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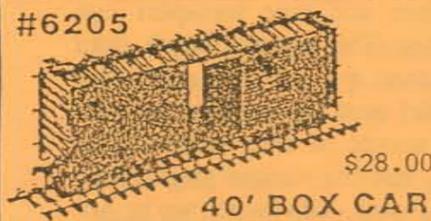
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Australia 2200
Telephone: (02) 709 5082

HAS

O GAUGE!!

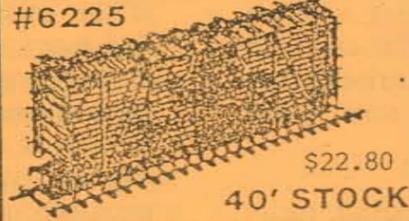
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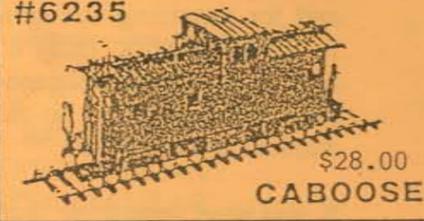
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40' BOX CAR



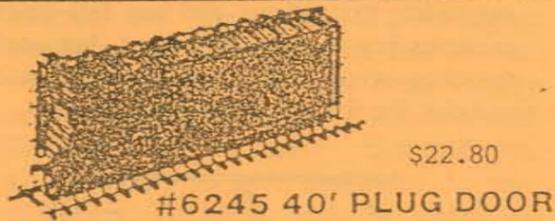
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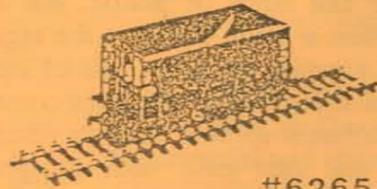
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- #6018 Terminal Track Section \$2.75

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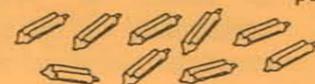
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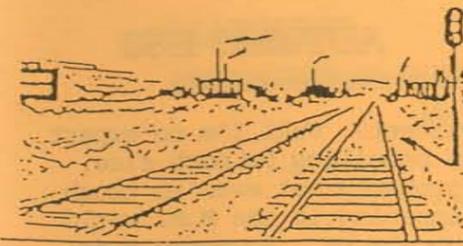
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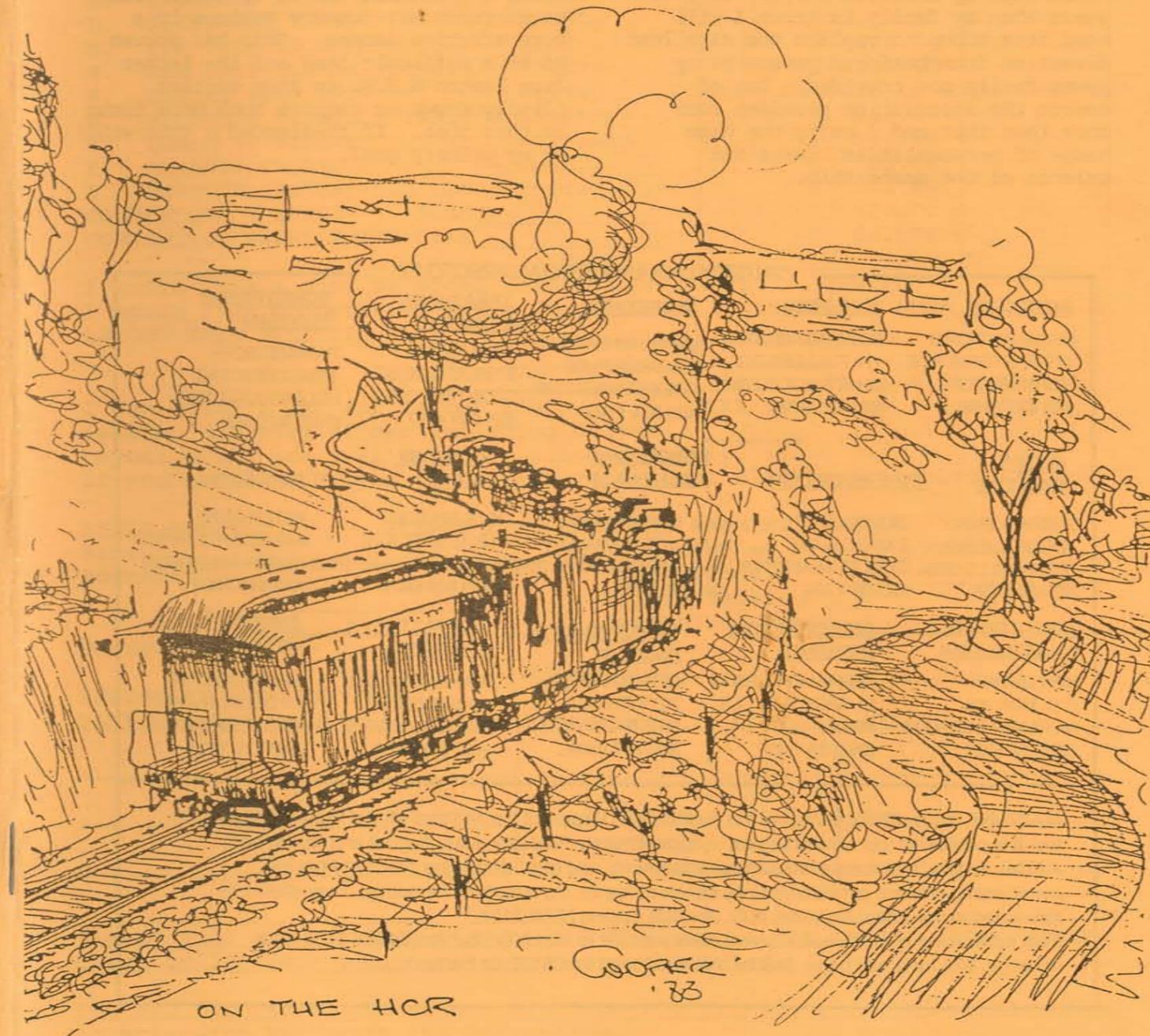


MAIN LINE

National Model Railroad Association - Australasian Region

Volume 7 Number 1 January, February, March 1990

Registered By Australia Post Publication # NBH 7190



ON THE HCR

FROM THE PRESIDENT

Welcome back from our summer break and here's to an active year in the hobby. I have been thinking about the forthcoming elections and why I belong and participate in the NMRA. Being a family man in my early 40's with four children aged 6-15, my spare time for modelling is scarce. I also work fairly long hours and my home requires a couple of significant projects to be completed before a layout area becomes available.

If nothing else my involvement in the NMRA keeps my interest alive. In a few years when my family is grown I will need this hobby to replace the excellent diversion from business pressures my young family now provides. But of course the association provides much more than that and I enjoy the huge range of personalities, ideas and talents of the membership.

So why be President? Well I'm no expert on prototypes, modelling or much else. In fact I am probably not even in touch with what's happening in the M.R. world as well as I should be. However, I do possess some organisational skills and I believe in making the most of what time I can assign to the hobby. Therefore if no other member feels compelled to serve in the role, I will continue until 1992 when I must stand down and hopefully by then the basis of a layout will have emerged in my basement.

In my first column after election (Aug 1988) I said that one of my goals would be to reach our country members in a more effective manner. This has proven to be a difficult task and the letter from Leeton N.S.W. in this edition clearly shows we require much more focus in this area. If re-elected - this will be my primary goal.

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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 March for four issues are \$130 for a full page, \$70 for a half page, \$40 for a quarter page and \$150 for the back cover.

