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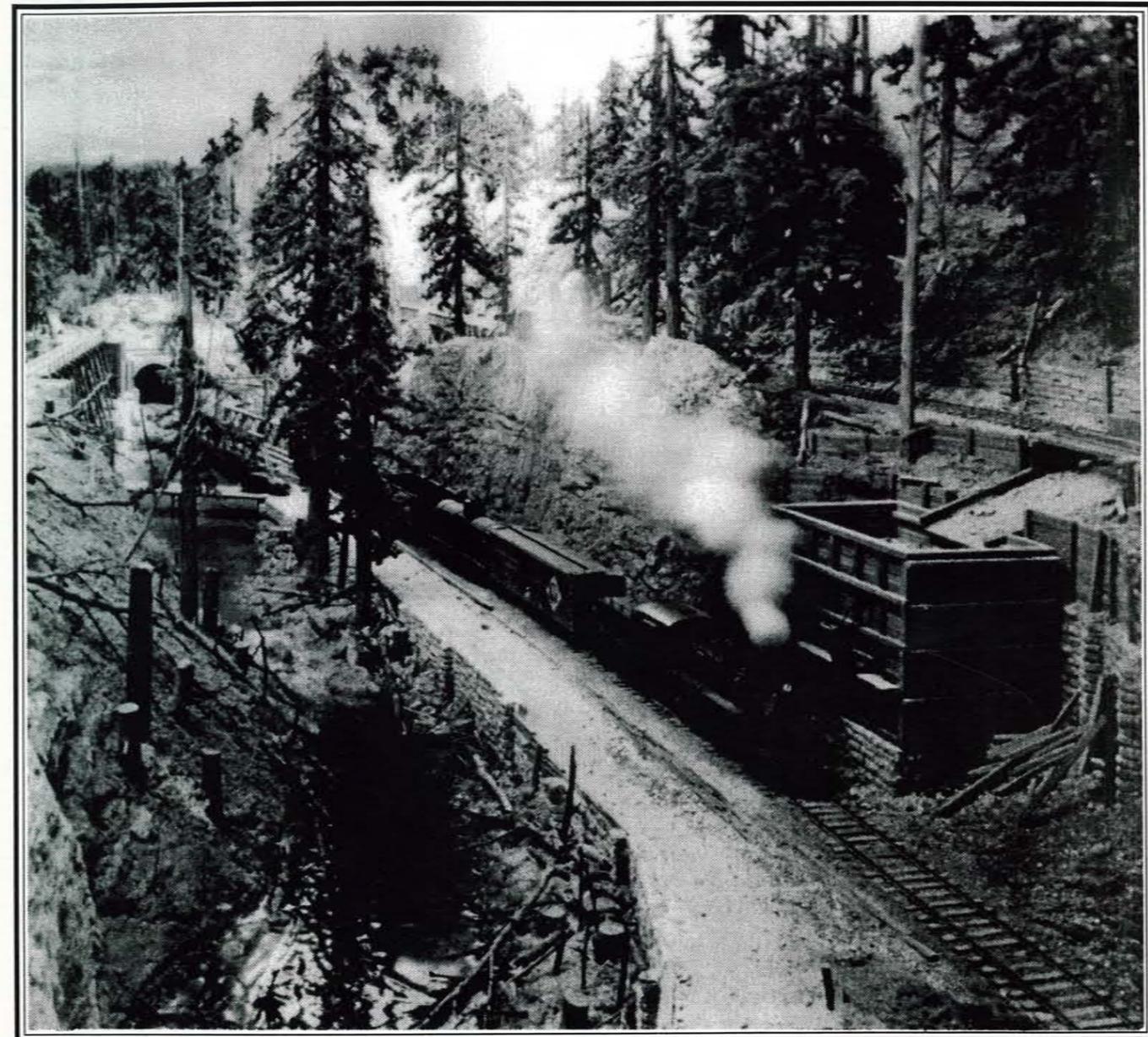


# MainLine

National Model Railroad Association Inc - Australasian Region

Jul-Aug-Sep 1998

Volume 15 Number 3



**TOURING  
COLORADO**  
PHILIP  
MOSS

**TIMETABLE  
OPERATION**  
ROBERT  
TIMMINS

**WOODEN  
GONDOLA**  
GARY  
NORWOOD

**TIMESAVER  
REVISITED**  
PETER  
WELLER-LEWIS

**R U S T Y  
INTERIORS**  
MARK  
WARD



## 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

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

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Artarmon

**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. Authors are encouraged to remember who, what, when, where and why, when writing articles.

**ADVERTISING:** Rates are just \$40 a 1/4 page, \$70 a 1/2 page and only \$130 for a full page. \$150 buys the back page. Rates are for four issues. Assistance with design & typesetting is free. Just contact:

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### New South Wales

**10 October 2:00 pm Saturday**  
Peter Jensen 20 Childrey Pl, Castle Hill (02) 9651-3369

**14 November 2:00 pm Saturday**  
Bob Carr 22 Haywood St, Epping (02) 9876-2313

**5 December 11:00 am Christmas BBQ** (02) 9838-8590  
Quakers Hill Public School Hall, Medlow Dr, Quakers Hill

### Canberra

**3 October 2:00 pm Saturday**  
Peter Weller-Lewis 2 Hayley Close, Queanbeyan (02) 6297 8232

### Victoria

**18 October 1:30 pm Sunday**  
Steve Cullen 67 Mobray Cr, Melton (03) 9747 6267

**8 November 11:30 am Sunday - BBQ**  
Graham Meyer 2 Elizabeth Crt, Emerald (03) 5968-4518

**6 December 11:30 am Sunday**  
Grant McAdam 194 Booran Road, Glenhuntly (03) 9578-8685

### On the Cover

This view of Geoff Nott's 'Leigh Creek Lumber Co' railroad is a piece of history. In a major remodel of his layout, this section was covered with new terrain... gone, but not forgotten.  
Photo by Keith McCarron

# Editorial

Feedback on the last issue of *MainLine* was overwhelmingly positive: e-mails, letters and several telephone calls all indicated that stories of people, places and the how-to of railroad modelling are popular. The obvious problem with reproduction of photographs has been given considerable attention. I hope this new arrangement works as well as I expect it to. As with railroad modelling - the aim is to keep improving.

It seems it is the season for travel. Several members departed last week for the Narrow Gauge Convention in Colorado Springs, USA, with a degree of enthusiasm only seen in the devotee. This Mecca of narrow-gauge railroading will host an expected crowd of some 2,000 pilgrims during the four-day event. For one Victorian member, the event will be part of his honeymoon. What a *lucky* Bride!

Another member is visiting Baltimore and another huge exhibition. Meanwhile, as you read this, I am sampling the delights of steam in the north of the UK, before heading east to Europe and the thrill of riding a funicular railway up Mt. Pilatus in Switzerland.

Philip Moss has also been out and about. He has just returned from a trip to Western Australia - his report follows. There is also a good sampling of reports from around the region reflecting the nationwide consist of the NMRA. But the focus of this issue is on operation. We revisit John Allen's 'Timesaver' layout through the eyes of Peter Weller-Lewis, and Bob Timmins updates his Timetable Operation on the HEM Line. Deadline for the next issue is 4th December, so please send your articles to me by then. In the meantime... enjoy the journey.

*Keith McCarron*

*Reminiscent of a scene from a black & white movie, town-folk await the arrival of the Daylight at Summit Station on Sowerby Smith's HO scale Shasta Division of the Southern Pacific RR.*

## Scene by the Right-of-Way



Photo by Sowerby Smith  
*MainLine*

# President's Report

## A Message from the President

You will all be familiar with the phrase "Information is Power." I've been thinking about how that relates to our hobby and how we can improve the flow of information.

Firstly, congratulations to Keith McCarron, Ian Henderson and the rest of the *MainLine* team for their first issue. Keith and his team have built on the work of Gerry to produce a magazine that stands up and begs to be read. The *MainLine* is one of our main expenses, and yes, the glossy paper does cost

more. But I'll be the first one supporting this extra cost if it means that members firstly read every word, and secondly contribute more articles. I'm keen to see more 'how to' articles, so if you've got a technique that you've found useful, please share it with us all. Keith will be more than happy to find a half page somewhere, so don't feel that you need to take a creative writing course before sending in material.

Secondly, those of you who pay the full membership (and hence receive the NMRA US Bulletin) should have noticed a serious change for the better in that magazine. The new editor, Terry Bachus, has done a great job in bringing the Bulletin up to date. I admit that a couple of years ago I dropped back to Associate Membership because I couldn't see any value in the Bulletin. However, the first time I saw the new format, I rang our membership officer John Collins and asked to go back to full membership!

Both of these magazines can offer a great deal of useful information to the modeller, and at \$59 for 16 issues, they are great value.

The third mechanism that we have for getting information to you is through the regular meetings, and I'm encouraging our divisional superintendents to organise hands-on clinics at these meetings. In Sydney we'll have a 'how to build turnouts' clinic for the upcoming meeting, where those involved get to build a turnout under direction from the presenters. With limited spaces there's already strong interest, so the message is "get in quick." More importantly, let us know what sort of clinics you want to see in the future, and we'll do our best to organise them. The job of the Board of Directors is to make the NMRA work for you, not the other way round.

