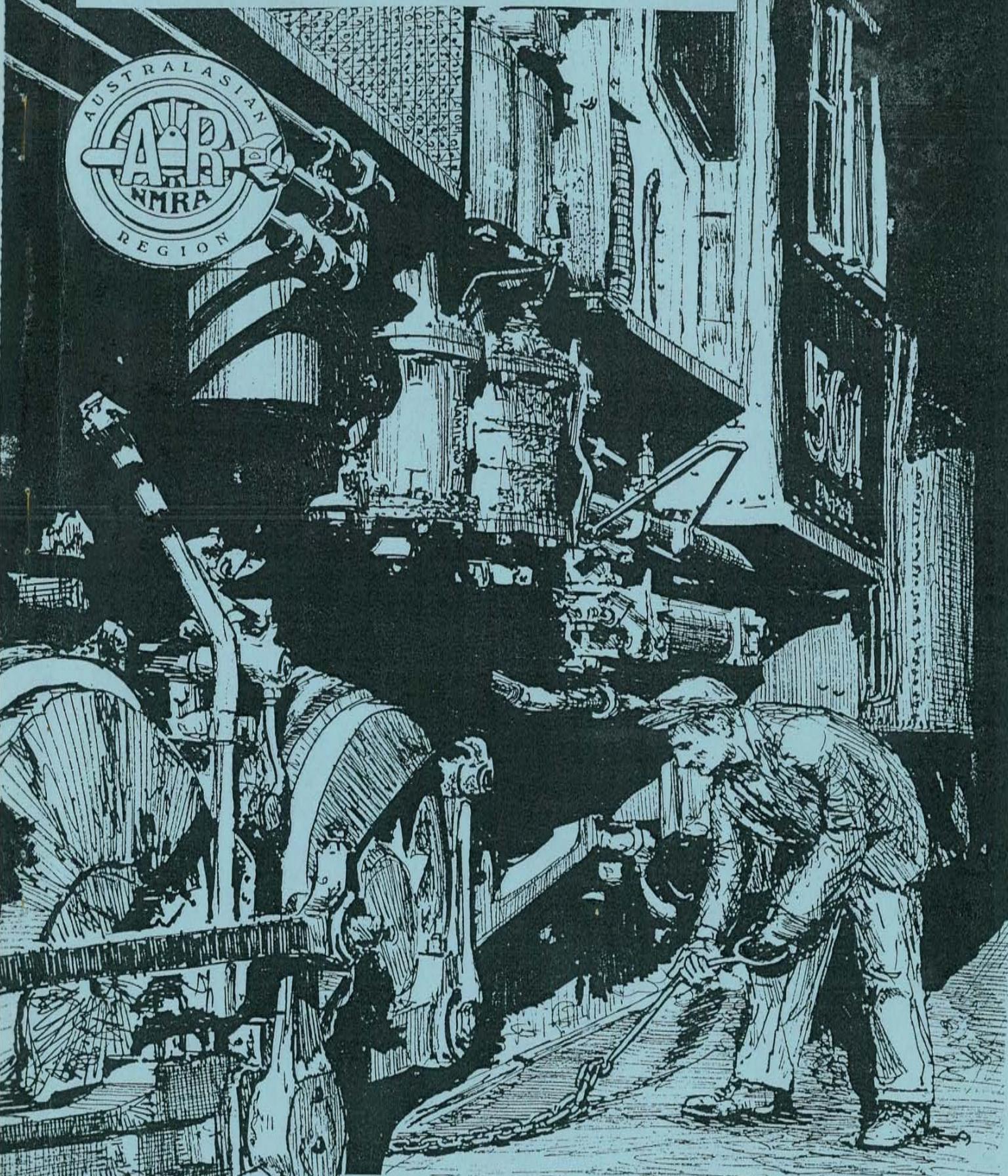
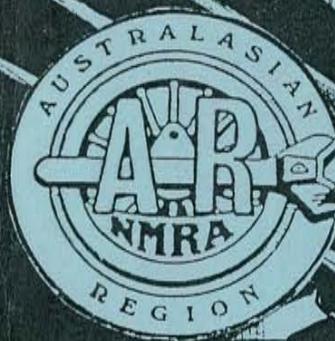


# MAIN LINE



VOLUME 7 NUMBER 3 JULY AUGUST SEPTEMBER 1990

REGISTERED AUSTRALIA POST - PUBLICATION NRH7190

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MAINLINE is the official journal of the Australasian Region of the National Model Railroad 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, 7 Booralie Road, TERREY HILLS, N.S.W. 2084. Paid advertising is welcomed. Current rates 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.

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**1991 CONVENTION**

18TH & 19TH MAY

Macquarie Uni

SYDNEY

Details Next Issue

## PRESIDENTS REPORT

Thank you to all those members who voted in the recent ballot, the response was excellent. A special thank you to my supporters for returning me to office. All members should be pleased that the close result means there is a capable and well respected alternative president in Bruce Lovett and I would like to thank him for indicating his willingness to serve.

The past two years have been very much a learning experience for me and I look forward to challenging the issues that stand before us in the next two years. My aim will be to build on the advances we have made in the last two years and further improve the value of membership for all members.

Fortunately we are in an age of major advances in consumer technology and I intend to use that technology to cut overheads and deliver quality services to members, particularly those not residing in Sydney. Our Editor (Gerry Hopkins) has access to facilities and equipment that will deliver a better **MAINLINE** at a greatly reduced cost and several members have video cameras to record events and convert tape/slide clinics to the more convenient video format. These tapes will start to become available soon.

Our new Treasurer (Phil Moore) will soon conduct a major fund raising activity, the proceeds of which will be used to improve services top all members but in particular those not residing in Sydney. To ensure the executive gets its priorities right, I would like to hear from as many members as possible regarding what you would like to see more or less of and new ideas. In this issue of **MAINLINE**, Gerry Hopkins outlines a new approach to Model contests. Let us hear your opinion, remember the **MAINLINE** is the forum for you to have your say and find out what's happening around the Association.

*Peter Burrows*

## MEETING SCHEDULE

Sat 11 Aug Newcastle Exhibition  
Sun 12 Aug Police Boys Club  
BROADMEADOW

Volunteers required ring:  
Bruce Lovett 498 4659

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

Sat 29 Sept AMRA Exhibition  
Sun 30 Sept Whitlam Centre  
Mon 1 Oct LIVERPOOL  
Volunteers required ring:  
Bruce Lovett 498 4659

Sun 11 Nov Family Picnic  
Zig Zag Railway  
Clarence Station

We are booked on the first train, 10.30am for group concession. Adult \$6.00 / Kids \$3.00. Sausage Sizzle from 1.00pm at Gerry Hopkins' Property, Bell's Line Of Road, DARGAN (mid way between Bell and Clarence Look For the RED DRAGON. Please bring own lunch etc.

Sat 15 Dec Xmas Meeting at Peter Burrows. This will also be a Module Meet and Sausage Sizzle. More details next issue.