WAITEMATA 150 CONVENTION

P.O. Box 29 110, Greenwoods Corner, Auckland 3, New Zealand
 NZAMRC Model Railway Convention 13-16 April 1990
 G.S.T REGISTRATION: 51-808-134

REGISTRATION FORM

PLAN	NUMBER	PRICE	TOTAL
A. REGISTRATION Modeller		\$53.00	
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If mailed before 1 March 1990 deduct 10%			\$
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CONVENTION T SHIRT	Size _____	\$20.00	
CONVENTION SWEAT SHIRT	Size _____	\$25.00	
		TOTAL	\$

I would like a copy of model competition rules YES/NO.
 I would like competition entry forms YES/NO. NMRA YES/NO.
 LAYOUT TOUR SELECTIONS 1. _____
 2. _____
 3. _____ (3 is alternate if) (1 or 2 are full)
 I can offer a car for layout tours YES/NO.
 Seating capacity of car including driver _____
 Layout tours are available for plans A,B only.
 If you choose GVR tour (L) both layout tours will be scheduled Saturday.
 REPLY ADDRESS PLEASE FIND ENCLOSED PAYMENT CHEQUE \$ _____
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REGISTRATIONS THIS FORM

NAME (as you want it on badge)	Hometown	Plan	Extras

Please fill out in BLOCK CAPITAL PRINTING so we can read it accurately.
 Check dollar amount paid matches plans requested.

You are welcome to photocopy this form for friends who may be interested in attending WAITEMATA 150 CONVENTION.

Waitemata 150 Convention

N.Z.A.M.L.R.C. Convention 13 - 16 April 1990

P.O. Box 29 110, Greens Corner, Auckland 3, NEW ZEALAND.

INFORMATION FOR OVERSEAS MODEL RAILROADERS PLANNING TO ATTEND THE CONVENTION.

This will serve to introduce our country and offer a few tips for both the convention and travel to and within New Zealand. We apologise if some of the details seem obvious, but as travellers ourselves, we thought you might like a little information, some of which may not be readily available.

Getting Here.

Auckland is New Zealand's largest city [1 million] and gateway for most international flights, served by our own *Air New Zealand*, along with *Aerolineas Argentinas*, *British Airways*, *Canadian Airlines International*, *Cathay Pacific*, *Continental*, *Hawaiian*, *Japan Air Lines*, *QANTAS*, *Singapore Airlines*, *Thai*, *United* and *UTA*, on long haul routes.

Typical flight times from :-

Eastern Australia are 3 hours

Western North America, 17 hours

One stop service is 26 hours from London and Frankfurt.

THE WEATHER

In April we are in the early Autumn. Temperatures in Auckland will be mild (9 - 20C) with the possibility of rain. Further south, especially in high country, weather can be cool, possibly with snow.

NEW ZEALAND

Our country has a land area similar to Great Britain, Japan or Colorado. The human population is just over three million, the sheep are still about seventy million. It is a long skinny place, 1500 miles [2400km] from north to south, yet nowhere is more than 75 miles [120km] from the sea. There are mountains, rivers, beaches, farmland, modern cities, provincial centres, small towns, a few

ghost towns and many types of scenery.

The people are mostly European, of British heritage, along with the indigenous Maori, Pacific Islands people, and smaller groups from many parts of the world.

We have modern highways, frequent domestic air transport, buses and some long distance trains. There are a number of first class hotels in Auckland, Rotorua, Wellington, Christchurch, Queenstown and smaller tourist resorts. Major chains operating here include Hyatt, Regent, Sheraton, and Travelodge. Motels and Motor Hotels are popular, with Best Western, Quality Inns, Flag and MFNZ well represented. YHA and YMCA hostels are also available.

If you intend to drive here we usually do it on the left side of the road. Major car rental companies operating here include Avis, Budget, Hertz, National, Thrifty. Camper vans are popular rentals.

If you are planning to bring electrical appliances, our electricity is 240v 50hz. All motels will handle 110v shavers, but high current hair driers etc. would require a good transformer. Outlets are similar to Australia's

Our television is the 625 line PAL system. NTSC tapes will only work on 3 system sets - which we will have at the convention.

THE TRAINS.

Since you are coming for a model railway convention, you will probably want to know about real ones. The New Zealand Railways Corporation is a state owned company which operates the railways, a major bus service, and large road/rail/passenger ferries between

Wellington and Picton.

The rail gauge is 3'6". NZR operates a fleet of several models of diesel made by GM, GE, Mitsubishi, Toshiba, and English Electric. Electric locomotives are in use on the new 25kv system in the central North Island, the 1500vdc system at Otira tunnel in the South Island, and suburban passenger units around Wellington. Much of the track is welded, some with concrete sleepers, and signalling is mostly CTC or ABS. As in other countries the guards van is nearly dead. We have a modern railway system.

Passenger is offered in several markets. There is a first class daylight railcar between Auckland and Wellington, along with an overnight coach train. Provincial service is provided from Wellington to New Plymouth, Napier and Gisborne. At Picton, trains connect to Christchurch from the ferries. From Christchurch trains operate to the West Coast and south to Dunedin and Invercargill. Wherever the trains go they varied and spectacular scenery.

There are several museums about, some with operating steam, which show the history of our railways. It would be worth investigating these for their location, operating times etc.

PLANNING A TRIP

Since Auckland is a gateway point it would seem sensible to plan the convention as either the first or last stop in an itinerary. If you are like us, you are not the average holiday tourist, but would like to plan an economical trip [in time if not also money] which will allow you to see what you really want. Your travel agent, airline, New Zealand Tourist and Publicity Travel Office can provide many colourful brochures on things to see and do. If you intend railfanning by car get some good maps from your AA. They usually show the rail lines. You will probably have as much luck finding trains in the daytime as we do. [Much of the main trunk traffic is at night].

The convention is not planning its own tour promotion to the convention. This has been tried before and nobody seems able to plan a mutually interesting trip. It would be a good idea for friends to travel together, saving motels costs and sharing car rentals. We expect to have visitors who wish to do it first class and others on a budget. Both requirements can be met on well planned itineraries.

THE CONVENTION

Waitemata 150 Convention will be operated in similar style to NRMA conventions in North America. This event includes the Australasian Region of NRMA annual meeting and model contest. Probably the most noticeable difference is that we model many national prototypes in almost equal strength, rather than just our own railways. We have had a lot of practice running events such as this. The National Convention is held every even Easter, with other large meets - usually of specific prototype interest - held in the odd numbered years.

The nearest first class hotels to the convention are the Sheraton Auckland and the Hyatt - about 3 miles [4.8km], but there is no designated convention hotel. Several motels are near the convention site. There are many hotels and motels near the airport, which is 20 minutes away. Buses from the airport and the city pass just a couple of blocks from the convention.

Activities will begin Thursday evening with registration, setup and videos, with possibly a no host party somewhere. The daily schedule starts around 8 or 9am continuing to around 11.00pm. The Sunday Banquet will be buffet style at Mandalay, a very well regarded establishment. We look forward to having you visit with us. We think we have something to show that is a little different, but not enough to be culturally strange.

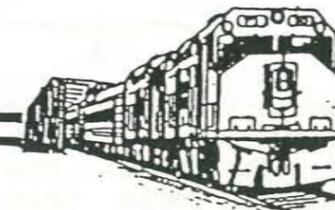
WAITEMATA 150 CONVENTION

A recent survey of flights available to New Zealand at Easter revealed the following - Note New Zealand is 2 hours ahead.

	Sydney Depart	Auckland Arrive Depart	Sydney Arrive
United \$370 (UA)	UA 1320/12th & 13th	1810 0915/16th	1035
Qantas \$544 (QF)	QF 1000/12th & 13th	1450 0745/16th	0915
Air NZ \$544 (TE)	TE 1700/12th	2150 0800/16th	0925
Continental \$499 (CO)	CO 0725/12th	1210 1340/16th	1455
	TE 1905/12th	2359 1035/16th	1155
Fares quoted by National Australia Bank Travel but subject to change	CO 1300/13th TE 1405/13th QF 1905/13th TE 1935/13th QF 1200/13th	1750 1855 2359 1630/16th 0030/14th 1725	1745

Some restrictions apply but you should book your flights early if you want the cheaper fares. Group bookings are not practicable due to the inflexibility and restrictions that apply.

