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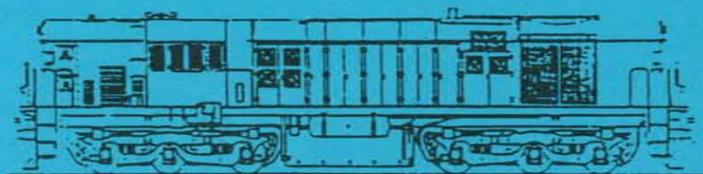
MAGAZINES and VIDEOS

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



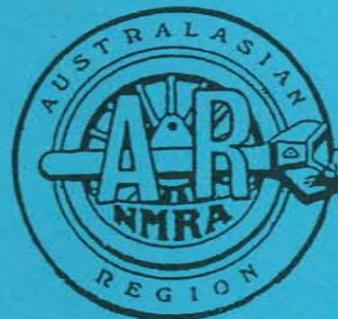
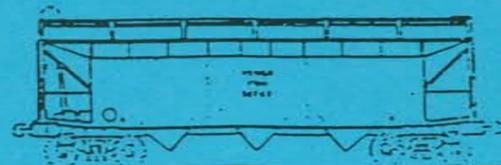
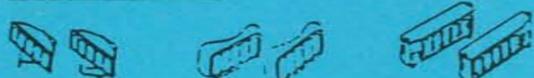
AIR HORNS



COOLING FANS



NUMBER BOARDS



Main Line

National Model Railroad Association Inc Australasian Region
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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.

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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

Congratulations Laurie Green MMR, our 5th MMR and the first for Victoria.

Deadlines For The "Main Line"
 Closing dates for the next issues are:

Nov.	30th September 1994
Feb.	30th December 1994
May.	30th March 1994
Aug.	30th June 1994

Waybill

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President's Report

Kevin Brown

During May our first Convention outside Sydney took place at Bulla, an outer suburb of Melbourne. The Convention was well attended with a total of 84 registrations 67 pre-registrations and further 17 registrants on the day.

It was a little disappointing to see only a few NMRA members in Victoria attending the 'home town' Convention 35 attending from NSW, 3 from the ACT, and 1 from SA. The Region gained 8 new members in Victoria.

Congratulation to Laurie Green and his team for providing us with a very well organised and most enjoyable program. The success of a Convention like this one gives the NMRA a good image. A number of comments were received by BOD members from people new to the NMRA and its activities on how much they enjoyed the Convention, and, in particular the clinic program. The program provides everyone with new ideas and techniques to enhance their modelling.

The time is quickly coming to organise venues for the 1995 Calendar. If you have not hosted a Saturday afternoon meeting why not consider next year. There is no set requirement in having a meeting, talk to any BOD member about hosting one at your place. Sydney members should contact Glen Coventry to reserve a date interstate members should contact their Divisional Superintendents.

As from the July meeting we will have a new Librarian. Bruce Ballment has offered to take on this job. Thanks Bruce. Many thanks also to George Paxon as the retiring Librarian. The region has a large number of publications, videos, and tape slide clinics in its inventory. All members are invited to make use of this facility.

Over the next months the Region will have a number of tape slide clinics transferred onto video this medium is more convenient with to-days technology. Contact Bruce concerning titles available.

Regional Meeting Schedule

13th August
John Gillies
2.00pm

ACT Lyneham
14 Earl Street
(06) 248 8408

15th October
Lyndon Spence
2.00 pm

NSW Figtree
53 Springfield Street
(042) 71 5386

Layout planning is the aim of this meeting.

20th August
Baulkham Hills Model Railway Club
Balcombe Heights Community Centre
Seven Hills Road ..Off Jasper Road

NSW Baulkham Hills

10th September
Ken McLeay
2.00pm

ACT Campbell
12 Chowne Street
(06) 247 9671

View C & O layout. Last opportunity as the layout will be taken down due to Ken moving house.

17th September
Mike Hallinan
11.00 pm

NSW Rankin Park
15 Cheshire Close

Mike's layout is an outdoor G scale layout that runs through local bushland. The locos are all radio controlled and the track is all handlaid as are the stub turnouts. Also visit the Newcastle Exhibition this weekend.

24th September
Laurie Green MMR
2.00 pm

VIC Sunbury
20 Nambour Drive
(03) 744 5188

Laurie has an On3 gauge layout featuring trains passing through snow scenes and over a high trestle bridge. Brave the Victorian spring for this impressive layout.

8th October
Graham Hodges
2.00pm

ACT Deakin
74 Jervois Street
(06) 297 9894

Operating session on Graham's layout.

The HO Scale "Pacific Seaboard Railway" is a Western Pacific style railroad set in 1952 which connects with the Santa Fe. A track plan of stage 1 appeared on page 18 of the Apr/May/June '92 issue of the **Main Line**, since then, a further 4.8 metre long stage has been added.

5th November
Ross Ferguson
2.00pm

NSW Queanbeyan
66 Cooma Street

A Chance to run Ross's Layout

12th November
Gerry Hopkins MMR
Opposite the Shops
Laurie McLean
Park in Abbott Road

NSW Double Header
Terrey Hills
7 Booralie Road
South Curl Curl
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 live north of Sydney Harbour/Parramatta River may arrive at Gerry's at 2.00pm. Those who live south of this "line" may go to Laurie's at 2.00pm. Between 3.00 & 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".

26th November
Paul Ritchie
11.30 pm

VIC Ballarat
28 Ascott Street South
BBQ (053) 32 1138

Visit the various layouts at Paul's home...HOn30"
HOn3, HO, SD, Sn3 +++++

Christmas Party

10th December
Ian Hopkins
1.00pm

NSW Thirlmere
"Toad Hall" 18 Mason Street
Xmas Party

Visit the Train Museum until 1.00 then walk 150 metres to Ian's Weekend retreat and partake of a "gourmet sausage sizzzzzzle". More details in a later issue.

The Land Of The Long White Cloud [A Visit To Kiwi Land]

by Fred Gill MMR

A visit was made to New Zealand by my wife and myself just prior to the Easter weekend. We arrived at Auckland and on the first night there we were visitors to the Auckland Metropolitan Model Railway Club at Ellerslie, thanks to NMRA member Paul Hobbs.

This club is situated in a Community Centre building and its USA prototype HO layout is named the Pacific Western and was begun in 1961. The mainline is over 320 feet long, minimum radius used is 42", maximum grades are 2.2% and track is mostly code 100. There are four mainline walk around cabs, each capable of operating a loco anywhere on the layout, with yard cabs at major facilities, allowing up to 10 locomotives to be separately controlled at once.

In places the layout is double decked and the scenery and structures are really something to be viewed as there is a steel mill project underway in just one section of this huge layout. It was most interesting to see a young female member (Anasera Webster) painting the background scenery and I must say, doing a wonderful job.

The second night's stay in Auckland was spent at Ray Ashby's HOn3 layout and this layout is outstanding for its layout design, the running qualities of trains and the 'prototypical' scenery. It made you feel that you were a model size person and you were surrounded by high mountains and gorges.

We eventually arrived in Wellington on Saturday 2 April and I paid a visit to the Model Railway Convention in the Mitsubishi Convention Centre at Porirua. Met fellow NMRA members Ted Hodgkinson, Keith Oman and family and Paul Hobbs. Over 250 members were registered at the Convention and these members were from many model railroad clubs, including the NMRA and the AMRM was well represented with Bob Gallagher and his team from Sydney. After a quick meal I was whisked off with a group of 'American' modellers to view Alan Duston's large HO layout which was very well scenicked and yards and structures were well constructed. During a supper break I presented Keith Oman

with his Golden Spike Certificate. This now makes four GS awards presented to our NZ members in the last six weeks.

Sunday I arrived at the Convention Centre and was advised that I had been 'booked' to go on a layout tour of American layouts. The first of the six layouts visited was Gerry MacGregor's HO Southern Pacific layout where 90% of the scenery had been built. The next layout was Bob Burgess' HO Santa Fe contemporary layout set in Kansas and was housed in a 30' x 20' space.

An N scale layout was the next visited and was owned by Jonathan Lermitt and it was a freelanced modern image layout set in a mountainous area on the Swiss-German border. It has full automatic operation, computer controlled with progressive cab control.

The Hutt Valley Model Railway Club was the next on the tour and this HO layout is housed in a building which has a club lounge and meeting room and a separate 30' x 30' space for the layout. It is a freelance American layout and it was interesting to see young male teenagers operating the controls in a workman-like manner.

John O'Callaghan's HO Sapello Creek layout was then visited. The layout is housed in a 20' x 20' room and represents the Santa Fe in South-West New Mexico and John uses Command Control. The last layout visited was owned by Laurie Woodley (NMRA member) and is HO and named the Alpine and Shasta which follows Southern Pacific set in the Pacific North West. This layout was run under 'dispatching' rules and it was a pleasure to view the operation and the wonderfully detailed scenery.

