

## Punchbowl Hobby Centre Pty. Ltd.

545 Chapel Road, Banksstown, 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.

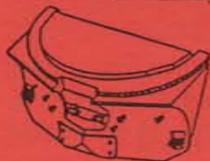
### ACCESSORIES and TOOLS

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.

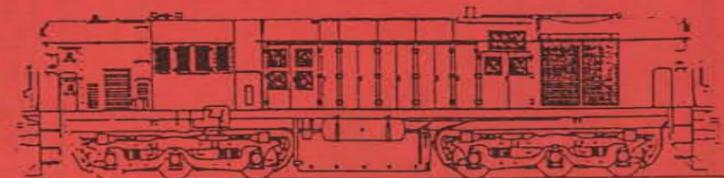
### MAGAZINES and VIDEOS

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.

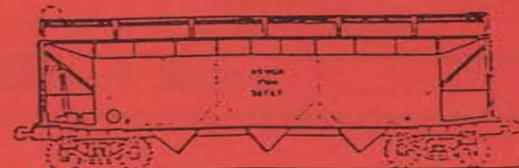
#### SNOW PLOWS



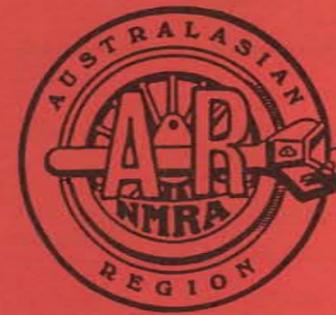
#### AIR HORNS



#### COOLING FANS



#### NUMBER BOARDS



# Main Line

National Model Railroad Association Inc

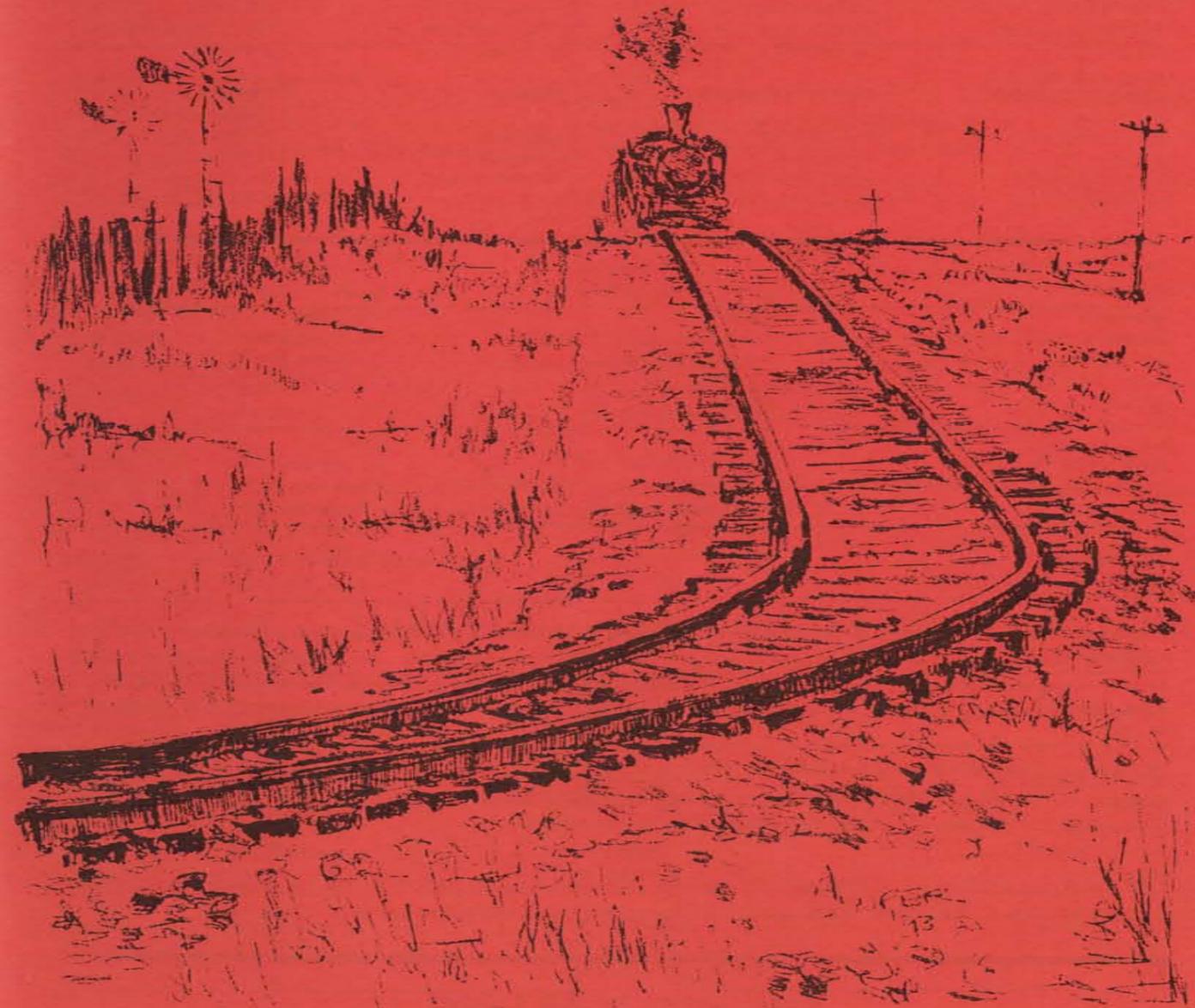
Volume 10 Number 2

Registered By Australia Post

Australasian Region

April, May, June 1993

Publication # NBH 7190



ON THE SIERRA

# AUSTRALASIAN REGION DIRECTORY

## Board Of Directors

PRESIDENT	VICE PRESIDENT	SECRETARY	TREASURER
Sowerby Smith 174 Fullers Rd CHATSWOOD 2067 (02) 411 5726	Glen Coventry 16 Lanai Pl BEACON HILL 2100 (02) 452 2131	Phill Knife MMR 1A Mark Street LIDCOMBE (02) 649 7004	Andrew Wells P.O. Box 528 CROWS NEST 2065 (02) 411 7471
TRUSTEE	MEMBER	MEMBER	MEMBER
John Saxon 37 Beatrice St CLONTARF 2093 (02) 949 4767	Laurie McLean 25 Griffin Rd CURL CURL (02) 905 1582	Fred Gill MMR P.O. Box 155 BAULKHAM HILLS (02) 639 4158	Gerry Hopkins MMR 7 Booralie Rd TERREY HILLS 2084 (02) 450 1033

ACHIEVEMENT PROGRAM CHAIRMAN	MEMBERSHIP & RENEWALS	COMPANY STORE	EDITOR "Main Line"
Richard Roth 1 The Crescent HILLENBURGH 2508 (042) 94 2133	Jack Moekicking 247 Eastern Valley Way MIDDLE COVE 2068 (02) 958 5988	Shirley MacMicking 247 Eastern Valley Way MIDDLE COVE 2068 (02) 958 5988	Gerry Hopkins MMR 7 Booralie Rd TERREY HILLS 2084 (02) 450 1033
A.P. VICE-CHAIRMAN	CONTEST CHAIRMAN	LIBRARIAN	MEMBER AID CO-ORDINATOR
Fred Gill MMR P.O. Box 155 BAULKHAM HILLS (02) 639 4158	Fred Gill MMR P.O. Box 155 BAULKHAM HILLS (02) 639 4158	George Paxton 31 Hopetoun Ave VAUCLUSE 2030 (02) 337 6093	Laurie McLean 25 Griffin Rd CURL CURL (02) 905 1582

Div 1 Queensland	Div 3 Vic/Tas	Div 5 New Zealand
Don Palmer P.O. Box 590 SUNNYBANK 4109 (07) 824 5145	Paul Richie 28 Ascot St South BALLARAT 3350 (053) 32 1138	Ted Hodgkinson 11 Grantham Street HAMILTON NZ
Div 2 N.S.W./A.C.T.	Div 4 N.T./W.A.	Div 6 S.A.
Peter Weller-Lewis 2 Hayley Close QUEANBEYAN 2620 (06)	Bob Nelson 36 St Michael Terrace MT PLEASANT 6153 (09) 364 4417	Richard Ash 1 Woodcock Cres PARA HILLS WEST 5096 (04) 262 7672

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.

Articles can be submitted on a computer disk (IBM) 3.5" or 5.25". Most WP packages can be read at this time. This magazine is prepared on a 386SX(25) computer (105M & 40M HD's) and prepared on a BJ10ex Bubble Jet printer using Wordperfect For Windows 5.2, Adobe Font Manager 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 Drawn by Bill Cooper.

