

ATLAS

Punchbowl Hobby Centre Pty. Ltd.

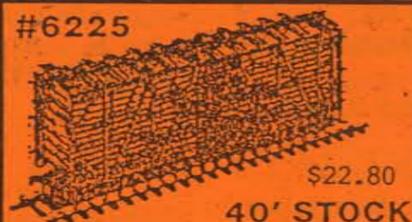
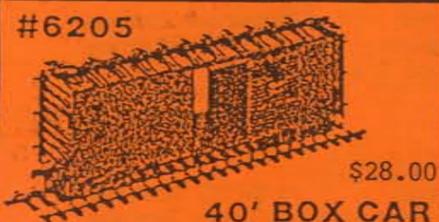
545 Chapel Road, Bankstown, N.S.W.
Australia 2200
Telephone: (02) 709 5082

HAS

O GAUGE!!

O Scale **FREIGHT CARS** O Scale

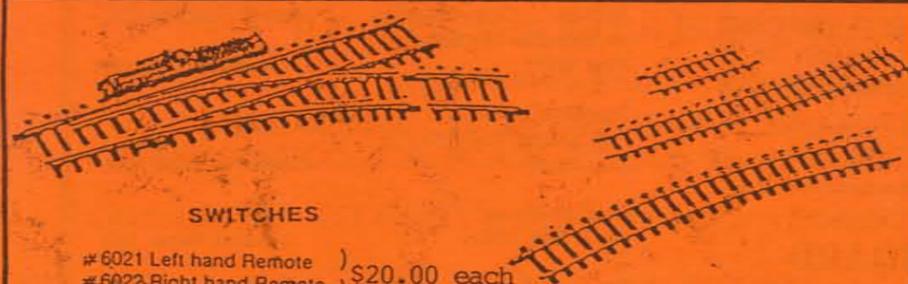
Finely Detailed, Easy to Assemble, Undecorated Kits



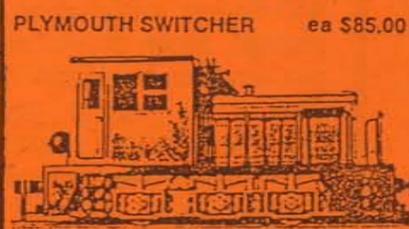
- Sliding doors on prototypical guides
- Separately applied brake rigging

- Murphy diagonal roofs
- Easily snaps together

O Gauge **TRACK** O Gauge



IDEALLY SUITED for O gaugers with severe space problems. Short-wheelbased diesels, 0-4-0 and 0-6-0 switchers easily negotiate the 24" radius curves. Great for trolley and Interurban layouts and layouts that have to be taken up and put away.



Pre-painted, pre-lettered plastic body, metal wheels, 6-wheel drive, 12v DC motor, operating headlight. Two rail operation only.

- 150-6121 Santa Fe
- 150-6122 Illinois Central
- 150-6123 Reading
- 150-6124 Union Pacific
- 150-6125 Midvale Steel

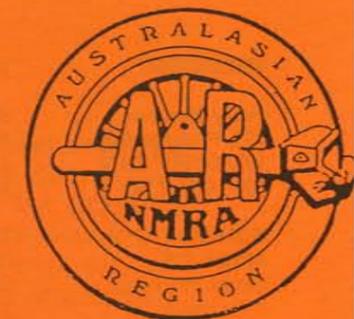
METAL RAIL JOINERS
#6041 \$2.75 per Pkt.



You're on the RIGHT TRACK...with ATLAS O Gauge



MAIN LINE



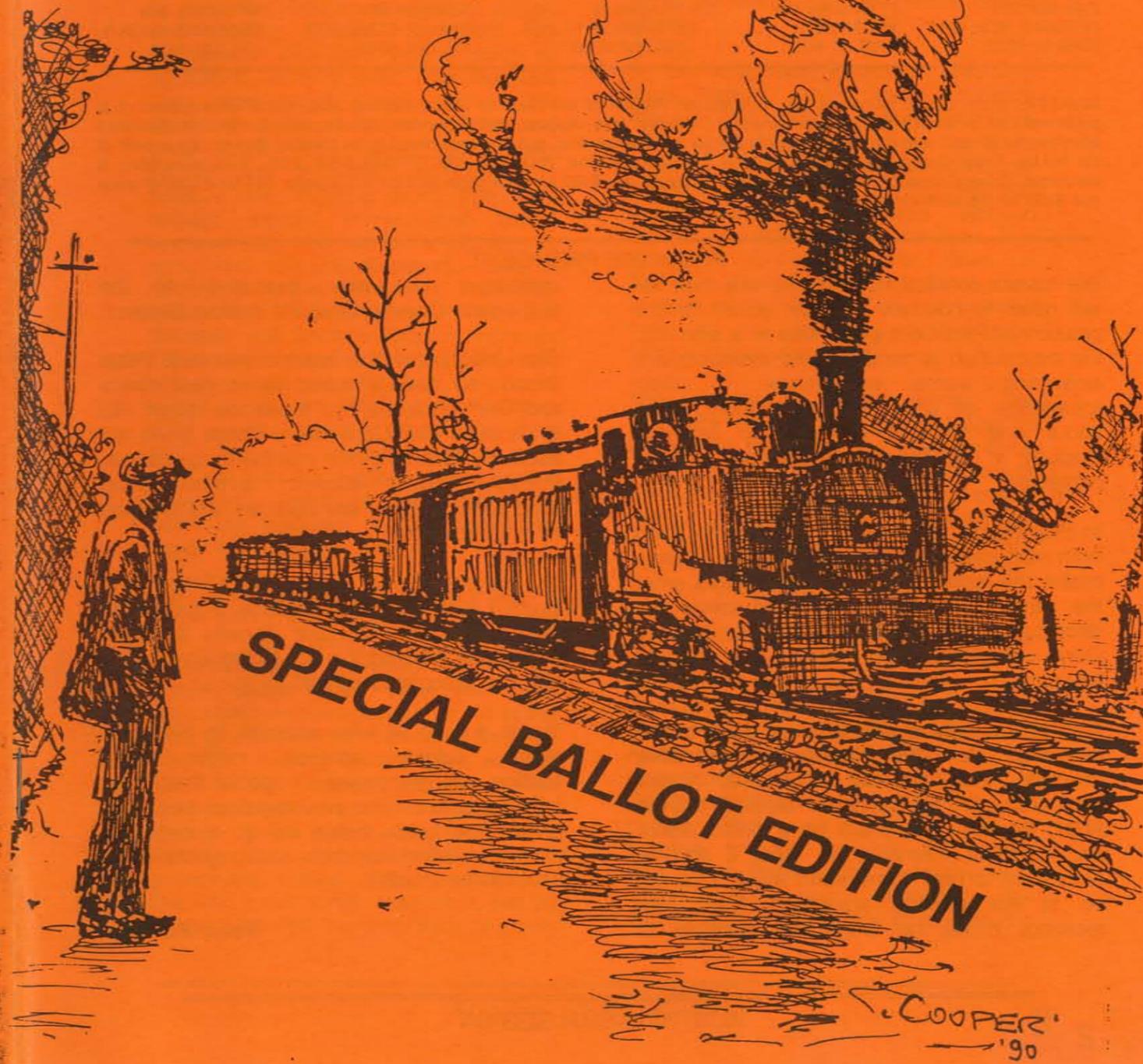
National Model Railroad Association - Australasian Region

Volume 7 Number 2

April, May, June 1990

Registered By Australia Post

Publication # NBH 7190



AUSTRALASIAN REGION DIRECTORY

PRESIDENT	VICE-PRES	SECRETARY	TREASURER & TRUSTEE	ACHIEVEMENT PROGRAM
Peter Burrows 175 Pretoria Pde HORNSBY 2077 (02) 477 2395	Sowerby Smith 174 Fullers Rd CHATSWOOD 2067 (02) 411 5726	Garry Wheatley 3 Acacia Place GREYSTAINES 2145 (02) 604 9192	John Saxon 37 Beatrice St CLONTARF 2093 (02) 949 4767	Richard Roth 1 The Crescent HELEHSBURG2508 (042) 94 2133
EDITOR MAINLINE	TAPE SLIDE DISPATCHER	MEMBERSHIP & RENEWALS	COMPANY STORE	PUBLICITY
Gerry Hopkins 7 Booralie Rd TERREY HILLS 2084 (02) 450 1033	Bill Cooper 2 Mason Ave CHELTENHAM 2119 (02) 86 1724	Jack MacMicking 247 Eastern Valley MIDDLE COVE 2068 (02) 958 5988	Bob Benson 12 Russel Ave WINSTON HILLS 2153 (02) 639 5876	Peter Webb 448 Elizabeth St SURRY HILLS 2010 (02) 698 7327
DIRECTOR DIV 1 Queensland	DIRECTOR DIV 2 N.S.W./A.C.T.	DIRECTOR DIV 3 VIC / TAS	DIRECTOR DIV 4 S.A./W.A./N.T.	DIRECTOR DIV 5 New Zealand
Ken Leitch P.O. Box 205 MERMAID BCH 4218 (075) 52 6322	Kerry McPherson 21 Crossley Cts MELBS 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 Railway Association Incorporated. 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.

