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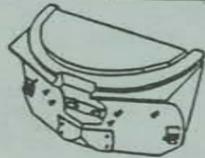
ACCESSORIES and TOOLS

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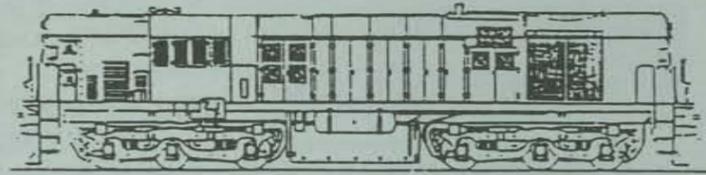
MAGAZINES and VIDEOS

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.

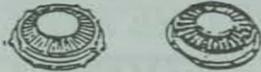
SNOW PLOWS



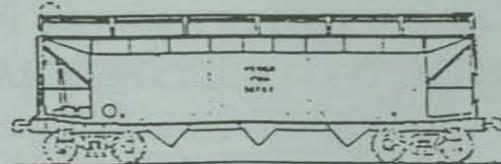
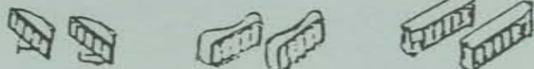
AIR HORNS



COOLING FANS



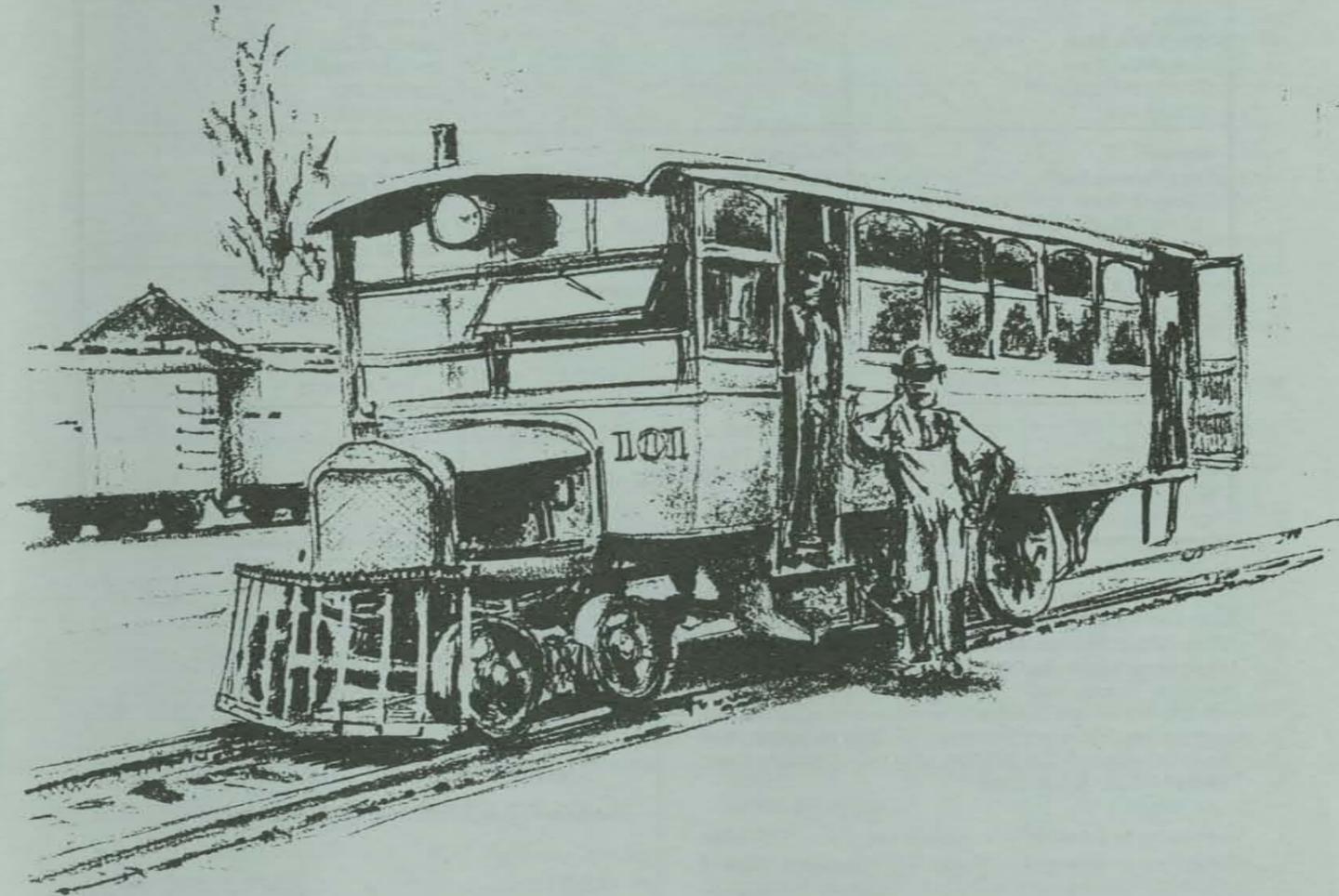
NUMBER BOARDS



Main Line

National Model Railroad Association Inc
Volume 12 Number 1
Registered By Australia Post

Australasian Region
January, February, March 1995
Publication # PP241613/00080



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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.

Articles can be submitted on a computer disk 3.5" or 5.25". Most WP packages can be read at this time. This magazine is prepared on a 386DX(40) computer (540M & 105 HD's) running under DOS 6.2 and prepared on a BJ10ex Bubble Jet printer using WordPerfect For Windows; Word for Windows; Adobe Font Manager; Harvard Draw 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

Brill Gas mechanical railcar
 Drawn by Bill Cooper.

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

Aug. 30th June 1995
 Nov. 30th September 1995
 Feb. 31st December 1995
 May. 30th March 1996

These dates are Absolute!

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Regional Meeting Schedule

20th May Ken Scales 2.00 pm Read about Ken's layout in this issue of Main Line, and then visit the real thing in Ken's Garage.	NSW Winston Hills 19 Goliath Ave (off Rebecca Ave) (02) 674 1563	21st October Bob Best 2.00 pm November John Baker	NSW Blaxland 34 Winnicoopa Road (047) 39 1953 NSW Kellyville 12 Roseberry Road
20th May John McClure 2.00 pm	VIC Camberwell 19 Brynmawr Road (03) 809 2419	25th November Laurie Green MMR 11.30 BYO BBQ	VIC Sunbury 20 Nambour Drive (03) 744 5188
10,11,12 June Convention '95 Sydney -- NSW -- Australia *** Register now! ***		December Sowerby Smith	NSW Chatswood 174 Fullers Road
22nd July Phillip Moore 2.00 pm	NSW Kings Langley 32 Reading Avenue (02)624 8332	April '96 Bill Kerr	Minchinbury
22nd July Peter McDonald 2.00 pm	VIC Bacchus Marsh 4 Boyd Street (053) 673 601	May '96 Ray Walter	Toongabbie
19th August Stewart Mitchell 11.30 pm BYO, BBQ	VIC Wendouree (Ballarat) 1068 Norman Street (053) 382 355	May '96 Mini Convention	Melbourne
19th August Mike Hallinan 11.00 pm Also visit Newcastle Expo	NSW Rankin Park 15 Cheshire Close (049) 52 3850	Dec '96 George Paxon	Wentworth Falls

All meetings start at 2.00 pm unless otherwise stated. It is always advisable to ring the host at least a day before to advise that you will be attending. When you ring, check the exact location or parking requirements.

The spelling of street names and whether street, place, road, crescent, avenue are taken from the membership listing. It is worthwhile checking the spelling of place names, (I live in Terrey Hills but Lauris lives in Terry Hills)

Convention '95 is not far away - Register Now!

President's Report

An extensive programme has been put together for this year's June Long Weekend Convention, in excess of 12 layouts made available for tours and inspections. The line up of clinics is impressive, with 18 presentations by experienced modellers. The Symposium on Command Control should not be missed with NMRA Standards on Digital Command Control to be released shortly. Special guest W. Allen McClelland MMR, well known to us all with his highly acclaimed "Virginian & Ohio", should not be missed.

This issue of Main Line is the last one prior to the Sydney Convention, if you have not registered do it now.

Next time your membership renewal comes up, you may like to consider paying for 2 or maybe 3 years at the one time. Whilst this helps to reduce the work load on our membership officer, it is beneficial to yourself in not having to worry about payment for a couple of years, and more particularly, you have the advantage in the event of any price rises.