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### EXHIBITION

Sat 29 Sept Berrima Exhibition  
Sun 30 Sept Public School  
Mon 1 Oct BOWRAL

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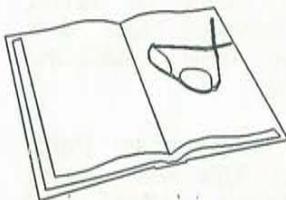
## URGENTLY REQUIRED - VENUES FOR 1991

It doesn't have to be finished or perfect - every layout has an idea or lesson for somebody. Our Sydney host panel rests with just 12 members. We need at least 18 for 9 venues per annum ( 3 months are taken by conventions or shows).

**WELCOME ABOARD**

We would like to welcome the following members to the association.

- Steve Gaut                    10 Banksia Park Rd  
   KATOOMBA 2780
- Paul Ferguson                53 Ardath Ave  
   PANANIA 2213
- Geoff Hoad                    34 Myrtle St  
   PROSPECT 2149
- Eric Russell                    21 Lawson St  
   BONDI JUNCTION  
   NSW 2022
- Graeme Bull                    9 Eulbertie Ave  
   WARRAWEE 2074
- Rob Nesbitt                    P.O. Box 4624  
   KINGSTON 2604



**EDITORIAL**

**Gerry Hopkins**

For this issue I have had the time to change the format a little, I will try and follow this format each issue.

As Returning Officer for the Ballot for the position of President I would like to announce the results. Of 220 ballot papers sent out 120 responded thus:-

- Peter Burrows                63
- Bruce Lovett                 57

As you can see it was a very close margin (one USA region sent out 1272 ballots and got 68 replies!). Congratulations to Peter. The other officers were elected as shown on page 2 in the Directory.

I would like to throw a few ideas your way and I hope you put pen to paper for the "RPO-MAILDROP" in each issue.



As you know, every so often we have a modelling contest (normally at convention time). The modellers who enter

these contests are top line modellers and often take the top prizes. To encourage other modellers (new to such contests) I suggest we have two categories in each class. Those who score 87.5 points and over (the cut off point for Merit Award) would qualify for the *MASTERS* section and those under 87.5 would be classed as *MODELLERS*.

This would, hopefully, encourage more modellers to enter, and as they say in the movies...."practice makes perfect"! There could be a winner and runner-up in BOTH sections. I would like to hear a few comments on this idea.

Another one for the pot! At each of our monthly meetings we could have a short clinic (30 mins) with question time at the end. Possible subjects:- How to fill out model contest forms, How to fill out the Achievement Program forms, How to weather rolling stock, How to hand- lay track, just to name a few.

When a small group of modellers get together for a bull session there are often small modelling tips passed on to others, PLEASE make a note of them and send to the editor, they make good filler articles, they only need to take a few lines.

In this issue I have included a few photographs, I would like to hear your comments about the quality. The only problem is ...the lack of subject matter, until I can build up a collection of photos you will have to put up with shots of Franklin County or Kennebec County.

## Bill's Bumbling – A Sense of History

If you wondered what the last issue's cover portrayed, then it was the CIE (Ireland)'s Arigna Branch, circa 1955. A 3' gauge mixed train, of coal and passengers, is hauled by one of the pretty 2-6-2T's from the Cavan & Leitrim. The local guy shown would have to get off the road when, a few years later, trucks and buses replaced the train. (Somehow, the caption got overlooked in the various excitements of last issue).

This issue's effort depicts a Central Vermont switcher in Brattleboro roundhouse. It is being discouraged from moving by the once common practice of placing a chain around a driving wheel. Whether steam, diesel or electric, a loco or train requires care in stabling so that it doesn't set of unattended. Even dead steam locos have been known to wander, after their boilers were pumped up with air whilst being towed (valve gear in reverse when towed forward, or vice versa). It is good layout design to ensure that no errant loco can escape a service area – a derail or catchpoint is needed.

Anyway, to the topic.... A sense of history is a valuable aid to realism. Almost every layout depicts a line built up over some time – and things change. Not just the more obvious design changes in stock, but in buildings and fittings of all kinds .. track, signals, hoardings .. there are examples of old and new.

If the track plan is changed, it may be worthwhile to leave evidence of the change. disused or abandoned track is an all too common example of prototype change. Weeds and clutter are essential to any history of this type.

Brick buildings acquire metal or wood add-ons, altered roof materials, changed windows .. some filled in (with noticeably different brick colour).. some cut new .. new vents, new purposes. An example is the old milk company rail siding at Camden, NSW, now a farm equipment supplier.

Rolling stock and locos are better known to buffs than buildings, but history depiction is more subtle than the simple chronology of construction. A characteristic of fleets that are in service for long periods is the variety in condition. New or recently overhauled stock is clean, then deteriorates thereafter to pretty dilapidated. A colour photo of a hopper train will show many versions of the tuscan or black paint carried when new. OLd diesels not only have matt, chalky, dirty paint, but the signs of worn engines .. sooted roofs, oil discharge from crankcase breathers, rust from coolant leaks .. and of many, many refuellings, as well as the dirt from trackbed and rain. But even on the dirtiest loco, some things are cleaned, unintentionally or otherwise. Numbers have to be read, steps and handrails are shiny with use, screens and windows need to be more or less transparent.

A great realism breakthrough was the development of weathering, but lots of weathered objects look abandoned, disused, rather than well worn. In general, everything shiny, or everything weathered, does not reflect history, reality. Better is a variety of condition, from clean to dirty. When spraying a fleet of hoppers, keep some clean, add grey to the base paint, overspray others etc., to create VARIETY.

Another aspect of this history thing is to help prioritize kit construction. Most of us acquire a rather random collection of stuff to "*build one day*".

This can create a log-jam of kits awaiting "the day". With so much to do, it is hard to know what to build first. One way is to apply a sense of history. Just build the chronologically oldest first. Build the wood cars before the steel cars and the steel cars before the aluminium ones. Get the Alco FA's running, then think about the GP9, followed by the GP38, 50 etc.. If you have recent locos operating, then some older equipment is quite legitimate; via rebuilding (e.g. plenty of GP7's are still running, often with chopped noses and external filters) or preservation efforts. A "new" steam loco among some grubby but recent units is no problem .. just "history".

So, if you puzzled about why some layouts looked like a miniature, "real" railway, while others looked like a model train set, then a lack of visual history in the latter could have a lot to do with it.

Bill Cooper

### AN APPEAL

The A.C.Kalmbach Memorial Library in Chatanooga (i.e. our own NMRA Library) maintains a stock of all Regional magazines, such as our MAINLINE. They now have at least one copy in their files of the MAINLINE since it was first issued in 1984.

The library has appealed to me to attempt to locate copies of the former Southern Cross Region's **Booster** Magazine issued in the years 1954, 1955 and 1956 **except** April 1954, June, July and December, 1955 and January and February 1956.

Would any former members of the old region who still holds any such copies

please contact me. If you do not wish to donate such copies to the Home Office Library, we at least should be able to supply photo copies.

Your help will be greatly appreciated,

John Saxon

### VALE

We were saddened to hear that Greg Hiley's mother, Patricia Hiley, passed away on the 24th May 1990. Your Association was represented at the funeral service on the 29th May at Rookwood Crematorium, Lidcombe, by Geoff Willett and Bruce Lovett. Our sincere condolences to Greg, his father and sister.

### Workshop Notes

#### #1 Hair Clips

Lady Jayne aluminium spring hair clips are excellent for light clamping. The aluminium arms can be bent with the fingers to suit the type of object you are clamping, then re-bent afterwards to another shape.