And leaving the best till last, we of course have our conventions at which we can offer a concentrated exchange of information. Without letting too much out of the bag, the 1999 Convention planning is well under way, with the theme "Prototype Thinking = Better Modelling."

Just wait until you see the information available there!

Yours in Modelling,

*Andrew Wells*



*Andrew Wells*

*"...if you've got a technique that you've found useful, please share it with us all..."*

# Regional Roundup

## Victoria

by Geoff Truman

The business part of the meeting was very hard to bring to order, as members were riding and driving trains. Eventually we got to look at some models that were brought for display. Grant McAdam showed his 0 scale house and garage. Both are now in a diorama. Peter MacDonald has put together a Steam Era DERM (sorry, a Diesel Electric Rail Motor) kit and is ready to paint it.

After this taste of live steam, running trains via a remote hand-held throttle will never be the same.

### May Meeting

Graeme Nitz hosted our 17th May meeting. He is a past-president of AMRA and is now a member of the North American Railroad Cooperative. He models the PRR, European & VR narrow gauge, both in On2 1/2. His Die Oberdrautalbahn module was set up for shunting.

Models for display. Adrian Hoad has built the car for his funicular railway, part of the layout competition to be judged at the Ballarat exhibition in June. Gavin Hince showed some Grandt Line models that he built while he was in Sydney, including a 4-wheel C&S caboose & a four wheel tippie wagon. G.T.



Laurie Green at the throttle of a Yukon 2-6-0 - Photo Grant McAdam

### April Meeting

Pam and Ken Morecroft hosted the April meeting with help from Mick and Carol Stratton and the Casey-Cardinia Model Railway Club. CCMRC is located in the recreation grounds of the BHP Long Island facility. The clubrooms are surrounded by lawns, gardens and the Western Port Live Steamers. In fact, they share facilities - kitchen/meeting room, the layout room and workshop, and storage for the live steamers. Ken had organised this meeting to coincide with a running day, so we were lucky to see 10 live steamers and two diesels running on the 1.5km club track.

Members were in awe and just slightly jealous of the five inch gauge NA and the Yukon 2-6-0 with a few members able to drive the Yukon!! Is Laurie Green changing scale again? All members rode behind the NA and the Yukon 2-6-0, both of who were burning coal with a high sulphur content, as the smoke was tinged yellow. The cameras were out: even Peter MacDonald laid down to take some close-up photographs of the NA. This class was in basic black, highly polished with a full cab interior, including pannikins for the crew - and the rerailling jacks actually worked.

Pam Morecroft, a trainee driver, took a couple of the members for a ride. Who got off before their ride

was over? Pam was driving the club's own live steamer that was built by club members. Most of the steamers were based on narrow gauge or industrial locomotives. I was most impressed with an industrial saddle tank 0-4-0. This locomotive was beautifully turned out with highly polished crimson paint as well as the metal work.

The Casey-Cardinia MRC has a fully scenicked layout, based on US practice, which is being revamped and detailed. Mick Stratton and Ken had trains running on the layout, which is a folded dog-bone with three yard/industry areas separated by scenery breaks.



"Awe Gee mister, can I have a go?" Graeme Nitz drives the Yukon 2-6-0 - Photo by Grant McAdam

# Canberra Meetings

by John Gillies

### July Meeting

Rob Nesbitt hosted the first meeting at his new house and submitted a large module he had constructed for the Golden Spike Award. Rob demonstrated how his module (which could also qualify as a small switching layout) and the displayed equipment met each criterion of the Golden Spike. There was some discussion on how to achieve the Golden Spike if you set your mind to it. This opened discussion on the recent mini convention held in Sydney and the clinics presented by Michael Flack and Gerry Hopkins on using the Achievement Program and modelling competitions to improve the quality of our models and acquire new skills. Those who attended the mini convention agreed it was very enjoyable and interesting - well done to the organising committee and all who contributed to its success.

Rob is a very keen modeller and collector, and as some of us

discovered, he collects things apart from model trains....he has cars, planes, ships and trains. A selection of Rob's locomotive collection was on display and Rob gave us a run down on his layout plans now he has the space. We also enjoyed a very pleasant afternoon tea and perusing Rob's railway library. Thanks to Rob for an enjoyable afternoon.

### August Meeting

Despite feeling a bit off colour due to the after affects of food poisoning, Viv Bryce bravely hosted his first meeting and provided us with a wide range of Pennsylvania Railroad books and information to read and look at. Viv is the only Canberra area modeller who plans to focus on the North East of the USA and this gave us the opportunity to look at an area not seen in any detail before - we are now much more familiar with the Standard Railroad of the World, especially its equipment and some of

its operations. Viv is planning his layout design and acquiring equipment for it. The usual recent model acquisitions were compared and discussed, including two N scale trams that John Bullen brought along. It's amazing what you can get in N scale today!

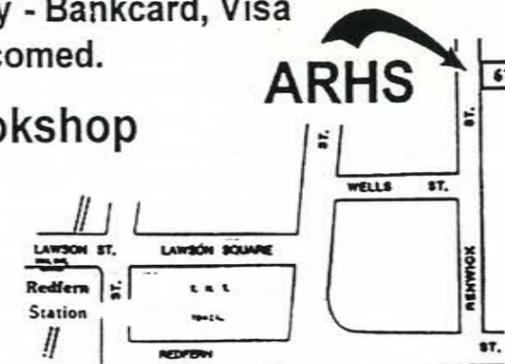
We discussed the recent letter from Andrew Wells regarding his plans for the Region and agreed that our monthly meetings follow somewhat similar lines to those proposed by Andrew. The social and discussion side of our monthly meetings are very popular and those present agreed that the new format of the Bulletin was a step forward. A delightful afternoon tea helped round out a very pleasant afternoon. Thanks to Viv and Sylvie for entertaining us so well. JG

Countdown to  
CONVENTION 99

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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.

Have more fun with

# Timetable Operation

On the HEM Line

by Bob Timmins

In the July 1996 edition of *MainLine* I introduced the Card Order and Sequence Operation that was being used on the HEM Line. Well, things have improved since then and the Dispatcher (me) and the crew (Frank) are now operating the line by clockwork. Time that is, not the Hornby wind-up type.

I have drawn up a set of time graphs, worked out empirically using a stopwatch to time the various trains over their respective routes and now operate all trains to timetable rather than sequence order. In other words, two or three or even more trains can be operating at the same time, rather than just one after the other. The twenty or so trains that are timetabled to run are still numbered in sequence order but they no longer start or finish in that order. All trains still use an operation run-card, as described in the 1996 article, and the freight forwarding car card and waybill system is the same. The important change has been to add train timetable starting times to the run cards. (See fig.2)

*"To run successfully to timetable, this railway needs at least three people..."*

The time graphs can be made up on ruled foolscap paper with the pages turned sideways. At the head of the page the station names are typed one below the other and lines are drawn across the page in line with each station. The writing lines, which are now vertical, are divided up into columns, each six lines wide. This allows a graph plotting time of 10 minutes per space and 6 spaces per hour. Then, by using a clock ratio of ten to one, (10:1) each space is equal to one minute of real time. This makes the time / distance graphs easy to compile. For example, if it takes two real minutes to travel from point A to point B, the plotted time

on the graph will be 20 minutes or two spaces. (See fig.1)

The starting time of the current timetable graph is 6am and it is made out to run twenty trains over 32 hours of fast time (four 8hr shifts). During most operating sessions, only about ten trains are run and the timetable finishes around 8pm. This gives 14 hours of fast time and if all trains are run to schedule, it should take just under one and half hours of real time to complete it. In practice, this never seems to happen, due mainly to the fact that the clock keeps ticking away, the dispatcher (me) keeps fouling up and there is usually only one other staff member (Frank).

To run successfully to timetable, this railway needs at least three operators. Firstly, a Yard Master, come Hostler, to organize the building and classification of trains at Midway yard and also to service and change locomotives. Secondly, an Engineer/shunter to operate the local way-freight that runs out to the end of the line and returns. This can and usually does take a good hour and a half of real time. Thirdly, a mainline Engineer to operate the various through-passenger, through-freight and mixed trains that leave from, or pass through, the Midway division point.

Now let's take the timetable for a trial run.

It is 6.10am; the clock is ticking and train No20, a doodlebug railcar, which is loaded with commuters from the surrounding districts and with an RPO in tow, has just arrived at Midway No2 platform. The RPO will be dropped and the Railcar will leave, heading up the north branch to finish its run by 7am at Dorigon. However, it is now just 6.25am and

Midway Station is bustling with life. There are smart uniformed station staff attending the many waiting passengers, porters pushing trolleys stacked high with luggage and children leaning over the platform edge, looking down the line in anticipation of the next train.