Kevin Brown

Meeting Reports

February

The first meeting of the year was held at Kevin Brown's. The last time we made the trip to St. Claire, the planned layout room was marked on the grass with a few pieces of wood. Those bits of wood had grown into a magnificent layout room. The basic frame work had been started to support the layout and sections of Kevin's old layout were placed around the room to give an idea of the what the finished layout would like.

The people from "The Signal Box" in the Blue Mountains, brought samples of their stock to the meeting, this small trade stand was appreciated be all.

Thanks to Kevin and his new wife Jan for their hospitality. The next time we visit we will be able to see the trains running.

Gerry Hopkins

March

March 11th and its time for the Annual General Meeting again. Because the NMRA only elects its officers every two years the meeting was only for the BOD to report on the health of the Australasian Region.

The day was like a sponge. The meeting was the filling and on either side was a very NON-SILENT auction. Gerry Hopkins was the Auctioneer and over the afternoon, from 2.30pm to 5.00pm, managed to go through in excess of 300 lots (a lot more than had been expected) About 40% of the lots were passed in and the rest sold, some attracting some quite spirited bidding. Over all some \$2,500 was paid for the various treasures resulting in a contribution to the NMRA funds of around \$300.

Thanks are due to the organisers, Gerry Hopkins, Andrew Wells, and those who assisted Gerry and Andrew, and of course those who contributed stock and those who purchased.

Ian Hopkins

From The Editor

I am always on the lookout for magazine articles from new contributors on any subject to do with model railroading.

You can submit your article, long or short, in a number of ways:

- hand written
- typed on paper
- on computer disk in most formats except WPMWIN 6.0 or WINWORD 6.0
- you can also fax an article to me .

THE LAYOUT DESIGN SIG.

from John Saxon.

Included in the benefits of NMRA membership is the opportunity to join one of the special interest groups as regularly listed in the Bulletin. Although you have to be a member to belong, they are not financially supported by the NMRA and look to their members to cover the costs of postage, etc.

One such SIG is the Layout Design Group which is run by Doug Gurin of 605 Tennessee Avenue, Alexandria VA 22305. John Armstrong, Tony Koester and Allen McClelland together with a number of well known hobbyists are members and regularly provide the SIG's Layout Design News with some very interesting articles on planning the layout to provide interesting operation. I have been a member now for two years and enjoy the stimulation provided by the SIG.

Overseas membership costs \$US18.00. This covers 4 issues of the journal, a membership listing, a discussion topics guide to help analyse track plans and guide members in designing their own layout plans, a questionnaire, an order form for previous SIG publications and the SIG agenda from the previous NMRA National Convention. Unfortunately, credit cards cannot be used so a bank draft is required in favour of the Layout Design SIG.

Recommended. Please call me on 02 949 4767 if you have any questions.

HIGHLIGHTS OF JANUARY PHOENIX TRUSTEE MEETING.

from John Saxon.

The new Executive Director has installed many money saving efficiencies and introduced additional income producing initiatives. Library turnaround has been accelerated and staff morale improved. The Library handled 538 reference questions in the July/December period and internally generated 62% of its funding needs.

The association still operated at a loss in the six months. It is planned to return the NMRA to break even by the end of the financial year (31 August).

The survey of membership to attempt to identify the causes of our 20% non-renewal record is well advanced.

A Large Scale group has been formed to standardise the nomenclature applying to the five scales which are currently sold to run on 45mm track. Discussions are being held with the various manufacturers to encourage them to at least specify the scale of their products and whether they are to AAR, Fine Scale or Semi Scale specifications.

The Master Model Railroader against whom charges that he cheated to obtain his MMR were held to be not proven in 1993, has resigned as a member and as an MMR. This followed the discovery of a shortage of some \$11,500 in the accounts of his Region where he had acted as Treasurer for eleven years.

As a consequence, the Board made certain recommendations to the Regions which should help to tighten up their financial controls.

The NMRA is to establish a presence on the World Wide Web of the Internet which, thanks to the generosity of some members, will be at no initial cost to the association. This will initially be a read-only service which will provide information on the NMRA itself, its officers, benefits, programs, convention details, etc. It will not initially allow e-mail or access to data sheets, recommended practices or library information but will be expanded over time as the volunteers establish their own Web sites.

The Board adopted a standard socket and wiring code which will allow locomotive purchasers to simply plug in DCC decoders when they are ready for command control. Atlas, Bachman, Life Like and three other manufacturers have already adopted the standard and the European manufacturers are also expected to follow.

A 60th Anniversary car was approved. This will not be a limited issue car as are the Heritage line and may be ordered from Chattanooga or purchased at Atlanta. A future Bulletin will have order forms. The UP agreed to repaint one of their cars with the NMRA 60th Anniversary logo and this car is presently travelling the US as part of normal freight train consists.

Convention 95

To all Convention attendees

From the Convention Chairman,

Well the next time we meet will be at the largest and most spectacular regional convention held by the Australasian Region. The program is now undergoing fine tuning but I would like to take this final opportunity to bring you up to date.

We will have 10 commercial stands and two layouts on display on the Convention floor. Currently the clinic program is bursting and we are looking at a full program with no spare slots. The program is from the early morning to very late in the evening with many new innovations such as the night tours

The interest in Command control is intense and this has spurred many commercial exhibitors to attend and offer clinics. Zana has confirmed that Digitrax will be at the convention with their display layout. Lenz and Digitrax representatives will be demonstrating the latest software and hardware for Command Control available. RCS will be demonstrating the latest in their Sound and Radio Control.

In addition there is to be an update clinic for other Command Control systems not begin able to attend but wishing to be represented - there may be a few surprises.

The Australasian Region's NMRA DCC representative Bob Backway will be in attendance with a good chance of the head of the NMRA DCC Committee attending from the US for the symposium on Command Control. Of course they will be available to answer your technical questions on DCC.

We have many fine clinics on a range of topics from scenery to soldering begin presented by the many fine modellers of this region.

Allen McClelland has assured us that the clinics begin presenting are new and the photos of the new 500 sq. ft extension have not been presented elsewhere. Allen's clinics will allow us to catch up on the latest on the V & O along with the current thinking on the design & operation of a modern Model Railroad .

Some have queried why we have asked you to write in for a Convention Pack. The reason becomes apparent to any one who has received the pack - its a hefty document of program, timetables, contest forms that cannot be placed in a simple one page handout and is an indication that the interest and support for NMRA Australasian Region's **Convention 95**.

So if you have yet to make up your mind remember this convention is 3 days of Model Railroading to meet all needs.

In conclusion may I take the time to thank all those who have assisted in the preparation and to those will be part of the Convention.

Gary Spencer-Salt

Convention Chairman 95



The National Model Railroad Association
Australasian Region is proud to introduce our
Special Guest

Allen McClelland

Builder of the Virginian & Ohio.

Master Model Railroader

Author of the V&O story and many article's on the construction , operation of the modern model railroad

"Builder one of the great model railroads"
[Hal Carstens - RMC]

A final reminder about Convention 95

If you are a thinking of attending Convention 95 time is running out to apply for your Convention Pack to attend the most complete convention prepared by the association. To make your decision easier to apply find attached a **QUICK REGO FORM**.

Alan McClelland our special guest will be presenting 3 clinics over the three days of the convention and will be supported by many excellent modeler's of the Australasian Region.

We have a large number of tours and inspections available. There will be for the first time a comprehensive range of Non-Rail Events for those that my be attending but may not be interested in the Rail events.

The program will provide 30 hours of clinics over the three day's of the Queens Birthday weekend that will instruct, inspire and enthuse you.

Detach the form opposite and post with your convention registration to the Convention Registrar and you will then receive a full registration pack and timetable allowing you to select and book your place from the many events and to fully plan your time at Convention 95.

Gary Spencer-Salt
Convention Chairman

Convention Attendance

\$65.00 [Financial NMRA members]

\$70.00 [Non-NMRA members]

\$15.00 [Spouse] Must be accompanied by Convention Attendee

If you want your basic registration now , please complete the section at the bottom of the page. Additional cost options can purchased and forwarded when you reply with the slip in the Registration pack to be forwarded on receipt of this application.

NMRA Convention Registrar

Ian Hopkins

Post Office Box 714,

Willoughby ., 2068

NSW , Australia

Tele : Ian Hopkins 046-831-1550 [Convention Registrar]
John Saxon 02-949-4767 [Trustee]
Fax: 02-831-4132

Name tag names :

Registrant : _____

Spouse : _____

Address : _____

Postcode : _____

State : _____ Country : _____

I enclose my cheque / money order [Payable to NMRA Inc.]