They are sold six to a card and stocked by most chain stores and supermarkets.

#### #2 Alligator Clips

Most hobby shops, Tandy and Dick Smith shop sell these clips in various sizes. They do not require any modification, use them straight from the pack. When soldering, although not as good as a proper heat sink clamp, they do absorb a fair amount of heat. Ideal for metal, but the teeth in the jaws will mark timber.

Bruce Lovett

## New Zealand Convention

The Waitamata 150 Convention was held over the Easter Weekend in Auckland. The venue was a teacher training college a short drive from the city centre. The Registration desk was open from 6.00pm on the Thursday and went until 11.00pm that night. The organisation was very smooth considering the 300+ modellers attending, with 26 from Australia.

Near the registration area was a rest/refreshment room complete with 2 cafe bars, this was a good spot to work out your itinerary for each day. Between the two was a large "O" scale British layout with some interesting scenery although they did have a few electrical problems.

Close to this area was the main hall, this housed two working layouts. The main area of the hall was taken up by a VERY large layout in 9mm Scale. This scale is very good for narrow gauge modellers - 9mm / ft on "O" scale (1/4" scale) track. The layout itself measured approximately 6m x 30m. and was fully scened. The locos ranged from small tank locos to large mainline locos, all of New Zealand prototype. The other layout in the hall was Sn3<sup>1/2</sup>, New Zealand Prototype, this scale is 3/16" / ft and runs on 16.5mm track. The scenery was very good with plenty of attention to detail. The locos operated at the right speed and appeared to follow a logical pattern. This seems to be the most popular of the scales when modelling NZR. The local manufacturers appear to work together so no-one duplicates someone else's model.

Another building housed the trade stands on level 1, while more layouts, displays and four clinics were on levels 3 & 4. A large auditorium was

used constantly to show videos of all prototypes. Those attending the convention got plenty of exercise.

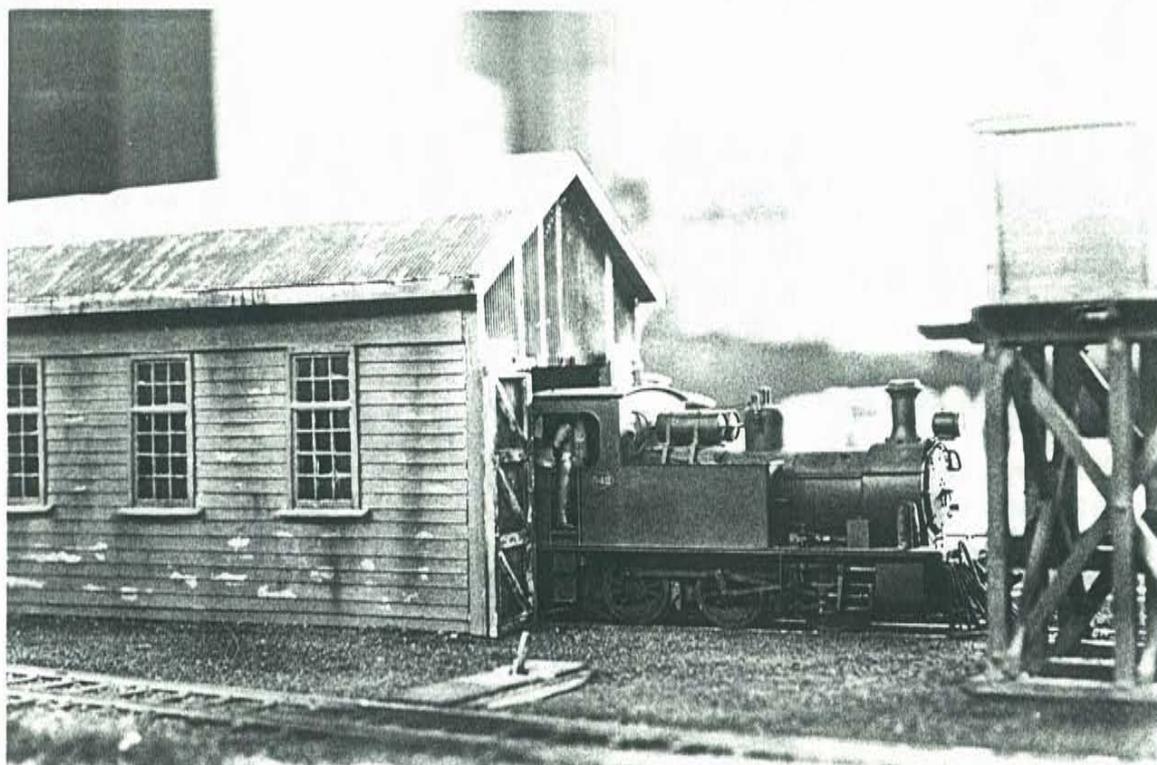
On the Friday there was a trip on a "Two Foot Gauge" railway for those who booked early, more about this later. The clinics offered were varied and catered for all interests, most were run twice to give plenty of opportunity for people to see the clinics of their choice.

Saturday morning brought the only hic-up in the organisation. People on the layout tours had to find their driver, when you don't know the person it can be difficult! But with the hassles over the tours started on time. Being driven from home to home give visitors a chance to see a little of the scenery in and around Auckland.

The choice of layouts was varied, I chose the NZR tour and the South tour as these both contained narrow gauge layouts. The layouts on the NZR tour consisted of 3/16 scale, 9mm scale, HOn30" scale layouts, and a combined S,HO,OO club layout. The general standard of the layouts was very high. The two that I enjoyed were the 9mm layout and the HOn30" layout with "Walkman Control"!

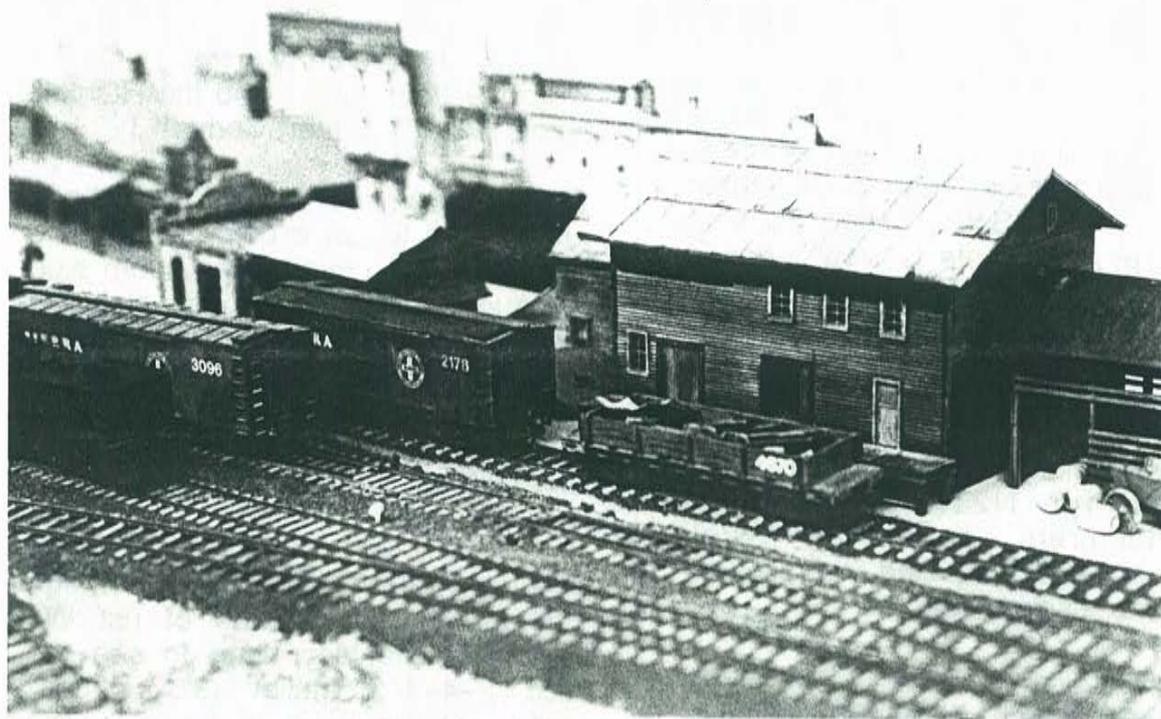
Our group arrived back at the college just in time to get a quick lunch. The afternoon tour covered the south side of Auckland. The layouts included LGB, Marklin HO & N, British OO, USA N scale, and DRGW HOn3. Again the standards were very high. Throughout the evening there were more clinics.