The Western Flyer is due any minute now and in fact the bell can be heard ringing on the road crossing at the down end. Sure enough the flyer appears right on time at 6.30am and moves slowly along the track and into platform one. It draws to a halt with a tired looking 4-6-2 Pacific at the head, exuding steam, smoke and cinders. This will no doubt add to the worries of the mothers who are already yelling at their children to get back from the platform edge. The loco uncouples to run around the train and onto the yard lead and then to the roundhouse for service and a well-earned rest. This train has been running from the east, non-stop for the past four hours and has now reached the division point for a loco and crew change.

The Hostler has a big 4-6-4 Hudson waiting on the ready track and is now moving it over to loop track three. He will hand over to the new road crew who will pick up the waiting RPO and couple it to their train. From Midway, the line climbs up and over the Great Barrier Range and therefore requires greater

horsepower. The Hudson will be able to do the job just fine.

The time is now 7.15am. The Flyer gets the green flag and with a blast from the five-chime whistle, through clouds of exhaust smoke, it slowly pulls out. It will run across the flats for some time, passing through Dorigon before it starts the climb up the range, past Turne Junction and Ernesta, to eventually arrive at Hillside where it will meet train No2. This is a *through freight* that has been waiting on the loop. As the train passes over a long truss bridge, just past Ernesta sawmill, the line starts to level out and the loco is coasting by the time it crosses the high trestle bridge that spans Stoney Creek. It then enters Hillside tunnel to emerge at Hillside station. The *through freight* is holed up and as soon as the Flyer slows to a stop, the freight gets the green board and pulls out. The time is 7.45am and this train and its load of goods are due into Midway no later than 8.30am.

As the Freight's caboose disappears into Hillside tunnel, the Flyer pulls out and after running down hill for some time, it crosses over just before Port Sendorl and darts into a long tunnel to climb up to Fork Creek Jnc., where it stops. Here, it will drop off a combine coach on one of the sidings. It will be picked up later by the local passenger/mail train No4, which

will then head further west.

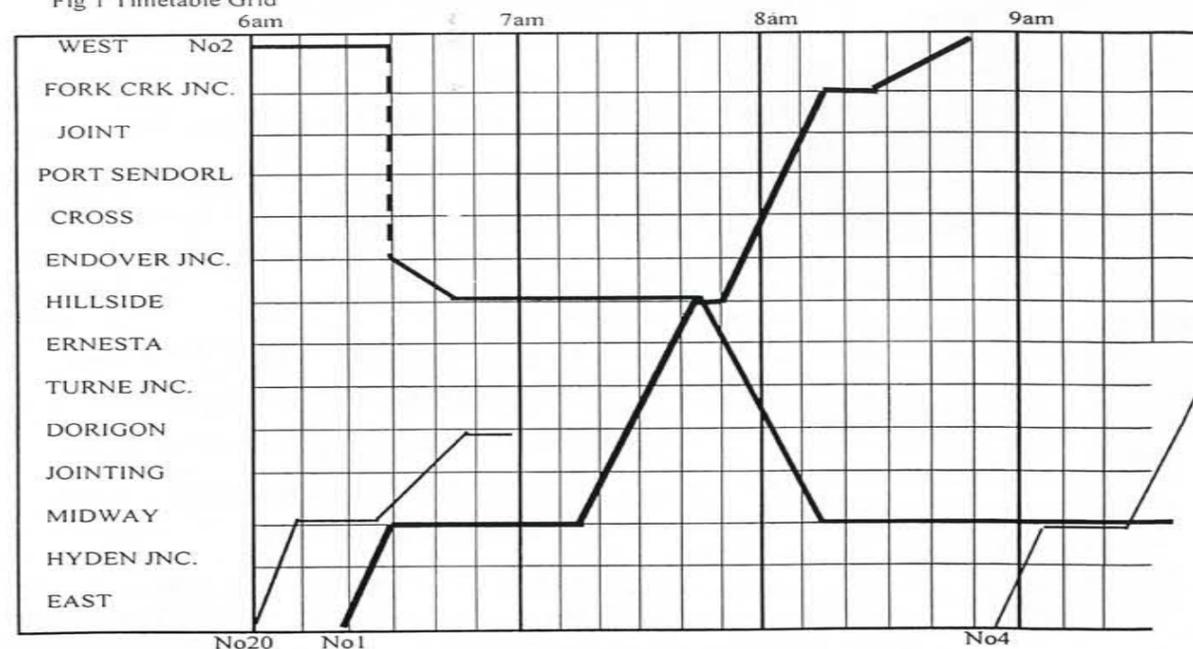
Meanwhile, through freight No 2 has been running down the range and by 8.15am had arrived at Midway on track 2. As this is the division point, this freight will be completely reclassified and have new power added. It will drop cars for Midway industries and local towns and pick up any cars heading east.

(For a complete run of a through freight see the previous article on the HEM Line in the 1996 Mainline)

The Yardmaster, although still quite busy making up a local goods that is due out at about 10am, must now give his full attention to the through freight as it has priority and should be on its way east by 11.30am at the latest. The loco, a Santa Fe type 2-10-2, has just pulled this train across the range and is now in the hands of the Hostler. He will take it over the ash pit to drop its fire and with the remaining steam, back it into the roundhouse where the cleaners will take over and make it ready for the next shift.

The time is 9.05am. Train No 4, the local passenger/mail has just arrived from Hyden Junction and glides to a stop at platform one. It will drop RPO No3406 on loop track two and then leave, stopping all stations to Hillside where it will drop a baggage/mail car and then

Fig 1 Timetable Grid



proceed further west to eventually arrive at Fork Creek Junction. Here it will pick up the combine dropped by No1 and hold on the branch to allow No5 'The Eastern Chief' a sleek new passenger express to pass.

The time is 10.50am. Hopefully by now, the local way freight No3 has left Midway and is holed up at Dorigon leaving the main line clear for the run of the Eastern Chief which has just arrived at Hillside and is picking up the baggage mail left by No4. It will leave here and run express to Midway arriving at 11-15am. Train No 2, the Through Freight east has now been reassembled and is just leaving from track 2 after receiving its train clearance orders (run card). It is leaving a few minutes ahead of its scheduled departure time, as the track ahead is clear and east is still a long way off. (In reality it is running to staging at Hyden and will become No 14 the next through freight West)

The Chief arrives on time and while its silver stainless steel coaches

are being loaded in platform one and the RPO dropped by No4 is added, the double set of PA diesels is changed for an E8, which will still supply plenty of grunt for the run across the plains.

The time is 1.20pm. The Chief has long gone and now, train No6, the Northwest Mail is ready to leave from Midway platform one. This train has to meet the mail boat at Port Sendorl and consists of an express baggage/mail car, an observation coach and an express reefer loaded with frozen food for the North Cape. The train is light and the consolidation 2-8-0 is at ease as it climbs up the range to Hillside. It will hold there to take on water, then it will run express to Port Sendorl where it will drop the reefer on the wharf siding, transfer the mail and be ready to leave by 2.20pm.

Just before this time train No7, an Ore drag from the East, has arrived at Midway. This is a Unit train carrying high grade Tecnico ore, which is very heavy and will

need a loco change to carry it over the range. The Hostler has a 2-6-6-2 H6 Mallet waiting on track 3 to be coupled on and this will certainly be enough horsepower.

The Unit train is due out at 2.25pm and actually leaves at 2.35. (10minutes late) The engineer will have to wind it up as it is due to cross No 6 at Turne Junction. Sure enough by 2.50pm it is passing through Turne with No 6 waiting on the branch and with a blast from the whistle, it carries on non-stop around the loop, slowly crawling up the 2% grade with its long line of hoppers. No 6 now drops the observation coach No1517 on the station track and after taking on water is ready to leave. However, as it came up from Port Sendorl via long tunnel and the reverse loop, it has changed direction and is now heading east and by timetable rules it must be given a new number. At 3pm and now called 6A it leaves to run express past Jointing and Endover Junction to arrive at Hillside, where it picks up

5.30pm it leaves Hillside heading further west to cross over before Jointing and take the branch through long tunnel to emerge at Fork Creek Junction. It will hold here to meet No 9 and to pick up any cars bound for the Northwest. These could be any cars dropped off by previous trains with waybills showing 'To the Northwest'.

The time is now 5.45pm and Passenger limited No 9 with a string of heavyweight coaches has just left Endover staging. It will arrive at Hillside at 5.55pm, drop a privately owned observation coach on the station track and then leave express, to arrive in Midway No 1 platform at 6.25pm. The loco and crew will be changed; the passengers fed refreshments in the Midway dining room and the train will be back on its way east by 7pm.

Meanwhile train No8, the mixed freight west, has left Fork Creek, made its run to Endover and is being held in staging. It has changed direction on the return loop and will now become train No8A to head back east a little later.

Back at Midway, a clean, fully serviced Pacific loco No3509 is being coupled on to No9 and after receiving its orders, the train leaves right on time. It actually runs around City loop, changing direction and takes the North branch to Fork Creek Junction. Here it picks up the observation coach left by No6 and heads off further east to take another return loop and finally arrive at Hyden the Eastern-staging yard. It will latter become train No16 heading West.

