



MAIN LINE

National Model Railroad Association

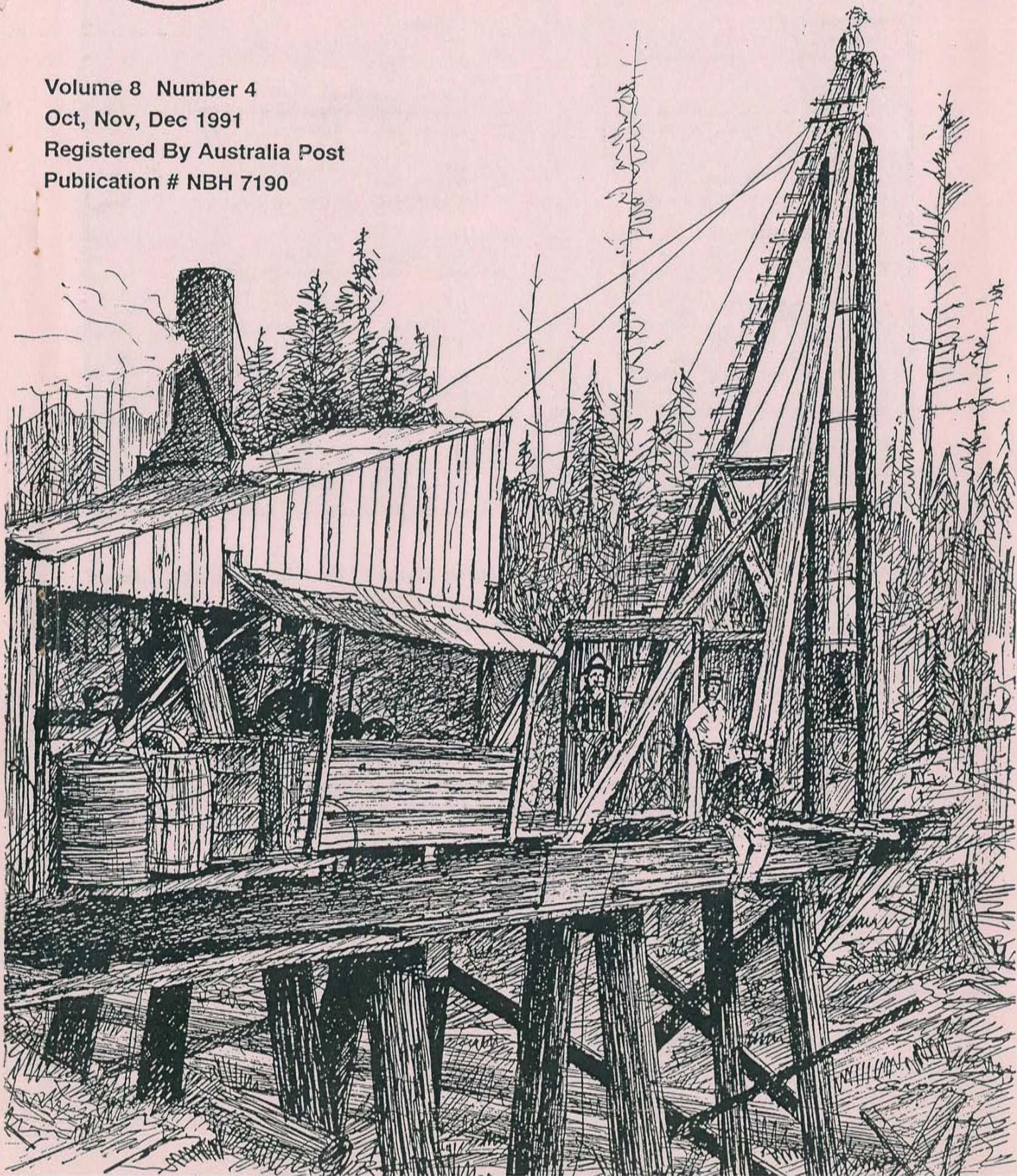
Australasian Region

Volume 8 Number 4

Oct, Nov, Dec 1991

Registered By Australia Post

Publication # NBH 7190



AUSTRALASIAN REGION DIRECTORY

PRESIDENT

Sowerby Smith 174 Fullers Rd
(02) 411 5726 CHATSWOOD 2067

VICE PRESIDENT

Glen Coventry 16 Lanai Pl
(02) 452 2131 BEACON HILL 2100

SECRETARY

Gary Norwood 271 Vardys Road
(02) 622 5859 BLACKTOWN 2148

TREASURER

Phillip Moore 32 Reading Ave
(02) 624 8332 KINGS LANGLEY 2147

TRUSTEE

John Saxon 37 Beatrice St
(02) 949 4767 CLONTARF 2093

ACHIEVEMENT PROGRAM

Richard Roth 1 The Crescent
(042) 94 2133 HELENSBURGH 2508

MEMBERSHIP & RENEWALS

Jack MacMicking 247 Eastern Valley Way
(02) 958 5988 MIDDLE COVE 2068

TAPE SLIDE DISPATCHER

Bill Cooper 2 Mason Ave
(02) CHELTENHAM 2119

CONTEST CHAIRMAN

Gerry Hopkins 7 Booralie Road
(02) 450 1033 TERREY HILLS 2084

COMPANY STORE

Shirley MacMicking
(02) 958 5988 MIDDLE COVE 2068

PUBLICITY

VACANT

LIBRARIAN

Glen Coventry 16 Lanai Place
(02) 452 2131 BEACON HILL 2100

EDITOR "Main Line"

Gerry Hopkins 7 Booralie Rd
(02) 450 1033 TERREY HILLS 2084

Div 1

Ian Venables 7 Aberfoyle St
(07) 378 3647 QUEENSLAND KENMORE 4069

Div 2

Kerry McPherson 21 Crossley Cts
(062) 58 1421 NSW/ACT MELBA ACT 2815

Div 3

Paul Richie 28 Ascot St South
(053) 32 1138 VIC/TAS BALLARAT 3350

Div 4

Bob Nelson 36 St Michael Terrace
(09) 364 4417 NT/SA/WA MT PLEASANT WA 6153

Div 5

Bruce Seddon 112 Great South Rd
(09) 520 1923 NEW ZEALAND REMUERA AUCKLAND 5

Main Line 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 mailed to:- THE EDITOR, Main Line, 7 Booralie Road, TERREY HILLS. N.S.W. 2084. or by Fax No. (02) 805 0387.

Articles can be submitted on a computer disk (IBM or MacIntosh Compatible) 3.5" or 5.25". Most WP packages can be read at this time. This magazine is prepared on a Canon A200SV (386SX) computer (100M & 40M HD's) and Canon LBP-4 laser printer using Wordperfect 5.1 and Drawperfect 1.1.

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. All enquiries regarding advertising should be directed to the Editor.

Cover: PILEDRIVER of the Mutual Lumber Co. Drawn by Geoff Knott (Based on a photo in the Gazette Sept 1981)

WAYBILL

MEETING SCHEDULE

| | | | |
|----|--|---------------|--|
| 2 | Crew Roster | 14th Dec | XMAS PARTY George Paxon 02 337 6093 31 Hopetoun Avenue Vaucluse NSW |
| 3 | Waybill Meeting Schedule | | |
| 4 | From The Editor <i>Gerry Hopkins</i> Membership Report <i>Jack MacMicking</i> | | \$2 coin to cover all the goodies. |
| 5 | Presidents Report <i>Sowerby Smith</i> | 15th Feb | Bruce Ballment 02 489 3836 14 Kooranga Place Normanhurst NSW |
| 6 | <i>Meeting Reports</i> <u><i>Glen Coventry</i></u> | 14th Mar | Graham Hodges 06 255 1053 13 Clement Avenue MacGregor ACT & Canberra Exhibition |
| 8 | <i>Achievement Awards</i> <i>Richard Roth</i> | 11th Apr | Glen Coventry 02 452 2131 16 Lanai Place Beacon Hill NSW |
| 9 | Pittsburgh & West Virginia RR <i>George Paxon</i> | 16th May | MINI CONVENTION Ramsgate NSW |
| 12 | Destination Durango <i>Laurie McLean</i> | 13th Jun | John Baker 12 Roseberry Road Kellyville NSW |
| 14 | Cable Holders <i>Fred Gill</i> | 8th Nov | ZIG ZAG Railway Train leaves 10.30am from Clarence Station, BBQ lunch at Gerry Hopkins "country estate" look for the Red Dragon between Bell and Clarence. |
| 17 | Realistic Switch Stands <i>John Saxon</i> | SUNDAY | |
| 19 | Steam Club Update | | |
| 21 | Letter to the Editor | | |
| 22 | Lightweight Layouts <i>Lyndon Spence</i> | | |
| 26 | Planning Conventions <i>A.C.Lyn Zelmer</i> | | |
| 16 | Company Store | | |
| | Toyman Imports | | |
| | General Store | | |
| 20 | North American Railroad Videos | | |
| 25 | Pacific Belt Lines | | |
| 29 | ARHS Sales | | |
| | Junction Hobbies | | |
| 30 | Punchbowl Hobbies | | |

Hobbyco Night

Tuesday the 26th of November we have been again invited to a special evening at Hobbyco. 7pm to 8-30pm special discounts abound and 25% off everything.

FROM THE EDITOR

By Gerry Hopkins, MMR.

I hope you like this "bumper" issue of the **Main Line**. There has been a very good response from the membership, a number of members have sent in some interesting articles which will be printed over the next few issues. Keep sending in your articles, the more I get enables me to give you a more varied magazine.

In October I was fortunate enough to have been invited to take my layout to Adelaide for their Exhibition (3000km round trip). There were 3 layouts and 1 stand manned by NMRA members. Rio Grande Southern was a 35ft long layout in HOn3 built in a similar style to Warren Mclean's On3 layout. The builder of this layout, member Laurie Green, will soon be receiving his Golden Spike for this layout.

Richmond is an N scale NSW layout built by Phil Badger and features numerous scratchbuilt steam locos. Mick O'Hanlon helped to man this layout.

Rodney James was there with his commercial stand for AR Kits.

Kennebec County, by yours truly, was also well received.

If ever you get the chance to visit this exhibition it is well worth the trip. The atmosphere is always very friendly. The weather was a little warm (30°C) but this did not deter the crowds. The TV coverage in the week leading up to the exhibition was very good and there were large signs on all the major roads leading to the city.

While in Adelaide, you **MUST** visit the Railway Museum at Port Adelaide. This would have to be one of the best presented steam museums in Australia. Most of it is under cover and they have their own 15" gauge steam loco running for the "kids". The museum is open 7 days a week.

In January I will be on holiday in Victoria. I will be staying in Bendigo over Xmas and will use this as my base. I will however be travelling to Ballarat, Sunbury, Puffing Billy, Moc, Erina and of course, Melbourne. From Erina I will be returning to Sydney via the Princes Highway over a couple of days.

If any of our Victorian Members wish to have their layout viewed for the Golden Spike award or have any items to be judged for Achievement Awards please contact myself or Paul Richie A.S.A.P. so that we can make suitable arrangements.

WELCOME ABOARD

Please welcome the following new members to our association.

| | | | |
|-----------------|---|--------------|--|
| Mike O'Hanlon | 5 Baxter Ave Springwood NSW 2777 | Ted Dray | 2 Barrarah St Gynea Bay NSW 2227 |
| John Popplewell | 65 Kolora Rd Ebenezer NSW 2756 | Alan Price | 18 Shepherd St Ryde NSW 2112 |
| Andrew Bognar | 3 Stephen Close Castel Hill NSW 2154 | Graeme Hearn | "Polygon Wood" Yerong Creek NSW 2642 |
| John Smith | 28 Bellbird Drive West Pennant Hills NSW 2125 | Janice Wood | "Polygon Wood" Yerong Creek NSW 2642 |

Presidents Report:- Membership Survey Results

This is just a brief run down on the data produced by the recent survey of the members. The committee has had preliminary discussions about the results but not yet reached any final conclusions.

| The % of replies to the survey in favour of the proposal are listed in column A. Column B expresses this as the % of the total membership of mainland Australia | Survey Total A | % of Aus member B |
|--|-------------------|-------------------|
| 1. Do You want a NMRA permanent club room and layout? | 17% | 4% |
| 2a. Would you serve on an organising committee for a club room and layout? | 15% | 3% |
| 2b. Should all members pay for club room? | 11% | 2% |
| 2c. Should a SIG pay for club room? | 49% | 90% |
| 3. Should NMRA run a public exhibition? | 49% | 10% |
| 4a. Would you serve on an exhibition committee? | 30% | 6% |
| 4b. Would you serve at the exhibition? | 51% | 11% |
| 4c. Would you serve as an exhibitor? | 26% | 5% |
| 5. Are all the above things outside the scope of the association? | 36% | 92% |

A total of 49 members replied to the survey and this represents approx 24% of the total mainland membership. The results in column B assume that not replying to the survey is a "No" vote with the exception of question 2c where no reply was interpreted that a SIG should pay for the facility.