On Sunday morning there was an excursion to the Glenbrook Vintage Railway, 2 coach loads of us! We arrived at the loco shed to see the Alco 2-4-4-2 Mallet (3'6" gauge) waiting at the head of its train. We spent a short time looking around the shed and then boarded the train.



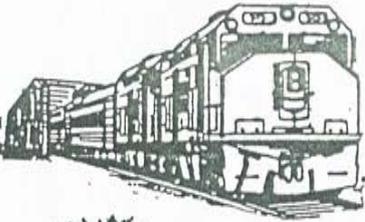
***New Zealand Convention*** A scene from the 9 mm Scale Groups' 100' x 25' modular layout. (9mm = 1ft on "O" gauge track represents a 3'-6" gauge).

Photo: - Warren Wormald



***New Zealand's*** first GOLDEN SPIKE AWARD layout of Ted Hodgkinson in Hamilton.

Photo; - Warren Wormald



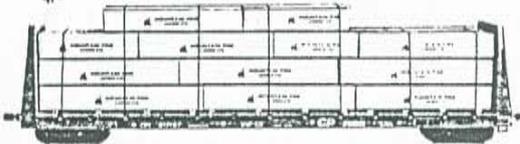
# EASYWAY

25A Hamilton Road  
Cambridge  
New Zealand

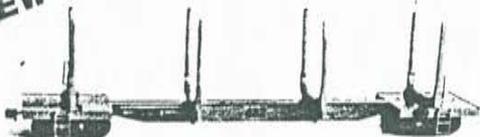
## LUMBER PACK KITS



Modern lumber loads for bulkhead and standard flat cars. Kits include printed load wrappers, strapping, spacers and lumber to cut to length to suit the modeller's requirements and complete instructions included.

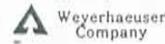


NEW



### LUMBER CARS

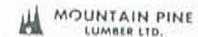
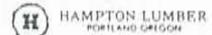
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15.25	55F	55'	Modern welded car. Less T & C



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**Glenbrook Vintage Railway** Alco logging Mallet 2-4-4-2 stands ready for our railfan trip.  
Photo: — Lauris Hopkins

During the outward trip we had several "Photo Run-bys", the train crew knew the best spots! We arrived at the Glenbrook station and had time for refreshments before the return trip. The public were on board for this trip so there were no more photo stops. We arrived back at the Convention in time for lunch and some more clinics. The evening was set aside for the Banquet and presentations. The food and drink was good and plentiful, and the company most enjoyable.

Monday was a quiet day as the convention wound down. Some of us took the Two Foot Gauge Tour. This was a ride on the old 2' tramway that serviced one of the dams outside Auckland. It started by running through a half kilometre tunnel (with glow worms!) and ran along a VERY narrow ledge high above the valley floor until it reached the base of the dam. Here the "loco" ran around the train for the return trip. The coach took us back to the convention where things were being dismantled.

Goodbyes were said and people started returning to their homes eager to continue work on their own layouts using some of the techniques learnt at the convention clinics.

**Gerry Hopkins**

## **SOUTH CASCADES RAILROAD**

**Saturday 28 April** and the day was fine for the visit to Glen Coventry's home at Beacon Hill in Sydney. The South Cascades Railroad is a railroad many of the members will be familiar with as it used to reside in Surry Hills with Peter Webb as the boss. In it's new home the layout consists of the transportable sections. Some of these were 12' long and rather heavy. The large high level station area was built in and did not

make the trip to Beacon Hill. It's new home is the garage area under Glen's house and there is still just enough room left to extend to a branch adjacent to the garage door.

Glen informs me that the layout is set in the Cascade's and serves as an east west bridge route running through southern Oregon. It originated as a local logging road and now sees not only a fine and growing assortment of logging locos and trains but also representatives of the SP, GN and WP on through trains.

The line consists of a single track main line in a folded dog-bone shape running through pine covered hills with a medium sized division point at the lowest level with a roundhouse and loco service facility. The line then snakes it's way round to cross over itself several times and eventually returns to the main station area. The layout is set about 5' above the floor and a super eye level view is provided to spectators. The standard of scenery and structures is terrific as the members that attended will testify. The hillsides are covered with a tremendous assortment of trees mainly pines.

The motive power at present consists of an ex SP&L 2-8-2 logging tank, 2 ex long bell 2-6-2 tender locos and an ex Deep River 2-4-4-2 tender loco. Also the main line power consists of an Atlas SP RSD4-5 and a brass P4 Pacific. On the day of our visit several assorted foreign road locos were seen exercising trackage rights. Rolling stock at present consists of assorted kit built freight cars with a batch of log cars currently being constructed. Track work is mainly Peco with Peco switch motors and conventional cab control is used.

About 3.30 afternoon tea was served and the assembled throng of about 35

members and guests refreshed themselves on the delicious spread Glen and his wife had prepared. Then I officiated at the formal meeting part of the afternoon. Steven Gaunt and John Linsell joined our ranks on the day and Ken Pyne from England visited us for the afternoon and showed us the book he wrote on his excellent 0 gauge layout, published by Peco in the UK. John Saxon and Gerry Hopkins gave us a report on the New Zealand convention and there were lots of pictures to show what we missed. After the short announcements we all returned to train watching and chatting.

A most pleasant way to spend a Saturday afternoon and I extend our thanks to Glen and his wife for the invitation to their home and the hospitality they extended to us

**Sowerby Smith**

### **Kevin Brown's Layout Visit**

**Saturday 19th May** and 56 members descended on Kevin Brown to run some Great Northern Trains and to hold the AGM for the year. Kevin models the Great Northern in the garage of this St Mary's home.

Approx 40' long and 11'6" wide with a twice around double track main line with a run of about 160' with a branch about 60' long. The layout runs around the outside of the garage with a large clear area in the centre and it is set in the late 40's early 50's era.

