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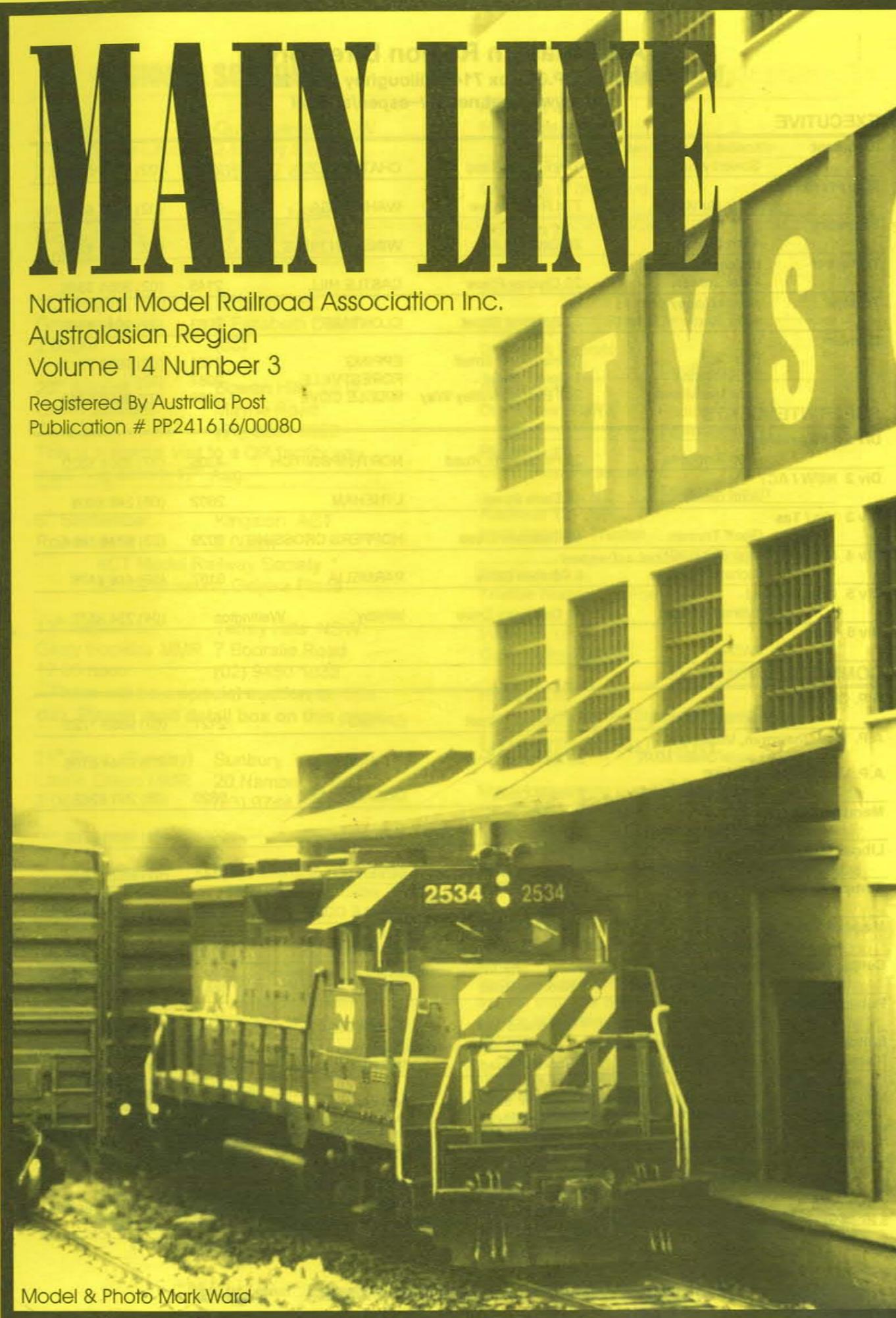
National Model Railroad Association Inc.

Australasian Region

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Model & Photo Mark Ward

Australasian Region Directory
 NMRA Inc. P.O. Box 714, Willoughby NSW 2068
<http://www.iinet.net.au/~espee/ar.html>

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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, member's 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.

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 enquires regarding advertising should be directed to the Editor.

FRONT COVER:

Burlington Northern Diorama built and photographed by new member Mark Ward in Toowoomba QLD.

REGIONAL SCHEDULE

9th August Queanbeyan NSW
 Peter Weller-Lewis 2 Hayley Street
 2.00 pm (06) 297 8232

9th August Epping NSW
 Michael Flack 14 Dawson St
 2.00pm (02) 9868 1723

17th August (Sun) Emerald Vic
 Graham Meyer 2 Elizabeth Court
 2.00pm (03)

20th August Bowen Hills QLD
 Glenn Stevens Mayne Road
 7 - 9 pm (07) 3201 5022

This is a special visit to a QR facility you must ring before 17th Aug.

