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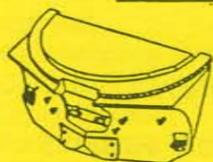
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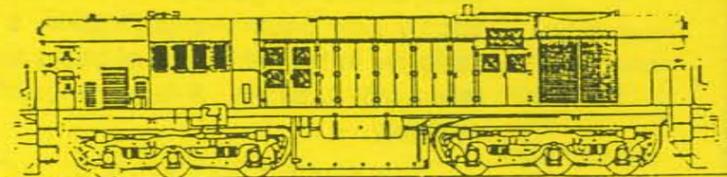
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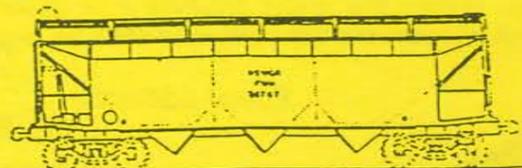
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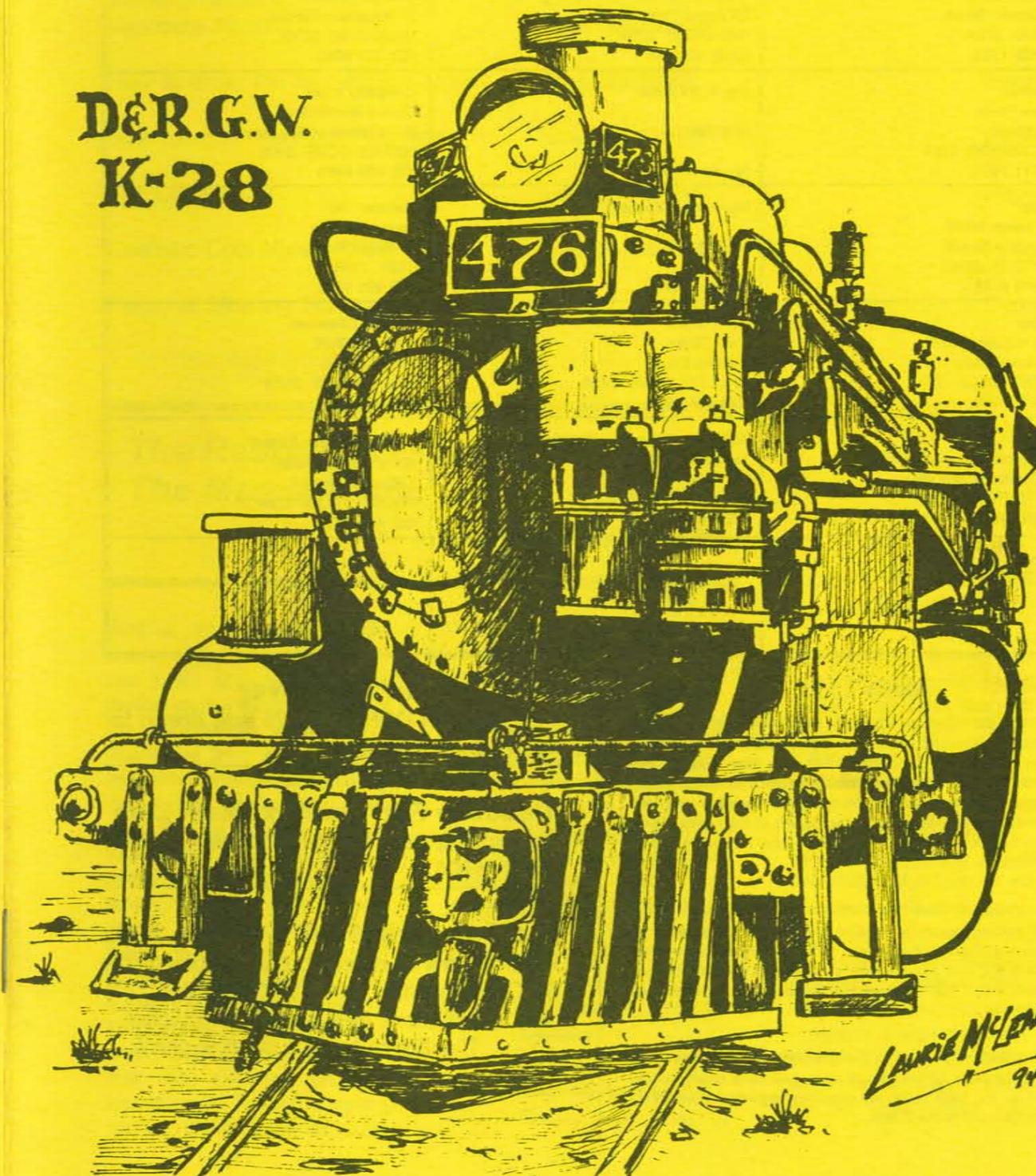
NUMBER BOARDS



Main Line

National Model Railroad Association Inc Australasian Region
Volume 11 Number 1 January, February, March 1994
Registered By Australia Post Publication # PP241613/00080

D&R.G.W.
K-28



Australasian Region Directory

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Main Line

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) running under DOS 6.2 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.

On The Cover

This shoot of D&RGW K-28 was drawn for us by Laurie McLean.

Deadline For The Next Main Line

The closing date for the next issue is 31st March 1994.

The Company Store now has a Video

Tape of Tony Koester's presentations at the '93 Convention at only \$20.00 + P&P. This tape is well made and is worth every cent. -

----- The Editor bought the first one!!