We commence our tour at "The Valley" a major station at the lowest point of the line. Departing eastbound up the 2.2% grade we first pass the 10 road engine service area and turntable. Kamimbla is the first station we pass and continue up grade to the highest point on the line at Megalong. This is the junction for the Mount

Boyce Branch. This runs westward via a whistle stop at Earlgrove to Mount Boyce with its stockyard, wheat silo, and small loco service facility (all the structures still to be built) and then to Cambden (stone quarry, fruit packing warehouse and freight shed). Returning to our journey, after the double track main leaves Megalong the line continues eastward on the level to Mount York. This is a medium sized division point with a small classification yard and has an engine house with turn table. From there its all down grade to Portland at the other end of "The Valley" yard.

Portland/The Valley has 6 through double ended roads with a couple of stub end storage roads for good measure. The scenery is at basic ground cover stage on the whole line with some parts getting second stage detailing ie trees etc. There are a few structures with lots more to come. The turntable at The Valley is a modified Flieshman. Most of the track work is hand laid code 70 with a little Shinahara flex track in the hidden sections. Kevin said that the flex track turnouts are the only ones that ever give him trouble.

There are several control panels scattered around the layout in strategic positions with rotary switches controlling the 3 walkround mainline cabs. The Mount Boyce and The Valley each have their own controllers. The yard at the valley has a standard double crossover very interestingly only one switch controls all 4 points. It is either set for the main or all 4 turnouts are set for crossing over, very simple and very neat. The turnout motors are post office relays and all ladder tracks are operated by a single switch to simplify route selection.

The diesel locos include a NW5, F7 empire builder A-B-A and E7 A-A

units in brass plus Atlas RS1's and Athearn GP9's. The steam roster consists of a fine collection of Great Northern locomotives including 2 O8 Mikado's, one each of, H5 Pacific, S2 4-8-4, P2 4-8-2, Q2 2-10-2, F1 2-8-0, O1 Mikado and a USRA 0-8-0. Passenger cars consist of a Streamlined and a heavyweight set of Empire Builder cars. Freight cars are mainly weathered kits.

How does it all run? Really well with a great feel of main line railroading as long trains make their way around the main at scale speed taking many minutes to travel the 160' main line, great stuff.

Later in the afternoon we held our short AGM. Gerry Hopkins our returning officer for the presidential election between Bruce and Peter, announced the voting was very close with the verdict swinging back and for several times before Peter Burrows was finally re-elected for his second (and final term) as president by a margin of 6 votes. Over 120 replies were received and its good to see that our members are involved. The other positions were not contested and Phillip Moore was elected treasure, Garry Norwood secretary, John Saxon as Trustee and Yours truly as VP. Richard Roth Handed out the Model contest certificates and Peter Burrows announced that Garry Wheatley (retiring secretary) and Jack MacMicking had each been awarded the Presidents Award for service to the Region.

Immediately the formal part was over, a super afternoon tea was served and duly demolished. I would like to thank Kevin Brown and his wife for their invitation to their home and their great hospitality.

**Sowerby Smith**

### Sat 16th June

Our nations capital was the venue and members who ventured down (up, across or whatever) were greeted by typical Canberra mid June weather. Fortunately our host, Graeme Hodges, was mindful of his thinner blooded guests and had a very welcome fire burning on our arrival. Graeme's layout is currently in construction and is housed in a 4 X 6 metre room off the family room of his MacGregor home.

The basic right of way is constructed of very sturdy 7 ply elevated to allow generous space beneath for his extensive library and several workbenches for modelling, spray booth etc. When completed the layout will be a narrow gauge pike providing right of way for Graeme's impressive HOn3 brass collection which is beautifully displayed in a mirrored glass case at one end of the room. Track is currently being layed but with the able assistance of Graeme's wife Anita, we managed to sneak a small locomotive out on a test run.

When sceniced, the layout will depict Colorado between 1938 and '41. The steepest grade is 3% and minimum radius 550 mm (22ins). The lower stub terminal (yet to be named) will represent a large Colorado rural town with yard and turntable. From here trains will be able to run out to a loop or climb to a small mining town (also to be named) which will feature a single stall machine shop and turntable. Three or four mines will provide revenue and operation on the pike.

A marvellous turnout of 38 members including Geoff Mascord from Leeton and several from Newcastle were present at the meeting. Members found plenty to discuss in the layout room and were only enticed out by

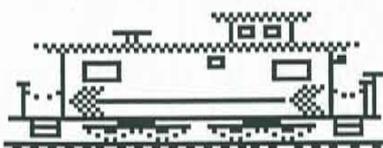
the generous afternoon tea prepared by Anita and daughter Jody or by Warren McLean's mobile shop. That evening several members and their wives met in Belconnen for a Chinese Banquet that rounded off a very full day.

Kerry McPherson arranged a few events for those members staying over to Sunday and next morning we were all treated to a brisk A.C.T. southerly whilst waiting access to the A.C.T. Historical Society's facility at the Fyshwick rail yards. A hitch with the keys meant a detour to the home of Peter Weller Lewis where we viewed the Elk Run exhibition layout squeezed into Peter's garden shed. Peter ran some rather long coal drags around the autumn toned Elk Run landscape whilst keys were located.

Finally our newest member Robert Nesbitt came good with some keys and several members returned to yards to inspect the large array of rolling stock and locomotives at the Historical Society's sidings. As a bonus Robert treated us to an inspection of the ACTMRS layout currently in construction in a restored NSWGR guards van. The HO and HO<sub>n</sub>30" layout occupies the entire van in a dogbone shape allowing walkthrough viewing on open days.

Our thanks to Kerry, Graeme, Peter and Robert for their hospitality and we look forward to returning next year (in a warmer season) to view other layouts and progress on those currently in construction.

**Peter Burrows**



## Photo Phacts

By A.N.Other

This information sheet is not about how proficient you are with your camera and accessories, or how much experience you have in composing a special photo. We will only be providing information on the care, storage and maintenance of your films, prints, negatives and slides.

### Care of your Camera and Accessories

Always keep your camera clean. Keep dust and water away from your camera. Clean the outside body and the lens. Also the track where the film runs, this can be done with soft brushes and special tissues. These things can be obtained from your supermarket.

### Care Of Unprocessed Film

1. Do not open till you are ready to use.
2. Use it promptly.
3. Keep at low temperature.
4. Keep at low humidity.

New film can be stored in the fridge till you are ready to use it, condensation may form on film taken from fridge, if sufficient time is not allowed for film to reach room temperature. One half hour is ample, before loading into camera.

### Exposed Film

Have your exposed film processed as soon as possible after exposure, if this is not possible, the film can be returned to the fridge for a short time.

### Care of Negatives

Colour negatives can be printed many times without fading. If you know ahead of time that a negative will be printed many times, you may wish to make more than one exposure, one negative can be used to print from, and one to be put to one side for future use. Always store negatives in a cool dry place free from contaminants.

### CAUTION

Furniture drawers are occasionally contaminated with photographically harmful fumes from mothballs, mildew inhibitors, wood preservatives. Paint, varnishes, wood glue. The storage of albums in open bookshelves is a better idea.

