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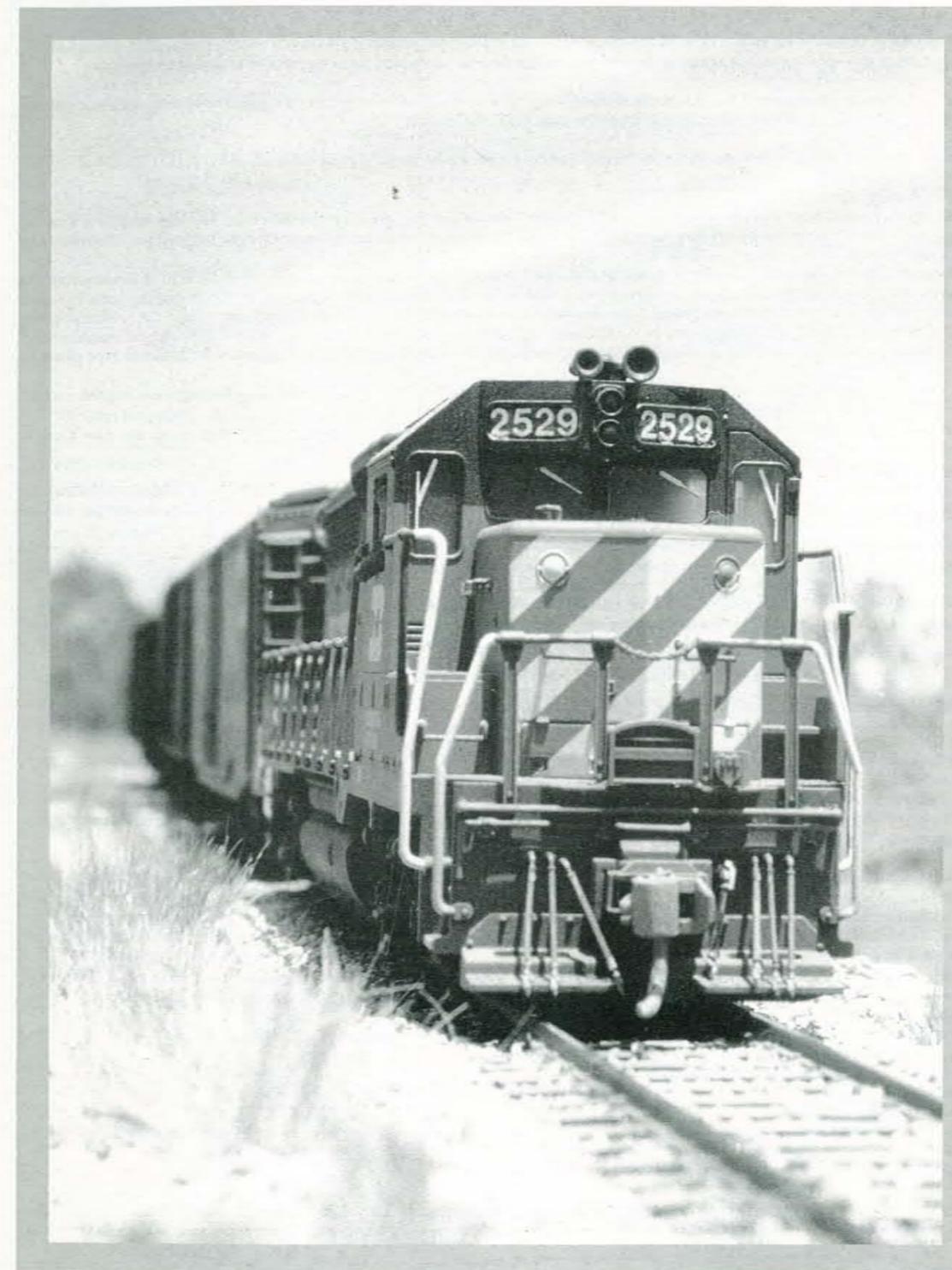