## REGIONAL MEETING SCHEDULE

3rd July 2.00pm	VIC North Balwyn	Greame Nitz (03) 857 6959	20 Alpha Street North Balwyn
10th July 2.00pm	NSW Normanhurst HOn3	Barbara & Bruce Ballment (02) 489 3836	14 Kooranga Place Normanhurst
10th July 2.00pm	ACT Kambah	Peter Coleman (06) 231 3323	13 Humble Court Kambah
21st July 7.30pm	SA Plymton	Brian Hoskins (08) 293 6305	38 Errington St Plymton
14th August 11.30 am	VIC Maryborough	Peter Myers BBQ	17 Majorca Road Maryborough
14th August 12.30 pm	NSW Port Kembla	Peter Jenkinson	Port Kembla Prototype Facilities
		Meet at Port Kembla Station at 12.30, come by car or by train. Train departs Sydney Central at 10.44am and arrives at Port Kembla at 12.30pm.	
21st Aug 2.00pm	ACT Melba	Kerry McPherson (06) 258 1421	21 Crossley Close Melba
18th Sept 11.00 am	NSW Newcastle	Mike Halinan (049) 523 850	15 Cheshire Close Rankin Park
		Radio Control Garden Railroad Come Mike's at 11.00 am on Sat. for our usual members meeting, then spend the rest of the day at the Broadmeadow Exhibition (a small map is enclosed with this news letter)	
18th Sept	VIC Ballarat	Paul Richie Venue To Be Advised	11.30 start BBQ
18th Sept 2.00pm	ACT Kingston	Rob Nesbitt (06) 297 5401	Canberra Railway Museum Kingston
25th Sept 2.00pm	NSW Mortdale	Sydney O Scale Group Bruce Lovett (02) 498 4659	School Hall, Coleburn Avenue Opposite Carrington Ave, Mortdale
		No Children Please. There will be a portable 'O' Scale, 2 rail layout and a portable 'On2 1/2' 2 rail layout operating plus 'O' and 'On2 1/2' locos and rolling stock on display.	
2/3/4th Oct	NSW Liverpool	A.M.R.A Exhibition	E.G. Whitlam Centre
		Please help man our stand, contact Glen Coventry on (02) 452 2131 about the roster. Phil Knife and Gerry Hopkins will have their layouts on either side of the stand.	
16th Oct 2.00 pm	NSW Cambridge Gardens	Brian Nickless (047) 301 688	121 Newham Drive Cambridge Gardens
23rd Oct 2.00pm	NSW Queanbeyan ACT Meeting	Ross Ferguson (06) 2974388	41 Campbell Street Queanbeyan
13th Nov 2.00 pm	NSW Toongabbie	Bob Kollwyn (02) 636 6907	7 Second Avenue Toongabbie
20th Nov 11.30 am	VIC Sunbury	Laurie Green End of Year BBQ	20 Nambour Drive Sunbury
20th Nov 2.00pm	ACT Pearce	John Bailey (06) 286 2273	11 Charlton Street Pearce
3rd Dec 12.00 noon	NSW Clontarf	Toni & John Saxon (02) 949 4767 Our Christmas Party	37 Beatrice Street Clontarf

## President's Report

Well the convention went off very well with record numbers of attendees. The changes to the format seemed to be appreciated and very favorable comment was made about Tony Koester's presentations and the ideas and methods of operating that Tony related to us are even now being implemented by several members on their layouts. I am sure that the ideas put forward by Tony will be very influential in the progress of the hobby in Australia.

The bus tours of layouts was a great success and our overseas visitors sought out good seats upstairs. Double decker busses are very rare in the US. The Audio Visual presentation of Geoff Nott's layout by Keith McCarron impressed several of our US visitors so much that I heard first hand that it was better than any Audio Visual seen in the US!

The model competition had more entries and of a higher standard than any previous competition. We had several experienced judges from the US as well as our own trusty crew judging I can assure you that the standards we apply here are equal to the US. It was suggested that several of our models should be entered in the Nationals and that proxy entries are possible, so if you think your model is good persuade one of the members going to the NMRA National Convention to take your model and enter it on your behalf or better still go to the National Convention and take your model yourself.

Toni Saxon's Arrangements for your lady members went down well and our attempts to offer our ever growing number of ladies a special program seemed to be appreciated. The ladies are doing very well in the model competition, taking out 3 top scores in the

Modellers section of the open competition. Well done ladies!

I would like to take this opportunity to thank especially Garry Spencer-Salt and Phil Moore for their outstanding contribution to the convention and Glen Coventry for Chairing the committee and running the show on the day. Also my thanks to all the crew that put in so much hard work before and during the convention and a big thank you to all those on the clean-up crew. The venue was so clean and tidy when we left the security guards hardly recognised it. Don't forget its much more fun to be involved rather than be a spectator so next time if you were not involved step up and join the crew.

We have more exciting plans starting to take shape regarding future conventions so we will let you know as soon as things are firmed up.

Gerry Hopkins MMR has decided to relinquish the Contest Chairperson's hat that he has so ably worn for nearly 4 years. Thank you Gerry for your unflagging support of the Association and being involved. As his final act as Contest Chair Gerry recommended to the board a replacement. Fred Gill MMR was the recommendation and the Board of Directors at our meeting on the 30th May unanimously endorsed Fred as contest chair (we didn't let Fred vote). Welcome aboard Fred. Gerry will continue in his roll as Main Line Editor.

There are lots of exciting meetings for all the Divisions coming up so don't be shy come along and enjoy the day.

**Sowerby Smith**  
President

## Convention Report

This years two day convention at Westmead featured a number of initiatives which contributed to it's undoubted success. The major one was that of an overseas guest speaker. Tony Koester not only proved to be a great drawcard, his presentation exceeded all our expectations, and it was a delight to have him and his wife Judy here. Everyone gets something different from such presentations, I know I have come away with a new slant on operation, and a range of ideas to improve my railroad.

For the first time also the emphasis on layout tours

was enhanced with longer individual inspections allowing the builder to virtually present a clinic on his railroad on-site. This was in conjunction with our first use of busses for transport, an unexpected bonus for those of us who had never ridden in a double decker bus, or perhaps remembered it from our schooldays.

The practice of running two simultaneous clinics which we first started at the previous convention allowed the maximum number of people the maximum number of clinics of interest.

A ladies program was organised for the first time which allowed ladies who attended the convention with their husbands but who's interests lie in other directions (yes there is life outside model railroads) to attend a number of other sites and activities in the area. This was possible because at last we were able to relieve all of those ladies who help with catering every year by providing morning and afternoon teas at the campus canteen.

Dinner this year was provided by a firm of outside caterers and most people felt that this was a better arrangement than having to travel to a different location.

The silent auction was most successful, the volume of lots offered was considerably higher than previous years. The number and standard of entries in the model and photography contests were high and the judges noted that their was made easier with the better preparation of the entry forms.

Another measure of the anticipation and success of this convention was the number of people attending from out of town. Several from the United States, Queensland, Victoria, New Zealand and Western Australia.

Keith McCarron presented his Audio Visual on Geoff Notts White Pass and Cowlitz. This knocks their socks off every time - it just keeps getting better.

This convention would not have been possible without the great efforts of many people in preparation and organization and cleanup, during the event the presenters of clinics, hosts of layout tours and inspections, contest judges and silent auction personnel, those who brought and displayed layouts, commercial stands and those who donated prizes. In particular must thank the planning team headed by Garry Spencer-Salt, for putting together such an interesting and innovative program.

How are we going to top this one??

**Glen Coventry**

## Meeting Reports

**Saturday 13th February** at Ian Henderson's

As I walked into Ian's backyard I was greeted by the sight of a crocodile sunning itself beside the water. Yes this was Mosman, but it wasn't the Zoo. The water was Ian's swimming pool, and the crocodile was an LGB G scale crocodile on Ian's track which circumnavigates his pool.

Wow - this was certainly something different something different and not just ordinary LGB. Most of the locos had been equipped with battery power and radio control, so no problems with dirty track, block switching, reverse loops etc. now at last those of us who had seen Ian's earlier mini-clinic on kitbashing LGB cars could finally see them in the wild, so to speak.

I think it was more by good luck than good management that only one person fell in the pool (at least it was February), and I commend this young engineer for his valiant attempt to save his controller.

Thanks to Irene and Ian for letting us invade your home.