FROM THE PRESIDENT

We have a contest! For the first time ever we will need to conduct a postal ballot for the position of President (AR). This is a sign that the association is maturing and members are acquiring some confidence in their knowledge of what the association is all about and what it is trying to achieve. Hopfully in the future, all positions will be contested.

In this edition you will find an election pitch from both candidates and ballot paper. **Please make the small effort to vote.** Read what the candidates have to say and follow the directions of the ballot committee, comprising Gerry Hopkins, Phil Knife and Laurie McLean.

Also in this edition you will find a list of the nominees for the remaining executive positions that are not contested. These nominees will be declared elected at the AGM. Because there will be a postal ballot and time for members to vote, it is now necessary to hold a mainland AGM. This will be at the already advertised May 19th meeting. It will no longer be possible to

announce the new executive at the Waitemata Convention AGM in New Zealand.

Our video production has commenced. Peter Webb has already taped some past clinics and Gerry Hopkins has taped the recent NG & Shortline Mini Convention. These tapes will soon be available for members to borrow. Please don't expect professional programming but I am sure we will improve as time goes by.

My congratulations to Jack MacMicking and Bruce Lovett for putting together a successful mini convention. I'm sure all who attended thoroughly enjoyed the NG & Shortline theme and the associated clinics.

Thank you to all who assisted by providing clinics, judging, canteen, raffles, silent auction and manpower. A special thank you to our sponsors who provided door and raffle prizes, the funds raised will go a long way towards funding our costs and projects in the next twelve months.

Peter Burrows

Bill's Bumbling

By Bill Cooper

Busted But Beautiful

This month's cover conveys some idea of the picturesque charm of that economic basket case, the NARROW GAUGE SHORTLINE. After the concept was proved in Wales, narrow gauge lines sprang up everywhere, anywhere with scenery that was too tough, or traffic that was too sparse, to support a "proper" (i.e., standard gauge) line.

Some lines prospered, especially related to extractive industries:- mining, sugar, and logging. Those dependent on passengers and light freight, such as agriculture, found it tough from the start. They were sitting ducks, right in the sights of improved motor vehicles and good roads. Still, some lasted way beyond any economic justification, to suffer a long, lingering death. The Wars helped, though some lines folded because they became more valuable as scrap than as public transport - and, of course, a whole gamut of invaluable relics were melted down. The last Colorado and Southern Mason Bogie (or Fairlie single (engined) locomotive) was just one such casualty. Lots of geared engines went, too. Pity. But on the other hand, narrow gauge military lines were mass-produced, assisting surviving lines post-war with the auction of war-surplus equipment. Some of this hastily-built stock still operates, having lasted far longer than designed for.

The Cavan and Leitrim Railway was a typical Irish system. It was built about the turn of the century, long after the standard gauge network. Most Irish narrow gauge lines were built with government encouragement, to "fill in the missing parts of the network". The fact that the "missing parts" were missing because they couldn't support a rail system soon became depressingly obvious. Some folded while still private, others were incorporated in the government system (CIE), then folded. The C&L lasted longer than most, tied as it was to the coal flow from mine to power

station. Ironically, it went down under too much traffic. The little line coped quite well with moderate traffic, but rebuilding of the power station saw a doubling of coal consumption, overtaxing the well worn line's capacity. Of the four options: rebuilding the narrow gauge (perhaps dieselising, like the West Clair Line); standard gauging; building a conveyor or pipeline or; handing over to the dreaded trucks, the "bean counters" chose the latter. So ended the last narrow line in Ireland.

By the time most American lines had gone, leaving some South American, African, Asian and European shortlines still operating. Australian systems steamed their last at much the same time - notably the glorious Mount Lyell Abt (rack) railway in Tasmania. Not to mention the 30-inch Victorian lines. The extensive British colonial lines in Australia, New Zealand and Africa (and for that matter, Japan) are not included here, as they are 'proper', but sub-'standard gauge' railways.

The demise of these heroic, but financially unwise lines is depressing to the few of the public that give a damn about trains. The average person is simply glad that they don't have to stop at the "bloody level crossing" any more. For the poor, or elderly, there was the bus. That was the attitude of the period from the '30s to the '50s.... but now...

The last part of the Twentieth Century has seen a fantastic, magical revival of the few remaining narrow gauge lines. Doubly miraculous has been the relaying of some long-gone narrow gauge tracks. Amazingly, you can travel across the resurrected trestle on the C&S's Georgetown Loop ... behind a West Side Lumber Shay yet. Soon, it will be possible to ride through the Welsh Aberglaslyn Pass, on the route of what is arguably the most hopelessly un-economic narrow shortline of all time, the

Welsh Highland Railway.

This farce, or financial tragedy, is in three parts. Part One is the construction of the North Wales Narrow Gauge, from a standard gauge connection at Dinas Junction (on the LNWR) to nowhere, in the wild Welsh Mountains. Operating trains through mountains is expensive. Operating empty ones is catastrophic. Passenger trains stopped in 1916, and that should have been that. But no! Act Two opens with the local community mortgaged to the hilt and a very basic railway extended all the way to Portmadoc, 21 miles away. New name: the Welsh Highland Railway. Old problem still no traffic. Bankruptcy followed the opening by a few months. End of act two.

Act three is the final, sad tragedy. While speculators and concerned locals should be free to make their own financial mistakes, the red-ink spiderweb of Welsh Highland now landed a real catch, the well-run and moderately prosperous Festiniog Railway, the NG pioneer. Displaying bewildering stupidity, the Festiniog leased the Welsh Highland, taking on a millstone that all but dragged the Festiniog under.

The lessees gave it a good shake, though. Deferred maintenance was caught up. A good service was timetabled, the first in the line's history, and it was prompted. All to no avail. The line just didn't go anywhere useful. Curtain. Lets hope that Act Four, opening soon, will fare well.

MEETING REPORT

Narrow Gauge and Shortline Mini Convention

By 8.30am on Saturday the 17th March the Veteran Car Club was a hive of activity with everything in full swing for our Narrow Gauge and Shortline Convention. Half of the delegates were already there and the first clinic was not until 10am.

In the car park Warren McLean and his crew were busy setting up the familiar trailer (a 3am start was reported to me by Warren). Inside the hall Anne and Alan Lidgertwood were busy with registering the delegates. The canteen was manned (personed) and dispensing coffee and snacks. Ronda Farnsworth, Eva Lovett, Kathy Knife And Tony Saxon all doing a tremendous job with the catering. Andrew Knife helped with lunch orders and lucky door prize. Shirley MacMicking in her now very familiar roll of enticing us all to gamble in a good cause for the fabulous prizes that had been donated by the following people. Lucky door prizes \$50 voucher from Quality Scale Models, and a Video Tape from Junction Hobbies. The Guessing competition had an Atlas RS4 donated from Punchbowl Hobbies as first prize, a complete range of cast metal detailing parts from Easyway of New Zealand and Bergs Hobbies donated 3 prizes, a station kit, a coaling tower kit and a Titchy Train tank car for the 3rd, 4th and 5th prizes.

Ray Walter was busily setting up his excellent Sn3 Rio Grande modules with exquisite sound equipped locos. This ran throughout the day during breaks between clinics. Meanwhile registrations were taking place for the modelling and photo contest with Phil Knife officiating as chief judge with a large crew of able judges assisting.

The silent auction tables were filling up fast under the able supervision of Phillip Moore and his crew. Over \$2000.00 worth of items were sold during the day bringing in over \$200.00 for your club funds. Well Done.

Right on time after a short introduction by Jack MacMicking (the committee chairman for the event) Garry Norwood started the ball rolling, with a clinic on researching the data we need for our models. Most interesting with some very helpful and practical tips on producing scale drawings from photos. After the break Ray Walter demonstrated his skills with tree making. I missed this one while judging the photo contest with Peter Webb but my spies tell me it was really excellent. I must catch up with the video.

All the clinics were recorded on video by Gerry Hopkins and will be soon available through our new video library.

The lunch break saw a hive of activity in the shops, with Dave Watkins' Junction Hobbies in full operation after being delayed on the way up from Goulburn. Quality Scale Models trailer was also a hive of activity. The judging finished the contest room that had been closed now was crammed with members drooling over the models.

Gerry Hopkins presented a scenery clinic after the lunch break and covered not only the techniques of construction but also the prototype and the ways he fools the eye of the audience with simple visual tricks to enhance the feeling of space and depth. He used two sections of the layout he is currently building.