MainLine

National Model Railroad Association Inc - Australasian Region

Apr-May-Jun 1999

Volume 16 Number 2



CEDAR
VALLEY
JOHN
SAXON

CATEGORY
K - WINNER
GEOFF
HOAD

CONVENTION
REPORT
STEVE
CHAPMAN

SPOKANE
VISIT
JOHN
GILLIES

REFLECTION
GEOFF
HOAD

NMRA - SETTING THE STANDARDS IN RAILROAD MODELLING

The Masters Master Builder - Cars



Conducted by Rick Shoup, MMR

Visit: www.nmra.org.au

Master Builder - Cars

A "Car" is just about anything that runs on rails and is NOT self-propelled (if it's self-propelled, it's Motive Power). This includes freight cars, passenger cars, maintenance of way cars (including equipment such as cranes), cabooses, cable cars, un-powered (dummy) locomotives, etc.

Actually, if you have a model that is self-propelled, but is a model of something that was designed to carry something (besides itself), such as a rail car, it can be used as one of the qualifying models for either Motive Power or Cars, BUT NOT BOTH.

Contact your Regional AP chairman if you have a question about which category a particular model would fall into.

To qualify for the Master Builder - Cars

1. You must build eight operable scale models of railroad cars. "Operable" means that they must be able to roll on the track, negotiate a curve, be pulled by something, etc. It doesn't mean that every door, valve, or other moving feature of the car must work as the prototype does. However, any operating features that you can include in your car are likely to increase your score.

There must be at least four different types of car represented in the total of eight. One of these must be a passenger car. The intent of this requirement is to show that you can model a variety of types of car, not just several variations of the same type. For example, a 40' steel-side boxcar and a 36' wood side reefer would be different types of cars. On the other hand, a 40' steel-side boxcar and a 50' steel-side box car probably would not (unless you can show that there was a substantial difference in what it took to build them). Similarly, a wood deck flat car and a steel deck flat car would not be considered "different" types of cars, but a regular flat car and a depressed center flat car would, because it is a substantially different type of car to build.

"Passenger cars" include anything that would normally be found in a regular scheduled passenger train including baggage cars, express reefers, business cars, or other passenger carrying cars like a drover's caboose.

Remember, it is only four different types that are required: you could build a set of five identical passenger coaches, a box car, a tank car, a gondola and satisfy the requirement.

2. Each of the eight models must be super detailed with either commercial parts or scratch built parts (for extra points).

When looking for ways to super detail your cars, brake wheels, grab irons and ladders are good places to start - particularly by replacing the "molded on" ones that the car came with. That's where many judges start looking. Another area that many judges look for is the under-frame brake gear.

3. In addition to being super detailed, at least four of the eight models must be scratch built. The term "scratch built" implies that the modeler has done all of the necessary layout and fabrication that produce the final dimensions, appearance, and operating qualities of the model. This is a good statement of the intent and spirit of the "scratch built" requirement. Notice that it does NOT say that the use of a few commercial detail parts will disqualify the model as being "scratch built". In general, the same standard applies that is used in contest judging: "Completely Scratch Built" means that 90% or more of the model was scratch built. This means that in contest or merit judging, the model you are claiming as "scratch built" should have earned at least 14 points in that area. The following parts are specifically excluded from the scratch built requirement:

- Wheels;
- Couplers;
- Light bulbs & electronics;
- Trucks;
- Brake fittings;
- Marker lights & drumheads;
- Paint, decals, etc; and
- Basic shapes of wood, plastic, metal, etc.*

*("Basic shapes" are things that the builders of the prototype would have used as raw materials. For example, an "I" beam would be a basic shape; a commercial door or window casting would not.)