6th September Kingston ACT
 Rob Nessbit 2.00pm
 ACT Model Railway Society
 ARHS Museum, Geijera Place

13th September Terrey Hills NSW
 Gerry Hopkins MMR 7 Booralie Road
 12.00 noon (02) 9450 1033

There will be a special auction on this day. Please read detail box on this page.

21st Sept (Sunday) Sunbury Vic
 Laurie Green MMR 20 Nambour Drive
 2.00pm (03) 9744 5188

1st November Waramanga ACT
 Stephen O'Brien 138 Nemerang Cres
 2.00 pm (06) 288 3614

29th November Isaacs ACT
 Ken Macleay 31 Shepherdson PI
 2.00 pm (06) 286 2624

6th December Darra QLD
 B-B-Q 54 Aberdare St
 BYO meat and 20 favorite railroad slides

EASTER 1998
Narrow Gauge Convention
Black Heath NSW

WAY BILL

Platform 4
 Presidents Report
 Sowerby Smith

Platform 6
 Changing of the Guard
 John Saxon MMR

Platform 7
 Thank You
 Bob Hayden

Sydney Reports
 A. N. Other

Platform 8
 Division 4 Reports
 Geoff Truman

Platform 10
 Our 3 New MMR's
 Photos
 Sowerby Smith

Platform 11
 Convention Presentations
 Sowerby Smith

Platform 12
 Next Regional Trustee
 Phil Knife MMR

Platform 13
 Trustee Nomination Form
 Phil Knife MMR

Platform 15
 Cove Valley Railway
 Jack MacMicking

Platform 18
 Narrow Gauge Convention

Upcoming Auction.

Many longer term members will remember Mark de Havilland who unfortunately died a premature death some time ago. Mark was more of a collector than a builder and over the years had amassed a large collection of HO brass and other desirable goodies.

We have agreed to assist Mark's family by holding an auction in conjunction with a Saturday afternoon layout visit to Gerry Hopkins expanded HO on 30 layout at Terrey Hills on 13th September next. We expect that the brass will have realistic reserves but the other items (and there is plenty!) will be sold at best.

We strongly recommend you attend. Apart from the opportunity to see/buy some rare brass, there will be enough for everybody in the way of plastic locomotives, cars and associated bits and pieces.

We will accept cash and cheques and we will even accept plastic. The Region will retain 12.5% of the proceeds towards maintaining current membership fees so you can help the de Havilland family, the Region and of course, yourself by attending.

Presidents Report

We have had a few changes on the board of directors in the last month and it is my job to pass on the news. First it is with regret I have to say that Fred Gill has resigned his position as President of the Association. As you are probably aware Fred has been very ill over the last few months and undergone several serious abdominal operations. He feels that he is unable to continue in the roll of President, as he is not able to devote the time he feels is necessary to the job. As Vice President I was seconded into the roll for the remainder of the term until next May. In addition Fred has resigned as chairman of the Achievement Program and under his stewardship has progressed to the point that we have the largest number of MMR's as a percentage of our membership numbers than any other region. An achievement Fred and the Region should be proud of. I would like to take this opportunity of thanking Fred for his great contribution and hope that in the coming months that his health improves.

Now the results of the changes to the Board of Directors are as follows:

Sowerby Smith moves from Vice President to President.

Peter Burrows moves from Ordinary Member to Vice President.

Michael Flack moves from Secretary to Achievement Chair

Alan Garbutt joins the BOD as Secretary (Alan has served on the 97 Convention Committee)

David North Joins the BOD as Ordinary Member replacing Peter Burrows

Bob Carr joins the BOD as ordinary Member replacing Bob Kollwyn who is moving to Perth to be closer to his family.

Bob's roll as Librarian is to be taken over by **Piet Hamersma**.

All the other rolls stay the same! John Saxon continues as Trustee and Jack MacMicking as Ordinary Member and Membership Officer.

Quite a few changes as you can see. All the changes are Board appointments as it is mid term and in line with our constitution that states all casual vacancies will be filled by appointment of the BOD.

I would also like to thank Bob Kollwyn for all his help with the 95 and 97 Conventions. Bob was site Co-Ordinator for both and for his roll as an Ordinary Member of the BOD and the additional job he has handled as Librarian. Our loss will be the Perth members' gain.

At the BOD meeting the other night our Treasurer Peter Jensen presented the preliminary figures for the Convention and it has been our most successful to date. As a result the BOD passed a motion that the September fee increase for the US membership, US\$2.00 will be absorbed by the Region for the Next 12 months and there will be no fee increases over that time. As you know the A\$ has been slipping against the US\$ over the last few months as well. In this way every member will share equally and directly in the benefits flowing from the Convention.