Waybill

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The Retiring Presidents Report to The Membership.

By Sowerby Smith

Just a brief report on the events of the last two years. It has been a very interesting period in the development of the Association in Australia. The most long reaching and important change affected by the Board of Directors has been the Incorporation of the Association. The benefits that come from this change in status, hopefully we will never need. Incorporation basically limits the liability of each member to the cost of their membership. I must thank Phil Knife MMR for the enormous amount of painstaking work that he did to get our incorporation through without a hitch. Thanks also to John

Saxon MMR for his work in association with Phil to make it all happen.

Last May we held our most successful convention to date and incorporated many new and innovative features. Nearly 200 people attended the two day event and our overseas guest speaker Tony Koester proved a great drawcard. The list of innovations were many;

- Overseas Keynote Speaker
- Bussing to layout inspections and tours.
- Roving roast dinner at

the venue

- Up to three concurrent clinic sessions at one time,
- Video recording of all the layouts for members unable to attend etc.

My sincere thanks to all involved and most especially to Garry Spencer-Salt and Phil Moore for their drive and enthusiasm and all the hard work they put in. My thanks to Glen Coventry for his work in overseeing the event. Just wait till 95. "Have we got a convention lined up for you?"

The Achievement Program has gone from strength to strength. Richard Roth who has carried the Achievement Program baton for over five years has, due to pressure of work, stood down Thank you for all your effort Richard.

Fred Gill MMR has very ably taken over the roll as Achievement Program Chair and he brings great enthusiasm and ability to the post. We have had an unprecedented number of MMR's in the last two years. Fred Gill, John Saxon and Laurie Green. The future goal for the Achievement program is 1 MMR per year and at least 15 achievement certificates each year. So the ball is in your court, get involved with the Achievement Program and see if we can double those estimates. Last year we attained 1 Master Model Railroader, 17 Achievement Certificates and 5 Golden Spikes.

We have introduced a Member Aid Officer to assist members with their problems and it is working well. Laurie McLean has expressed his desire to continue in the Member Aid Officer roll even though he is not standing for a BOD position this year, thank you Laurie.

Main Line continues improving under the stewardship of Gerry Hopkins MMR. We have improved the production values and the quality of the content is constantly rising. For many of our members, the **Main Line** and **Bulletin** are the only regular contact that they get and their importance cannot be over estimated. My thanks to Gerry for his hard work as editor of **Main Line** which is one of the biggest jobs in the Association.

As a special event this year we are holding our first interstate convention. Laurie Green MMR in Victoria is Convention Chair and it is shaping up to be a super event. If you can possibly make it to Sunbury Victoria May 14th please go, I am sure you will not be disappointed.

A special thank you to the members of the outgoing committee, Vice President Glen Coventry, Treasure Andrew Wells, Secretary Phil Knife MMR, our long serving Trustee John Saxon MMR,

Ordinary members (extraordinary) Gerry Hopkins MMR, Laurie McLean and Fred Gill MMR. A special thanks to Jack and Shirley MacMicking for their ongoing efforts with Membership and Company Store and to George Paxon our Librarian. Our Divisional Superintendents are the quiet achievers in the organisation, Peter Weller-Lewis in Canberra, Paul Richie in Victoria, Bob Nelson in WA, Ted Hodgkison in NZ and Richard Ash in SA who retired late last year due to a move to Victoria. He has found a replacement in Paul Tilden, a new member in SA.

To all the members who have held events at their place, a big thank you. Our monthly meetings are the life blood of our group and without your help our numbers would surely dwindle. One of the really good developments over the last two years has been the increase in the involvement of family members and the broadening of our membership base, it is a sign of a healthy club.

On a personal note thank you to everyone who has helped make my two terms as president a very rewarding experience.

NMRA Mid-Year Board of Trustees Meeting.

By John Saxon MMR

The Board met in Union City (South of San Francisco) the first weekend in February. All 17 Regions were represented. Again, the meeting location and dates just happened to coincide with the annual West

Coast 'O' Scale Convention!

There was a full meetings program and the Bulletin in due course will publish the minutes. There were however certain matters worth mentioning here.

DUES INCREASE: National dues must increase On 1 September next (Start of the NMRA Financial Year) from \$US24.00 to \$30.00 and this will likely convert to a \$A10.00/\$NZ13.00 increase here.

However, IF YOU BECOME A LIFE MEMBER before 1st September, the life membership will be calculated at the existing rate AND as you can pay life memberships off over five years by a

monthly or quarterly charge to your Master/Visa card this is a real alternative. The monthly charge in US dollars for a 30 year old would be \$12.35, for a 40 year old \$10.57, a 50 year old \$8.55 and so on down to \$1.37 if you are aged 98! Remember, the NMRA charges no interest for this service and you have fixed your future costs in today's dollars although a decline in the value of our dollars against the US dollar would cost more. If you are interested, please contact our membership officer, Jack MacMicking on (02) 958 5988.

ELECTION: The February Bulletin contains resumes' of the four candidates for President and Vice President and you will receive a ballot shortly afterwards. PLEASE USE YOUR RIGHT TO VOTE!!!!

For President, Bob Charles has an impeccable record. He has been a Trustee since 1986, is chairman of the Long Range Planning Committee, chaired the immensely successful Valley Forge Convention (3,500 registrants and 25,000 Train Show attendees) and is one category away from MMR.

Stafford Swain MMR is well known from his many articles in the model railroad press, has been a Trustee and as a Canadian is well aware of the special needs of the non-US members (which make up 10% of the NMRA).