During the past eight hours No 3 the local way freight has been out peddling along the line. Dropping and picking up cars at each town and has now returned back to Midway. The crew has even had time for a couple of beers at the local Pub and has now gone home to their evening meal and a cosy fireside.

The time is 7.50pm and train No8A the Mixed freight, which has been holding at Endover staging is ready to leave. It will stop at Hillside for water and then run express to Midway, arriving on track one. The Yardmaster will then take over and move the loco to the shed, sort the



The Young are the future of the NMRA. Glen Coventry & friend. Photo - Peter Burrows

## NEWCASTLE EXHIBITION A GREAT SUCCESS

Peter Burrows  
Publicity Officer

For the first time in many years the NMRA exhibited a layout at the "Our Town Exhibition" held annually at Broadmeadows in Newcastle. It was the first public showing of our new layout and thanks to some last minute detailing by Gerry Hopkins, it was in great shape for the show.

The objective was to attract beginners, young and old, to the hobby and judging by the response we got from the kids, our objective was well met. By encouraging the kids (and their Mums and Dads) to take the controls, a lot of interest and inquiry was generated and the NMRA was well publicised. My thanks to the crew who gave their time to attend the layout over the weekend: Loris and Gerry Hopkins; Alex Danilov and Alan Garbutt; Toni and John Saxon; Peter Scouler and Glen Coventry.

The result really was worth the effort these volunteers put in, and it was a lot of fun too. So I trust the NMRA stand at the Liverpool exhibition will be attended as enthusiastically as was this exhibition.

train and adjust the waybill cards etc.

Train No 10, a local passenger railmotor, should be ready to leave Midway at 8.00pm to clear the last of the commuters. It is in fact the doodlebug that was left resting in Dorigon station at 7.00am this morning. It has just arrived on time at Midway platform one. It will start the next shift but then, that's another story.

### EMPLOYEES TIMETABLE No 1

The Employees Timetable is a compilation of the plotted times on the graphs. Timetable No 1 runs the first shift. It is the operators reference sheet and lists all stations within the division, showing the arrival and departure times of each train and where they stop along the way. Also, it shows the places where trains will meet or pass. The sheet is folded into three and the resulting front page, is then printed with the No of the timetable, when it becomes effective and the division it spans. Notes and special instructions, such as train class, speed restrictions, siding lengths, timetable abbreviations and so forth is printed on the back page.

### References: -

- How to Operate Your Model Railroad.*  
By Bruce Chubb.
- Operation Handbook for Model Railroads.* By Paul Mallery.
- Model Railroader.* January '93
- Designing a Timetable for the Maumee.* By Bill Darnaby.

### Train Order Card (Run Card)

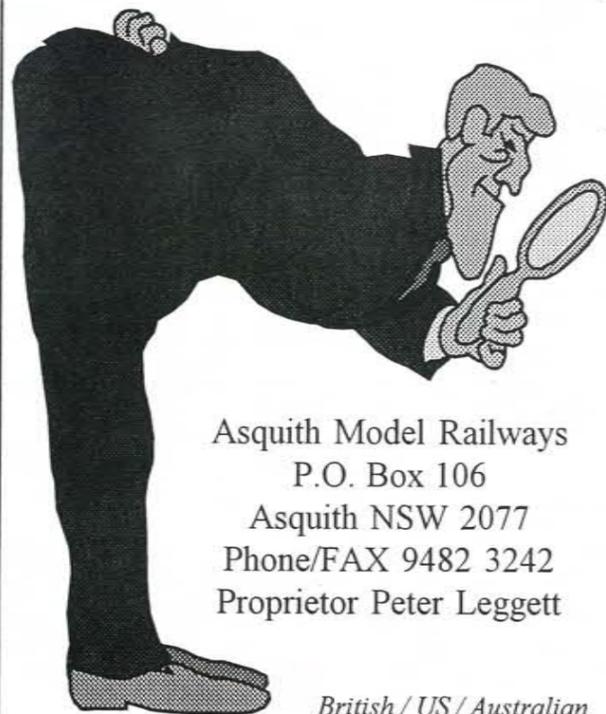
Train No One - Start Time 6-20am  
PASSENGER LIMITED  
WESTERN FLYER

Originates -Hyden to run west-bound thru Midway to Endover (west) Lv. Hyden 6-20am to arrive Midway Tk. 1 Loco change to No 5410 Pick up R.P.O. coach No 1307 from Track 2 (switcher to add) Lv. Midway 7-15am westbound thru Dorigon, Turne Jnc. and Ernesta To Hillside. Hold for water and meet No2 Lv. Hillside 7-50 am thru Endover to crossover and take north branch to Fork Creek Jnc. and drop combine coach No 2602. Lv. Fork Creek Jnc. 8-28am run down thru Jointing and up to stop at Endover Jnc. Back into Tk.1. Hold:will become train No 9 East

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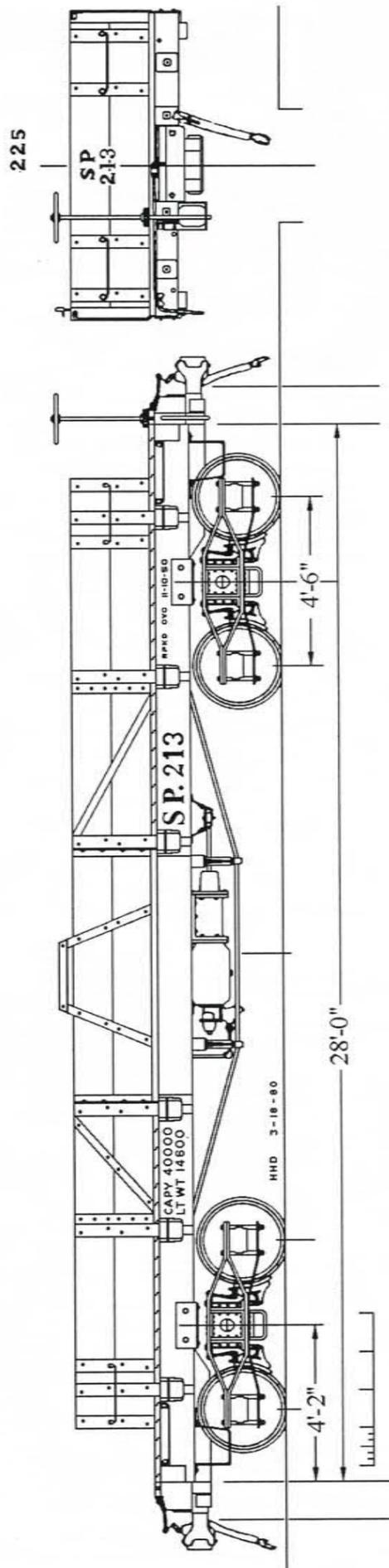
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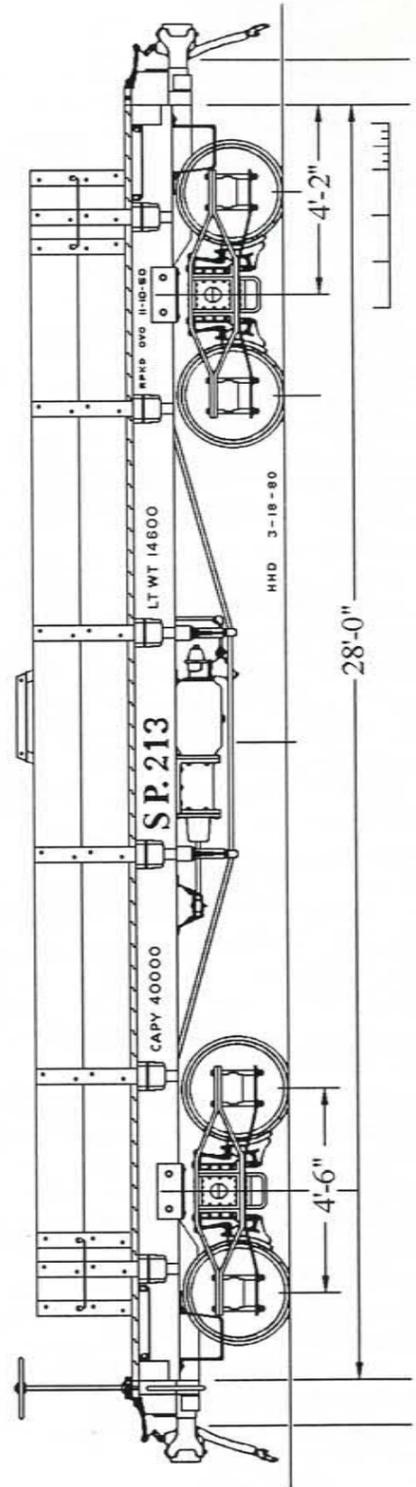
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Southern Pacific wooden gondola #213  
 Built in 1890 Gauge 3'0"  
 Length 28'0" Width 7'8" Height 5'9"  
 Capacity 40,000 lbs Light weight 14,600 lbs  
 by Gary Norwood 1998



Scale 1:48

## SOUTHERN PACIFIC #213

*The drawing opposite of SP narrow gauge car #213 is the second from the computer of Gary Norwood to be published in MainLine. Using mensuration techniques that are normally the tools of an aerial surveyor he gleens a remarkable amount of information from simple black and white photographs.*

The car was used in normal traffic to the end of operations on 29th April 1960. The SP narrow gauge branch ran between Keeler and Laws in California. It connected to the SP standard gauge at Owenyo.