Back to the Convention where a visit to the contest room was made and it was an eye opener to see the quality of the scratch built structures, rolling stock and dioramas that were on display. The Photography section was also well presented and had quite a number of entries. Next the trade stands and exhibition layouts were visited in the main hall and as it was Sunday afternoon the public were also present in a great number. The

quality of the layouts, especially the 9mm operating layout was most rewarding and the great number of trade stands was a railroader's dream.

The final event on Sunday was a revisit to Laurie Woodley's layout with a small group of 'American' modellers and their wives. A wonderful dinner was put on by our host and his wife and a most enjoyable time was had by all those present. After dinner the layout was run on dispatching rules again, whilst other members watched American prototype tapes.

Altogether the railroad modellers of New Zealand are a most friendly group of people only too happy to invite you to their homes to view their layouts and to participate in swapping model railroad information. Hopefully I may be able to visit their country once again in the not too distant future.

Meeting Reports

April - - - South Pacific Lines

By Ian Hopkins

On a superb April Saturday approximately 70 members descended upon Michael Flack. In his garage there is an HO_{n3} layout based on a design by Malcolm Furlow and published by Model Railroader.

It was one of the layouts on the 1993 Convention layout tours but, by this meeting, has been extended with an additional wing. This extension has basic scenery with extra details to bring it up to the level of the rest of the railroad to be done later.

All during the afternoon various trains were run around both the old and new parts of the layout and, while I was watching, there were no derailments, stalls or whatever which can go wrong when you are displaying your handiwork.

Sowerby Smith presented a mini-clinic on how to modify Athearn cars to stop them rocking as they run along the track. The rocking is caused by the screws holding the bogie to the body not seating properly. The fix involves removing a small amount of the plastic spindle which the bogie is attached to. This allows the screw attaching the

bogie to the body to seat firmly against the bogie, and a half-turn back allows the bogie to swivel freely.

Ian Hopkins showed how to take a perfectly good flat car and distress and weather the deck without removing it. The feat is achieved by using a razor saw to accentuate the wood grain of the surface and tools from his dentist to highlight each individual board. From there using Tamiya colours - Dark Grey; Light Grey and Sand - to paint the deck. These paints are very easy to use and if you make a mistake it is easy to wash it off (if you do it before the paint dries).

Fine dust from a sander and splinters from a take-away coffee stirrer are strewn on the deck along with some weathered picture wire to represent wire rope. These details fixed to the deck by a fixative used to fix pastel drawings.

John Baker brought along a large box of mushrooms to be auctioned and the lucky winner was Ian Hopkins (honest, I didn't fix the draw).

Thank you Michael for inviting us and I hope it won't be too long before we can visit again to see what has happened to the extension.

May - - - '94 Convention

By Fred Gill MMR

The 1994 Convention of the National Model Railroad Association - Australasian Region was held at the Community Hall at Bulla, Victoria on Saturday 14th May.

The venue was suitable for a one-day convention as the centre had a main hall, two clinic rooms and a large vestibule area and parking for over 200 cars. The Friday evening saw the assembling of the three display layouts, plus the Silent Auction area, Photographic display stands, contest models and display model showcases and two trade stands plus a TV viewing area with seats. In the vestibule area was placed the Registration desk and the Company Store, public phone and rest area (chairs).

On the Saturday the three layouts on display were Laurie Green's brand new On₃ layout 'Lizard Head Pass', Chris Elliott's N gauge 'Skyomish' layout and Gavin Hince's large HO_{n3} 'Clear Creek' layout. Laurie's layout was based

on the Rio Grande Southern, Chris' theme was on European main line express freight and passenger trains, whilst Gavin followed the Colorado & Southern Railroad based on the area from Golden to Blackhawk.

On completion of the model contest, all models were then displayed in glass showcases in the main hall for all visitors to view. There was also a showcase of 'Models for Display' which were models not entered in any of the contests.

Entries in the Photographic Contest were on display throughout the day and this contest was well represented with both model and prototype subjects being shown.

Clinics included Baseboard Construction Ideas by Bruce Ritchie, Foam Scenery by Ron Wrigglesworth, Backdrops Made Easy by Laurie Green MMR; Contest Judging Requirements by Fred Gill MMR and Gerry Hopkins MMR; Structure Tips and Techniques by Gavin Hince; Air Brushing by Peter MacDonald; Trees and Other Tips by Paul Richie; Building in Styrene by Herb Adler; Weathering Structures, etc by Gavin Hince and Laurie Green MMR.

A Spit Roast Dinner was enjoyed by all attendees and the after Dinner Speaker was Mr Phil A'Vard a director of the Puffing Billy Society who gave an interesting informative talk on Puffing Billy from its beginning up to the current operations and the plans for its future extension and growth of rolling stock and buildings. Coloured slides were then shown by Phil of the origins of the line, original rolling stock and locomotives and the laying of trackwork and construction of stations.

The convention though small in size was well attended by NSW, ACT, & SA members, members of several Victorian Model Railway clubs and members of the public. Those who attended all remarked that the convention was a great success and the Victorian Committee are already planning for 1996 (in Victoria).

On the Sunday some Sydney and Victorian members and their wives drove down to Bacchus Marsh to view the South Australian steam specials, whilst others visited Puffing Billy or took time out to see their relatives.

Two trade stalls operated, the Model Railroad

Craftsman from Sydney and Semples Train Supplies who had a full display of all of their railroad items that they stock in their Belmont store. Also operating all day was a TV viewing area which showed tapes of USA prototypes and NMRA members layouts throughout different Australian States.

{A complete video of the clinics and a tour of the layouts at the convention can be purchased from the Company Store Contact Shirley MacMicking.}

June - - - Fern Valley

By Sowerby Smith

Saturday the 18th June was a cloudless sunny winters day. The visitors book showed sixty three members and two guests visited Bill and Maggie Cooper's at Beecroft, a northern Sydney suburb.

Bill's layout is freelance New South Wales and has a mix of Australian, US and some European style rolling stock. All this is tied together with some major kitbashing and it is all painted in the Fern Valley colours of green and buff. There is a great family look throughout all the rolling stock and structures. The scenery is typical New South Wales.

Since our last visit to Bill's layout he has been very busy. The basic layout is a continuous run folded oval with a branch line running along the walls of the layout room approx 750mm above the main layout. Access to the branch is by a concealed spiral in an escarpment that is very reminiscent of the area around Katoomba. Emerging from the spiral the line then passes over a high plate girder bridge past a typical NSW halt. Then it passes over a small stream, rounds a curve and passes the cement silo scene that appeared in the NMRA Calendar. Through another small station to a newly completed gravel loading facility. The branch line finishes with a long low trestle with hopper car parked on the end. The hopper is cleverly sliced diagonally through and appears to be complete, it cleverly disguises the end of the branch and stops trains running off the end.

The lower level is about two thirds scened and since our last visit several of the cardboard cutouts have evolved into finished buildings. The

main area is a large station with industries along the back scene and a large passenger station in the foreground. Two large road bridges pass over the layout and provide scene breaks.

The Fern Valley is notable for Bill's exquisite hand laid code 70 track work with very intricate pointwork. The artistic side of Bill clearly shines through in the beautiful New South Wales mountain scenery backdrop. All the buildings and rolling stock are weathered and all have that "Rightness" that is so hard to achieve. During our visit the trains ran faultlessly. The control panels are a model of neatness and clarity. Walk round throttles enable you to follow your train around the layout. Conventional cab control is used.

Bills layout room is in the garden next to the pool and mid afternoon tea was served followed by the usual short official meeting. I would like to thank Bill and Maggie for inviting us to their home and for a most enjoyable afternoon.

SEEN AS A FAX HEADER FROM W. A. :-

"SP MODELLERS DO IT IN SNOW SHEDS"

Division 3 Reports

by Paul Richie

On February 19th the first meeting for the year - the destination was Maryborough at Peter and Judy Myers' home. After thawing out with a coffee (motor cycle riding tends to be cool) and inspection of the On3 layout was in order. Construction is progressing well, some of Laurie's engines were visiting. After lunch, discussion moved to the convention: all on track, as were the latest projects of those present; all in all, an enjoyable day. Many thanks to Peter and Judy.

April 16. Gavin Hince's home was the destination. The construction on the Colorado & Southern has been at full speed since the last time I inspected this layout, and runs well too, which is a sign of a well designed and constructed layout. Photos are a must of this layout! Projects and future plans were discussed and an enjoyable afternoon was had by all. Thank You, Gavin.