The final clinic of the day was presented by Geoff Nott and was on the construction of structures. Geoff used a selection of his prize winning models as examples of the various points made during the presentation. He then passed them around the audience to give us all a better look!! Great stuff.

The afternoon concluded with an announcement of the prize winners for the various competitions and the winners of our two prize draws. All that remains to do now is to thank Jack MacMicking and his partners in crime Bruce Lovett and John Saxon for being the instigators and prime movers for without them we would not have had such a fabulous day. Having praised the chiefs our sincere thanks go to all the members who got stuck in and willingly help and assisted and special thanks go to our clinic presenters who made the day so interesting and informative.

Sowerby Smith

Curl Curl Scout Hall

Once again about 55 members made the journey to Curl Curl Scout Hall for an afternoon of railroading presented by that duo of Laurie McLean and Gerry Hopkins. Both of them had totally new

offerings for us and both layouts though not yet finished gave us plenty to enjoy. In addition there was a module from Peter Burrows and two from Ray Walter all to NMRA standards and in HO (I mention the scale due to Ray also having several Sn3 modules.)

Also represented was Quality Scale Models with a stand full of goodies that are so useful. We had also a "bring and buy" stall that was well patronised. This is open to any member who has surplus equipment and would like to find a good home for it.

Now for the featured layouts. Laurie Mclean had two sections from his new layout based on the Ophir Loop on the DRG Southern. This is currently at the track stage with the main line of the loop in place and the scenery and spur tracks still to be done. It features Railcraft track with hand laid stub turnouts several of which are 3 way and look great. I look forward to seeing all 4 modules when they are finished as Laurie is a prize winning modeller of great talent.

Gerry Hopkins had on display for the first time his new "Kennebec County" line. He aptly calls it "The Tidal Two-Footer". The section on display was the town of Rubble's Inlet. A wharf side scene with the water the full length with the tracks running along the waterfront. There are several industries on the wharf and the town itself is directly behind. The main products handled by the line include lumber and timber products as well as potatoes and dairy produce. Tuna salmon and lobsters are shipped over the line to larger towns in the area. Lots of finely detailed structures in interesting groupings with excellent scenery and cute 2 footers that run superbly, great stuff.

I noted an interesting aspect of the walk round throttles Gerry is using; each has several additional switches that control the turnouts. Walk round control takes on a new meaning. With this layout Gerry wanted to be able to talk to the crowds more easily and when all the sections are completed many functions will be automated and up to six trains will be able to operate at one time under a

system of automatic control that Gerry is installing. A very interesting layout and I am sure that the whole 4 modules will be finished within a very short time as Gerry is not just a great modeller he is also very productive.

The afternoon was punctuated by a super afternoon tea organised by Laurie and Gerry's wives with our lady members pitching in to assist. After a short address by Peter Burrows the afternoon continued with a little disruption by a torrential rainstorm that had members running everywhere with modules due to a few leaks in the halls roof. All was well due to many hands being available to move things around to avoid the drips. Fortunately the rain eased as the time came to depart.

I would like to extend our thanks to Laurie and Gerry and their families for once again putting on such a great afternoon and for going to so much effort on our behalf.

Sowerby Smith

Sat 8 Sept Sowerby Smith
174 Fullers Road,
CHATSWOOD
02 411 5726

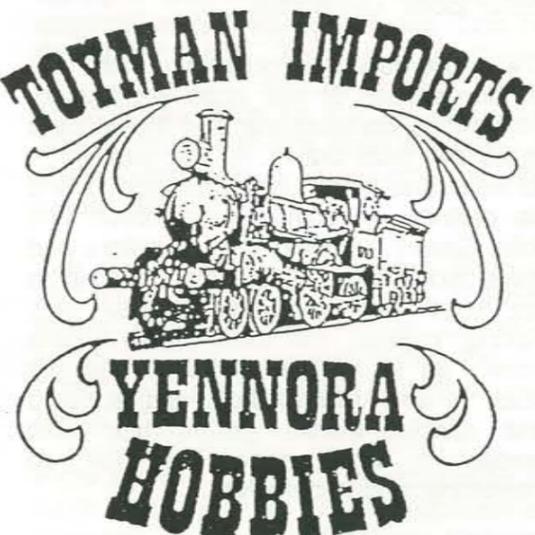
All private homes from 2.00 pm. Please call host to confirm attendance.

Editor's Notebook

Articles are always required for this illustrious publication, the more articles submitted means a bigger range of topics to choose from. Your offering will always be welcome in any form. The articles are prepared using Word Perfect V5.0. I can use either 5.25 or 3.5 disks, just straight typing will be OK, use the normal defaults. The printout is normally done on a Canon LBP8III or LBP4 using scalable fonts (Swiss 12pt). I welcome any comment on the size of print used in these columns.

NEXT MEETINGS

- Sat 28 Apr Glen Coventry
16 Lanai Place,
BEACON HILL
02 452 2131
 - Sat 19 May Kevin Brown
33 Tobruk Street,
ST MARYS
02 623 7612
 - Sat 16 June Greame Hodges
13 Clement Place,
MacGregor, ACT
(062) 55 1053
 - Sat 14 July Bill Cooper
2 Mason Ave,
CHELTENHAM
02 86 1724
 - Sat 11 Aug Newcastle
Sun 12 Aug Exhibition
BROADMEADOW
- Volunteers Required



TOYMAN IMPORTS

YENNORA HOBBIES

6000 SQ FT WAREHOUSE FULL OF
TRAINS, BOATS, PLANES, R/C, TOYS

* * ALWAYS PLENTY OF SPECIALS * *

TOYMAN IMPORTS PTY LTD

TOY & HOBBY WAREHOUSE
76 RAILWAY ST YENNORA NSW 2161
(AT THE RAILWAY) Ph 02 632 5002

NOMINATIONS

Nominations Closed as follows for the positions shown:

President	Peter Burrows *
	Bruce Lovett
Vice President	Sowerby Smith *
Secretary	Gary Norwood
Treasurer	Phillip Moore
Trustee	John Saxon *
Directors	
NSW/ACT	Kerry Mcpherson*
VIC/TAS	Paul Ritchie
QLD	No Nominee
SA/WA/NT	No Nominee
New Zealand	Bruce Sedden *

* Denotes incumbent.

Ballot details are shown elsewhere for the position of president but for the two new executives here is a short background on each.

Secretary.

Gary Norwood is married with a 15 month old son and an understanding wife - she is biased towards narrow gauge. Occupation - Technical Records Officer for motor vehicle importer.

Interested in trains from earliest memories. Had tinsplate O gauge at 4 years. From age 14 pursued interests in English Prototype, changed to NSW modelling at age 18. Joined AMRA in 1965. Contracted narrow gauge fever in late 1965. Purchase first HOn3 locomotive in early 1966. Modelled Southern Pacific in HOn3 1966 to 1973. Changed to Rio Grande Southern in HOn3.

Joined Prospect Model Railway Club in 1981. Enjoyed club environment. Gained experience with scenery and bridge construction. Elected to position of club secretary in 1984. Held position until club disbanded in 1985.

Joined NMRA Australasian Region at first meeting.

Current modelling activities consist of building home layout of R.G.S. in HOn3, Dabbling in HO standard gauge Canadian National and Kennebec Central in On2. Member of "round robin" group comprised of ex-Prospect members.

Treasurer

Phillip Moore is married and is distribution manager for a large transport company.

Phillip models Santa Fe in HO. He is building a layout featuring Cajon Pass - mainline railroading in southern California, around the late 70's. He hopes eventually to model the transition period.

Phillips over interests include bushwalking, marine fish, radio control boats and cars and has been treasurer for another club.

A Plea From Your Trustee

At last we have a contest other than our annual model contest! and with this one, we all get a vote!

Of course, I refer to our contest for the President's position for 1990/1992. For the first time, you, the member have the chance to vote on the future direction of our Region as the president, subject to the support of the Executive Committee, sets the pace for the region.

There is no more important role within the Region than that of President. As Trustee, my role is to be part of the management of the NMRA itself, to look after the interests of the Region at the parent body level, to ensure that the aims of the parent body are pursued within the Region and that the interests of local members are not eroded by any decision of the Executive.

The president has a very powerful role in the region and this is one reason our constitution stipulates that the president cannot succeed himself in office more

than once, that is, you cannot be president for more than two terms of two years. In my view, this avoids the problems that some other organisations have where they wither on the vine as a result of the executive becoming tired. In other words, if you can't succeed with your aims in four years, get out!

The two terms of two years is to allow the membership to lodge either a vote of confidence in the abilities of the incumbent or to give someone else a go.

You will see both Peter's and Bruce's backgrounds and aims elsewhere. They speak for themselves and I would under no circumstances try to influence your votes.

However I **PLEAD** with you to vote. Please use the ballot paper included and return it to the Ballot Chairman by the due date. Better yet, **before you read the rest of this excellent issue of our magazine, fill out the form and mail it now.**

That is my plea,

PLEASE VOTE NOW.