Talking about the Convention I would like to thank John Saxon who took over the roll as convention chair following the untimely death of Ray Parr. It is a big job and John put in his usual great effort helped enormously by Toni Saxon our Registrar. One of the many highlights of the convention was the tremendous success of the Non Rail Program. Peter Burrows edited and Printed most of the clinic notes handout and Gerry Hopkins assisted in the printing. Their efforts in keeping down the cost of production of the handout contributed more to the financial success of the event than you can imagine. The members who attended seemed to enjoy the revised format and the feedback to the committee has been enormously positive and all the members of the Convention Committee and their teams of helpers who put in so much work I thank you all on behalf of the membership. If you have ideas and suggestions regarding future conventions, drop me a line and I'll bring it up at the next BOD.

One last thing, don't forget to keep sending in articles to Gerry for the Mainline.

Sowerby Smith

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For further details contact us to organize a demonstration or to receive a full information package on "System One"

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Tichy Coal Shed - \$16-50
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Tichy Water Column - \$10-00
CMA Oil Column - \$14-70
CMA Mail Crane - \$12-50
CMA Telltale - \$10-00
CMA Track Stop - \$11-95
Rix Maxwell Ave. Series - \$19-75
Rix 150' H'way Overpass - \$62-50
Good stock Walthers Cornerstone and Micro Engineering Kits.

'N' Thrall Well Cars MDC - 12 pack \$155-50
'HO' Stewart 70 tonne Hoppers - 6 pack \$114-50 Santa Fe , Southern Pacific [T.N.&O.]
Accurail 40' Boxcars - 3 pack \$48-00
Southern Pacific Silver Overnight
Burlington Northern Green.

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NWSL Chopper - \$49-00
NWSL True Sander - \$56-00
NWSL Dupli-Cut - \$42-00
X-Acto No1 Knife - \$4-90
#11 & # 17 blades - \$3-95
X-Acto Deluxe Saw/Knife Set - \$31-50
X-Acto Mitre Box - \$16-80
Razor Saw Set - Handle + #239 Saw - \$14-70
X-Acto Vacuum Vise - \$18-50
Badger #200 Air Brush & Accessories - \$149-00

Kits - HO

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IHC Crossover/Signal Bridge - \$18-50
IHC Freight Station - \$30-75
IHC Arlee Depot - \$22-50
IHC Interlocking Tower - \$31-50
IHC Country Barn - \$14-70
IHC School House - \$12-95
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CHANGING OF THE GUARD.

Fred Gill MMR's doctors have recommended that to speed up his recovery from his recent and current medical difficulties that he should reduce his workload. The Board has reluctantly accepted his resignations as President and Achievement Program Chairman and we know all members will join us in wishing Fred a speedy recovery.

Bob Kollwyn, our Librarian and Ordinary Member of the Board, has also submitted his resignation as he is moving to Perth. We are very sorry to lose Bob but know that he will be keeping in touch from the West as soon as he is established over there.

The Board met on 14 July and made the following changes. Sowerby Smith has once again been elevated from Vice President to President, Peter Burrows has been appointed Vice President, Michael Slack has resigned as Secretary to be appointed Achievement Program Chairman, Allan Garbutt has been appointed Secretary, David North has been appointed Ordinary Member in place of Peter Burrows. Piet Hammersma has taken on the Librarian role.

All appointments are temporary only pending our next elections.

John Saxon, Trustee.

We Hope Everybody Had A Great Time!

Well, we definitely did! The 8 committee members, the 17 clinic givers, the 10 helpers, the 3 hobby shops that attended, builders of the 17 layout we saw on the Monday and the 5 members that brought their excellent layouts from as far away as Melbourne did. And from all reports, including a number of letters, the balance of the 175 who attended Convention 97 also had a WOW of a time!

This convention was planned to allow more time between clinics for registrants to meet old friends and make new ones, to visit the hobby shops, enjoy the refreshments and to talk with both Bob Hayden and Dave Frary. Throughout

the weekend both our guests went out of their way to be approachable and to pass on the benefit of their many years of model railroading experience in response to our individual questions.

And the self-touring of the display layouts on the Monday seemed to be popular also with as many as 50 turning up at one layout and an average of 30 or so at the others. The idea was that registrants were able to pick the layouts that appealed and pace themselves to suit and this seemed to work. It also saved attendees the extra cost of buses and spread the load throughout the day on the layout owners.

We also introduced an expanded Non-rail program which turned out to be so popular that the Ladies unanimously decided to forgo the planned Sunday tour to introduce even more craft clinics instead. Thanks particularly are due to those who volunteered without notice to present these Sunday clinics. We now expect to continue with this concept at future conventions.

There were **more than** 17 clinics presented (we lost count of the extra craft clinics!), we had 3 hobby shops in attendance and 3 excellent layouts, two of which were used to demonstrate scenery techniques. Fabulous! Results of the well supported model and photo contests are published elsewhere and the silent auction again was very popular.

The bound program with full clinic notes was appreciated by many with spare copies now available through the Company Store at \$10 plus postage. Please contact Shirley MacMicking on 02 9958 5988 to enquire. The Sunday evening meal was a huge success with over 80% attending to watch and hear both Bob Hayden and Dave Frary acquaint us with their skills and to see Gavin Hince and Ken Scales presented with their Master Model Railroader awards.