\$ _____

Please debit my credit card for the amount shown

Visa _____ Bankcard _____ Mastercard _____

Number _____

Signature _____ Exp Date _____

The Model Railroad Craftsman

Railcraft Flex track in stock - HO Code 70 : 55 Hon3 Code 40 : 55 : 70 N Code 55 : 40 - Yes we can supply points in all codes to order - ring for details - Good Stocks of all Micro Engineering Products

Accurail HO scale boxcars - large selection
3 Pack - AAR Single Door GN /BN \$48-00
40' Double Door - \$14-80
40' AAR Single Door - \$14-80
40' Outside Braced - \$17-50
36' USRA Hoppers - \$15-50

Arriving during the next year - 3 packs and special runs - All limited run with individual numbers - reserve now!

40' AAR Steel M&StL - \$15-50 [January]
40' AAR Steel Eire - \$15-50 [January]
ACF Covered Hopper C&NW 3 pack - \$59-50 [Feb.]
40' AAR Steel G&W - \$15-50 [March]
40' Outside Braced MKT - \$17-50 [March]
40' AAR Steel SP Overnight 3 pack - \$48-00 [April]
40 AAR Steel EL - \$15-50 [May]
40' PS 1 C&IM - \$17-50 [May]
40' AAR Steel SF Map 3 pack - \$48-00 [June]
40' AAR Steel D&RGW "Cookie Box" - \$15-50 [July]
40' AAR Steel GN,NP,GM&O - \$48-00 [Aug.]

TIMBER PRODUCTS

Foam [20 colours / 15 greens] 6.25 /pkt
Ballast - \$7-95 / pkt [10 colours / 4 grades]
Wild Weeds - \$6-95 / pkt [24 colours]

FX Weathering Effects - \$3-50

Light Rust : Medium Rust : Dark Rust :
Hydraulic Fluid : Grease : Weathered Rubber
: Oil : Fuel Stain

Stoney Valley Dry Pigments - \$2-75

Black : White : Rust : Raw Umber
Burnt Umber Ochre : Red Ochre : Raw
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Full range of Kadee couplers including
the new 20 & 30 series - Kadee 28" :
33" : 36" wheel sets in stock along with
most accessories - MKD5 - \$4-95 each /
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Steam Era Kadee compatible couplers -
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Greg's Garage - Resin Vehicle's

50 different Trucks and Cars from the 30's to 60'
One peices resin cars just fit wheels and paint to
suit era - \$9.75 ea.

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Limited runs - reserve now

Spectrum EMC Doodlebug
\$65-00 [November 95]
S.F. : G.N. : U.P. : B.O. : Pennsy
Undecorated Pullman Green
Spectrum Heavy Weight \$38-00
Pullman [March 96]
S.F. : G.N. : U.P. : B.O. : Pennsy
Spectrum GE Dash 8-40CW
\$67-50 [October 95]
U.P. : CSX : CONRAIL
S.F. : C & N
GE 44 Tonne Switchers
\$55-00 [May 95]
Pennsy: New Haven : B&M
Maine Central : S.F.
Spectrum FM H16-44
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Smalltown USA - Brick two story Mainstreet USA \$14-95

6000 Tinas Tart Shop 4" x 4-1/8"
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6002 Tony's Gym 4-3/4" x 2-3/4"
6003 Jessicas Salon 4-3/4" x 2-3/4"
6004 Madeleines Deli 4-3/4" x 2-3/4"
6005 Dime Store/Office 4" x 4-1/8"
6006 Hardware Store 4" x 4-1/8"
6007 Cab Company 4" x 4-1/8"
6008 Freight Office 4" x 4-1/8"
6010 Sally's Antiques 4-3/4" x 2-3/4"
6011 Johns Place [LH Corner]
2-3/4" x 5"
6012 Helen's Kitchen [RH Corner]
2-3/4" x 5"
6013 Shoe Store 2-3/4" x 5"
6014 Tabacco Shop 2-3/4" x 5"
6015 Furniture Showroom
9-1/2" x 4-1/8"
6016 Florist Shop 4-1/8" x 4-1/8"
6017 Drug Store 4-1/8" 2-3/4"
6018 Parcel Delivery Service
4-1/8" x 4-1/8"
6019 Repair Shop 4-1/8" x 4-1/8"
6021 Kevin's Toy Shop
4-3/4" x 2-3/4"
6020 Appliance Mart 5-1/4" x 5"
6022 Bonnie Boutique [LH Corner]
4-3/4" x 2-3/4"
6023 Hals Hobbies [RH Corner]
4-3/4" x 2-3/4"
6024 Bucks Book Shop
4-3/4" x 2-3/4"
6025 Furnace Company
4-3/4" x 2-3/4"
6021 Kevin's Toy Shop
4-3/4" x 2-3/4"

CORK ROADBED
1/4" [6 mm] HO Split &
Tapered 6 peices - \$7-50
1/8 [3 mm] HO strip
6 peices per bundle \$4-50
1/8" [3 mm] point base \$0.60 ea.

Bachman

EMD GP-35 S.F. \$52-00
FM H-144 S.F. \$65-00
S.F. Heavyweight Coach
Dinner : Combine : Observation
Pullman Green - in stock
S.P. Heavyweight Coach
Dinner : Combine : Observation
Daylight colours - due soon
\$39-50 each

I.H.C. Pemco
Southern Pacific - M4 2-6-0
with oil burner tender new
Premier Series - \$139-95

Kato NW 2 - Phase II
Union Pacific yellow and
grey - No. 1036
\$185-00

Grandt Line - full HO & N
scale in stock at all times

Northeastern scale lumber
and Sheet - large selection
in stock at all times

Detail Associates & Detail
West detail parts - large
selection in stock at all times

AIM Plaster Tunnel Portals
Large range of HO & N scale
single & double portals plus
retaining walls in stock

SPECIAL!
Zap-A-Gap - 1oz \$11-80
Slow-Zap - 1oz \$13.25
Poly-Zap - 1/2oz \$11-25
Less 20% on prices shown
purchase all 3 less 30%
Mention this add to obtain
discount above

WHAT'S IN A NAME? BY GRAEME HODGES

Names give substantiality to our model world yet allow infinite manipulation of reality, both actual and imagined, especially in that amorphous region of the free-lance model related to prototype.

Vicious rumours spread by the competitors of my *Dukane & Rio Grande Western (D&RGW)* claim that its routes are no better than two ovals, overlapped and joined at one end, served by two staging/stub-end terminals, Dukane, the capital of Idarado, and Zenath, Utah (somewhat akin to Salt Lake City), side by side.

Living in Australia, modelling US, my problems of naming were two-fold: firstly, to straighten those purported ovals into a line from horizon to horizon and, secondly, to identify the setting obviously as American.

Naming helps achieve that suspension of disbelief which accepts the route of the *D&RGW* as point-to-point, crossing a mountain range. Here are some of the naming strategies I used:

Re-inforce and censor:

In Australia, the main direction of communications is south to north but direction in US prototype roads is largely east to west; representing that conceptual re-orientation was critical. All representations of the *D&RGW* show it as a schematic or other form of single line with a compass rose, north towards the head of the page. The route runs clearly east to west, and, wherever appropriate, I include "east" or "west" as part of a place name. "North" and "south" are totally excluded. All contradictory references are un-names; they do not exist, they never existed.

With names of actual places, unless you can get from visitors the "Hey, that's ..." factor that Chuck Hitchcock does with his *Argentine Division* of the Santa Fe, be ruthless. Do not use the name even though your heart cries out. I have a fondness for many such, among them Tabernash, but where it would go logically on my trackplan, space allows

nothing like a proper representation; so, rather than fall through the crack between an imagined reality and the actual reality known to many, the name is totally excluded. If you can't help yourself, at least modify as Allen McClelland did in making "Grafton", "Afton" on the V&O.

Reflect language origins:

An atlas is an obvious and easy source of names. But avoid generic names, the Smiths and Jones and Browns even though they might be historically accurate; chose instead those which reflect the language origins and usages of the region; if necessary, elevating some actual place of minor significance. Simply, the language of one place reflects with insidious subtlety a different history and different society to that of another. For instance, without actually counting instances, the use of "berg/burg" appears to diminish and be replaced by "ville" as settlement moved westwards; "town/ton" seem pretty evenly distributed. A very simple example is my Mule Park which uses the particular term from Colorado for a high mountain valley.