May 14. The first Victorian Mini Convention was a great success judging by the numbers of registrations. The planning by Laurie and Gavin and

their helpers paid off. So elected to arrive the evening before and everyone seemed to enjoy the clinics on the day. The theme used throughout the convention; "the construction of a module from frame to finish" tied all the clinics together.

Congratulations to Gavin - his layout was judged for the AP awards during the afternoon. The modelling competition was judged in the morning, but everyone had to wait until the evening to find out who the winners were. At the presentation in the evening, Laurie Green received his MMR, a well earned award. The guest speaker was excellent, giving us an insight into the workings of a "working museum....A tourist railway", the Puffing Billy Line.

All members will join with me in thanking Laurie and Gavin for the success of this Convention. Also thanks to our members who came from Inter-State to help in various roles:- Company Store, membership, and as judges in the competitions; also to the attendees, which was the reason for it all. Friendships made and renewed makes this one of the best hobbies to have.

Welcome Aboard

Please welcome the following members to the NMRA - AR.

Bob O'CONNOR	Prospect NSW
Greg FORBES--SMITH	Burpengary Qld.
Bob BEST	Blaxland NSW
Brian WHITE	Penrith NSW
Hugh PATTINSON	Willoughby NSW
Stuart MITCHEL	Ballarat Vic.
Keith PRATT	Kanahooka NSW
Bruce RITCHIE	Sebastopol. Ballarat Vic
Steven BURROWS	Hazelbrook NSW
Mrs. Sharlene BURROWS	Hazelbrook NSW
Grant McADAM	Glenhuntly Vic.
Max GOTTLIEBSEN	Ferntree Gulley Vic.
Mrs. Jean GILL	Baulkham Hills NSW
Mark STAFFORD	Macedon Vic.
Jon BOYALL	Blackheath NSW
Chris ELLIOTT	Sunbury Vic.
Malcolm BAYWATER	Meredith Vic.
Graham MEYER	Emerald Vic.
Reece OMAN	Hamilton New Zealand
Victor QUINCE	Grandville NSW

CONVENTION '94 - MODEL CONTEST RESULTS

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

STEAM LOCOS

1st	Jack McMicking	Gauge 1	0-4-0 Tram Engine
2nd	Jack McMicking	Gauge 1	4-4-0 GCR Loco
3rd	Paul Richie	Sn3	Sth Park 2 truck Shay

DIESEL AND OTHER No Winners
PASSENGER CARS No Entries

FREIGHT CARS

1st	Gavin Hince	HO n3	C & S Ash Gondola
2nd	Paul Richie	HO	Vic Rlwy NG Bogie Cattle Wagon
3rd	Gavin Hince	HO	Vic Rlwy Water Car

CABOOSES No Entries

MAINTENANCE OF WAY

1st	Laurie Green	On3	D & RGW Snow Flanger "OD"
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STRUCTURES ON LINE

1st	Laurie Green	0	"Rico" Bunkhouse
2nd	Paul Richie	S	Water Tank & Storeroom

STRUCTURES OFF LINE No Entries
DISPLAYS No Entries
MODULES No Entries

BEST IN SHOW (Master) John Kiddell Award

Laurie Green "O" "Rico" Bunkhouse

BEST ENTRY BY A MODELLER John Gordon Award

Paul Richie Sn3 Water Tank and Storeroom

PHOTOGRAPHIC CONTEST

COLOUR PRINT - PROTOTYPE

1st	Ian Petherick	2nd	Ian Petherick	3rd	Ian Petherick
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COLOUR PRINT - MODEL

1st	Laurie Green	2nd	Laurie Green	3rd	Paul Richie
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COVE VALLEY RAILWAY

By Jack MacMicking

A Gauge One Garden Railway

This railway is built in a small court yard which gives some privacy from the street and people. Construction involves building a series of concrete block columns about 6'-0" apart then erecting formwork and pouring a concrete platform approximately 1.5" thick with 1/4" steel rods as reinforcing. A raised concrete edge was later poured to retain the ballast which consists of 3/16" mesh blue metal as a base for the track. All concrete was left about two weeks before the formwork was removed to allow curing.

After the formwork had been removed, the blue metal was spread out and levelled for the track to be laid in position. The track has been made up into 3'-0" lengths, only requiring to be curved where needed and space left for pointwork (turnouts) to be fitted in when constructed. The track is constructed of Bullhead rail with cast chairs, 32 to the yard, obtained from the Gauge 1 Assn. while the sleepers (ties), 7/16" wide X 1/2" deep were cut from boards purchased from the local timber yard. When purchasing the timber, I asked that they all be planed to the one thickness, this makes it easier when constructing track on the bench as the rails remain level. The boards were cut into 1/2" strips, and in small bundles, were cut to standard sleeper length. Some of these strips were kept to be used later when constructing pointwork as the length of the sleepers vary.

The courtyard is also required as a clothes drying area with a rotary clothes hoist in the centre which, in very hot weather, is handy to place a shade cover over. For access from the laundry a removable timber section is required, and on running days this section is attached with four brass extension arms from the timber with screws into metal inserts in the concrete, these hold the section rigid and line the rails

up. As this section is on a curve, a trestle leg is fitted at the centre as an additional support.

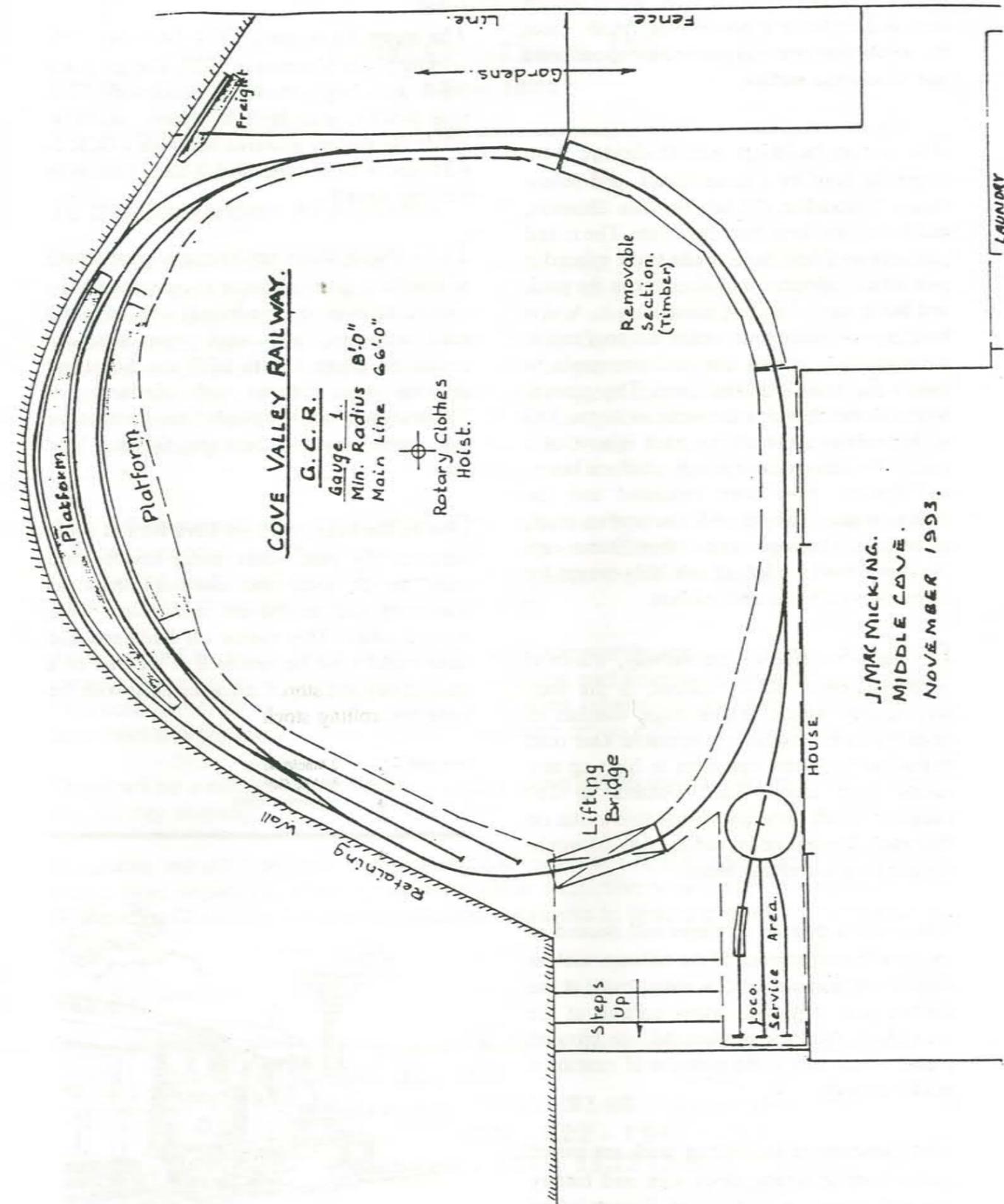
A lifting bridge 3'-0" long and hinged at one end, gives access to the loco service area outside the track circuit as well as for anyone wishing to pass into the house. This bridge is constructed of 1/2" X 1/2" X 1/16" brass angle, riveted and screwed together. The other end rests on a bracket and locating pin which keeps the track in line.