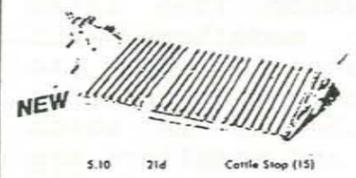
Peter Burrows



EASYWAY

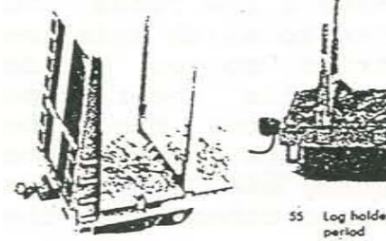
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Cambridge
New Zealand

DIRECT FROM MANUFACTURERS



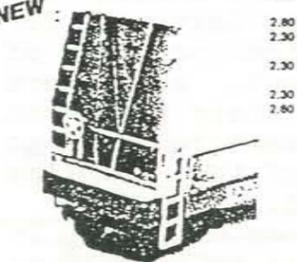
5.10 71d Cattle Stop (15)

SSA Log holders high 1960 (4). Period log holders will fit Athearn and MDC flat cars.



55 Log holders med. height (4). 1945 period

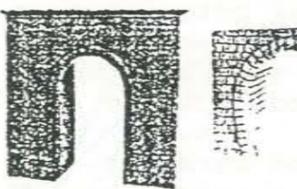
SSc Bulkhead ends 1975 Fits Athearn - MDC flat cars



NEW PORTALS single: All portals have WALL LINERS

\$5.60	P1	Cut stone - use with EP11, 12
	P2	Brick
	P3	Wood - use with EP14
	P4	1910 concrete - use with EP14
	P5	1930 concrete - use with EP13, 14
	P6	1950 concrete - use with EP13, 14

** EP3, 4 & 6 are supplied with crib wall to prevent debris falling on to track from above portal



NEW PORTALS double:

\$5.90	P7	Random stone - use with EP11, 12
	P8	1930 concrete - use with EP13, 14

Hand painted, -

3.30	40	Blocksmith set (6)
2.30	40A	Fisherman standing. (Painted)
2.30	40B	Fisherman sitting (Painted)
2.90	40C	Man and barrow (Painted)
3.10	40D	Loco crew (7) (Painted)
2.30	40E	Man with chain saw. (Painted)
3.10	40F	Gas cutter and baffles (Painted)
2.30	40G	Track worker with flag (Painted)
2.30	40H	Man with jack hammer (Painted)
4.20	40I	Garage Men (3)
2.30	40J	Man at Phone
2.80	40K	Man Chopping
2.80	40L	Man/Barrow crates



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Details for station platform.
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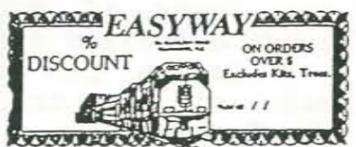
TREES: We make a variety of Conifer type trees up to 300mm high.

1.50	T1	75 - 100
1.80	T2	100 - 150
2.40	T3	150 - 200
3.10	T4	200 - 300

2.80	67c	Office/House Front door (3)
2.30	67d	Wood with glass.
2.30	67e	Yard office/garage (3)
2.30	67f	Double door as 67b (3)
2.30	67g	Wood door T&G (3)
2.30	67h	Bunk house/shed
2.30	67i	3 Panel wood door (3)
2.30	67j	House station
2.80	67k	Shop double door (2)
2.80	67l	Sliding door garage (2)
5.00	67m	Warehouse/shed
2.30	66	Fuel tanks for buildings (3)
2.80	66a	Wheel barrows (3)
4.10	66b	Hose stand (5)
2.80	66c	Rail rack (4)
4.50	56	Concrete mixer
3.50	54A	Signal levers and signal man
2.50	46	Fence kit - 6 posts and mesh
3.10	47	Gates kit - Posts, gates and braces.
3.10	48	Platform steps (2 flights).
3.10	49	Roof supports (4)
2.30	50	Rural outhouse and occupant (4 parts)
2.80	50a	Monument (painted) for Town or Golden Spike
2.80	50b	Track workers motor trolley
2.80	50c	Material trolley
7.00	50d	Drill stand (Pedestal)
3.10	51	Radial arm drill
4.50	53	Lathe
2.30	54	Milling machine
		Saw table and wood box
		Radial arm saw and man
		Plainer and man
		Lumber yard kit. 16 parts
		Motor with compressor and pump kit
		Mine cars (2) Fits N scale track
		Trolley jacks (3)

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17th March 1990
at
Veteran Car Club
Queens Road
FIVE DOCK
Registrations 8.30am
Clinics start 10.00am

Full details from
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Towards Operation
By Lawrence Nagy

The unfortunate thing about most articles covering operation is that they tend to get bogged down with specific situations and jargon, which only makes the subject harder to understand than need be. I hope this article demistifies the subject of operation. The ideas proposed aren't in themselves tenets for modellers, but rather, are examples of how operating principles apply to the design and operation of the layout. The specific examples I use are not as important as the way in which they've been applied. Layouts, prototypes and modellers are too various and individual to ever be neatly bound by one set of conditions, so please keep an open mind.

Let's say, for the sake of this exercise, you have a room suitable for a layout. You also have a few locos and no idea of a prototype location. You like to watch mainline trains running as well as switch industries, so you decide the best plan will involve a 'round the walls' shelf type layout circling the room to allow a continuous run. The layout itself is high enough to clear a work bench, the wife's sewing table and the kid's computer etc, so space for the layout was easy to negotiate since others in the family can use the room too.

Figure 1 shows the plan. You decide upon three towns as a balance between switching and running. Let's call the towns A, B and C. You have a few freight cars lettered for various roads, so now you're faced with the problem of deciding how the cars got onto the layout, and where they'll eventually go once they've finished their tasks on the layout. They have to have come from somewhere, and go on to somewhere else, so let's steal some of the mainline run for a hidden storage yard, as in Figure 2.

Schematically, we now have a railroad as depicted in Figure 3. It is a continuous run but operates as a point to point, with trains running around the visible part of the layout, disappearing to City Z, laying over, and reappearing later as trains from City Y, and visa versa. A, B and C are small towns modelled on the layout while Y and Z are larger cities, unmodelled, on the extremities of the prototype line, be it in Australia, Europe or America.

Figure 2 is a fine plan if you have a lot of open top loads like hoppers or gondolas, because loads and empties can circulate in their respective directions. If Y was a coal producing centre and Z was an industrial city, then a line side observer would expect to see loaded coal cars going from Y to Z and empties returning. By the same token, gon loads of scrap metal could go from Y to Z, and gon loads of rolled steel return Z to Y.