Colour prints are best stored in albums, preferably those albums with a plastic sheet covering the prints, as many factors can affect your prints. Light, heat, humidity, atmospheric contaminants. For prints that may not be used for displays except on certain occasions, may be wrapped in aluminium foil and stored in a cool, dark, dry area. Temperature range below 24C. For long storage of prints a temperature of 18C and a relative humidity of between 45-50% are excellent conditions.

### Preserving Colour Slides and Transparencies

Colour slides are intended for viewing, but the way that they are usually viewed makes their preservation similar to that of colour negatives. That is, they are usually projected on a screen by a bright light for several seconds, then returned to storage in the dark. Larger transparencies usually are viewed in a different way often they are displayed for long periods of time, illuminated from the back by a comparatively low level of

light. Sometimes they are subjected to sunlight from the front if they are displayed in or near windows. If a particular slide is to be displayed consistently, it is wise to have a print made which can be stored.

Colour slides can be attacked by insects, carpet beetles have been known to attack colour slides. Where insects damage is apparent remove slides and fumigate the boxes or the drawers of slides files with, PARADICHLOROBENZENE moth crystals. Do not use NAPHTHALENE Flakes. Leave the former material around the slides for a few days, to kill any emerging larvae, then remove the slides from the area and allow to air. Then repack and store in new containers.

### Removal of Fungus from Colour Slides and Prints

Because the growth of fungus causes gelatine to become soluble in water, films, slides, and prints that have been attacked by fungus growth must not be washed in water. Generally the damage done by fungus is irreversible, but if the growth is slight it can be removed by wiping the surface with a piece of cotton moistened with KODAK FILM CLEANER. Remove cardboard mounts from slides before cleaning and remount them afterwards. Negatives are to be placed in fresh sleeves. Do not use any part of old containers.

### Dehumidifying with Silica Gel

Any photo print, negative, colour slide etc can be stored in an air tight container with a small amount of Silica Gel packed in the container. This material absorbs any moisture that may be in the atmosphere at the time of packaging.

## Faded Transparencies

The most common cause of faded colour slides is that they have been shown for too long a time in the projector the strong light soon causes deterioration.



## 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 is 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.



## VIDEO LIBRARY

### \* **Narrow Gauge Convention 1990**

#### & **Shortline**

3Hrs of clinics

- Research by Gary Norwood
- Trees by Ray Walter
- Scenery by Gerry Hopkins
- Structures by Geoff Nott

### \* **New Zealand Convention 1990**

(Layout Tour) 30 mins

\* **Exhibitions 1982-1989** by Gerry Hopkins. A tour of some prize winning layouts at major exhibitions from Sydney, Adelaide, Newcastle, Bowral.

Available From Tape/Slide Despatcher Bill Cooper, a small handling fee will be charged.

## ON A NEW TACK

Those of us familiar with Peter Webb's unconventional method of installing can motors in steam locomotives by the use of **Blue Tack**, although initially non-believers, are by now convinced that his method really *works!* What is more, if like myself, you have had mixed (and *messy!*) results from the use of Silicone Caulking compounds, you will be pleased by Peter's continuing use of **Blue Tack** in any re-motoring jobs he might have undertaken for us. (Let's face it, we have plenty of other things to attend to on our railroads and why not leave re-motoring and re-gearing to the *expert*).

This short note is therefore not about the use of **Blue Tack** for motors, rather it is about other uses I have found for this remarkable product.

For those not familiar with the product, "**BLU-TACK**" (the proprietary spelling)

is a product of BOSTIK and can be purchased at any hardware store as well as at many other places such as stationers, newsagents, K-mart, etc. My current pack cost \$2.70 and contains enough to last for many a job in the railroading field.

Now one of the biggest headaches I have had when building a structure or finishing off a locomotive or passenger car has been in installing the window glass. I'm sure we have all had the disastrous experience of the clear styrene clouding over when the fumes of the super glue used to secure the "glass" affect the clear styrene. I have used many products with varying degrees of success and have found that microscope slide glass, being actual glass, is not affected and that any surplus glue can be wiped off the surface without any ill effects.

However, microscope slide glass is not the easiest product to cut and although there is nothing like glass to look like glass, it is almost impossible to cut small enough and install in the front of a steam locomotive cab.

### Enter Blu-Tack!

Cut the clear styrene to the appropriate sizes and put to one side (preferably in a dish or other container so that you can find the darn thing on the bench amongst the clutter!).

Take a very small amount of Blu-Tack, roll it between your finger and thumb (assuming you have an unbandaged finger after cutting that microscope glass from that last model), make a small 'sausage' of it about 1 or 2 mm in diameter and cut a small piece off with your model knife. Roll it again, take your tweezers and install this tiny piece of Blu-Tack in the top corner of the cab, wall or other place you are placing those windows. Repeat for each corner of the window, take the pre-cut styrene from the dish (if you

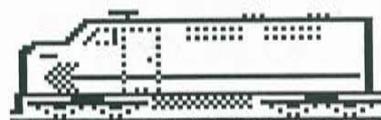
can find it under the paraphernalia you have managed to accumulate on the work surface) and carefully place it in position by pushing in at the top into the small piece (or bead) of Blu-Tack. If you have been careful, as you press the window down with your tweezers or a small screwdriver, etc. no Blu-Tack should be visible from the viewing side.

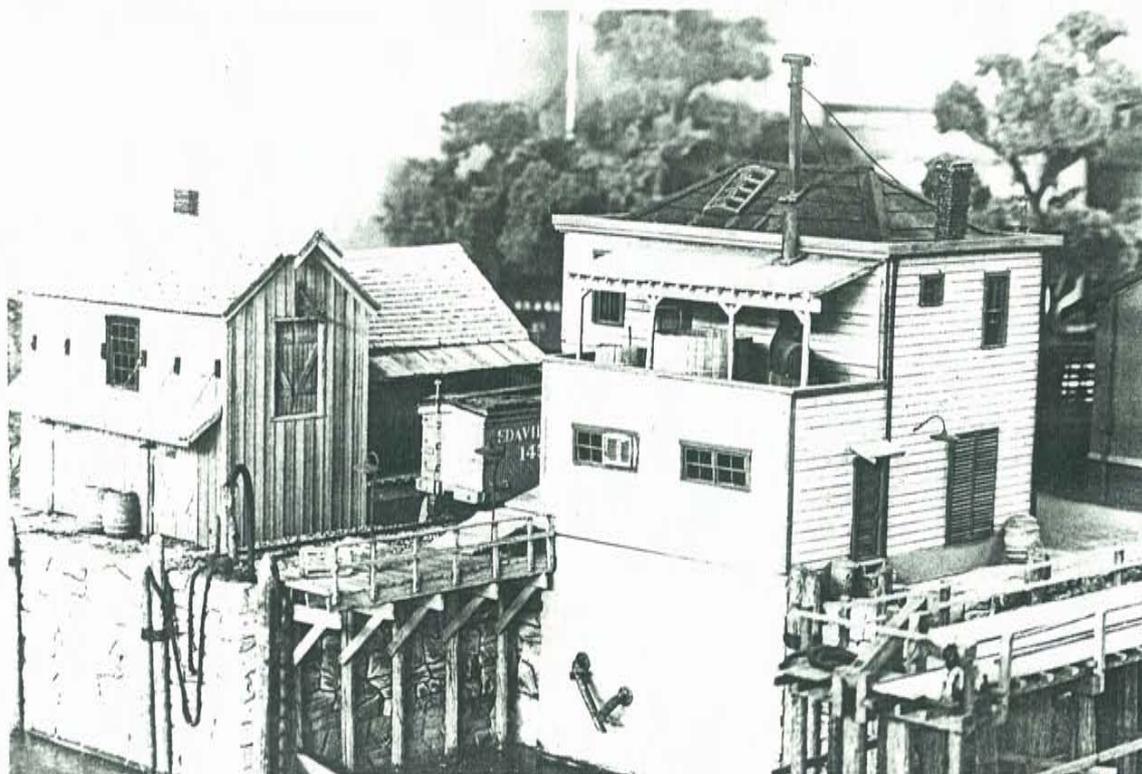
BUT IF YOU CAN SEE IT this is where this process has a dramatic advantage over other methods! You simply remove the window, remove the Blu-Tack and try it again, this time being more careful with the amount of Blu-Tack you use. You will find that the clear styrene has not been affected by the Blu-Tack as it would have been by the superglue or other glues we use in our modelling. Now I am not sure if over a period the Blu-Tack might have some effect on the styrene but in the time taken to re-do a window or two, there was no obvious effect.