In Australia, the driest continent, comparatively few places include the word "springs" (Alice Springs is an exception), and river transport was short-lived; we have four-legged, riding-running creatures called "horses" and "brumbies" but mules were and are uncommon; settlement did not require fortifications (but plenty of prisons for the convicts.) Thus, the *D&RGW* has Saltise Springs, Mule Park and Fort Frisco.

Names of animals are an even simpler way of identification: "Grizzly Flats" is certainly not on the American East Coast.

Historical demography is a rich source. Names from native American, Spanish and French, from immigrant groups, in the original or Anglicised, do much to identify the locale. The two staging/stub-terminals on my *D&RGW* are both served by yet another single storage/fiddle stub-yard. Accessed from Dukane (the eastern terminal), it is Kuldursach, obviously some Germanic influence there; accessed from Zenath, it is Cueldesaca because of the early Spanish settlement in the west.

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Two mainline stagings are Larrest, at which trains are stopped briefly, and Delayne West for longer delays, thus combining function with a suggestion of French influence. (Delayne comes also from the D'Alenes of Idaho.)

Different language patterns, especially consonantal clusters unique to one language might be absorbed and translated into another. They might be might be combined with re-spelling. An example is a severe gradient on my *D&RGW* named Rollan (suggestive of Rollins Pass) which, so the imagined etymology goes, originated in the language (which had the non-Anglo initial cluster of hr') of the Yute Indians (another re-spelling) as "Hr'ol'an" which means "the deer (or many animals) run very fast and hide." It was Anglicised by the pioneers as Rollan. (Every false uncoupling on that grade proves the foresight of those Yutes!)

Horizon to Horizon:

Language origins can also really straighten out a main line. Tony Koester and Allen McClelland, particularly, have emphasized the importance of staging to feed each end of the mainline. If each staging is given a name from a different language background, even if, in actual fact they are side by side or combined, that naming will suggest that they are far apart. In my own case, the naming of Dukane and Zenath does not differentiate very strongly, but the advantage of using Dukane/Denver was too strong. Even so, the vaguely Biblical sense of Zenath recalling, to my mind, the origins of Utah, and the use of a word beginning with "Z", comparatively infrequent in English, demarcate them to some degree. For a stronger contrast, one staging might be named from, say, a European origin and the other, say, a native American. A simple example occurs in British Columbia where "Vancouver" is linked with "Tsawwassen".

Abstraction:

The diligent namer might move, through research, from the name given now to that used in the past or at different scales of abstraction and generalisation; for instance, by using the name of a county rather than that of a city. A major station on the *D&RGW* (equivalent to Ogden, Utah) is Deseret; I am still considering an appropriate place for

Larimer. So far as I can discover, neither name is attached to an actual station; one is shown on old maps, the other is a county (near Ft Collins) and a street in Denver.

Cultural reference is another way of stepping back from the literal. Literature produces, among the many thousands possible, for instance, Romeo and Othello on the Milwaukee/BN in Washington state. The Bible names characters, places and qualities: Ophir, Goshen, Faithful and Bountiful. Name for those qualities which are important to you, even if the reference is not traditional. I have a Hadleyville to recall the setting and qualities of the movie *High Noon* with its hard - and admirable - battle in which order prevails over disorder.

Bring back the unknown or forgotten:

Commonly, places are named after people of actual or personal significance. Frequently, the name is used directly, such as Greely and Hayden in Colorado, Caldwell and St Anthony in Idaho. Or, we might name for members of family.

A variation is to name after someone who has not yet been recognised as significant, to bring back the unknown or forgotten to life. Research will produce dozens of such pioneers. On the *D&RGW*, Onderdonk, a station near the US-Canadian border, recalls a builder of the Canadian National after whom no landmark was named but who, having completed construction through some of the most arduous terrain ever confronted by any engineer, went on to build the San Francisco sea-wall, parts of the Trent valley Canal, and the first subways under New York's East River.

Combining:

Any name might use combination as a useful means of individuation. At the simplest level, "Town" or "City" as a separate word or incorporated might follow, or the name might be combined with a common suffix such as "ton", "berg" or "ville"; Tolland on the 1:1 *D&RGW* commemorates the land of the Toll family, long-established and well-known in the region.

Railroad names might be combined. Both versions of the *D&RGW* include a junction, the

name of which combines the home road, *D&RGrande*, and another, the Colorado Midland: Gramid.

My most blatant use of combination is in creating the new state of Idarado, north of Colorado, east of Idaho, absorbing the western half of Wyoming, served by the *Dukane and Rio Grande Western*, a partner in the *Great Northern Pacific* system.

Fact and Fiction:

Drawing on history, demographic development and early settlement, much fact and fiction might be reconciled.

Particular historical events might be commemorated and elaborated. The tracks from Dukane/Zenath rise through the Fourth of July Canyon. The original in Idaho was named by Captain John Mullan, who began building the old Mullan Military road in 1859. The first road across northern Idarado, it connected Fort Benton, Montana, and Walla Walla, Washington, near the Columbia River. While building the Road, Captain Mullan camped with his workman in the Canyon under a large white pine. On July, 4, 1861, the captain climbed the tree to raise the American flag. The markings "MR, for Military Road, and the date, were carved on the tree.

Each year a party of the Idarado First Patriotic Association fixes a new flag to the tree, acknowledging the origins of their state and their patriotism in common with Captain Mullan.

This description is both historically true and fiction. In practical terms, the Canyon is directly in front of visitors as they enter, so, with the name and the Stars and Stripes prominently displayed - that Idarado First Patriotic Association is extremely patriotic - the setting is immediately obvious.

Wordplay:

On the actual *D&RGW*, the reversal of Dotsero and Orestod is well-known. The actual places were unsuitable to me but I kept the idea of reversal. On the *D&RGW*, through trains heading west pass, firstly, through Tobar, travel quite some distance around a reversing loop, then re-pass in the opposite direction but now through Barot, still heading

west. The name Tobar, itself, comes from an historical incident in which the sign of an eager-for-business tavern keeper became, for want of an alternative, the name of a station.

Matched opposites is another easy way of indicating reversal, especially in operation. In a loads-out/empties-in operation the *D&RGW* transports fruit grown at Sweetwater to be processed at Saltaise.

Substitution by a synonym or similar word is useful. Taking in the western part of Wyoming, Idarado contains the Golden National Park. Thus, I am able to run tourist trains as was done to an actual national park, such as Yosemite, without outraging the truth that no rails served Yellowstone. Yet the Golden/Yellowstone allows a link between actual and imagined reality. Denver becomes Dukane which, having the same number of characters, avoids problems of re-spacing and enables me to use the dramatic lettering of "Rio Grande". (Re-spacing did not deter a master such the late Bill McClanahan with his *Texas &RGW*.) St Maries in Idaho becomes the *D&RGW* river port of St Joe, one biblical reference substituting for another.

Even the change of a single letter can be useful. "Silver Plume", the original a mining district, becomes "Silver Flume", a logging area.

Names which incorporate puns and humour can be risky. John Allen's *Gorre & Daphetid* is well known. One's sense of humour might change or the pun become jaded. Readers will recall that, in spite of the wit, John Allen did come to regret the secondary meaning of Gory and Defeated. With that master as an example, we are well-advised to handle that kind of handle circumspectly.

A safer version of the pun does not attempt humour; for instance, amongst many possible examples, is Terry Walshe's Wah lup Packing Co. I have combined phonetic spelling, synonyms and word association in puns to name a mainline pass and to give three names to a single diamond crossing through which mainline trains pass three times. The pass combines Tehachapi and Marias to produce Tehias (after all, it is 'highes' point); the crossing becomes Dimond, then Juel and, finally, Oros. At that final manifestation, the train is far to the west of its starting point,

within the Spanish-speaking region. The second manifestation is a near anagram of the shortened version of my wife's name, Julie.

Repetition of this kind is a variation of assigning different names to a single station each time a train passes through but is easier for operation because of its linking between names.

Using a local nickname does allow some humour. Expanding the initials *D&RGW* into words produces the greater substantiality of the *Dukane & Rio Grande Western* and, also, the *Destitute and Rapidly Growing Worse*. Any patron - and they must exist for from whom else would such a name come? - of the *D&RGW* would confirm this definition of its operations. If the joke of the nickname palls, abandon it; it is only an oral reference.

Summary:

In that best of all possible worlds where reality of the actual accords with that of the imagination, one might even be able to persuade names to appear along the mainline in alphabetical order to help in operation but, even if that practical end is not attainable, with naming, we can still make the nut shell of our model worlds infinite and interesting and ourselves masters of infinite space and time.