Something that you should remember if the idea of 'scratch building' intimidates you: There is very little difference between scratch building and building most craftsman kits. The big difference is that in a kit, the manufacturer has assembled the materials that you will need for you. Only the construction needs to be done from scratch. If you take someone else's plans and instructions (even those from a kit) and go to the hobby shop and buy the materials yourself and assemble them, it qualifies as scratch building. On the other hand, if you do develop your own plans, make sure that you tell the judges so, as it will earn you extra points.

4. You must earn a score of at least 87-1/2 points on four of the eight models in either an NMRA sponsored contest or in AP Merit Award judging. Note that only four of the eight must earn 87-1/2 points. The others don't even have to be judged! They do all have to be described on the Statement of Qualification (see below).

5. You must submit a Statement of Qualification (SOQ - available from the Regional AP Chairman) which includes the following: An attachment giving a detailed description of each of the eight models, including:

- Identification of all scratch built features
- All commercial components used;
- Materials used in building the model;
- If the model is a kit, whose kit it is;
- Verification of the Merit Awards (photocopies of the certificates); and
- Photos of the model are helpful, though not essential.

6. Remember that your eight cars do not have to be from the same era, or part of the country. They don't even have to be the same scale. You also don't have to earn your four Merit Award certificates at the same time - you can earn one this year, another two years from now, and another the year after that.

For further information contact your Region Achievement Program Chairman Michael Flack (02) 9868 1723. In Victoria, Laurie Green MMR (03) 9744 5188 and in the ACT, Peter Weller-Lewis (02) 6293 8282

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MainLine

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Keith McCarron
Editor

Contributors this Issue

Steve Chapman
John Gillies
Gerry Hopkins
Geoff Hoad
Grant McAdam
John Saxon
Piet Hamersma

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 or post the editor. Articles may be submitted on 3.5" computer disks in any Windows based word processing format. Sharp photos, either B/W or Colour are welcome. Don't own a computer? That's fine - typewritten articles are also welcome.

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Directions to John Saxon's August NMRA Meeting:
"From Gosford, take Dane Drive and follow the signs to Avoca and Kincumber. Turn right into Davistown Road towards Saratoga and look for the green US letter box with "Saxon" on it on the right hand side about 800m from the roundabout and turn down the drive."

Turn to Page 2 for the Victoria & ACT Meeting schedule.

New South Wales

17 July	2:00 pm	Saturday	
Piet Hamersma	44 Superior Ave,	Seven Hills	(02) 9622 1849
See next page for details			
28 August	2:00 pm	Saturday	
John Saxon	186B Davistown Rd	Yattalunga	(02) 4369 7453
18 September	2:00 pm	Saturday	
John Baker	12 Roseberry Rd	Kellyville	(02) 9629 2349
16 October	2:00 pm	Saturday	
Michael Flack	14 Dawson St	Epping	(02) 9868 1723
6 November	10:00 am	Saturday	
Epping Model Railway Club	Dence Park	Epping	
December	To be advised		

On the Cover

Another terrific photo from the camera of Mark Ward of Toowoomba, Qld. His BN loco No 2529 glides to a stop on the module he built for photography. By taking the module outdoors Mark used natural sunlight and the real background to achieve a sense of realism. Photo by Mark Ward.

Editorial

Were you one of the lucky ones to visit the NMRA Convention at Huntingwood over the June long weekend? What a venue! And what an accomplished guest speaker! Jack Burgess is no stranger to speaking in public, and assisted capably by his wife Jacquie, his slide presentations entertained, educated and amused his audience. What a great weekend!

The NMRA-AR continues to lead the way in offering the opportunity for Australian railway modellers of all scales and gauges and prototypes to meet some of the best exponents of this craft (art?). Jack Burgess was no exception. His presentations delighted the audience. He also demonstrated a remarkable ability to turn an ordinary sheet of styrene into a terrific looking finished building in what seemed like no time at all. If you missed it, you missed something special.