The prototype gondola was converted from the normal low-sided body to the unusual 'lift-out side door' type. This was to ease the unloading and transfer of loads into standard gauge cars. The most common load was soapstone, which was dumped into the cars from tip-trucks that had backed up a loading ramp. Unloading the cars was achieved by placing planks from the transfer platform to the side of a car. The load was then shovelled into wheelbarrows and wheeled across the transfer platform and dumped on the floor of a standard

gauge boxcar. The lift-out door in the gondola made this task easier.

The plan was drawn using information from a similar drawing of car #225, by Herman H. Darr. Specific details of #213 were obtained from two photographs, taken by Robert Bader, that were published in the Southern Pacific Narrow Gauge Historical Society magazine.

### At a Glance

Built in 1890  
 Gauge 3'0"  
 Length 28'0"  
 Width 7'8"  
 Height 5'9"  
 Capacity 40,000 lbs  
 Light weight 14,600 lbs

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# Sydney Meetings

by Steve Chapman

## July Meeting

About 40 members and a few visitors trekked to the northern beaches in typical cold, wet July conditions, to view Mike Bartlett's Newport layout. And what a fine layout in the making it is. Very Nice! There were plenty of big U.P. Locos running on a very large HO layout that was built into the room that was purposely built after digging out under the elevated house.

With the absence of President and Mr Vice, Sowerby Smith stood in and opened the informal meeting. Some mention was made of the Australian Region cloth badges, which are still available. The Membership Officer, John Collins, reminded those present that he has not received some of June and July renewals as yet. Members were also asked to attend the Newcastle Exhibition at the end of August to run our



A scene on Glen Coventry's layout - Photo by Piet Hammersma

Layout Module. The Achievement Program Organiser, Michael Flack, informed us that a golden spike award went to Canberra and a scenery award went to Victoria. Mike Bartlett was then presented his home layout visit award, with much applause. Glen Coventry then asked anyone who would like to volunteer to host a meeting to see Glen Coventry

## August Meeting

The August Meeting was hosted by Glen Coventry at his Beacon Hill residence.

It started at 2pm. with a running presentation on Glen's layout. Also present was the club layout. Trains ran while the small bridge was being fitted on one side. It is really looking great and will run even better when a couple of little gremlins are eliminated. During the afternoon a few more hiccups made themselves known, but they should all be fixed by the time the layout is shown at the

end of August at Newcastle. A very big well done to all layout volunteers. The formal meeting started about 3pm. with Andrew Wells opening, talking about the layout, and the way some members have worked especially hard on the project. Peter Burrows also went into great detail explaining the upcoming

exhibition at Newcastle and asked for anyone's help in running the layout. But if you did not get picked, don't despair, our layout is going into the A.M.R.M. show at Liverpool. Again helpers are needed here as well. It was also moved at the meeting that a big pat on the back to Keith for the wonderful Editorial job he is doing the Mainline. Well done Keith.

Our librarian brought most of the Video library along to the meeting for you to enjoy. Cloth NRMA Logo badges and name badges are still available. In the October meeting there will be a hands-on turnout laying clinic. So if you are interested contact on of the board members for more details. Our A.P. Chairman informed the gathering that he has more forms now for anyone who is interested in a golden spike or any of the other awards you may be interested in. Convention Chairman Ian Henderson informed us that the convention will be on next year 1999 possibly in the Blacktown area with special guest, Jack Burgess. Helpers

are urgently needed to make the whole event run very smoothly. Glen Coventry was given his monthly meeting award. Thanks Glen!

Regional Trustee, David North, then gave a very interesting in-depth report on the Board of Trustee's Meeting. See elsewhere in Mainline for more details. With the formal meeting closed most members returned to the layout room while others checked out the informal second hand stall. Many bargains were there to be had. All-in-all a very enjoyable afternoon. s.c.

For those people who don't know, there is a small layout being made up by some of our members. If you would like to help, contact our Publicity Officer.

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Phil Badger MMR  
Gavin Hince MMR  
Roger Hord MMR  
Ken Scales MMR

### Structures

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T Hodgkinson  
Fred Gill  
John Saxon  
Laurie Green  
Phill Badger  
Ken Scales  
Gavin Hince  
Roger Hord  
B Best  
G Davis  
Mark Fry

### Author

Phil Knife  
Bill Cooper  
John Saxon  
Gerry Hopkins  
Fred Gill  
Laurie Green  
Linn Zelmer  
Phil Badger  
Ken Scales  
Paul Richie  
Roger Hord  
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

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

### Dispatcher

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B Kollwyn  
Piet Hamersma  
Ray Parr  
D Davis  
Ken Scales  
Fred Gill

### Official

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Peter Burrows  
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Phil Badger  
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### Civil Engineer

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

### Prototype Modeller

Gerry Hopkins  
Laurie Green  
Fred Gill

### Cars

Hal Saxon  
Gerry Hopkins  
Fred Gill  
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Roger Hord  
John Saxon  
Phil Badger  
Paul Richie  
Gavin Hince  
Ken Scales  
K Morecroft

### Scenery

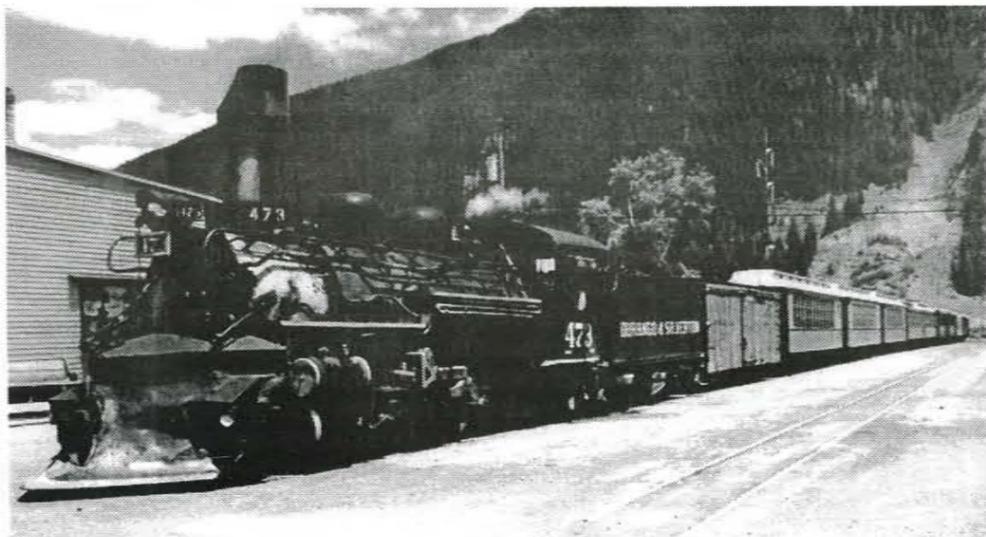
Phil Knife  
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Gavin Hince  
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J Diamond  
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Mark Fry



# Touring Colorado

by Philip Moss

*When the talk is of narrow gauge railroads, Colorado naturally comes to mind. I heard Palmer Lake, just out of Colorado Springs, was a good place to spot trains. So - day one of my trip to the region, I headed south, full of expectation.*



The Durango & Silverton in Main Street Silverton - Photo Philip Moss

I don't know whether they just didn't know that I was coming, or whether there was some special event about to happen, about which I knew nothing. For Palmer Lake was as quiet as a country town can be, and I did not see a single train while there.

To compensate, in the morning went to nearby Manitou Springs for a trip on the Swiss type Pikes Peak Cog Railway. One of only two cog railways in the United States, it is the highest in the world. Established in 1888, it has been operating continuously since 1891 taking passengers on a three and a quarter hour round trip from Manitou Springs (elevation 6,575 feet) up to Pikes Peak (elevation 14,110 feet). The train stops for forty-minutes at

the summit so passengers can 'acclimatise' and enjoy the view. On a clear day you can see from Denver, sixty miles to the north, to the Sangre de Cristo Mountains in New Mexico, one hundred miles to the south.

