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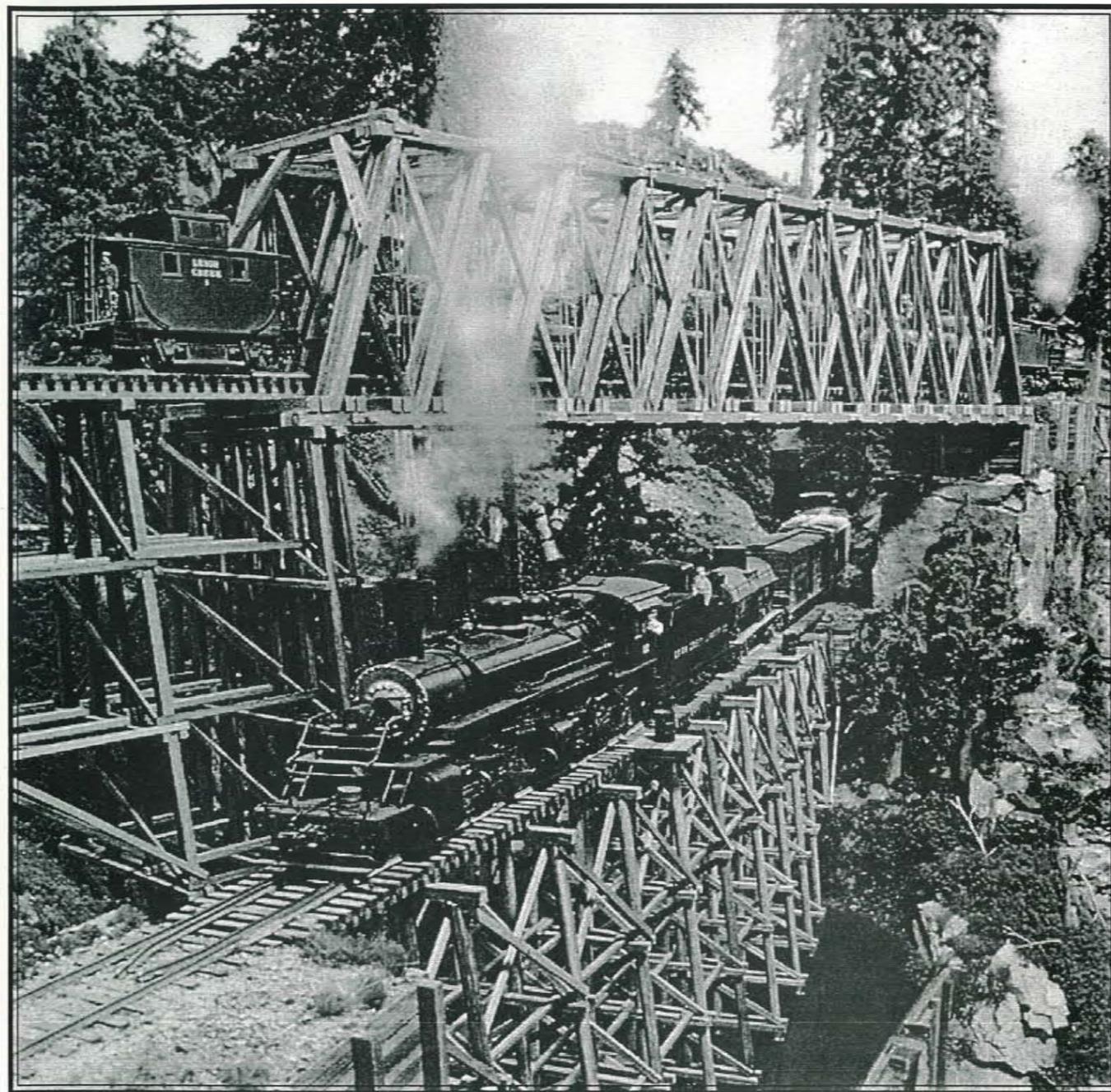


# MainLine

National Model Railroad Association Inc - Australasian Region

Apr-May-Jun 1998

Volume 15 Number 2



PHILIP  
MOSS  
RAILFAN  
PENNSYLVANIA

GEOFF  
NOTT  
MODEL  
PHOTOGRAPHY

GARY  
NORWOOD  
HARMAN  
LOCOMOTIVE

MICHAEL  
FLACK  
ROLL-OF  
HONOUR

ANDREW  
WELLS  
PRESIDENT'S  
REPORT



## NMRA MISSION STATEMENT

**T**he membership of the NMRA is a diverse group of individuals unified by their love of model railroading. They represent a wide variety of interests and wish to improve and expand the hobby through mutual effort.

The role of the NMRA is to lead ongoing efforts to set the standards for evolving technologies.

We will educate our members and provide a repository of information for hobbyists to learn the facts and skills they require for their ongoing development.

The NMRA will achieve and expand reference material required by our members and provide research assistance for their benefit.

The NMRA will provide an atmosphere of fellowship by offering members the opportunity to communicate, develop and share their skills.

## MainLine

Official Publication of the  
Australasian Division  
of the  
**NATIONAL MODEL  
RAILROAD ASSOCIATION**

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**SUBMISSIONS:** MainLine welcomes articles, photographs, drawings, cartoons and other railroad modelling related material as contributions to the mutual enjoyment of the hobby by the membership. Material should have wide appeal and preferably be sent by email to the editor. Alternatively articles and photos may be submitted on 3.5" computer disks in any Windows based word processing format. Typewritten articles are also welcome, but please do not submit articles in hand writing. The typist has already quit. Authors are also encouraged to remember who, what, when, where and why, when writing articles. Before submitting your work, please have someone else critically read it. Another point of view often helps to detect ideas that don't flow or bad sentence structure.

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### New South Wales

<b>25 July</b>	<b>2:00 pm</b>	<b>Saturday</b>	
Mike Bartlett	158 Wallumatta Rd, Newport	(02) 9999 4966	
<b>15 August</b>	<b>2:00 pm</b>	<b>Saturday</b>	
Glen Coventry	16 Lanai Pl, Beacon Hill	(02) 9452 2131	
<b>13 September</b>	<b>1:00 pm</b>	<b>Sunday</b>	
Module Meet	"Sowerby Smith Associates" studio 19 Chuter St, North Sydney	(02) 9955 6789	

### Canberra

<b>8 August</b>	<b>2:00 pm</b>	<b>Saturday</b>	
Viv Brice	8 Berne Crescent, Macgregor	(02) 6254 8204	
<b>5 September</b>	<b>2:00 pm</b>	<b>Saturday</b>	
Graeme Hodges	15/11 McKeahnie Street, Queanbeyan	(02) 6297 6240	
<b>3 October</b>	<b>2:00 pm</b>	<b>Saturday</b>	
Peter Weller-Lewis	2 Hayley Close, Queanbeyan	(02) 6297 8232	

### Victoria

<b>16 August</b>	<b>11:30 am</b>	<b>Sunday - BBQ</b>	
Laurie Green	20 Nambour Dr, Sunbury	(03) 9744 5188	
<b>20 September</b>	<b>11:30 am</b>	<b>Sunday - BBQ</b>	
Geoff Truman	12 Goodwin Cl, Hoppers Crossing	(03) 9748 7864	
<b>18 October</b>	<b>1:30 pm</b>	<b>Sunday</b>	
Steve Cullen	67 Mobray Cr, Melton	(03) 9747 6267	

### On the Cover

Artist and Modeller Geoff Nott "tries his hand" at photographing his 'Leigh Creek Lumber Co' railroad. Using a plan and some tried and true methods, his inventive results won him an unprecedented 10 pages in Kalmbach's 'Great Model Railroads.' He tells how he did it on Page 6.

# Editorial

## A Few Changes...

Welcome to the first, if somewhat late, issue of *MainLine* magazine under the stewardship of a new President, a new Board of Directors, a new Editor and a new Editorial Assistant.

I was recently asked whether I knew what I had taken on by accepting the role of Editor. I have since found out that I didn't. A computer system malfunction, a formatted hard drive, a change in operating system, learning new (to me) software and about 120 wasted hours as a result of the loss of data, have all been "a learning experience" and, I have been told, good for strengthening the soul. We will see!

*MainLine* has always been a vehicle through which news of happenings and events around the Australasian Region of the NMRA has been delivered. I have been delighted by the response after requesting some regional input and I just hope that sufficient space can be squeezed into this issue for all of the potential content that has been sent in. Victoria is a very healthy region and the members in Canberra have been enthusiastically active too. Toowoomba, in Queensland sounds like a place with lots of railroading potential and I think we will see more events there reported on in future.