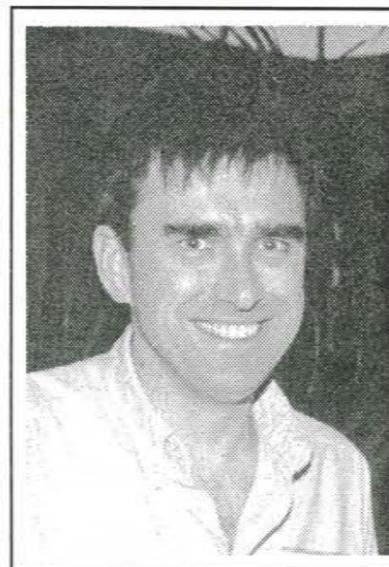
There has been a rumour circulating that the annual Newcastle exhibition, held at the basketball stadium at Broadmeadow, has been cancelled this year. MainLine has been advised that this is definitely untrue. This fine exhibition is on as usual Saturday 28 August, and it would make a great day to first visit Broadmeadow, then call in to John Saxon's meeting at 2.00 pm on the way home. See you there.

Keith McCarron

Meeting Schedule Victoria

11 July Steve Cullen	1:30 pm 67 Mowbray Cres,	Sunday Melton	(03) 9747 6267
15 August Graham Meyer	11:30 am 2 Elizabeth Ct,	Sunday Emerald	(03) 5968 4518
12 September Ron Wrigglesworth	11:30 am 2 Terrigal Crt,	Sunday Bayswater	(03) 9720 8076
10 October Gavin Hince	11:30 am 25 Dwyer St,	Sunday Clifton Hill	(03) 9489 4527 0419 372 263
14 November Peter MacDonald	11:30 am 4 Boyd Street,	Sunday Bacchus Marsh	(03) 5367 3601
12 December Grant McAdam	11:30 am 194 Booran Road,	Sunday Ormond	(03) 9578 8685
Canberra			
10 July Viv Brice	2:00 pm 8 Berne Cres,	Saturday Macgregor	(02) 6254 8204
7 August Peter Weller-Lewis	2:00 pm 2 Hayley Cl,	Saturday Queanbeyan	(02) 6297 8232
4 September John Prattis	2:00 pm 159 Jackie Howe Cres,	Saturday Macarthur	(02) 6291 7898
27 November Stephen O'Brien	2:00 pm 138 Nemarang Cres,	Saturday Waramanga	(02) 6288 3614

President's Report



The undoubted highlight of our year, the convention, has come and gone and I trust that those who attended are inspired and re-energised in their modelling efforts. It is really difficult to put together a convention program for such a diverse group as ours, but I trust that all who attended took away at least one gem of inspiration.

I find that being reminded that others are modelling more or better than me is inspiration (or shame) enough to get me started again, and I'm sure that most of you agree that it is easier to keep energised when there is the knowledge that you are going to be sharing your efforts (successes or problems) in the future. Few of us can be our own coach, critic and player.

In the business world we have an expression "Sustainable Competitive Advantage," or SCA. This is the factor that makes a business so different to its competitors that it keeps winning business. For the NMRA, our SCA gives us members who join and stay with us rather than joining another modelling group. I recently did an analysis of our three hundred members and more than half of us have been members for at least six years, and seventy percent have been members for at least four years, which says that we must have something that appeals.

So what is our SCA?

For me, the NMRA offers a source of that external inspiration for my modelling. It offers access to other modellers who are not hung up on a particular scale or prototype, which for one who models in a "less popular" scale and prototype is important. Most importantly, our members are happy to share their knowledge, views and friendship.

This is what the NMRA offers me; what does it offer you? Or better yet, what would you like it to offer? As I said at the recent AGM, the NMRA is your organisation. The BOD is here simply to run the organisation sensibly and lawfully within the guidelines set down; what the organisation actually does needs to be decided by you the members.

As the first step, you'll all be receiving a survey form - please take the time to give some thought to your responses. I promise that we will take note of each and every response.