**Glen Coventry**

**Saturday 17th April**, at Mike Bartlett's

A fine warm autumn afternoon. What a pleasant spot on the deck overlooking the pool.

Mike's mainline run must be one of the longest in Sydney, with a train taking 7 or 8 minutes for a circuit, but after all it is the Union Pacific mainline! Mike has rebuilt a lot of benchwork, trackwork and scenery since our last visit, and he has finally built his turntable. A Diamond Scale 140' lattice girder bridge turntable and his steamers are now displayed on the roundhouse tracks. Mike has an extensive collection of Union Pacific steam, diesel and turbine locos and regularly runs 30 car trains on the mainline.

The track design is a folded dogbone single track main but looks like double track due to passing sidings on the visible part of the layout. There are two main yards and the double ended yard on the right hand side of the layout room (looking from where one enters) holds about 10, 10 car passenger and 25 car freight trains. The main yard on your left has twelve roundhouse tracks I think (there were lots of lovely big steamers clustered round).

Mike's layout has an unusual entry up the stairs into

the middle of the layout. The elevated position of the building relative to the house means one enters the room as if it were an attic, saves having a duck under and it means the track can go completely

round the room with none of the usual disadvantages.

Thank you Carmel and Mike for a most enjoyable meeting.

Glen Coventry

## Division 3 Report

On 20th February there was a gathering of members at Gavin Hince's home. The afternoon commenced with coffee and general discussion then we adjourned to the layout room to inspect the HOn3 layout under construction. One section is completed except for the town. The second section, which has some track laid, features a deep canyon with a tall timber trestle. Gavin described the overall plan when completed.

Members enjoyed afternoon tea and discussed news of our division and region, raffle books were distributed to the members. This raffle is for an airfare to the USA plus convention fees, tickets being \$2.00 each.

Laurie Green brought along some of his cars and trucks kitbashed from Jordon Kits and described how they were altered.

On 3rd April Rob Dall's home was the destination of the Victorian members. Following BBQ lunch, members discussed the latest news from Sydney and viewed the Buster Keaton film "The Generals".

Following afternoon tea members showed their latest railroad items acquired and recent construction on individual layouts was discussed. An enjoyable time was had by all. Thanks to Rob and Jan.

Paul Richie

## Sydney 'O' Scale Group

Three years ago the group was "formed" to foster interest in American prototype O gauge  $\frac{1}{4}$ " scale modelling. However, there are exceptions as two members model N.S.W. prototype 7mm scale, another is a "tinplater", whilst another is an "N" scaler with a small number of "O" scale items. Meetings are held every two months in members homes and three times a year in the Scout Hall when the portable layouts are set up for a running day. It is a very informal group without office bearers, rules or regulations and functions smoothly. At present there are fifteen members.

Bruce Lovett

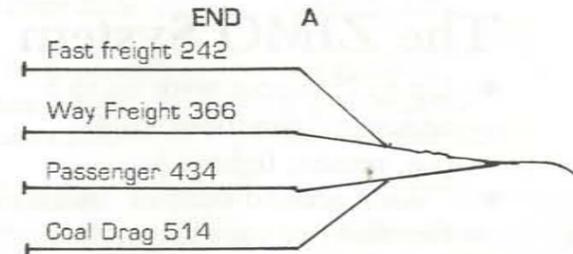
## CONVENTION LAYOUT TOURS -- THE VIDEO

To commemorate this years convention Kevin Brown has put together a terrific video of all the layouts that were visited during the convention. John Saxon introduces the video and each of the layout constructors with a few comments from each. To the visual section Kevin has dubbed a sound track from the prototype.....the most realistic sound dubbing I have ever heard for model railroads.

The video is available from the **Company Store** for mere \$29.95 (please add \$5 for post and packing) The format is **VHS-Pal** or **VHS-NTSC** for an extra \$5. This video is a must for any modeller.

## KOESTER AT WESIMLEAD

For many years we have pondered about the best layouts featured in the model press, particularly the American press. Just as we have a cultural cringe when facing Europe; we have an economic escape when facing America. We tend to think that we cannot match their finest modelling unless we have buckets of dollars. Tony Koester blew away that myth.



We were lucky that someone so accomplished in the modelling field could also talk about it with such erudition and yet such humour. Tony gave three well attended clinics at the convention and was ready and willing to discuss railroading with anyone who approached him. It was this last virtue that endeared him to the attendees.

His first presentation was "Further aspects of the Allegheny Midland". In this, he suggested having the main yards at either end of the railroad to gain the maximum running length for trains. He described how his famous railroad has grown since its inception and jokingly looked forward to taking over more of the basement for further staging yards. Perhaps a mining right would be the way to go so that he or any followers can tunnel underground.

Another useful idea was to start our planning with a schematic diagram showing what types of trains, their destination and their frequency that you wish to run. Only then should you proceed with the actual layout design. From such a scheme you can visualise your physical needs clearly.

Scenically, he suggested that if you have a series of "flats" along a wall, allow at least one of the buildings to protrude a little so that a shadow is cast and thereby a realistic texture is given.

Tony emphasised that the road bed be of one material for the entire length of the railroad. This would minimise derailments due to rail warping. If the track passed over a removable section at a doorway, he advised the installation of re-railers at each end to pick up any recalcitrant rolling stock.

He installs magnetic catches on his layout skirting

panels particularly where they are near railroad staging tracks.

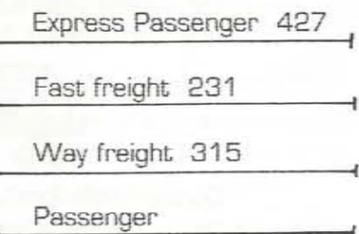
"Avoid model railroad thinking.....use only railroad thinking". This seems to be one of Tony's cardinal beliefs. A lot of poorly designed railroads suffer from not being considered as a "working for profit" railroad.

Consider a form of command control. Infrared systems seem to be the best and are probably cheaper than other types. There are some very useful spin-offs not immediately apparent. Few argue that operation cannot be more realistic. However another advantage can be, having a full 12 volts for starting. Trains start more certainly because of the extra power available but also because any grime on the track can be cut through with the power from the AC component. This is known in the trade as "contact wetting". Also there are 12 volts available for lighting circuits.

There is a definite advantage in having staging tracks close to the main switching yards then operators need not be interested in what is happening to the trains outside their field of view.

Tony was very impressed with the layouts he visited saying that they were equal to those in America. He was particularly impressed with the White Pass & Cowlitz but then aren't we all! The N scale modelling of Phil Badger also drew his attention and he conveyed some encouraging advice to Phil about his marketing potential.

END B



It became obvious as his clinics unfolded, that the success of a railroad had more to do with careful planning and thinking through the problems before starting a project that spending heaps of dollars to buy in enjoyment. Both Tony and his charming wife, Judy, made many friends while here. They were a pleasure to host and we all learnt a lot. Hopefully it wont be too long before we see them both back for a second look at Australia

Ian Venables

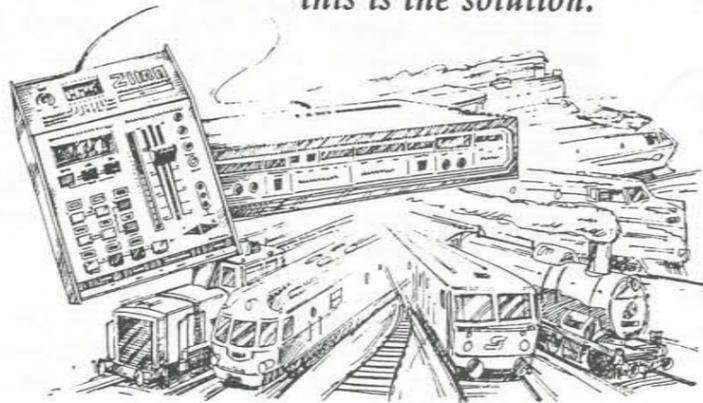
The Specialist Shop which concentrates on

# JUST TRAINS FROM Z to G

and all their myriad accessories.

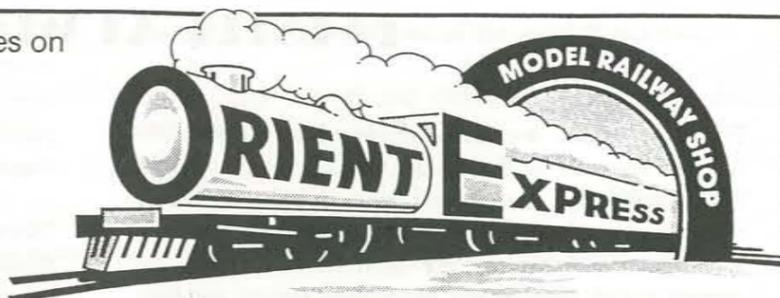
We offer you the most advanced Multi Train Control System — ZIMO. Now available in Australia exclusively at the Orient Express Model Railway Shop.