So we can now organise a few trains and work out how many storage tracks are needed in the hidden yard. From Y to Z we'll run one loaded coal train, one general freight train and perhaps one passenger train. From Z to Y we can run one empty coal train, a general freight train and a passenger train. Six trains, so six tracks storage will be required. We'll also require six locos and four cabooses. Do we like brass models? If we do, we'd better be rich

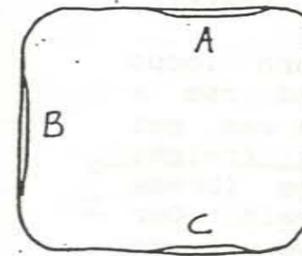


FIG 1

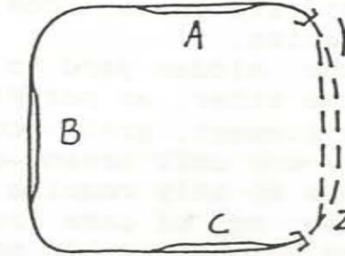


FIG 2

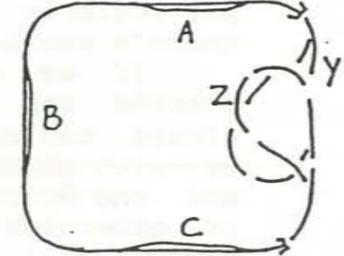


FIG 4

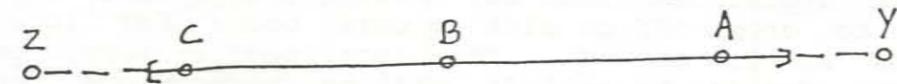


FIG 3

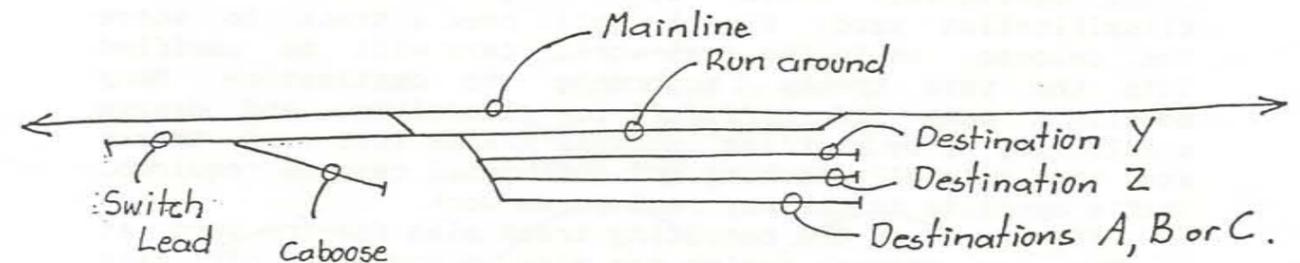


FIG 5

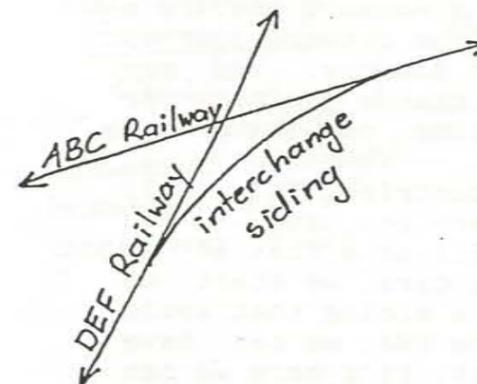


FIG 6

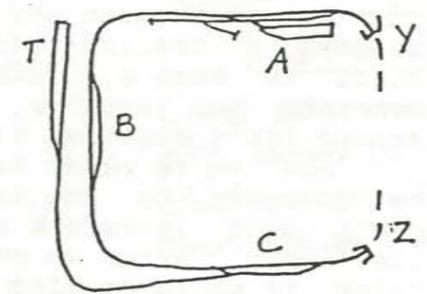


FIG 7

enough to afford at least six brass locos. If you don't particularly care for six brass locos, or coal traffic, there's another alternative.

If we change the hidden yard to two return loops stacked one above the other, as per Figure 4, and use a closed top unit train (cement, grain etc), then we can get by with three trains - one unit train, one general freight and one passenger. Now we only require three locos (brass or otherwise) and one set of cars for each train. Our roster will therefore be half as big and expensive if we adopt the stacked loops. For flexibility, it's a good idea to maintain six tracks in total for storage, so we end up with two three track loops. The choice is yours.

So now we can reproduce the movement of trains between Y and Z, through towns A, B and C. However, we'd still like to have industries in those towns, so how do we get the cars off the through trains plying between Y and Z, to set out at the industries? Through trains could switch those industries, but delivering a load of stone might tie up six loads of perishables. What we need is a separate train to serve these industries. That way through trains need only stop once to drop off or pick up cars bound for local destinations A, B, or C. The local/peddler/turn, or whatever you decide to call it, will be responsible for delivery to the final on line destinations.

Let's pick town A as the site for the yard where local and through traffic is swapped. What tracks do we need? A switch lead will keep the switcher off the mainline. Classification tracks for sorting the cars for various destinations, say a track each for destinations Y, Z and local deliveries, would be a good start for the classification yard. Finally we'll need a track to store the caboose. As in the real world, cars will be shuffled into the yard tracks according to destination. Many modellers make life difficult for themselves, and damage credibility, by stuffing incoming trains into yard tracks and then painfully fishing out individual cars as required. That's opposite to the way real yards work.

Figure 5 is the resulting track plan for the yard at A. Now our through trains can pick up and drop off cars bound for A, B, or C at one location. The local then takes these cars, switches those towns, and returns.

An interesting wrinkle can now occur. C obviously needs a run around track, to allow the loco to run around the local for the return trip, however, B doesn't require a run around because any facing siding on the outward journey becomes a trailing siding on the return journey. You may elect to keep a passing siding at B so trains can pass or overtake one another, but a complex, time consuming run around isn't required to switch B.

Now we're ready to sort out the industries. This will be governed by the types of freight cars you have - you can't spot livestock cars at a flour mill or a flat at an ice works. After we match industries to cars, we start to think it would be nice if we could have a siding that would swallow any type of car. If we model the USA, we can have such a track, called an interchange track. It's here we can swap freight cars between adjoining railroad companies. Figure 6 shows a very basic interchange track.

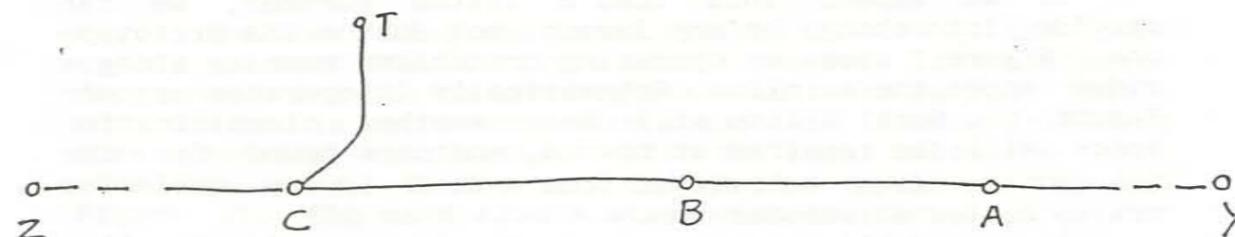


FIG 8

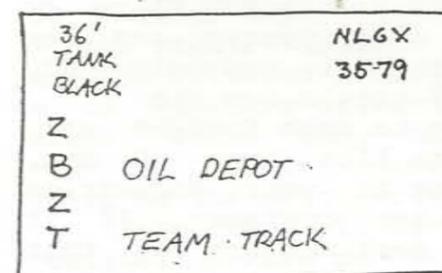


FIG 9

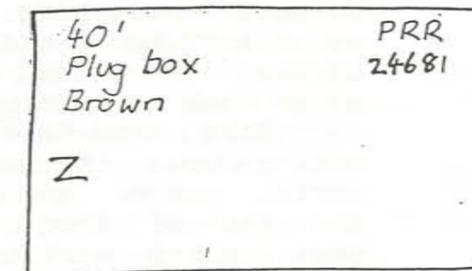


FIG 10

CYCLE 2
Car stays in siding but card is moved to 'OUT' box.