As to *MainLine*, you will notice a few changes... like "Scene by the Right-of-Way" where your great modelling photo can be featured. I hope this and a few other changes will find favour. The content of the magazine, however, should be very familiar. There is a wealth of talent amongst the readership, and I do not mean just modelling talent. There are writers and photographers a plenty, and you will see some of their work in the following pages. Future issues can also feature *your* talent and contribution -- of stories, photos, cartoons, anecdotes and even letters to the editor. So don't sit still... write or email your contribution now. By the way: If you like the new format please take the time to let me know. And if you would like to see a change - please tell me.

Finally, I must say thank you to Gerry Hopkins for the magnificent work he has done with the *MainLine* over a very long time. He has dedicated a great deal of time during the past nine years to producing *MainLine* while still carrying on a very busy life. Perhaps now he will have the time to create more of the finely detailed models for which he is famous.

I would also like to say thank you to Bill Cooper. This fine artist and modeller has provided drawings and sketches for a good proportion of the covers of *MainLine* for quite a few years. I hope he will accept the gratitude of all the members for his fine contribution.

Now read on...

*Keith McCarron*

## Scene by the Right-of-Way



Photo by Gary Norwood

RGS No 455 heads across Ophir Loop trestle just out of Ophir Mine.

The first bent of the trestle has been partly built using timber from a bent in the real bridge at Ophir. The photo was taken by Gary Norwood on his HOn3 RGS layout.

# President's Report

## A Message from Andrew Wells - President, Australasian Region

Thank you for your support in accepting myself and the other committee members to oversee the affairs of the organisation for the next two years. I am delighted that we have a mix of experience and new blood with which to go forward.

I want to impress on the members that this is a democratic organisation, and we are your representatives. I know that in all organisations



*Andrew Wells*

there is always an element of 'us and them' from the ranks. Use your committee members and division superintendents as a conduit to have your ideas and concerns aired - we don't have a monopoly on good ideas, so if you want to have your "two cents worth" please approach any of us. You are all welcome to have your views aired at the monthly BOD meetings either by attending in person or writing, and you can be assured that every concern will receive due consideration.

A key aim of mine is to encourage active participation from our members both at the monthly meetings and at our conventions. I have spent the last two years in Melbourne and our Victorian division actively encourages a 'show and tell' spirit at their monthly meetings. Members bring their current projects along, and receive informal feedback or specific help with

problems, in an atmosphere that makes them comfortable to show their work without worrying about whether it is of 'competition standard'. I will work with all our superintendents to establish a non-judgmental environment where there is a free exchange of skills and views.

Obviously the encouragement of our members to reach the high standards embodied in the Achievement Program is important, but so is the recognition that many of our members (myself included) are still aspiring to build their first layout. I applaud the efforts of the Modular SIG to offer a means for our members to participate without the need for a home layout. I intend to encourage these sorts of activities that bring more active involvement.

I'm looking forward to an exciting next two years, working with the new committee and you as members to further enhance the benefits of our organisation.

A key aim is to encourage active participation by members and a free exchange of skills and views

*Andrew Wells*

# March Meeting

-Sydney



RGS No. 455 pulls into Lizard Head - Photo Keith McCarron

Forty two people were amazed at the detail that can be achieved in the tiny HOn3 scale, when they visited the RGS railroad of Gary Norwood on Saturday 21st March.

It was one of the hottest March days on record, but that didn't dampen the enthusiasm of those who braved the heat. The standard of Gary's modelling made the journey well worth while. The models are based on the prototype and framed photographs of the real thing are hung on the fascia above the layout so that the accuracy can be compared.

After an initial bopeep at the layout, the crew gathered in the garage outside the layout room, where Sowerby Smith informed everyone of the upcoming AGM and election of office bearers (a double dissolution?). Notice was also given about the June Mini Convention, and the \$5.00 discount for early-bird registration. That was very popular news and several members were seen to put hand to wallet, almost immediately.

Meanwhile back to the train room where young son Scott Norwood (8) kept the crowd happy by driving the trains at realistic speeds from the Vance junction terminal out into the countryside,

across the superb six ft long scratch-built trestle bridge and up into the mountains. The line then climbs up through the grey rocky terrain, typical of the region, with hillsides dotted with aspens and pines. The final feature passed through is the finely detailed snow



Sowerby with Warren Warmold demonstrating the airbrush - Photo by Deanna Norwood

shed that leads into Lizard Head. The very realistic snow scene at Lizard Head seemed a bit incongruous in the 40-something degree heat.

But the standard of Gary's modelling made the viewing worthwhile. The many hours he spends researching a subject is evident from the detail and apparent accuracy of his models to the prototype.

With the formal part of the monthly meeting over, Sowerby

## Gary Norwood's Rio Grande Southern Railroad

by Keith McCarron

Smith gave a demonstration of airbrushing using a bridge built by Warren Warmold for the demonstration. Warren did a superb job of deflecting the overspray from the airbrush and for his efforts, he received a very nicely painted bridge indeed.

Members then enjoyed a very nice afternoon tea. Thankyou to Gary and Deanna for inviting us to their home, and to Scott for his expert running of the RGS roster.



Gary Norwood, Rod Smith, Graham Middlemiss, Clive Riley, Geoff Nott, Doug Wallace, Keith McCarron & Gary Wheatley

## FIRST TRAIN RUNS

by Geoff Nott

Saturday 4th  
April at 8 PM

This was a very special day: Gary Wheatley's first 'running night' on the layout that he has been building since 1986.

Garry is a longtime member of the NMRA. His friends-in-modelling who meet regularly, watched in awe as trains circled and switched their way around the train room. Spontaneous applause broke out from those present who appreciated all the time and effort that Carry has put in over the years to (finally) achieve this result. Garry's ability

is producing workmanship that is of the highest quality and he is incorporating many innovative ideas, some of which, I hope, he will share with us in a future story in this magazine.

It is great to see someone's planning and vision, combined with enthusiasm over a long period of time, all going together to build one of the best engineered and constructed layouts. It would make a good venue for an NMRA visit.

One person asked Carry whether he uses French Polish on his timber benchwork as it looks so good. "Why are people are so un-kind?"

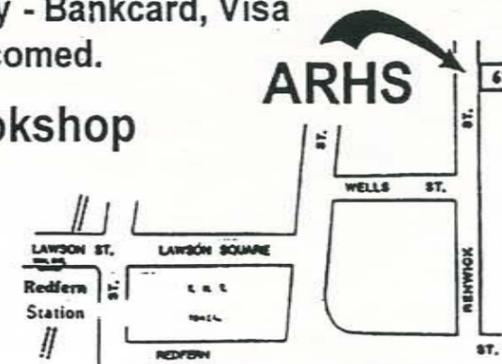


Garry with David Watkins & Geoff Nott - "Is that French polish?"

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### FOR SALE

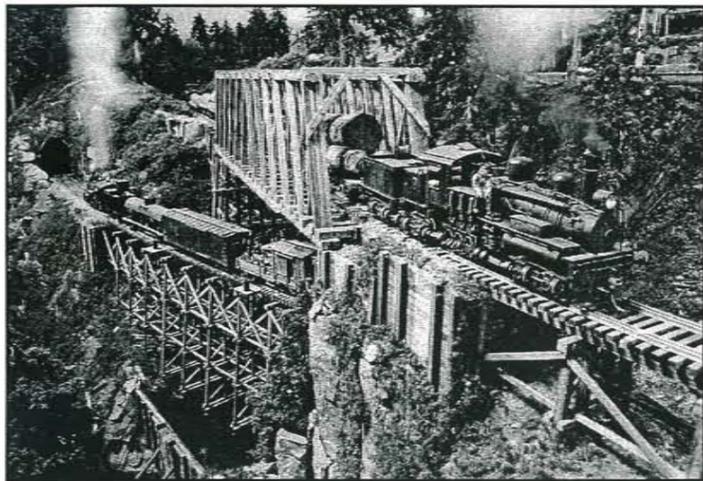
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# Model Railroad Photography

a beginners adventure

by Geoff Nott

I remember the day well - August 2nd 1997. I was working in the garden at my home in North Rocks when the mailman arrived.