The other two candidates, Wil Seaver and Allen Pollock, also would bring a wealth of experience to their roles. Space does not allow me to say more, but please study the four backgrounds and USE YOUR VOTE!

HERITAGE CARS: All three were very successful with approximately 11,400 sold. Because of problems between the makers of the bodies and the trucks of the second run (Sunset), there was a delay in delivery which led in turn to a delay in the Delta cars (the third run).

The fantastic response led to delays in the home office in answering correspondence but all cars have now been shipped. There will be only one run in 1994, Bud Sima's PURR lines.



Election of the Board of Directors

Philip Knife MMR

Returning Officer

The results of the elections (105 ballot papers returned) are as follows:

For President

Mike Bartlett	22 votes
Kevin Brown	68 votes
Ian Hopkins	13 Votes
(Informal)	2 ballots

For Secretary

Michael Flack	75 votes
Warren Wormald	29 votes
(Informal)	1 ballot

For Three Ordinary Members

Bruce Ballment	45 votes
Fred Gill MMR	94 votes
Gerry Hopkins MMR	91 Votes
Jack MacMicking	70 Votes
(Informal)	5 ballots

All other positions were duly filled and are shown at the front of this magazine in the Australasian Region Directory.

Philip Knife MMR Secretary and Returning officer.

Division 3 (Victoria) Report

By Paul Richie

On November 20th the members gathered at Laurie Green's home for the last meeting of the year. Visiting us from Sydney was Fred Gill MMR.

After lunch discussion on modelling techniques and showing of latest projects. Laurie was thanked for the work in the organising of the '94 Mini Convention; we were brought up to date on the latest developments.

Fred (Gill) discussed the AP Program and the judging requirements for modelling competitions. Fred then presented Laurie with some of his Achievement Awards.

Thanks to everyone who attended - especially to Laurie and Rosemary for their hospitality.

Meeting Reports

By Glen Coventry

13th November Bob Kollwyn

The railways of NSW are going through a period of change; integration of freight services with other states, containerisation, the phasing out of guard's vans, and it seems, a new locomotive paint scheme every year. Most of us, modelling US prototype, aren't too aware of these changes, which made it interesting to see Bob's modern era NSW layout. It represents the mainline south from Sydney, and has the longest double track mainline I can recall seeing. There is a large container terminal with transfer equipment, and in the course of construction and open cut coal mine with a washery and balloon loop under the loading bins.

The railway is, of course, all dieselised, but the neatest 32 class I've seen belongs to the

rail museum and is occasionally allowed on the mainline. What really sets Bob's layout apart is the number of trucks — highly detailed trucks, Pantechs, container flats, tippers, tankers, refrigerated vans, concrete mixers, low loaders etc.

I can't recall the last time we had a meeting where the layout was not US prototype. So, if you closet modellers of British, European, or Christmas Island prototype would like to share it with us, we'd sure like to see it. Thank you Bob for having us to your house, and to your friends Jeremy and Peter for their help.

4th December Xmas at the Saxon's

The Christmas meeting is always assured of a good turnout, and this year was no

exception. John kindly knocked up a new deck to accommodate us, but even it was an overflow crowd. For those who haven't been there, the Saxon's house has a spectacular view over Middle Harbour, so even if you knew no one, and cared nought for railroads, you wouldn't be bored.

It was a pleasure to see John's railroad again. If you haven't seen the Cedar Valley Lines, a brief description and schematic appeared on page 7 of the April '91 issue of Main Line on the occasion of a previous visit, and there's always something new to see. More scenery completed, a new icing dock, and a narrow gauge section under construction.

Mike Bartlett cooked a heap of snags - sorry I think That's politically incorrect, make that sausages, and Toni & helpers provided all the salad etc. Gary Norwood kindly ran a mini-clinic on tree making which provides me with a good opportunity to plead with you to think about what ideas & techniques you could share

with us in a mini clinic a future meeting.

Probably one of the nicest things about members' meetings is the opportunity to meet and talk.

I must have been enjoying myself, as I was eventually asked to leave so the hosts could go out to dinner!

Thank you Toni and John for a most enjoyable Christmas Meeting.

Welcome Aboard

By Jack MacMicking

Please Welcome the following new members to our association.

Jenice Weller-Lewis
2 Haley Close
Queanbeyan 2620

Janette Astill
5 Wake Place
Kings Park 2148

John Hughes
7 Pyramus Place
St Clair 2759

Charles Schuster
10 Pickworth Street
Holt 2615
N, Nn3 - White Pass & Yukon

Piet Hamersma
44 Superior Avenue
Seven Hills 2147
HOn30"
Rio Grand Miniland

Mike Molley
P.O. Box 8103
Northlands 3072
N - PRR, NYC, B&M

Fred Williams
81 Park Street
Mona Vale 2103
HO

Richard Bowen
Swallow Lane R D 3
Hamilton NZ

Peter Tasik
335 Pennant Hills Road
Pennant Hills 2120
HO

Bob Backway
4 Tor Street
Belgrave Heights 3160
HO, HOn30", 1/6th
Valhalla & Riverdell