So many people worked so hard before and during this convention to make it the best we have had to date that there is not enough space to mention them all by name. We are recognising them however by presenting them all with Appreciation Certificates as mementos of their unselfish contributions and we also want to thank the many others who on the

weekend helped with rearranging tables and chairs and generally lending a hand. We do not have all the names, but thanks anyway.

Finally, please support the hobby shops that attended, the 'N' Scaler, The Railcar, The Railroad Model Craftsman and also those that contributed by advertising and donations namely Berg's Hobbies, Werribee Hobby Centre, Asquith Model Railways and Yennora Hobbies,

John Saxon, Chairman.

Thank You

Printed below is the Email sent to John Saxon from Bob Hayden on his return to the USA.

Dear John,

It's been two weeks since we returned to the States, and things are beginning to settle back down to normal. Today is the 4th of July, a holiday, so I'm catching up on my to-do list.

The number one item on that list is to thank you and all the members of the Australasian Region for a wonderful visit and convention. Our four-person visitor party enjoyed every minute, and your hospitality went far, far beyond the call of duty.

Everyone was wonderful, and a few of you deserve extra-special thanks. First, of course, are you and Toni, who suffered through my endless and last-minute e-mail communications and made everything work. Next on the list comes Gerry Hopkins, for scratching up clinic materials, scenic bases for the water-making show, and the video equipment for the after-dinner talk (I suspect Lauris did most of the work, while Gerry was in the train room).

Sowerby Smith did a great job ferrying us around on June 6th, and graciously took us home, where we got to meet his family and his model railroad. David North and his son Rob took us on a full day of layout visiting (Rob had the good sense to fall asleep), and every

layout we saw was my favorite. Thanks to every layout owner for their hospitality, and especially to Fred Gill, who opened his layout specifically for our visit.

Our Australian visit after Sydney was just as enjoyable as the convention. Puffing Billy was superb -- my first experience with a "preserved railway" on the British model. It makes most of our "tourist railroads" look like operating junkyards by comparison. (With its 40-meter-radius curves and 3 percent grades, Puffing Billy is the closest I'll ever come to riding on my own C&DR!)

Bob Backway of Melbourne met us at Belgrave after the train ride and spent several hours showing us the town, which included a visit to his home and a long discussion of his plans for modeling one of the 30-inch-gauge lines of Victoria. Gloria got to see kangaroos in the wild, which was most definitely the highlight of the trip to Melbourne for her. Our six days north of Cairns was relaxed and uneventful -- as planned.

Instead of going on and on, I'll simply say "Thank You" once again. Everyone we met and everything we did was absolutely first rate, and a return visit to Oz is high on my list of travel priorities.

Sincerely yours,

Bob Hayden.

Sydney Meeting Reports

Victoria's Meeting Reports

Grant McAdam hosted Aprils meeting on a beautiful autumn day. Grant is the convenor for the Croyden Narrow Gauge Group and displayed his latest selection of the groups HOn30" modular layout. He also used his new modeling table for afternoon tea.

Gavin brought along the RGS Derrick OP. There are over 100 NBW castings in the A frame. The derrick will be ready for the convention.

Laurie had a Colorado and Southern 2-6-0 No. 9 built on a brass chassis with scratch built boiler and cab. Laurie added several pounds of Precision Scale brass parts and coal from Vance Junction.

Steve Cullen built a Barranjack flat car on a key steel underframe. Dept. of N.S.W. had 16 of these flat cars. The locos were built by Kraus.

Ken Moorecroft had several models for judging under the Achievement Program.

May's meeting was held at Peter MacDonald's . We were shown over the new railway room and the pieces of Bacchus Marsh lying on their edge. Peter lifted the roof of his house to put in the large layout room. The sections of layout had to be lifted in through the windows before the windows were installed.

Laurie's model this month was of the Rico Coal Tipple and stage. The model is over three feet long. If built in its entirety with the trestle it would be over 90"! The tipple has 8 operating coal drop doors with the drying rack on the other side of the trestle and track. Workers were paid by the ton for unloading the coal, if wet, onto the drying rack and then into the tipple. They would stand on the stage and throw shovels full across the trestle into the tipple.

Nathan MacDonald displayed a Steam Era D.E.R.M. This has to be the best plastic kit produced. It comes with enough parts to produce any of the three stages of its

evolution. Nathan's model is of No. 59 finished in the final stage before Super DERM.

Gavin had a scratch built loco made out of styrene on a brass chassis with several detail parts. Gavin claims Laurie takes his modeling cue from him. He started his first, but Laurie has more modeling time to finish the model. Gavin also had RGS derrick OP finished. It will need its own box to travel to Sydney.

Peter MacDonald produced an AD60, this Lloyds / Footplate Models brass and whitmetal kit is almost finished. We have been waiting for Peter to finish, as it has taken him close to 2 years to build.