Look at that smoke! Photo by Geoff Nott

He handed me an envelope and I was pleasantly surprised to see the familiar blue Model Railroader logo on the front. Inside was a letter from Jim Kelly, the managing Editor. In it, he invited me to submit a story about my Leigh Creek Lumber

Co. layout, for a feature in the magazine Great Model Railroads. Bob Hayden had recommended my work when he returned from his visit to our convention in June. The story would need to include both written and photographic material "...specifically good, sharp model railroad photos." And that was my dilemma. Here I was sitting on the front lawn with many thoughts running through my head. I could write a few lines describing my layout all right, but what about the photographs? Should I call in a professional photographer to do the job? Or should I try to take the photographs myself? I enjoy the artistic and creative sides of the hobby most, so why not take the photographs myself, I thought. But how could I achieve the quality required with no previous experience in photo-

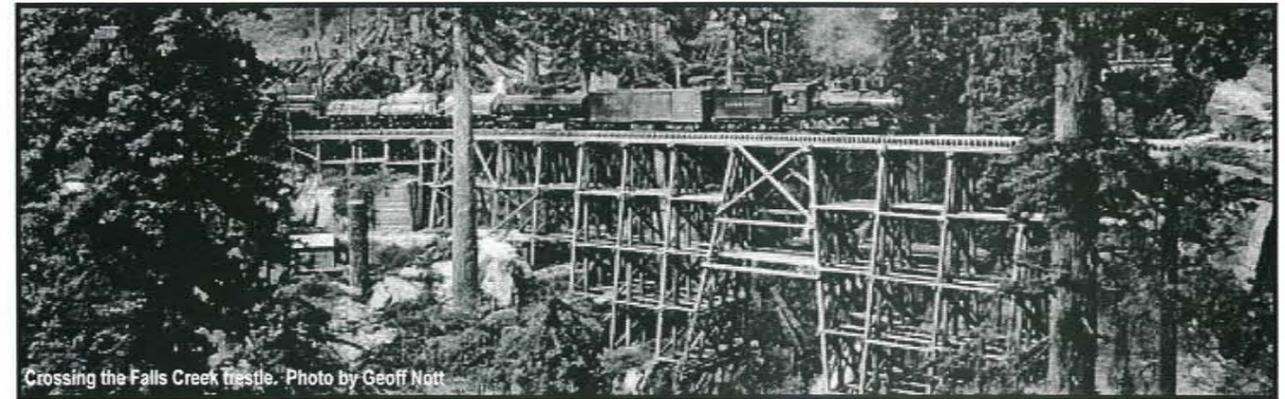
graphing layouts? Well - why not, I thought. It could be great to become involved in this aspect of the hobby.

That afternoon I retreated to the train room to consider the project that lay ahead. Two main requirements became clear:

- a. I would need to take reproduction quality slides - they would have to be better than the snaps I had taken in the past; and
- b. The photos must give the impression of smoke coming from the locomotives. I had taken snaps of the layout in the past using fluorescent lighting and electronic flash, but I was never really happy with the results. There had to be a better way. Many years ago I purchased two folding metal light stands, but I never got around to using them as I had put photography on hold. I thought it was just too specialised and difficult a subject to do well. However, the success of this project was a good reason to revive those stands, so I decided to use two 500 watt photoflood lamps. But I have large areas of scenery on my layout and I realised that to cover such a large area I would need several more light stands. Inquiries at photographic shops soon revealed how expensive these things are - hundreds of dollars each. And as this may just be a one-off job, I couldn't justify the expense. What I needed was an alternative method of lighting a large area that didn't cost the earth.

#### LIGHTING

Drawing on my talent for not being a very technical person, I improvised by using 25 mm timber dowels for stands. I inserted them into stable circular bases



Crossing the Falls Creek trestle. Photo by Geoff Nott

that I cut out of plywood. I purchased ceramic light sockets from the hardware store and screwed these onto a piece of plywood. I attached a hinge to this block of wood and then screwed the other side of the hinge to a 2nd block of wood. I drilled a hole the size of the dowel through the 2nd block. This became an adjustable light bracket that could be slid up and down the column to set the height of the light. The hinge allowed the angle of the light to be adjusted as I pleased. By inserting a nail into one of the holes I drilled into the column the height of the light could be maintained. Reflectors were not needed as I used mirror-backed bulbs - it's like having a built-in reflector

Blue daylight-type lamps were purchased because they are compatible with KODAK Ektachrome Elite II daylight slide film. I decided on these lamps after I read that tungsten lamps and film, my other option, tended to make Woodlands Scenics green ground foam look a brownish colour when it was photographed. I have not tried this myself, so I am not sure if that is correct. The other consideration was that I have daylight fluorescent tubes installed over my layout and I thought that they could be used to provide extra lighting in the far background of the photographs. This later proved to be correct and I found that the blue lights and the fluorescent lights were reasonably compatible. In the future exactly matching the colour temperature of the fluorescent lights and the blue lamps could perfect the lighting system. The one significant drawback to this setup is that blue lamps cost about double the cost of tungsten lamps. I think it

will be worth my while to experiment by using tungsten lamps combined with tungsten film from various manufacturers.

I own a very manual RICOH 35-mm single-lens reflex camera with a built-in light meter. As I had large panoramas of scenery to photograph I decided to purchase a cheap 28-mm lens that would produce a more expansive photograph. My old, heavy wooden tripod was adequate after I taped up a break in one of the legs.

#### SMOKE

Over the years I have noticed that there has been a distinct lack of smoke in photographs of steam locomotives published in magazines. Previously I had seen smoke simulated by teased cotton wool glued to a piece of cotton that was held and shaken by hand. Over a few seconds



Tucker Bros repair shops - Photo by Geoff Nott

this movement produced a blurred image resembling smoke. But I was a one-man band -working by myself. Shaking cotton while timing the exposure and activating the shutter release cable on cue, I decided, would be just too much for me to handle. What I needed was a device to make the smoke so that I could concentrate on the camera. What resulted is what I call my "Flexible

Smoke Apparatus." A 10x flat, thin piece of timber was secured to one of my variable-height dowel supports. I found that it bounced up and down beautifully when tapped with a finger. The piece of timber needs to be as long as possible - mine is about three metres. Extra bounce can be achieved by adding some weight to the unsecured end. The stick was suspended out over the locomotive in the scene to be photographed.

You can use black or dark grey spray-paint to colour the lower end of the white cotton wool. This produces a graduating dark to light effect. The dark end should be secured into or behind the locomotive's smokestack with modelling clay or blue-tack, while the other end of the cotton is wrapped around the stick. You must make sure that when the stick is bounced, it cannot be seen through the camera's viewfinder. I left a small amount of slack in the cotton so that when the stick is bounced, the cotton will not pull away from the stack. This also lets it move around in a very random motion both up-and-down and side-to-side. As I progressed with the project I realised that multiple smoke effects could be produced. If lengths of

square balsa timber were taped to the stick at various angles out over the scene, a second locomotive and donkey engine, or a building chimney could be connected to separate pieces of cotton smoke. One bounce of the stick would produce many smoke effects with very little effort. I was rather pleased with myself at this stage and I felt that maybe I did have a chance of making a success

of this project after all. Now - to try it out.

#### TECHNIQUE

The scene to be photographed was then set up. For each shot, I moved the camera about, using the viewfinder to check on as many different angles as possible. Once the best view was selected, time was taken to position the train. I looked at things like position on-the bridge, making sure that scenery features didn't unduly affect the train and the composition. Things to look for include make sure that the front of the engine isn't perfectly aligned with the edge of a large

rock outcrop or trees. Ensure that trunks of trees do not appear to grow out of the engine smoke-stack. It also looks odd when a tree appears to be sitting perfectly between two cars in the train. Trees seem to pose the greatest problems. I have so many trees on my layout that it was generally impossible to set up a shot with-

out rearranging lots of them. They usually obscured at least some of the view and sometimes the view was totally obscured - they are so thick. I repositioned the trees to open up the shot, sometimes using lumps of modelling clay to hold them in the best position. Trees on a layout are great when you can walk around, as when viewing. You can simply move this way and that to see all the action. Unfortunately it is not the case when you are photographing.

Once the view was clear and composed, I moved small details around; repositioned sticks and logs; introduced figures, when necessary, including a train crew, and moved cars and trucks for the best result. I also tried to eliminate all profile or fascia boards from my photograph. If this was not possible, because of the distance or the expanse of the view, I worked at hiding them. A piece of Styrofoam, taped or supported in front of the offending timber board, was covered with soil, trees and scenery materials to eliminate the problem from view.

Sometimes I taped a large tree to the fascia board to hide the small piece of a corner that would otherwise be seen by the camera.