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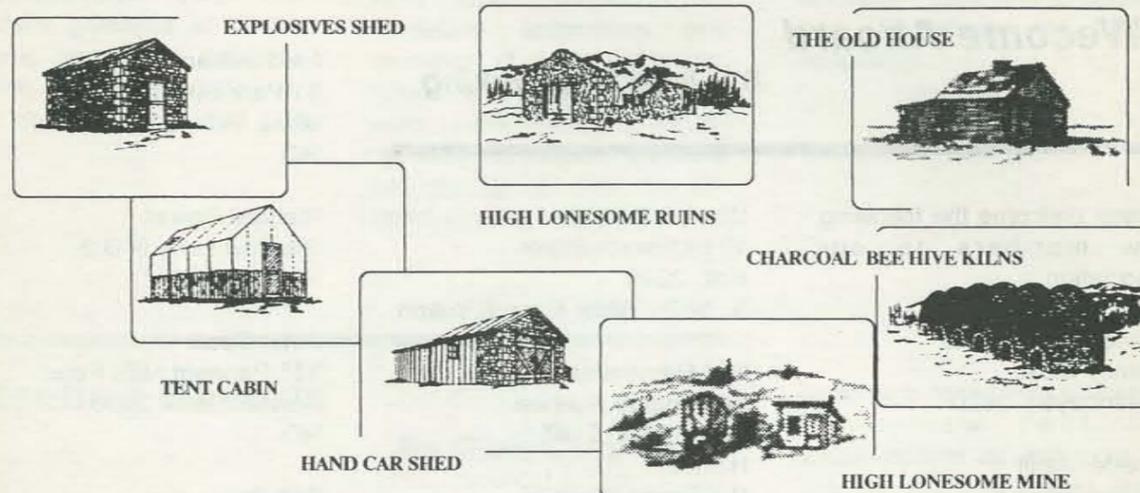
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Showroom opens - Thursday 5 p.m. - 9 p.m. / Saturday 9-30 a.m. - 4-30 p.m.

Model Contest and Achievement Program Tips

by Fred Gill MMR

The purpose of this article is to help those modellers who will be entering the model contests at the forthcoming Convention '94. Some members may not be aware that they can obtain Merit Awards in the Achievement Program by entering their models in the Model Contests. If a model achieves 87 1/2 points in a contest then that model is eligible for an AP Merit Award and this could then be the beginning of accumulating points towards the Achievement Certificate.

This year, judging at the Regional Convention will be on sectional judging. In this case a team of judges (at least two individuals) will be assigned to one of the five sections to be judged, i.e.,

- Construction
- Detail
- Conformity
- Finish
- Scratchbuilt

This team of two will then judge only that section in all the categories.

The Model Contest Entry Form (No. 902) and the manner in which you complete it is particularly important. This will be explained in more detail further along.

It is a sad but true fact that many modellers will spend

weeks or months building a model, then put it into the contest with an entry form picked up in the contest room at the last minute and filled out in haste. The judges are not clairvoyant and the only way that they can determine how the model was built, and in what manner, is by the way you describe it on the entry form. If it is at all possible you should endeavour to obtain your Model Contest entry forms as far in advance as possible.

Contest Entry forms and AP Regulations can be obtained from the Contest Chairman - Fred Gill MMR, P.O. Box 155, Baulkham Hills NSW 2153. Secondly, if possible the forms should be typed, but if that is not possible then PRINT the information legibly in ink, NOT pencil. By filling out your entry form well in advance of the contest, you can sit down quietly, without pressure, review what you want to tell the judges, then make a rough draft and read it over, correct it if necessary and when it suits you the complete the entry form.

Keep your explanations short and clear, as your intention is to simply inform the judges what you did and how you did it. You are not confined to the space allocated for each section and it may be wise to use a separate sheet of paper for a

particular section. If you do this, mark " see attached sheet " in the space for that section and be sure to mark the separate sheet/s with the section heading (scratchbuilding, detail, etc.) and your name.

Supplementary material, such as photographs, diagrams and plans can be very helpful to the judges. If you do submit such material, don't put 5-10 additional sheets into your write up. If you have use an erection drawing or a large plan, try and have duplicated and reduced to a manageable size.

The detail section of the entry form calls for a list of all commercial parts used, so if none were used then record this on the form as NONE or NIL. It makes it easier for the judges when they are allocating points to the model.

The scratchbuilt section calls for a list also, so you should complete it as described above in the detail section. It is in the Scratchbuilt section more than any other section that judging is of a quantitative nature. The more you scratchbuild, the more points you may reasonably expect to gain. Make your list as complete as possible and say what you have to say, remember KISS (keep it simple, stupid). If you started with a NWSL 4-4-0, say so and don't tell the judges the story that the model is constructed of entirely of brass sheet and castings etc.

Make your sentences count, if you kitbash your model, tell it like it is. If you scratchbuilt

a portion and kitbashed the rest, then spell it out that way. Do it in the beginning of your construction narrative so that what follows is that much easier to be understood by the judges.

If a certain part of your model construction falls into one or more of the contest sections, be sure to mention it in each section. As an example, suppose you have working doors and windows on your model, under construction you should describe the manner in which you made them operable. Under the detail section you should mention the fact that they operate, after all, that's an important part of detailing. Under conformity it should be again mentioned, as operating doors/windows certainly conform more than non-operating ones. Finally, you could mention the operating fact under scratchbuilt as if any of the operating parts were scratchbuilt, points would be awarded.

In summary, the name of the game is points. The more points you earn the better your model will score. So don't handicap it by a sloppy, poorly filled out entry form. Give the judges the information that they need to know. Do it as clearly, legibly and succinctly as you can. If you have supplementary information, keep it to a reasonable amount and in an easily handled form.