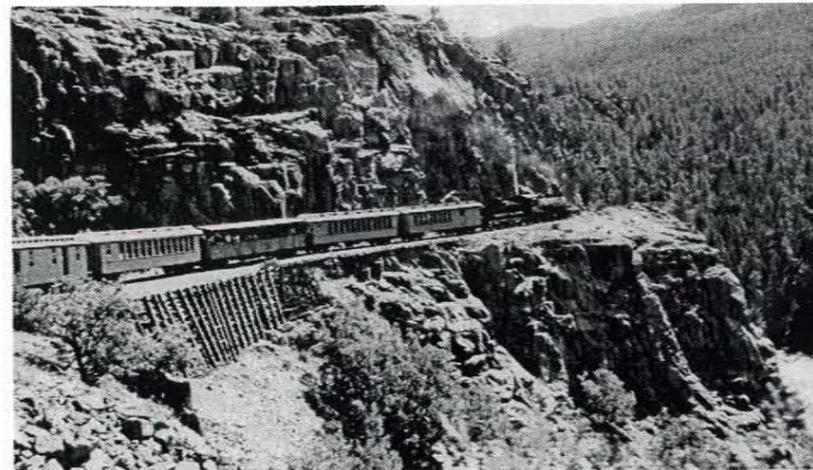
I decided to travel further south to see the spectacular Royal Gorge, near Canon City, and ride on the Royal Gorge Scenic Railway. This 15" gauge railway was established in 1959. It thrills the passengers that sit in the open cars, as it negotiates the track that is laid along the rim of Royal Gorge Canyon. The train halts at Point Alta Vista where the Royal Gorge Bridge, the worlds highest suspension bridge, spans the Arkansas River, 1,053 feet bellow. The view of the canyon and the bridge is just fantastic. I was overawed at how

deep the gorge was when I realised that the small object I saw moving at the bottom of the canyon was really a long coal train. A small steam museum is located at the station where you board the train. It houses several three-inch scale steam engines, including an 18,000-pound Mallet and a diesel switcher, and is well worth a visit.

My next goal was to ride the famous Cumbres and Toltec Scenic Railroad. This turned out to be a full day narrow-gauge steam-train trip from Chama in New Mexico to Antonito, Colorado. The sixty-four miles of track is the finest surviving example of the San Juan Mountain extension of the Denver & Rio Grande Railway. Laid in 1880, the line flourished, serving the rich mining camps in operation at the time. The railroad was eventually abandoned when mining became uneconomical. It lay idle until it was purchased in 1968 by the states of Colorado and New Mexico. They also acquired all the cars and locomotives, which are still in use today. Kyle Railways now run the line.

The train leaves Chama (elevation 7,863 feet) and climbs the four-percent grade, eventually arriving at the summit of Cumbres Pass (elevation 10,015 feet). Along the way, it travels through the spectacular Toltec Gorge, crosses over several high bridges and chuffs through two tunnels before reaching Osier. The train stops here for lunch while also awaiting the train from Antonito. Departing after lunch, the train has an easy run descending a one in four grade most of the way. It crosses between Colorado and New Mexico eleven times until it finally arrives in Antonito in the light of late afternoon.

If you want to avoid spending overnight in Chama I recommend you only go as far as Osier. That way you see the best scenery twice and go both ways by train, arriving in



The Durango & Silverton - stalled at the highest point in the line - Photo Philip Moss

Chama early enough for you to drive to Durango for the night. If you decide to go the full distance you have to do the return journey by bus, which does not get back until early evening. Coming back late can have its advantages though as, after getting a walking tour brochure at Chama, you can take a self-guided after-work tour of the rail yard area. As long as you don't get in the way you can wander around the depot, the machine shop, roundhouse and engine shop to get a behind-the-scenes look at a working steam railroad.

All of this was only the prelude to the highlight of my Colorado trip and the reason that I had made the journey: to ride the Durango & Silverton Narrow Gauge Railroad.

The Durango & Silverton Railroad was built by a five hundred man workforce in an astonishing nine months during 1881-1882. Some of the terrain was so treacherous that portions of the track cost a staggering \$100,000 per mile. The line transported miners to and from Silverton, and hauled out an estimated \$300mil of ore, primarily gold and silver. This forty-five mile section of the line became the longest-lived portion of Denver & Rio Grande Western's narrow gauge network. By the early 1950s train service was down to only one mixed freight and passenger train a week. Fortunately, when the end seemed very near, tourists discovered the train and the demand resulted in weekend passenger services being offered to Silverton. In 1968 the Rio

Grande abandoned the section of narrow gauge line from Antonito, in Colorado, through Durango, to Farmington, New Mexico, which isolated the Durango-Silverton line. In 1981 Charles Bradshaw bought it. He undoubtedly saved the train and improved it to such an extent that now, in the summer months, it is so popular they have to run five trains a day.

The locomotives were built for the D&RGW. The American Locomotive Works built some in 1923 while the Baldwin Locomotive Works built others in 1925. The passenger coaches are all of the 1880 type, with many built at that time, including the Alamosa Parlour Car. Jackson & Sharp built this as a coach in 1880. It serving until 1937 when it was rebuilt as a Parlour-Buffer car and was re-named Alamosa.

I found that the best coaches to travel in, weather permitting, were the open-sided observation cars. Now, if you stay overnight in Durango you can visit their large car shops, yard and the roundhouse complex on an

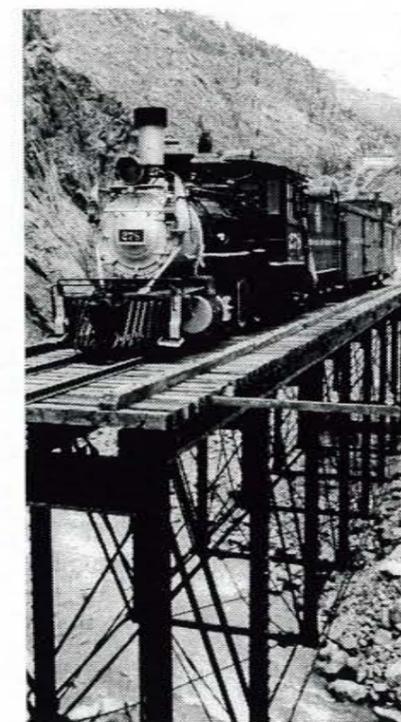
escorted tour that leaves at ten o'clock each morning. Unfortunately there is not time to do both the tour and the train trip on the same day.

For about a third of the trip the train travels through the wilderness of the two million-acre San Juan National Forest. It follows the Animas River through beautiful Rocky Mountain scenery, finally arriving at Rockwood. The valley narrowed to a canyon and the railroad followed it, sometimes snaking high above the river and sometimes travelling almost at water level. The line finally emerged from the canyon country at Silverton, where we stopped for a two-hour luncheon. On the return trip, the engine had to pull a double load of carriages after another locomotive broke down. Going over the high line the weight of all those cars caused it to stall at the very top. It made for an interesting trip as the mountain rose steeply on one side while on the other, the white water of the river could be seen several hundred feet below, down the almost vertical cliff. The whole trip took

about nine hours and was a most enjoyable day.

Heading north out of Durango back towards Denver I made a detour in to see the Cimmaron Dam and saw an unusual sight. A trestle bridge spanned the river, at the foot of the dam. High on the trestle was a Baldwin, Denver & Rio Grande Western steam locomotive, with a freight car and caboose attached. The display was totally isolated, as both ends of the trestle had been removed.

Next stop was Leadville, the highest incorporated city in America. I wanted to see the Leadville Colorado & Southern Railroad. The jour-



No 278 sits on its perilous perch at Cimmaron Dam. - Photo Philip Moss

twenty two miles return. The line follows the Arkansas River and climbs to an elevation of 11,120 feet, making it the highest railroad in the country. The train operates over an old narrow gauge roadbed orphaned when the Denver to Leadville line was abandoned in 1937. It was converted to standard gauge in 1941 and was used by steam locomotives until 1962. I decided not to ride the train, however, as it was powered by a GP9 diesel that pulled open style modern passenger carriages. I decided to have a look at the station instead, which was a restored Colorado & Southern depot as originally built for



The Galloping Goose at Colorado Rail Museum - Photo Mark Ward

Denver South Park & Pacific Railroad in 1894.

Continuing on towards Denver, I stopped to see the famous Georgetown Loop Railroad. The railroad reached Georgetown in 1877 intending to go on to Leadville. It never reached it, and instead, it ended up serving the mining camps between Denver and Silver Plume. It is interesting to note that although the towns of Georgetown and Silver Plume are only two miles apart, horizontally, there is a difference of six hundred feet in their altitude. Travelling from one town to the other, the rail line twists and turns over four and one half miles, all the time gaining altitude before it crosses over itself at the Devils Gate Viaduct. This remarkable engineering feat, which is three hundred feet long and ninety-six feet high, became a popular turn of the century tourist attraction, framed as it is, by spectacular scenery.

The increased use of road transport, together with a steady decline of the mining industry and

freight business, resulted in the "Loop" becoming obsolete. In 1939 a little profit was recovered in the only remaining way possible: the loop was dismantled and sold for scrap. It was not until 1975, under the direction of the Colorado Historical Society, that steam returned to the region. The decision was taken to rebuild the Devils Gate Viaduct. It was finally dedicated in 1984, one hundred years after the original was completed. Today the train travels once again from Georgetown to Silver Plume, passing through spectacularly mountainous terrain before crossing the fully restored trestle,

ninety-six feet high, on the seventy minute return trip.