When all these preparations were completed, I introduced my smoke apparatus, followed by one of the most important components of the photograph - the lighting. My technique is to try to represent the sun with one or two lights positioned above the scene - left or right of centre, depending on the effect required. But I have a very low ceiling in my room, which I found was very restrictive when I was trying to set up the lights. Because of this the lights ended



up being very close to the subject. I decided that it would have been much easier if I had more lights to work with. One or two lights were employed to light the back scene. Another was positioned below the scene, and indirectly introduced by pointing the light down towards the floor, then gradually turning it until just a very small amount of light was introduced into the foreground of the scene. This also helped to light the darker underside of the locomotives and also lightened some of the shadows in the scenery and under bridges.

The fluorescent lights directly above the area being photographed were turned off during the exposure. This gave deeper shadows and a more contrasty result was achieved by the photofloods. Fluorescent light tends to flatten and produce a cloudy-day effect. However, the fluorescent lights further up the layout were left on if this area was to appear in the scene as background. This provided enough light on the scene, thus avoiding the need for more photofloods. With all the lights

switched on I checked to see if there appeared to be any dark areas. Even using this procedure I still had some problems in some shots.

The next step. With four photofloods on, I took a reading with my camera's light meter. The aperture was set at F22 and the readings indicated an exposure of around two or three seconds. F22 is important for depth of field. It produces the best in-focus effect from foreground to background. F22 remained constant with every shot: only the time varied. Two or three seconds was also most important for my smoke effect as it gave time for movement, which would blur the cotton wool.

Having spent much time setting up each scene to be photographed, I bracketed the exposure, shooting three shots of each scene. If the meter reading said a three-second exposure was required, I would expose one at two seconds, one at three seconds and the last at four seconds. I started out recording the details of each series of shots in a note pad - time and approximate

position of lights. With time and after gaining a bit of experience I discarded this procedure, probably because I became lazy. After studying my early results I discovered that my light reading was usually quite accurate and I could have eliminated the shorter exposure, which was almost always too dark. I used a watch with a large second hand to time my exposures. A flexible cable release was used for best results.

#### Lights! Camera! Action!

Bouncing the stick set the smoke in motion. My eyes were glued to my watch. I depressed the shutter release, held it, and then released it when the right time had elapsed. This sequence was repeated again and again. After I viewed the results I would then re-take the photo, trying all the time to make improvements.

In retrospect I should have taken at least two shots with each exposure that I thought was correct. This would have given me a spare slide of my best photo-



graphs. In the end I had to have duplicate slides made for my own records, but I was hesitant to let the originals out of my sight, fearing that something would happen to them in the process. If I ever do a similar project again, I will be a little more organised and thorough.

My Ektachrome Elite II film was processed at ImageLab Parramatta. After each roll was exposed I took it to ImageLab as they had a two-hour turn-around time. This allowed me to proceed without interruption and to maintain the momentum with the project. I could take the slides home, turn on my light box (which itself cost about \$50) and view the results. Errors would

then be corrected when shooting the next roll of film. The lab charged me \$7.00 to process a 36-exposure roll of film, which they returned in plastic sleeves. This proved to be much cheaper than ordering plastic mounts. All up, each roll of film cost me about \$20.00 to buy and then have processed. I used 10 rolls of film to complete the project.

After completing what I thought was enough slides for a story, I sat down with my light box and started the tedious process of sorting and selecting the best shots from the four hundred or so slides I had taken. Choosing, and then re-assessing, I finally arrived at what I thought was a good balance of subject

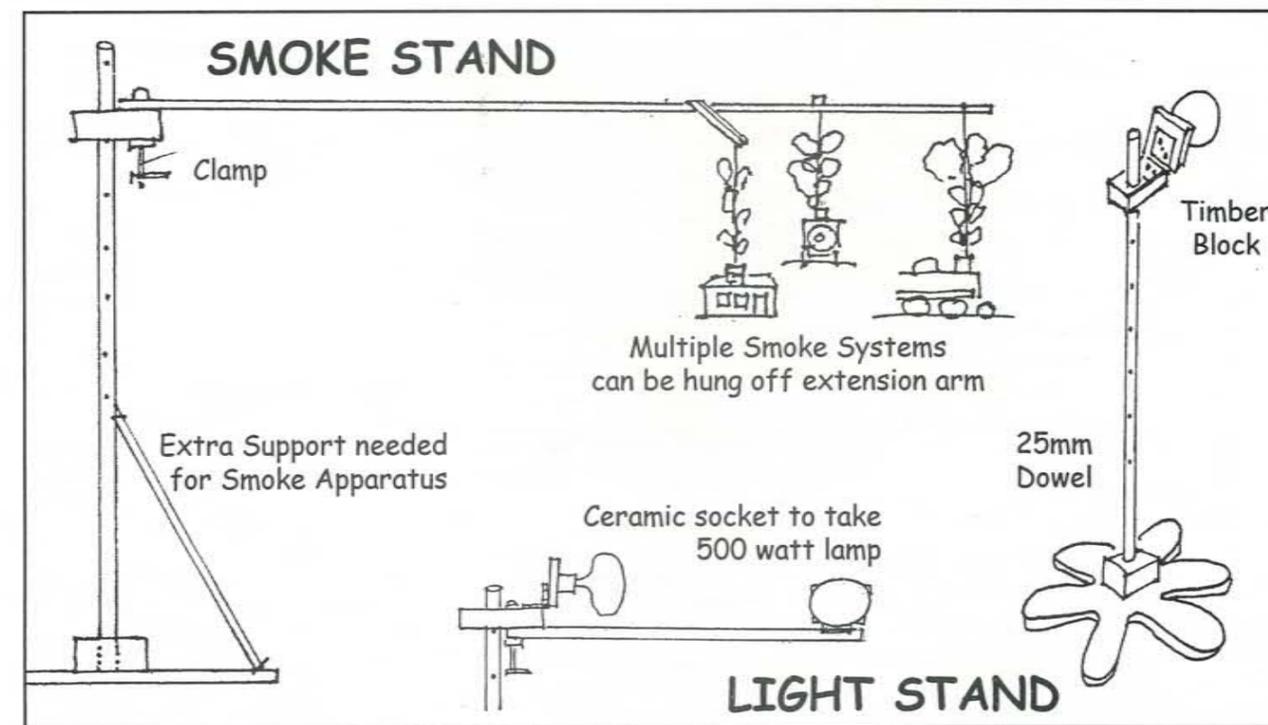
matter. I inserted each slide, or in some cases a series of slides, into an individual plastic sleeve and labeled each with details of the subject. I took time to draw and paint a plan of my layout along with the logo for my Leigh Creek Lumber Co. After writing my story to go with the slides I packaged my work and posted it to Model Railroader.