The Photo Contest

by Sowerby Smith

There are 4 categories in our photo contest, judged according to the NMRA guidelines.

Model

- 1.11 Black and White Print
- 1.12 Colour Print

Prototype Subject

- 1.21 Black and White Print
- 1.22 Colour Print

The NMRA judging guidelines and scoring are based on the following:

A. SUBJECT MATTER

The visual impact of the shot, up to 20 points.

B. DIFFICULTY

A realist photograph of a model is more difficult than a simple prototype and should score better, up to 20 points.

C. COMPOSITION

Visual arrangement of forms within the picture must be pleasing, up to 20 points.

D. ARTISTIC APPROACH

Visual effects used to enhance the artistic or creative impact of the shot, up to 20 points.

E. FINISH AND TECHNIQUE

Is the image correctly printed, spotted and mounted etc. up to 20 points.

A few hints to help you maximise your score.

The minimum print size is 6x4 and it will have more impact if it is larger. Prints must be mounted if you want to win. A simple card mounting board will suffice. You will lose marks for not mounting and presenting your work to the best possible standard.

Model photography gains points in scoring against prototype as it is much more difficult to do. This will only matter when Best in Show is close.

Each category is judged on its own merits. Indicate if you made the prints yourself or if a commercial lab made them, it is only right you should gain extra points for scratch building the print!

We do not accept transparencies because it is too hard to display them adequately.

Last of all don't be put off from entering your shots.

Have a Go!

The Library Car

By George Paxon

When our Trustee, John Saxon MMR, was in the U.S.A. representing our Region at the latest National Convention, he obtained a set of thirteen video tapes in Australian format (PAL) that will be of great interest to many of our members. These videos were prepared by the NMRA and the Model Railroad Industry Association as an educational series on model railroading. The set is titled "All About Trains".

The videos now available include:

- 1 Overview of the All About Trains Video Series
- 2 Tracklaying
- 3 Switches
- 4 Scenery I
- 5 Scenery II
- 6 Scenery III
- 7 Power and Control
- 8 Steam Locomotives
- 9 Diesel Locomotives
- 10 Rolling Stock
- 11 Painting, Decaling, Weathering
- 12 Operating Sessions
- 13 A Visit to the NMRA HQ at Chattanooga.

Much of the information is introductory which is good because getting started is often the difficult part of model railroading.

However, "old pros" should not discount these videos as, from what I have seen so far, they are filled with new tricks and methods, time saving ideas, and generally information that may be valuable to modellers with all levels of experience.

I'll start in this issue by reviewing the first videos and will continue in subsequent issues of the **Main Line**.

Video 1,

Overview, contains two subjects. The first is a review of what the other twelve videos will include. Short extracts from some of the other videos are provided to help the viewer decide which of the remaining twelve will be of most interest. The second subject is discussion with a hobby shop owner that provides suggestions on how the modeller can obtain help and information from his local hobby shop.

Video 2,

Tracklaying, is just that, all about track laying. It begins with a discussion with a prototype railway official on how the prototype rail bed is prepared and track laid. Model track laying alternatives are reviewed. The use of the NMRA

standards gauge is quickly reviewed, also. Much of the tape then takes the viewer step-by-step through the process of handlaying a section of track. The role and preparation of the baseboard, roadbed, sleepers, ballast and rail are all addressed.

...getting started is often the most difficult part of model railroads..

If the tracklaying video awakens your interest in tracklaying and you have the urge to plan and build a layout, our library also has a few books that would provide considerable assistance. One is titled "101 Track Plans" and it is just that-over one hundred track plans from very simple to quite complex. The other is "Track Planning for Realistic Operation" which describes prototype rail operation, modelling track standards, layout locations and shapes, and other subjects of interest to layout design.

These two books would help any modeller with any amount of experience, or lack thereof, plan a first or subsequent layout.

The videos and the books are available to borrow and I encourage you to take advantage of these Regional resources.

Continuing with the review of the "All About Trains" videos, we will now look at four more of this collection of thirteen instructional and motivational presentations.

Video 3

Switches, begins with a brief review of a prototype switch, point or turnout- which ever name you prefer, it is described in detail by an official of an American railroad. A ready-to-run HO switch is installed on roadbed and the use of an NMRA track gauge is demonstrated in a step-by-step presentation.

Custom fitting a ready-to-run standard commercial HO switch to a location in curved track is illustrated by cutting the sleepers or ties to create a form of "flex" track. Considerable time is devoted to showing the viewer how simple it is to hand lay a switch.

A step-by-step procedure is provided as is a discussion of the recommended tools for hand laying. And finally, the wiring of a switch is discussed. This video provides considerable information on what is often considered one of the trickier bits of model railroad construction. It presents switch laying in a easy to follow and concise format and is well worth studying by anyone interested in improving their trackwork.

Videos 4, 5, 6,

Scenery, is covered in three videos as follows.

Scenery I explains the nature and purpose of scenery as providing an illusion of the terrain desired for the model railroad. Various methods commonly used for creating the illusion are reviewed.

The step-by-step process for building hard shell scenery base using plaster is illustrated. The use of gyprock joint compound for scenery texture, addition of real rocks and dirt for basic texture and colour, and use of diluted white glue to fix it all together are all covered in detail.

Scenery II continues where Scenery I left off. Road construction, detailing streams, use of stains and washes to yield colour variations to the dirt and rock textured surfaces, use of ground foam to represent vegetation, detailing lichen to represent trees and shrubs, and using poured resin to represent water are all addressed in this video.