The 'write in' replies were of great interest and several very good points raised. Members may rest assured that the committee will make haste slowly as there are a great majority who like things the way they are. We must not loose sight of the fact we are an Association and Not a Club and have to cater for the needs of the majority of our members and not just a geographically favoured few. That does not mean that we will not change or evolve. If any members would like to consider forming a SIG relevant to the above survey please call or write and I will be able to give you a list of like minded members.

My thanks to all the members who replied to the survey, it helps us in the forward planing so we can provide you with more of the things you want.

Mini-Clinics

For our regular monthly meetings I would like a few more volunteers to come forward and present a 5-10 minute clinic on a topic of modelling interest. It's not hard and everyone of our members can pass on at least one tip that makes life easier or helps us build things better. So don't be shy see me at the next meeting or give me a call to book a time slit for your mini-presentation. Don't leave it to the few we need your input.

**Sowerby Smith
President**

MEETING REPORTS

Curl Curl Meeting

Saturday the 14th of September

The first members' meeting I attended after joining the NMRA was at Curl Curl Scout Hall, organized by Gerry Hopkins and Laurie McLean, and featuring their layouts. I didn't know a soul, but it didn't matter, I spent the afternoon drooling at their railroads.

Gerry and Laurie now hosted another meeting at the same venue. The layouts are different, but even better, I enjoyed myself just as much. All the Sydney members, at least, are probably familiar by now with Gerry's Kennebec County, but maybe not with Laurie's Durango Module.

At the 1991 Convention Laurie's module was entered in the Model Competition, and today we had the pleasure of seeing it in operation. Representing the Loco Servicing Facility at Durango during its heyday, many beautiful scratch built structures each one of contest winning quality, exquisitely detailed. The quality just isn't skin deep, the underside of the base-board is an object lesson in wiring and layout. All switch-motors, relays and wiring terminal blocks have their own engraved identification plates, which will make maintenance a breeze. Laurie's next module will include station buildings and the town of Durango.

Kennebec County is continually being improved upon, in case you thought it was perfect last time it is even better now. The wharf was recently rebuilt and the third module is now finished. The layout operated flawlessly as always with several members joining in the fun of running it.

In case narrow gauge railroads in HO give some of you eye-strain, Ian Henderson gave a clinic on kit bashing narrow gauge cars that we could see from the back of the room - G Scale. Ian has a rather dry sense of humour, so he may have been pulling our collective legs when he said he used a rip saw to cut car bodies, maybe that's why he titled his clinic "How to Kitbash fifty dollar Notes".

I NEVER KNEW CABOSES
HAD SO MANY USES!

During the afternoon the company store manned by Shirley MacMicking did great business selling

10 boxes of fabulous mushrooms donated by John Baker, over \$100.00 was raised for club funds. Thank you John.

Because we had the use of the hall for an extended period, as darkness fell the slide shows came out. We were treated to a showing of very rare John Allen slides of the Gorre and Dafetid Railroad. Garry Norwood followed with RGS prototype slides. I had to leave at 8pm they were still at it.

Our thanks to Gerry, Laurie, Lauris and Wendy for all their work in putting on a wonderful day.

Glen Coventry

Colin Uptons Layout Visit

In past years we have had a manned stand at the Liverpool Show and used that as the October meeting. This year we trialed an unmanned stand and had a layout visit on the saturday afternoon allowing members to visit Liverpool prior to the meeting if they wished.

Colin's layout fills the whole of his 30'x12' purpose built Garage with 2 levels joined by a double track helix. As yet un-scenic all of the main lines are in, with the peninsula yard at the lower level yet to be installed. Mainly early Great Northern diesels provide the motive power with the helix testing the locos pulling power to the limit.

Most of the layout is double decked with the upper level being 5'3" high making for a very easy duck under entry. Along one section there was storage shelving from the floor to just beneath the high level.

After a delicious afternoon tea prepared by Colin's wife, Kay we held our usual short meeting. Despite it being a long weekend, Bathurst Car Races, Liverpool Show, and it being 30° and beach weather, over 35 members attended. I would like to thank Colin and Kay for inviting us to their home and Colin asked us to thank Stephen Foster for his help.

Glen Coventry

Newcastle Show Report

August 10th to 11th this year was the Hunter Region Rail Modellers Annual Exhibition held at the Police Citizens Boys Club in Broadmeadow. I got lost as usual on my way there having left the address back home. Eventually I found the place and set up our new display stand. 10 minutes from start to finish is a great improvement over the old one as any of the members who have helped set up our previous stand will be well aware of. We had great spot in the middle of the main hall and so far we have received several membership applications.

Now the exhibition itself was very good as always with the well oiled team of organisers having the running of the show off pat. They always treat their exhibitors very well. The layouts were a mixture of Australian, European and two US style layouts both being from our members. Gerry and Lauris were there in the second hall with Kennebec County with more animation and professionalism than ever. Warren McLean had his logging modules in On3 and this was alongside his trade display. The scenery progresses apace each time I see it with about half of the second section almost finish. In a lot of ways its very good to see a layout in a partially completed form as it is a very good demonstration for the public to see how a state of the art module goes together.

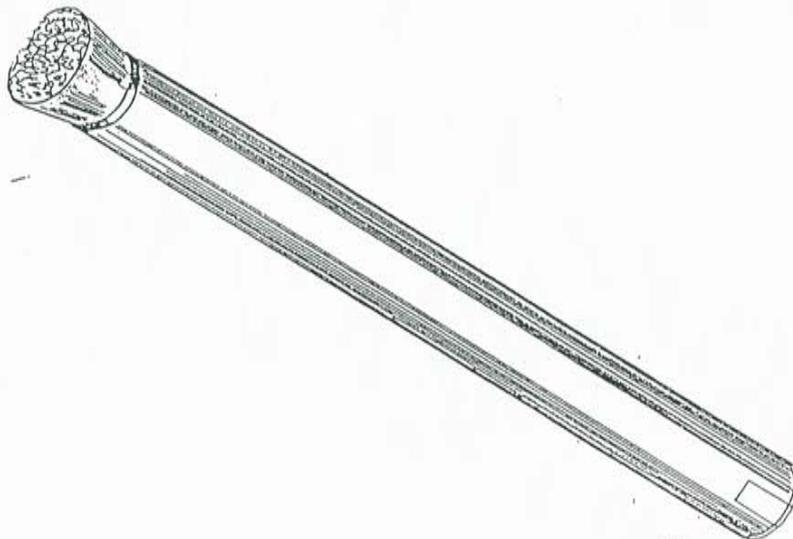
I was once again asked to help with the judging of the layouts and the model contest. Garry Norwood and Laurie McLean made up the rest of the judging panel. Best layout award went to Gerry Hopkins (we are not biased it really did outscore all the others by a big margin). The Model Contest and Laurie excused himself from judging as he had several entries in the structure category. It's just as well he did, he picked up Best Structure Award with his HO scale coaling tower. Also his sawmill won Best Diorama. In addition it also had highest score in the competition (run under NMRA rules) with 118 out of a possible 125. At the presentation of the awards on Saturday evening Laurie donated the prize sponsored by the NMRA to the youngest person actively engaged in the exhibition. The very surprised recipient being Andrew Bogнар. Andrew being Anton (Anton's Trains) Bogнар's son and a youth member for the next year at least.

Once again a very successful exhibition. I would just like to see a few more US prototype layouts there though.

Sowerby Smith

WIRE/WOOD HOLDER.

Wire used for handrails, track and wood strips, etc., can be kept straight and are easily stored if you keep them in a mailing tube. Tape over one end with Sellotape and either use a large cork or the plastic end that comes with the tube. Place a name tag on the tube to make identification of the contents easy.



ACHIEVEMENT PROGRAMME REPORT

By Richard Roth

Current Certificate Holders

- 1 **Master Builder – Motive Power**
Phil Knife MMR, Don Turnbull (D)
- 2 **Master Builder – Cars**
Hal Saxon, Gerry Hopkins MMR,
Fred Gill.
- 3 **Master Builder – Structures**
Gerry Hopkins MMR, Ted
Hodgkinson(NZ), Fred Gill.
- 4 **Master Builder – Scenery**
Phil Knife MMR, Gerry Hopkins MMR,
Fred Gill.
- 4A **Master Builder – Prototype Models**
Gerry Hopkins MMR.
- 5 **Model Railroad Engineer – Civil**
Phil Knife MMR, Gerry Hopkins MMR
- 6 **Model Railroad Engineer – Electrical**
Phil Knife MMR, Gerry Hopkins MMR,
John Saxon.
- 7 **Chief Dispatcher**
Phil Knife MMR.
- 8 **Association Official**
John Saxon, Garry Wheatly,
Bruce Lovett, Peter Burrows.
- 9 **Association Volunteer**
Phil Knife MMR, Bill Cooper,
Jack McMicking, Keith Oman(NZ),
Clive Riley, John Saxon.
- 10 **Model Railroad Author**
Phil Knife MMR, Bill Cooper,
John Saxon, Gerry Hopkins MMR,
Fred Gill.
- 11 **Master Model Railroader**
Phil Knife
Gerry Hopkins

Golden Spike Awards

Peter Webb, Gordon Farnsworth(2), Laurie Mclean,
Gerry Hopkins(2), Geoff Knott, Sowerby Smith,
Lawrence Nagy, Robert Benson, Frans Persson,
Colin Brettle, Bill Cooper, Ted Hodgkinson(NZ),

John Saxon, Paul Richie(Vic), Bruce Sedden(NZ),
Kevin Brown, Peter Weller-Lewis, Bruce Ballment,
Fred Gill, Michael Bartlett, John Gordon.

Notes, Information, Chatter.

Once again, congratulations to all our achievers. It is worth noting that most have come from the NSW Division – this is not truly indicative of the abilities of our membership, simply a matter of geography and logistics, which will soon be rectified.

Gerry Hopkins MMR, our erstwhile editor, will be in Victoria soon (see editorial for details) so please, if Victorians have a layout qualified for a Golden Spike Award, or models to be judged for achievement qualifications, get in touch with Gerry or Paul Ritchie and they will make every effort to accomodate you.

Remember, the more Achievement Certificate holders there are, the more there can be. This is, after all, YOUR achievement program.

One other item of interest; the Bulletin is currently running a series of articles on the Achievement Program (started in march '91) The articles detail what is needed to obtain the award featured, and gives examples of how to go about it. They are good reading in general as well as excellent guides for earning the awards.

PRODUCT PREVIEW

In the next issue I will give you the results of a product test I am doing. Using space age technology applied to model railroads. You will no longer need to worry about dirty track or having to wire a layout. Use IR for control and Lirpa Cells for power. Full details next issue.

Gerry Hopkins



PITTSBURGH & WEST VIRGINIA RR

A Railway You Can Model

Part 1

By George Paxon

When it comes to selecting a prototype to model we are mostly at the mercy of the modeling press. Generally we are bombarded with information on only a limited number of lines while the coverage given to the remaining lines is meagre. I think for that reason the majority of us model only a handful of lines.