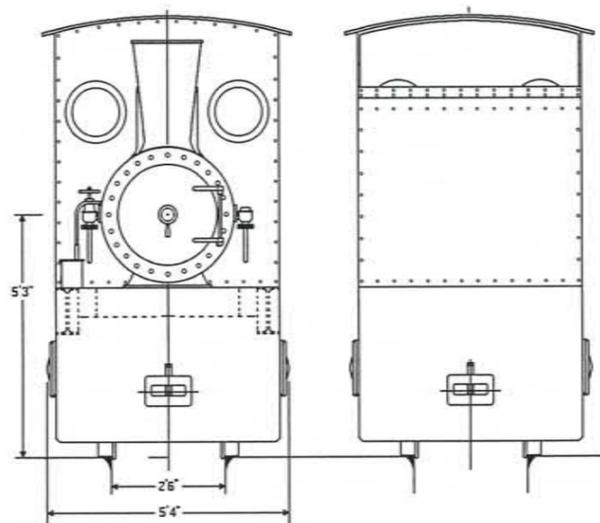
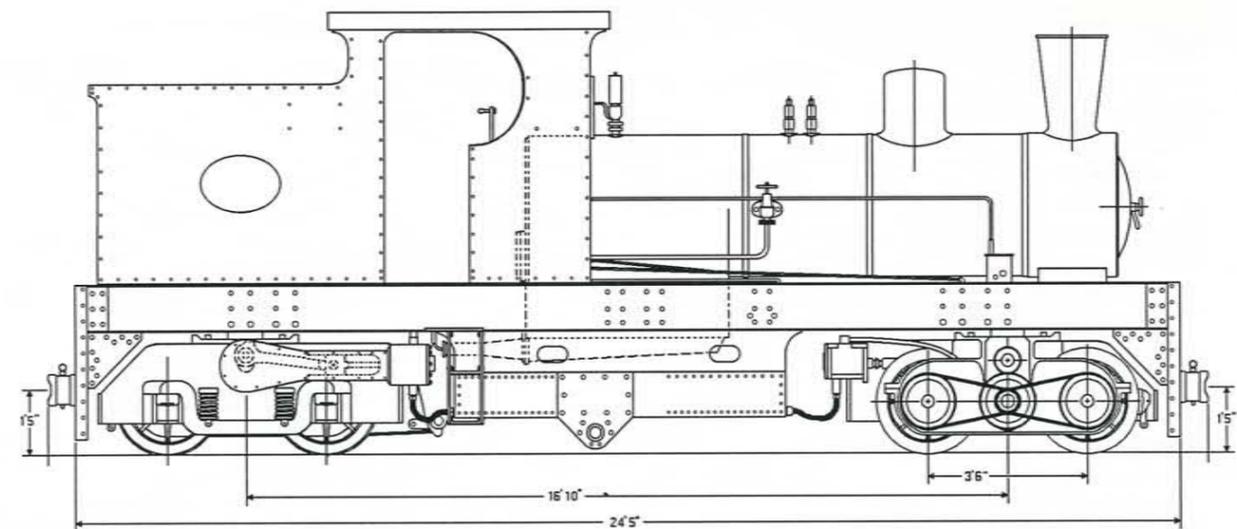
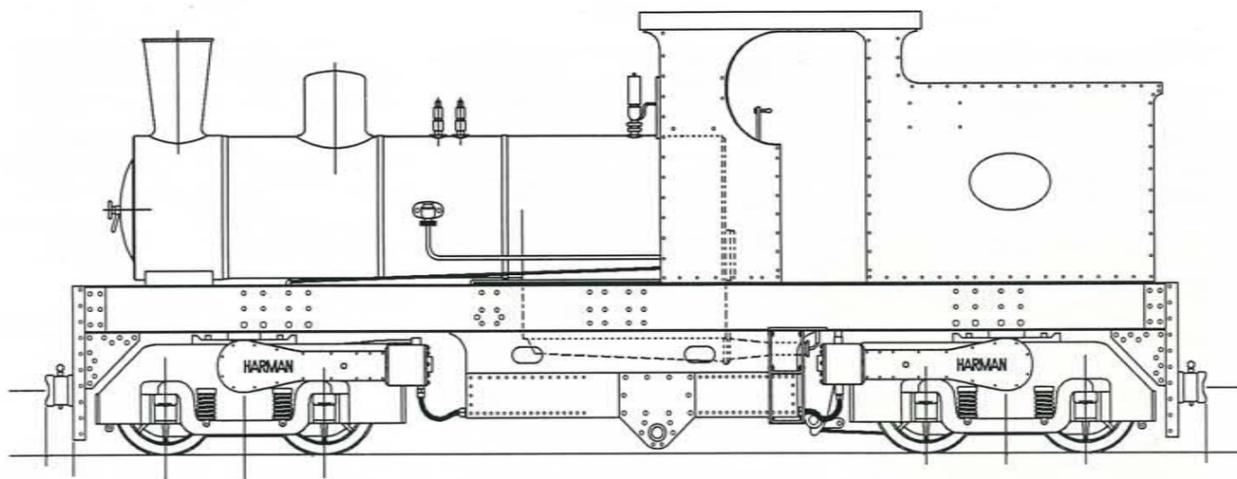
Three months later Jim Kelly sent me a letter complementing me on my photography and accepting my story to be published in Great Model Railroads in 1999-2000. He stated that they were going to use my work to print 10 pages. This was very pleasing for someone so very inexperienced in photography.

Well, that concludes the story of my adventure in Model Railroad Photography. I hope that you will also be inspired to try this stimulating and creative aspect of the hobby, because you never know just where it might lead.



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Scale 1:48

**HARMAN GEARED LOCOMOTIVE**  
 Built by Harman, North Melbourne 1927  
 for the Tyers Valley Tramway - Erica, Vic.  
 Owned by Forests Commission of Victoria  
 Original drawing from LRRSA - 'C. Ingliss'  
 Redrawn by Gary Norwood 6/98

## HARMAN GEARED LOCOMOTIVE

"Company Engineer" **Gary Norwood** created the drawing opposite, which follows an article by Gerry Hopkins MMR that appeared in the last issue of MainLine.

Here he tells how he developed the drawing.

The drawing was developed from a plan originally published in the May/June 1974 edition of the Australian Model Railway Magazine as part of a review of scale drawings provided by the Light Rail Research Society of Australia on various logging lines in Victoria.

Two photographs accompanied the AMRM article, while a third photograph was published by the Puffing Billy Preservation Society (LRRSA) in a book titled 'Climax - a Locomotive Resurrected.' Unfortunately the original plan was not at all accurate, but given the detail available in the three photographs and the application of many calculations, this accurate drawing is the result.

The personal computer, running Paint-Shop Pro, took most of the difficulty out of drawing the detail,

but many many calculations were required to convert the detail from the photographs to a line drawing. This was only possible because of the photographs and information provided by the LRRSA.

It would be terrific to see an operating model of this unique geared locomotive constructed.

### At a Glance

Built by the Harman Manufacturing Co of North Melbourne in 1927

Gauge 2'6"

Owned by the Forests Commission of Victoria  
 Operated by the Tyers Valley Tramway. It joined the Victorian State Railway 2'6" gauge, which ran from Moe to Walhala, at Erica.

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# April Meeting

-SYDNEY

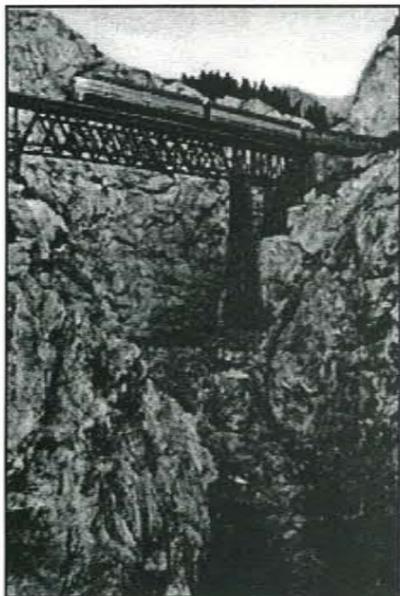
## Sowerby Smith's The Slasta Division of the South Pacific RR

by Bob Carr

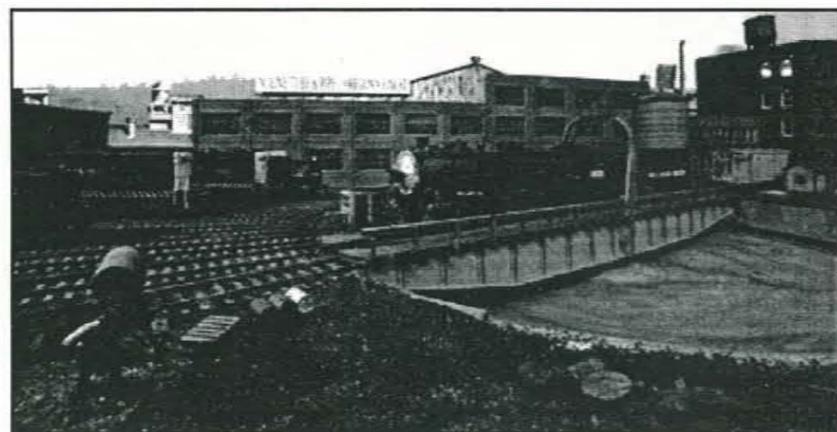
The Sydney meeting for April was held at the home of Sowerby and Jenny Smith at Chatswood. This is a popular meeting place, as 52 people and visitors attended, even though the meeting was called at short notice.

Sowerby's layout, "The Slasta Division" of the South Pacific, is one of Sydney's better "HO" scale layouts and the train room was crowded for most of the afternoon. Sowerby has added extra trackage and scenery around the layout. It is amazing to see to what lengths people will go - to lay an extra 1/2 mile of track, after work suddenly stops as they discover that the darned layout is finished. Some of the high cliff areas on Sowerby's layout are spectacular.

The Club module was



Southern Pacific Daylight crosses the high bridge.  
Photo Sowerby Smith



On the turntable and ready for work - Photo by Sowerby Smith

brought out onto the rear deck for inspection. With the track-work now finished, Peter Burrows spent the afternoon working on the wiring. Peter has spent quite a few hours on the module and is looking forward to handing it over to a volunteer "scenery specialist."

After everybody had armed themselves with a brew and a piece of cake, Sowerby opened the formal part of the meeting and reported on the progress of planning for the Mini-Convention. He then called or volunteers to assemble several kits of structures for the club module. Several people were keen to take on this task. Sowerby then thanked Gerry Hopkins for his tireless work in publishing the Main Line over the past nine years. Gerry received a well-earned round of applause from all present. Sowerby then introduced Keith McCarron, the new Editor of *MainLine* and asked him whether he knew what he was really getting into.