When constructing pointwork (turnouts), I first lay sheets of paper in position on the ballast then lay lengths of rail along the paper joining to the adjacent sections of track to ensure a smooth flow of track through the point work. I mark the line of the stock rails with a pencil and the position of the point blades, location of frog etc. the paper is removed to the bench where the point is constructed over the paper diagram.

Pointwork is cut and filed from lengths of the Bullhead rail and the chairs fitted, and at this stage pieces of 1/4" wide X 1/16" thick brass strip are soldered in place as slide chairs.

After the track is in position, 1/16" mesh blue metal was spread over it and worked down under the sleepers and the track levelled, tamping the ballast to hold the track which to date has not moved very much. Then motor oil was poured over the lot which then binds the metal and preserves the timber sleepers.

The station platforms were constructed in concrete. First the platform faces were poured using hardboard formers running the full length of the platform, in this case 10'-0" long plus the ramp at each end. The platform edge has 3/4" wide top face and 1/4" undercut on the



track side checking the alignment with the rails. The centre part of the platform was poured and the edges finished smooth. The centre is lightly brushed over when almost hardened to leave a gravel type finish. Later the whole platform was painted for appearance and to seal the surface.

The station buildings and footbridge were originally built by a close friend and fellow Gauge 1 modeller, the late Norman Shannon, and I obtained them from his estate. The island platform roof had been made to fit around a post which supported a clothes line in the yard, and had a small building painted on it. A new building was made to fit under this roof and at the same time a new tile roof was made to match the main building roof. The general layout of the station is the same as Norm. had on his railway although the track is now on a curve. The station nameboards, platform lamps and fencing have been repainted and the station name changed. All the station staff, passengers, luggage and other items are 'Britains' brand, no longer available except for a few farmyard sets and soldiers.

On the other side of the railway, which is approximately a 66'--0" circuit, is the loco service area which, at this stage, consists of three tracks feeding onto a turntable. One road has a "pit" to allow operators to light up any meths fired locos. The turntable is 26" diameter which suits most locos able to run on this track. The minimum radius of 8'--0" would restrict long wheelbase locos.

There are a number of items still needed to improve the appearance of the railway, such as signals and a signal box, a water tower at the station, coal stage and water column at the loco depot, and various other rail side bits and pieces which add to the pleasure of running a model railway.

The locomotives and rolling stock are varied and consist of steam, clockwork and battery powered locos, a number of Bassett-lowke carriages, two Marklin Dining Cars (left to

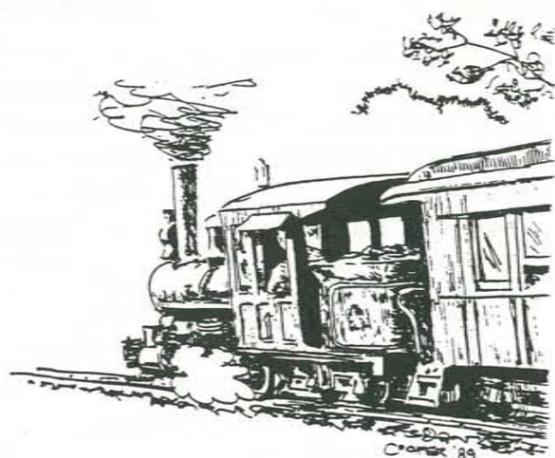
Shirley, who always admired them, by Norm. Shannon) and a number of B-L and home built goods wagons.

The steam locos are a GCR 4-6-0 No. 195, built by Norm Shannon in 1927, also an Astor 2-6-0 with bogie tender, a clockwork GNR type 0-6-2T, also built by Norm. in 1954. While the Battery powered locos are a GCR 2-4-2T and a GCR type 4-4-0 class 11B, both built by myself.

This railway, while not having a great length of mainline, gives pleasure to operate and has opened the eyes of some friends who, have HO scale railways, and until now generally associated gauge 1 with LGB etc. Some are showing more interest with comments of "What a good size to operate" etc. Perhaps we may entice new members into G1 at a later date.

Due to the heavy rain we have here at some times of the year, sheet metal covers were made to fit over the complete track as protection and to prevent the ballast being washed away. This means all buildings and other items must be removed at the end of a running day and stored inside together with the locos and rolling stock.

Copyright: J MacMicking
Middle Cove
November 1993



N.M.R.A. Australasian Region Convention 95

June 1995

To the Convention 95 Attendee

The focus of the 1995 program will be our special guest - **W. Allen McClelland builder and operator of the Virginian & Ohio**. Allen was selected as was our previous guest, Mr Tony Koester, not only because of their ownership of fine model railroads but because of their knowledge and intellectual contribution to our hobby, combined with setting trends in layout design and operation from the early 70's. Allen's program will consist of 10 hours of clinics over the three days of the convention as well as being our speaker at the Saturday evening dinner. Allen has assured us that the program will be specially prepared for our convention and the dinner presentation will focus on the V & O with a tour of the new extension to Jimtown.

Allen will be supported by 18 hours of clinics presented by the members of the region. This will be supported by the events you now expect - Silent Auction, Model Contest, Commercial Displays, Layout Tours, Layout Inspections and the Company Store. We will be expanding these events and adding new ones.

An expanded ladies' program for the three days is currently under development. A display model contest is being examined to allow exhibiting and judging of layout quality models. This contest will allow all scratch built and modified (shake-the-box) kits to compete on a level field and provide a unique means of showing off your skills to other modellers.

There will be a number of Non-Railroad tours along with a special theatre presentation for the Sunday evening.

Of course, we are looking to the support of all modellers in the region, so if you can help with a clinic (regardless of size), layout for either inspection or on a tour, please contact the Convention Chairman. We are also seeking volunteers to ensure the smooth running of the convention.

Gary Spencer-Salt

Please Reply to :

G. Spencer-Salt (Convention Chairman)
P.O. Box 200
Marayong NSW 2148 Australia
Tele: (02) - 622 - 1916 (a.h.)
Fax: 61- 2 - 831 - 4132 (24hr)



Computers in Model Railroading

A C Lynn Zelmer

A Computer for Every Need

Last issue I promised to look at different computers and their use. The way that I will do this is to examine several of the computers that I have used—and provide some history along the way.

Background: My use of small computers began back in 1978-9 with the purchase of a 'business' computer. This was not a casual purchase—in those days you ordered the computer and waited for it to be assembled, AND the system cost more than a car.

In common with most computers of the time, this computer had a proprietary (non-standard) operating system. It also had 2 floppy disk drives and I was able to obtain the 3 applications (word processor, data base manager, and communications) I needed.

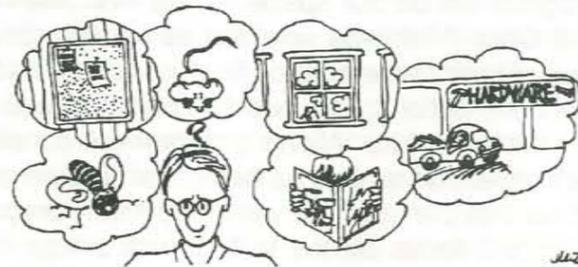
My wife and I have since bought, or been responsible for buying, many computers. Significantly, the hardest part of each purchase has been estimating our 'needs', as versus 'wants', an important task for any would-be computer owner/user.

Early Desktop Computers: The machines of the late '70s and the early '80s had names like *Apple*, *TSR-1*, *Commodore Pet*, and *Northstar*. Each had a unique operating system; most used cassette tapes for program and data storage.

From a modeller's point-of-view these machines were often versatile enough to control other devices and many owners found model railroad applications.

While my own computer from that era still operates, and has a

built-in capability to control the operation of a layout, I have never been very interested in designing and constructing the ancillary hardware nor in writing the software required. It was,



Computer Terminology can be very confusing

however, purchased with an eye to its capacity to store the model railroad inventory, etc., and performed those duties well.

Our next computer was a very light-weight 'laptop'. It couldn't store very much information but its light weight meant that I could take it along on rail fan trips, etc. It ran off of batteries or normal power and included a 'modem' for sending information back home over the telephone line.

IBM and Standardisation: 'Personal' (or micro) computers had become more common by the early 1980s when IBM introduced the first of the 'commodity' computers and 'standardisation'.

