	562 Pennant Hills Road	West Pennant Hills	NSW	2120	(02)727 5380	Freelance
Mr G Norwood	271 Vardys Road	Blacktown	NSW	2148	(047)39 2089	USA
Mr G Nott	22 Iona Avenue	North Rocks	NSW	2151		
Mr S F O'Brien	138 Nemerang Crescent	Warananga	ACT	2611		
Mr Mick O'Hanlon	5 Bakter Avenue	Springwood	NSW	2134		
Mr E H Oliver	c/o Macquarie Uni.	North Ryde	NSW	2113		
Mr D Parker	38 Curvers Drive	Mount Riverview	NSW	2774		
Mr J Parker	34 Strickland Street	Bass Hill	NSW	2197		
Mr R Parr	85 Lamonerie Street	Toongabbie	NSW	2146		
Mr J Patterson	545 Chapel Road	Bankstown	NSW	2200		
Mr G Paxon	31 Hopetoun Avenue	Vaucluse	NSW	2030		
Mrs C Paxon	17 Bromley Street	Canley Vale	NSW	2166		
Mr F Persson						
Mr K F Pettman	P.O. Box 57	Penrith Plaza	NSW	2750		

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Name	Street	Town	State	Postcode	Phone	Prototype/Interests
POWERLINE MODELS P/L						
Punchbowl Hobby Centre	P.O. BOX 264	PENRITH	NSW	2750	(047)396 066	
Mr D C Reidy	545 Chapel Road	Bankstown	NSW	2200		NSMGR/USA ng
Mr C K Riley	21 Ryrie Street	Mosman	NSW	2088	(02)969 7767	C&O/PRR/NYC/UP
Mr Jim Riley	16 Wisteria Crescent	Cherrybrook	NSW	2120		Narrow Gauge
Mr. T Rogers	47 Ferndale Street	Tighes Hill	NSW	2297	(049) 69 3563	American
Mr R Roth	9 Meyer Cres	Cooranbong	NSW	2265	(049)77 2073	WM/B&O
Mr C. Rought	1 The Crescent	Helensburgh	NSW	2508		NSMGR
Mr G Saint	297 Green Valley Way	Hoxton Park	NSW	2168	02 608 2185	DR&GW
Mr Hal Saxon	49 Caldwell Parade	Yagoona	NSW	2199	(02)708 5950	USA Freelance
Mr J F Saxon	8/203 New Cameron St.	Edgecliff	NSW	2027		SP
Mrs T Saxon	37 Beatrice Street	Clontarf	NSW	2093	(02)949 4767	Australian mining/timber
Mr P D Scouler	37 Beatrice Street	Clontarf	NSW	2093	(02)949 4767	UP/MOPAC
Mr D M Seales	34 Elvidge Crescent	Kotara South	NSW	2289	(049)43 8446	SP
Mr N L Sheridan	12/765 Pittwater Road	Dee Why	NSW	2099	(02)98 7440	Australian
Mr R Smith	17 Joseph Street	Ashfield	NSW	2131	(02)797 6152	
Mr S Smith	26 Peel Road	Baulkham Hills	NSW	2153	(02)624 3912	
Sydney Model Railway Socy	174 Fullers Road	Chatswood	NSW	2067	(02)411 5726	
Southern Cross M.R.C	c/o 15 Renown Avenue	Oatley	NSW	2223		
Mr O. B. Spence	P.O. Box 235	Matraville	NSW	2036	047 46290	Denver & Salt Lake