With the business of the afternoon concluded, it was time to resume demolishing the terrific afternoon tea that Jenny had prepared. Her homemade sausage rolls were so popular that they didn't last

long at all.

The meeting concluded around 5.30 p.m. Thanks to Sowerby and Jenny for hosting us once again at their beautiful home.

Next Issue look for a  
full round-up of regional  
reports from Canberra  
and Victoria.  
Out 21 September

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## ROLL OF HONOUR

### Grand Master Model Railroader

Fred Gill GMMR

### Master Model Railroader

Phil Knife MMR  
Gerry Hopkins MMR  
John Saxon MMR  
Laurie Green MMR  
Phil Badger MMR  
Gavin Hince MMR  
Roger Hoard MMR  
Ken Scales MMR

### Structures

Gerry Hopkins  
T Hodgkinson  
Fred Gill  
John Saxon  
Laurie Green  
Phill Badger  
Ken Scales  
Gavin Hince  
Roger Hoard.  
B Best  
G Davis  
M Fry

### Author

Phil Knife  
Bill Cooper  
John Saxon  
Gerry Hopkins  
Fred Gill  
Laurie Green  
Linn Zelmer  
Phil Badger  
Ken Scales  
P Richie  
Roger Hoard.  
Gavin Hince

### Volunteer

Phil Knife  
Bill Cooper  
John Saxon  
Jack MacMicking  
K Ornan  
Clive Riley  
Gerry Hopkins  
Richard Roth  
Peter Weller-Lewis  
Fred Gill  
Shirley MacMicking

### Electrical Engineer

Phil knife  
Gerry Hopkins  
John Saxon  
Fred Gill  
Laurie green  
Ken Scales  
Phil Badger  
Cavin Hince  
Roger Hoard  
Peter MacDonald  
Julien Israel

### Dispatcher

Phil Knife  
B Kollwyn  
Piet Hamersma  
R Parr  
D Davis  
Ken Scales  
Fred Gill

### Official

John Saxon  
Carry Wheatley  
Bruce Lovett  
Peter Burrows  
Phil Knife  
P Richie  
Fred Gill  
R Brownbill  
Glen Coventry  
G Nitz  
K McPherson  
K Oman  
Kevin Brown  
Gerry Hopkins  
Peter Weller-Lewis  
Jack MacMicking  
Michael Flack  
Sowerby Smith  
Andrew Wells

### Motive Power

Phil Knife  
D Turnbull  
Fred Gill  
Roger Hoard  
PHI Badger  
Gavin Hince

### Civil Engineer

Phil Knife  
Gerry Hopkins  
Fred Gill  
Laurie Green  
Ken Scales  
Phil Badger  
Gavin Hince  
Roger Hoard  
Julien Israel

### Prototype Modeller

Gerry Hopkins  
Laurie Green  
Fred Gill

### Cars

Hal Saxon  
Gerry Hopkins  
Fred Gill  
Laurie Green  
Roger Hoard  
John Saxon  
Phil Badger  
P Richie  
Gavin Hince  
Ken Scales  
K Morecroft

### Scenery

Phil Knife  
Gerry Hopkins  
Fred Gill  
John Saxon  
Roger Hoard  
Ken Scales  
Laurie Green  
Phil Badger  
J Baker  
Laurence Nagy  
Gavin Hince  
K Pratt  
Geoff Nott  
Michael Flack  
B Kollwyn  
Peter Weller-Lewis  
J Diamond  
Julien Israel  
M Fry



# Touring Pennsylvania

by Philip Moss

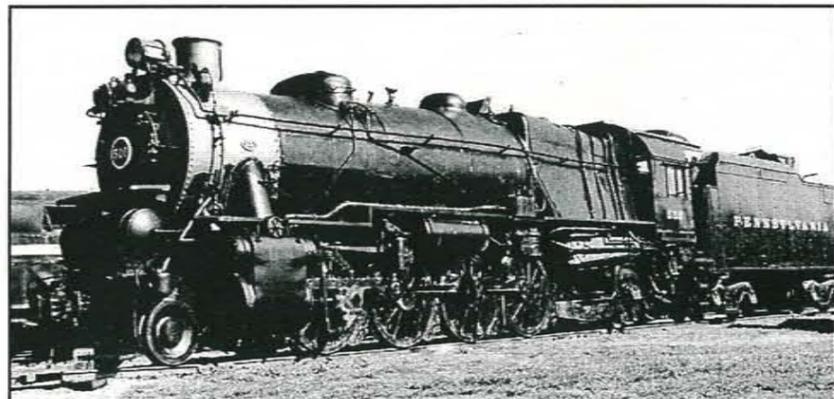
*On my last trip to the United States I decided to re-visit the best Train State in the country and see a few of the sights that I missed the first time.*

With the Steam Passenger Service Directory (a Trains Magazine publication) as my guide, I headed for the first stop on my trip - Reading Company Technical & Historical Society in Leesport. The society is dedicated to preserving the history of the Reading Railroad and I was impressed with their collection of rolling stock. Next stop was the Blue Mountain & Reading Railroad at Hamburg where I expected to take a scenic ninety-minute steam trip. On arrival I found that the attraction had closed and that their locomotives had been shipped to "Steamtown" where they are now on display.

Next was a detour to a sight most railfans tend to ignore. It is not listed as a train attraction, even though it is in Charlottesville and only fifteen minutes west of Hamburg. It is called "Roadside America" and a display showing a panorama of rural American life in miniature. Covering 8,000 square feet, the display grew from an idea in 1903 and has taken the owner sixty years to build.

The statistics speak for themselves: 17,700 feet of timber; 4,000 feet of metal; 44,000 pounds of stone; 18,000 pounds of scenic plaster 10,000 trees and 4,000 miniature people. "O" scale trains and trams run continuously around the villages on 2,570 feet of track that is laid among 300 miniature buildmigs.

The "layout" is powered by 1,825 watt transformers, wired together by 21,500 feet of cable. From there I went north to the town from which Jim Thorpe hails, and joined a steam excursion to the town of Nesquehoning. The station there is a former Central of New Jersey Depot. It now houses a gift shop on the ground floor, with the 'HO' Old Mauch Chunk Model Railway display upstairs. This is one of two model railways operated by the same person, the other one being a large 'O' scale display, located in the nearby town of Lehigh, that operates under the name of Pocono Museums Unlimited. This one has taken seven and a half years to build and has sixteen trains running continuously over 2,000 feet of track. Both displays are well worth a visit. Continuing north I went to Scranton to visit Steamtown. It was very interesting as I first saw it in 1993, just after construction had begun on the



Mikado No 520 at the Pennsylvania Railroad Museum - Photo Philip Moss

new site. That memory helped me appreciate where the millions in government money had gone. During the construction period I got to travel on a short steam train trip across the site as it was so big. But alas - today you have to walk. Steamtown is housed in the historic Delaware, Lackawanna & Western rail yards and features a restored roundhouse, complete with an operating ninety foot turntable, two museums, a theatre and a visitors centre where you can join free tours of the roundhouse, locomotive workshop and restoration areas. As well as all the restored equipment on display, you can even see other pieces in the parking area and those awaiting restoration in the yard next door. Entry is via an overhead walkway that links Steamtown a local shopping mall. During the year they also operate daily steam excursions on a twenty-seven mile round trip between Scranton and Moscow.

Next day I drove two hundred and twenty miles southwest to Altoona, with a detour on the way to Williamsport to see the Lycoming County Historical Society, famed Shempp toy train collection. It is advertised as being one of the finest collections in America and consists of 340 complete trains, including over one hundred engines, on two large operating layouts. Twelve of the engines are one of a kind. The exhibit includes items in TT, N, OO, HO, and O scale - of Lionel, American Flyer, Marx, Ives and the American Train Company.

Altoona is the location of one of



Cimarron Dam, Colorado Photo Philip Moss

America's oldest and best-known train attractions - Horseshoe Curve National Historic Landmark. This engineering marvel, carved out of the mountain entirely by hand by men using picks and shovels, was opened to rail traffic way back in 1854 and was designed to carry the Pennsylvania Railroad over the Allegheny Mountains.