If you like to run *any loco anywhere at any time, this is the solution.*



Ask for your free information leaflet

Full range of Model Railway equipment in all gauges available at our shop. Mail order welcome.



73 King William Rd Unley S.A. 5061 Ph. 271 7861  
Hours: Mon to Fri 10-6 Thurs 10-9 Sat 10-4

## The ZIMO System

- Up to 255 locos with up to 5 additional functions each (i.e. smoke, lights...)
- "Walk around control" with all functions at your fingertips, even Accessory Control.
- Multi Traction function — control of up to 5 locos simultaneously.
- Semi-automatic operation possible using the unique "signal controlled movement".
- Powerful start-up configuration.

## WELCOME ABOARD

Please welcome the following new members to the Australasian Region of the NMRA.

Adrian Guest  
21 Bates Ave  
Blaxland 2774

Graeme Prideaux  
GPO Box 2835  
Brisbane 4001

Ann Rusell  
26 Wilson Street  
Katoomba 2780

Duane Foster  
P.O. Box 360  
Rozelle 2039

Peggy Turnbull  
1 Minton Ave  
Dolls Point 2219

David Bradshaw  
P.O. Box 1357  
Ashfield 2131

Mal Smith  
18 Collyburl Cres  
Isabella Plains 2905

Pete Coleman  
13 Humble Court  
Kambah 2902

Mick Archondoulis  
161 Ferguson St  
Maroubra 2035

Reg Foster  
4 Ray Orr Drive  
Mount Barker 5257

Terry Hayes  
26 Lewis Street  
Balgowlah Hts 2093

Peter Scarfe  
P.O. Box 305  
Denmark 6333

George Bartels  
6 Michaels Ave  
Modbury North 5092

Philip Moss  
10/3 Parker Street  
Manly Vale 2093

Peter McGuire  
36 Nerang Street  
Burradoo 2576

Tony Payne  
24 Darmody Street  
Weetangera 2614

Rick White  
1 Ben Nevis Cres  
Farmborough Heights  
NSW 2526

John Arkwright  
26 Wyralla Rd  
Miranda 2228

John Gillies  
14 Earle Street  
Lynham 2602

Roy Brown  
16 Glenelgin Rd  
Winmallee 2777

Richard Percy  
8 Perriam Close  
Parnellia 6167

Bill Batten  
13 Ngaio Street  
New Plymouth NZ

Ken Brown  
131 Avenue Rd  
Mosman 2088

Ken Robertson  
33 Emu Plains Road  
Mt Riverview 2774

Ted Carr  
4 Waratah Ave  
Casula 2170

Mark Hillis  
1 Green Field Ave  
Middle Cove 2068

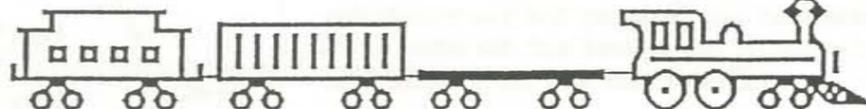
John Armstrong  
27 Richardson Street  
Chelmer 4068

Tony Fleete  
7 Sanctuary Avenue  
Avalon Beach 2107

## RAILWAY BOOKS

Do railways hold a special fascination for YOU!

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



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

OPEN

ARHS SALES CENTRE

182 Redfern Street, REDFERN

Telephone and Fax number (02) 699 1714

Mail order enquires most welcome.

Write for a booklist

Postal address:-

PO Box E129, St James, NSW, 2000

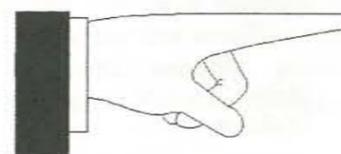
MONDAYS TO FRIDAYS

12.00 TO 17.30

SATURDAYS

9.00 TO 16.00

## CHANGE OF ADDRESS ???



Will all members please notify the Membership Officer, in writing, when they change their address. Please show both the old address and the new address.

Members who move house without notifying the Membership Officer, wonder why they are not receiving copies of **Main Line** or the **Bulletin**. The answer is "it's your own fault" so please do the right thing.

Also, members should check the dates on their membership card, - U.S. and A.R., for when subscriptions are due and advise me if they don't receive their renewal notice. This should be received about one (1) month before the due date. A second notice will follow about three (3) months after due date for the Australasian Region and and if not paid after this notice, it appears you don't wish to renew and your name is removed from both U.S. and A.R. lists.

Please keep in mind that postage costs are increasing and this is a drain on the Regions finances when trying to keep magazines etc. up to people who move.

**Jack Mac Micking**  
Membership Officer

# CONVENTION '93 -- CONTEST RESULTS

Congratulations to the following members who won places in the Modelling Contest.

Steam Locos			
1st	Phil Badger	C32 in N scale	Masters
Diesel & Other			
1st	David North	SP C415	Modeller
2nd	Jim Crum	SD40-2	Modeller
3rd	Geoff Hoad	SD24	Modeller
Passenger Cars			
1st	Paul Richie	Vic NG Passenger car	Master
1st	Laurie Green	D&RGW Pass Car 320	Modeller
Freight Car			
1st	Gavin Hince	C&S Stock Car	Master
2nd	Phil Badger	NSWGR Sheep Van	Master
3rd	Laurie Green	D&RGW Gon 1830	Master
Cabooses			
1st	Laurie Green	D&RGW 0540	Master
2nd	Laurie Green	D&RGW 0574	Master
Maintenance of Way			
1st	Bob Kollwyn	Container Loader	Master
Structures On Line			
1st	Rick White	Section house	Master
2nd	Stephen Ottway	5 Ton Gantry	Master
3rd	Frans Persson	Cinder conveyer	Master
1st	Shirley MacMicking	Stone Depot	Modeller
2nr	Rowan Lee	C&O Car House	Modeller
Structures Off line			
1st	Louise Pullman	Pete's Garage	Modeller
Displays			
1st	George Paxon	Supply Indusry	Master
1st	Kay Upton	School House & Yard	Modeller
Modules			
1st	Phil Badger	Richmond	Master
Best In Show (Master) (John Kiddell Award)	Gavin Hince	On3 Stock Car	
Best Entry by a Modeller (John Gordon Award)	David North	SP C415	
Best Entry by a Junior (John Lebsanft Award)	Rowan Lee	C&O Car House	

## Photographic Contest

Black & White Print Prototype							
1st	Ray Walter	2nd	Kay Upton	3rd	John Prattis		
Colour Print Prototype							
1st	Kevin Brown	2nd	Bill Kerr	=3rd	Geoff Hoad	=3rd	Laurie Green
Colour Print Model							
1st	Geoff Hoad	2nd	Geoff Hoad	3rd	Paul Richie		

## THE 1993 CALENDAR.

Unfortunately, the Bulletin editor overlooked the photographs submitted by three of the NMRA Regions before arranging the printing of the 1993 calendar as contained in the January Bulletin. Although handed to him personally in Columbus last July and followed up by letter, Sowerby Smith's excellent transparency of Bill Cooper's B class Shay remained in the editor's brief case until too late.

Also, the calendar advertised our 1992 convention under the December, 1992 page although the 1993 dates were mentioned under Future Convention Dates at the end of the calendar.

To make amends, the editor is using the overlooked transparencies as Bulletin covers and Bill's Shay now graces the cover of the April Bulletin. Congratulations to Bill and Sowerby.

....John Saxon.

□□□□□□□□□□

## WANTED.

A member with a video camera, a slide projector, a cassette player and enough spare time to start the process of converting our extensive library of tape/slide clinics to video.

We will supply blank tapes and cover your costs of return postage. You won't receive payment except that you will be helping our members to start enjoying this excellent member benefit plus earning yourself valuable points in the Achievement Program Volunteer category.

So give George Paxon a call, evenings on (02) 337 6093 or John Saxon on (02) 949 4767 anytime.

□□□□□□□□□□

PLEASE SUPPORT.....

.....THE NEW ORGANISATION.

One of the matters I have been working on as your trustee since the late 1980's has been the proposed reorganisation of the NMRA's management to equip it better for the future needs of its members and the Hobby itself.

The February issue of the Bulletin contained a short article by fellow Trustee Bob Charles as Chairman

of the Long Range Planning Committee explaining the background to the proposed constitutional changes detailed in that issue and for which you would have recently received a separate ballot paper. You would also have noticed a short supporting item from our President Eric Lundberg MMR.