Mr G.M. Spencer-Salt	Lot 26, Greendale Road	Bringelly	NSW	2171	(02) 628 2813	B&O
Mr G Stevens	26 Magellan Avenue	Lethbridge Park	NSW	2770	(02)266 2424 W	Australian
Mr P C Swanson	8 Warri Close	Narraveena	NSW	2099	(02)452 4132	
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Toyman Imports Pty Ltd	5 Miles Close	Forrester	NSW	2428	(049)33 5929	
Mr W D Turnbull	76 Railway Street	Yennora	NSW	2161		
Mr C A Upton	5 Melrose Street	Epping	NSW	2121		
Mr J P Vanderdonk	41 Thompson Avenue	St Marys	NSW	2760	(02)623 2644	Freelance
Mr D J Wallace	14 King Street	Parramatta	NSW	2150	(02)635 9851	SRA NSW
Mr R Walter	12 Meares Road	McGraths Hill	NSW	2756	(045)77 4542	RUTLAND/Green Mountain
Mr D Watkins	c/o The Kings School	Parramatta	NSW	2150		Colorado narrow gauge
Mr P M Webb	P O Box 86	Chester Hill	NSW	2162	(02)608 1645	American
Mr. M. Weymouth	448 Elizabeth Street	Surry Hills	NSW	2010	(02)698 7327	SP
Mr G Wheatley	2 Hayley Close	Queanbeyan	NSW	2620	(062)97 7479	C&O
Mr D R G White	9 Cook St.	St. Marys	NSW	2760	(02)623 7443	NSW STEAM
Mr G. M. Willett	3 Acacia Place	Greystanes	NSW	2145		C&O
Mr C A Wilson	137 Grafton Street	Goulburn	NSW	2580	(048)21 6925	ATSF
Mr. W. Wilson	11 Georges River Road	Lansvale	NSW	2166	(02) 727 9961	Rio Grand B.-R.-W Narrow Gauge
Mr C M Woodhead	30 Wylie Street	Kirrawee	NSW	2232	(02)521 6068	ATSF
Mr H H Wormald	4 Govett Place	Davidson	NSW	2085	(02)452 1007	USA/Europe
MR J. R. Wrigley	115 New Mt Pleasant Rd	Mt Pleasant	NSW	2519	(042)83 3611	NYC
Mr R Dall	P O Box 1062	Burwood Nth	NSW	2134		US
Mr S V Eaton	2 Clifton Avenue	Glenbrook	NSW	2773	047 39 1323	DRGM
Mr J R Franklin	7 Murchison Avenue	Vermont South	VIC	3133		Freelance
Mr G Fraser	12 Marchant Avenue	Reservoir	VIC	3073	(03)527 5538	Freelance
Mr J R Gardner	11 Rosemont Avenue	Caulfield	VIC	3161	(03)439 1572	All
Mr D J Goddard	9 Penrith Court	Eltham	VIC	3095	(03)25 7221	B&O/Freelance
Mr I Jones	3 Ramu Grove	Ashburton	VIC	3147		Southern Africa
Mr J A H Marshall	311 Eddy Avenue	Mount Helen	VIC	3350	(053)41 3725	V/LINE (Aust)/VBT (USA)/ATSF
Mr J McClure	10 Kingsley Avenue	Vermont	VIC	3133	(03)878 6841	
	RMB 5197	Terang	VIC	3264	(055) 92 5480	
	19 Brynmawr Road	Camberwell	VIC	3124		