John Saxon

Bruce Lovett

As many members know, I am married and live in Sydney's Killarra with my wife Eva. I recently took an early retirement from British Paints where I was Marketing Technical Manager and now have considerably more time available for modelling and to further the interests of the NMRA in Australia and New Zealand.

I have been in the hobby over 50 years, starting with "O" tinplate when aged 5 and graduating to "O" scale when I joined the Sydney Model Railway Society in 1946.

Since then I have been involved in the service side of the hobby in many roles. I am currently **Exhibition Co-ordinator** for the **NMRA**, was **assistant editor** for our

MAINLINE in 1986 and 1987, **committee chairman** or committee member for the 1986, 1987, 1988 and 1990 conventions and either organised or helped with organisation of most NMRA stands at the Liverpool and Newcastle Exhibitions in recent years.

I was invited to become acting **Vice President** in late 1985 when Fred Gill had to step down for personal reasons and remained as Vice President until May 1988 when I declined to stand again due to pressures of my position with British Paints. I continued however to be involved in my exhibition rolls and as recognition of my support I was awarded the **President's Award for Meritorious Service** at the May 1988 Rails Downunder Convention.

I was also active with the Australian Model Railway Association (AMRA) for many years and occupied the position of both **Federal and State Presidents**, being awarded the **Meritorious Award** in 1974.

My interest in the Spokane Portland and Seattle RR is well known. I am now getting back into "O" scale after many years in "HO" where I exhibited layouts in Sydney and Canberra and on television. I have an extensive workshop, have repaired trains for many years for a well known hobby shop and have conducted clinics on painting and weathering.

If elected, my plan is to encourage more members to contribute their ideas and time to the association; to encourage youth into the hobby; to re-dress the imbalance in membership numbers between the Australian states (NSW membership is currently 65% of total) by encouraging an increase in membership **throughout** the region; to continue to improve relationships with other local model railway groups and to revise the Association Operating Rules to take account of our experience since the constitution was formulated over six years ago.

Thank you for your consideration...

Bruce Lovett

PETER BURROWS

For those of you who don't know me on a personal basis, I am providing this personal background to assist you in deciding who will best serve the association as President over the next two years. I am 42 years of age, enjoy good health, am married to Dale who supports my interest in the hobby and have four children (a daughter and three sons) aged 16 to 7 respectively. I model 1900-1925 New England U.S.A. railroads (freelance) in HO.

Like most modellers, my interest in the hobby started as a child when building and operating a layout with my father was a favourite pastime. I first joined the NMRA whilst on Diplomatic Posting as Technical Attaché to the Embassy of Australia in Washington D.C. During this three year period I travelled extensively throughout Canada, the U.S. and South America observing and riding many prototype railways.

My expertise is in electronics and communications and whilst residing in the Washington D.C. area I was active in the NMRA Dixie Division and the Northern Virginia Model Railroad Club who have established a very large operating layout in the 100 year old Vienna railway station (situated on the now abandoned Washington and Potomac Line). My major hobby achievement during that time was to build a CTC16 command control system to control the entire club layout (all 1.2 Km of it). The project was very successful and a recent visit confirmed it still fully operational some six years later.

Soon after my return to Australia in 1984 I gave up the Foreign Service and I am now a Senior Project Manager with the Lend Lease Corporation responsible for very large communications projects undertaken by the government, financial and legal industries. This position provides access to considerable resources which I use to benefit our association.

Over the previous nine years I have been involved in several groups associated with the hobby, the highlights are briefly summarised here:

1981-84 Northern Virginia Model Railroaders - Electronics Committee
1982 NMRA National Convention Washington DC - Worked on Registration Desk
1986 NMRA (AR) Mini Con (Macquarie Uni) - Dogs Body
1987 NMRA (AR) Mini Con (Bankstown) - Committee member
1988 NMRA (AR) Rails Down Under convention - Committee member and clinic provider
1987-89 Ed and Producer of Main Line
1988-90 President NMRA (AR)
1989 Organised the Flying Scotsmen excursion and AGM at Thirlmere
1989-90 Co-ordination of NMRA (AR) involvement in Waitemata Convention (Auckland New Zealand)
1986-89 Assisted at most Liverpool and Newcastle displays

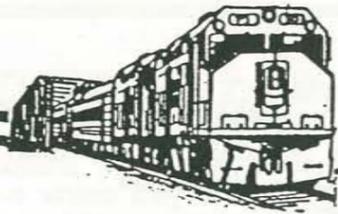
Since becoming President in 1988 the average attendance at Sydney meetings has increased significantly and more Achievement Programme Awards have been claimed than ever before. I believe that the quality and content of Main Line has also improved.

An active group has been established in Newcastle and if re-elected I will endeavour to improve services to all members but in particular those not resident in Sydney.

The executive is currently planning the following programmes:

- * Conversion of the tape/slide clinics to video format
- * Production of video tours of selected layouts featuring the builder explaining some of his (her) techniques.
- * Production of a mini promotional display for use at displays or meetings remote from Sydney.
- * Assist remote members to form small modelling groups

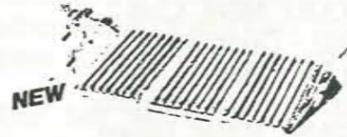
All this will be achieved by calling on membership resources and increased fund raising activity. The aim is to increase the value of membership to city and country modellers alike. Help me finish the job - **Vote I Peter Burrows.**



EASYWAY

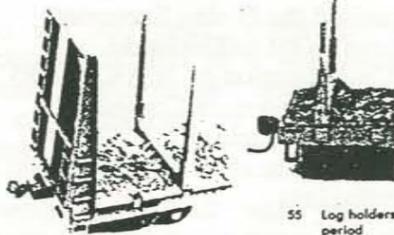
25A Hamilton Road
Cambridge
New Zealand

DIRECT FROM MANUFACTURERS



5.10 21d Cattle Stop (15)

55A Log holders high 1960 (4). Period log holders will fit Athearn and MDC flat cars.



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

55c 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

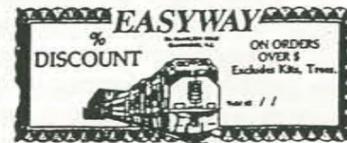
** EP2, 4, 6 are supplied with crib wall to prevent debris falling on to track from above portal.

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



NEW 1990 Cat. \$2 Nett. POST FREE

Direct from Manufacturers.
DISCOUNT VOUCHERS
10, 15, 20% ONLY WITH CAT.



AUST \$. LESS 15% POST FREE
Payment by Bankdraft, Money Order or Cash.

ALL CHEQUES, BANKDRAFTS AND MONEY ORDERS
To be made out to:
J. P. & M. L. EADE

Hand painted, 1

- 3.30 40 Blacksmith set (6)
- 2.30 40A Fisherman standing. (Painted)
- 2.30 40B Man and barrow (Painted)
- 2.90 40C Loco crew (2) (Painted)
- 3.10 40D Man with chain saw. (Painted)
- 2.30 40E Gas cutter and bottles (Painted)
- 3.10 40F Track worker with flag (Painted)
- 2.30 40G Man with jack hammer (Painted)
- 4.20 40H Garage Men (3)
- 2.30 40I Man at Phone
- 2.30 40K Man Chopping
- 2.80 40L Man/Barrow Cates



NEW! DISCOUNT VOUCHERS
10, 15, 20% ONLY WITH CAT.

#98 DOCK/WAREHOUSE 80 PARTS \$25.00

Drums, boxes, barrows, men, tools, buckets etc. This kit is also suitable for general detailing.

#97 CONCRETE WORKERS

All detail parts are supplied, except metal and sand. Use on roadside or house.

12 PARTS \$6.00

#91a STATION PLATFORM

Details for station platform.
Barrows, men, drums, boxes, socks etc.

25 PARTS \$7.00

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

- 2.30 57 Fuel tanks for buildings (3)
- 2.30 58 Wheel barrows (3)
- 2.30 59 Hose stand (5)
- 1.80 60 Rail rack (4)
- 2.50 61 Concrete mixer
- 3.10 62 Signal levers and signal man
- 3.50 63 Fence kit - 6 posts and mesh
- 5.00 64 Gates kit - Posts, gates and braces.