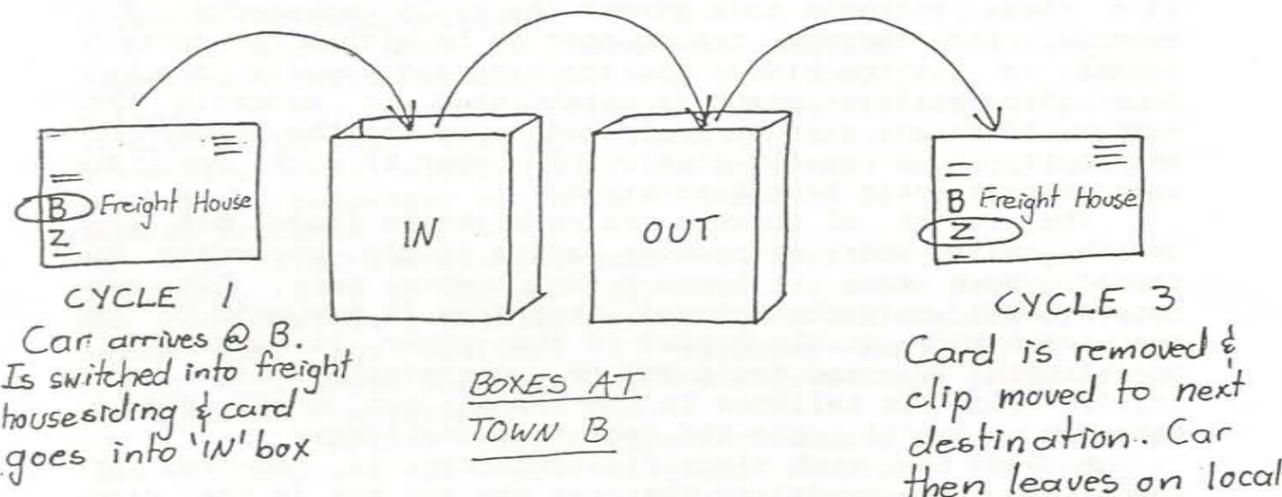


FIG. 11

If we expand this idea a little further, we can provide interchange on any layout, not just a USA prototype one. Figure 7 shows an operating branchline running along a ridge above the mainline. Schematically it operates as per Figure 8. Such a line will mean another classification track will be required at town A, and cars bound for the branch can even be relayed from A to C in an exclusive train, called a transfer run.

The branchline is an opportunity to run older/smaller equipment between T and C, or the line can represent a fictional line running oddball equipment, while the mainline represents a prototypical line. Many possibilities begin to open up.

Perhaps too many.....how can we keep track of all the individual car movements? Stick markers on cars? Computer switching lists? Way-bills on car cards? Where do we start? Let's start with a simple, cheap system, and see if we like it. If not, we can fine tune it, redevelop it, or go back to running aimlessly....if that's our aim!

Take some file cards. Assign one to each freight car, noting upon it pertinent information like type of car, serial number and colour. Take a look at your industries and see if that car suits a particular customer. If it does, start working out a series of destinations for that car and write them down the edge of the card, as per Figure 9. If the car doesn't fit any particular industry on the layout, consign it to overhead traffic, as per Figure 10. A paper clip over the destinations keeps track of the movements.

Because open top cars run certain routes when empty or full, they don't require cards. Loaded hoppers are obviously bound for consumers, empties are obviously bound for the mines, for example. Also, one card can handle a number of cars. You may assign one card to a group of four cars and run them as a unit within trains, to any industry large enough to handle four cars at a time.

From now on, traffic patterns begin to emerge, and it's these patterns that govern the train movements. For example, the through trains need to be within a certain length to fit the hidden storage yard and passing tracks. Once this maximum length is established, it controls the number of cars a through train can carry, so the number of set outs at A usually equals the number of pick ups, to keep through train length constant.

The length of through trains might be fixed, but the length of the local or peddler varies wildly, according to demand. Some days it leave A with twenty cars, but may return with only the caboose. Some days it may need to be run twice, or double headed if the power is available. Adjustments to card destinations are mandatory until the traffic flow is tailored to the layout, but don't fiddle too much or you'll lose the operating challenges.

A box for each classification track is required at town A to store cards. As the cars are set out in the yard according to destination, ready for forwarding, the card goes into the relevant destination box.

When the cars leave A on a train, their cards go with them. Once a car is delivered to an on line destination by the local, its card goes into a box marked 'in', at that

town. The next time the local arrives in town (the next cycle, or next 'day', if you like), the card is transferred from the 'in' box to another box next to it marked 'out', but the car is not moved. This simulates loading/unloading time. Finally, on the third cycle the local takes the car, with its card, to the next destination on the card. See Figure 11. The card always stays with the car. If the car can't be spotted at an industry because other cars are loading/unloading, the car goes to a nearby track and waits its turn. If that happens frequently, a 'pending' box can be set up at each town.

What happens when a card turns up in a pile with no car in sight, or a car turns up without a card? One more siding can be layed at A, not necessarily in the main yard. Call it an empty track (cars stored awaiting a load), or a light repair track. Assign it a box also. When a card appears without a car, it goes into the empty box; and when a car appears without a card, the car goes onto the empty track. There they wait, until they eventually become reunited in the course of normal operation, and then can start on the next cycle as shown on the card.

Note how all of the above happens without any set-up routines before an operating session. You just go into the layout room, turn on the lights and power, and away you go, picking up exactly where you left off last time. No timetable is required, though you can use one if you wish. Trains run by sequence, governed by the cycles of through trains clearing out the yard at A, and supplying more cars for delivery by the local. The system is self correcting; try untangling a computer switch list when only one percent of the cars have been mis-spotted, and you'll appreciate this facet.

Note also how we haven't resorted to peculiar rules, flimsy explanations or masses of convoluted track that introduces 'switching puzzles'. Operating realistically is absorbing and challenging enough, without introducing fake elements for entertainment.

The above does no more than provide a basis for tinkering. Train movements have developed from a random circuit of the room to an intriguing, but lifelike, puzzle involving through trains, locals, transfer runs and branchline runs. Also, all of the above can be used equally well with passenger operations. They can be switched the same as freights.

The first operating system you experiment with should be cheap, easy to use and adaptable, to allow you to test new concepts. It's amazing how much the personality of the layout (and its builder, I suppose) can change when operation changes from 'ten laps and five beers in an arvo' to realistic simulation.

For further information I recommend Bruce Chubb's 'How to Operate Your Model Railroad' and John Armstrong's 'Creative Layout Design' and 'Track Planning for Realistic Operation'. For some reason there is next to nothing in print about Australian operations. I wait with bated breath.