Others of us are committed more to a concept for scenery or operations or both. Many of us want rugged mountain scenery that lends itself to stacking of a mainline to achieve the desired length. Mountains also provide an opportunity for bridges and tunnels which most of us find desirable.

For operations we often look for prototypes with a simplicity that can realistically be modelled as well. It isn't easy to convincingly portray the four track mainline operations of the Pennsylvania or the New York Central in a small bedroom or a garage. Due to the lack of information on standard gauge prototypes with simple operating concepts, some of us venture into narrow gauge.

More information on standard gauge lines which provide the mountainous terrain and simplicity of operation could help some modelers find alternatives to the commonly modelled lines.

One such line I would present for your consideration is the Pittsburgh and West Virginia Railway. Imagine a relatively short (111 miles of mainline) single track railroad with 237 bridges and 21 tunnels in that short length, operating on heavily graded, curving track, clinging to mountainsides, requiring the use of articulated power, owning only about two dozen locomotives at any one time, possessing only one major yard, and serving a booming mining region that we all love to model. In addition to a constant parade of coal drags, the P & WV provided fast freight service between connecting lines which could justify almost any type freight car seen on any U.S., Canadian or Mexican line.

Such was the P & WV!

The P & WV was formed just before the turn of the century as an attempt by the Gould syndicate (Missouri Pacific, Missouri-Kansas-Texas, Denver & Rio Grande, Wabash, Western Pacific, and Western Maryland) to complete the first

transcontinental system. Using the resources of the Wabash, Gould built east into Pittsburgh, Pennsylvania after a long and bitter political fight with the Pennsylvania Railroad. The difficulty was encountered because the Pennsylvania at the time enjoyed a virtual monopoly on the rail traffic into and out of Pittsburgh. Pittsburgh was an strategically important and most worthy destination because it was then the largest industrial centre in the world.

The new line was known as the Wabash-Pittsburgh Terminal Railway and was completed in 1904. The WPT promptly went broke in 1908 along with most of Gould's over-extended empire. The line was reorganized by 1917 as the Pittsburgh & West Virginia Railway, a 73 mile coal hauling line from Pittsburgh Junction, Ohio to Pierce, Pennsylvania, on the south side of Pittsburgh. Lack of an eastern connection plagued business, and in 1931 the P & WV completed a 38 mile extension east to Connellsville, Pennsylvania where it connected with the Western Maryland and the Baltimore & Ohio.

The nature of the line resulted from its timing. Western Pennsylvania is a mountainous area much like the coastal ranges of New South Wales and with the mountains cut by large rivers. When the P & WV arrived on the scene both banks of the available rivers were already occupied by earlier rail lines as well as the many industries that quickly developed throughout the 1800's as improved transportation made them practical. Mining, coking of coal, iron and steel making, chemical processing, and heavy machinery manufacture used all the flat land available with even the towns forced up onto the steep hillsides that rise quickly from the flood plains of the rivers. The P & WV was forced to build high on the mountainsides above the towns which resulted in many bridges and tunnels and extremely expensive construction. As a result of the location high on the side of the mountains, the line served few towns directly. Major towns had small stations but usually the station was the only building within sight as the town was far below.

A map of the P & WV is provided. From it you can see that the line extends from Pittsburgh Junction on the west where it connects with the Wheeling and Lake Erie Railroad (Later part of the

Nickel Plate, and still later, the Norfolk & Western) to the southside of Pittsburgh where the only major yard was located at Rook. Near Rook a stub line crossed the Monongahela River on an historical bridge to reach a passenger and freight terminal in the city proper. The mainline continued from Rook to the southeast to reach Connellsville and the important eastern connection with the Western Maryland. The area southeast of Pittsburgh was rich in coal deposits and not previously well served by rail transportation. The new line provided transportation that made mining practical. As a result many new mines opened along the line. For much of the P & WV's life the business was mostly coal.

Passenger traffic was minimal due the limited towns directly on the line. With the completion of the Connellsville extension, the P & WV formed an association with the Reading Railroad, the Western Maryland, the Wheeling & Lake Erie, and the Nickel Plate to provide fast freight service between the Atlantic seaboard cities of New York, Philadelphia, and Baltimore to cities in the midwest particularly Chicago, Detroit, and St Louis. The route formed by the association was successful and gave the New York Central, Pennsylvania and Erie Railroads considerable competition. The line formed by this association was known as the "Alphabet Route" because of the many railroad names involved. The through trains were called "Alha-Jets" and provided quality transportation for high value merchandise particularly automotive parts bound for assembly plants in the Detroit and Chicago area. As the mines became worked out and the coal traffic fell, the coal drags were replaced by fast merchandise service between the two terminals. Motive power was pooled and engines and crews from one association railroad ran through to major terminals on adjacent railroads. As the railroads involved in the alphabet route were smaller ones, freight cars did not get lost or delayed in large classification yards as was the case on the larger competitor railroads.

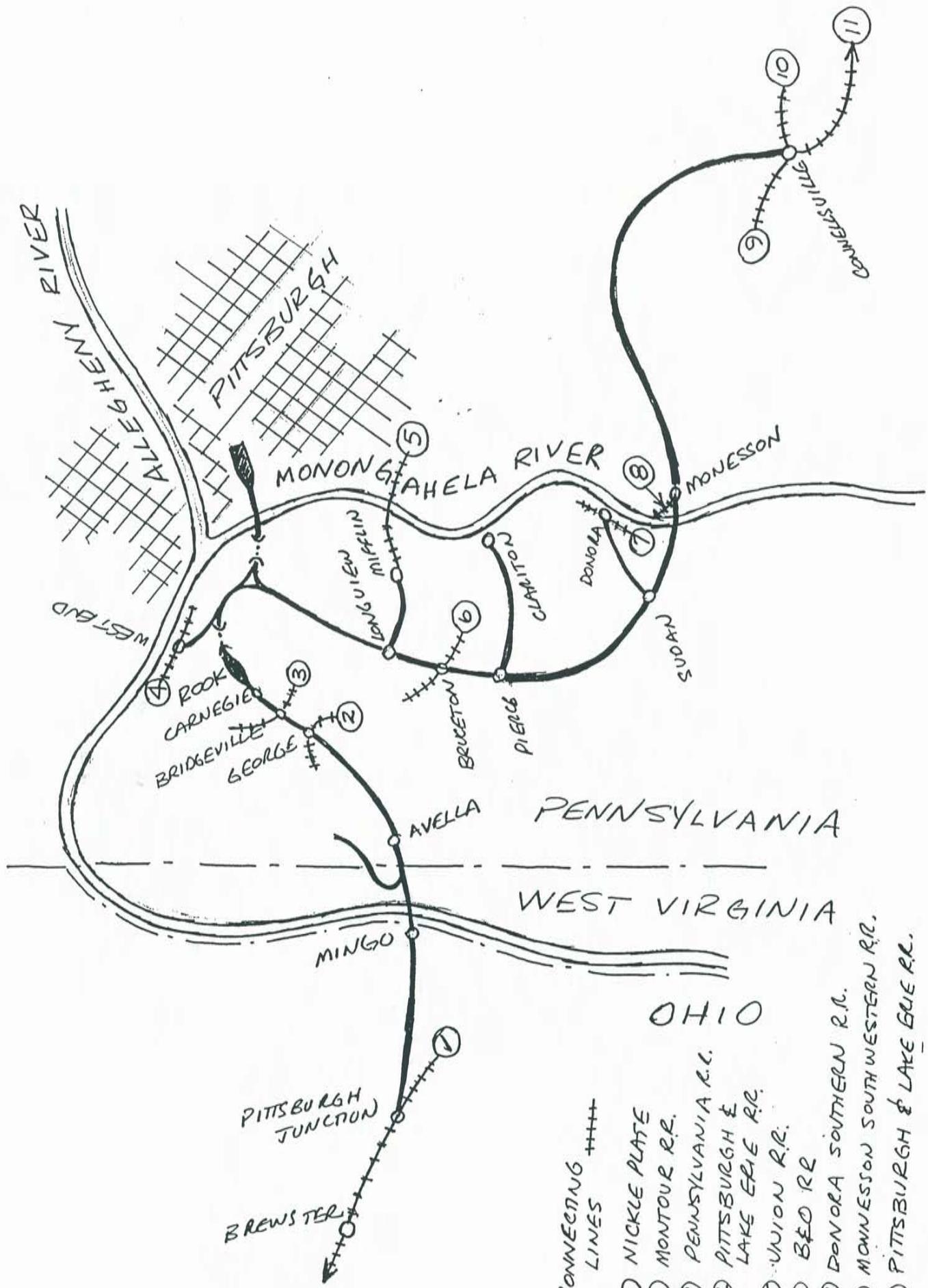
Early motive power on the P & WV was second-hand 4-4-0's and 4-6-0's and some 2-8-0's built for the line. Wheeling and Lake Erie 4-4-2's lettered for the Wabash Pittsburgh Terminal provided through passenger service between Pittsburgh and St Louis for a short period. With coal becoming the major traffic the motive power became a fleet of husky 2-8-0's that once numbered 18. Three USRA light mikados were allocated to the P & WV to move traffic during World War I. The line must have liked the performance of these engines because they continued to purchase used 2-8-2's of the same

and similar design up until 1945. With the fast freight business booming in the 1930's after the completion of the extension to Connellsville, heavier and faster power was needed. The line went to the Baldwin Locomotive Works in 1934 and the first 2-6-6-4 wheel arrangement machines were built for the P & WV. These engines quickly became the backbone of the fast freight operations and the pride of the line. A total of seven of these monsters were acquired by 1937. Although passenger traffic was never important on the P & WV it was provided until 1933. For this service the P & WV had three 4-6-2 built by Alco from 1921 through 1924 with rather classic lines. These 4-6-2's were small drivered, well proportioned engines, but they had problems handling more than three car passenger trains once heavy steel cars replaced wooden coaches. The capability of the little Pacifics was sufficient for the needs of the P&WV, however, as passenger trains rarely exceeded three cars. Two car trains were more typical. The steam locomotive roster also included two USRA designed 0-6-0's for switcher duty.

The P & WV was a progressive, profit making, forward thinking line and saw the benefits of the diesel locomotive early. The conversion was complete by 1953 and steam was gone. After testing the products of several builders, the P&WV became a Fairbanks Morse stronghold and eventually acquired 22 units. These somewhat rare engines proved very successful on the P&WV with the line's exceptional maintenance program. The FM's lasted until shortly after the P&WV merged into the Norfolk & Western in 1964. At that time Norfolk & Western management moved the P&WV FM's to other parts of the system locating them with FM's of their own to make maintenance more efficient. After the FM's were moved, black Norfolk & Western EMD's from the Brewster, Ohio engine terminal roared over the high bridges and through the old P & WV tunnels on the mountainsides.

The Norfolk & Western operated the P & WV profitably for some years until major changes in rail traffic in the northeastern part of the U.S. occurred.

The formation of Conrail to rescue the group of northeastern railroads in bankruptcy caused major perturbations to traffic patterns. Small railroads that were now part of Conrail who once had handed their west bound traffic to other railroads could now route that traffic through to Chicago, Detroit, or St Louis on Conrail routes once owned



CONNECTING
LINES + + + +

- ① NICKLE PLATE
- ② MONTGOMERY R.R.
- ③ PENNSYLVANIA R.R.
- ④ PITTSBURGH & LAKE ERIE R.R.
- ⑤ UNION R.R.
- ⑥ B&O R.R.
- ⑦ DONORA SOUTHERN R.R.
- ⑧ MONNESSON SOUTHWESTERN R.R.
- ⑨ PITTSBURGH & LAKE ERIE R.R.
- ⑩ B&O R.R.
- ⑪ WESTERN MARYLAND R.R.

by the Pennsylvania, New York Central, and Erie. For example, at one time considerable traffic was moved by the Reading Railroad from the New York area to Gettysburg and Shippensburg, Pennsylvania where it was turned over to the Western Maryland who, in turn, moved it to Connellsville and the connection with the P & WV. Since the Reading was part of Conrail the traffic via the Western Maryland and P & WV stopped. A basic rule in U.S. railroading is that you do not give your competitor any traffic you can move yourself even if it costs you more to do so.