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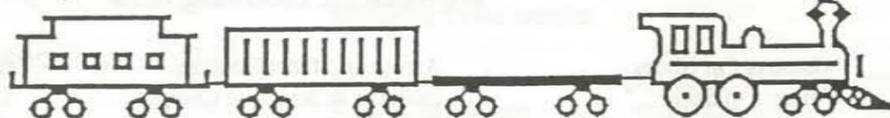
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SOME THOUGHTS ON THE HOBBY.

By Peter Weller-Lewis.

While at an A.G.M. sometime back. A group of us were chatting away at one of the bull sessions when our good editor cruised past. As usual he was on the lookout for a story for the Main Line. The general consensus in the group was, write it out and send it in to print. We all have our likes, dislikes, our favourite roads, passion for structures or details. Fortunately we are not all the same or we would have the situation that was around in Britain in the 1950s. Just about every layout was a Great Western (G.W.R. Great Way Round) [God's Wonderful Railway -- Editor] branch with a treacle mine in the corner. None the less I know that some of my ideas and likes are anathema to some modellers "cest el la vie". Who cares? as long as you are enjoying your hobby, that's all that counts. I enjoy myself doing my thing, my way!

Like all modellers I started out with no set idea's of anything in particular. I first acquired a "Graham Farish" HO scale 4-6-0 King Charles I, two freight cars and I made up some four yards of track from the then "Peco" formway. You have to crimp the bull head rail into the chairs which also gripped the fibre sole plates set into the cork road bed. It looked great in its day. You wouldn't give it a second glance in this day and age. Being in the Royal Navy at this time, and serving in the Mediterranean. I started buying up anything in TT gauge.

*Running trains 600 feet below the waves --
---- in a submarine!!*

I had also joined the Submarine Service (you think you have no room for a layout!?) I used to buy Peco kits and take them to sea with me. Indeed on a few occasions with approval of my other twenty six mess mates I had set up on two mess tables some set track and run loco's around a tiny oval. I think 600 feet was the deepest I had ever achieved this (does that qualify for the Guinness Book of Records?) I persisted with TT gauge and in the meantime I started to model the L.M.S. (London Midland & Scottish) as there was not much available in the TT gauge other than some expensive and damn awful white metal kits.

I sold everything and went to "OO" gauge L.M.S. I modelled the "Settle and Carlisle" section of the Midland Main Line from London to Glasgow. Four layouts were started but never even half finished. (I was married by this time but still always moving around the world). It was not until we actually came to Canberra to live that the whole thing started to come together in the form of a 32' x 13' layout in the garage. Up until this time I had been a very myopic modeller.

*If a layout was not an L.M.S. layout --
---- then it was obviously no bloody good!*

Fortunately I was, by this time, a member of the Canberra Model Railway Club, whose members were very diverse in their choice of prototypes as they were in the scale they wanted to model. I started to open my eyes and really look at other modellers' work and ask questions as to how they made such and such. How did they fix so and so? All of a sudden I was learning! I started borrowing books from the local library on other railways beside the L.M.S. That was when I became "hooked" on the Stauffer/Huddlestone book "C&O Power". I started to buy the odd American car kit, coach kit, loco kit, brass loco, more car kits, but somehow a C&O L2 Hudson and a Berkshire looked out of place on the Settle and Carlisle.

I had also started a small modular "N" gauge layout as a part of a club project. The problem was that none of the other members of the club who were into "N" gauge bothered to build a module!!

*No space was the cry --
---- what crap.*

At this point in time I deliberated with myself and I took the plunge into American "HO" scale. Anything not C&O HO scale was sold. The layout track plan for the Settle and Carlisle was altered and butchered to "Americanise"(?) the wild moors of the West Riding of Yorkshire,

an exercise that was not successful. Fortunately we sold that house and the layout was torn up, which, on reflection, was the best thing that could have happened to it. Too many double slips, single slips, single core telecom cable, dust combined with Canberra's diverse climate all contributed (as well as bad planning or lack of it) to making a labour intensive nightmare.

It seemed a good idea at the time!

Since those days I have not built another permanent home layout. I have assisted with club projects however the club is now very much entrenched into modelling N.S.W.G.R., a railway that I find totally uninspiring (in fact the South Australian Railways to my mind would be worth modelling with those great looking Alco PA's!!) Instead I have built an exhibition layout made up of 6' x 3' modules, a task which has made me question my own sanity for building it when I could have started my own home layout. But as both Napoleon and Hitler said when they invaded Russia "it seemed a good idea at the time".

By now if you are not totally and utterly bored you may be wondering why I should tell you of my mistakes and problems. Well I think you can learn from other peoples mistakes as well as your own. Indeed, in this day and age there is a whole plethora of books, tapes, videos etc. on how to get started, and on "How to" subjects related to the hobby, so everyone should have absolutely first class layouts!?. Not so, I'm afraid, but even on what you call a "crummy" (slang) layout, you can learn. You should be able to see where the owner went wrong or why he built a "glitch"(slang) into the layout or why all his locos and rolling stock appear to have a hitch in their "get-a-long".

*Learn from other peoples' mistakes ---
--- as well as your own.*

I remember a few years ago at an exhibition, watching with mixed feelings of horror and disgust as the proud owner was racing a naked brass C&O 2-6-6-6 Allegheny around the layout at about a scale 180 mph. So what's wrong with that you say! Not too much but the loco was much too large for the layout. As a

consequence as it traversed the curves this lovely brass model was utilising its sheer size and weight to gouge away the plaster on a cliff face with the cab of the loco as it bucketed along to the delight of some small boys nearby who were hoping to see the loco hurtle to the floor of the exhibition hall. I personally felt like throttling the owner much as you would when you caught someone ill treating animals or children.

This brings me to the subject of the "non ferrous metal" models that get people drooling when you mention brass! Some regard it as a status symbol to let everyone know how "many" they have, or like two model collectors I know, they became recluses hiding their models here, there and everywhere, they no longer meet with other modellers, clubs, or groups for fear they will have their homes broken into and their collections stolen (It has happened to one modeller in Adelaide. His entire loco stud complete with their boxes were stolen, only the brass loco's were taken, some twenty eight loco's all up.) We also have those modellers who sneer or make childish curt comments about a model, if it is NOT brass.

My view on the brass or plastic syndrome is that brass is very expensive and has become grossly overrated by financiers and the like, who were buying anything and everything purely to make a financial gain on the sale of the models at a later date. Fortunately the glut of brass models had its "bum fall out". The prices asked in Australia are rather ridiculous when you see the new and used prices in the States.

You will notice that new brass is very expensive because of the fall in the U.S.Dollar. Even so, my big bitch with the brass manufacturers is that they are still selling drive mechanism's based on 1940 toy trade technology with loads of unnecessary detail under loco's and tenders or inside of tenders which will be hidden with coal! I just wish they would cut out a lot of the details and give us good mechanisms so that brass locos generally can pull as good as the much maligned plastic toys!!

LAYOUT PLANNING.

Many modellers inherit a given space, so out comes the scribble pads. This later leads to the

drawing instruments and as layout plans flow forth, they become more detailed showing locations of structures, industries and so on, until every inch of space is utilised. We have multilevel crossovers to achieve the longest possible run (AH! John Armstrong we have need of thee!) As I said at the beginning, each to his own!

I remember many, many years ago seeing a magazine with black and white photo's of John Allen's famous Gorre and Daphetid layout. I was a very myopic L.M.S. modeller then and thought it looked a most unrealistic huge mess. I have nowadays the greatest respect for John Allen, for what he gave the hobby with his innovative mind, his photography, his modelling techniques, his operation and so on. But I still think of the Gorre and Daphetid as a mess. Indeed John was quoted in HIS book by Linn Wescott as saying that he wished that he (John Allen) had done it differently. All the same even today one can learn from other modellers through the Model Press.

*John Allen wished he had
done it differently.*

Someone who really impressed me was a "P.D.Handcock". He lived in Edinbough, Scotland and modelled the "North British" in 4mm scale circa 1930. He scratch built everything, he ran narrow gauge freelance meeting up with the standard gauge 4' 8 1/2" main. As for detail, you would think he taught the subject.