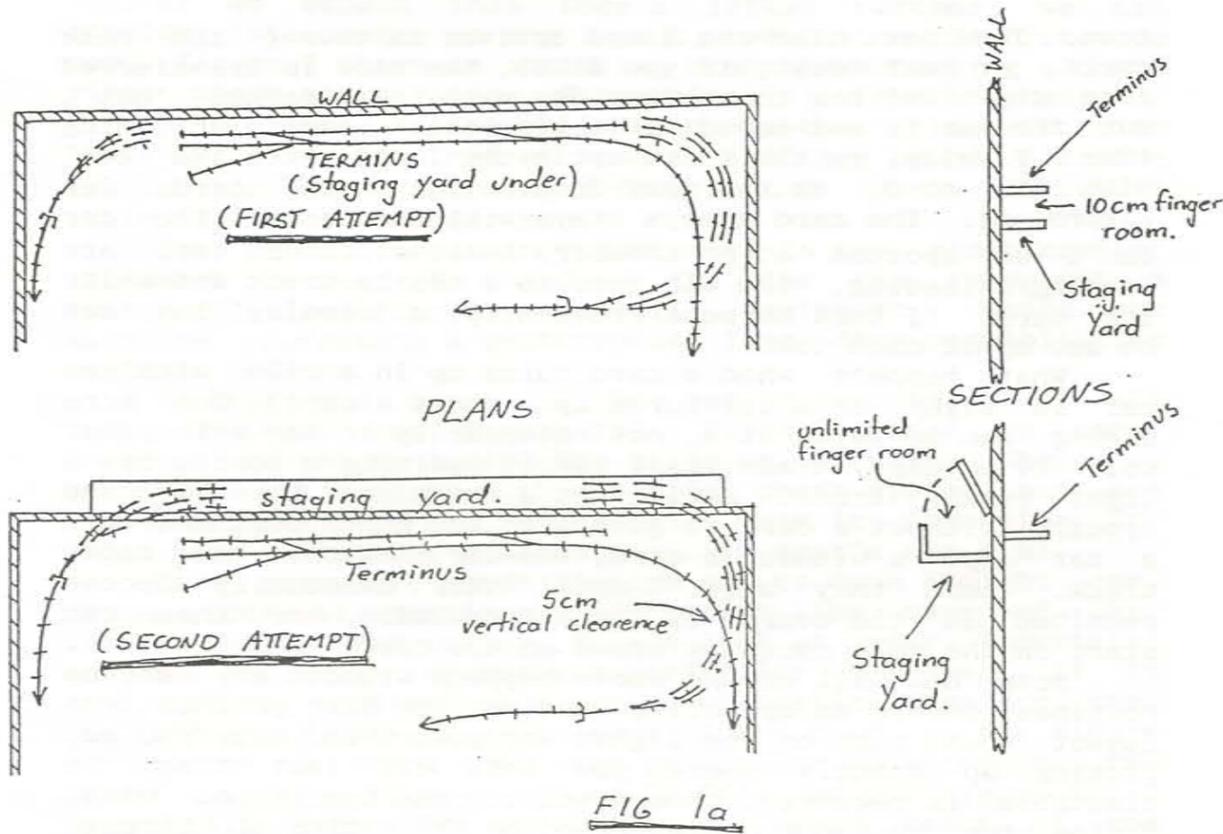


FIG 1a

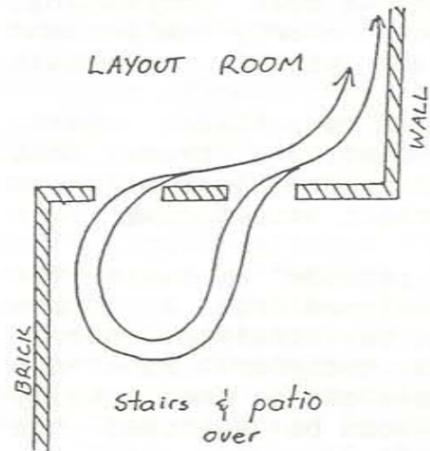


FIG 2a

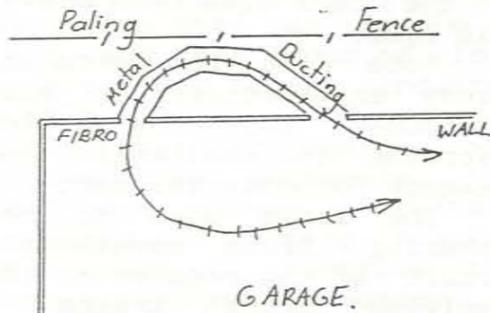


FIG 2B

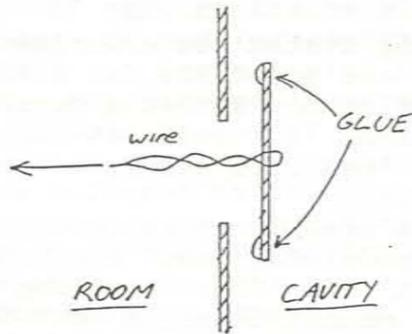
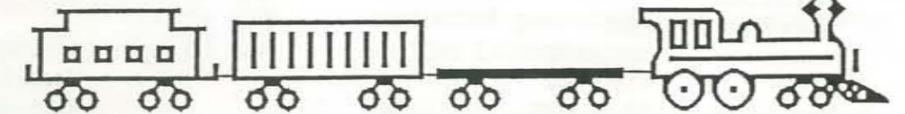


FIG 3

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- Trustee
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- NSW/ACT
- VIC/TAS
- SA/WA/NT
- NZ

Nominations close on 15th March, 1990 so get those nominations in fast to the Secretary at his home address (see page 2 directory). Should more than one nomination be received for any position a postal ballot will be held. If this does not occur, those positions with nominees will be declared filled and the nominees elected. At the March mini convention and again at the AGM in Auckland the results will be announced before publication in May. Newly elected officers will take office on 1st June, 1990.

Nomination Proforma

I hereby accept nomination for the position of:

_____ for the period 1st June, 1990 to 31st May, 1992.

Nominee: _____ (Sign)
 _____ (Print)
 Proposer: _____ (Sign)
 _____ (Print)
 Seconder: _____ (Sign)
 _____ (Print)

NEXT MEETINGS

- Sat 17 Mar Narrow Gauge and Short Line Convention
 Veteran Car Club
 Queens Road, Five Dock
 See Notice this edition
- Fri 13 -
 Mon 16 Apr Waitemata 150
 Auckland, New Zealand
 See Notice this edition
- Sat 28 Apr Glen Coventry
 16 Lanai Place, Beacon Hill
 452 2131
- Sat 19 May Kevin Brown
 33 Tobruk Street, St. Marys
 623 7612
- Sat 16 June Graeme Hodges
 13 Clement Place
 MacGreggor, ACT
 (062) 55 1053

All private homes from 2.00 p.m. Please call host to confirm attendance.

- oo0oo -

Derailments - Christmas Edition

LET'S CHEAT -- apologies to Laurence Nagy. I left out the diagrams - they are included this edition.

GETTING THINGS DONE -- apologies to Bill Cooper who wrote this article some time ago.

Peter Burrows

NEW EDITOR

To enable the President to focus on more pressing issues, I am pleased to announce the appointment of Gerry Hopkins as Editor of Main Line. Gerry has had previous experience at producing this type of magazine and is well resourced.

I am sure you will all support Gerry with your research and articles as you have supported me for the last two years.

Peter Burrows

Editor's Notebook

Members wishing to submit articles may do so in the following manner:-

Floppy Disk..IBM clone..Word Perfect - Versions 4.1 ; 5.0 ; 5.1; or 6.0.

Typed sheet ..in English.

Hand Written...with a pen.

Minimum of 12 words and maximum of 18 pages.

My work number is (02) 805 2676 and Fax Number is (02) 888 2629

Executive Notes

SLIDE TAPE CLINICS

In an effort to make these tapes more available and easier to use, we will attempt to convert the "better" clinics to video format. However we need some resources. Could anyone who has access to slide/video conversion equipment please contact Peter Burrows or Sowby Smith.

A.R. LIBRARY

Recent donations of bound magazines and books by various members has enabled the formation of a lending library. Our thanks go to the following members for their kind donations:

- Dr. B. Florance
- Mr. S. Hedges {Bergs Hobbies}
- Mr. B. Lovett

A complete listing and details of how to borrow from the library will be included in the next edition of MAINLINE.

VALE DON TURNBULL

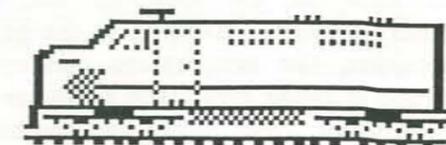
We were saddened to hear of the Unexpected passing of our dear friend Don Turnbull at the age of 77 years just prior to Christmas. Don had entered hospital for an exploratory operation but contracted pneumonia and passed away on 23rd December.

Many will remember don as the scratch-builder of those beautiful NSWGR steam locomotives which included such items as scratchbuilt gaers in some models. Don was so successful in our modelling competitions that he was the proud recipient of the NMRA Master Builder - Motive Power - Achievement Award, one of only two awarded to date in the region. Don also will be remembered for winning the 1988 Walthers Award for his brassmodel of a NSWGR CPH rail motor. His Shay with hand cut bevel gears willalso be remembered with awe by we lesser mortals.

Don had retired 17 years ago from his job in the NSWGR as a signal electrician and put his spare time to good use including the construction of a medium sized layout at his Epping Home. However his greater love was locomotive construction so the layout nevergot past the trackwork stage. Don had one article published on signalling in MAINLINE and anotherone is in the works for publication at a later date.