I purchased my next computer in 1984—but it wasn't an IBM or 'clone' (work-alike). I was still travelling for work so it was a portable (or more properly, a 'luggable') and used the now defunct, but then standard, CP/M operating system.

Newer machines are smaller, faster, and have better graphics, however, they haven't improved on the reliability or utility.

Nevertheless, IBM, Apple, and other microcomputer companies, brought hardware standards, which led to the development of a software market. This in turn led to reasonably priced and widely used computer-based applications for business and pleasure.

Keeping up-to-date: The down side of the new hardware commodity market is constant change—every few months we get newer models that are smaller, less expensive, and more powerful than their recent predecessors.

Software follows the same pattern, except that the new software always takes more memory and disk space, and often requires upgraded peripherals (monitors, screens, etc.).

1989-94: Our fourth computer, an IBM clone, had a 'mouse' for manipulating information, a hard drive for storing information, and could do almost anything that a mainframe computer could do only a decade or two earlier, albeit perhaps somewhat slower. It has its own emergency power supply and has been a pampered member of the family.

My employer provides me with several computers—both IBM/MS-DOS and Apple Mac types. I still find myself preparing documents, keeping lists, and sending electronic mail—and the computers still spend much of their time waiting while I think about what to do next.

Which one is best? It all depends on what I need to use it for, however, the sales people *always* have a newer, 'better', model!

Techniques In Constructing Large Buildings From Cardboard.

by Rob Nesbitt

The following is a list of tips and techniques in the scratch building of large cardboard buildings for a layout. It is not intended to be a blow-by-blow description.

The main object in constructing your own buildings from cardboard is that they can be made to fit tight spaces, you can build what appeals to you, and can be VERY, VERY inexpensive.

Buildings thus constructed will add mood, and the quickness (some would call it sloppiness) of construction adds to the "run-down" nature.

The main disadvantage of the method is that detailing should be avoided, as I have noticed that a small amount of detail work will encourage the belief that the building is only half finished. Award winning models, they are not.

A list of required tools and materials can be found at the rear of this article.

Background.

In the past, I have constructed buildings by kit-bashing commercial plastic kits. Whilst this has been normally satisfying, I have occasionally spent more time on redesigning the building to fit the available space, than on building it.

I also have a problem is the levels of detail on these structures. The brickwork is normally very good, but the windows are not, and to my eyes the building needs a far amount of work to make it presentable.

A further aspect is the number of suitably priced kits that can be modified successfully into large structures, without resorting to piracy. I wanted to construct large urban scenes, primarily dockyard warehouses. These have advantages which allow a sizeable number of industrial tracks in a small area.

Unfortunately, to build the necessary buildings from plastic kits would involve a lot of time, expense, and probably more ingenuity than I have to make them all look different. Cardboard buildings may be the answer.

Designing your building.

The first buildings I constructed were inspired by the Design Preservation plastic kits. Later efforts were from photos of actual buildings (books magazines etc), although now I have the flair to design them as I go, however the ideas used come from actual buildings sighted in my travels, and put in memory.

The building's shape is partially dictated by the area you have on your layout for it, although the actual design can be almost anything. I try and base my designs on warehouses, because they are generally large, display a simplicity of style and don't have many windows.

The secrets of a good design, are:-

- 1) It must be fairly simple. Designs from the 1920s and 1930s are ideal, square windows and a lack of ornamentation. Modern buildings offer simplicity as well, but generally railways don't serve them, reducing their usefulness.
- 2) The building has good proportion. (This is difficult to describe, but the art comes quickly)
- 3) Does not dominate a scene (and draw attention to itself). Lots of large buildings in a scene accomplishes this.
- 4) Complements other nearby structures. Not all identical.
- 5) Windows, which break up blank walls.
- 6) Roof lines should not all be the same style and height.

Other Design tricks.

Imagine that the building was built in a number of stages, with each part being different, albeit marginally. Some other ideas may be:- Main building and an annex; original structure with a sloping roof, but the rest with a flat roof; receiving dock across part of the base, rather than across the lot; external lift shaft; etc.

The design must also address the cladding of the building. I try to stick to styles that uses rendered plaster over all brickwork, as embossed brickwork paper to me looks corny. I have had success with scribed lines to represent batten board, and corrugated cardboard to represent corrugated iron sheds.

Height is also important. I have found success with a height which hides the rest of the city skyline, and other buildings not modelled. Baseboard height, as it effects the viewing eye also determines the height.

I have not experimented with forced perspective, but this technique could be performed so much easier with buildings you build.

Placement of the building

The buildings can safely be placed towards the backdrop. The lack of detail tricks the eye into believing that the detail can't be seen as the building is further away than it is. Don't do anything that draws more attention to the building than you would normally give to a city warehouse. If however, the location demands a structure visible on all sides, the resultant building will take longer to build, based on the extra time cutting out all those window openings on the building's rear.

Make a rough sketch of the principal dimensions for your building. Include in it the location of the tracks, road access (if any) and distance to other structures. A rough concept design (including placement of windows, doors, dock openings could also be included on the sketch.

Think over a specific design for a few days, before starting to construct, in case further inspiration causes a design change.

Marking out your design.

After you have sketched your design, and are happy with it, "commit" the design onto the cardboard. Use a HB pencil. I try to work at a floor spacing of 10 feet (3.5 cm HO) above the ground floor, which is generally higher. (4-4.5 cm). Mark the floor lines. NB. Make sure that everything is "square".

Windows should be placed consistently above this floor line. A size of 20x11 mm one cm above the floor line would work for the simple windows I tend to build.

Mark out doors etc, at this stage. NB. Please avoid placing doors directly below obvious supporting wall columns. In doubt, put them directly below windows.

Mark the roof line clearly. Depending on the style of

the building, the roof line may be higher, or lower than the floor line.

The edges of the front of the building would normally cover the joins with the sides. Consequently the building sides need to be reduced in size by the thickness of the cardboard.

Work your way around the entire building, making adjustments as you go.

Note. Depending on the location, it may be totally unnecessary to model the rear or even the sides of the building. Don't work on what you can't see.

Cutting out the Building sides.

Make sure the knife is sharp, and the cutting surface level and sturdy supported. You are not going to win any awards by speed at this stage, it is more important to be consistent with the cuts, and try and keep the edges square.

Novices should start with the roof line, as this is generally straight, and long cuts are easier to make.

Lay your metal straight edge along the line of cut. Cut the cardboard in a single movement, but don't use much pressure, which tends to force the blade to wander. Repeat, and gradually increase the pressure as the number of cuts increases. Eventually, you will succeed in cutting straight through. Continue with the other cuts.

Cutting out windows and doors

Windows present a problem in that they need to be cut out individually. I lay my straight edge so I am aligned with the bottoms of the windows of a particular floor, and cut along the window area only. Repeat a few times. Move to the top. Cut a few times, then the sides on all floors. Eventually all windows have cuts around the boundary.

Further cuts should be made from the corners to the middle of the window cut. Continue until all windows are cut out.

Don't rush it, windows take me around 5 minutes each to cut out. Continue with the doors, much easier.

If required for batten-boards, the surface should now be scribed in.

Note. If at any stage your knife starts "chewing" the cardboard as apposed to cutting it, sharpen it. Saves frustration, excessive knife pressure, and lastly blades!

Gluing together

I use white glue. The cardboard dries the glue fairly quickly, and the time needed for clamping is not long.

Occasionally, I back some of the joins with reinforcement, typically sections of the cardboard I would normally discard. I also add simple ornamentation at this stage.

The secret is to keep everything as square as possible, and the level cutting surface is excellent for this. Be aware though, that the **windows must be fitted after painting**, and white glue is ideal for this. Add any external cladding material at this point.

Painting.

Cardboard gobbles up most paint, so be prepared for multiple coats.

Choose colours that are drab, but not too dark. I find Tamiya paints work well, with their "Desert yellow", "Sky", "JN Grey" and other shades.

For a uniform finish, I favour an airbrush, although, depending on the surface you are simulating, may be OK with a brush.

Windows and doors.

Windows make or break a model. My cheap windows consist of glazing material glued to the unpainted side of the cardboard, and mullions added.

Glue the glazing material to the cardboard with white glue.

Cut a narrow strip (1mm) of white paper for the window edges and mullions. Cut to size. (eg 20mm and 11 mm) Three of each size is needed for each window. This is where a stripwood cutter comes in useful.

Pour a small amount of white glue in a convenient place. I use a glass plate (which is my cutting surface). With your tweezers, pick up a strip of paper, soak the back in the glue, and apply to the window. Don't worry about extra glue on the window glazing, it dries clear. Continue for the edges, followed by the mullions to make a 4 pane window.

Other window styles could be made with more strips of paper, or by drawing paint across the glazing surface with a bow pen (before it is cut to shape and installed).