Scenery III is devoted to selecting and installing appropriate buildings and other structures on the layout; constructing tree kits; adding automobiles, trucks and other details as extensions of the scenery to the layout.

The concept proposed is that of using buildings and other details as scenery to enhance the illusion of distance and purpose by detailing and even super-detailing the basic scenery. The video ends with an illustration of painted backdrops.

Next issue we will continue with the review of this interesting series of helpful and instructional videos. In the meantime remember that they, like the older tape and slide clinics, are available from your library.

Borrowing and reviewing them may help answer some of the questions you have on model railroading techniques. Give me a call or drop me a line and I will assist you to select items of interest.

I would like to mention that Bruce Lovett, one of our long standing and loyal members, has made a significant donation to our library in the form of an extensive collection of **Model Railroader** and **Railroad Model Craftsman** magazines from the 1970's through the 1990's. They are all neatly bound by year, or in some case by half year, and are available for members to borrow.

Reviewing the old periodicals provides considerable ideas and modelling motivation and I recommend it to members. We all owe Bruce a hearty thanks for this significant contribution.

Realistic Coal Mines

Part 1

By George Paxton

Mines, and in particular coal mines, are often not well understood by modellers and, as a result, they are not always modelled in such a way as to convey a feeling of realism. Following comments from some modellers after viewing the coal mine complex under construction for my own On3 layout, I provide the following ramblings in the hope they will assist other modellers interested in coal mines.

Coal mines are, to me, more interesting modelling subjects than precious metal mines. Many U.S. prototype layouts have a gold or silver mine. On the prototype, precious metal mines often generated little outbound traffic for the railroads that served them. Due to the extreme weight, gold and silver ores were generally concentrated or refined to metal bars at the mine site and little ore was transported by rail. What ore was transported was of high value and was rarely moved in open cars like hoppers and gondolas, but was moved in locked box cars.

Precious metal mines did receive some inbound traffic, primarily coal for fuel. When it comes to mines that can supply daily strings of loaded hoppers and gondolas, I see coal as the

obvious answer. Having grown up in the coal country near Pittsburgh, Pennsylvania, I remember well the old mines and the coal hauling operations of roads like the Pennsylvania, Pittsburgh and West Virginia, Western Maryland, Pittsburgh and Lake Erie, Montour, Monongahela, and Baltimore and Ohio.

First, there are coal mines and then there are coal mines.

Modern coal mines are squeaky clean, automated, safety conscience, large and complex industrial plants that incorporate the latest in technology to reduce the mining costs per tonne. This allows them to exist in today's competitive economic environment. Modern coal mines are not of interest to me personally, and, if you are looking for assistance in modelling them, you will need to get information from other sources. A suggestion would be a trip to a modern mine site to observe, from a distance, the operations.

Older mines of the 1900 to 1940 era were not clean, automation was limited, safety was not the boss' biggest concern, and they were smaller and less complex. Such mines had real character and are ideal prospects for modelling. However, even a small mine large enough to justify

railroad service was a substantial operation.

Often in modelling a coal mine only a single building with hopper loading chute and a passageway disappearing into the ground or adjacent hillside is depicted. This is far from the traditional coal mine infrastructure. A coal mine usually had a number of facilities and features as described below. Modelling some of these in addition to the main building, or "tipple" as they were called around Pittsburgh, will do much to create a realistic scene.

Geology determines the extent of the physical plant and the mining method. Three types of mines include the drift, slope, and shaft.

A drift, or audit, mine had a fairly level tunnel access to the coal seam and hoisting machinery was not required. Coal was moved from the mine workings by small coal wagons on rails powered by mules or an electric locomotive.

A slope mine reached the coal via an inclined track using typical coal carrying wagons and had a simple hoist arrangement. The hoist often consisted of a steel cable that was attached to a string of wagons at the bottom of the incline. The hoist pulled the coal wagons to the top of the incline and the weight of empty wagons was used to drag the cable back to the bottom of the incline.

A shaft mine reached the

coal via a vertical or near vertical shaft with extensive headframe and hoisting works that used special purpose cages and skips to transport men, supplies, machines and coal between the mine workings and the surface.

The physical plant varied somewhat with each of these three types of operations. Some mining properties could have several types of plants. This occurred when several seams of coal were worked from the same location.

Coal is found in seams of from a few to many feet thick. Four to six feet was common near Pittsburgh but far thicker seams existed. The seams are one above another separated by alternating layers of rock and clay. Seams could number from a few to say twenty and extend to a depth from the surface of the ground to 1000 feet deep. Not all seams are profitable; therefore not all workable. Some seams are of a low quality of coal or contain impurities that cannot be readily sold. Some seams have internal layers of rock (known as "bone" where I came from) that increased the processing costs beyond economic limits. Seams that are deep require costly hoisting machinery and much energy and could be uneconomical to work.

The building usually associated with coal mines, and most commonly modelled, is the tipple. Example sketches of tipple arrangements for the

different types of mines are provided as Figure 1. The tipple received the coal from the mine workings, provided for cleaning by separating the coal from waste rock, sorted the coal by size, and loaded it into hoppers or gondolas.

The method for receiving the coal depended on the mining method. In drift and slope mines the small coal wagons dumped the coal directly onto cleaning and sorting machinery in the tipple. Shaft mines used a vertical skip which dumped the coal in an elevated bin near the top of the headframe so gravity could be employed to distribute the coal to the cleaning and sorting machinery. Conveyors, road trucks, and bucket lines were also used in some applications to move the coal from the mine workings to the processing facilities.