The Region extended its condolences to the family by means of a suitable letter as the news was received too late to be able to mark the sad occasion in more appropriate fashion.

.....John Saxon.



Some Thoughts on Removing Lettering from Locos & cars.

By Eddie Oliver

It is well known that Solvaset will loosen most lettering on commercially produced cars if you want to re-decal them. Patience is essential; several applications of fluid are usually needed, and the knack is usually to ensure that a new application is put on before the previous one has fully dried. { If it is allowed to dry completely, you have to start again more or less from the beginning. }

The aim is to soften the lettering by each successive application until ultimately it separates from the surface below. Typically any one application can't get through to the crucial surface layer, so one has to work progressively. Gentle rubbing after each application has had time to work helps the next application to get through to the lower levels.

If you're lucky, the lettering will ultimately come off when rubbed just with a tissue; anything more rough may take off other paint as well, and/or just disperse the colour from the lettering into the surrounding paint. If you find that a reasonably firm rubbing with a tissue isn't sufficient, just keep on applying the Solvaset until the tissue does work, or until you conclude that the technique isn't going to work at all in this case.

If Solvaset fails, you can of course try a *quick* application of brake fluid or a proprietary paint remover {the Polly-S variety is very good}, but the danger is that your timing will be wrong and the fluid will have started to attack the underlying paint as well as the lettering. In my experience, 20 seconds is on average about the right time to leave brake fluid on the lettering, but it's extremely variable according to the paint composition, the temperature and even the brand of brake fluid. The optimum in any particular case might be anything from 5 seconds to several minutes. This

leaves rather a wide margin for error!

I had an Atlas SD24 with old style UP lettering which I wanted to re-decal with the early 1980's style. All my attempts to remove the old lettering had failed miserably, and I wasn't game to try drastic methods for fear of ruining the underlying paint. Then more or less by accident, I hit upon the answer. I applied Solvaset as before, but before each new application, I rubbed the lettering gently Faber-Castell "machine eraser strip, type no. 73, white for pencil". After about four cycles, the lettering had vanished without the slightest damage to the underlying paint.

So what are "machine eraser strips"? They come in a green and white box, and are said to be "for use in electric erasing machines"(!) I had bought a packet at a garage sale thinking they would make great flatcar loads (which they do). They're not bad for erasing pencil, either!

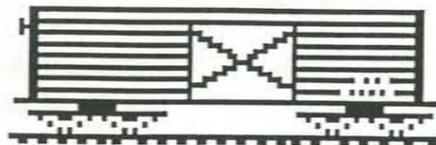
Will others forms of eraser work? According to the literature, yes; according to my experience, NO, at least not without some damage to the underlying paint. Maybe you just have to apply the right amount of pressure at the right time.

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The Secretary
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Sir,

I am hoping that you will print this in an issue of Main Line. Before I go on, I want to assure you that it is not just a whinge from a disillusioned member. It is often stated that any club or association is only as good as the contributions of its members. Could I add here that the same groups are only as good as the willingness of experienced members to give time and energy to encourage newer members and show them the full benefits of membership. New members are often criticised for not participating, even while they are trying to find out how they can. Or worse, long-time members become cliquey, or leave new members aside, and then wonder why they don't renew. Before this year's renewal, I gave a lot of thought to letting it lapse.

Instead of dipping out I am looking for a way to contribute. Being new to the modelling game I have little by way of expertise to share in the form of an article. Being in the country I cannot readily join in Sydney meets, and having only a small flat, and no layout, I have not been able to invite people to a meeting at my place. Many modellers prefer to keep to themselves and do their own thing. Yet we read in Main Line of the popularity of the Sydney meetings. I wonder if it might be a case of "you don't know what you are missing until you try it."

At the moment it seems that most of the NMRA activities in NSW are centred on Sydney. But I live in hope that there are country members who would host, organise, or at least attend meetings away from the city. In recent times Newcastle has been opened up in this way. I am hoping there are members in Canberra, Albury, Wagga, etc (larger country centres) who might invite other NMRA people to join them for a Saturday afternoon. I would be happy to throw my support behind such a move.

Some may hesitate at taking on another commitment. However, bi-monthly, quarterly, or even just a one-off get together would be a start. I suspect there are a number of people who would attend if there was something within their reach. One successful meeting at your place may inspire others to host subsequent gatherings. It would be a means to contact new members, and could persuade existing country members to become more interested and involved.

Some Sydney members may even like to lend their support and experience to such an event. If you know someone out this way put a bit of pressure on them to give it a try (not too much, of course). Most city people enjoy a weekend in the country occasionally. You might be able to come along and help in the organising, or just swell the numbers a little.

If you are interested in getting together, either as a host, or as an attender, you may like to contact me at the above address, or organise it and put an announcement in the Main Line. I would do more myself but I am only just finding who the modellers out this way are. I need to make contact first. Hopefully this letter will begin to rectify that.

Yours faithfully,
Geoff Mascord.

Australasian Region

Meeting Report

Gordon Farnsworth's Layout Visit

Saturday the 18th November and 54 members braved the rain to spend the afternoon visiting Gordon Farnsworth's layout. Their devotion to the cause was well rewarded.

Gordon's house at South Kingswood an outer western suburb of Sydney is located in a quiet cul-de-sac and sits on the side of a gentle slope. This has enabled him to excavate under the main part of the house and has resulted in a layout room approx 16' x 14' with a nice high ceiling (something not often seen in layout rooms) and this houses his Sierra Railway. There is an adjacent room that has not been excavated and is much smaller that also houses a small English layout that was exhibited at Liverpool show in 1988 with Thomas the Tank engine and friends running on it.

I will not give a blow by blow description of the Sierra Railway as there is a short article following by Gordon that does just that. Just a quick overview this month. Set in rugged mountains scenery the layout occupies three walls of the room with a peninsula jutting out from the left hand side. Scenery is something Gordon has a reputation for and his talents been used to excellent advantage.

The first thing that greets the eye is the roundhouse area on the peninsular. Scratch built and modeled from photographs of Jamestown in California, it has all the internal studding and covered in individual sheets of corrugated aluminium, it is a masterpiece. The whole roundhouse area has a rightness about it. The main line winds round behind the roundhouse. Just behind the roundhouse area is a range of low hills that act as an effective view block to hide a small township on the other side leaving distant scenery still visible on the other side of a walk in isle. This gives a great feeling of depth in a small space.

Most of the buildings in the town are scratch built or craftsman kits and have been painted and weathered beautifully. There is lots of natural looking clutter all around. The line then runs on around the room through very spectacular scenery

past a fabulous model of a mine and over numerous bridges. There are lots and lots of trees all around.

The motive power is a mix of Sierra railway brass and a few first generation diesels mainly Athern.

Outside the layout room is a large covered area that cars are normally parked on and this is where the tables were set up with the silent auction items. Gordon also had a table set up with a lot of his models for sale. Warren Mclean had his trailer in the driveway and a lively trade was done. The rain kept falling but it did not dampen the enthusiasm one little bit. The unusual thing about this layout visit was that after the operating session of about 1 1/2 hours the whole thing was up for sale as Gordon is planning on returning to the UK.

When Gordon announced that the trees were up for sale at 5 for \$1.00 the gleeful rush was a site to behold as members commenced to plunder the layout. As well as trees the buildings, rolling stock and bridges etc were disappearing at a great rate of knots. This all added to the atmosphere and several members were seen leaving the scene with large armfuls of trees etc.

Mid afternoon we all adjourned to the lounge room upstairs and tucked in to a super spread prepared by Gordon's wife. Gordon has asked me to thank all the members who came that day for their support in helping him dispose of his Sierra layout and rolling stock. It is always with mixed feelings that one changes layouts or prototypes so it is nice if the models go to a good home.

I would like to thank Gordon and his family for inviting us to their home and treating us to a most enjoyable and hospitable afternoon.