- 2.30 65 Platform steps (2 flights)
- 2.80 66a Roof supports (4)
- 4.10 66b Rural outhouse and occupant (4 parts)
- 2.80 66c Monument (painted) for Town or Golden Spike

- 4.50 56 Track workers motor trolley
- 3.50 57a Material trolley

- 2.30 46 Drill stand (Pedestal)
- 3.10 47 Radial arm drill
- 3.10 48 Lathe
- 3.10 49 Milling machine
- 2.30 50 Band saw
- 2.80 50a Saw table and wood box
- 2.80 50b Radial arm saw and man
- 2.80 50c Planer and man
- 7.00 50d Lumber yard kit. 16 parts
- 3.10 51 Motor with compressor and pump kit
- 4.50 53 Mine cars (2) Fits N scale track
- 2.30 54 Trolley jacks (3)



CHARM VALLEY & WESTERN A LAYOUT DESIGNED FOR OPERATION

By Phil Knife, MMR

Are you looking for a layout design that is interesting to operate, doesn't take up a lot of room, and doesn't take 25 years to build? Well, here is a layout that is more than a tail-chaser or bowl of spaghetti, that can be operated alone or with a bunch of friends, is based on a real prototype and can be built in less than a couple of years. The Charm Valley & Western RR will fit into the corner of a spare room in N scale, or half a garage in HO, yet it offers all these things. It was an idea I had a few years ago and, although I never built it, planning had reached an advanced stage. The track plan is basically that of the Seaboard Central, a Model Railroader project layout (see MR December 1985) which I used as a starting point, plus an extension. I have included this plan in case feels moved enough to build it, or a modified version of it.

But this article is not about building this particular layout. Its purpose is to explain the operational possibilities, and to demonstrate how it can be used to simulate operation on a real railroad. I will show you how I developed a train graph and employee timetable, and propose a suitable manual car-forwarding system that works like the real thing but has very little paperwork. Most of these ideas come from Bruce Chubb's excellent book *How To Operate Your Model Railroad* (Kalmbach Publications), with a bit from Malcolm Furlow's *HO Narrow Gauge Railroads You Can Build* (also Kalmbach Publications). These books, especially Chubb's, are essential reading if you plan to operate any layout realistically.

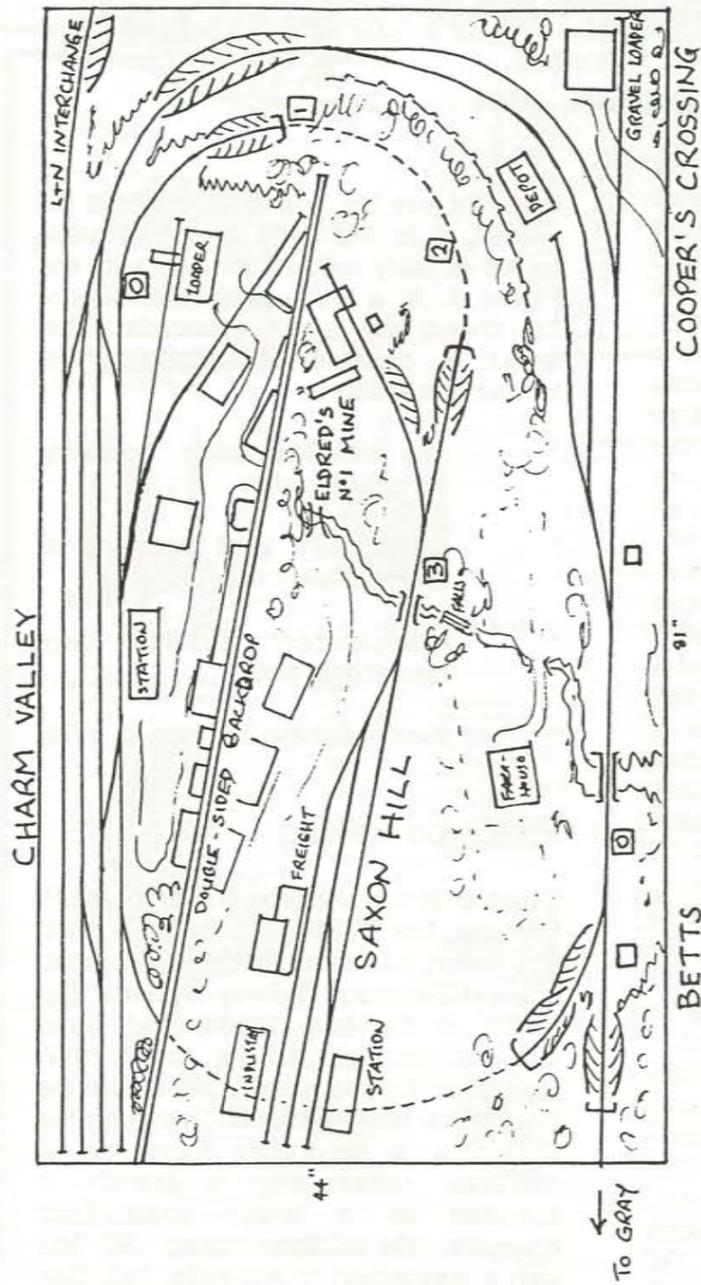
The Charm Valley & Western Railroad (CV&W)

First, let me tell you a little about the CV&W. It is designed as an N scale layout of fairly modest dimensions, and Figure 1. is a track plan while Figure 1a. shows the layout schematic. This layout is capable of supporting the following operations:

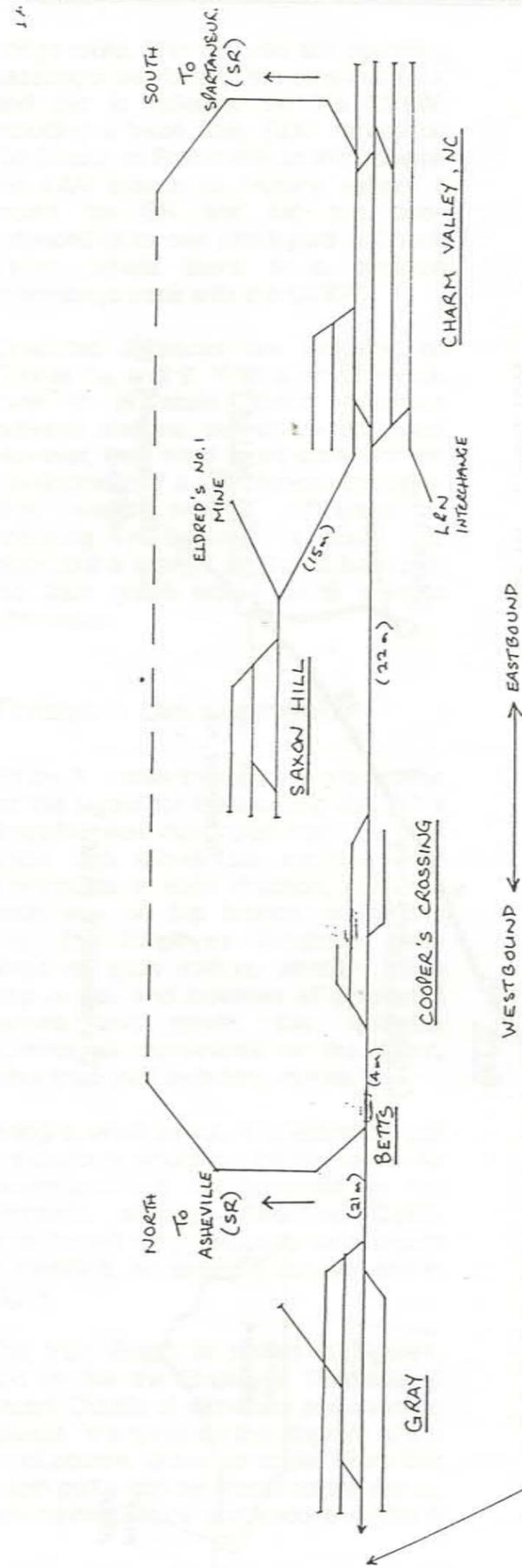
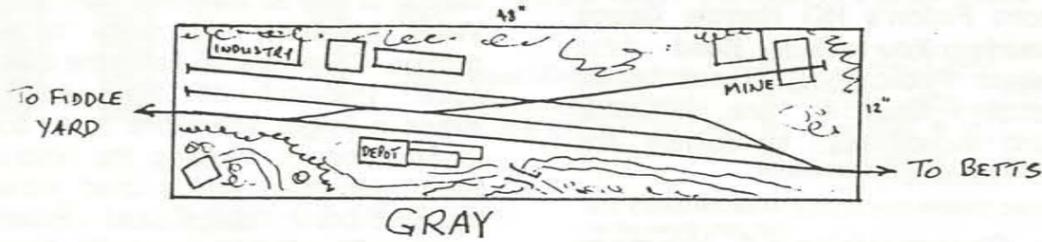
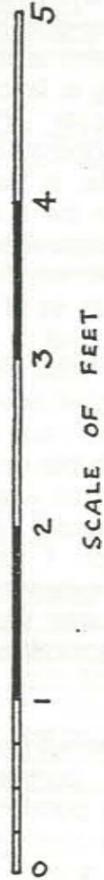
- * two mainline trains operating simultaneously;
- * independent yard switching at Charm Valley and Gray;
- * independent branch line operations; and
- * road switching operations.