Also, in the 1970's the previously independent operations of the Western Maryland were integrated with those of the Chesapeake & Ohio and Baltimore & Ohio parent railroads. Since the Western Maryland ran parallel to the Baltimore & Ohio from Maryland all the way to Connellsville, the CSX Corporation, owner of B & O, C & O, Louisville and Nashville, Seaboard Cost Line, and other railroads, decided to scrap most of the Western Maryland. This decision was caused to

some degree by the changes in traffic discussed above which resulted in an excess of capacity.

These actions dried up the through traffic over the old P & WV. Traffic on the western end of the line from Pittsburgh Junction to Rook remained substantial for some years, but the eastern end of the line (which was the Connellsville extension of 1931) was left with virtually no traffic. As a result, by 1988 the N & W had requested government approval to abandon about 50 miles on the east end of the line.

Recently the P & WV has been purchased along with other rail properties to form a new local carrier named the Wheeling and Lake Erie. This should keep the scrappers at bay for the foreseeable future.

In future issues we will look at the modeling possibilities of the Pittsburgh & West Virginia Railway and at the kinds of equipment that was found on the "High and Dry", as it was known locally.

Destination – "Durango"

Part 1.

By Laurie McLean

Durango is the so called capital of the narrow gauge railroads in south western Colorado, U.S.A. I have, like many others, been fascinated with narrow gauge because it has a very different nature and appeal, being smaller and compact. These two points immediately register with the modeller who doesn't have much space, nor room, for large radius curves and long rolling stock. Once past the "oval of track on the carpet" stage and tired of watching the train go round and round, it's time for expansion and operation to keep it interesting. This is where modellers choose a particular course, depending on their talents, and go for track and trains on a board with little scenic area or, trains in natural surroundings.

So it was decided, with the purchase of a K28 HO_{n3} loco that it was narrow gauge HO and all it could offer. Time to decide on what to model, where, how, and many other thoughts – it seemed the more you got into it the more confusing it became. If you build it, it will be criticised, whether its prototype or freelance, by others and by yourself. The answer is not easy, but progress must be made. My previous layouts have been freelance with the theme being 'Rio

Grande' however, they lacked that little something else and one always wondered "what if?"

This then is the first in a series of articles that I hope will interest modellers on steps and ways of constructing, researching of a prototype and using modelling skills developed by others and myself. It is a tale of how a layout grows, why its there, and how things happen, – the building of an empire !!

As I mentioned, Durango is Narrow Gauge and thankfully still runs today as the Durango and Silverton R.R. so it's not hard to get information about it. The town had other railroads long since gone and would need much research. It's not hard with many of us having books, magazines and other data on narrow gauge railroads. This information is out there just waiting to be called for and it's as simple as asking for it, from fellow modellers and friends.

We all collect R.R. books and hoard them most have information about what we particularly like but the remainder of the book or magazine as

further information about other subjects and you can recall this for that friend who's asking for that information.

Getting the data and information is, prototype or not, necessary to put what's envisaged into plan form before the first spike is driven. It's best to get a large folder, or like me, many, and place them into an order for information to be stored. The first folder has an index and this is the key that opens the door each and every time you need information. My filing system uses the following: (plastic bound clip folders)

Folder #1

Index - Cross Reference

Folder #2

- a) Locomotive Data, (prototype and models)
- b) locomotive electrical information (motors/sounds)
- c) Locomotive electrical information (pick-ups/lights)
- d) Locomotive How To Build Articles
- e) Locomotive magazine articles - various

Folder #3

- a) Rolling stock - prototype information
- b) Rolling stock - passenger
- c) Rolling stock - freight
- d) Rolling stock - M.O.W. & Other
- e) Rolling stock - How to Build and other information

Folder #4

- a) Structures - prototype
- b) Structures - models and plans
- c) Structures - non railroad (houses, hotels etc)
- d) Structures - depots, sand/coal, sheds
- e) Structures - magazine articles & other

Folder #5

- a) Decals - models (thinfilm, etc)
- b) Dry Transfers - models (C.D.S. LTD)
- c) Signs - paper, decal, dry X'fr ETC

Folder #6

- a) Scenery - prototype photos and information
- b) Scenery - hard shell plaster techniques
- c) Scenery - foam shell & others
- d) Scenery - trees & foliage/ground cover
- e) Scenery - zip texture, colours & paints

Folder #7

Assorted - various information not yet sorted

As you can see it becomes easy to file and retrieve, and to me, it's in a logical order that suits the purpose. When talking to friends I note the information and write it down and put it in folders. This information then helps clear the way to construction of the model and fits the mood when modelling.

It has taken me ten years, so far, to obtain information about the Rio Grande Southern, D & R.G.W. and other railroads in Colorado. Durango is one area of prominence for the trains to run to and from and with a purpose to be modelled in this case.

In addition to the above catalogued information I use "Post-It" notes in the front of all my magazines and books. On the "Post-It" note I write details of references and page number. This information is also placed in the master index, e.g. Durango depot photo taken in 1939 on page 43 of the Narrow Gauge & Shortline Gazette July 1980. This then is logged into the index which will list all the photos, references etc. dealing with the Durango depot so that all available information is together and can be quickly found in what ever book etc.

Seems too easy doesn't it? Well its not quite that easy, however, each time you purchase a magazine or book, you take notes as you read and place them in the front of the publication and later file the information so that it's logged in for research.

Once a reference system is in place it is continuously being added to and when sufficient information is obtained you apply it to the model. The reference information becomes comprehensive. This then is how Durango was started and how it is to grow.

Some of you would have seen the first section of my new layout at the convention in May 1991. It depicts the Durango locomotive facility in compressed form and all the structures are scratch built on the 6' X 3' module.

Next issue I will cover the construction of my Durango Roundhouse for the new layout.

CABLE HOLDERS FOR UNDER BASEBOARDS

by Fred Gill

One of the most effective ways to keep wiring neat and well organised under the layout is to have it held in place by a holder that is secured to the layout framework. There are many types of holders, some can be purchased commercially, others are scratchbuilt and some can be converted from simple items around the house.

Don't drill holes through the framework, as it makes wiring and benchwork alterations very difficult if you decide on changes at a later date.

Some of the types of cable holders can be seen in the drawings, some are suitable for easy removable of wiring and others are not – the choice is yours.

SKETCH #1....Either a wood or plastic peg, in which a hole has been drilled in one of the arms, is screwed to the layout framework....the three holes in the peg allows for different sizes of wiring to be held in place. This holder allows for easy removal of cables or single wiring

SKETCH #2....This is an electricians Brass clip and is either screwed or nailed to the framework and one end is bent over and pushed through the hole(as shown) – again this type of holder allows for easy removal of cable.

SKETCH #3....Plastic cable clamp which can be nailed or screwed to the framework. You have to either hold the wiring in place and then attach the clamp over it OR attach a clamp in place first and then push the wiring through the gap in the clamp. Not an easy method of attaching and if alterations are to be made, then the clamps have to be removed wholly so as to release the wiring.

SKETCH #4. One of the "old" favourites – a kitchen cup hook – easy to install – allows easy removal of wiring and can hold a great number of wires or cables – the ring hook belongs to the same family, but has the drawback of having to have the wiring pushed through the ring hole. You end up with the same problems as the plastic cable clamp.

SKETCH #5....This is a plastic bag tie(used a lot on bread bags) – can be nailed or screwed to the framework – it allows for single wiring to be slipped into the hole and then easily removed if needed. Best thing about these is that they are free with your loaf of bread.

SKETCH #6....This is a scratch built cup hook using coat hanger wire(and who hasn't a few of

these hanging around the house) – you hold one end of the wire with a pair of pliers and bend the wire around to make a small circle, for the screw or nail to go through. Next the wire is cut to the desired length to suit the amount of wiring that the holder has to contain.

SKETCH #7....This a conduit holder and is screwed or nailed to the framework, as was the plastic cable clamp. In fact you have the same problems as the clamp – wiring is not easy to remove,etc.

SKETCH #8....Plastic tie strips, they come in flat or round types, can be nailed or screwed to the framework and the ring is placed around the wiring and the "bead" end is then inserted through the small hole in the opposite end of the ring. Removal of the strip is not easy and usually the strip is disposed of when alterations are necessary.

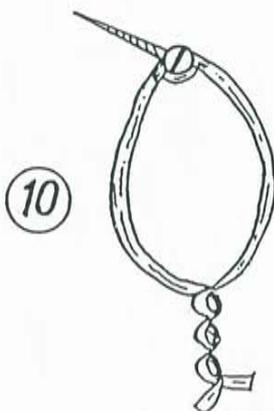
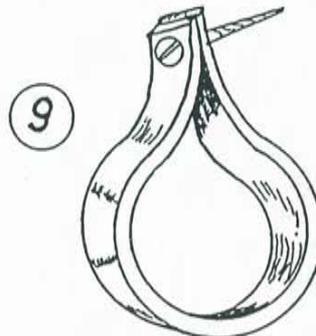
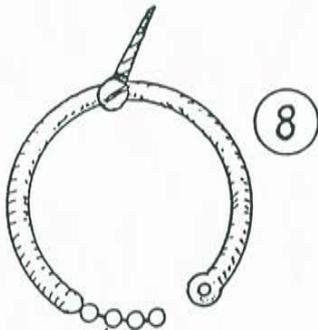
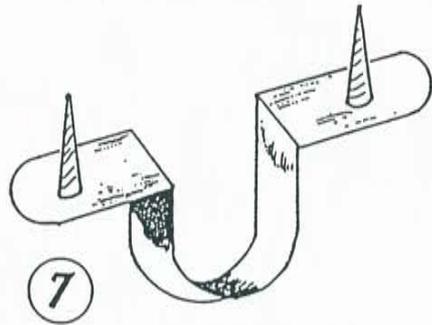
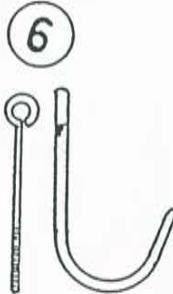
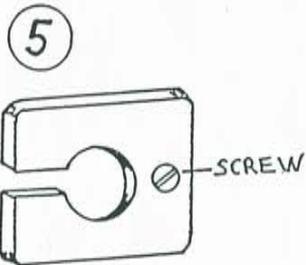
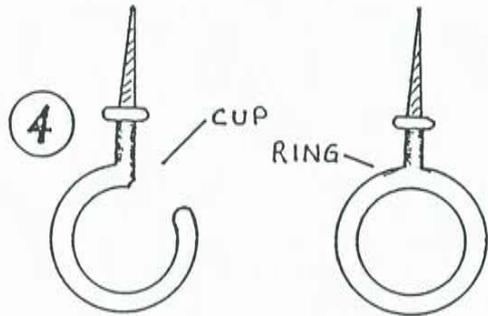
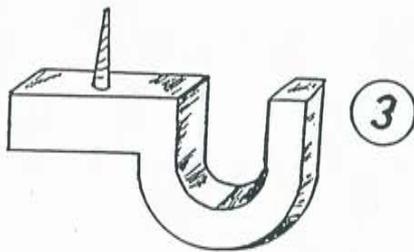
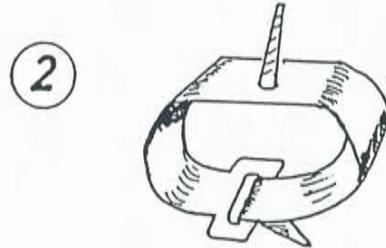
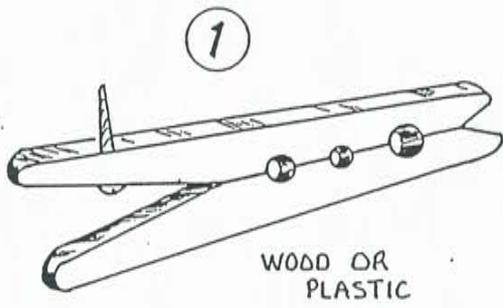
SKETCH #9....This is another scratch built item – it can be made of thin pliable plastic strips, or thick rubber bands or even thin styrene strips. They are simple to make and simple to use but have to be unscrewed or unnailed if they are to be of any use again.