Satisfied, I returned to Denver to visit the Colorado Railroad Museum. Established in 1958 it is the oldest and largest museum in the Rocky Mountains. It is home to an extensive collection of Colorado Railroad memorabilia, as well as a 45' x 20' layout of the Denver Model Railroad Club that is located in the basement. The outdoor display area has some fifty pieces of both narrow gauge and standard gauge rolling stock, including a CB&Q 1940 05b Class 4-8-4 #5629, a D&RGW F-9A diesel #5771, a D&RGW 1896 2-8-0 Baldwin C18 #318, a D&RG 1902 2-8-2 Baldwin K37 #491 and the last surviving D&RG standard gauge locomotive, an 1890 2-8-0 Baldwin C028 #583. On scheduled weekends you can take a twenty minute trip around the grounds in one of the museums three Rio Grande Southern's 'Galloping Geese' or behind an 1881 Baldwin 2-8-0 #346, the oldest operating locomotive in the country.

Is it possible to overdose on

narrow gauge? I don't know, but for a change I went to the Forney Transportation Museum in Denver. They have on display a Union Pacific 'Big Boy' #4005, a C&NW 4-6-0 #444 and an 0-4-0 tank locomotive from Germany. There were also two 1890 business cars, three cabooses (cabeese? ed.) and a rotary snowplow. Next morning I went to Union Station to see, close up, a steam excursion train depart, with a Challenger locomotive #3985 at the head. It pulled fifteen restored Union Pacific coaches, including several of the famous UP dome cars. It was quite a sight, but best of all, I got to stand by the track as it steamed past at only an arms distance from me. ...love that smell of steam.

Before I left Denver I contacted the NMRA trustee, Ava Coleman. Not only did he invite me to dinner that evening, but he also arranged for me to visit the home layout of several local members. It was unfortunate that I had to cut these visits earlier than I would have liked, as I just had to spend the next day at Caboose Hobbies. Wouldn't you know it, I arrived on one of the

...Cont. next page

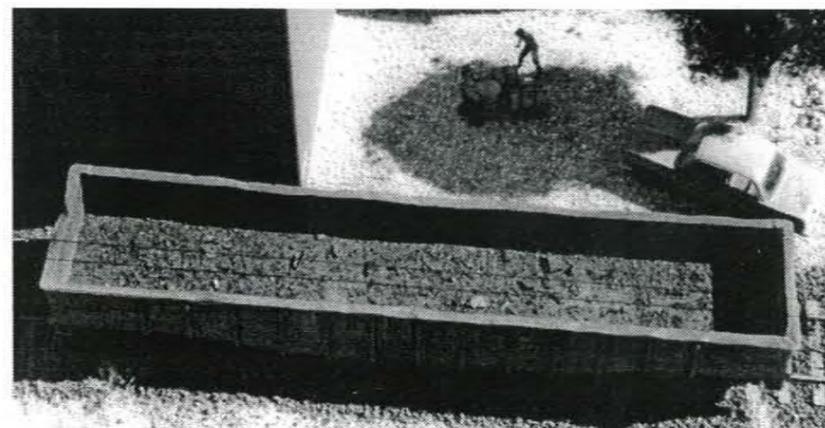
#### TALK ABOUT BAD LUCK

Accommodation in Durango is hard to get, as the town is a bit isolated. I had trouble booking a motel room before I left but managed to finally confirm a booking before departing Australia. When I arrived in America I thought that I might have to cancel the trip to Durango as I heard on the news that there had been a major motel fire in the town.

Of course, on arrival I found that the one completely burnt out was the three-story motel into which I had booked. Apparently a disgruntled employee deliberately lit the fire. She had the nerve to return after the fire and even tried to collect her pay cheque. Considering that there are thousands of motels around the country, the one to burn just had to be the one into which I was booked. Luckily for me, the owners managed to find another vacant room and transferred my booking to the other motel. ...all part of the excitement of a trip to Colorado.

# Rusty Interiors

*In the search for realism when modelling the interior of a gondola, Mark Ward discovered there is nothing quite like the real thing.*



A well-worn 50' gondola - Photo Mark Ward

Effective weathering on all of the rolling stock and locomotives on my Oma Belt Railroad has always been a priority.

However, as the register increases in size, achieving a variety in the weathering results (without being glaringly noticeable) has become more of a challenge. I came across the seed for this idea whilst reading through Kalmbach's "Detailing Tips & Techniques". To try to portray a used visual appearance with this 50' gondola it was first weathered in the usual fashion, using a combination of chinks, washes and air brushing, then it was physically "beaten up" using the old 'soldering iron on a metal plate held onto the plastic surface' method - Allen McClelland ably

From previous page...

few days of the year that they are closed. Never the less, I eventually ended up spending an entire afternoon there, and along with seeing five home layouts and two model railroad clubs, shopping at this famous store was the perfect conclusion to my trip to Colorado. PM

demonstrates this on his V & 0 video "Great Model Rail Roads" Vol II.

At this point, to provide texture and evidence of load throughput, I have applied actual rust that was scraped from a disintegrating refrigerator. When it was collected, the rust was sieved into 'fine' and 'other'. First I randomly sprinkle the 'other' size into the gondola. Once reasonable floor coverage was achieved, I sprayed on 'wet' water and then eye dropped in the usual diluted white glue and water mixture until a thin film of soaking occurred. At this point I 'pinched' in (rain style) the 'fine' size of rust. Adding the smaller rust particles to the glue in this manner, it pulls together in various groupings as it lands. These are hazardous and would be difficult to achieve by design. The gondola is then left to dry in a window with direct sunlight. When the glue finally dries (7 days is usual where I live), the rusted floor is lightly sprayed with dullcote. This eliminates that ugly sheen that occurs when white glue dries. As per usual, the motto here is practice, practice, practice. After all, more weathering is better than no weathering at all. MW

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# Report From Perth

by Philip Moss

With the exchange rate making it so expensive to travel overseas I decided to spend my holiday this year visiting Perth. Before leaving home I contacted the local superintendent Richard Percy who gave me a lot of assistance including the name of local member Peter Scarfe. Upon arrival at my hotel late one afternoon there as a message waiting from Peter inviting me to the NMRA bi-monthly meeting which was being held that night at the home of Ian Petherick. About eight people turned up for the meeting, which I learned, was almost the entire Perth membership one of whom I knew from Sydney namely Bob Kollwyn. He invited me to visit his home at Thornlie during my stay and see his new layout, which like his previous one in Sydney was quite large, taking up an area of 16' X 38' and included plans for a container port, open cut mine and steel mill. The next evening I visited Peter at the West Australian Model Railway Club premises at the Claremont Showgrounds where the club has two layouts, one Australian and one American prototype which can be joined together so that they have nearly 100 metres of MainLine running. The club currently has some forty five active members and is the oldest club in the state having been established over forty years during which time they have been a regular exhibitor at the annual Perth Show. On a tour of Fremantle the next day I went to see what was advertised as the largest model railroad in the Southern Hemisphere the Henry Street Station Model Railway, only to find I was too late as the attraction has recently ceased operation and closed. However I made up for missing this attraction on my return to my hotel as nearby I found the Perth Hobby Centre which turned out to be very good. For the weekend I planned to go out to the town of York, some 97km east of Perth. On

the way I called in to see the Poison Gully Railway a new seven by seven metre layout being built by Peter Scarfe and several friends at the Girl Guides Camp at Lesmurdie before going to see Whiteman Park. The park covers an area of 2600 hectares in the northern suburbs of Perth and has as part of the park transportation system two attractions of interest to railway enthusiasts. One is operated by the Perth Electric Tramway Society who operate restored vintage trams received from the Perth, Melbourne and Ballarat systems over a four km circuit, while the other one operated by WA Light Railway Preservation Society is the Bennett Brook Railway. They operate a 610mm gauge light railway over six kms of track around the park with



BN 6303 passes the Farmer's Cooperative - Photo Mark Ward

two sixty seven tonne ex-South African 2-8-2 steam locomotives, supported by several locally acquired industrial diesels. In York I visited what I believe is the only display of its type in Australia at Peter and Pamela Chadbourne's Talking Points Antique Toy Train Museum to see their large collection of early German, English, American,

Australian and Japanese model trains from manufactures such as Marklin, Carette, Homby, Bassett-Lowke, Lionel, American Flyer, Ives, Marx, Ferris, Robilt, Boomeroo and Sakai. On the drive back to Perth I called in at the Rail Transport Museum at Bassandean where they have a collection of some thirty locomotives and other pieces of rolling stock dating from 1880 along with a large display of photographs and other artefacts. One attraction in Perth I did not see a it only operates on the first Sunday each month was the Castledare Miniature Railway in the suburb of Wilson. This is a live steam operation which runs 184mm gauge real steam locos over five kilometres of track built since 1963 in the grounds of the Christian Brothers school. For a city the size of Perth I was surprised to find how many active model railroaders their were as in addition to those mentioned I was later informed that The Cockburn Club operates an exhibition layout on Saturday afternoons and has another

large layout under construction, while AMRA have both the largest active membership in the state along with several operating layouts. Lastly I would like to thank Peter Scarfe, Ian Petherick and Bob Kollwyn for their hospitality and Richard Percy for his assistance in making my trip so enjoyable. P.M.