Prototype Setting

Situated in the western corner of North Carolina, the CV&W is a fictitious short line which has recently been absorbed into the Southern Railway System. The period is the late 1950's and some stock is still lettered for the CV&W. Inspiration for this project came from the Southern's Murphy branch, although the CV&W is a secondary main line in character rather than a branch. It operates as a bridge route from Knoxville, TN to Spartanburg, SC and with a connection to Asheville, NC. See the diagram of the area in Fig. 2. The section of line as modelled, from Charm Valley to Gray, represents a subdivision, Charm Valley being the division point. The cut-off from Asheville allows a longer alternative route south to Spartanburg, avoiding the notorious Saluda Mountain, and is used primarily by unit coal drags and returning empties. The CV&W has traffic from its own on-line industries, from industries elsewhere and from through traffic as a



PROPOSED N-SCALE CV&W LAYOUT



SCHEMATIC DIAGRAM OF

CHARM VALLEY AND WESTERN R.R.

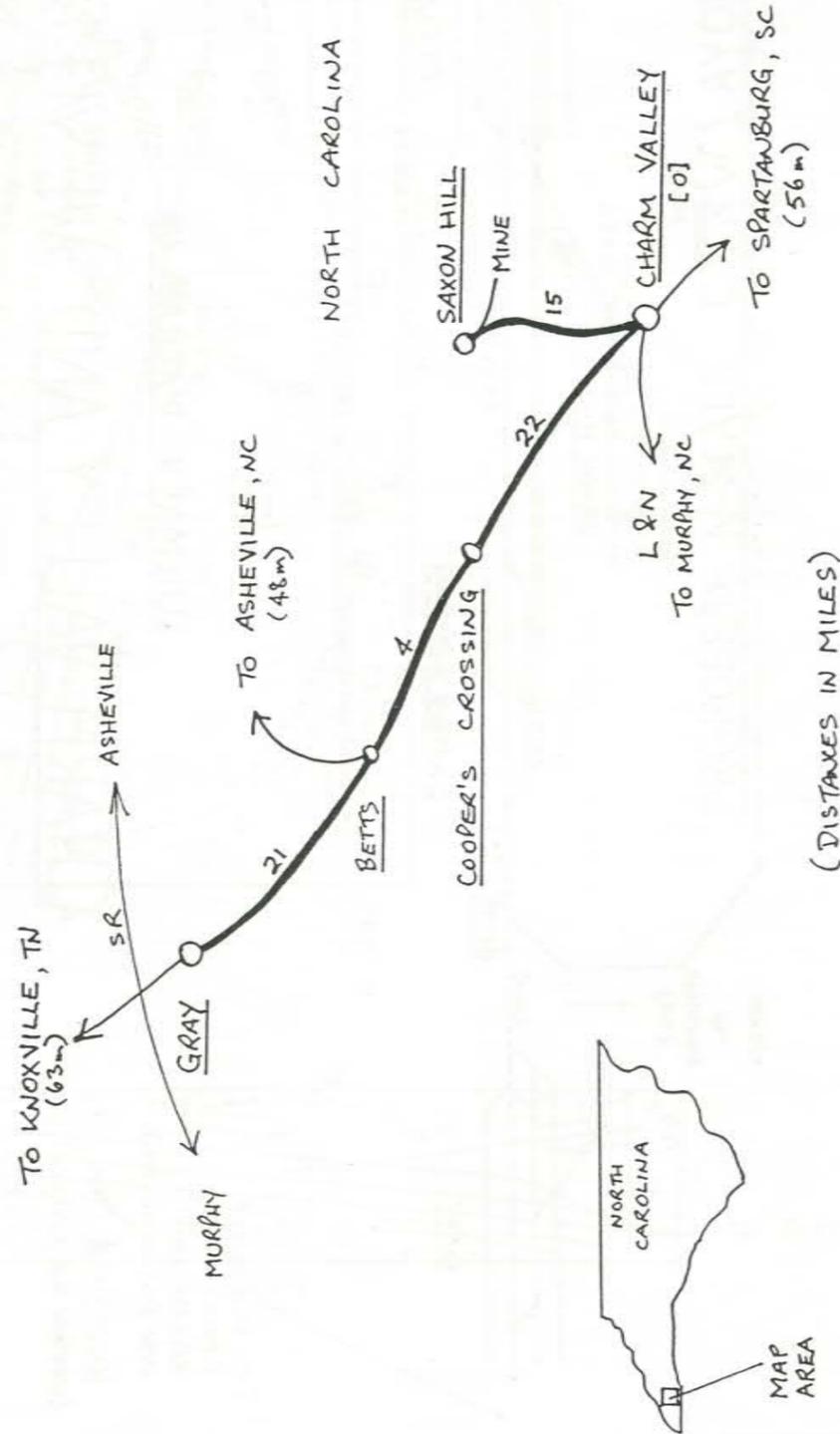
(EASTERN SUB-DIVISION)

(TO STUB-ENDED FIDDLE YARD OR REVERSE LOOP WITH STAGING TRACKS)

KNOXVILLE (TEN) (WESTERN SUB-DIVISION)

LOCALITY MAP OF CHARM VALLEY AND WESTERN R.R.

(EASTERN SUB-DIVISION)



(DISTANCES IN MILES)

bridge route. The SR was still operating passenger services in the 50's and 60's, and this is reflected on the CV&W, including a twice daily RDC service on the Branch to Saxon Hill. In this scheme the L&N branch to Murphy (where it meets the SR end on) has been extended to its own small yard in Charm Valley, where there is a common interchange track with the CV&W.

Simulated distances are indicated on Figures 1a and 2. With a small layout, even in N scale, these distances between stations cannot be achieved. However, they need to be stated for the development of a prototypical timetable. This would provide difficulties in operating the layout to a scale time clock, but a straight sequence based on the train graph would be a suitable alternative.

Timetable Development

Figure 3. shows the employee timetable for the layout for the working day. This timetable was developed from the train graph and allows six mainline train movements in each direction, plus four each way on the branch, during the day. The Employee Timetable gives times at each station, whether trains stop or not, and indicates all scheduled passes and meets. this timetable governs all movements on the layout, other than yard switching moves.

Being a small layout, it is assumed that a dispatcher would not be employed. All movements will be governed by the timetable, although **Situation Cards** (see below) may introduce train orders to modify it. An example can be seen in Fig. 5.

The train Graph is shown in Figure4, and on this the Employee Timetable is based. Details of distances and average speeds are given on the diagram which is, of course, drawn to scale. From this graph paths can be identified for extras, late running trains and second sections

of scheduled trains. These would be used by the dispatcher, should one be employed, and to develop appropriate Situation Cards.

System Of Operation

As has already been mentioned, the layout will be operated in accordance with the timetable, with all moves being scheduled moves. The following operators could be employed:

- * Yardmaster and traffic agent at Charm Valley - also yard switcher engineer (although this could be a separate duty)
- * Branch driver - could be combined with CV yardmaster or yard switcher
- * Mainline engineers (2)

At this stage, a dispatcher would not seem to be needed, but experience and a surfeit of operators could change that.

There are two patterns of traffic on the mainline. The first is the usual passenger and way freight trains between Knoxville (the fiddle yard) and Charm Valley. The second is the unit coal trains running loaded Asheville - Charm Valley - Spartanburg, with empties in the opposite direction. On the layout as designed, the hidden loop track joining Asheville - Spartanburg is sufficiently long to hide a complete train. There are two trains on this circuit: a loaded train running counter-clockwise (eastbound) and an empty train running clockwise (westbound). These can be identified on the Train Graph as class 2 trains which re-appear taking a higher number. While one of these trains is hidden, the other is waiting in the yard at Charm Valley. These trains circulating make for meets and passes and other interesting operating complications.

A Meet At Cooper's Crossing

CV&W EASTERN SUBDIVISION EMPLOYEE TIMETABLE

3.