Another layout was that of the Rev. Peter Denny, his famous "Buckingham Branch" of the Great Central in EM gauge (4mm scale, 18mm gauge). Again everything scratch built and so realistic and prototypical. Ros Pochin, now he really got back to those funny looking little 2-2-0s, 4-2-0s open cabs and everything scratch built with intermixed track 3' 0" 4' 8 1/2" and 6' broad gauge, all circa 1840-1860 - The "early days of steam."

Another gentleman, David Jenkinson modelled the L.M.S. Settle and Carlisle again in EM gauge. All of these gentlemen really captured the prototype and all were small layouts. They all shared one secret, "which is no secret"! They used selective compression, scenic breaks and modelled very small stations. The results were to me stunning! David Jenkinson

then went on to build a large layout. Still the Settle and Carlisle and still sticking to the long lean prototypical look. Their modelling started with the track beds, track and adherence to the prototype. They did not add, say an industry, so that you could spot cars there. They did not build a wharf, so they could model a tug or coaster. They worked on a simple idea that when you stand by the track side looking at the railway, you could only see the scene before you. So you have to move to the next scene. They applied this to their modelling by the subtle use of prototype models of overbridges, tree's forming view breaks, tunnels leading to the hidden storage roads.

So these are some of the gentlemen I look up to. Sound sexist? What about a lady in U.K. Vivien Thomson? Her layout of the old London, Brighton and South Coast caused a mass exodus of male modellers to go back to their previous hobbies. Her modelling with styrene is just fantastic, whether it be structures or rolling stock.

So I like the long lean look, great if you have lots of space they say. I wish that were the case. I prefer to model the prototype from photo's (as is the case with the C&O having never been to that part of U.S.A.) of scenes and by carefully utilising a track plan from a photo, or a like structure, one can create a scene that captures the "feel" of the prototype you are modelling. As all railways are long sprawling affairs (perhaps with the exception of the Himalaya and Darjeeling and like rack railways of Switzerland) you can successfully capture the feel and prototype look of a very small station. Whereas to try to capture the look of a city terminal or large town, boy do you need space, not to mention copious amounts of money.

*One can create a scene that
captures the "feel" of the
prototype*

Do you have to model a station? Why not a passing loop, crew change, on line servicing facilities, out there in the country? These facilities in turn had to be serviced. So they had their tracks to supply hoppers for the on line coal loader, usually these places were a division point and would have M.O.W. equipment and stores nearby. Maybe a water

treatment plant in the steam era? Check it out, you will be surprised.

Build a hump yard and really have a ball.

I should imagine by now you are thinking just how boring the operation of such a layout would be. Now if you like kicking cars around with your switcher, then great! build a hump yard and really have a ball. Naturally what I have suggested would be restrictive if you like switching. I don't mind kicking the odd cars around but that's it. I like to see long trains in prototypical surrounds, I also like to watch meets and passing moves. So how do you do it? With hidden storage roads.

I am not wrapped in the idea of fast time clocks, car cards, computers and all the hype associations with it. I, try to stick to a simple motto "K.I.S.S." which is "keep it simple, stupid", so I prefer the idea of utilising a sequential time table. This is what I used on Elk Run and it is what I have in mind when I start on my home layout. Elk Run has five holding tracks for each direction plus a centre loop, which also serves as a crossover from eastbound to the westbound main, or it can be utilised as another long holding road for either direction.

The scenic area has the double track main opening out to a third central passing track (very common on the C&O) there is also a spur leading along parallel to the main. The function of this track is as a utility track to the on-line coal facility for westbound trains. It also acts as the drill track to the freight depot. The trains are made up in the holding roads. The sequence can be run top to bottom or reverse. Passing moves are involved "out front on stage", also a third operator can kick cars around in the fiddle yard. For exhibition work it should keep four operators busy, the dispatcher controls all signal switches on the main and the holding yards. Two control mainline cabs, east and westbound, the fourth can run the small yard or the test track and repair area adjacent to the holding roads. The sequence moves at times have three trains "out front", to the occasions when only the yard switcher will be trundling around.

What I like most with the idea is, no paperwork, no bell's, no computers, no yelling and shouting. Speed restrictions through Elk Run

means, no drags. With a limit of 40 mph for passenger trains (due to the curve of the main as it hugs New River Gorge, West Virginia) coal drags are limited to 20mph. The main cab operators can be out front so they can answer any questions from the public. The dispatcher has his control panel for the colour light signals, switches etc. The yard operator gets to fetch the coffee (I hope). At this point of time only a couple of locos are sound equipped. It is hoped to have more in the very near future as I found that adherence to the prototype, subtle weathering of everything, and sound really gets the crowd in at an exhibition. Likewise one operator can handle the whole layout should he or she just wish to run trains.

What I have hoped to achieve is the concept of a transport system going from A to B, with a view of entertaining the general public as well as satisfying my needs as a modeller and operator. Because it has to be portable it has to be rugged so naturally one cannot build delicate models to be the subject to a lot of movement. Some of the rolling stock is scratch built with the usual detail parts added but in a consist they tend to blend in with the more "run of the mill" cars that have only been weathered.

I'm not anti-detail, I wish I had time to produce scratch built models with every nut and bolt to prize winning standards. But when I eventually start my own home layout (dreams!), I may find time after all the track is in place, wired and operable. I enjoy detailing track or I should say the right of way. I like to see models with the drainage ditches modelled, a neat ballast line, all the signals and fittings along the right of way. That's of course talking of modelling class one railroads. On logging models I like to see all the junk surrounding the right of way, I don't know if they were really that messy or not. It certainly could have created operating hazards for loco's, stock and crew, but it looks good in model form on backwoods models.

In the meantime I plod on with my modelling. Still exhibiting and that home layout is getting closer, plans are drawn, more than enough loco's, more hoppers are needed, track, wire, lumber. The backscene must be painted and fixed into place first, room lighting is waiting to be fixed up, cupboards and base boards are at hand. Who knows perhaps, in the very near future the sight of those loco's working on a layout instead of standing inert in display cabinets will be very real.

DEVELOPING YOUR OWN DISPATCHING SYSTEM

by Ken Scales

Many modellers dismiss operating and dispatching systems as "too much trouble" or "I am not interested in that sort of thing". The main problem is that it is very difficult to achieve the sort of dispatching system that we read about in American books and magazines. This is not a criticism of some of the excellent articles written by experts such as Bruce Chubb. However the truth is that dispatching is an complicated subject that can fill books. So why am I writing this article and what am I proposing having said all this?

Some years ago I developed a simple operating system on my Ontario and Western layout which has since gone the way of the Dodo.

What made this system so attractive was that it could be operated by one person or a group. It was simple and it was fun. It takes time but you can adapt this system to any layout without any special skills.

Just recently I spent some 130 hours developing a dispatching system for the NMRA Achievement Program together with a group of five other modellers. This was done along strict NMRA guidelines on a layout with 300 feet of continuous run radio controlled throttles and full multiple cab control over the whole layout.

However it prompted me to redevelop my simplified system for use on my Colorado and Western layout.

"How Do We Start?"

To do this you should first draw a plan of the layout and a schematic drawing. I have attached the plan and schematic for my Colorado and Western layout.

The next step is to work out how to actually operate the layout as a railroad. In the case of

the Colorado and Western it runs as a point to point layout from Ricol to Sante Antonio. The continuous loop is broken and the layout becomes point to point. The best thing to come from this method is that it allows us to develop a system for a simple loop layout.

Not all of the layout has been included in the dispatching because I want the initial system to be SIMPLE. And this is where my system and method differs from those we usually read about.

The most important point to be made is, DO NOT START WITH A TIMETABLE. Start with a simple schedule and put the times in later if you want to.

The next point is don't even make a schedule until you work out what you want to run and how you would best enjoy running it. Remember model railroading is FUN. You should also remember that you built your layout to suit the way you like to run trains and you purchased the rolling stock that you like to see running around your layout. So with this in mind make sure that your operating system achieves this end.

I have a liking for railmotors so the operating system I have shown incorporates these.

The hardest part of building an operating system is ensuring that all the rolling stock does not end up at one end of the layout, or blocked up in the middle. The simplest way to avoid this on our first attempt is to alternate the trains evenly in opposite directions and keep roughly the same number of cars on each train. Remember this is a starting point so that you can adjust things as you go along.

I suggest that passenger trains are kept as a unit and the locos swapped from one end to the other when they terminate. I do not run tail cars on my layout when dispatching for this reason. However on large layouts turning large passenger trains is often quite simple. I also keep special trains such as Circus Trains

or breakdown trains as a unit.

This is a decision that has to be made at the beginning because you only make cards for the cars you are going to shunt.