For cleaning, coal mines originally used hand labour to pick out impurities as coal passed on a flat conveyor belt in front of the workers. Often children did this work in the early days. Some mines had shaking tables and other patented devices that achieved varying degrees of success in cleaning the coal.

Most mines had coal washing processes that used water, sand, detergent solutions, and mechanical or air agitation to exploit the difference in specific gravity between coal and waste to separate them.

Sorting was accomplished by passing the coal through

vibrating screens of various sizes. Coal as it came from the mine was called "run-of-mine" and would be in all sizes from dust (called "slack") to very large lumps. Sorting classified the coal into each grade for which a market existed. Large lumps were crushed to meet the grade criteria. Grade names often included "pea", "nut", "egg", "stove", "stoker", "lump" and each grade had an agreed size. Run-of-mine was also sold. Railroads, before the days of locomotives equipped with stokers, were big purchasers of run-of-mine grade. Slack also could be sold.

Some mines did not clean and sort coal. All coal was loaded as run-of-mine. Cleaned and sorted coal commanded considerably higher prices; therefore, it was commonly done.

A track under the building was usually dedicated to each grade of coal sold. A track could also be devoted to loading the waste rock (often called "gob") that resulted from the cleaning process. This gob was hauled a short distance from the mine and dumped as will be discussed later.

In addition to the main building, a mine typically included from a few to many of the following support structures. Modelling a few will do much to make the mine more realistic.

Part 2 will appear in the next issue of Main Line.

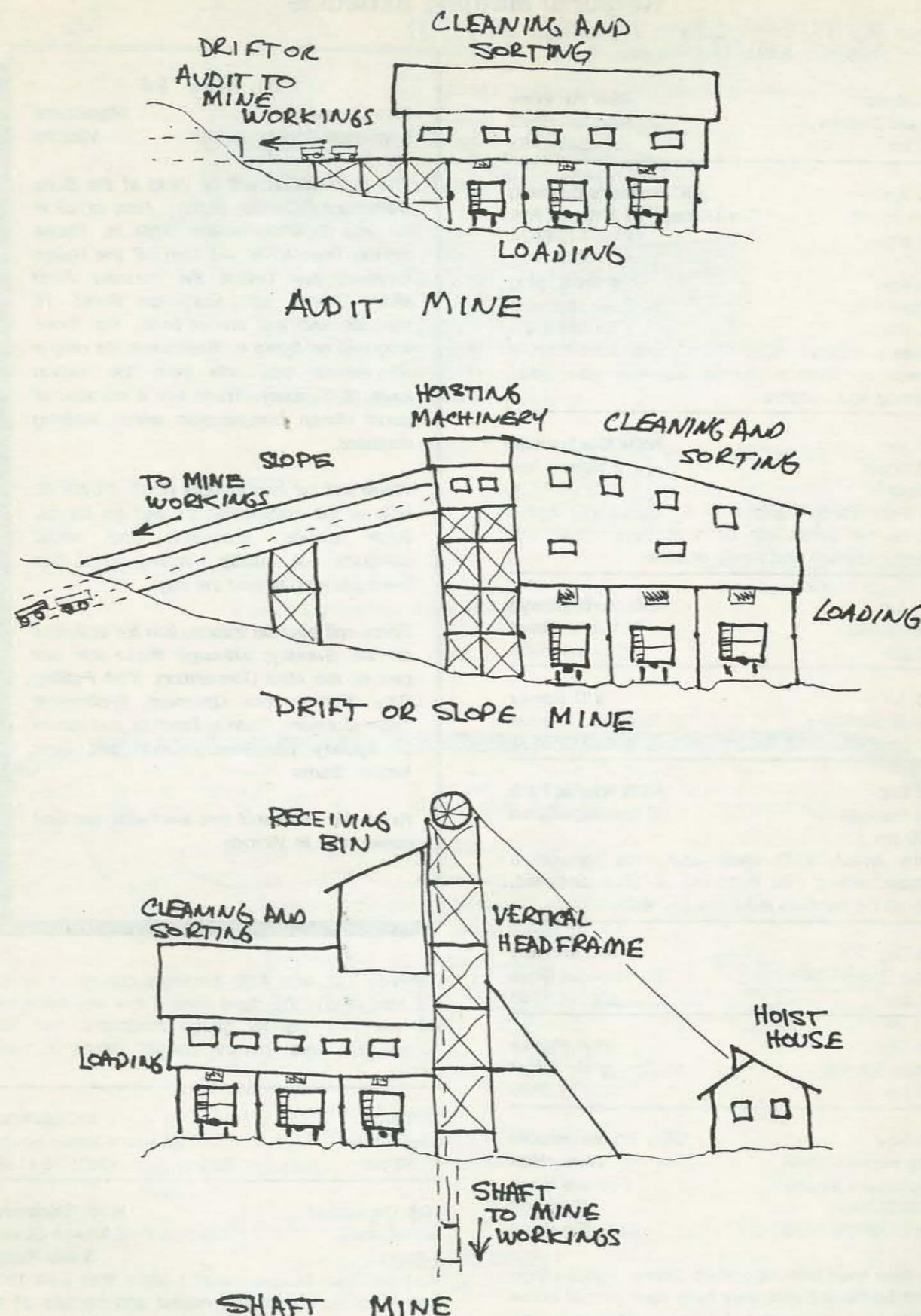


FIGURE 1. TYPES OF MINES

Regional Meeting Schedule

Please wear your name badge to all meetings, it makes it easier for others to talk to you.