As to permanency, the fact that I have two steam engines that have been running for months if not years with Blu-Tack positioned can motors with all the torque effects imposed, I have to believe the windows are not going to fall out!

There are many more uses for Blu-Tack. Use it to affix the crew in the cab, use it to position your structures on the layout before you finally decide on their ultimate position, hold down signals and other easily damaged structures where they are close to the layout edge (the Blu-tack will come away before the structure will break), position a part to be glued to another while you carefully align them together, etc., etc. The uses go on and on.

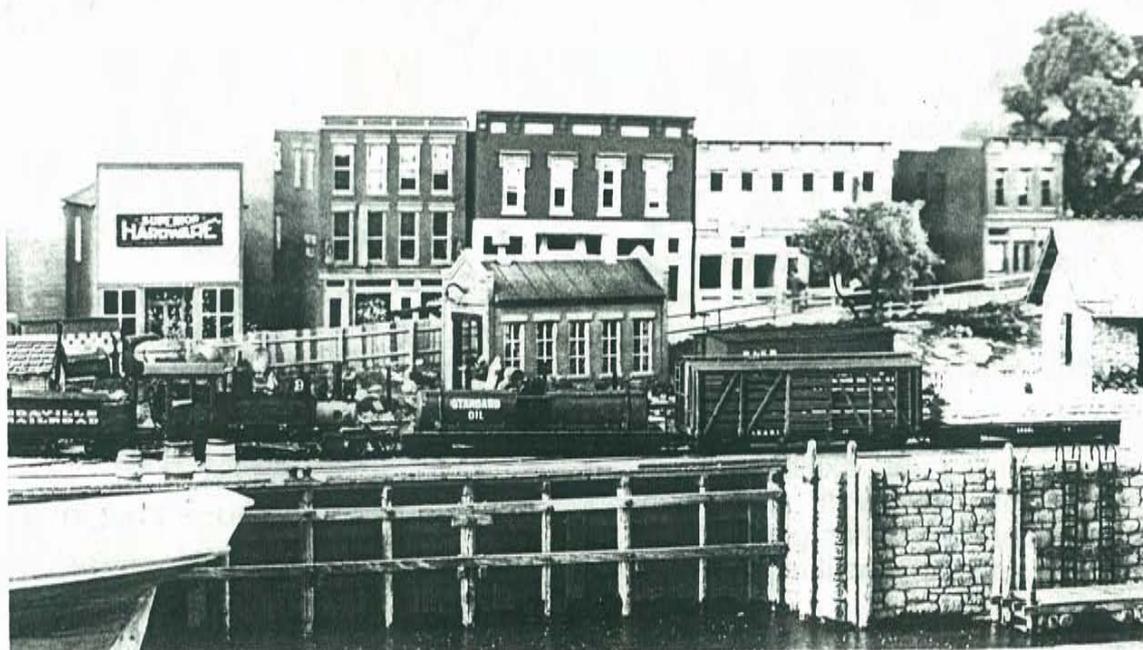
**John Saxon**





**Kennebec County** The sun rises over the tuna cannery at Rubbles Inlet on Gerry Hopkins' HO<sub>n</sub>30" layout.

Photo: – Gerry Hopkins



**Kennebec County** Baldwin 2-6-0 (ex SR&RL) performs switching duties on the wharf at Rubbles Inlet.

Photo:– Gerry Hopkins

## "WALKMAN" CONTROL

On one of the layout tours at the New Zealand convention was a layout called Pikipiki Tramway. This layout was HO<sub>n</sub>30" and depicted a fictitious narrow gauge line on the west coast of New Zealand whose main commodity is coal. Following is an extract from the handout sheet we were given on the tour.

*"Each operator listens to an instruction-cum-timetable tape, tailored to his part in the session. Thus, no printed schedule need be consulted or carried about, and clock watching is eliminated. In a crowded layout room, distractions are considerable. The timetable starts on a common voice cue, and where trains cross, clear but concise details of opposing movements are given, to ensure smooth operation. (Yes, they can talk, but only in spasmodic bursts). If the unthinkable unprintable happens, the in-strife operator calls "HOLD!!", and all trains and tapes are stopped until the problem is solved. Then a restart cue is given. Passenger trains and railcars are allowed 1.5 real minutes BETWEEN stations, Freight and coal trains get 2 minutes, some waiting and recovery time is also programmed."*

This "Walkman Control" is still being developed and had its first "public" trial during the layout tour at the Waitemata 150 Convention. The system was devised by Phil Hicks and Merv Smith (the layout owner).

The system would be good for club layouts operating at exhibitions, as operators changed "shift" they can carry on where the other guy left off, without any need to consult charts etc.

Normal club sessions could also benefit, new operators would not have to worry about reading timetables etc., reminder instructions would be recorded on the tape about such things

as setting turnouts, resetting block switches.

Gerry Hopkins

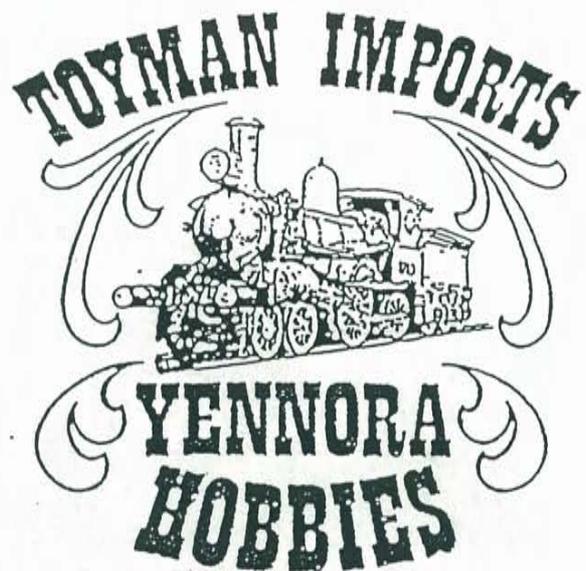
## HINTS & TIPS

### How to improve operation/running qualities of brass locos.

If you own a poor runner simply try placing three twenty cent coins on top of your *tender*. Running will improve dramatically. this is the most common problem – lack of weight in the tender! The locos usually have lead weight in the boiler, tenders are just an empty shell with no weight.