On arrival at the Visitors Centre a seven-minute introductory film is shown before Guests board a car on the single-track funicular railway for the ride up the hill to the Trackage Park. The park is located at the centre the Horseshoe Curve, where on a sunny day it is great just to sit and watch trains go by, just a few feet away. Being a very busy Conrail East - West main line, you get to see plenty of trains, as over fifty a day go round the curve. A current timetable is on display (which was not very accurate) so that you do not miss any of the action. There is also a loudspeaker setup, tuned in to the railroad radio frequency, so you can hear when a train is approaching. Altoona was built by the Pennsylvania Railroad as a major rail centre and is the site of the largest locomotive shops in the country. Some 16,000 people built 6,700 steam locomotives during the time it operated. Today most of these huge shops are long gone and what remains has



Devils Gate Viaduct on the famous Georgetown Loop - Photo Philip Moss

been preserved as 'The Altoona Railroaders Memorial Museum in memory of all the men and women who worked for the railroad.' A few miles out of town is the Allegheny Portage Railroad National Historic Site. This reconstructed site was estab-

lished in 1964 to commemorate the first crossing of the Allegheny Mountains by the Portage Railroad in 1834. The event is considered to be a technological wonder of its day. The park covers fifteen hundred acres and preserves the remains of the railroad and its interesting history. The story is told in a twenty-minute film that is shown at the Visitors Centre. There is also a replica of the 1837 steam loco-

otive 'Lafayette' on display. A good place to stay is in nearby Cresson. The Station Inn Motel is located only 150 feet from the Conrail main line with rooms overlooking the tracks. The Portage Railroad used a system of inclines to cross the Allegheny Mountains. This required cars on one side of the mountain to be unloaded so that their goods could be transferred to special cars for the trip over the inclines. The goods would then have to be transferred to yet another railroad car on the other side of the mountain for the trip to their destination. This was both costly and time consuming so in the 1850's they overcame this obstacle by building the Gallitzin Tunnels, some ten miles west of Altoona. The first tunnel, the New Portage Tunnel, was part of the old Portage Railroad until 1857 when it, along with the Allegheny Tunnel (that was completed in 1854) became

part of the Pennsylvania Railroad. This allowed their trains to operate over the entire state. The third Gallitzin tunnel was completed in 1904 and along with the other two is still used today. It was widened in 1995 to allow double stack trains to pass through. Gallitzin is certainly a train orientated town, because located across the street from the tunnels is a small "O" scale model railway appropriately called the Gallitzin Station, while the nearby tourist office is in a restored ca-boose.

Returning east I headed for Lancaster County - the train centre of the state. On the way I stopped to see the East Broad Top Railroad. Luckily I arrived just in time for a ten mile train trip through the Aughwick Valley on the last three foot steam railway east of the Mississippi that is still operating in its original location. Built in 1873, it survived until 1956 by moving coal from the Broad Top mines to

Mt Union where the coal was transferred to standard gauge hopper cars for transport over the Pennsylvania Railroad. In 1964 the railroad was designated a Registered National Historic Landmark. Although the current tourist line runs only over five miles, few people seem to realise that all the original thirty three miles of track, with thirteen bridges, still exists and is just waiting to be re-discovered.

But that story will have to be continued another time.

#### JUST ANNOUNCED

**Jack Burgess**  
of Yosemite Valley RR fame  
will be the Guest Presenter  
at the NMRA 1999  
Convention.

Jack will be accompanied by his wife, Jacque, and will present a varied program. Possible topics could include:

An overview of the prototype YVRR, Railfanning Jack's YVRR, Scratchbuilding in Styrene, or modelling from prototype photos

This is only a guide as the program has yet to be finalised

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## Welcome Aboard

The President and Board of Directors welcome aboard the following new members to the NMRA.

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**Ted FREEMAN**  
P.O. Box 1787  
TOOWOOMBA. QId. 4350  
'N'  
S.P. & U.P. Steam.

**Graeme NORTON**  
P.O. Box 297  
HORNSBY. N.S.W. 2077  
'N' U.P.

**Bert TOOGOOD**  
1 BonVilla Ave.  
INNISFAIL. QId. 4860  
A.T.S.F. & Q.R.  
'HO'

**Wayne EAGLE**  
9 Nathan Cres.  
DEAN PARK N.S.W. 2761

**David SERVICE**  
P.O. Box 590  
PENNANT HILLS. N.S.W. 2120  
'HO'  
U.S. Roads

**Quentin NOSOVICH**  
10 Elizabeth St.  
EVERTON HILLS. QId. 4053  
'HO'  
NSW

**Dieter Chidel**  
128 Rouse Road  
ROUSE HILL N.S.W. 2155  
'HO3'  
D&RGW

**Hudson WATTS**  
3 Blackwood Close  
BEACROFT. N.S.W. 2119  
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**John McEVOY**  
9/25 Taranto Rd.  
MARSFIELD. N.S.W. 2122  
'HO'  
"Trains of the World"

**Christian NIELSEN**  
10 Isobella Ave.  
WEST PENNANT HILLS. N.S.W.  
2125  
'HO'  
U. P. & S. P.

**John BIENKIEWCZ**  
60 Heysen St. WESTON. N.S.W.  
2611  
'HO'  
Alaska R.R.

**Christopher EAGLE**  
9 Nathan Cres.  
DEAN PARK. N.S.W. 2761

**David CARINO**  
27 Muttama Rd.  
ARTARMON. N.S.W. 2064  
'0' Scale

**Rob ANDERSON**  
8 Purbrick St.  
CHISHOLM. A.C.T. 2905  
'HO'  
Eire, V.R. Winconsin Central.

**Andreas Keller**  
PO Box 451X  
LEMEAH N.S.W. 2560

**Jason Marks**  
60 Penderlea Drive  
WEST PENNANT HILLS N.S.W.  
2125  
'Early Deisels'

**Rowan Lee**  
30 Lavarack Street  
RYDE NSW 2117  
'N' BN

# HELP

OUR TOWN  
MODEL SHOW  
Sat 29 - Sun 30  
AUGUST

The NMRA will present its display layout (Gold Hill Central) for the first time at the Our Town Model Show in Broadmeadows, just out of Newcastle. I need help to man the display, pack it up and return it to Sydney on Sunday night. I will set it up on the Friday night but could use a helper and company on the trip up and back.

I envisage 2 people in each of 4 shifts viz. Sat am; Sat pm; Sun am; Sun pm. Lunch will be provided each day. The layout is designed to fit in a standard station wagon so maybe someone available with suitable transport Sun pm could bring back the layout.

If you can help  
please call me on:

(02) 9286 2211 (b.h.)  
(02) 9487 6108 (a.h.)  
pburrows@cdm.com.au  
Peter Burrows  
Publicity Officer



## Letters to the Editor

Firstly, congratulations (or is it commiserations?) on your appointment as the new Editor of Mainline and to your new editorial assistant who should be a help.

I have just received the latest edition of the magazine and note in the Waybill the article "Confessions of a Train Freak" has been attributed to me. This is incorrect as I only sent the article to Jerry (sic), after its author and Canberra member JOHN BULLEN had been kind enough to send it to me.

May I request that suitable acknowledgement be inserted in the next issue of Mainline?

Bruce Ballment  
Wahroonga

Happy to Bruce. And my apologies to John Bullen - the omission was an unfortunate oversight. KM

Just a quick note to include a few photographs I recently took on the first completed module of the Darling Downs Model Railway Club.

The module was built by myself as a "prototype" for our new modular concept and was completed early in December 1997. I am currently writing an article on the concept itself and the construction of this module. We have to date 17 modules now purchased with only three remaining of the 20 production run.

Mark Ward  
Toowoomba

Got something to say?  
The Editor, 6 Terrigal Street  
Marayong NSW 2148  
or email to mccarron@one.net.au



Darling Downs Model Railway Club - Photo Mark Ward

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# A G M 98

## "The Year That Was" retiring President Sowerby Smith



Sowerby Smith - Digital Photo by Piet Hamersma

### Highlights of the year

The convention last year with our guest speakers Hayden and Frairy was very successful. I would like to thank all the Committee members, Presenters and Layout Hosts who made it such a fabulous weekend. Our revised format seemed to work well and we will be using it as the basis for the next big convention in Sydney next year.

The Convention was financially successful and has enabled us to pass on to all the membership a saving on their US Membership Dues. It has enabled us to delay for a year the Increase of US\$2.00 that took effect from January this year. After membership dues - the convention is our major source of funds for Region. Your local dues do not cover the cost of printing and sending out the MainLine, let alone any other expenses.

In October last year we had a very successful auction of a large part of the model railway collection of the late Mark DeHavilland, which raised approx \$11,000 for his family and \$1200 for the Association.

A Mini Convention is to be held next month on the 20th at Thornleigh. It's a one-day event and I get to play auctioneer again. We hope to persuade some of the divisions to hold a one-day convention sometime in the future.