SKETCH #10....This a plastic tie strip which has a thin wire running through it. A screw or nail should be attached to the framework, leaving about a 1/4" protruding out of the woodwork. The tie strip is wound around the head of the nail or screw and then is wrapped around the cable or wiring and the ends of the tie are screwed together. Easy to close and easy to open.

SKETCH #11....Plastic covered metal staple. This type of holder has the drawback of being a small sized holder and it cannot hold a great number of wires. It is not easy to place wire through and it is not easy to remove wiring.

Well, that's a few types of wire holders – there are others no doubt and the author has actually seen twine, string and even paper clips strung together to hold wiring in place, and they were all successful in their operation.

It is up to each individual as to how he installs the wiring under his layout, but the main point is for the wiring to be "controlled" and not left hanging or dangling down onto the floor in an untidy mess as this will only invite trouble at a later date.

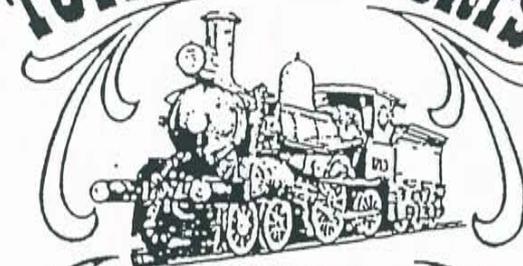


F45-1991

COMPANY STORE

| | |
|---|-------------|
| Track Gauges: O, N, HO _{n3} , HO, OO/On ₃ , Sn ₃ | ea \$5.00 |
| Cloth Badges: Member | ea \$5.00 |
| Life Member | ea \$5.00 |
| Tie Tac/Lapel Emblem: Gold | ea \$8.00 |
| Silver | ea \$8.00 |
| 3 inch Decals (1 inside & 1 outside) | pair \$2.00 |
| Belt Buckles: Brass | ea \$19.00 |
| Pewter | ea \$19.00 |
| Large Logo | ea \$2.00 |
| Data Books | ea \$35.00 |
| Clinic Notes Pittsburg Convention | ea \$15.00 |

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

Payment/cash/Bankdraft
min order \$20

****POST PAID****

Kadee

| | |
|---------------------|------------------|
| #5 coupler | pkt 4.75 |
| pkt of 10 NOW 40.00 | 43.00 |
| 231 Greasem | 3.25 |
| 236 Speed cleaner | 3.25 |
| 321 Uncoupler | 7.00 |
| 307 Elec. uncoupler | 15.00 |
| 634 centre springs | 2.50 |

North Eastern

| | |
|----------------|----------|
| stripwood | pkt 2.00 |
| weatherboard | |
| board & batten | 4.00 |

Company Store

| | |
|------------------------|-------|
| 55E 55' modern log car | 15.50 |
| 55F Less trk & cpr | 13.00 |
| Wrapped lumber packs | |
| 60'flatcar load | 9.00 |
| 50'flatcar load | 7.00 |

GENERAL STORE

SPECIALISTS IN HO & N SCALE EQUIPMENT

Tel (64)-71-274212

Rail Power

| | |
|-----------------------|-------|
| SD60 - C30-7 | 23.00 |
| CF7 - B23-7 - C32-8 | 21.00 |
| Dash 8-40B dummy unit | 50.00 |

Athem Locos

| | |
|---------------------|-------|
| SD40-2 - GP50 | 50.00 |
| NEW | |
| SW1500 BN/SF/SP | 50.00 |
| NEW | |
| SW100(BN/Rio Grande | 50.00 |
| SW7 | 40.00 |

A/Line Thrall

| | |
|---------------------|-------|
| 26100 2 end cars | 35.00 |
| 26102 2 centre cars | 33.00 |
| 26103 5 car set | 75.00 |

25a Hamilton Road
Cambridge
NEW ZEALAND

Gunderson

| | |
|---------------------|-------|
| 27100 2 end cars | 38.00 |
| 27102 2 centre cars | 36.00 |
| 27103 5 car set | 85.00 |

Detail & decals Available

Caboose Hobbies

Ground Throws

| | |
|---------------|------|
| HO 101R rigid | 3.15 |
| 202S spring | 3.50 |
| N 105R rigid | 3.35 |
| 206S spring | 3.60 |

N Scale

ConCor and Interail containers
Thrall 5 car sets -----

Reserve Now!!

VISA

Catalogue \$2.00

MASTERCARD

LARGE selection *EASYWAY* Details, *Details West*, *Detail Associates*; *Smokey Valley*. also Patches

All prices shown are in Australian dollars.

***** Remember Post Paid SAL or AIRMAIL - our choice *****

AT LAST

A REALISTIC SWITCH STAND AND GROUND THROW

By John Saxon

On our HO scale Cedar Valley Short Lines, main line turnouts are thrown electrically in the Division Point yard (and at one or two hard to reach other locations) but by realistic turnout levers on the main itself. These throws are a reasonably accurate representation of switch stands, are easy to build and install and give a lineside indication to operating crews as to the position of the turnouts plus provide electrical benefits as well.

The unprototypical appearance of commercially available ground throws have always concerned me and we still see photographs in the model railroad press of otherwise excellent and realistic layouts spoiled by a black blob of a ground throw. Unfortunately, to date there has not been available a realistic ground throw to suit those modellers who wish to prototypically change turnouts as they proceed around the layout with their train. Of course, there is at least one operating switch stand/ground throw on the market but it does appear over scale for HO but is probably OK for S scale.

Then there is the problem of electrical reliability. None of the currently available ground throws provide a certain electrical path through the turnout or indication via a lineside signal or control panel light without installation of micro switches or similar arrangements. To overcome these shortcomings, for some years I persevered with slide switches mounted under the layout as described in the model press of some years ago. You will recall that this technique consisted of an electrical slide switch mounted on a bracket under the turnout with an operating rod projecting through the fascia and a hard brass wire poking up from the switch into the throw bar of the turnout, effective but with some shortcomings such as difficulty of installation, no lineside turnout indication (except by a wired in signal) and being limited to those locations where there was a suitable fascia.

The device described and pictured in this article is a simple, cheap, realistic and robust answer to these problems and is installed and adjusted without having the trauma of crawling under the layout. So let's get on with the construction, it is

really easy and the results will please you and your friends.

BILL OF MATERIALS

One double throw, double pole slide switch, preferably with a round operating knob. Mine are made in Taiwan and obtained from Dick Smith.

- Brass tubing, 0.062" outside diameter*
- Hard brass or piano wire, 0.031" diameter*
- One one-eighth inch metal washer for target*
- Six colours of electrical hookup wire
- Optional soft wire for dummy switch stand lever
- Optional styrene tube, jewels, etc for switch lamp

* These sizes are not critical as long as the wire freely swivels in the brass tube. Of course, smaller sizes, whilst perhaps closer to scale would not be as rugged.

METHOD

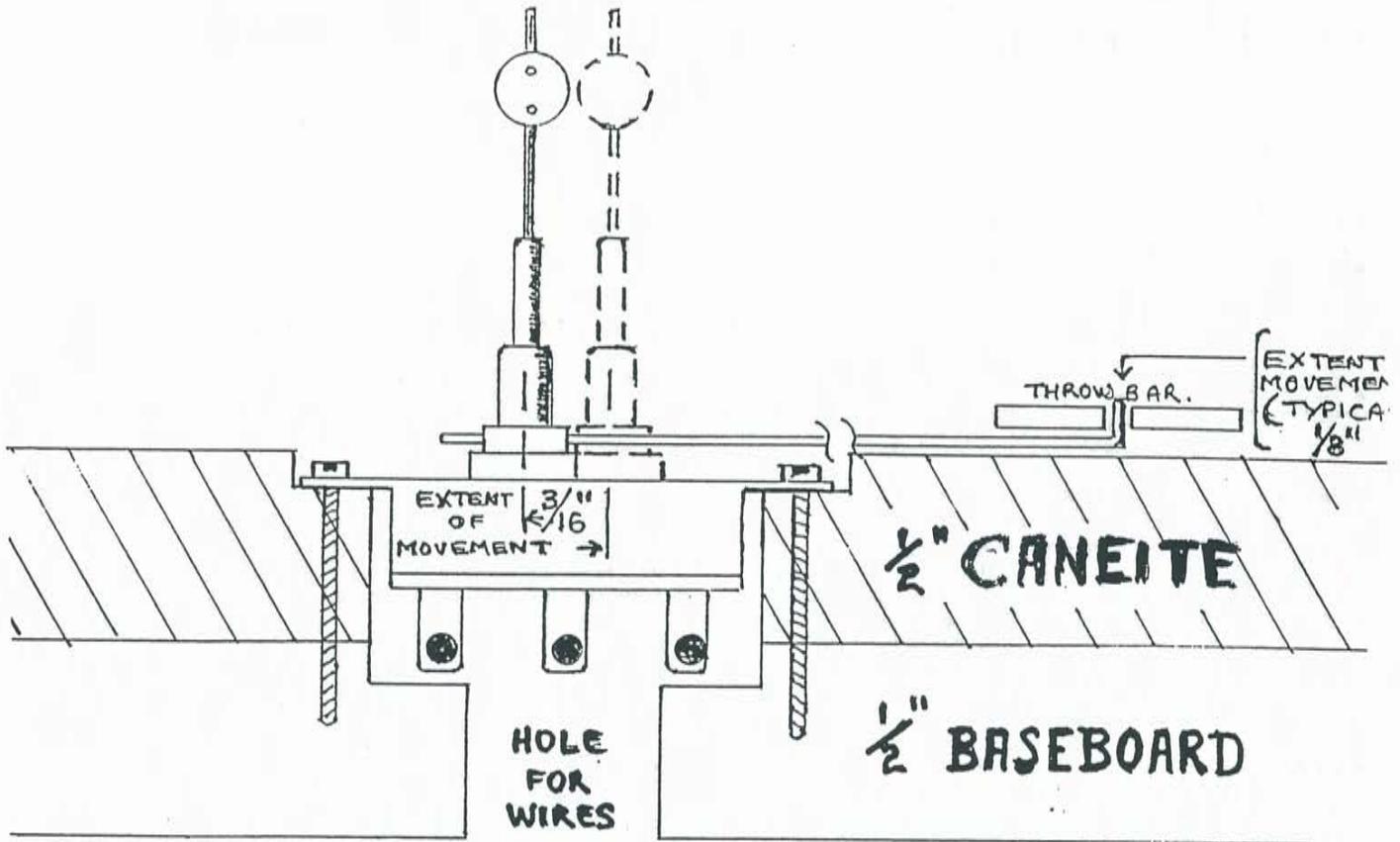
After studying the sketch and photographs -

1. Carefully twist the metal top of the slide switch with a pair of pliers and remove. File the remainder of the knob flat. If you are using a switch with a square or rectangular knob this step is unnecessary but the knob should be filed round.
2. Reduce the knob height to a scale height of approximately two feet above ground level and slightly round the edge. Carefully drill a vertical hole in the centre of the knob the diameter of the brass tube you have chosen deep enough to securely hold the tube. Use only hand pressure to drill all holes to avoid damage to the plastic of the switch.