Doors should then be installed as needed.

Tools and materials needed.

- * One (or more) knives, with an extremely sharp edge. I use scalpel blades, which I find last 3 times as long as the Exacto #11. It may be possible to use other knife types, such as the ones with the break off blades, but as I don't, I do not feel qualified to comment.
- * A good level cutting surface. I use a sheet of armour glass (which cost \$15, and has lasted 5 years with many more to go). However, I have recently used a self-healing cutting surface, which worked extremely well (price unknown).
- * Adhesive. White glue and contact cement is sometimes useful.
- * Wet-n-dry abrasive paper, used for sharpening blades.
- * Steel rule.
- * Square.
- * Stripwood cutter.
- * Small clamps. I use wooden pegs, modified so as to reduce the pressure exerted. The modification reverses the spring pressure, and the pegs operate in reverse
- * Tweezers.
- * An air brush (optional, but very useful).
- * Quality paint brushes.
- * HB Pencil. For marking out.
- * Bow pen (optional). Used for drawing window mullions.
- * Stripwood cutter (optional).
- * A good supply of quality cardboard. I obtained mine mostly from the cardboard inserts from discarded ring binders at work, and is around 2 mm thick. (1/16") Other sources are artists supply shops, or photographic framing cardboard (which comes in A2 size sheets at about \$5 per sheet)
- * Paints. Your choice, although choice duller shades, less likely to draw attention to themselves. Also paint thinner.
- * Roofing or cladding material. I have used BGB corrugated cardboard with great success, and masking tape suitably cut, makes good tar paper. Embossed brickwork of your choice.
- * Glazing material, typically clear styrene.
- * White, A4 paper:- used for making window mullions.
- * Other material, as dictated by what you are attempting to achieve.

DOUBLE DECK DILEMMA

Solved By Lawrence Nagy

Since I'd had an operating layout of some description for the past twenty years, it was quite a shock to the system to recently find myself without one after moving house. The good news was the new house had a sub-floor area approximately 24 by 10 metric feet in size, with about 9 foot headroom. All I had to do was lay a slab, knock up some walls and she'd be apples. Then I checked the bank account and calculated how much hobby time I'd have after work, kids, wife, dog, house work, renovating, gardening and social intercoursing.

It Was Sad Very Sad !

So the clean-sheet-of-paper stage became protracted somewhat as I concentrated on making the house more habitable. After three or so months the frantic renovating had abated to a point where I could turn my mind to more interesting things; ie - layout design.

A bit of head scratching revealed it was possible to partition off part of the garage to yield an L shaped area 17.5 feet by 9 feet with an 8 feet by 7.5 feet appendage. Quite useful for an N scale layout, and it still left enough room over for the car and motorbike. My previous layout had been in a similarly partitioned garage and I'd been very happy with the result, so, in a nut shell **I was orf!**

The new layout would consolidate the developments of my previous layouts.

Essentially they were :

- a reasonably long but simple mainline based on a real prototype to set the scene.

- a longer fictional branch line that is the main operating feature.

- space for people (sorely lacking previously).

- linearly pure design where by a train only passes through any scene once.

A few rough sketches proved the last two points were very much in conflict. Refer to the track plan. The main area of contention was that the Pennsylvania New England trains have trackage rights over the Lehigh Valley line between Swartswood and Green Pond Junction. Operationally, it would disturb me to take a PNE train from West Catasaqua around the layout room once only to reappear a few inches above West Catasaqua on a high embankment, supposedly "many miles" later. By increasing the level difference further still, I could remove the second lap from the West Catty scene and place it in another scene above. Time and time again my doodling kept coming to the same conclusion - a double deck layout.

*...too much hidden running
..... in the helix...*

I'd previously viewed double deckers with some scepticism. The ones I'd seen seemed to suffer from too much hidden running in the helix, and one level was either way too high or too low. By minimising the difference in deck level, both these negatives could be minimised. Just how little level difference could be tolerated before the lower level scenery became cramped by the upper level needed detailed investigation.

There was only one way to find out. I made

a mock up of the layout room full size! Scraps of timber were tek screwed together in a wobbly frame that defined the walls and layout bench work. Elements were moved about and modified over a two month period until it was obvious they could not be improved upon without seriously compromising some other aspect.

*...one claret
inspired
moment...*

Much philosophising took place during the mock up stage. Which was the bigger limitation? - doubling through the same scene or running on two levels. On the spur of one claret inspired moment, I adopted my usual bull in the china shop approach and took to building the bench work for a double decker.

I'm most relieved to say that now track laying has started, I'm happy with the double deck compromise. Two problems in particular have been elegantly solved with some input by friends.

Firstly, the vertical separation of the decks was set at around twelve inches. This works well in N scale but I had to take care to keep the separation just below eye level. The lower level is around fifty four inches, which means a conscious upward glance is required to see the top deck. If both decks were lower, the top deck would intrude on the line of sight as someone worked the lower level. The mainline occupies the top deck because its trackage is basically for running with minimal switching, so the stratospheric height is not such a problem.

Another benefit of the limited separation is that a hidden helix was not necessary to get trains from one deck to the other. The climb is via a long peninsula that juts into the layout room. The track on the peninsula is around three percent grade. This means one of the switching areas had to be located off the line in a curious arrangement that was used at Capertee (described in a previous **Main Line** article).

So the great sin of track planning - hidden

running trackage - has been avoided. One other feature I'd like to mention is that the peninsula does not impede walk around control on the upper level, as the track on that level enters the hidden storage yard at the base of the peninsula.

Most of the upper level is two by one radiata pine in a grid fixed by shelf brackets. This small section timber was chosen to reduce weight and keep the valance at the front as thin as possible. The strength is minimal, but tolerable. One area in particular defied all attempts to correct a sag until the "belt and braces two bracket approach" shown in the sketch was adopted. The top bracket virtually doubles the strength of the mounting without intruding on the scenery of either level.