MAINLINE

WINTER 1990

EASTBOUND (READ DOWN)				WESTBOUND (READ UP)																				
FRT	COAL	PASS	3	2	302	81	204	383	206	4	83	TRAIN NUMBER		203	382	82	205	3	303	207	84	384	5	
3	2	1	3	1	3	1	2	3	2	1	1	CLASS	TYPE	2	3	1	2	1	3	2	1	3	PASS	PASS
			9:20A	8:30A					LV	1:40P		ARR	GRAY											4:56P
			PASS	302																				
			9:30A	10:00A					ARR	1:50P		LV	47											4:46P
													(ASHEVILLE)											
			8:15A	9:55A	10:42A		11:05A		LV	2:15P		ARR	BETTS											4:08P
			10:00A	10:50A																				
			MEET	203	204								COOPER'S CROSSING											4:03P
			8:21A	10:05A	11:20A		11:11A		LV	2:20P		ARR	22											4:03P
			8:54A	10:31A	12:04P		11:44A		ARR	2:46P		LV	0											3:30P
													CHARM VALLEY											
			8:00A	11:00A			10:45A		LV	3:00P		ARR	0											
													(SPARTANBURG)											
			8:45A				11:15A		ARR	3:30P		LV	15											4:00P
													SAXON HILL											

NOTES

- BRANCH LINE TRAINS TO SAXON HILL ARE WESTBOUND, FROM SAXON HILL ARE EASTBOUND (NOTE TRAIN NUMBERS)
- X INDICATES TRAINS ENTERING OR LEAVING SUB-DIVISION FROM/TO NAMED DESTINATIONS (UNIT COAL TRAINS)

16

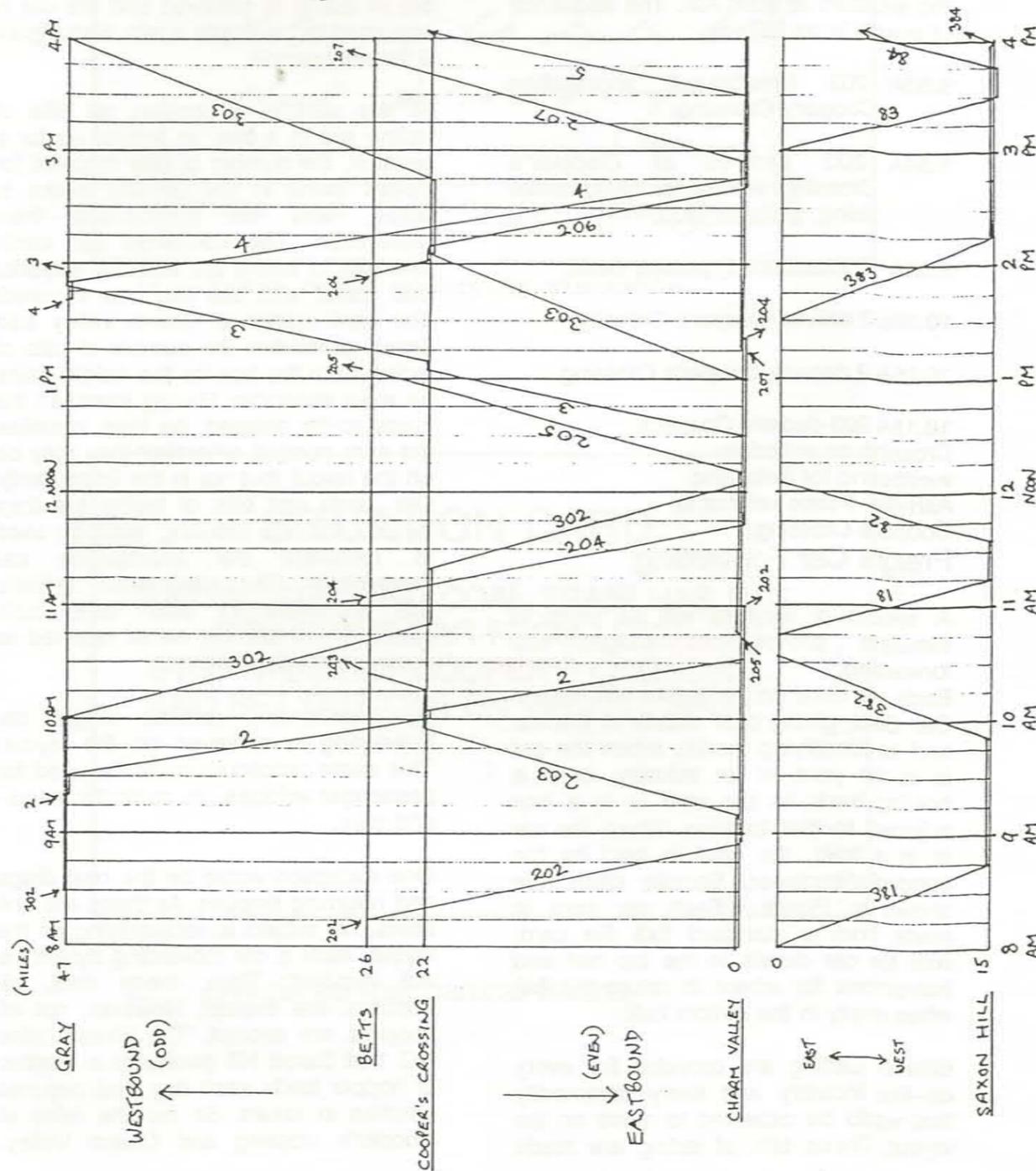
AUSTRALASIAN REGION

MAINLINE

WINTER 1990

CV&W ~ TRAIN GRAPH

4.



CLASSES OF TRAIN:

- PASSENGER (0-99)
MAIL/EXPRESS (100-199)
- PRIORITY/THROUGH
FREIGHT (200-299)
- WAY FREIGHT (300-399)

(EXTRAS TAKE LOCO NUMBER AND EAST/WEST AS APP.)

AVERAGE SPEEDS BETWEEN STATIONS:

WESTBOUND (UPHILL):

- CLASS 1 - 40 mph
- CLASS 2 - 30 mph
- CLASS 3 - 20 mph

EASTBOUND (DOWNHILL):

- CLASS 1 - 50 mph
- CLASS 2 - 40 mph
- CLASS 3 - 30 mph

BRANCH TRAINS:

- CLASS 1 - 30 mph
- CLASS 3 - 20 mph

AUSTRALASIAN REGION

17

To show how this system might work, here is an example involving two trains meeting at the town of Cooper's Crossing, which has a passing track.

From the Train Graph it will be seen that at about 10 AM, train No. 2 eastbound (class 1, passenger) meets train No. 203 westbound (class 2, unit coal empties). This meet is shown on the layout schematic, Figure 1a, with the situation at 9.56 AM. The sequence of events is as follows:

9.50A 203 (westbound) approaches Cooper's Crossing.

9.54A 203 arrives at Cooper's Crossing. As inferior train, takes siding, waits for No.2

9.55A 2 (eastbound) passes Betts.

10.00a 2 arrives Cooper's Crossing.

10.05A 2 departs Cooper's Crossing.

10.15A 203 departs Cooper's Crossing on schedule westbound for Betts and Ashville. Peace returns to Cooper's Crossing.

Freight Car Forwarding

A system of waybills will be used to simulate prototypical freight car forwarding.

Each car used on the layout will have a Car Card, giving brief details of the car and its identifying marks. When the car is in the yard, at an industry, or in a holding track its car card is in a box adjacent to that location. When the car is in a train, the card is held by the conductor/engineer. Sample cards are shown in Figure 6. Each car card is made from a standard 5x3 file card, with the car details in the top half and instructions for where to return the car when empty in the bottom half.

Bills of Lading are provided for every on-line industry and every commodity that would be expected to move on the layout. These bills of lading are made

from half a 5x3 file card, and are attached to the car card, when appropriate, by a paper clip so that it covers the lower half of that card. Each bill of lading has two sides; on one side are the instructions for the type of empty car required and where it is to sent for loading. The reverse side has instructions for the dispatch of the car once it has been loaded. When the loaded car reaches its destination, the bill of lading is removed and the car is assumed to be empty again. See Figure 6 for an example.

At the start of a session, all bills of lading are in a box. In setting up for a session, the number of bills required for freight trains in the holding tracks is taken, and an appropriate train assembled. The combined car cards and bills of lading become waybills, and travel with the train as required. The yard master at Charm Valley also draws at random the number of bills of lading from the box for the freight trains he must assemble. Having identified the loads to be shipped, he then identifies the cars needed, wherever they may be on the layout (but not in the fiddle yard). Car cards and bills of lading are then joined, and the resulting waybills used to generate the appropriate car movements. The yardmaster repeats this procedure for each train, both mainline and branch, he is required to prepare and dispatch.

By this means, realistic freight car forwarding is achieved on the layout. This same procedure could be used for passenger vehicles, in particular head-end cars.

One exception would be the coal drags and returning empties. As these are unit trains, not subject to reclassifying on the layout, such a car forwarding system is not required. Thus, these cars, all hoppers, are exempt. However, not all hoppers are exempt. The Elred's Mine NO 1 at Saxon Hill generates a number of hopper loads each day, and requires empties in return. So too the mine at Cooper's crossing and Charm Valley.

SAMPLE SITUATION CARDS

CHARM VALLEY AND WESTYERN RAILROAD	
TRAIN ORDER No. <u>5</u> AT <u>2.7 19 59</u>	
TO <u>CPE No. 2</u>	AT <u>GRAY</u>
<u>CPE No 203</u>	<u>CHARM VALLEY</u>
<u>CPE No. 302</u>	<u>GRAY</u>
<i>No. 2 run 60 minutes late Meet No 302 at Cooper's Crossing</i>	
COMPLETE TIME	<u>9:01 AM</u> OPR <u>Jos.</u>

1/ Train order modifying timetable.