Sowerby Smith

The Sierra Railway by Gordon Farnsworth

The model represents part of the Sierra Railway from Jamestown to Tuolumne and also a small section of the West Side Lumber Co line including the town of Sonora. The layout can operate point to

point using the wye at Tuolumne or as a continuous run.

The benchwork is L Girder with some open grid and uses laminated roadbed. Some areas do not have access underneath as the excavation is mainly where the isles are. Chicken wire was used to form the base for the terrain. Plaster soaked paper towels covered this and a final layer of plaster was brushed on to form strata lines. Builders plaster was used as it was inexpensive and there was a large area to cover. Rubber molds filled with plaster were used to form the extensive areas of rockface. Real rocks were also employed in the area with the large bridge to provide a walkway to the distant parts of the scenery as no access was available from underneath.

The plaster was painted with oil based paints using very diluted washes to provide very subtle colour variations. A variety of ground cover materials were spread over this as appropriate. These included Real crushed rock, sand, dirt and Woodland Scenics ground cover. All of this was held in place with diluted white glue sprayed on. Hundreds of trees, made from a local weed as the armature with Woodland Scenics foliage material, populate the hillsides.

Structures are mainly Campbell kits, some kit bashed. The round house is scratch built from photographs of the one at Jamestown California. The bridges are a mixture of steel, concrete and wood as per the prototype. There are no tunnels on the line. All the buildings, locos and rolling stock are weathered.

The backdrop is masonite and is curved round the corners with distant scenery and clouds. Lighting is a mixture of florescent and spots to highlight various scenes. A few buildings have lights installed though no attempt has been made to create night scenes.

Gordon Farnsworth

Christmas Meeting at John Saxon's

Sydney turned on a fabulous summer's day for our Annual Christmas party, this year held at John and Tony Saxon's house in Clontarf. Eighty three names are in our attendance book and it was great to see

so many familiar faces and so many lady guests it must have been close to a record turnout.

To make the afternoon go with a swing we had a super sausage sizzle with all the trimmings. With fresh mushrooms from John Bakers mushroom farm. Cold drinks and beer were available. Later in the afternoon a sumptuous spread of deserts was served in the family room.

There was our usual bring and buy stall that seemed even better than usual and Warren Mclean provided us with his Aladdin's cave on wheels parked outside on the footpath.

There was of course also John's Super layout, the Ceder Valley Short Line. A full description of which appeared a few issues ago. Since the last visit by our members considerable strides have been made. The adjacent room that stores the holding tracks has been rehabilitated with tones of rock having been removed John's seamless sky installed and even carpeted fascia boards fitted to the edge of the layout. Most stylish and very impressive. Not to mention the multi track holding yard that has been installed.

In the main layout room considerable progress has been made on the new section that is first seen on entering the room with some structures in place and the scenery progressing at a good rate.

It was most impressive to view a 4 unit Stuart Hobbies F3 lash up (all powered) crawl up the long grades with a big train behind. Progress has also been made on the rehabilitation of the existing scenery that was damaged in the move to it's present location. Quite a remarkable effort by John.

Later in the afternoon Peter gave a short address to the assembled throng and wish all present a Happy Christmas and Prosperous New Year and as usual the formal part of the day was brief. The talk then returned to the subject in hand "Trains".

A most enjoyable day was had by all present. It was great to see so many members and guests, several of which had traveled long distances to be there. I

must extend our thanks to Tony and John Saxon for inviting so many to their lovely house and going to so much trouble to cater for so many. Our thanks to all the members who pitched in on the day and helped to make the day run smoothly contributing everything from cakes to cooking.

Sowerby Smith

Vale Dane Parker

We were extremely saddened to hear of the early passing of Dane Parker at the age of 32 years on 31st December 1989.

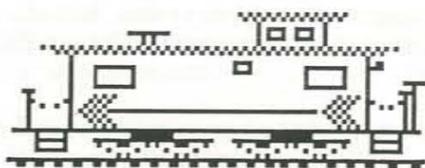
Dane had been an avid modeller of 'N' scale railways for many years. His main interest was the green of Burlington Northern. His knowledge of this railroad was unsurpassed. He had been a very active member of Sydney N Scale Model Railway Club for many years and was always ready to give assistance to new modellers. To assist ALL 'N' scalers he started a mailorder type model shop which imported all the hard to find items in 'N' scale.

Dane was instrumental in organising Australia's first "N SCALE CONVENTION" which was held in 1989 at Merrylands, Sydney.

Members of Sydney N and NMRA attend the service at Pine Grove and extended their condolences to his family.

The Hobby has lost a very enthusiastic and helpful member.

....Gerry Hopkins



EXHIBITIONS

TAREE & DISTRICT MODEL RAILWAY CLUB

June 9/10/11 1990

at the
Taree Police Citizens
Youth Club

Commerce Street
TAREE NSW

BALLARAT MODEL RAILWAY SPECTACULAR

June 9/10/11 1990

Layouts in N; HO; HOn3
HOn30; O.
Commercial and Historical
Displays
N.M.R.A. Modelling Contest

Admission; \$3 / \$1

Sat 10am - 9pm
Sun 10am - 6pm
Mon 10am - 5pm

EUROPEAN MODELLERS CONVENTION

May 19 & 20 1990

Clinics, workshops, slides,
films, dioramas, and layouts.

Details from Anton's Trains
Tel (02) 683 3858

at, Macquarie University
NORTH RYDE

Expand Your Junk Box

By Eddie Oliver

Don't throw away your credit cards when they expire! Keep them as a source of plastic for just about any purpose where you'd use scrap styrene or suchlike. The plastic is strong and durable - has to be - and takes many common glues well. In particular, use it for shims for mounting couplers, for solid flat areas when scratchbuilding or kitbashing, for small pieces to fill in all manner of holes, as a rigid base to stick other things onto, and for providing strengthening to joints in lighter plastics. (maybe you can even find a use for the magnetic stripes!) The only drawback may be that some paints don't adhere too well.

If you want something that's small, easily manipulable and made of plastic, but a bit thinner than a credit card, try the tags which hold together the open ends of the wrappers on sliced bread. The tags come in lots of different colours, and it's often convenient that they have both straight and curved sides - if you think about the geometry, you can usually get a piece to fit in strange places with a minimum of awkward cutting.

To make an effective and quite realistic replica of the sort of wooden sleeper piles at the end of many a siding in lieu of a proper buffer stop, try laminating them with white glue. These can easily be stained any colour, and the laminations give just that striated look so typical of the real thing (even if the thicknesses are not at all the right scale).

The NMRA standards gauge is one of the most useful gadgets anyone can have - but do you realise that even its thickness is useful? If you lay the gauge horizontally on the rails, it provides an excellent clearance tester. If couplings, brake gear and suchlike clear the

thickness of the gauge, they will almost certainly not foul on the typical vertical irregularities found in most trackwork (however carefully laid it might be).

Audio tape cassettes are a great source of material for model railroaders. The tape itself isn't much use except maybe for coiled steel loads or similar, but the rest of the container and tape transport can find many uses. The screws which hold the case together are just the right size for many model uses; the plastic case can be used as a source of clear material for windows etc., and the various cogs make great gondola loads. Obviously we're not suggesting you go out and buy full-price cassettes just to pull them apart, but used cassettes often turn up at a garage sale and the like for just a few cents each.

Late News Item

An Australian company is about to release the news of a new product that has been developed here. The main item is a remote control unit the size of a cigarette packet with a small aerial at one end. The receiver is about 10mm in diameter and 4mm thick, two wires run to the power unit and two go to the motor. The power unit is a form of solar cell that can mount on top of the loco cab, this will avoid all the problems associated with dirty track. The full press release will be made on 1st April 1990.

Next Issue

An article from Laurie McLean on scenery tips. An article from Phil Knife on operation with details of the Award Scheme. An item on photography.