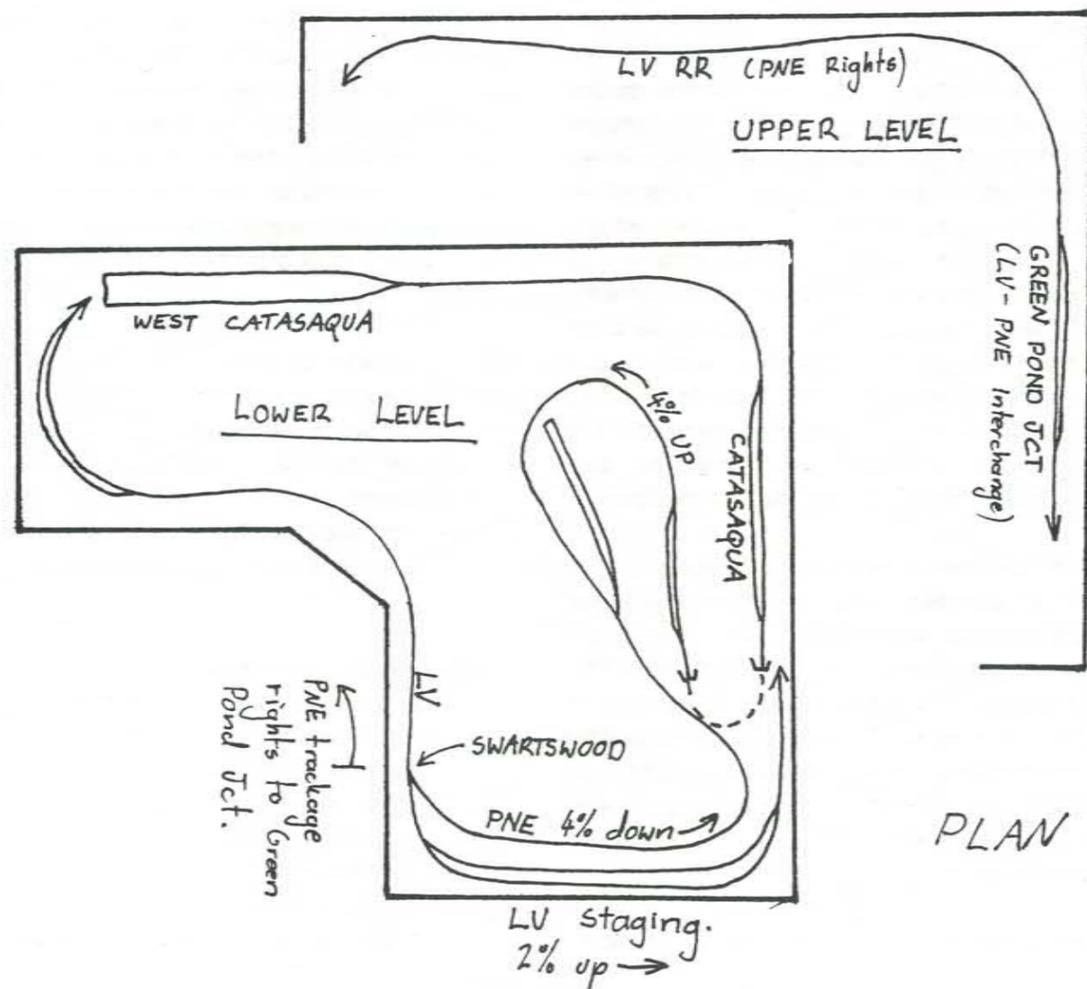
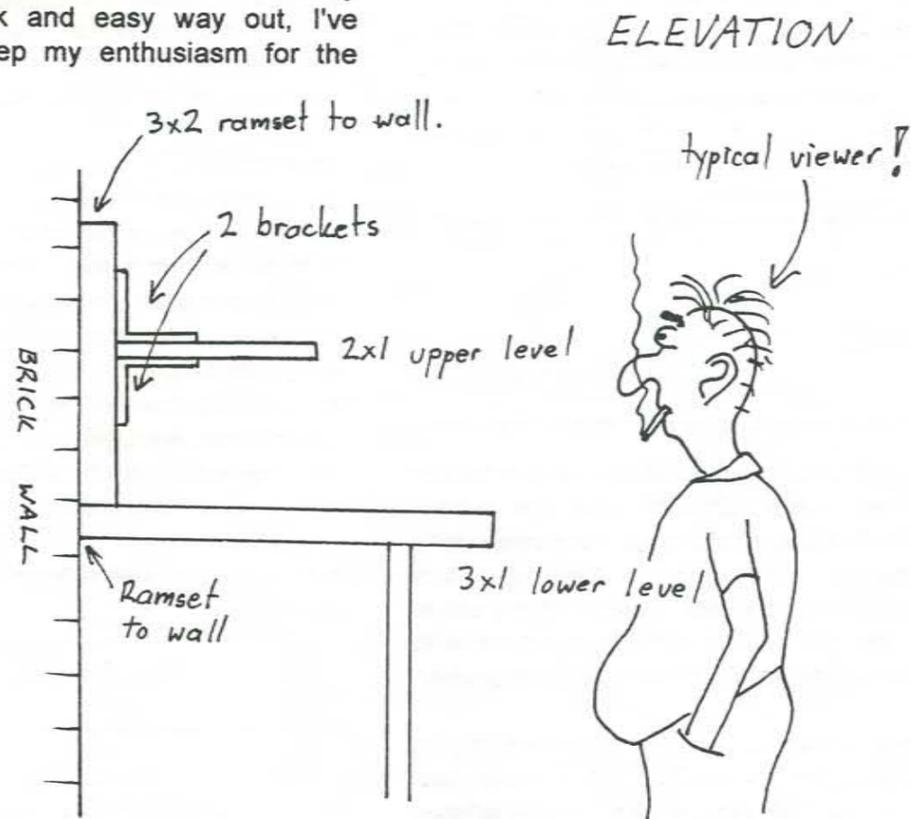
*...belt and braces
two bracket approach...*

The lower level is conventional grid bench work of three by ones, where the extra strength over the upper level is used to create longer spans. The back is ramset bolted to the brickwork while the front has conventional legs. The peninsula is three by one L girders, used to create strong bench work to minimise the number of legs and allow a free flowing valance along the edge, something grid benchwork is not well suited to.

Construction of the upper deck is well in hand, and I hope to have it running and fully scened as a separate system before work starts on the more complicated and detailed lower level. I've found previously that once the trains are running the heat's off, and the layout construction can progress at a saner pace.

So, all in all, the double deck approach has proved a workable compromise for track planning, scenery and operation. Considering my time and financial constraints, I feel it would have been a mistake to sink my limited resoures into building a layout basement under the house. I ran the risk of owning a great train room.....with nothing in it. The project would have become bogged down

and the impetus would have been lost. When the object of the exercise is to run trains, to do anything else becomes a distraction. By taking the quick and easy way out, I've managed to keep my enthusiasm for the project.



N.M.R.A. Australasian Region Convention 95 June 1995

Special Guest :

**Allen McClelland - Owner of the
"Virginian & Ohio" Railroad
and
author of "The V & O Story"**

Allen will conduct a wide range of clinics featuring the Virginian & Ohio. These clinics will be of invaluable interest to all model railroaders. Allen is one of the major forces in the direction of the hobby since the early 70's with the publication of the "The V & O Story" by R.M.C.

Allen's 5 clinics will provide powerful insights into the design and operations of all model railroads with and up dated look at the V & O at the dinner.

Convention 95 Highlights

- **3 days - 30 hours of program**
- **Silent Auction**
- **Model Contest**
- **Clinics - 28 hours**
- **Ladies Program**
- **Saturday Evening Dinner**
- **Layout Tours**
- **Layout Inspections**
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THE FRANKLIN COUNTY RAILROAD

By Gerry Hopkins MMR

History of the F.C.R.R

For fifty years the Rangle Lakes area of MAINE, in New England, had been served faithfully by the 'Sandy River and Rangle Lakes Railroad'. The small network had been built to connect the towns of the area with the "broad" gauge railways of the outside world. The major exports of the area were hardwoods and hardwood goods. The major import was 'people', visiting the many recreation areas around the lakes. By 1936, due to the increase in trucking and the effects of the depression, the "Maine Two-Footers" had almost disappeared.

The out break of war in Europe brought a big demand for the hardwoods of the area. Rather than build new roads or railroads, the 'Powers that be' decided to resurrect the two foot gauge network. This meant that some of the tracks would get upgraded, rolling stock would be repaired, and the buildings again opened! Some of the rolling stock and locos were beyond saving, so locos were sought from across the U.S.A.....even diesels!

To satisfy existing safety laws signals of assorted types were installed throughout the system, replacing the old ball signals. As the railroads were confined to Franklin County the name for the reborn railroad became the "FRANKLIN COUNTY RAILROAD".

Lets Take a Trip

Let me take you back a few years to the time when I first met the "resurrected" MAINE TWO-FOOTERS.

It is morning as our little steamer, "RAINBOW", approaches the wharf at Crabapple Cove. The chatter and excitement of my fellow passengers gets louder as we draw closer to the wharf.

Many of them have planned for months for this vacation and nothing will be allowed to spoil it! Some will be staying at the town, but some of us will be catching the train and go on to the Rangle Lakes for a spot of hunting, fishing, boating or, like me, just for the ride on the "Maine Two-Footers".

The "RAINBOW" ties up at the small wharf and we make our way up the gang plank to 'terra firma'. We walk through the interchange yard to Main Street, passing a standard gauge box car of the Maine Central. The box car of the FCRR (ex SR&RL) is dwarfed by the standard gauge car, making it look almost toy like.

On reaching High Street some of the travellers turn right and make their way to the centre of town, but those of us going on, turn left, and make our way to the station on the other side of the tracks. The large building on our right is WEEKES MILL, now used to make stocks for rifles and assorted wooden parts. Next to it, just by chance, is the Guntackle shop. It is one of the older buildings at this end of town being of a stone construction rather than brick or wood.

Further along the street is the Blossom Restaurant, many of the travellers stop here for breakfast. Our early start and river journey must have given them an appetite! I am eager to see the narrow gauge trains.... my only reason for making the trip. Just before the railroad crossing is Rocky's Tavern, many a river sailor has tried to quenched his thirst at this watering hole. Outside the tavern on a concrete slab is a large brass cannon, the locals say it is a relic of the only Man'o War to come this far up the river. Why would it come up the river???

With this question being put to the back of my mind I cross the tracks and walk to the station. On my way there I pass the old gunpowder storage building. It has been renovated and now houses the town's doctor and his surgery, a Dr.B.F.Pearce, I believe. I pass the garage and

the machine shop on my way to the station.

On checking the timetable I see there will be a train arriving in 30 minutes. A few of the vacationers walk across the road and wait in the shade of some big trees. They border the pond at the base of a small waterfall, very cool and refreshing on a warm day.

The sound of a steam whistle heralds the arrival of our train. Today must be my lucky day, the loco, No.10, comes into view. No.10 is the biggest of the saved locos. She glides effortlessly to a standstill with only 4 passenger cars, one being the parlour car "Rangely". Of course I climb aboard the parlour car, I don't go inside but just stand on the platform. The rest of the tourists climb aboard amid a great deal of chatter. The No.10 simmers patiently in the sun, the sound of a distant whistle is the reason for our delay. Tender loco No.16 steadily climbs the rise and passes No.10 on the side track. They exchange whistle blasts and after a few minutes we begin to move out of the station.

All Aboard !!!!!