<h3>SITUATION CARD</h3> <p>NEXT WESTBOUND COAL TRAIN HAS HOT BOX THIRD CAR FROM LOCO. STOP TRAIN AT COOPER'S CROSSING AND SET OUT CAR ON VACANT SPUR.</p>

2/ Simulated mechanical failure.

SAMPLE WAYBILLS

CAR CARDS

CAR TYPE : BOX
 REPORTING MARKS : CV&W
 CAR NO : 123
 REMARKS : 40' SGL DOOR

EMPTY

To

CHARM VALLEY YARD

CAR TYPE : GON
 REPORTING MARKS : SOUTHERN
 CAR NO : 1228
 REMARKS : CAP 50 T

EMPTY

To

KNOXVILLE, TN
(SR)

Bill of Lading

<p style="text-align: center;"><u>BILL OF LADING</u> (A)</p> <p style="text-align: center;">EMPTY CAR FOR LOADING AT <u>COOPER'S CROSSING</u> STUCKEY'S QUARRY GRAVEL GONDOLA REQUIRED</p> <p style="font-size: small;">ON ARRIVAL, TURN THIS CARD OVER</p> <p style="text-align: center;">SIDE A</p>	↔	<p style="text-align: center;"><u>BILL OF LADING</u> (B)</p> <p style="text-align: center;">GRAVEL LOAD FOR <u>KNOXVILLE</u> BASSETT'S SAND SUPPLIES</p> <p style="text-align: center;">AFTER DELIVERY, RETURN THIS BILL OF LADING TO BOX.</p> <p style="text-align: center;">SIDE B</p>
---	---	--

the normal waybill procedure, and would be separate to the unit trains.

This manual waybill system is seen to be quite adequate and workable for a layout of this size. However, after experience has been gained with this system, computer-generated switch lists could be tried for each train. Provided such a system can be used as realistically as the manual system, it would have great potential, particularly if the layout grows in the future.

Conclusion

Although relatively small, this layout is designed for maximum operating interest and potential. The developed timetable provides a framework for all operations, generating train movements on the layout in a prototypical manner. Situation cards add variety, problems and further operating interest. The freight car forwarding system generates proper waybills, governing car movements around the layout and beyond. Being a small bridge road, through train movements occur, particularly coal drags, and off-road destinations are generated for cars. The on-line interchange with the L&N at Charm Valley helps make the layout appear much bigger, operationally at least, than it really is, together with the hidden loop and holding tracks.

Perhaps these thoughts might encourage you to try something similar on your own layout, or even to build your own version of the CV&W. Whatever you do, I hope this article has been helpful. By the way, the information contained in this article is basically what you need to present in applying for the Chief Dispatcher award in the NMRA Achievement Program. If operation is your interest, then I urge you to plan a project like this and submit it for the award - you only have to plan it, not build it! (Layout building comes under other awards, and I intend writing about these later.)

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; HO_{N3}
HO_{N30}; and 0
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

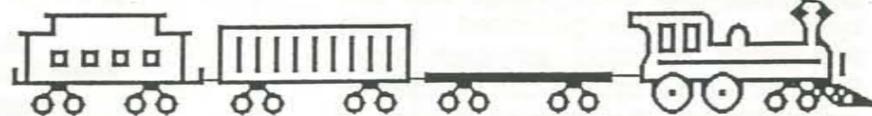
Clinics, workshops, slides,
films, dioramas and layouts.

details from Anton's Trains
Tel (02) 683 3858
at
Macquarie University
NORTH RYDE
N.S.W.

RAILWAY BOOKS

Do railways hold a special fascination for YOU!

For Sydney's best and cheapest range of Australian and overseas railway books visit the ARHS Sales Centre.



Conveniently located close to Central Station, the ARHS Sales Centre is operated by Australian Railway Historical Society New South Wales Division, a "non-profit" company dedicated to the publication of books and magazines on the railways of Australia. A large range of video tapes are also available.

OPEN

ARHS SALES CENTRE

182 Redfern Street, REDFERN

Telephone and Fax number (02) 699 1714

Mail order enquires most welcome.

Write for a booklist

Postal address:-

PO Box E129, St James, NSW, 2000

MONDAYS TO FRIDAYS

12.00 TO 17.30

SATURDAYS

9.00 TO 16.00

Junction Hobbies

MAIL ORDER MODEL RAILWAY SERVICE

P.O. BOX 903, GOULBURN, N.S.W. 2580

Specialists in detail parts, range includes :-

DETAIL ASSOCIATES, DETAILS WEST, GRANDT LINE, CARY, CANNON & CO., CAL SCALE, P.S. CO., UTAH PACIFIC, TRACKSIDE PARTS.

Dealer in BEV - BEL CORP. products of custom painted loco's & rolling stock.

Decal lines supplied :-

CHAMPION DECAL CO., HERALD KING, MICROSCALE, WALTHERS.

Other lines carried :-

ATHEARN
ATLAS

AR KIT CO.
BACHMANN

BROAD GAUGE MODELS
CENTRAL VALLEY

NORTHWEST SHORT LINE
BOWSER

KADEE
PECO

STEWART HOBBIES
ORIENTAL LTD.

Large range of books carried :- Australian & U.S. Titles
VIDEOS also carried - covering Railway subjects worldwide

Mastercard, Bankcard
welcome

LIBRARY NEWS

As notified last edition, we now have the basis of a library. The stock currently stands at the following:

- * **Model Railroader**, Bound volumes 1978 through 1985
- * **Railroad Model Craftsman**, Bound volumes 1978 through 1985
- * **Painting Miniatures** by Floquil
- * **Track Planning for Realistic operation** by John Armstrong
- * **Scenery for Model Railroaders** by Bill McCanahan
- * **How To Wire Your Model Railroad** by Linn Westcott
- * **101 Track Plans** by Linn Westcott
- * **Easy To Build Railroad Structures** by Willard Anderson
- * **Practical Guide To Model Railroading** by Linn Westcott
- * **Classic Articles From Model Railroader** by Mike Schafer
- * **The Encyclopedia of Model Railroading** by Terry Allen

Our Librarian will be Glen Coventry, of 16 Lanai Place, Beacon Hill, N.S.W. 2100. Phone (02) 452 2131. Books will be available at Sydney Meetings or by writing or phoning Glen, Borrowing fees will be just sufficient to cover costs and postage. More details next edition or if you are keen to borrow immediately, call Glen.

WELCOME ABOARD

We would like to welcome the following new members:

Niel Bolton	St Andrews	NSW
Mark Olsen	Burkley Vale	NSW
Bernie DeBraun	Raby	NSW
John Miller	Lalor Park	NSW
Boyd Whitfield	Carlingford	NSW
John Sneller	Cambridge Park	NSW
Lynn Zelmer	Rockhampton	QLD

1990 Narrow Gauge & Short Line Mini Convention

Model And Photographic Contest Results

One of the highlights of the recent NG & SL Mini Convention held in Sydney was the Modelling and Photograph Contests. There were 29 models entered by 14 persons and 16 photographs entered by 5 photographers. As has been usual with our contests, the standard of entries was very high.

Diesel Locomotives		
1st	James Crum	Santa Fe 2000 class
Run Up	Bill Cooper	Krauss Maffei

Passenger Cars		
1st	Geoff Nott	Passenger Combine
Run Up	Hal Saxon	SP NG Combine
Honourable Mention		
	Hal Saxon	DRGW Coach
	Paul Willis	End Loading Pass

Freight Cars		
1st	Hal Saxon	SP NG Stock Car
Run Up	Klaus Kleinhalf	Conoco Tank Car
Honourable Mention		
	Greg Hiley	DRGW Stock Car
	Greg Hiley	RGS Box Car
	Paul Willis	Cattle Wagon
	Peter Jenkinson	Fish Van

Cabooses		
1st	Hal Saxon	SP NG Caboose

Structures - On Line		
1st	Paul Willis	Walhalla Station
Run Up	John Saxon	Craig Depot
Honourable Mention		
	Gordon Farnsworth	Sierra RR Roundhouse

Structures - Off Line		
1st	Geoff Nott	Disused Water Mill
Run Up	Gerry Hopkins	Marine Supplies Co.
Honourable Mention		
	Paul Willis	Australian House

Traction		
Honourable Mention		
	Bill Cooper	Electric Multiple Unit

Best In Show		
	Geoff Nott 109.5	Disused Water Mill

Photographic Competition

Colour Photograph		
1st	John Saxon	
Runner Up	John Saxon	
Black & White		
1st	Glen Coventry	
Runner Up	Gary Norwood	
Best In Show	Glen Coventry	

The winners are to be congratulated on their superb modelling and photographic skills. The rest of us are greatly encouraged to continue and improve our own skills. Hope to see you and your models and photos at our next contest!

Phil Knife