Geoff Truman

Operations SIG

Are there any modellers interested in forming, and participating in, an

Operations Interest Group?

Please call
Peter Jensen
on
(02) 9651-3369.

I will arrange for a preliminary meeting where we can set the goals and directions of the group.

Layouts and DCC are not a pre-requisite, all that is needed is an interest in operations, timetables, schedules, way bills, etc.

Bring your thoughts, ideas, and interest.



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Our 3 New MMR's



Roger Hoard MMR at the Sydney Christmas meeting. He has Achievement Certificates in: Motive Power, Cars, Structures, Scenery, Civil Engineer, Electrical Engineer and Author.



Ken Scales Receives his MMR from Fred Gill at Convention 97. Ken has Achievement Certificates in: Chief Dispatcher, Cars, Structures, Scenery, Civil Engineer, Electrical Engineer and Author.



Gavin Hince MMR with Fred Gill GMMR at the Convention. Gavin has Achievement Certificates in the following areas: Motive Power, Cars, Structures, Scenery, Civil Engineer, Electrical Engineer and Author.

Convention 97 Presentations



Laurie Green MMR gets his President's Award From Fred



Bob and Dave with their Convention Plaques being presented by John Saxon, Trustee and Convention 97 Chairman



Gerry's turn for a gong! Fred Presents the Presidents Award



Peter MacDonald collects his award from Gerry



Ken Morecroft Receiving his Achievement Certificate from Fred



Laurie Green wins Best in Show



Gavin gets an Achievement Certificate from Fred Gill GMMR

Gloria Hayden Draws the Raffle



Bob and Dave getting "Mugged" by John Saxon MMR



Sowerby receives the John Gordon Award from Gerry Hopkins MMR

WHO WILL BE OUR REGION TRUSTEE?

Phil Knife MMR

When I was a youngster, I used to think that a "trustee" was a jail prisoner who could be trusted with special privileges. Our present Region Trustee, John Saxon, perhaps feels a bit that way, as he has been in that role since our Region was first formed in 1984 - almost like a prisoner to the role! Maybe so, but I'm sure that John would admit to having enjoyed his role, and a sense of pride in representing Australasia in the NMRA halls of power in the USA. For his services to the Region and the NMRA at large, he has been awarded Honorary Life Membership. But John insists that he will be stepping down at the end of his present term. I mention all this, because the time has come for us to prepare to elect our Trustee to take office in March next year. I have been given responsibility once again for conducting the election in this Region.

Let me begin by spelling out briefly what the duties of the Region Trustee are, and some thoughts on qualifications needed. Obviously we need the right person in this role if it is to be carried out properly. Perhaps you are that person, or you are aware of someone who might be. Anyway, here is what is involved:

- The Trustee must be a current, active, committed member of the NMRA.
- The Trustee is the representative of the Australasian Region on the NMRA Board of Trustees (BOT), which is the executive, or governing, body of the Association.
- The Trustee is expected to attend the half-yearly BOT meetings (invariably in the USA) in February and July (in conjunction with the National convention).
- The Trustee is responsible to the parent NMRA for the oversight of operation of the Region.
- The Trustee is a member of the Board of Directors (BOD) of the Region.

This has a number of implications for potential Trustee candidates. The most obvious one is financial. Overseas travel twice a year becomes a limiting factor, but the NMRA does currently reimburse the airfare (at the cheapest excursion rate). Apart from paying the airfare up front to begin with, the normal minimum stay in the USA is seven days, requiring hotel accommodation and meals. And there's the temptation to spend up big at local model shops! Trying to prise a ball-park figure out of John Saxon, the *minimum* outlay is about \$3000 per year (plus having the \$2000 or so air fare up front each time to begin with.) The second, and probably more important, implication is that the Trustee must be up to speed on our own Region activities, and have a good working knowledge of the NMRA as a whole. This will involve regular attendance at BOD meetings, which at present are held in Sydney.

Now there may well be someone out there who has the time and financial resources to attend both BOD and BOT meetings (and who does not necessarily live in Sydney - after all business and government people do this sort of thing all the time). Coupled with a genuine regard for the objects of the NMRA and a willingness to be involved in the running of a truly international organisation, this is a wonderful opportunity for the right person. In this issue of *Main Line* is a nomination form, which must be signed by the nominator, seconder and the candidate - and it goes without saying that all three must be members of the NMRA in good standing who live within the Region (although not necessarily members of AR). However, anyone who is interested in volunteering please contact me, and I will attempt to find nominators and seconds. Please read the notes accompanying the form.

Nominations close on 15 October 1997.

OoooOOOOOOOoooo

ELECTION OF AUSTRALASIAN REGION TRUSTEE

Nominations are hereby called for the position of *AUSTRALASIAN REGION TRUSTEE* to take up office on 31 March 1998 for a term of two years. Details of this position are contained in the article *Who will be our Region Trustee?* elsewhere in this issue.