So the next step is list the trains you would like to run. The list I have prepared for my layout is as follows :

- * Pedlar Freight 5 cars
- * Passenger 4 cars
- * Budd car
- * Express Freight 5 cars
- * Brill Rail Motor
- * Breakdown Train
- * Pedlar Freight 5 cars
- * Passenger 4 cars
- * Express Freight 5 cars

My next step is to balance the direction so that my layout does not clog up. I do this by simply alternating the directions. This gives me the following scenario.

- Ricol to Sante Antonio (West)
- 1 Pedlar Freight
 - 1 Express Freight
 - 1 Passenger
 - 1 Budd Car
 - 1 Breakdown Train

- Sante Antonito to Ricol (East)
- 1 Pedlar Freight
 - 1 Express Freight
 - 1 Passenger
 - 1 Brill Rail Motor

The next step is to make a proper schedule and cards for all the cars to be shunted. The freight car cards may be randomly mixed to determine the order in which trains are made up. I make up my trains by mixing up all the cards for the cars currently on the layout. The schedule says make up freight at Ricol using cars and consisting of 1 tanker two boxcars and 1 flat car. I simply run through the cards until I come to cars that are currently stored at Ricol. The train is then made up using these cars. This ensures that shunting is random and interesting. You must ensure that a sufficient mix of cars is on the layout to allow this system to work.

I use the numbers stencilled on the sides of my cars to identify them. The only difficulty that

may occur is reading the numbers when the cars are stored on adjacent tracks in yards. I help overcome this by including information on the cards to identify the cars. This is easier than it sounds because like most model railroaders I collect cars that I think are interesting and each tends to be unique in some way. Tankers for example usually carry the name of the owner in big letters on the side, and many of our flatcars have interesting loads so this information can be included in the description on the card.

Now I make my cards and timetable. I have shown these on the following attached sheets.

On my initial schedule I make train order cards and simply list the order in which they will run. The reason for this is that I am still in the development stage of my system and it gives the dispatcher the freedom to change the order without making complicated changes to the paperwork.

Similar cards can also be made for locos or you may simply use the next one available from the depot.

Before you try to run the schedule you need to position the rolling stock so that the schedule is capable of working. I do this by going through my cards and making what I call a car location list.

This is done by going through the train orders and simply listing what cars are needed where to carry out the scheduled movements. This is one of the reasons I find cards easier than lists for train orders. With cards you can simply sort through them and write out your list. Trains that are not broken up will all need to be positioned at the start. A copy of a positioning list is attached.

The real trick to the whole process is start off small and build up. Four trains in each direction is more than enough for the first attempt.

It might sound like a lot of trouble and paperwork but you will be surprised how much more enjoyment you can get out of your layout. It also exposes all the shortcomings in our layouts and forces us to remedy those little problems we were going to get around to fixing.

BOXCAR
Sante Fe
Grand Canyon
36058

CABOOSE
Pennsy
Brown Steel
980765

TANKER
Union
Blue 3 Dome
10171

STOCKCAR
C & N W
Black
2023

BOXCAR
S. P.
Brown Steel
60730

FLATCAR
U.P.
40' wood deck
50589

COLORADO AND WESTERN RAILROAD	
RUNNING SCHEDULE	
CAB A	CAB B
LFW 1	LFE 1
LFW 1	EFE 1
EPE 1	EPE 1
RMW 1	RMW 1
	BTW 1

COLORADO AND WESTERN
RAILROAD

TRAIN ORDER

TRAIN No.. RME 1 CAB A

TRAIN TYPE.. Railmotor

Railmotor No. 1 to travel from Sante - Antonito
stopping at Lizzard Hill and Ricol Stations
and stable in Ricol Yard

COLORADO AND WESTERN
RAILROAD

TRAIN ORDER

TRAIN No.. FW1 CAB B

TRAIN TYPE.. Local Freight

Make up freight at Ricol Yard, 3 boxcars and 1 tanker.
Drop 1 boxcar at Lizzard Hill Yard and 1 Boxcar at
Myers Pickles. Proceed to Sante - Antonito.

COLORADO AND WESTERN RAILROAD

POSITIONING LIST

- | | |
|--------------------------------|---|
| 1 Boxcar at Myers Pickles | 1 Passenger Train to Sante-Antonito |
| 3 Boxcars at Santa- Antonito | 3 Boxcars , Flatcar and 1 Tanker at Ricol |
| Railmotor 1 to Sante-Antonito | 3 Boxcars, 1 Flatcar and 1 Pickle car at Sante-Antonito |
| 2 Boxcars to Quality Furniture | 1 Empty hopper at Scales Mine |
| 1 Passenger Train to Ricol | 1 Cattle car at Ricol |

Building the Colorado and Western

by Ken Scales

The Colorado and Western Railroad, as the name suggests, is situated in the high country of Colorado in the U.S.A.

The railroad is mainly standard gauge except for the dual gauge yards at Lizzard Hill. Before it was abandoned, a narrow gauge line started here and ran across Animal Canyon to the silver mines and timber mills in the high country. This line terminated at Ophil. There is talk that due to a boom in the price of silver and lack of alternative transport this line may be reopened. No doubt a mining boom would also result in some of the two foot gauge timber tramways also being reopened to supply timber to the mines.

The railroad which interchanges with many adjoining standard gauge lines starts at Ricol. From here it travels east and passes almost immediately into a long tunnel. After emerging from the tunnel in a westerly direction it passes over a high bridge crossing Frederick Gorge. It then swings south past Jones Plastics and Myers Pickles and enters another long tunnel. Both these factories are serviced by a rail siding. The line emerges from the tunnel and starts to climb travelling in an easterly direction and again crossing Frederick Gorge on a higher level.

It continues to climb through rugged terrain as it passes to the north of Ricol and enters another long tunnel until it emerges just south of a high trestle which spans the northern end of Frederick Gorge. After passing the siding which services the Scales Silver Mine it heads south across the flat high plains country until it reaches the end of the line at Sante Antonio.

In model form the layout is constructed in HO scale. Most trackwork is standard gauge except for the yards at Lizzard Hill which is dual gauge (HO & HO3). The HO standard gauge is complete. One of the frames for the narrow gauge expansion has been constructed and the other is underway. The narrow gauge modules will be mainly HO3 gauge with HO30 gauge tramways running

along the tops of the ridges transporting ore and timber.

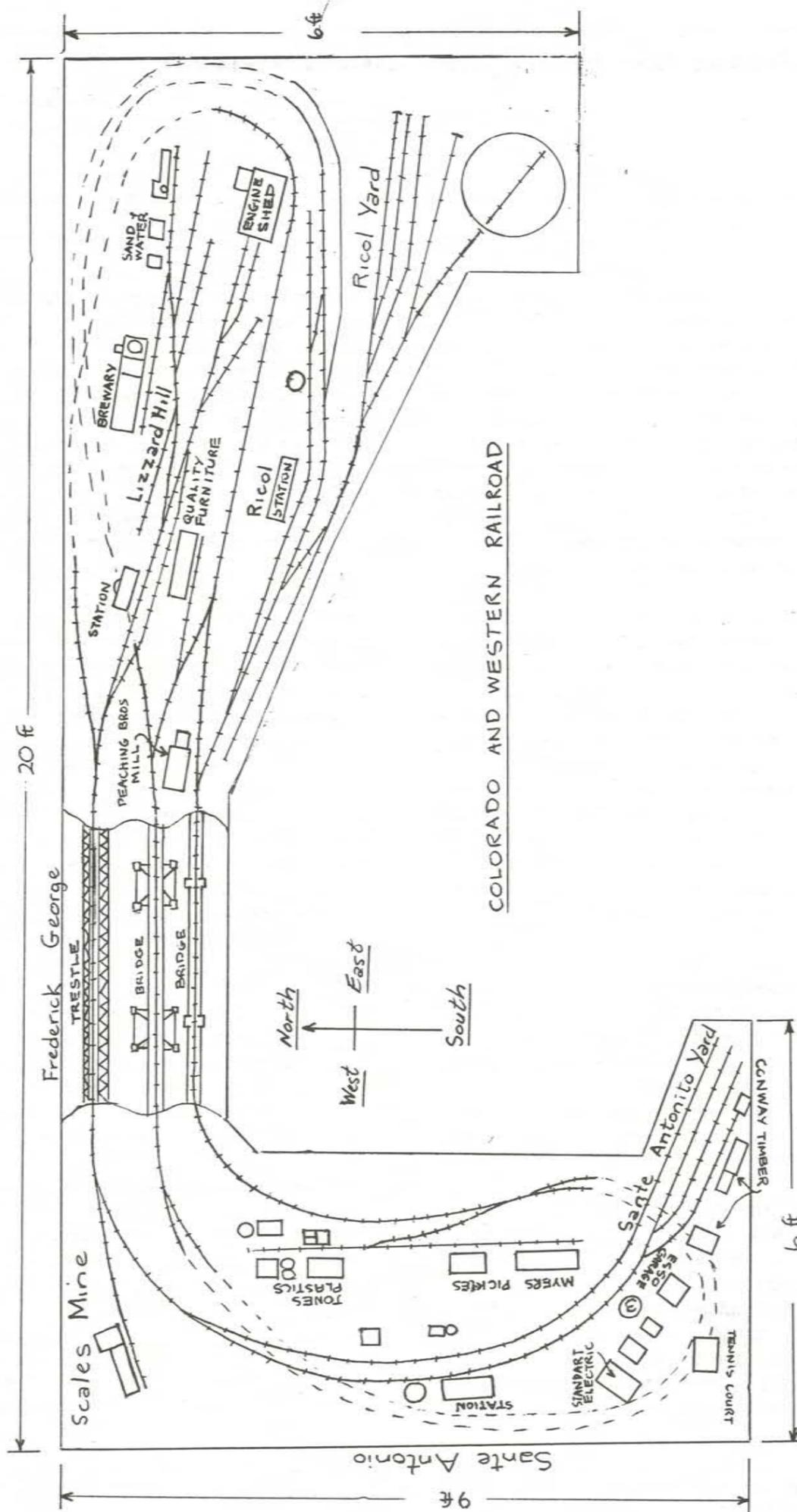
The Colorado and Western is a relatively small H.O. scale layout built in a typical single car garage. It is different to many layouts in several ways. Firstly it can be moved if it became necessary to move house. Secondly it was designed to be modified if things did not go to plan. Thirdly it was designed to be built quickly - about 18 months from beginning to completion of the final scenery.