Victoria is still the most active Division with monthly meetings, and from what I hear their last meeting had several members driving 7" gauge steam locos around BHP's Social Club track during an all-day event. I couldn't go because Jenny and I had to attend a wedding and as I had agreed to take the pictures for the wedding, there was no way I could get away.

The Canberra Division is growing and I hope that we will arrange to hold a meeting down there in the not too distant future.

Queensland is currently holding four meetings a year and Glen Stephens is Chas-

ing up a few more Queensland members for the group. There has been a small increase in membership in WA and I think that we may be able to fill the SA Divisional Superintendent position soon.

New Zealand membership has increased and the group has become more active with Kel Sherson heading it up.

Activities that are going well in the Sydney area are the SIC groups. The one I am in is the Operating SIG and we also have a very active Module SIG that is up to 15 modules. The first public showing of the Module Group will be at the Convention.

The club layout is here today and as you can see progress is being made. Later in the year we will be asking for volunteers to man the stand at the Newcastle and Liverpool exhibitions. Peter Borrows has been heading up the project wearing his Publicity Officer's hat. You will be relieved to know that the points now all work properly. All it needed was about a thousand volts through the switch motors.

We have also had major changes at the top of the local group and John Saxon MMR has passed the baton of Trustee onto David North.

David goes solo at the next Board of Trustees Meeting at the National Convention in the US in July. David took over as Trustee on



Photo Piet Hamersma

April 1st! John Saxon has served the Region as Trustee since the re-formation of the Region in 1984, and has also served two consecutive terms as President. We all owe him a debt of gratitude, for without his unflagging enthusiasm and commitment the Region would just be a distant memory. His daily input will be missed though we still have him in harness, along with his wife Toni as they are handling the registration for the next convention. Many thanks to you both.

Another husband and wife team who will be retiring from their daily involvement is Jack and Shirley MacMicking. Jack has served as membership officer for the last 14 years and has also served two terms as an Ordinary Member on the BOD. He is retiring from both roles. Shirley has been actively involved for many years running the Company

Store, stuffing magazines into envelopes and hundreds of other jobs and every raffle I can remember. Our thanks to them both. My special thanks to Jack and Shirley for the unceasing help and support that they have given me over the years that I have been President or Vice President.

In addition we have several committee members retiring from the BOD. Peter Burrows has been Vice President for the past year and is also our Publicity Officer. Though he is standing down as Vice President I hope we can persuade him to stay on as Publicity Officer.

Piet Hamasmar is retiring from the BOD next year. As you know Piet is our Librarian and has been on the BOD as an Ordinary Member. A very special thanks goes to Gerry Hopkins MMR who after nine years has relinquished the role of Editor of the MainLine. You have no idea what a Herculean effort he has put in. The amount of time and energy that goes into the magazine is enormous. Not only has Gerry edited the MainLine but he is our Contest Chair at conventions and he is very active in the Operation SIG. You always know where to find

Gerry at our monthly meetings: he's the one with the throttle in his hand and a train under control. I would like to thank all the members of the BOD for all their hard work, help and support throughout the year. Also a very

special thank you to our meeting hosts, for without them we would have nothing for you all to go to once a month.

I am now going to announce the President's Awards for this year. This year the recipients are:

- John Saxon
- Gerry Hopkins
- Jack MacMicking and
- Shirley MacMicking

All the recipients have served the Region with distinction for many years. I will be presenting the awards to them at the convention next month. I do hope they don't mind waiting a few days until then. You will be relieved to know that I will not be standing as President or Vice President.

*Sowerby Smith*

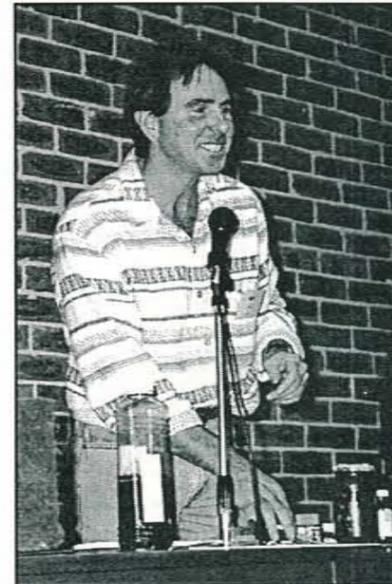
# Mini Convention



John Saxon - his head in the clouds again.



Steve Pittit brought trees to the BIG screen



The talented Mark Fry preached the good word on weathering



Gary Spenser-Salt and Gerry Hopkins are sold on System One - bought thru Gary's Model Railroad Craftsman



Lauris Hopkins, Toni Saxon, David North & Jenny Smith were good hosts



Thanks Glen. "I couldn't a done-it wi'out ye" said John Saxon

About 150 members had a most enjoyable day at the mini-convention. The venue, the Community Hall at Thornleigh, was well placed for most attendees, and presenters alike. Both Steve Pettit and John Saxon made an emergency purchase of supplies at Hardware House, just next door to the venue, before presenting their clinic. The local food outlets enjoyed good trade too during the day. With an auction to finish off the day, many people took home some goodies.



Herna Paul of "The Railcar" was there

Photography  
by  
Piet Hamersma  
&  
Allan Garbutt

# THE LIBRARY CAR

List of available hard/soft cover books as at May 98 available for loan to members nationwide.

## Book Title and Author

The last spike (The Great Railway 1881-1885) -	Berton
Encyclopedia of Model Railways	Allen
Complete Book of Model Railways	Sutton
Ships And Narrow Gauge Rails	Best
Mansions on Rails	Beebe
Railways of the Twentieth Century	Allen
The White Pass & Yukon Route	Cohen
Iron Horses (American Locomotives 1829-1900)	Alexander
Orient Express	Wiesenthal
Classic Steam	Whitehouse
Canadian Pacific	McGill
Learning from the Prototype (NMRA clinic)	Thompson
The National Dream (Great Railway 1871-1881)	Beston
The Ma & Pa	Hilton
Model Railroad Scenery & Detailing	Sorenson
Model Railroad Track and Layout	Kalmbach
Story of American Railroads	Holbrook
Steam Locomotives in America	Bruce
Scenery Manual	Woodlands Scenics
NMRA Yearbook (1960)	NMRA
Real life Scenic Techniques for Model RR's	Caitati
Model Railroader Cylopedia (5th edition)	Kalmbach
Trains	Hand/Edmonson
Steam Trains	Fitzimons
Official Railway Register (1953)	NMRA
NMRA 1996 Melbourne Convention Handbook	NMRA-AR
10 Year Product Test Listing from MR & RMC	Hodges
NMRA Clinics at Portland (1994)	Metcalfe
Walters 1983 O gauge Catalog & Reference Manual	Walters
Walters	
Walters Catalogs 1979-1984,1987, 1991, 1993.	Walters
Trains (Bound Volume No 34 1973/1974)	Kalmbach
Trains (Bound Volume No 41 1980/1981)	Kalmbach

## Book Title and Author

Model Railroad track Plans	Armstrong
Track Planning For Realistic Operation	Armstrong
Layouts ( Atlas Track Plans)	Armstrong
HO Railroad That Grows	Westcott
Small Railroads You Can Build	Westcott
How To Build Model Railroad Benchwork	Westcott
101Track Plans	Westcott
Practical Guide To Model Railroading	Westcott
How TO Wire Your Model Railroad	Westcott
The Model Railroading Handbook Volume 1	Schleicher
The Model Railroading Handbook Volume 2	Schleicher
The Best of Model Railroading Track Plans	Schleicher
Building Your Next Model Railroad	Schleicher
Realistic Model Railroad Scenery	Frary
222 Tips for Building Model RR Structures	Frary
303 Tips for Detailing Model RR Structures	Frary
Track Planning Ideas	Hayden
Model Railroad Stations	Hayden
How TO Operate Your Model Railroad	Chubb
Building A Railroad With Personality	Olsen
764 Helpful Hints	Warren
HO Narrow Gauge Railroad You Can Build	Furlow
Painting Miniatures	Floquil
Kit Bashing Model Railroad Structures	Curren
Detailing Tips	Model RR
Basic Electricity And Electronics	Friehman
Model Trains Yearbook (1963)	Kalmbach
Model Trains Yearbook (1964)	Kalmbach
Easy To Build Model Railroad Structures	Anderson
Classic Articles From Model Railroader	Ellison
Scenery For Model Railroaders	McClanahan
IMC N Gauge Catalog No 15	

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Southern Pacific "Daylight" passes through a typical country scene on Sowerby Smith's layout - Photo Sowerby Smith

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