All nominations must be on the form below (or a photocopy), and must be signed by the nominator, seconder and candidate. All three of these persons must be members in good standing of the NMRA resident in the Australasian Region. Each candidate for nomination must submit the following Candidate Personal Information with the nomination form:

- A statement of qualification for the position of Trustee.
- A personal platform statement of no more than 250 words (which will be provided with ballot papers to all members, should a ballot be necessary).
- A photograph of the candidate.

Closing date for nominations

is 15 October 1997.

Nomination forms and Candidate Personal Information must be sent by this date to:

Phil Knife MMR
The Rectory
Samson Way
Karratha WA 6714
☎(08) 9144-2594

NOMINATION FOR AUSTRALASIAN REGION TRUSTEE

I wish to nominate the following member of the National Model Railroad Association resident in the Australasian Region for the position of Region Trustee:

Please use block capitals.

NAME:
ADDRESS:
PHONE NUMBER:

NOMINATOR'S NAME:
NOMINATOR'S SIGNATURE

SECONDER'S NAME:
SECONDER'S SIGNATURE:

DECLARATION BY CANDIDATE:

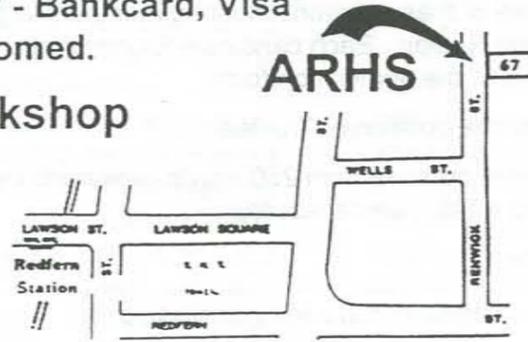
I, the above-mentioned candidate, agree to be nominated for the position of Region Trustee. My Personal Candidate Information is attached to this nomination form.

SIGNATURE: _____ **DATE:** _____

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AUSTRALIAN RAILWAY HISTORICAL SOCIETY - New South Wales Division
The ARHS Archives, at the same address, are open for research on the first, second and third Saturdays of each month, 10am to 3.30pm.

COVE VALLEY RAILWAY

This line represents a small section of a 2'0" Narrow Gauge Railway built to serve a number of towns in a rural area. The line is approximately 66'-0" around with a minimum radius of 6'-0" and having a separate locomotive servicing area. The L&B models are built to a scale of 16mm = 1'-0" and the Victorian models to a scale of 15mm = 1'-0". This brings all models to approximately the same loading gauge, so as not to look out of proportion with each other. The standard of 16mm scale and 32mm gauge is generally referred to as SM32. However a number of these models are also available to 16mm scale, with wheels set at 45mm gauge to match LGB equipment.

The railway is built in a small courtyard, which gives some privacy from the street and people walking past. Construction required building a number of concrete block columns about 6'-0" apart then erecting formwork and pouring a concrete platform approximately 1-1/2" thick with 1/4" steel rods as reinforcing.

All concrete was left for two weeks before the formwork was removed to allow curing. 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.

After the formwork had been removed, the 3/16" metal was spread out and leveled for the track to be laid in position. The track had been made up in 3'-0" lengths only requiring to be curved where needed and space left for pointwork to be fitted in when built. The track is built of Bullhead rail with cast chairs and timber sleepers, 26 to the yard; (The correct track would use Flat Bottom rail, however I had a good supply of the Bullhead, which I didn't want to waste.)

The rail and chairs came from the Gauge 1 Assn. while the sleepers 7/16" wide X 1/2" deep were cut from boards purchased from the local timber yard. When purchasing these boards, I asked that they be planed to one thickness, (1/2") this makes it easier when building track on the bench as the rails remain level. A friend with a circular saw then cut the boards into 7/16" strips, and these, in small bundles were cut to sleeper

length. A few strips were kept for cutting to various lengths as required for pointwork. After the track has been generally leveled, a topping of 1/16" mesh metal is poured over the track and worked down around the sleepers to pack and hold the track secure and level. While most of the ballast is to the top of the sleepers, at point work it must be kept a little lower to ensure ballast is clear of point blades, crossing frogs and flangways.

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, which on running days is attached with four brass extension arms from the timber by screws to metal inserts in the concrete. These hold the section rigid and line the rail joints up, (fishplates are also slid across the rail joint as an extra precaution) 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, gives access to the loco. servicing area outside the track circuit and the remainder of the grounds and the house. The bridge is built from brass angles and rods, is hinged at one end and locates at the other end on a fixed pin and bracket.

When constructing pointwork, I first lay sheets of paper in position on the ballast then place lengths of rail along the paper, joining these to adjacent sections of track to ensure a smooth flow of track through the pointwork. I then mark the line of the stockrails with a pencil, and the position of the point blades. After all necessary positions are noted such as point blades, location of the frog etc. the paper is removed to the bench where the sleepers are drawn in position and the point is constructed over the paper diagram.