There is no space here for me to attempt to cover again what Bob Charles has already written. However, let me simply say that this constitutional change is the most important that I have been involved with since my election to the NMRA board in 1984. It has the unanimous support of all trustees and officers of the NMRA (That's all 27 people that have a vote at the six-monthly meetings of the Executive Committee and the Board of Trustees).

Our Region has a good record in supporting Board of Trustee recommendations so, after reading the February Bulletin again, please exercise your vote **IN FAVOUR** of these improvements.

Thank you, your support is most appreciated.

.....John Saxon.

□□□□□□□□□□

## The Scaletta Railway

The January edition of Continental Modeller featured the layout of our own Phil Knife. The cover photo for the edition was a shot of Phil's layout taken by Peter Webb. This article is well worth rading and there are many more photos taken by Peter appearing with the article. Congratulations to both.

Geny Hopkins

□□□□□□□□□□

## FOR SALE

Three sceniced modules in HO<sub>N3</sub> with operating yard and turntable. Buildings on two modules the third is a sceniced canyon with bridges. Please contact me on (047) 301688 with an offer.

Brian Nickless

(These modules were built by Warren McLean)

## INTERCHANGE

Member Aid Co-ordinator

Laurie McLean

Not many requests for help or assistance so I can only presume that you are all modelling well with no difficulties.

It would be appreciated if 1 or 2 members could contact me to assist a fellow modeller. Alan Price suffered a stroke recently and has one good hand to lay track with. Now its hard to swing the hammer and drive in the spike with one good hand so can he get the "hammer swingers" or "spike holders" to lay some track on alan's "L" shape switching layout? OH.....if you can't hammer or spike then maybe you can help with the ties (no sleepers on the job). Alan lives at Ryde.

Mark De Havilland is another member not able to model and to Mark and his wife, Maxine, goe thoughts and wishes from NMRA members,

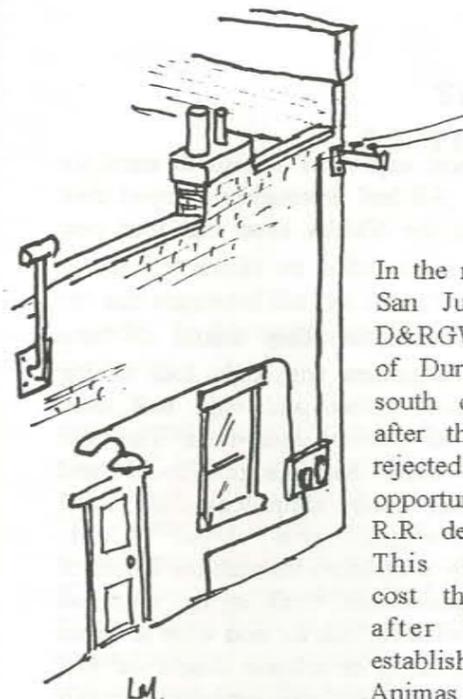
Ken Frazer from New Zealand rang me to check on the convention in late March and I was able to liase with Kevin Brown to assist in getting an adjustment made for the Orange and Blue layout tours. Kevin was only too happy to fix things so that Ken and his fellow New Zealender, Keith Oman, could together enjoy the convention.

Bill Batten from New Zealand wrote asking for a visit to a layout to a layout or two when he is visiting Surfer's Paradise around October this year. If any of you blokes up north might like to write to Bill at :- 13 Ngaio St., New Plymouth, New Zealand.

And last I would like to thank the Convention Committee for the absolutely first class effort they made. Wow! what a great time and brilliant thinking to get Tony Koester. To Kevin Brown - a terrific video, Hollywood here you come !

## DESTINATION DURANGO - PART 7

Laurie McLean



In the rush to reach the San Juan Mines, The D&RGW built the town of Durango two miles south of Animas City after the town council rejected the terms and opportunity to have the R.R. depot & facilities. This shortsightedness cost them plenty and after Durango was established the people of Animas City didn't even have a stop there !

Most of the merchants and commercial dealers eventually moved to Durango over the years and today the city forms the northern suburbs of Durango.

Originally, the buildings were timber with the typical western false fronts. After the fire of 1889 which destroyed seven business and residential blocks, the town quickly again sprouted and bricks replaced timber. The early photos show very basic yet elaborate architecture on many of the town building, however in typical western fashion, it was again only what was

facing the main street which posed such charm. The back walls or hidden side walls were very basic except for one noticeable difference with brick

columns. I have not had the pleasure or opportunity to visit yet so I have presumed that these columns are service or chimney stacks which extend out from large structures such as the "Strater Hotel". Because of the sometimes harsh winters, each town building has plenty of stacks, chimneys and other external items which add to the character of the building.

Transferring these along with plumbing and electrical

items to a model makes for a very realistic model.

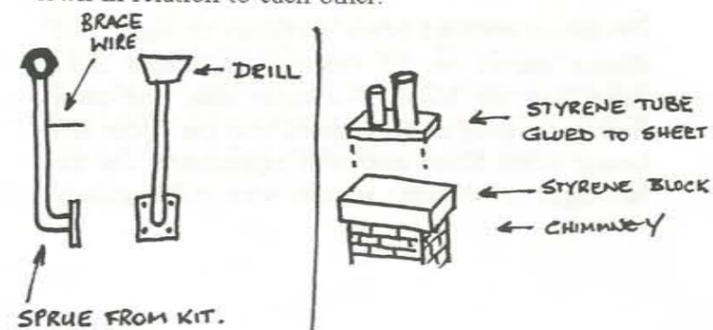
In the last issue we looked at typical foundations. Now we'll take a look at how to make and fit the wall details as mentioned above. OK, so you can buy these from the large range of scratchbuilding supplies but how much is the exchange rate ? Yeah, I'm also waiting for the Aussie \$ to get a bit stronger than 67cents against the US\$ !!!!

So, electrical conduit from 0.015 brass wire is just fine. The building needs a short arm with insulators to receive those wires from that power pole in the street and from the connection box it has to go to a fuse box. All this externally. Now don't forget that lamp over the side door with its conduit running externally along the bricks. That takes care of the electrics -- now the plumbing.

Water tank on the roof gravity fed ? or up from the ground on the side of the building ? Well it gets real cold so protection to stop pipes freezing and not too much exposure is called for, so no need to show much, maybe a meter under cover. Drains and vent pipes are much the same anywhere and making them from plastic sprues is easy. Straights, elbows, bends, "Y" and tees, they all need joins. The joins can be male/female, union or flanged and a narrow strip of styrene or thick paper can be wrapped around a pipe to look like a joint. A stroke of paint and a touch of pastel chalk and "WAL-ARH" ! (or fit it on the wall there)

The sketches will help show some tips for making electrical, plumbing and chimney items. The air conditioning unit hanging out the window didn't come for some years, however commercial buildings had refrigeration unit but I'd rather have the old fashioned ice delivery - wouldn't you ?

Next issue will show the plan of the R.R. yard and town in relation to each other.



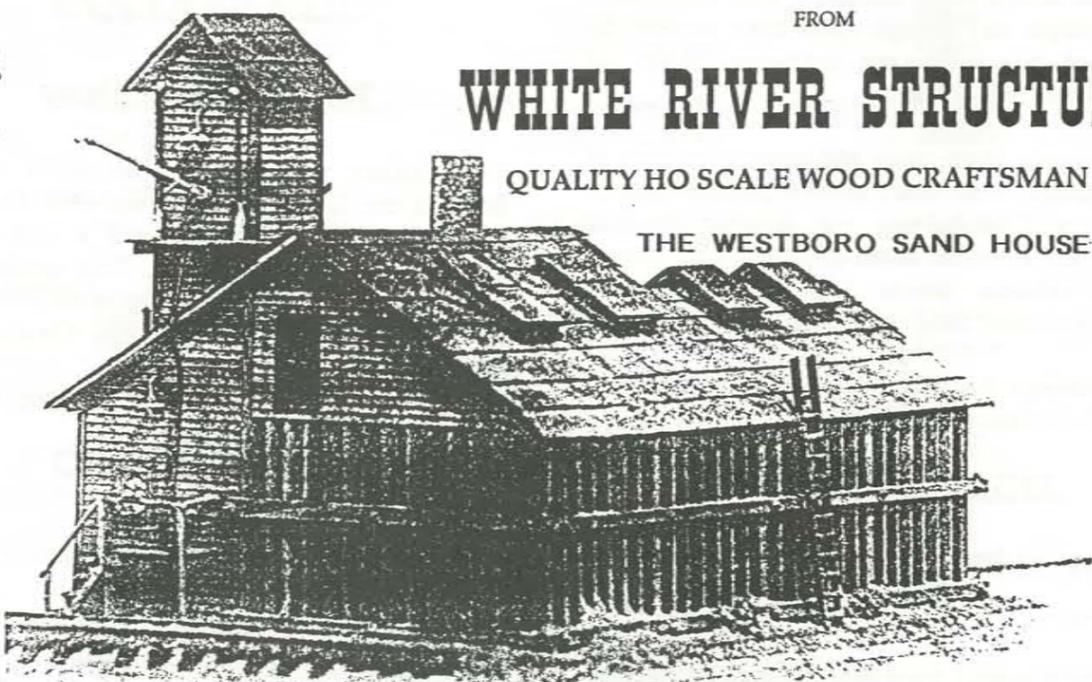
BALL POINT PEN = VENT (REFILL)