Further, I restate my invitation for you all to have a say in what you want the NMRA to be doing. I've already had some excellent feedback and look forward to hearing from more of you, and seeing more of you at the BOD meetings. In this magazine we're publishing a list of the dates of the monthly BOD meetings so that you can attend (please call one of the BOD members a few days before to confirm the venue, and to make sure that we put a spare seat out for you).

In closing, I'll remind you again of our two projects to build membership:

1. The mailing list for non-members, so that we can invite interested people who haven't yet committed to joining the association along to events through the year. As I said at the AGM, do someone you know a favour by giving them access to our events, which after all promote the world's best hobby. Our target by the end of the year is to have one name on the list for every active member.
2. Promotion through our stands at Newcastle and Liverpool exhibitions. Last year's show at Liverpool netted us a number of members, and I'd like to see us aim for ten new members from these two shows, plus fifty names for our mailing list. We'll give you free entry to the exhibition; you give us your enthusiasm and love for the hobby for a couple of hours and I know that you'll enjoy it. %

Andrew Wells

Regional Roundup

April 1999

Ken and Pam Morecroft organised for Division 3 members to visit the BHP Western Port Railway Society (BHP-WPRS). The visit followed the same format as the previous year's visit even down to the perfect weather. At least eight members and their partners made the trip down to Tyabb. Some of the members used the barbecue facilities to cook their lunch. The BHP-WPRS has a large indoor HO scale layout and considerable scenery work had been undertaken since our last visit. The miniature outdoor railway was in use with both steam and electric locomotives in operation, providing rides to the NMRA members. As always safety took first priority with glasses being provided for anyone travelling behind the locomotives. There are plans to extend the trackwork on the miniature railway. A couple of members even had the opportunity to drive one of the steam locomotives. Will this result in them taking up model engineering, only time will tell. The BHP-WPRS supplied a sumptuous afternoon tea for the NMRA members which was greatly appreciated. Following afternoon tea there was a brief meeting which ostensibly consisted of our usual show and tell session. Peter MacDonald had brought along a Fleischman Magic Train Krauss locomotive (O-16.5) which he had modified by adding buffer beams, running boards, steps to the rear cab, a new smoke stack, a corrugated iron

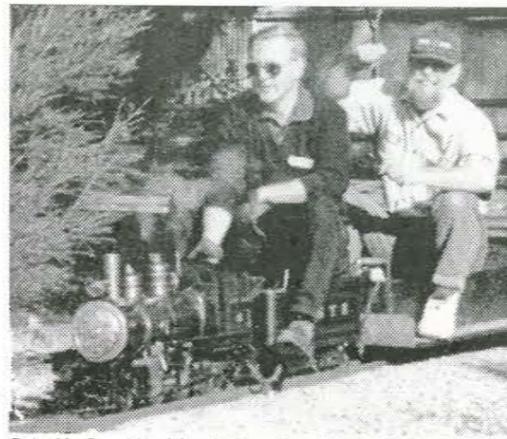
roof and even a water bag. These locomotives are very similar in style to those that were used in the construction of the Burrinjuck Dam. Bob Timmins and Grant McAdam had photographs they had taken, Bob of his home layout under construction and Grant from the recent Narrow Gauge Convention held in Brisbane during Easter. Laurie Green had a sample of a Fallar embossed sheet that he had scanned on his computer. The idea being that you can use the copy to build mock-ups to get an idea as to how the finished building may look and using a computer it is even possible to add doors and windows. It is hoped that the visit to BHP-WPRS will become an annual event

May 1999

The May meeting of Division 3 saw the members travelling to Laurie Green's home at Sunbury. For once the weather was not as kind to us as it had been in the past. Fortunately the weather held off long enough for the members to cook and enjoy their barbecue lunch where upon the meeting adjourned inside as the weather turned damp. The members took the opportunity to enjoy each others company while looking at a selection of magazines and books that had been brought along. There was also a vigorous discussion about the Achievement Programme. A number of different