3. Drill a hole the same size as the wire chosen through the base of the knob parallel to the slide direction of the switch. Try to keep this hole so that it exits the knob in the same relative position that it entered for best operation.
4. Insert the wire temporarily in the hole just drilled, insert the brass tubing which should bottom against the wire, mark at four scale feet above ground level, remove and cut off with a motor tool. Carefully clean out the hole and make sure the wire readily turns in the tubing. ACC the tube in the switch but make sure the glue does not interfere with the slide mechanism.
5. If you wish, fashion a dummy switch stand lever out of the soft wire and ACC to the tube where it enters the switch.
6. Cut another piece of wire for the mast. Switch stands vary in height but somewhere around seven or eight feet seems to look right. Solder the metal washer to the mast around two scale feet from the top, fill with solder, clean up, paint the mast black and the target red. A second target of a different shape and colour can be placed at right angles and below the other target if you wish.
7. Bend up one end of the actuating wire to fit under the turnout throw bar, cut to required length and insert through the switch. Make sure that this rod is a firm sliding fit in this hole as it will need to move each time the turnout is thrown to compensate for the difference in the throw of the slide switch (typically 5/16ths of an inch) and the turnout (typically 1/8th of an inch in HO purchased turnouts).
8. Solder on the necessary wires, one side of the switch to power the frog and the other to operate the lineside signal or lamp at the control panel or dispatchers desk.
9. Cut a rectangular hole in the layout alongside the turnout to accept the new device. This hole should be deep enough to allow the actuating rod to slide under the throw bar of the turnout without distorting the points. Make sure that there are lips left at both ends of this hole to attach the tabs of the device by means of suitable screws. Probably it would be best to have another look at the sketch again before you cut this hole. Also make sure the clearance between the target and the track is within tolerances when the switch is in its closest position.
10. Slip the actuating rod under the throw bar, centre the position of the switch and the points, drill the holes for the fixing screws and install. Check all slides well and that the points close snugly against both stock rails and if not rectify the problem either where the rod slides across the layout or in the turnout itself.
11. Cut off the surplus actuating rod where it projects on the other side of the switch and reinstall on the layout. Check again that it all works OK. Apply a piece of card or 0.10" styrene with a cut out slot to allow the switch base to slide, install ties on both sides as per the prototype, paint and weather with groundcover, etc.

There it is, it's done. Believe me, you will install two of these stands in less time than it has taken to write this article! In operation, by moving the switch stand with the thumb and forefinger and at the same time, twisting the mast 90°, not only is the turnout thrown but you have prototypical indication to the next operating crew as to the position of the turnout **provided** the last crew remembered to turn the mast when they lined the route up to the main when they left the area.

This switch stand does not of course equal the fidelity of for example the Grandt Line stand but does offer a reliable, cheap means of throwing the turnout plus a close to prototype look and feel with moving targets. Perhaps some modellers may wish to experiment with grafting a scale switch stand to slide switch but they may not stand up to rugged use as this device has in service. However, whichever way you go, this is a step in getting those black blobs out of our model photographs!



STEAM CLUB UPDATE

By Gerry Hopkins

Canberra member, Clive Huggan, has asked me to add his model engineering club to the list printed in the last issue of Main Line. The Wagga Wagga Society of Model Engineers runs a variety of steam and diesel locos.

Clive makes the 500km round trip to Wagga Wagga at least once a month to run his 7 $\frac{1}{4}$ gauge half ton model of SAR 500 class 4-8-2 "Sir Lancelot Stirling". The US designed 500 class was built in 1926 to a squashed down USRA light mikado design, heavily influencing the NSWGR 57 class of 1929. The model tows up to 35 people around the senicked 800-metre track.

Between 1000 and 1500 passengers take rides on a typical operating day. HO and O scale modellers are in the club and Clive assures me a very warm, country style welcome will be given to NMRA members who make themselves known.

I was fortunate enough to be able to visit Wagga Wagga on my way to Adelaide in October, I was made welcome and had an enjoyable afternoon. Along side the steam railway is the Botanical Gardens which are also worth visiting.

Wagga Wagga Society of Model Engineers
P.O. Box 80 Turvey Park Nsw 2650
Sec. Cec Applebee 069 255182

Track is at the top end of the Botanic Gardens, Macleay Street (sign at the traffic lights on Sturt Highway).

Public Running: 1st & 3rd Sunday
10.30 - 12.30, 1.30 - 4.30
Track gauges 5" and 7 $\frac{1}{4}$ "

NORTH AMERICAN RAILROADS ON VIDEO

STEAM POWERED VIDEO RELEASES (PAL Format)

American Titles

General Steam (Current and Archive)

- **Sacramento Steam Showcase** 90 mins BK \$72.00
(Everything - exhibits, pageant, ferry runs)
- **Runnin' That New River Train** 58 mins HW \$72.00
(Crew fight a heavy train up grade and explain the action and problems)
- **Steamfest '90 (Stereo)** 120 mins M1 \$72.00
(SP & S 700, SP 4449, GW 51. Scenery, pacing, on loco mini-cams)
- **The East Broad Top (Stereo)** 120 mins GF \$90.00
(The ex coal hauling 3' gauge system in Pennsylvania, 1950s-70s)
- **UPs Last Steam Giants and Heavy Freight (3985) (Stereo)** 80 mins WB \$84.00
(1958: Big Boys, Challengers, 800s etc Indian Summer 1990: 3985 hauls freight again. Fantastic!)
- **Rotary on the Rio Grande Narrow Gauge (Stereo)** 70 mins GF \$78.00
(1975 & 1976 snow adventures by Cumbres & Toltec out of Chama)
- **St Louis 1990 Steam Spectacular - Official Video (Stereo)** 120 mins M1 \$72.00
(CottonBelt 819 UP 844 Frisco 1522 N&W 1218 + on loco mini cams)
- **Steaming to L.A.** 105 mins M1 \$90.00
(SP4449 & UP8444 converge on LA and pace each other up Cajon Pass)
- **Railfanning the Silverton (Stereo)** 110 mins M1 \$90.00
(Superb action & scenery. A comprehensive guide)
- **Articulated 3985 V 1218** 60 mins M1 \$72.00
(The 2 working artics, technical comparisn & both in action)

Diesel (Current and Archive)

- **Union Pacific Odyssey Vol 1 (Stereo)** 115 mins GF \$96.00
(Sparkling action - 1st gen gas turbines 8444 crack city trains)
- **The Rock Island Railroad (Stereo)** 60 mins GF \$72.00
(Classic diesel ops 1950s-70s + Southern 4501 out of Chicago)
- **A Salute to Soldier Summit** 60 mins WB \$72.00
(High speed & brute climbing power; Rio Grande's Utah Divison)
- **Super Cabs and Steam (Stereo)** 88 mins WB \$84.00
(Superb coverage of the latest Union Pacific diesels at work with steam cocktail)
- **Santa Fe Odyssey Vol 2 (Stereo)** 108 mins GF \$90.00
(Incredible action from Illinois, west to California over 23 days in the late 1970s)
- **The Algoma Central Railway - The Tracks of the Black Bear** 56 mins RI \$72.00
(Thro' beautiful scenery, complete coverage fall colours & winter snow)
- **Santa Fe's Seligman Sub & New Mexico Main (Stereo)** 120 mins WB \$90.00
(Red/Silver & Yellow Warbonnets, Snowcapped peaks, Desolute Beauty)
- **California Zephyr (1965) (Stereo)** 70 mins GF \$78.00
(Beautiful vintage coverage from on board and lineside)
- **FT103 - Revolutionizing American Railroadng** 115 mins M1 \$90.00
(Complete history of EMD 1st gen diesels + restoration of FT103)
- **Rails to Steel City (Stereo)** 60 mins GF \$72.00
(Present day Pittsburgh area hot spots)

REVELATION AUDIO VISUALS (PAL Format)

Canadian Titles

- "CANADA'S SHOWCASE"** (112 Minutes) \$68.00
Step aboard for the trip of a lifetime, as "The Canadian" crosses a vast winter fantasyland. Ice-encrusted rocks pass beneath as we skirt the north shore of Lake Superior. Our ride, from late Dec 1989 and the first days of 1990, occured weeks before the end of service vial the Canadian Pacific. Great on-board views of the Kitchen at breakfast, and making up the uppers and lowers. Cab views through Rogers pass and Spiral Tunnels in deep snow. And a few views of earlier days to start things off. Railfan or not, this is a sure bet!
- "CANYON DAWN"** (90 Minutes) \$68.00
Ride the cab of "The Canadian", and also a caboose through the rugged Thompson and Fraser Canyons east of North Bend, B.C. Cab ride begins in darkness, as daylight begins to increase. Long-continuous sequence! The caboose ride features an extended "race" with a CN freight across the Thompson! (Like the "Canadian", C.P cabooses vanished Jan 15 1990 from the main).
- "BLACK DIAMOND TO GASPE"** (104 Minutes) \$68.00
Experience travel on Amtrak, VIA Rail, and a Lehigh Valley private car! Chicago Union activity (with BN E-9s), ride to NY on "Broadway" - 5 and a half hours late - then "Montrealer" and "Chaleur" to Perce and Gaspé! Cliff-hugging ride along the Atlantic! Sunrises at 4.15 am. Beak-duelling gannets of Bonaventure Island. And, Perce Rock. Return trip includes "Capitol Limited" Washington Chicago. If you enjoy travel, enough said!
- "DOMINION STEAM"** (60 Minutes) \$68.00
Look and listen to the twilight of mainline steam in southern Ontario, both C.P and C.N.C.P action centres around Guelph Jct, with several doubleheaders (2-8-2s, 4-6-2s, Hudsons etc). On the CN, 4-6-4s and 4-8-4s predominate on fast passenger and freight, plus the Fort Erie mixed. Ends with CN Consolidation #1551 in 1990, on the New W & LE.
- "TRANS-CANADA LIMITED AND STEAM EXPO" By Good Medicine** (60 Minutes) \$68.00
Ride the restored "Limited" from Cranbrook to Vancouver, B.C for a visit to the 1986 "Steam Expo"! 17 loco's pass in a Grande Parade. Ends with Last Run on the Kimberley Mine Branch, Feb 1, 1990. 3% grades and switchbacks, seen from caboose.
- "THE GREAT CANADIAN STEAM EXCURSION" By Good Medicine** (60 Minutes) \$68.00
C.P Consolidation 3716 pulls freight on B.C RAIL, then is doubleheaded with 2860 (Royal Hudson). Then CN 6060/2860 get together, some fantastic bridge scenes! Also - BC RAIL School Train, Cab ride on CN freight in the Fraser, and vintage CP Steam in the West!

Postage - please add \$8.00 to above prices and deduct 25% for Australian \$ price.

Payment - cheque or VISA/MASTERCARD.

SOUTHERN PACIFIC VIDEOS - P O BOX 102 HUNTLY - NEW ZEALAND

Phone +64 817 89769

Fax +64 817 89830

Letters To The Editor

Dear Sir,

Hmmm, let's consider the pros and cons of a model railway club....

I've been a model railroader for about forty years; a member of a local model railway club for 27 years; secretary of that club for the last ten years; so I think I know what I'm talking about.

First of all the pros – Roger says it all; great, terrific, sounds good but the cons! shudder! consider this;

- 1 *A club layout costs money. Lots and lots. sure, you may get donations of equipment and track to kick you off but there's lots more. If you've ever built a home layout you'll know what I mean*
- 2 *Club rooms cost money. Money to obtain and money to maintain. Not to mention ever tightening local council ardnances i.e. facilities, toilets, parking, zoning requirements etc etc that can only stand in your way*
- 3 *Not every NRMA MEMBER WOULD BE WILLING TO SUBSIDISE these (questionable) luxuries to the tune of \$100.00 plus extra per year as was suggested in the recent questionnaire. Now that's a sure way to lose members*
- 4 *What about good old-fashioned apathy. The great Italian economist Vilfredo Pareto knew about 100 years ago. To para-phrase one of his greatest theories (the 80/20 theory), 80% OF THE WORK IS DONE BY 20% OF THE MEMBERS. Believe me this is true right throughout not just our hobby, but everything; life even! This leads to personel disappointment, even bitterness among genuine workers. Ask the NSW Rail Transport Museum about it for example they'll back me up! This can lead to the eventual downfall of a club; no matter how good their original intentions are. You might say it's caused by lack of confidence or inexperience, and I agree in some cases it may well be, but there is*

also downright laziness and the little red hen attitude. Many a night at the club I've seen blokes standing around just yacking and expounding wisdom (read criticism) the old "why don't you (or they) do this or that?" But, never mind come exhibition time and its "look what we have built; isn't it great?"

After a 20 year absense I have recently re-joined the NRMA and observed;-

The Australasian Region has something a lot of clubs would envy; – a minimum of formality, a maximum of comerallarie and great attendance figures. Hats off to those willing to open their house every month, I wish more members would do it and spread this burdon. As for the informality of the meetings; I know your Committee must work hard behind the scenes to achieve that. If you don't believe, try serving for just one term.