FROM

## WHITE RIVER STRUCTURES

QUALITY HO SCALE WOOD CRAFTSMAN KITS

THE WESTBORO SAND HOUSE KIT # WRS4



OTHER KITS IN RANGE;

EXCLUSIVELY FROM;



### ANTON'S TRAINS

Cnr. Prince & Mary Sts,  
North Parramatta,  
N.S.W. 2151.

Trading Hours:  
Thursday & Friday 10.am-5.30pm  
Saturday 10.am-1.00pm

REESE SUPPLY CO.KIT #WRS11

B.J.SCOTT LUMBER CO.KIT #WRS21

'OLE MAN'SIMOND'S GARAGE KIT #WRS31

RING FOR PRICE AND INFO . . (02) 683 3858

## CAN WE TEACH THE HOBBY?

Out there, in the real world, there is a large untapped pool of people who are interested in model railroading but who have not got any real idea on how or where to get involved. Sure, they attend all the exhibitions and buy all the model railway magazines until their bookcases groan but it is all so mysterious to them that they never do become active modellers.

When helping man (people?) various model railway layouts and association stands at various exhibitions over the years, I have noticed that many of the public do have a genuine interest in the hobby and do ask perceptive questions of those prepared to listen. Unfortunately, due to pressures of running an exhibition layout or for other reasons, they are often answered with a curt yes or no and so return quickly to their shell, never to ask a model railway question again.

Talking with Canadian friend Clark Kooning last year, I was interested to learn that he was running night classes at a local high school in model railroading and that these had been a real success. This struck a chord with me and he was kind enough to later send me his syllabus and class notes which co-incidentally arrived around the time the Manly Warringah Community College was advertising for new courses to offer the local folk.

Clark's course appeared to cater for those with some previous experience in model railways but I felt that a local course was more likely to appeal to the raw beginner. Accordingly, I submitted a basic course outline covering the required eight nights to the College and awaited a response.

Yes, they were interested and would I mind granting an interview (with photograph no less!) to the Northern Times (issued each Thursday with the Northern editions of the Sydney Morning Herald). As one concern was how to get the message around about the course, naturally I jumped at this opportunity and a later issue carried a half page article and photograph with a contact 'phone number at the College.

Seventeen enrolled (class minimum is eight) and classes started on 10 February. Although most came from the Manly Warringah area, one came from as far away as Carlingford with the Upper and Lower North Shore also well represented. On the last night (31 March) sixteen were still regularly

attending and most expressed a wish to enrol for the second term. All had thoroughly enjoyed their eight nights and the NMRA even had four new members!

Almost without exception they would all have been classed as beginners with only four having attempted a layout before and only half even owning any model railway equipment. The first lesson covered scale and gauge, books and magazines to help, hobby shop locations, model railway associations and local clubs. Subsequently, they were taken through the basics of track planning, benchwork, track laying, electrical wiring, scenery, what to look for and what to avoid in equipment, assembly of a basic freight car and putting together a simple plastic structure. Scratch building was avoided as beyond the current capabilities of the class but basic scenery on a small HO<sub>n3</sub> module was done in class, much to their great interest.

The final night covered a course review, class suggestions for improvements plus a visit to our own Cedar Valley Short Lines where supper was served and the class encouraged to press on with the hobby by joining one of the local groups, enrolling again or perhaps continuing their interests with new friends found in the class.

I believe this concept is one way we can encourage new modellers into our great hobby with just a little effort. There are many of us who have the necessary experience and capacity to do something in return for the years of enjoyment the hobby has given us. All it takes is a call to the local night school to see if they are interested and the time taken to prepare and give the lessons. The modest payment received can also assist us to further our own enjoyment and we have the satisfaction of knowing we have helped someone else along the way, perhaps as we were helped in years past.

Do you think you could also return something to the Hobby by taking up this challenge? Why not consider starting a course in your own locality? I would be delighted to help you get started so write to me if you need advice, encouragement or help with a syllabus or class notes for YOUR contribution to the hobby. The gratitude of those you help will make it all worthwhile, believe me.

**John Saxon.**

## BUILDING THE C & EI 55 TON COMPOSITE GONDOLA.

### Part 2.

In the first article we talked about the history of the car and suggested the use of styrene for constructing a model. In this article we will get to work building the model.

Begin construction by cutting the floor to 9'3" wide and 41'6" long. I made my floor from two sheets of .040" thick styrene siding material with 6" boards. This would be about right for car flooring which would consist of boards varying in width from 5 to 9". I glued my two sheets back to back to provide "floor boards" both in and under the car. Smaller scales could use one layer of a styrene siding material and dispense with the board detail on the underside of the car. The .040" styrene could be scribed on the back to add the underfloor board detail as well. If scribing the back, use a spacing and positioning that will stagger the scribed joints from those already in the other side of the sheet to avoid cutting through or substantially weakening the sheet material. Wood could be used for the floor. The drawback to wood is that if it is not used for the side and end boards as well, the different "wood" textures will probably be quite obvious. Mixing wood with styrene will probably result in a more fragile car as bonding the two material together will require contact adhesive which will not result in as solid a car as would be the case from all styrene or all wood and card construction.

I considered making the floor of individual boards as an added detail on my model. However, I discarded the ideas as the open top car would benefit from the added rigidity provided by the solid floor. The .080 thick floor on my model is a bit oversized even for "O" gauge, but, as the floor thickness is not easy to detect and the car has no roof, the extra thickness adds needed rigidity. Likewise, smaller scales should also not be overly concerned with the floor thickness.

Add a weathered wood grain effect to your floor. The side of a hobby saw drawn across styrene parallel to the "boards" gives a nice wood grain effect. The same technique will enhance the grain when modelling in wood. Sand the weathered wood grain floor slightly to remove any fuzz that results from the weathering process. Select floor boards can be "split" using a knife to cut through half the floor thickness. Experiment with the weathering process until you get the effect you want. In service, the floor of a gondola would vary from like new to

nearly non-existent. The heavy abuse and effects of weather would have resulted in frequent floor replacement. As the floors deteriorated, the use of the car would become more restricted. When eventually downgraded to scrap metal service, the floor could be in a sad state with many broken and missing boards. Such a floor could not be used for some bulk commodities such as blue metal or fine coal as the load would have sifted out onto the track before the shipment reached its destination! When the floor reached the state of near non-existence, the car was shopped and a new wood floor installed. The car was then returned to operation use and the commodity restriction removed, beginning the short cycle again.

Use the saw weathering and wood graining technique later for all other wooden parts as well.

Next determine the extent to which you will model the detail on the underside of the car. Including some detail is certainly recommended. The centre sill, bolsters, cross braces, and brake cylinder would be the recommended minimum. Notice how high the car rides. Much of the underside detail is clearly visible in a normal side view. Not including some of the detail will make the car look somewhat naked.

The easiest method for building up the underside detail will be to lay the floor top-down on your work surface near the car plans and build up the underfloor detail on the underside of the floor. If exact scale plans are available, dividers can be used to take measurements from the plans and transfer them to the car. Another reason why individual boards is not attractive for this car: it would make this step much like trying to reshape a bag of water.

The prototype car had a heavy centre sill of 15" high channels riveted to a wide plate at the top and to angles at the bottom. See Figure 2A. I modelled this as shown in Figure 2B. First I cut to size, impressed rivets along each edge, and then glued in place the top plate which is 18" wide.