12th March **NSW Kirrawee**
Michael Chellew 20 Marshall Road
2.00 pm (02) 545 1485

16th April **VIC Hopper's Crossing**
Gavin Hince "The Glades" 16 Johnson Ave
2.00 pm (03) 749 6974

23rd April **NSW Epping**
Michael Flack 14 Dawson Street
2.00 pm (02) 868 1723
Michael's original HOn3 layout was based on a concept by Malcom Furlow but has now been extended and updated.

18th Jun **NSW Cheltenham**
Bill Cooper 2 Mason Ave
2.00pm (02) 86 1724
The Fern Valley Railroad is a freelance HO layout built on two levels join by a 2ft high spiral, with beautiful scenery and plenty of detail.

25th Jun **VIC North Balwyn**
Graeme Nitz 20 Alpha Street
2.00 pm (03) 857 6959

23rd Jul **VIC Upwey**
Henk Mollenkamp 26 Birdwood Avenue
2.00 pm (03) 752 5031

17th Sep **NSW Rankin Park**
Mike Hallinan 15 Cheshire Close
11.00 pm
Mike's layout is G scale and runs through a bushland setting. The locos are all radio controlled, while all the turnouts are hand laid stubs.

24th Sep **VIC Sunbury**
Laurie Green MMR 20 Nambour Drive
2.00 pm (03)744 5188

15th Oct **NSW Figtree**
Lyndon Spence 53 Springfield Street
2.00 pm (042) 71 5386

13th Nov **NSW Double Header**
Gerry Hopkins MMR **Terrey Hills**
Opposite the shops 7 Booralie Road
Laurie McLean **Curl Curl**
Park in Abbott Road 25 Griffin Road

You have seen both Kennebec County and Durango at exhibitions but now they both form part of home layouts each measuring 7m X 4m. Members who live North of Sydney Harbour/Great Western Hwy may arrive at Gerry's at 2.00 pm. Those who live South of this "line" may go to Laurie's at 2.00 pm.

14th May '94

Mini Convention Melbourne
Somerton Road, Bulla, Victoria

The Convention will be held at the Bulla Community Centre, Bulla. First of all is for you to know where Bulla is. Those driving from NSW will turn off the Hume Highway just before the massive Ford Motor Works, into Somerton Road, 15 minutes and you are at Bulla. For those who will be flying to Melbourne, its only a 10 minute taxi ride from the airport towards Sunbury. There are a number of good cheap hotel/motels within walking distance.

There will be four layouts (On3, HOn3, N, HO) at the convention as well as clinics, trade stands, modelling and photo contests. A quality evening meal has been planned to end the day.

There will also be information for activities on the Sunday, although these are not part of the Mini Convention. Visit Puffing Billy, Eltham live steamers, Melbourne Train Museum, Ride a Tram or just return to Sydney via Bendigo and see their historic trams.

Keep the weekend free and visit our first convention in Victoria.

Between 3.00 and 4.00 members can move on to the next layout. We have done it this way because we are both narrow gauge modellers and our houses are also "narrow gauge" (Maps in next issue)

26th Nov **VIC Ballarat**
Paul Richie 28 Ascot Street South
11.30 pm BBQ (053) 32 1138

10th December **NSW Thirlmere**
Ian Hopkins "Toad Hall" 18 Mason Street
1.00pm **Xmas Party**
Visit the Train Museum until 1.00pm then walk 150 metres to Ian's weekend retreat and partake of a "gourmet sausage sizzzzle". More details in a later issue.

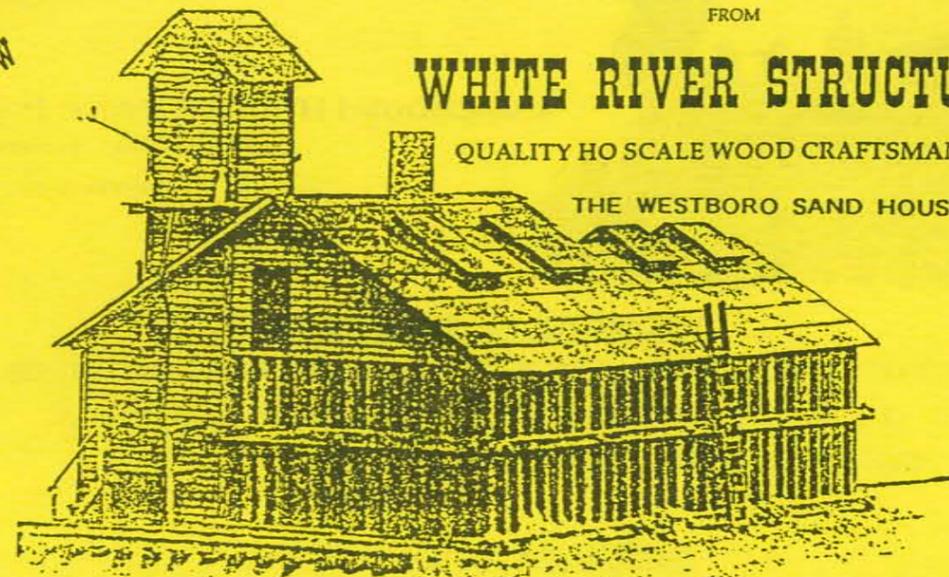
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