Name	Street	Town	State	Postcode	Phone	Prototype/Interests
Mr A McKenna	7 Max Court	Noble Park	VIC	3174	(03)579 1322	UP
Mr J McLaren	39 Jones Crescent	Rosanna	VIC	3084	(03)459 5724	ATSF/UP/SP
Mr H Molenkamp	26 Birdwood Ave	Upway	VIC	3158	(03)534 4126	Freelance Steam
Mr D Moon	RMB 7, Jeffrey Crt	Gisborne Sh	VIC	3437	(054)28 3539	All
Mr R R Musolino	157 Haude Street	Shepparton	VIC	3630	(052)31 1329	PRR/ANV/Freelance
Mr G Nitz	20 Alpha Street	North Balwyn	VIC	3104	(03)857 6959	SP/Western NG
Mr H Pettigrew	21 Redmond Street	Kew	VIC	3101	(03)861 8240	USA/Vic ng
Mr P E Richie	28 Ascot Street South	Ballarat	VIC	3350	(053)32 1138	Freelance
Mr N Scantlebury	5 Ironbark Drive	Lower Templestowe	VIC	3107	(03)850 9552	VR/ANGR
Mr R Webber	7 Correa Avenue	Cheltenham	VIC	3192	(03)583 5833	SP/ Electrics
Mr H G Whiting	22 Simpson Street	Mitcham	VIC	3132	(03)873 3952	D&RGW/V-Line
Mr R J Williams	P O Box 207	Mooroobark	VIC	3038		DRGM
Mr D C Wishart	P O Box 1	Mount Macedon	VIC	3441	(03)434 2631	
Mr R T Young	109 Elder Street	Greensborough	VIC	3088	(03)589 5583	
Mr S J Youn	19 McGregor Avenue	Beaumaris	VIC	3193		
Mr A E Berkavicius	5 Neptune Street	Scarborough	WA	6019		
Mr R Brownbill	12 Signet Street	Hallett Cove	SA	5158	(08)381 4866	UP/Freelance
Mr E G Carter	33 Cronulla Drive	Redwood Park	SA	5097	(08)251 1336	Freelance
Mr D Fine	4 Tyrell Court	Edgewater	WA	6027		NSW-30/40's/ERIE RR
Mr C R Hartmann	1/8 Elfield Way	Bassendean	WA	6054		DRGM
Mr R A Nelson	36 St Michael Terrace	Mt Pleasant	WA	6153	(09)191 1343	CNW
Mr L M Opie	1/8 Pastro Court	Mitcham	SA	5062	(09)364 4417	SP
Mr K J O'Shea	140 First Avenue	Eden Hill	WA	6054		
Mr T T Ruediger	PMB 44	Ceduna	SA	5690		
Mr J A Scriven	5 Turner Street	Newman	WA	6753	(09)75 1558	All
Mr F R Smith	14 Jennifer Street	Evansston Park	SA	5116	(08)522 4673	UP/PRR
Mr J B Trelease	7 Milton Avenue	Fullarton	SA	5063	(08)79 1410	NYC/UP/DRGM/SAR/ANR
Mr T J S Triplow	1 Sean Court	Coromandel Valley	SA	5051	(08)293 4363	Freelance
Mr R A Wheeler	8 Reynolds Place	Grange	SA	5022	(08)356 9044	SAR
Mr B D J Bates	P O Box 10-400 Te Rapa	Hamilton	NZ			ATSF
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Mr E Hodgkinson	11 Grantham Street	Bayswater	NZ			Sierra RR
Mr C A Johnston	29 Plymouth Crescent	Port Ohope	NZ			MILW
Mr D R McAdam	179 Harbour Road	Wellington	NZ		78 0600	American
Mr B Moosman	P O Box 10-285	Hamilton	NZ			ATSF
Mr K Oman	58 Harland Street	Ashburton	NZ		538 3367	ATSF/D&RGW/ICG
Mr B L Palmer	P O Box 5055	Mt Haunganui	NZ			USA/NZR
Mr A Roker	17 Debron Avenue	Remuera, Auckland 5	NZ			SP
Mr B C Seddon	94 Insoil Avenue	Fairfield, Hamilton	NZ			SP
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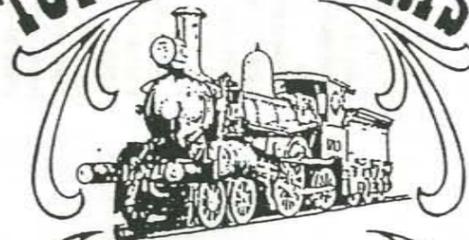
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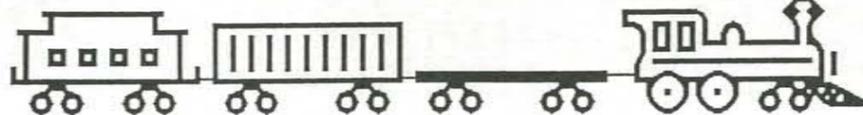
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NOTICES