## HELP WANTED

I am after a bench saw that will allow me accurately cut sleepers from electronic circuit board material. Trouble is, I've been unable to find a local supplier. Any suggestions on a local supplier please?

Ron Bennel  
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# The Timesaver revisited

A humble tribute to the late and great John Allen 1913-73

by Peter Weller-Lewis

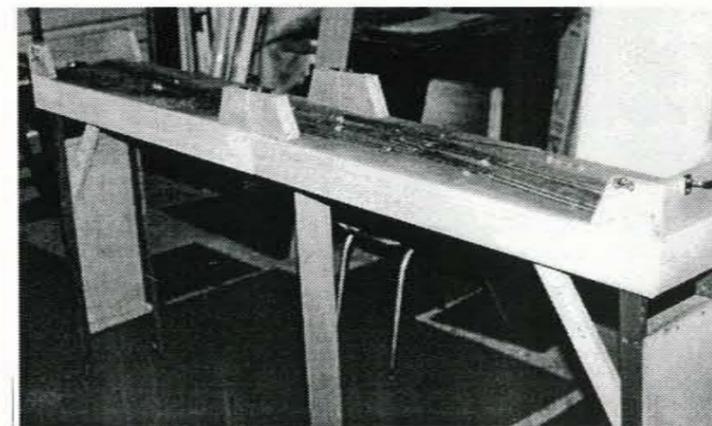
After our last Canberra Festival Weekend Exhibition, held in conjunction with the Canberra Festival, I was looking forward to starting "The Home Layout" at long last. As they say, there is always a "But." We (Jenice and I) are still hoping to get to court in relation to her road traffic accident some seven and a half-year ago. All was set for May this year and yet another hiccup. As a result, Jenice asked me to not start anything permanent outside, just in case... After much cursing I saw the wisdom in her request. But what do you do for months - without a layout? I had already given 'Buffalo Creek and Gauley' to a mate who had helped me with its transport to exhibitions. Whilst browsing through the Kalmbach book "Model Railroading with John Allen," I thought to myself, why not build a copy of his famous 'Timesaver Layout.'

John Allen's layout was a fixed board or platform 10 inches by 56 inches, which is rather a cumbersome size to hump around. I was contemplating the track plan and the overall dimensions, when I thought to myself that back in the fifties in the U.K., many people would have been delighted to have such a layout - with its portability.

Indeed, at that time the great bulk of layouts featured in the model press were tiny, simple out-and-back branch lines, usually of a Great Western background. They inevitably ran into a tiny fiddle yard. The more I thought back to those days the more I thought that I too could utilise some of the ideas of that era. I discussed the idea with Jenice,

who was naturally very reluctant to even look at my sketches. Indeed, 'Elk Run' was to be a little, portable layout, but it grew to a size of 21' x 9', consisting of eight 6' x 3' baseboards. I am happy to report that Jenice and I discussed the project closely. In fact, her criticisms and suggestions were taken on board and she even gave me a hand with the construction.

The main requirement for this layout was portability. This meant that it had to fit into the boot of my baby BMW318. This meant that it had to be a folding layout - not a problem. But, I wanted to utilise left over track and switches from "Elk Run." The switches were Peco and as such were much longer than the stub "Y" switches that John Allen used. I would be able to extend the length overall and indeed I could widen the board and still fit it into the boot. Indeed the whole layout could be extended at a further time and date if so desired. It could in fact



be scenicked, should that also be desired.

I bought enough 4" x 1" dressed Maple for the sides and ends. This was overlaid with a 1/4" sheet of "Craftwood" sheet that was handy in the garage. I took heed of Jenice's advice with the dimensions and in fact came down to 12" in width by 34" in length. This allowed room to

get ones hands around the "Box" when it was folded together for transportation. The ends are built up with the 4" x 1" so that the hinges can be fixed to the centre section to give the layout a cantilever action. This allows it to tip up and over itself and form an elongated box. I attached two "case latches" that snap shut and hold the two bases together. On one end was screwed a suitable handle, by which the box could be carried.

Track laying was a breeze, and all switches and track were glued down onto a track base of thin grey rubber sheet, using white glue. The rubber sheet had already been glued onto the baseboard surface. The whole job seemed to take no time at all. When the glue had dried I applied clear five-minute epoxy to where the rail joins cross the hinged section of the baseboards. When this was thoroughly dry the rail joins were cut through. The whole was checked for hinging and much to my surprise it all matched up well. (I say well because my carpentry come woodworking is much akin to wood butchery). Wiring was a mini dilemma as I had not wired anything this simple, for so long, I had to call Ken McLeay to verify that what I intended to do was all I had to do. Power is supplied from a fixed

transformed rectifier beneath the layout and plugged into the layout via a four-pin DIN plug. Two pins are used for layout power and the other two can be used for ancillary lighting, should I scenic the layout and install buildings or animated scenes. I again took Jenice's advice and set the whole layout up on legs that can fold away under the two boards so that they fit flush.

The more that I contemplated this layout, the more credit I must give to the late and great John Allen. For not only is this a switching layout that can be extended to another switching layout. It can be easily extended from either or both ends. It would be great as a module for club members. It would also make a

really ideal first-ever layout for anyone new to our hobby. It can be scenicked and in this, you are only limited by your own imagination. But what about all those established modellers who have home layouts. This is a fun project. It has its in-built switching problems, again, only restricted by your imagination. You could take it along to club meets, especially if the host does not have a layout. Take a look at the more serious modellers. This is one hell of a good test track with switches and curved tracks. Those straight test tracks never show up all the real faults in a loco, simply because they are straight. Now for all those modellers who are strapped for cash, or who just lack space. Well, this one is light on the pocket. The most expensive item being the track, but that could be slashed if you were willing to try laying your own and building your own switches. As for those dudes who use that "I don't have the space: I live in an apartment." Now you are blown out of the water as this concept takes up as much room, folded up, as your vacuum cleaner. I am talking HO Scale here. For those who are otherwise N-gauged in the hobby, surely it would not take up much more space than a large six-slice toaster. You could fold up the legs and it would fit on the top of your kitchen table, workbench, bed etc. With the legs extended down, you could sit at it, much akin to using a laptop.

So there we have it - a simple one loco and five cars layout, ideal for the beginner who is not committed to any set prototype or gauge. Go to it - have fun and while you're at it have a read of the book "Model Railroading with John Allen," or watch the video of his "Gorre and Daphetid Railroad"

Happy Modelling

## POPULATE OR PERISH

The NMRA layout is in dire need of a population... of people, animals, birds, anything at all. Donations of your unwanted HO scale figures will make our layout a success at Liverpool.

Peter Burrows (02) 9487-6108

## The Final Word...

# A Report by the Australasian Region Trustee David North

In July I attended my first Board of Trustee's meeting in Kansas City as the Australasian Region Trustee. While the meeting were conducted in a relaxed atmosphere we certainly got through a fair bit of work. John Saxon has often spoken of the hard work that has gone on at previous meetings to bring in a balanced budget. Some years back Ed Ravenscroft (former NMRA President) donated his house and property to the NMRA provided he could continue to live in it for the rest of his life. Ed passed away earlier this year as reported in the Bulletin and obviously the financial contribution this asset provides to the Association should make things easier in the future and this may have contributed to a more relaxed air at the meeting.

Gordon Belt was appointed Library Director and while on the subject of the Library I would recommend you take advantage of this excellent resource facility. Following the unexpected resignation of James Taylor, Connie Rudder has been appointed as our new Executive Director. Connie's years of service as Office Manager equips her admirably for this new position and I'm sure I speak for all members in wishing her every success in her new position. Toronto won the bid for the 2003 National Convention, which could be to your advantage as their dollar is only marginally stronger than ours. (Mind you, this could and probably will change between now and then). Other appointments include Doug Auberg as Treasurer, and Bob Dye and David Leisse have been reappointed as Secretary and Asst Secretary respectively. Doug's appointment sees the resignation of Tom Draper after many years as Treasurer. Thanks for your many years of service, Tom.

In the past, members could only vote on issues pertaining to NMRA Standards in their primary scale. So if you modeled primarily in HO and dabbled in or had just started to grow an interest in, say, G scale you were unable to vote on G scale issues. All members are now eligible to vote on such issues regardless of their primary scale. At the mid-year San Diego meeting a motion was reluctantly carried to apply a "new member admin fee", i.e. a joining fee (not applicable to the British or Australasian Regions). This motion was rescinded at the KC meeting. The decision to rescind this motion was assisted by comments from Head Office that they felt they could reduce some of the costs that the fee was designed to cover.

The convention following the BOT meeting was really great and I hope to have a video in the library soon showing some of the layouts I visited. Please excuse the amateur holding the camera for the less than professional results.

David North

## Australian Region Directory

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<b>Div 5 New Zealand</b>	Kelvin Sherson	43 Discovery Drive	WHITBY, Wellington		(04) 234-8577
<b>Div 6 S.A.</b>	Richard Ash	1 Woodstock Crescent	PARRA HILLS	5096	
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<b>Convention99 Chair</b>	Ian Henderson	7 Mitchell Road	MOSMAN	2088	(02) 9969-2815
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