All the above leads to just this; my suggestion is if you want a club layout and/or clubrooms you can either;

- 1 *Join another club with the desired facilities. There's absolutely no reason you can't be a member of it plus still be in the NRMA. You can enjoy the benefits of both worlds.*

or

- 2 *Form a S.I.G. within the NRMA; Establish your rooms plus your layout, if you are right members will beat a path to your door;-*

BUT

Don't say I didn't warn you if you run into a PARETO !!!!!

Yours faithfully

Lyndon Spence

Towards Lightweight Layouts Part 1 – The "Portable" Layout

Styrene Foam

Using expanded styrene foam (e.g., "Styrofoam") for model railway scenery is not new. In fact, looking back at the good ol' days, we were using it at least twenty-five years ago. But what about building the entire layout out of foam? Could that be done? What a saving in weight that would make!

The Barely-Portable "Portable" Layout

About thirteen years ago, our local Wollongong Model Railway Club had tired from lugging around a very heavy exhibition layout. The 4.9m x 1.8m (16' x 6') layout consisted of three main sections. It was built of the traditional heavy timber framing. When it was built, in 1968, the theory then was that the framing had to be strong and heavy to be rigid. Too much flexibility in it and the scenery would crack (or worse, breakup). This was because the scenery was ... you guessed it; the traditional heavy framing, wire mesh and plaster. Not only was the layout heavy and cumbersome, but also susceptible to scenery damage during transit to and from each exhibition. What we needed was a much lighter, forgiving layout that would survive a bit of mistreatment. It would have to have a certain amount of flexibility and sustain the odd knock, drop, or shift of load in the transport vehicle(s).

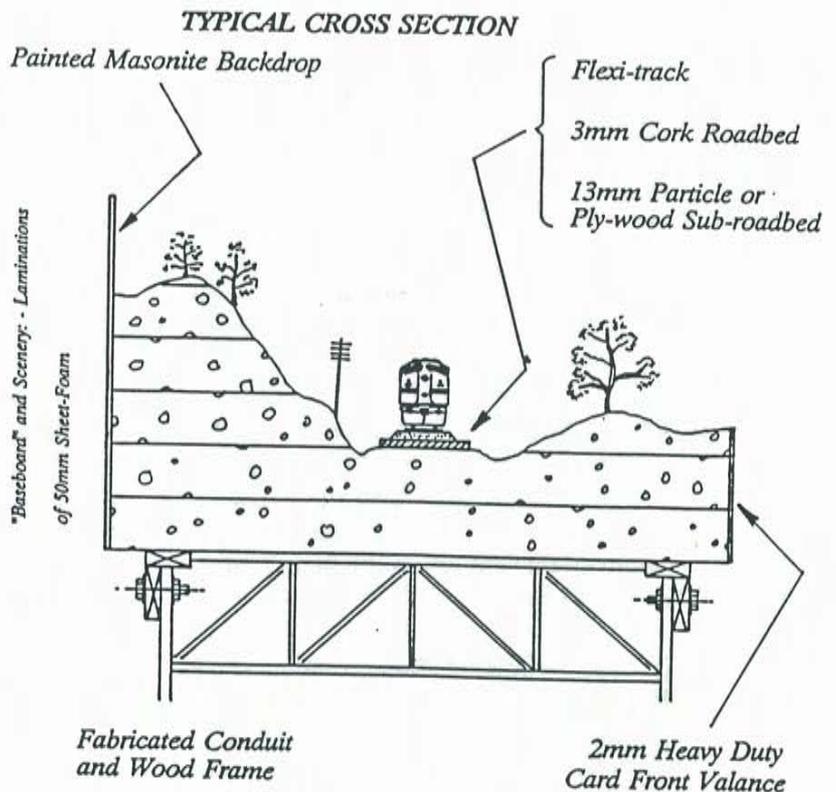
About this time (1978), one of our members was working on a project using styrofoam sheeting and guess what!... he had about a dozen 2.4m x 1.2m x 50mm thick sheets left over. These, he very kindly donated to our Club. Thus, there was the need, here were the ingredients and off we went to a-thinkin', a-cussin' and a-workin'. After five months in the erecting shops, the result was our new exhibition layout "Gum Creek".

"Gum Creek"

The "baseboard" for "Gum Creek" consisted of two layers of 50mm thick foam sheets bonded together with white glue. To this we glued pineboard sub-

roadbed just wide enough to support the 3mm cork roadbed and flex track. The trackwork was a combination of Shinohara and Peco re-cycled from old club and home layouts. The scenery was built up by further layering of contours cut from the sheets (Re: Fig 1). All were glued together using the white glue. After each work session, the "baseboard" was left to lie flat on the floor while housebricks were used to clamp the pieces together for several days.

FIGURE 1

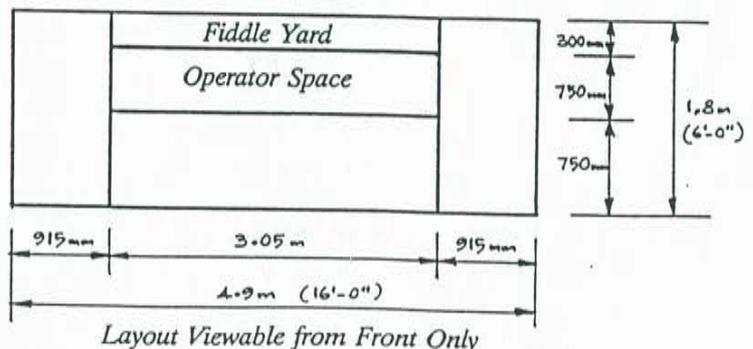


Layout Assembly

The longer the sections were left clamped together, the stronger they became. And yet, they still had a certain amount of flex. Final finishing consisted of plastic paint, sawdust and ground foam. As can be seen in Figure (2), the layout consisted of four main sections.

FIGURE 2

"GUM CREEK" AS BUILT IN FOUR MAIN SECTIONS (1978)

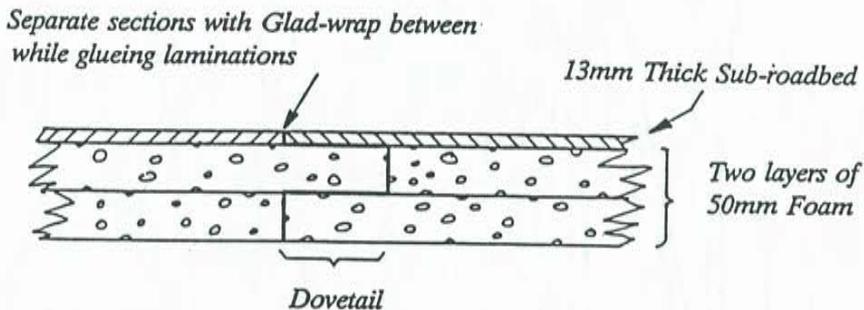


Each section dove-tailed into its mate during assembly (Re: Fig 3). By using this method misalignment was reduced to a minimum. The whole layout sat on a bolt-together frame fabricated out of scrap electrical conduit and timber. This was left over from the previous layout. Scale of "Gum Creek" is HO and prototype is NSW. Scenery and the main town represent the far south coast of NSW using modeller's license to extend NSW railways south of Bomaderry.

A second level consists of a single line, passing sidings and several industries. The final appearance and development of "Gum Creek" is as displayed at the AMRA 1988 Liverpool Exhibition (Refer Figure 5). Photos appeared in the AMRM in Oct '83 issue P32 and Dec '88 issue P27. "Gum Creek" is what we set out to achieve; a medium sized **portable** layout, easy to handle and carry with an excellent flexibility and resistance to damage. It also has been very kind to the vehicles used to transport it.

FIGURE 3

DOVETAILING OF ADJACENT SECTIONS



Ease of Alterations

Alterations have proven easy to do. Just cut a section out; glue another in its place; carve and shape to desired profile; paint and finish as required. During 1983, we added two more sections 600mm deep right along the rear of the layout (See Figure 4). The layout is now viewable from all four sides and has a final size of 4.9m x 2.4m (16' x 8'). A main level consists of a double track main line and fiddle yards. This level is viewed from the old "front" of the layout.

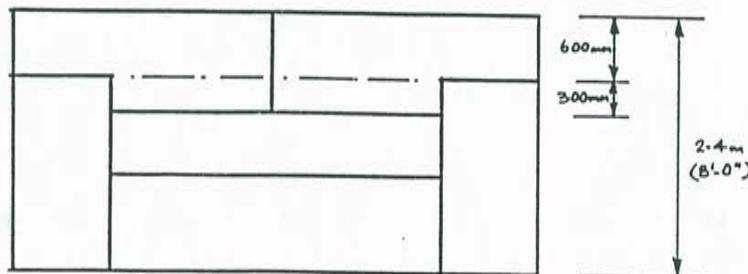
The accompanying drawings show the layout's basic construction methods. In retrospect, a major problem with the layout has been the one long 3.05m x 915mm (10'-0"x3'-0") section, in that it has been awkward to transport.

Future Articles

In future issues, with the editor's permission, I will describe techniques of construction and finishing in greater detail. I also hope to show you how to adapt the techniques to your own home layout.

FIGURE 4

"GUM CREEK" AS MODIFIED WITH EXTRA SECTIONS (1983)



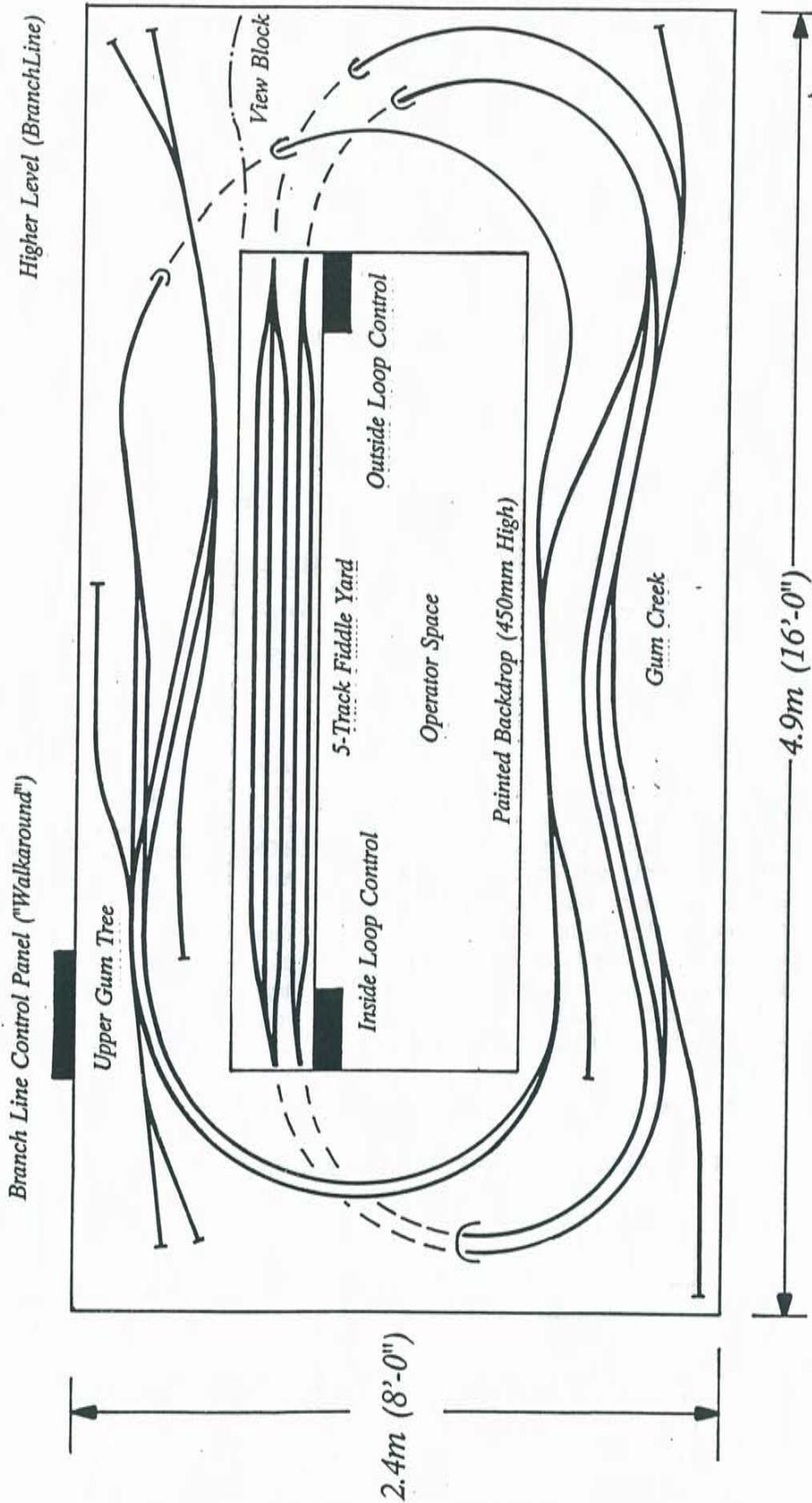
Now is viewable from all Four Sides
(Compare with Fig 2)