HELP:

The NRMA executive committee is looking for suitable storage for the trailer (8 X 4) our exhibition display is transported in. Storage is required for a period of approximately 6 weeks (13 August to 30 September) the trailer will contain our exhibit whilst in storage between shows. Accommodation should be weather proof and secure. If you can help please phone Peter Burrows or Sowerby Smith.

WANTED:

Any old (good condition) Model Railroader or Railroad Model Craftsman magazines. Will pay any reasonable amount.
Craig Wilson (02) 521 6068

WANTED:

X2F couplings (ex Athearn & Roundhouse) in good condition with large pivot holes - anyone into installing kadees should have a junk box full. Will pay 10 cents or donate same to the NRMA.
Eddie Oliver (02) 805 8543 business hours.

VALE

James Ernest Patterson
4.8.29 - 20.3.89

On the 20th March this year Jim Patterson passed away after battling a serious illness for three years. During this period, despite numerous spells in hospital, pain and inconvenience, Jim didn't lose his dry sense of humour, smile or twinkle in his eye.

My first meeting with Jim and Betty was in 1977 when I was serving on the committee of the Willoughby Festival Model Railway Exhibition. We invited Punchbowl Hobbies to exhibit and so the friendship grew.

Jim and Betty exhibited at a number of the exhibitions at Chatswood and many other exhibitions, as far afield as Bathurst. Such was their dedication to the hobby and professionalism that their stands received awards for the Best Commercial Stand.

The shop at Punchbowl was a good starting point but soon became too small for Jim's plans, so he bought a disused service station in Chapel Road, Bankstown, which had the space to display all his merchandise and for future expansion. But it wasn't a case of walk in and set up. Many, many hours of hard labour was spent to change the old buildings into a modern, attractive hobby shop, specialising in model trains, which was Jim's second love, his family being his first.

With help from all of his family, Jim has built his hobby shop into one that is highly regarded in the modelling fraternity. You were always guaranteed a very friendly welcome and a cup of coffee when you visited Patterson's Hobby Shop.

Jim was a native of New Zealand, but having lived here since 1963, he was more like a dinkum Aussie than a Kiwi. New Zealand's loss was Australia's gain.

In passing, mention should be made of the love and support Jim received from his family during his illness. It didn't remove the pain, but it gave him the strength to endure it and plan for the future.

Betty has lost a loving husband, Ann, David and Carolyn have lost a devoted father, the hobby has lost a dedicated retailer, the N.M.R.A.-A.R. has lost a supportive member and I have lost a good friend.

So long Jim.

Bruce Lovett



John Kiddell Memorial Awards

The family of the late John Kiddell has kindly donated his model railroad collection to the NMRA.

We plan to sell the magazines to fund an annual award for Best-In-Show at our yearly model competition. As well as a permanent trophy, the successful entrant will receive an individual trophy for his or her efforts.

Both Model Railroader and Railroad Model Craftsman are for sale, MR in complete years starting with 1956 and RMC starting with 1959 although some individual issues and years are not available.

Only complete years will be sold at \$A24 each (plus delivery if required) but where only part of a year is held, individual issues will be sold at \$A2 each plus postage.

Written enquiries please to "RR Magazines", P.O. Box 529, Epping NSW, 2121 or telephone John Saxo n on (02)949 4767.....



A model railway celebration of New Zealand's 150th Anniversary 13-16 APRIL 1990 [EASTER] Auckland College of Education Epsom Avenue, Epsom AUCKLAND, NEW ZEALAND

Mike Bartlett's layout visit

Fifty four members and guests made the trip to Newport for the visit to Mike Bartlett's layout. We also combined this with our annual model competition.

Mike's layout is situated in a large L shaped layout room approximately 28'x 27' one leg being 7' and the other 12' wide. The building that houses it is situated behind his house.

The layout is in a partially completed state with all the main line trackage in place with most of the stations and yard trackage also done. Yet to be started is a 22 road engine facility with 4 track coaling tower. This will provide more opportunity to show off Mike's extensive collection of UP power. Over 70 locos at last count with 15 being brass and the rest consisting of Riverossi steam and Athern 1st and 2nd generation diesels. The mix is 50-50 steam and diesel.

The theme of the layout is big class 1 western railroading. Spotted while there was a 22 car freight behind a UP Veranda Turbine also a 12 car passenger train with a UP 4-8-4 on the point. Plus lots of others long trains with multiple diesels up front or one of several Big Boy's.

The layout is a folded double dog bone with a very long run. It was started in 1981 and has had 4 rebuilds and is still evolving, a situation that is familiar with many of us. Conventional cab control is used with 2 walk round cabs. One of the problems associated with the sea side location of Mike's house is that salt air provides more corrosion problems than most of us experience. No magical solution has yet been found for this problem other than constant cleaning.

An interesting feature is a Gauntlet bridge on the main line, a feature seldom modeled. There is also a branch line yet to be constructed.

Later in the afternoon a super afternoon tea was served and after that the results of the model contest were announced. The model contest was held in the cabana next to the pool and provided an ideal

location and provided a quiet spot for the judges to make their deliberations.

Our thanks to Mike Bartlett and his family for welcoming all 54 of us to their home and for providing us with an excellent venue for our model contest. Also our thanks to the judging panel headed by Phil Knife.