Once the track has been down for a short while with all necessary adjustments for any hips and hollows or incorrect banking on curves, sump oil is poured over the entire track, which helps bind the ballast and preserve the timber sleepers.

The station platform is constructed in concrete, with holes drilled later to mount the

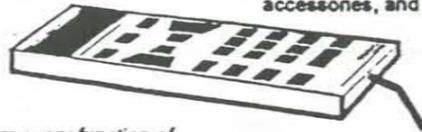
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- ⇒ Loco receivers are available for Z through G scales, AC or DC, and from 1 to 6 amps.
- ⇒ The NMRA standard for Digital Command Control is based on this system. You will be able to run your locos on any DCC standard system!
- ⇒ In addition to full service and support being provided by us we include our own professionally written operations manual with each system.

Available from:-



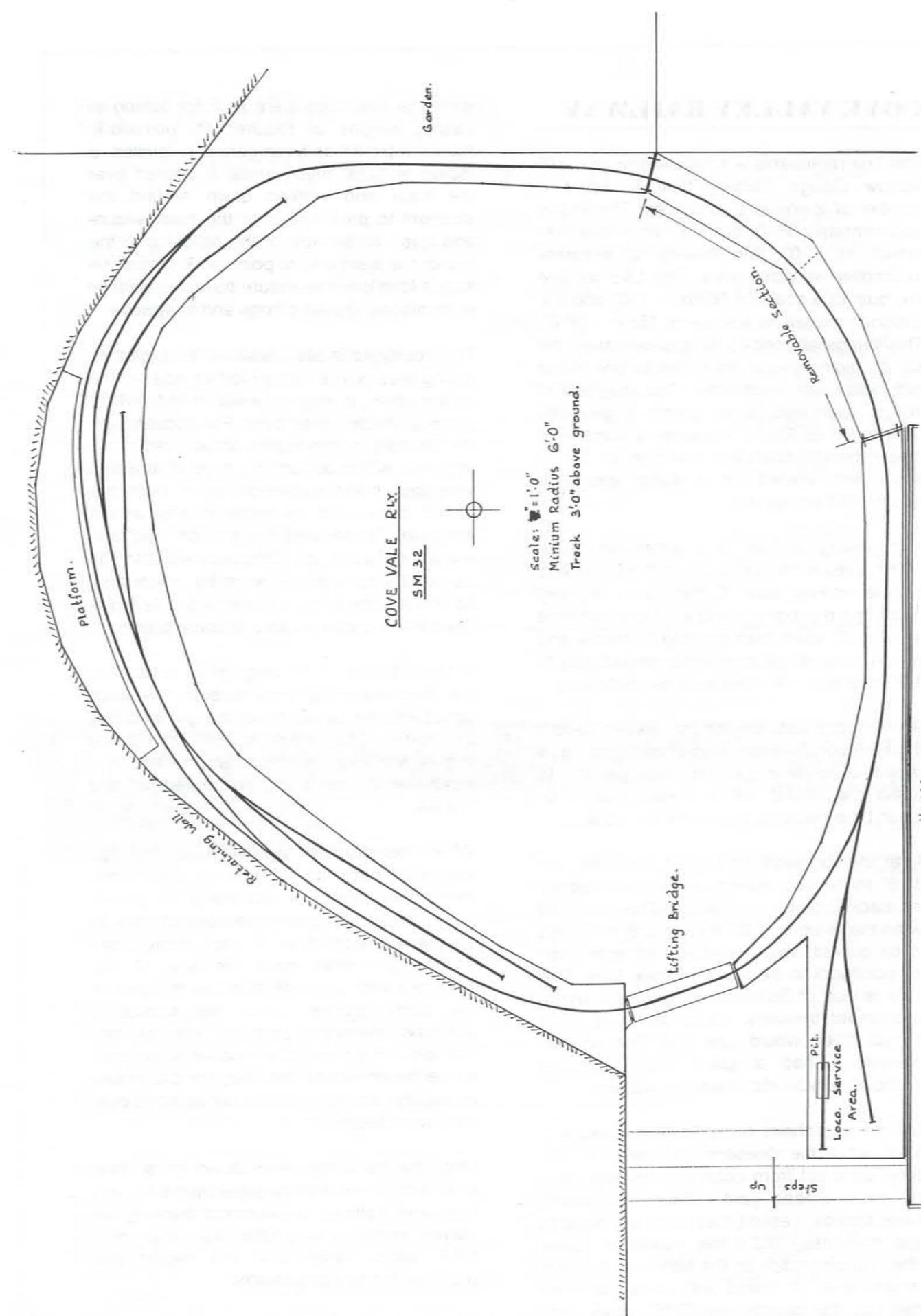
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required station nameboards. Platform lamps etc. Before the concrete had completely set, the surface was lightly brushed to give a gravel type finish. Later the whole platform was painted for appearance and to seal the surface.