Rivets give a "steel" model the look of steel. However, if the rivets are not in a straight line and evenly spaced, the effect is lost. The methods I use vary. As the number of rivets on this car was not great I made a simple jig along the edge of a piece of typing paper. I then taped this jig to a sheet of

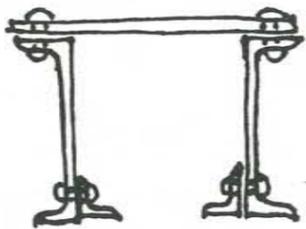


FIGURE 2A  
PROTOTYPE  
CENTRE SILL  
CONSTRUCTION

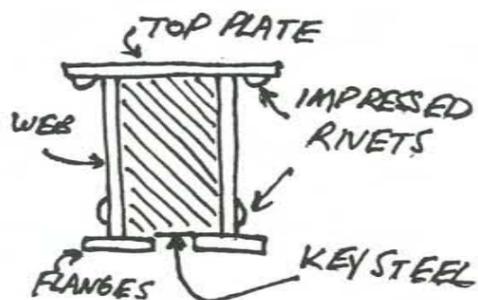


FIGURE 2B  
MODEL CENTRE  
SILL CONSTRUCTION

styrene and used to gauge both the alignment and spacing of the rivets as I pressed them into the styrene by hand. See Figure 3. Try the process on some scrap styrene before working on pieces of your model to get the feel of this approach. Even impressions are the key to evenly sized rivets.

Next I added a 12" by 12" piece of key steel stock down the centre of the car. This provided two things. One was weight as I planned to not add a load to this car therefore the additional weight was necessary. Second, the steel added rigidity, strength, and a low centre of gravity to the car. Key steel is sold in large hardware, tool, pump, and some automotive supply establishments. It is used to make keys between motor shafts and pulleys. It is available in sizes from about 2mm x 2mm to better than 12mm x 12mm.

Imperial sizes are also available. For "HO", 3mm x 3mm or 1/8" x 1/8" could be used. For my "O" model I used 6mm x 6mm. Cut the key steel to a length such that it does not interfere with adding styrene or wood blocks needed to mount the trucks. If you plan to use the key steel for truck mounting drill and tap the holes first. Key steel is hard! I usually avoid drilling as it is hard on the small but expensive drill.

Next add the "web" sections of the channels cut from 12" high .010 styrene. Add rivets at the bottom edge where the angles would be riveted to the channel. The length of the "web" should be adjusted to accommodate the couplers of your choice. Cut 18" long blocks of 12"x12" styrene or wood and glue it between the centre sill webs to provide a mounting block for the trucks. Then add a 6" wide piece of .010 styrene as the flange of both the channel and the angle. See Figure 2B.

Add a styrene strip to represent the 6" flange of the angle all around the edge of the floor. Impress rivets at about 6" spacing all along this angle. See figure 4 for this detail.

Build up the bolsters and the five cross braces as shown in the isometric sketch at Figure 4 and the cross section sketch at Figure 5. Ensure the cross braces and bolsters are spaced correctly as the spacing must coincide with the underfloor detail, ensure you drill holes in the sides of the bolsters where it passes through. Note that the steel plates on the bottom of the bolsters are tapered with the widest portion over the centre sills and narrowing at the car sides.

Make provisions for mounting the couplers of your choice. Assuming you will use Kadee automatics as most of us do, it will be necessary to build a pad to set the proper height for the coupler. If you finish the bolsters first, install the trucks, then check the height, you will be better able to determine the thickness needed to establish the correct coupler height. It is usually difficult to get the height just right at this point. I prefer to make the coupler mounting pad a bit thick which will make the coupler

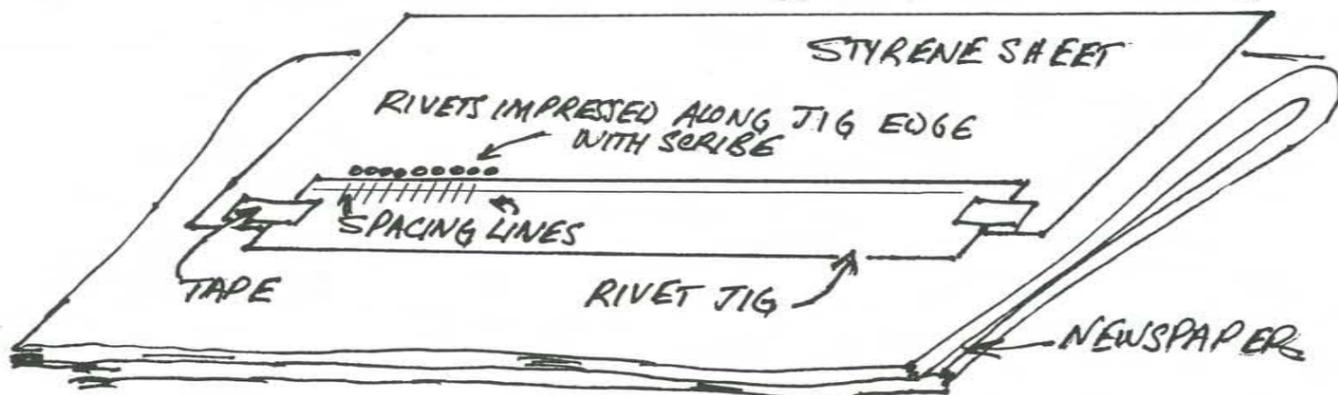


FIGURE 3. RIVET MAKING PROCESS

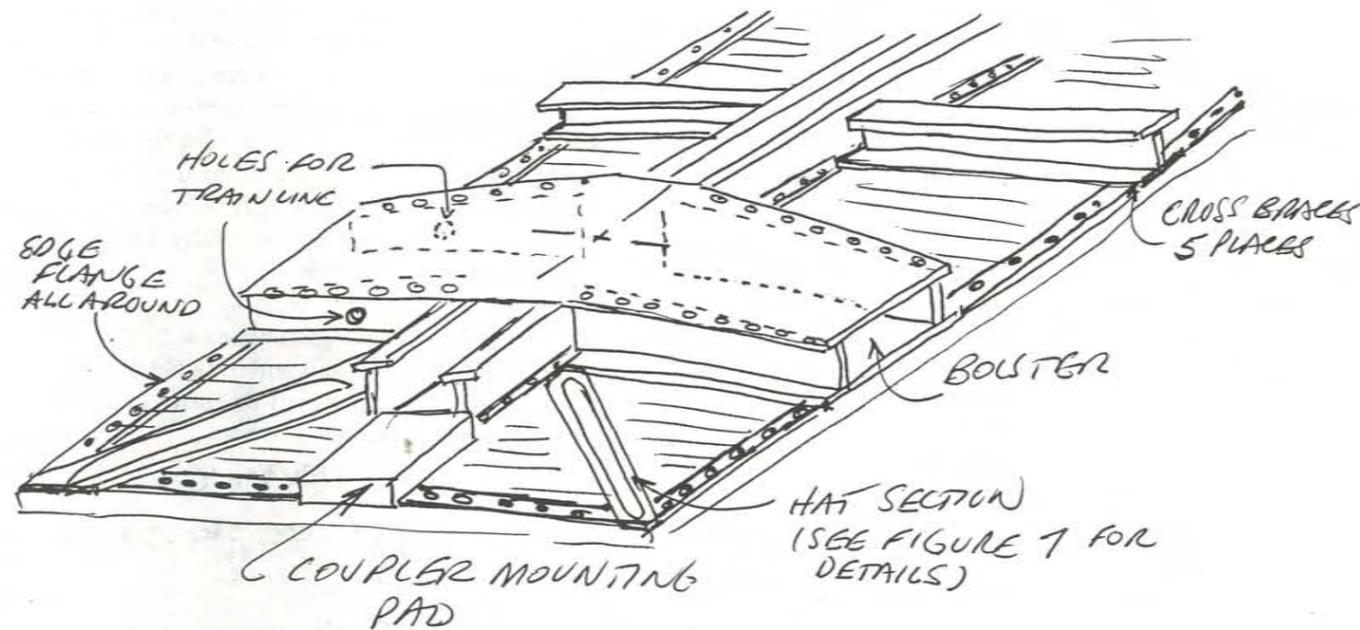
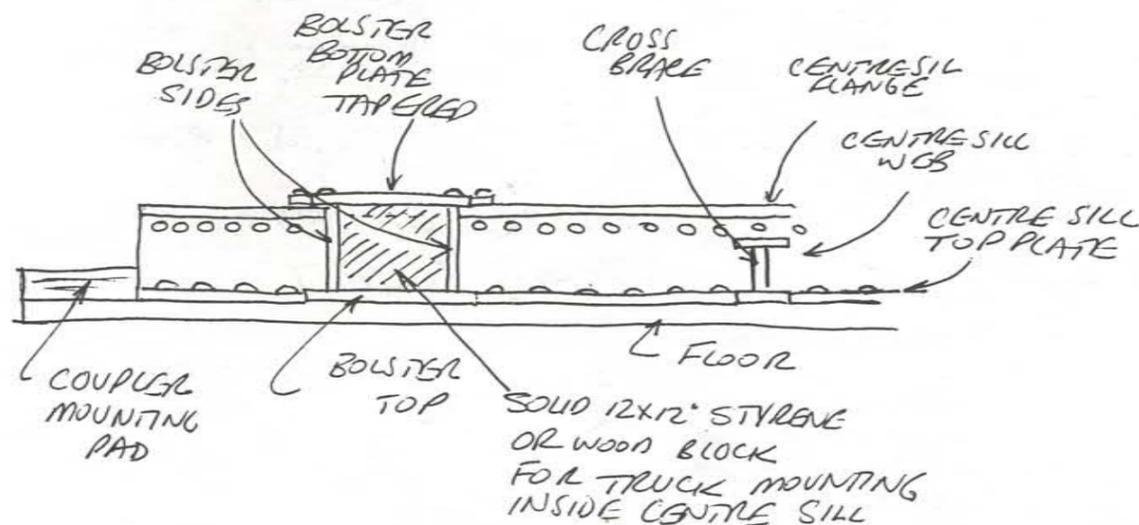