Running with money on top of coal pile is not good, but glueing some weight onto tender floor is fairly easy.

Gary Norwood



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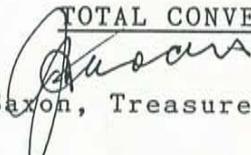
\* \* ALWAYS PLENTY OF SPECIALS \* \*

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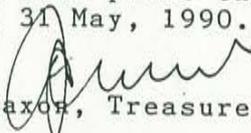
NMRA AUSTRALASIAN REGION  
 NG & SL CONVENTION RESULTS 17 MARCH, 1990.

<u>REGISTRATIONS</u>	<u>\$</u>	<u>\$</u>
86 Members		874.00
<u>Less Expenses</u>		
Insurance	167.25	
Stationery and Stamps	114.49	
Hall Hire	88.00	
Table Hire	<u>20.00</u>	<u>389.74</u>
Surplus on Registration Fees		484.26
<u>SILENT AUCTION SURPLUS</u>		209.40
<u>COMPANY STORE SURPLUS</u>		35.00
<u>GUESSING COMPETITION PROCEEDS</u>		140.10
<u>KITCHEN SURPLUS</u>		<u>50.09</u>
<u>TOTAL CONVENTION RESULTS</u>		<u>918.85</u>

  
 J.F. Saxon, Treasurer 31 May, 1990.

TREASURERS COMMENTS ON RESULTS FOR PERIOD

1. Membership Fees again did not cover cost of production and mailing of the Regional publication. As a result it has become necessary to increase membership fees effective 1 June, 1990 and to seek assistance from the new editor in production of the journal by use of in-house photo copying.
2. Despite positive results from arranging US memberships direct to the Home Office, bank interest and Company Store sales, costs exceeded income by \$324.55 in the year. Only the excellent results from the NG & SL Convention returned the loss into an overall surplus for the year. It is imperative to increase membership numbers to ensure the viability of the Region if it becomes necessary to revert to outside printing of the Main Line.
3. The cash position is satisfactory as a result of successful conventions with funds and inventory at cost price exceeding liabilities by \$1144.00 at 31 May, 1990.

  
 J.F. Saxon, Treasurer 31 May, 1990.

NMRA AUSTRALASIAN REGION  
BALANCE SHEET AS AT 31 MAY 1990

ASSETS

	\$	\$
Cash on Deposit		
Operating Bank Account	215.97	
Convention Bank Account	1841.38	
New Zealand Account [\$NZ215.34]	<u>165.65</u>	2223.00
Company Store Inventory		<u>289.00</u>
		<u>2512.00</u>

LIABILITIES

Prepaid Memberships	621.00
Life Memberships	405.00
John Kiddell Memorial Fund	342.00

EQUITY

Surplus Brought Forward	549.70	
Result for Period	<u>594.30</u>	<u>1144.00</u>
		<u>2512.00</u>

\*\*\*\*\*

NMRA AUSTRALASIAN REGION  
INCOME AND EXPENDITURE STATEMENT FOR YEAR ENDED 31 MAY 1990

INCOME

	\$	\$
Membership Fees AR	1522.27	
Membership Fees US [Net]	321.50	
Company Store Result	296.01	
Interest and Miscellaneous Income	287.32	
Tape Slide Rentals [Net]	<u>12.00</u>	2439.10

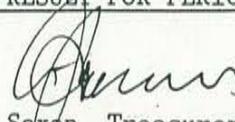
EXPENDITURE

Main Line Printing and Postage	1689.74	
Promotional Stand Materials	240.00	
Postage and Telephones	152.51	
Achievement Program	119.90	
Printing and Stationery	81.87	
NMRA Calendar Contribution	133.33	
Xmas Meeting Costs [Net]	181.25	
P.O. Box Rental	90.00	
Other	<u>75.05</u>	2763.65

EXCESS OF EXPENDITURE OVER INCOME 324.55

Add Net Result of NG & SL Convention 918.85

NET RESULT FOR PERIOD 594.30

  
J.F. Saxon, Treasurer 31 May, 1990.

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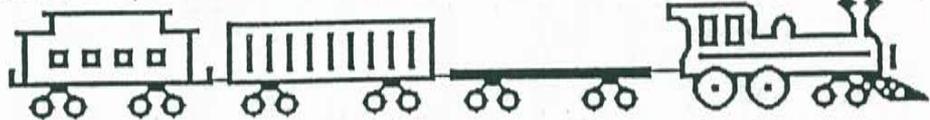
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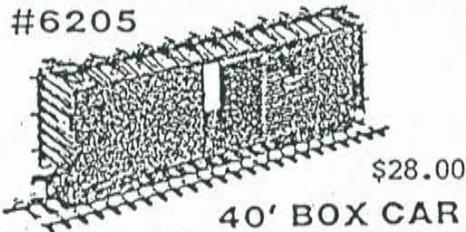
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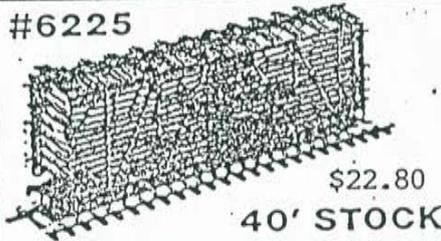
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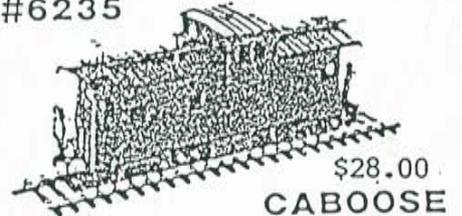
#6225



\$22.80

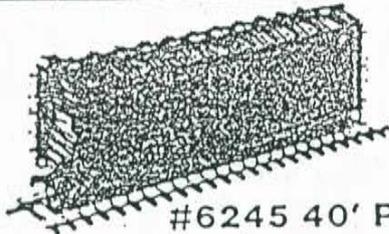
40' STOCK

#6235



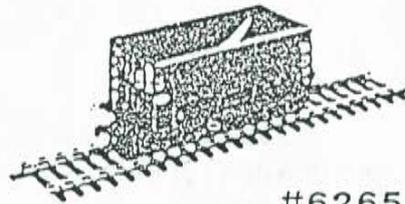
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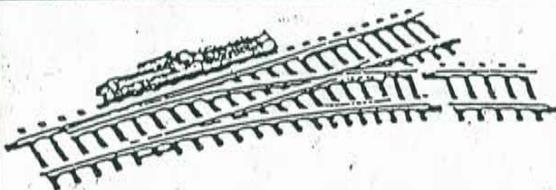
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### TRACK

### O Gauge



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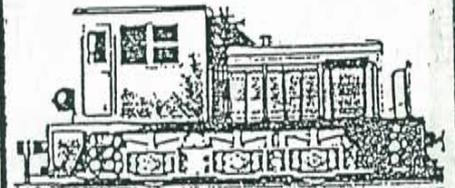
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