Sowerby Smith

Annual General Meeting

Once again this year we were greeted with atrocious weather. We had all hoped for fine weather for our excursion to Therlmere but it was not to be. Forty Eight members turned up for the run behind the Scotsman and it eventually arrived about 11/2 hrs late.

Several other members including myself travelled down by car. The venue for the meeting was inside a passenger coach that had been loaned to us for the afternoon by the Railway Historicle Society. The meeting was brief and the presidents report was read by myself on Peters behalf as he had left that day for the USA on business. Various officers gave their reports on membership, finance etc.

The highlight of the afternoon was the presentation of the first Master Model Railroader award to Phil Knife and that was presented to Phil by John Saxon. Our congratulations to Phil.

After that other achievement awards were presented and then the model contest awards were presented. I have a feeling it will not be long before a couple of other Master Model Railroader Awards are achieved by our members.

The meeting concluded in good time for the rush to the train home.

Despite the incessant rain all the people I spoke to seemed to enjoy the day.

Sowerby Smith

NORTHSIDE HOBBIES

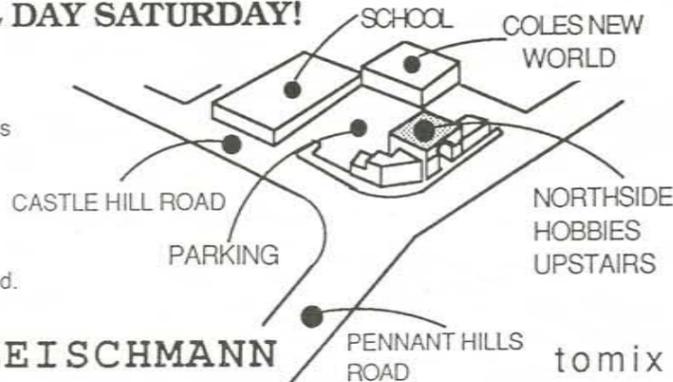
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Peter Webb's Layout Visit

On Saturday the 8th July 1989 the club went back in time to September 9th 1948, the location was somewhere on the Shasta route of the SP in southern Oregon on the Siskiyou Line. That is the imaginary setting for Peter Webb's marvelous SP layout.

We were not disappointed! An AC6 4-8-8-2 hauling a 25 car train rumbled through Pine covered hillsides. It is just over a year since the club last visited Peter's layout and during that time he has made so many additions and improvements to the scenery that it has now reach a stage of completion that few layouts ever achieve.

The layout consists of a folded dog bone design with a peninsula in the centre. It is set at eye level and this results in a fabulous view of the trains running through marvelous scenery.

There are three stations the main one being at the lowest level and the first seen on entering the room. This is Roseberg and consists of 6 through tracks and a 7 road engine facility. From here the line departs to the left and disappears into a tunnel emerging again in a narrow cut into another tunnel and bursts out across a curved steel trestle bridge over Myrtle Creek.

Just off the bridge is Myrtle Creek station with a small interchange to the ore mine high in the hills. Near the station is a factory making Levi Jeans. From Myrtle the track continues climbing at 2.5% along behind Roseberg station to eventually reach Dunsmuir.

Dunsmuir is the main classification yard on the line with an 8 track stub end yard and a large loco depot with a turn table and 9 roads. An almost complete scratch built roundhouse accommodates 7 tracks. Behind the classification yard is the town of Dunsmuir rising up a hill with tree clad hills in the background. From here the line starts it's decent to Roseberg.

First it crosses a Central Valley through truss bridge and curves round the

peninsula travelling through beautifully modeled Oregon scenery with hundreds of tall pine trees all scratch built by Peter with carved balsa trunks and caspia branches. Each tree takes about 1/2 an hour to complete. The track then passes under the large bridge into Roseberg.

It is difficult to describe how "Right" the scenery and buildings look. It is a lot of factors working together. The colours are right, the buildings though not exact copies of any real structure are all based on prototype structures from the real location and the locos and rolling stock are all correct for the period and area.

The technical details:- The layout is approximately 12'x28' the main part consists of 4 portable sections that can be moved with the Dunsmuir section the only part built in. These are set at eye level with the Dunsmuir section being over 6' deep with access holes.