FIGURE 4. UNDERFLOOR DETAIL



FIGURES. CROSS SECTION OF UNDERFLOOR

slightly low thereby allowing final adjustment to be made by adding shim washers between the car bolsters and trucks when the car is completed. If you initially make the pad too thin resulting in the coupler being too high, it can be rectified later by adding shims between the coupler draft gear box and the pad. This also gives more thickness for the coupler mounting screws to bite into. This helps ensure a firm mount for the couplers and less chance of the mounting screws coming through the car floor and becoming visible. This is always a concern with open top cars.

Add the brake cylinder and brake rigging and train line if this detail is to be included. If air hoses will be added later, ensure provisions are made to attach them to the train line.

Build the sides next. The prototype sides were constructed of six 9" high boards. Common construction techniques of the period would be to use boards from 2 to 2-1/2 inches thick. I modelled this with .040 styrene. For "HO" either .020 or preferably .030 material could be used. The extra thickness will be difficult to detect because of the angle on the top of the sides and ends. The bottom most side and end boards were covered on the outside of the car with a steel angle to a little more than half the width of the board. The centre portion of the top board on each side was also covered with a steel plate the width of the top board. The sketches at Figure 6 illustrates how I built up my sides and should help you arrive at a method for doing yours. I cut the side pieces to rough size, impressed rivets in the steel angle at the bottom, weathered and added wood grain to the wood surfaces as described above, and glued the edges of the side boards together. It is easier to cut the pieces a little longer than required than sand the whole assembly to the exact length when the glue has dried. As the "steel" plate over part of the length of the outside of the top board needs to be centred, this final sanding to length must take that into account. Use caution when determining the width of the bottom outside piece which models the vertical flange of a steel angle that ran all around the car where the sides and ends met the floor. The width of this flange must also cover the floor thickness as well as the thickness of the horizontal flange of the angle you glue to the underside of the floor. Accommodating an over-thickness floor will result in minor changes to the prototype dimensions for this angle.

Build the ends next in exactly the same way as the sides.

When the side and end assemblies are thoroughly dry,

test fit them to the floor to ensure they are correct. One easy way to hold everything together during the test fit is to cut a wood block to the same size as the floor, less twice the thickness of the side and end boards, and with the thickness of the block the same as the height of the sides and ends. Then use rubber bands to hold the assembly together during the test fit. This block will come in handy again when assembling the sides and ends to the floor and will assist in keeping the assembly square, so the time required to cut the block carefully to size is not wasted on just this test fit.

Do not assemble the side and ends to the floor yet. In the next article we will add the steel bracing to the sides and ends and this will be easier to do working over the scale drawing.

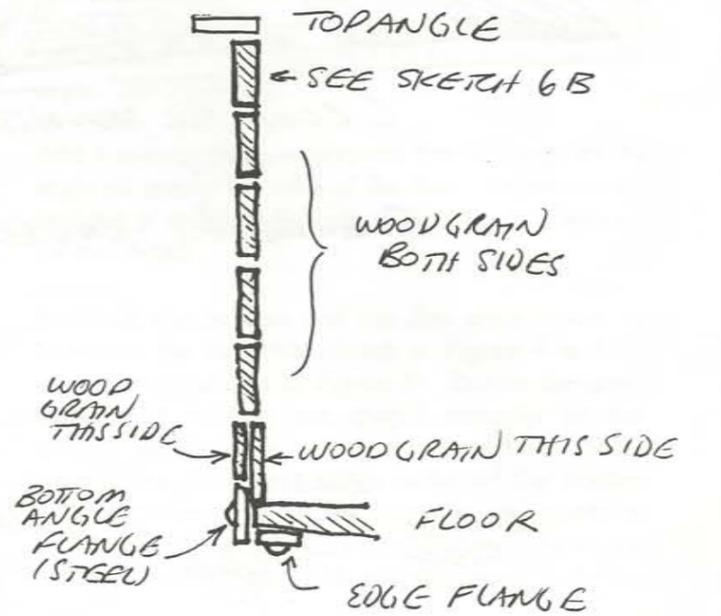


FIGURE 6A. SIDE CROSS SECTION

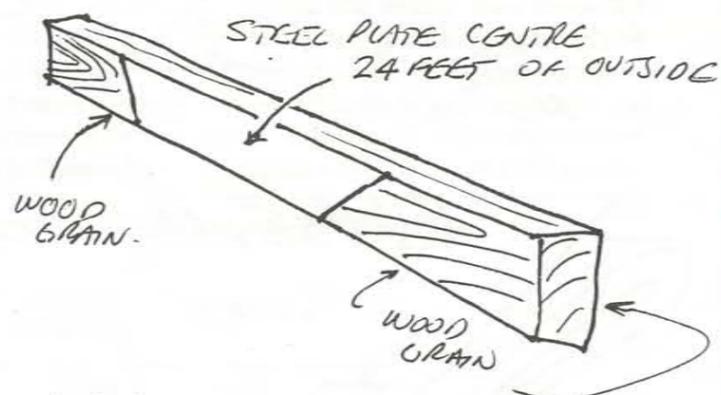
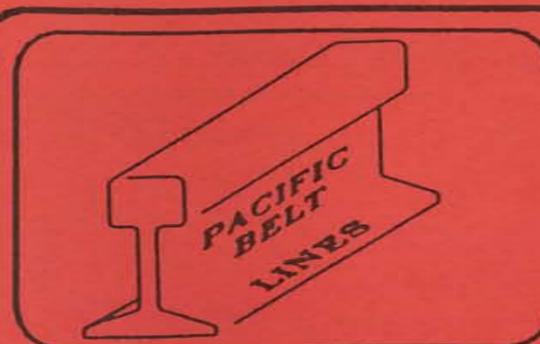


FIGURE 6B. TOP SIDE BOARD DETAIL



## PACIFIC BELT LINES

PO BOX 590  
SUNNYBANK QLD 4109  
Factory & Sales: Cnr Bradman & Dulacca Sts  
ACACIA RIDGE QLD 4110  
Phone: (07) 2738794 Fax: (07) 2737246  
MODEL RAILROAD HO GAUGE  
MAIL ORDER SPECIALIST

# DPM

## DESIGN PRESERVATION MODELS

INJECTION-MOLDED STYRENE

Design Preservation Models' HO injection molded styrene kits come complete with window glazing, sheet styrene roofs, full instructions with exploded view drawings and painting suggestions. They have the architectural details cast in place, so they're quick to build using any plastic cement. And they're fun to paint! You will have a highly realistic model for very little effort or expense. We guarantee your satisfaction!

AVAILABLE FROM PACIFIC BELT LINES AT REALISTIC PRICES



Building Kits:  
from \$8.80 to \$12.75

Modular Wall System Kits:  
from \$4.75 to \$6.40

Modular Kits:  
\$15.95 (98 pieces)  
\$23.95 (141 pieces)  
\$31.95 (172 pieces)  
Freight Co & Warehouse \$39.95



ONE OF THE UNLIMITED POSSIBILITIES!

### PACIFIC BELT LINES CATALOGUE

To receive our product 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.

### 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.