Just after leaving the station we pass under a road bridge which is over-looked by a very large house. The conductor tells me that it belonged to a wealthy industrialist who shot himself during the great depression. The house has been up for sale since then but reports of a ghost have frightened away any possible buyers....I don't intend to find out if the reports are true!

We gather speed down the grade and over a small trestle bridge and pass one of the many farm houses in the area. Alongside the farm house is a small loading platform, used for loading the farm produce that will go to market. The train slows as it goes through the cutting. Up on the ridge on the right, a group of hobos are gathered around their camp fire. At the end of the cutting a road bridge passes over the track. The train comes to a halt as we pass from under the bridge.

The ground slopes away from the track on both sides, the name on the hut tells us that this is the whistle stop of Possum Hollow. On the other side is a mill with a water wheel, the mill is powered by water which has been carried by a

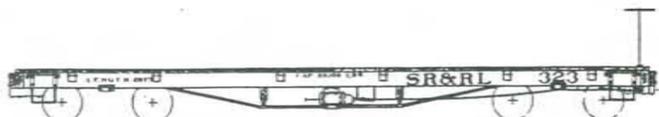
system of flumes from small lakes higher in the hills. Between the track and the mill is an old caboose that has been converted to living quarters. Along side the caboose is a roughly constructed chicken shed, around which are a number of chickens and geese. Some of the passengers alight from the train with their guns and fishing tackle and make their way along the path to a boat ramp at the edge of the lake. From here a small boat will take them further around the lake to the hunting lodge.

With a short blast on the whistle our train again begins to move, out over the trestle that spans an inlet from the lake. As we move across the trestle we can see the smoke house on a small hill above the boat ramp. Once over the trestle our train starts the steady climb up through the trees to our destination at Eustis Junction.

On our right is a large enclosed water tank. The section under the tank houses the steam boiler that is used to prevent the tank from freezing during the harsh winters. On a small hillock on the other side of the track is the remaining trunk of a large tree that has been hit by lightning. Down in the valley below the tree is a small tack shed, two men are saddling the horses for the days work.

The loco slows and sounds its whistle as we enter the covered station at Eustis Junction. Covered stations were quite common throughout New England around the turn of the century. The covered station gave better protection to the passengers and transfer of goods in the harsh winters, the snow could be up to 15 feet deep at times. The only hazard was when the train arrived early or when the station staff were slow opening the large doors at the ends of the building!

As the train comes to a stop I gather up my camera and backpack and step from the train to the platform and make my way out to the road. I walk round to the front of the train, the loco is sat across the roadway so I take this opportunity to photograph the big No.10. A blast from the whistle and a hiss of steam heralds the departure of the train.



The "Tourist Train"

Once the train clears the roadway I make my way to the spur on the other side of the mainline. Here I will join the "Tourist Train", it is pulled by one of the old Shay locos from the Gilpin Tramway of Colorado. The train has not arrived yet, as I did not stop for breakfast at the cafe in Crabapple Cove I will now partake of some light refreshment at the Northern Cafe, situated next door to the local undertaker.

As I leave the cafe, a distant clatter gets louder as the Shay returns with its load of tourists. The sound of a Shay is unlike the sound of any other loco, its more like the sound of a combine harvester! The tourist alight from the open coach, it is a "toast rack" coach that looks as though it may have been a tram in its dim and distant past. I join the multitude of people boarding the single coach train. Once we are all seated there is only a few minutes wait before we hear the whistle that announces our departure.

The Shay clatters along at a good 10 mph, past the Seabold Company's factory and starts the long steep climb to the high trestle. As we start to climb we pass between the home of Mr. Seabold and the enclosed water tower. The line swings out towards the mainline on a grade of 4%, our little Shay takes it all in her stride. As we turn away from the mainline we pass over a small 'A' Frame bridge and past Lee King Plumbing supplies. On our right, but way down below us is the old watermill with its flume. Two blasts on the whistle warn any motorist that we are crossing the roadway. As we clear the road the grade increases to 8% and we pass into a tunnel of trees. Some of the passengers spot a small herd of Reindeer in the trees, they do not seem to worry about our noisy little Shay.

The trees begin to thin out and we pass under another flume, this one discharges into a small lake which in turn feeds the flume to the water mill. The grade eases back to 4% as we pass the Tie Treatment Plant. The ties from here are used to replace the old rotten ties as the narrow gauge railroads are brought back to life.

Our train continues on, out along a ledge above Crabapple Cove. Way below us is the station at

which we started our journey. Our narrow ledge opens out and we again pass through a tunnel of trees. The trees suddenly come to an end and we make our way out onto the trestle high above the town. On the other side of the trestle is the small station of Cove View. This is as far as our Shay goes. We are informed that the line further on is still to be relayed at some time in the future. Many of the passengers, including myself, get off the train a walk to the lookout so that we may take a few photographs of the town and the lake beyond.

Just across from the station is a beautiful wooden church, said to be one of the oldest of its type in the state. A short blast on the whistle has the passengers rushing back to their seats, once they are all on board we start our trip back down to Eustis Junction.

The Return Trip

The small Shay starts out across the high trestle, street noises and the sound of seagulls just reach us from the small town. We pass into the tunnel of trees again, they shield us from the cool breeze coming in from the river below. We travel along the narrow ledge and over a small bridge that hangs on to the side of the cliff. At this point there used to be a small waterfall, but since the watercourse was changed to supply the flume leading to the mill, there is only a small trickle of water coming down past us.

We are high above the 'Haunted house' and the grade is dropping a little sharper now. Down the grade we go, passed the deer who are still unperturbed by our noisy clattering. The whistle sounds as we approach, and pass over, the little crossing. The train swings back around as we reach the bank above the mainline. on our right is a large pond with plenty of ducks paddling in and out of the reeds.

The train begins to slow down as we pass the Seabold factory, they make spools and bobbins etc. for the clothing industry. We cross the roadway and with the squealing of the brakes we come to the end of our short, but enjoyable, trip into the hills. It will be a while before the train arrives to take us back to the ferry. A few weeks earlier I had been fortunate enough to get permission to have a look around the engine

house and repair shops just up the track from the depot. I cross the tracks and follow the roadway to the engine house and introduce myself to the yard master who offers to give me a conducted tour of the yard.

A Tour Of The Yard

The engine house has only two tracks into it. There is enough room inside for two tender locos or four small Fomeys. Inside today are 2-6-0 tender loco No.3 (ex- Laurel River and Hot Springs, a timber company in North Carolina) and No.2 the oldest of the 0-4-4 Fomeys, built in 1889! On the track along side the engine house is railcar No.4, a converted model T Ford that now pulls a small flat trolley fitted with a tank for spraying weed killer on the track. In the Repair shop is the Railway Post Office No.6, the only RPO 2 Footer in the world. In this shop they do many of the repairs to the passenger stock owned by the railroad. I bid farewell to the yard master, Oris Voss by name, and make my way to the depot to wait for the train.

The clang of a bell heralds the arrival of my "train". It is the Rea Railbus No.4, it is built to carry 17 passengers and its original motor has been replaced by a Chevy V8 petrol engine. The poor little thing only stands 6ft high! I take my seat and say a small prayer. The bell clangs again and we drive out of the covered station. On our right is the turntable, it is 40ft long and just long enough to turn the biggest of the 2 Footers.

The Railbus gathers speed down towards Possum Hollow. The ride is very rough, only wooden seats, and it doesn't feel as though there is any form of suspension under the car. We cross the trestle in front of the mill and slow down for the whistle stop. There are no passengers to be picked up so we are soon on our way again. Through the cutting, past farmer Jollif's pigs, past the farm house and up the rise to the station at Crabapple Cove. I don't get much time to look at the scenery I'm too busy hanging on !

I thankfully alight from the railbus and slowly make my way back to town. I sit by the old cannon to rest my shaken bones and check that nothing has fallen off! While I'm there, another

small Shay is busy switching around the wharf. Although slow, the Shay makes easy work of switching the boxcars onto the wharf. Having rested enough I make my way along the road to the wharf. The "RAINBOW" has finished its loading and unloading and is ready for the return journey. The other passengers are boarding the ferry, and two short blasts on the whistle makes them move a little quicker. The mooring ropes are untied and with a final blast on the whistle the "RAINBOW" moves away from the wharf and sails peacefully into the sunset.....

Imagination The Key

You have just read a fictitious account of a trip on the Franklin County Railroad, an exhibition layout I built back in '84. The layout measured 2 metres by 3.5 metres and appeared at a few exhibitions around the country.

Many people have asked me why I picked the Maine "Two-Footers" as my prototype. This question prompted me to stop and think.....

.....I'm still thinking.....

In the meantime I'll let you read (in the next issue of Main Line) about how I built and developed the layout.



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