Electrics consist of 2 mainline cabs plus local cabs that have limited access to the main. The track is mainly Peco code 100 with a little Shinohara code 100 and code 70 on the mine branch. Turnouts have Peco motors operated by push buttons on the control panels.

The locos are all SP brass imports, re-motored and painted by Peter and though he says he's not into operation and prefers building his locos run superbly. They range from 0-6-0 switchers to an AC6.

Structures are mainly scratch built with a few kits for good measure. There are hundreds of scratch built trees. Plaster scenery with rock casting galore with lots of small highly detailed scenes.

The sad part of the visit is that Peter lives and works in the premises and his lease expires in September. Peter is already planning a completely new layout and this will be all new from the ground up. So if you would like a section of Oregon scenery Peter is selling the layout including all buildings and trees!! So if you are interested please give him a call.

Giddy. Seems programmed into all of us that sooner or later we'll acquire something colloquially referred to as "Brass". These days brass locos come pre-painted and look like plastic, so model rails either refer to them as brass out of habit or because they cost heaps of brass to buy.

You're usually attracted to them first off because the bells tinkle, the journal boxes open and the water sight glass moves, or because it's a model your railroad could use....if it was located six hundred miles east of where it is and hauled grain instead of coal. So you quietly slip into Berg's one Thursday night, barefoot with a barrel for a suit of clothes, legacy of the past sixteen years intense saving, and shovel the collateral out of the wheel barrow onto the counter. In return you receive a dull moroon box with a silver label. Exit fast!

You race home on your skateboard (had to sell the car) and knock the Mrs. over in your rush to get to the layout. Open the box. Spend twenty minutes negotiating a tightly folded maze of wrapping and prize the jewel from the box. Place it on the track. Wipe the saliva from you chin. Crack the throttle. No go.

Panic. Turn of the power. Ah! "What's that!" The Mrs. has to yell to be heard above the coffee grinder like din. The shuddering model derails at the first turnout.

"Oh, just one of those cheap Yugoslavian models I got for next to nothing." She nods hitches up her barrel, and leaves.

Next operating night you're accoladed all the way into next week by De Boiz until you try and run it. It derails.

"Wheel gauge." Someone suggests. Disassemble. Adjust. Reassemble. Derail.

"Springs". Disassemble. Adjust. Reassemble. Derail.

"Side frames". Disassemble. Adjust. Reassemble. Derail.

"Twisted frame". Disassemble. Adjust. Reassemble....

It doesn't derail! It negotiates half a lap then.... stalls.....
"Dirty wheels".
Clean. Stall.
"Wipers".
Disassemble. Adjust. Reassemble. Stall.
"Shorting sideframes".
Disassemble. Adjust. Reassemble. Stall.
"Brush tension".
Disassemble. Adjust. Reassemble. Stall.
"Too many ions in the atmosphere".
"Geez, they're easy to work on".
"Maybe the ozone layer's finally gone".
"Mars is the closet it's been for four hundred years".

You contemplate disassembly once more but the slots on the screw heads are mangled by now.

"Did you know". Says your best friend - soon to be your worst enemy, "Atlas are releasing one of these in a few weeks".
"Phase II isn't it?" Someone asks.
"No, Phase IIIa with chicken wire grills".
"Yeah? Roller or friction bearing trucks?"
"Choice of both. And three varieties of headlight.....".

TIPS

GLUE DISPENSER The Mad Modeler, 4th Division

Doesn't it make you mad when the Ambroid cement floods on to a tiny wooden piece and you have to spend time scraping the excess glue bead from the car or structure you are building? On your next visit to the doctor ask the nurse for a large lumen (bore) needle (0.020). It will usually be 1" in length and look vicious!

Insert a 0.020 piece of soft wire through the needle lumen and then snip or cut off the needle about 3/4" from the base. Remove and discard the wire. If you are brave, ask for a tuberculin disposable syringe, or buy a pack (usually a dozen) at your drug store. Attach the needle to the syringe. Remove the syringe plunger, insert the Ambroid tube tip, and squeeze the barrel of the syringe 3/4 full. Holding it upright, remove the glue tube and insert the plunger, forcing the glue up into the needle (and also expelling the air). The ball of cement on the needle tip dries to form a plug! Flip it with your finger, press the plunger, and you have controlled cement dispensing.

From 4th Division *Grab Iron*