There are a number of items still to be added such as a signal box, water tank and water column on the platform. These will follow Lynton & Barnstable Rly. style as far as possible, which is the main inspiration of this line.

TAW

TAW is a model of one of the three 2-6-2 tank locomotives built for the Lynton & Barnstable Rly. which operated between these two towns in North Devon from March 1898 till September 1935.

The loco has two cylinders of 9/16" bore X 5/8" stroke and a boiler pressure of 40 p.s.i. and is internally fired using Butane. Driving wheels are 1-3/4" (44mm) diameter with the pony wheels 1-1/4" (32mm) diameter. The overall length over couplers is 16", width 5", and height 6". and the weight 10 lbs. Slip eccentrics operate the valves, while the regulator is radio controlled and a Displacement Lubricator is also fitted. The loco was supplied by "Roundhouse Engineering" of England.

Rolling stock for this train consists of four (4) L & B coaches, each 2'-0" long and a number of L & B goods vehicles, both 4 & 8 wheeled. The coaches were built from kits supplied by Tenmille Products while all but one of the goods stock are scratch built excluding bogies, wheels, couplings and vacuum brake hoses. The 4 wheeled van is a Tenmille kit with vacuum-formed styrene over timber. The couplings are correct Chopper types obtained from Tenmille Products.

NA - No. 3A

No. 3A is a model of the first narrow gauge locomotive built by the Victorian Rlys. for their narrow gauge system, the first two locos. (Nos. 1A & 2A) were supplied by Baldwin Locomotive Works, U.S.A. while Nos. 3A - 17A were constructed at the Victorian Rly. workshops. All were simple expansion locos. except Nos. 2A & 4A which were Vaucain compounds.

This model is built to a scale of 15mm = 1'-0" (To bring the loading gauge generally in line with other models). Length 17-1/8" (435mm) width 4-3/4" (120mm) height 6-7/8" (175mm). Driving wheels 1-3/4" (45mm) Pony wheels 1-3/16" (30mm). The cylinders are 9/16" (14.25mm) dia. X 25/32" (20mm) stroke. Working boiler pressure 50 p.s.i. Weight 2.4kg. The loco is fitted with a Displacement Lubricator, while the internal firing is Butane. Stephenson Inside Valve Motion operates the valves. Both the regulator and the valve gear are radio controlled. Argyle Locomotives built this locomotive. Clematis, Victoria.

The Victorian Narrow Gauge rolling stock on the line was scratch built using 1/16" plywood for the bodies while the underframes were fabricated from 1/8" X 3/8" brass bar. The 3'-3" wb. trucks were obtained from Argyle Works and the 5'-0" wb. trucks (NB carriage) were shaped from bar stock. The auto couplers are Kadee No. 820 (manufactured for Gauge 1)

Garden railways provide an interesting variation from the usual indoor line generally associated with the hobby, while there is the choice of standard gauge, either G.O. or G.1. and narrow gauge using 32 mm or 45 mm gauge. In all cases you have the choice of steam, clockwork or electric power. The latter being either battery or 2 rail / 3 rail supply. There are also a few cases of outdoor lines built in OO/HO.

Should you like to know more about Garden Railways please contact me, or check the various suppliers listed in some English model magazines.

Jack Mac Micking.

AUSTRALIAN NARROW GAUGE CONVENTION

- When?** Easter Saturday & Sunday 11 & 12 April with optional activities on Monday, 13 April
- Where?** Blackheath Public School, Great Western Highway and Leichhardt Street, Blackheath NSW at the top of the Blue Mountains just west of Sydney
- What?** Format similar to last two conventions with more and new clinics.
- How Much?** Registration \$70 /head, \$15 for partners, Saturday night dinner \$15/ head
- Contact?** Register by sending credit card details (Master Card, Visa, Bank Card, Diners or American Express) or cheque to 3rd NG convention c/o Geo A Paxon, Convention Secretary, 5 Appledon Ave., Wentworth Falls, NSW 2782

The convention will attempt to provide three choices of clinics each session that address how-to- do-it modelling as well as prototype subjects. Model and photo contests and displays, optional layout and Zig Zag Railway visits are also planned. A sit down dinner on Saturday night will follow the successful approach used in the past. New clinic subjects we shall address include computers in model railroading, a locomotive sound forum, locomotive construction methods, resistance soldering, and NSW narrow gauge.

Since we will be in the beautiful Blue Mountains, a non-rail program for less narrow minded partners will be available.

The Committee for the 1998 Narrow Gauge convention is working hard to make this a valuable and rewarding experience for all attendees and we hope to see you there.

Easter in the Blue Mountains is a busy tourist season and **early bookings for accommodation are recommended.** You can obtain free accommodation information from the Blue Mountains Accommodation Booking Service at telephone (047) 822 857 or Fax (047) 822 375. Contact George Paxon on (047) 57 2629 by phone or FAX or paxon@pnc.com.au by Email for additional information or assistance.

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