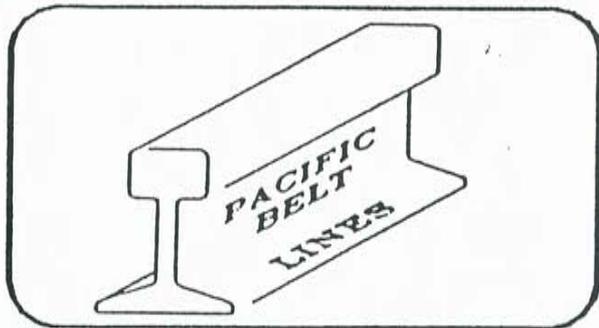
- Lyndon Spence

FIGURE 5

"GUM CREEK" FINAL APPEARANCE

Scale of Plan: - 1:25





PACIFIC BELT LINES

PO BOX 796
 CLEVELAND QLD 4163
 Factory & Sales: Cnr Bradman & Dulacca Sts
 ACACIA RIDGE QLD 4110
 Phone: (07) 2738794 BH or (07) 8245145 AH
 Fax: (07) 2737246

**MODEL RAILROAD HO GAUGE
 MAIL ORDER SPECIALIST**

Our range includes:

- * A R KITS
- * ATHEARN LOCOS & WAGONS
- * ATHEARN SPARE PARTS
- * ATLAS LOCOS & BODY KITS
- * ATLAS SPARE PARTS
- * ATLAS BUILDINGS,
ACCESSORIES & TRACK
- * BACHMANN/SPECTRUM
- * CAMPBELL SCALE MODELS
- * DESIGN PRESERVATION
MODELS
- * FLOQUIL PAINTS
- * HIGHLINERS BODY KITS
- * HUMBROL PAINTS
- * LABELLE LUBRICANTS
- * LGB 'G' SCALE
- * LIMA
- * MICROSCALE DECALS &
SOLUTIONS
- * MODEL DIE CASTING LOCOS
& WAGONS (incl 'G' scale)
- * NORTH YARD WHEELS & PARTS
- * NWSL GEARS, PARTS & TOOLS
- * PACIFIC BELT LINES
REPOWER KITS
- * PACIFIC BELT LINES
FLYWHEELS
- * PECO TRACK & ACCESSORIES

- * PIKESTUFF CO BUILDING KITS
& PARTS
- * RAILPOWER PRODUCTS,
BODIES & PARTS
- * SPECTRONICS CONTROLLERS
& ELECTRONIC ACCESSORIES
- * STEWART HOBBIES, LOCOS &
PARTS
- * WALTHERS PRODUCT LINES

* * * * *

PACIFIC BELT LINES CATALOGUE

To receive our 46 page catalogue, post paid, please send a \$2.00 cheque or \$2.00 value in stamps. You will also receive regular newsletters advising new products available and specials.

HOW TO CONTACT US

If you know what you want, mail or fax your order to us. Alternatively, if you have any questions, give us a quick phone call or write to us - we answer all enquiries.

RETAIL OUTLET

Our retail outlet is located at Acacia Ridge, Brisbane.

Hours are:

Saturday: 9 am - 4 pm

Thursday: 4 pm - 8 pm

(other times by appointment)

Proprietors:

Don & Heather Palmer

Bankcard, Visa and Mastercard facilities are available.

PLANNING CONVENTIONS THAT MATTER

By A.C. Lynn Zelmer

I'm a fairly recent immigrant to Australia, however I'm employed in a field that requires me to attend a lot of conventions, conferences and training programs as part of my work. Fortunately for my sanity, the general quality of such events has been improving over the last several decades and, in particular;

- increasingly events are designed to permit participants to interact informally as well as during formal sessions;
- conventions are often focused around a central theme of particular relevance to the host group/area or attendee.

Minimally I think that we should be able to expect a message system that provides information about where participants are staying, and a plenary activity with a multimedia or similar presentation that sets the stage for convention activities.

I've attended four NMRA National Conventions since 1965 (Vancouver, London, Eugene and Denver) and while they've all been different I don't think that we're keeping up with current convention trends

Specifically at Denver,

- The message board was small and almost unused...you even had to supply your own paper. Was this because model railroaders don't want to connect with others of similar interests or simply that a suitable service wasn't provided?
- The HOn3 modules provided by Hal Linke and Slim Rails on the Train Show floor offered the modeller a glimpse of what was possible with historical Colorado railroading however they were only available for the last two days and thus didn't provide the convention with its required focus.

I still remember the enthusiasm and vitality of the ~~of the~~ clinics at Vancouver and always make it a point to attend as many clinics as possible at a National. I guess that my expectations are too high, the presentation quality of many clinics seemed marginal and some clinics have even become commercial demonstrations.

What is happening to model contests? At Denver,

it looked as if some categories didn't have any entries, and if I had been a judge I might have argued for cancelling other categories. According to the model magazines, a recent U.S. narrow gauge convention attracted roughly three times as many entries as this convention, thus the problem isn't with the modellers.

I recall past conventions where contest models included mini-exhibits containing details of their construction, and regional contest sections where AP models were displayed and judged. This makes the contest an educational event instead of just a prize for a few. While we are making changes, why can't the judging itself be public and the models displayed again once they have been judged?

These comments might suggest I didn't enjoy the Denver convention, but that is far from the truth....

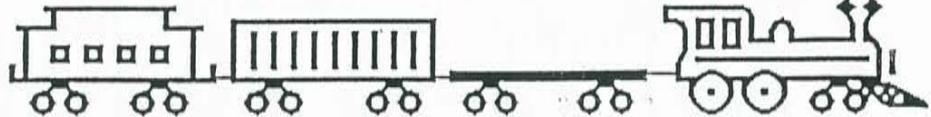
- I enjoyed visiting the home layouts and have some reasonable photographs to remember them by.
- I enjoyed the fan trip to Cripple Creek and the museum tours, and have a lot of photographs to show from them.
- I enjoyed my two visits to Caboose Hobbies although I resisted most of the (expensive) temptations;
- I very much enjoyed renewing friendships with the whole gang from the South Bank Short Lines of Calgary, Canada, a group I helped found some 28 years ago; and
- the Aussie get-together on another night introduced me to a number of new modellers, scattered all across Australia and New Zealand, who hold the potential for new friends and associations.

As Paul Mayer, an old friend and another of the South Bank founders, remarked before we headed off to the convention, "if you don't know anyone at a National Convention it can be a lonely place". I'm happy to say that I wasn't lonely and my people memories are all positive. I just think that Convention organisers...national, regional, and local... need to be more aware of what makes a successful conference for the average modeller.

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

MONDAYS TO FRIDAYS

12.00 TO 17.30

SATURDAYS

9.00 TO 16.00

Mail order enquires most welcome.

Write for a booklist

Postal address:-

PO Box E129, St James, NSW, 2000

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

BROAD GAUGE MODELS
CENTRAL VALLEY

KADEE
PECO

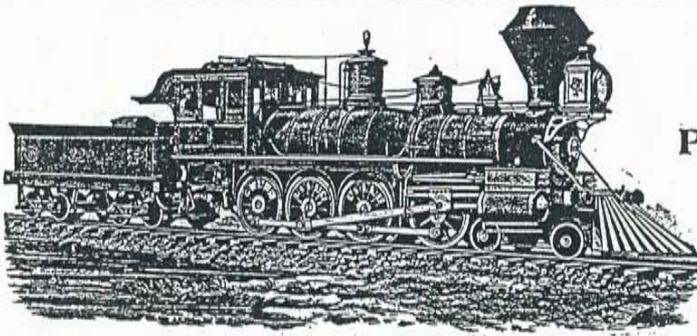
AR KIT CO.
BACHMANN

NORTHWEST SHORT LINE
BOWSER

STEWART HOBBIES
ORIENTAL LTD.

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

Mastercard , Bankcard
welcome



Punchbowl Hobby Centre Pty. Ltd.

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

LOCOMOTIVES and ROLLING STOCK

ATLAS, STEWART, KATO, ATHEARN, ROUNDHOUSE, RIVAROSSO, BRASS LOCOMOTIVES, POWERLINE, AR KITS, IAN LINDSAY KITS, MAIN WEST MODELS, LIMA, CONCOR, IBERTREN, BACHMANN, LILIPUT, JOUEF, FLEISCHMAN, ROCO.

BUILDINGS and SCENIC ACCESSORIES

ATLAS, WOODLAND SCENICS, DESIGN PRESERVATION, EVERGREEN, CAMPBELLS, FOX CASTINGS, LJ MODELS, POLA, HEKI, FALLER, HELJAN, VOLLMER, PREISER, WIKING, KIBRI, BREKINA, HERPA, ROCO.

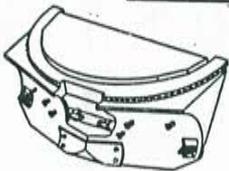
ACCESSORIES and TOOLS

ATLAS TRACK and ACCESSORIES, PECO, SHINOHARA, NORTHYARD WHEELS, ROMFORD, DETAIL ASSOCIATES, WHEEL WORKS, SENTINEL, CAL SCALE, KADEE, MITRONICS, LABELLE LUBRICANTS, MICROSCALE DECALS, KERROB MODELS, AMRI SIGNALS, J&C MODELS, FRONT RANGE, BRAWA, EDA, FLOQUIL, DREMEL, PRO EDGE KNIVES, DRILLS and TAPS, K&S METAL, FULLER PLIERS, JEWELLERS SCREWDRIVER SET, 1 INCH 'G' CLAMPS.

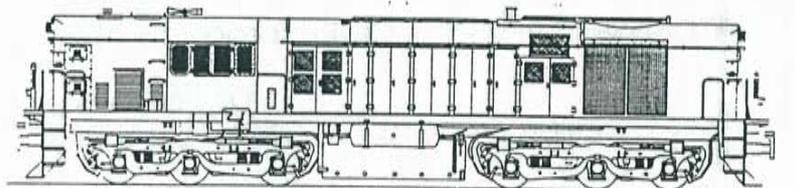
MAGAZINES and VIDEOS

AUSTRALIAN, AMERICAN, NEW ZEALAND, BRITISH VIDEOS.
N-GAUGE MAGAZINE, MODEL RAILROADER, RAIL MODEL JOURNAL, PACIFIC RAIL NEWS, TRAINS, NARROW GAUGE GAZZETTE, AUSTRALIAN RAILWAYS, ROUNDHOUSE, BULLETIN, AUSTRALIAN MODEL RAILWAY MAGAZINE, PACIFIC RAILWAY, RAIL AUSTRALIA, RAILWAY DIGEST, MAINLINE MODELLER, RAILWAY MODELLER, CONTINENTAL MODELLER.

SNOW PLOWS



AIR HORNS



COOLING FANS



NUMBER BOARDS