The layout is constructed in five modules all of which are portable supported on their own legs and joined together with wood bolts. Each leg has a 4 inch long coach bolt inserted into the end. This allows the layout to be levelled with a spanner and a spirit level. I have generally followed the principles used for exhibition layouts in joining modules which allows the layout to be moved or modified without the total destruction that usually accompanies this activity.

Many of the methods used in construction were learned from building my portable N gauge exhibition layout. I have not included aligning dowels and devices used to speed up assembly because time is not a factor when a layout is not moved on a regular basis.

This has already paid dividends in a strange way after the layout was rammed by one of the family cars, when one of my sons was learning to drive. Repairing the damage was relatively simple because of the ease with which the layout could be dismantled.

The framework of the layout consists of both conventional butt joined flat top covered frames and L-Girder open framework. Some of the L-Girders are not true L's but are 35mm by 70mm solid members. However the principles set out by Lynn Wescott many years ago in Model Railroader have generally been adopted for construction of the layout. Framing timber is a mixture of dressed seasoned pine and resawn oregon. Care was



taken not to use green timber and timber thickness is generally double what is considered normal. If I cannot stand or sit on the trackbed while I work on it I have always thought it was not strong enough.

All construction is done using screws coachbolts or woodbolts. Virtually no glue is used joining the frames making modifications simple. The disadvantage of this method is that the framing has to be stronger and heavier if it is not glued and a lot of extra screws and bolts are required to ensure that joints don't move. However the advantage is that several major changes were made during construction which made this method and the extra time spent in initial construction worthwhile.

I have also built one small extension piece using glue and posidrive screws and although this method is quick for flat sections of track the old conventional method simplifies modifications on the more complex sections.

Track has been fixed directly to the trackbed which has been constructed from pineboard attached to the frames by conventional slotted screws. N.M.R.A. track profiles have been followed for laying of the ballast except in some areas such as yards industrial areas etc., where track has been laid flush with the ground to follow the prototype. Where track requires packing to level it I simply slide strips of thin cardboard under the sleepers to build it up and later hide them with ballast and scenery material.

H.O. Track

Track is Peco code 100. All turnouts and crossings are Peco fine scale RP 25 Standard. The NMRA track gauge was used religiously during construction and several points were rejected because they did not comply with NMRA standards. Peco track is generally a bit tight in gauge, but as long as you take out all the bad bits it will run most rolling stock perfectly.

The check rails on Peco points sometimes need replacing because they are out of gauge and allow wheels to pick the frogs. The easiest way to do this is to cut out the plastic check rail and solder a new metal check rail in place made from a short length

of rail using the correct tolerances as per the NMRA track gauge.

Switch machines are all Peco. These have been mounted directly to the bottom of the points and set in holes cut in the baseboard. Any gaps are later hidden with thin cardboard which has been covered with weeds and ballast. The track has been soldered to single sided fibreglass printed circuit board strips where each module joins to allow the modules to be separated if necessary.

Dual Gauge Track

Track is Railcraft Code 70. Turnouts are Shinohara Code 70. Switch machines are Peco, mounted on Peco spring bases and using either omega springs or wires in tubes to move the turnout bars. Switch machines are mounted either below the layout or in trackside structures.

Ballast was sprinkled on to the trackbed and brushed level with the tops of the sleepers then bevelled along the sides with small paintbrushes to achieve the correct profile. It was then wetted down with a spray bottle containing water with a small amount of detergent. A mixture of 50% water and 50% PVA glue containing a small amount of detergent was carefully poured between the sleepers using a soft squeeze type sauce container.

The majority of ballast is HO medium grade with some matching fine N fine grade used for special effect in lightly ballasted areas such as spurs or yards. I prefer Woodlands Scenics ballast because it does not change colour much when you glue it down, there is a good range of colours and sizes, it looks realistic, it glues well and you can always match the colours even years after you have laid the track if you want to make changes. The bill for ballast for the entire layout was only about \$35-00, which is a very small part of the overall cost for something which is very noticeable.

Scenery shapes were first shaped using strips of heavy cardboard stapled to the layout. In some locations newspaper with chicken wire over the top was substituted to provide a more stable base for rock castings.

Casting Plaster was then trowelled over most of the cardboard to form the basic shapes and smoothed out where necessary with paintbrushes.

Rock castings and cast plaster rock walls were made in latex rubber moulds all of which I made myself from real rocks and home made patterns. These castings were all fixed to the layout dry using plaster pushed into the chicken wire. All chicken wire was backed with either newspaper or plaster to stop the fixing plaster falling through.

The plaster which met the front scalloped wood panels was cut off with a knife while still soft. Selleys No More Gaps was then applied along these edges to stop thin plaster falling off and leaving white edges where the layout gets bumped.

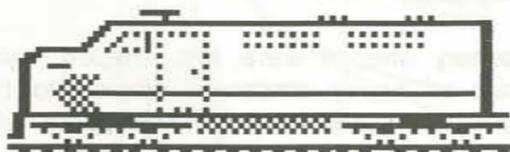
Creek beds and drainage ditches were formed using plaster brushed over paper or cardboard bases which had been stapled to the framework. All ground cover was glued to the layout using the same method that I employed to fix the ballast. The PVA mixture was the same as that used on the ballast.

The layout is built in a 20 foot by 10 foot garage which is under the main roof of the house. It is well insulated from heat and cold and reasonably free of dust.

The background boards are attached to the layout and bolted or screwed to the framework.

A plan of the layout is shown on the following page together with sketches showing how the adjustable legs and printed circuit board joiners were constructed.

You will be able to visit Ken's layout for the first time on the 20th May '95.



Model Contest and Pass Contest Information

by Fred Gill MMR

Models may be registered in their respective contest sections at the following times:

Friday 7.00 pm to 9.00 pm
Saturday 8.00 am to 9.00 am

Any entry that has not been registered by the 9:00 am deadline can be shown in the Display of Models section of the convention.

Judging will commence from the close of registration till approximately 1.00 pm. Viewing times will be displayed at the contest room.

Entrants are required to leave their models/passes on display till after lunch time on Monday. Entrants that require their models etc., prior to this time may discuss their request with Fred Gill MMR.

The Convention site is fully secured by alarms (to local Police Station) and an NMRA member will be 'sleeping on site' each night.

The NMRA does not accept any liability for damage to or loss of any item from the contest room.

If in doubt on the conditions of entry to any contest please read the contest article in the Oct/Dec issue of Main Line, and if you are still in doubt then contact Fred Gill MMR.

A copy of this article is enclosed with this issue.



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