Victoria

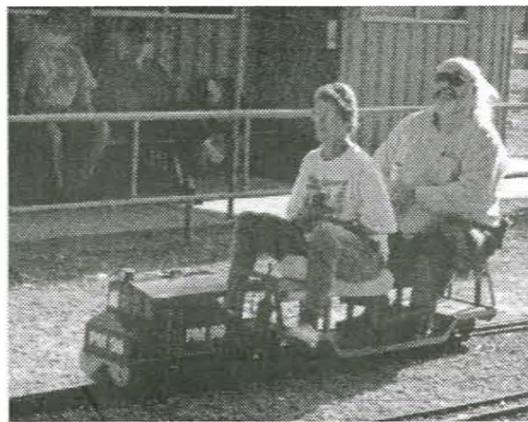
by Grant McAdam



Peter MacDonald took Laurie Green for a ride - Photo Grant McAdam

items were on display. Laurie Green showed the progress he had made on his O-16.5 modules that he is building for the Sunbury Model Railway Club's new modular layout to be shown for the first time at their exhibition in late October. Peter MacDonald had done additional work on the Krauss locomotive that he had at the April meeting and he also brought along some of the structures that his son Nathan had built for their joint module for the Sunbury Model Railway Club O-16.5 modular layout. Gavin Hince had brought along a small diorama of a wayside halt, "Cinder Junction", an A class Climax under construction, Grandt Line Porter that he had modified by adding a pilot truck and shortening the cab and a rail bus (all in O scale). Stephen Cullen had his latest locomotive project which was an A class Climax. Grant McAdam brought along a small warehouse in O scale that he hoped to have completed in time for the June Convention. Mario Rapinett brought a long a module that he has been working on and a small "rabbit warren" layout under construction. Mario had brought his module along

Continued on Page 8/...



Pam Morecroft driving her locomotive with Adrian Hoad along for the ride.

Canberra

by John Gillies

March 1999

The meeting at Tony Payne's began with an operating session. An unexpected surprise was Peter Coleman attending his first meeting in a long time and he brought along two of his O scale models - a Weaver U25B and a Pecos River Brass 62 foot PC&F beer insulated box car. Peter is the only O scale modeller in the Canberra area and these models were quite a change from the usual HO and N scale models seen at monthly meetings. The level of detail on the models was amazing when compared with similar HO scale equipment. After close observation, the appeal of O and S scale narrow gauge became readily apparent, especially if one's eyesight is beginning to deteriorate! Peter discussed modelling trends in O scale and how his layout is progressing.

During afternoon tea we talked about the lessons learnt from our stand at the NMREG exhibition held over the Canberra Day long weekend when

members built a small N scale switching layout for Steve Walker. This activity drew incredible interest from the public and we answered many questions on the techniques being used and modelling in general. Packs of old MainLine magazines were provided to those most interested in the goings on and Andrew Wells was provided with a list of interested customers to add to the mailing list. Everyone agreed that our presence at the exhibition this year was more successful than previous years. The program of the Sydney convention was discussed and during a break in the torrential rain, we bid farewell to Tony. Thanks to June and Tony for an enjoyable meeting.

April 1999

John Bullen gave a very informative and entertaining clinic on trams, trolleys and traction to open the April meeting. John's presentation covered all forms of power; horse, steam, cable and electric; and detailed historical developments in Europe, England, America and Australia with plenty of photos and over twenty of John's and

Rob Nesbitt's models in a wide variety of scales on display. We looked through a large number of books on the subject after John concluded his clinic. John also demonstrated a new technique which uses stamps to produce forests for backdrops. The success of the local operations group and how these sessions can contribute towards the Chief Dispatcher category of the Achievement Program was discussed. The sessions have proven very popular, with over half the local members who attend the monthly meetings participating. Thanks to Yvonne for the afternoon tea and John for an entertaining meeting.

May 1999

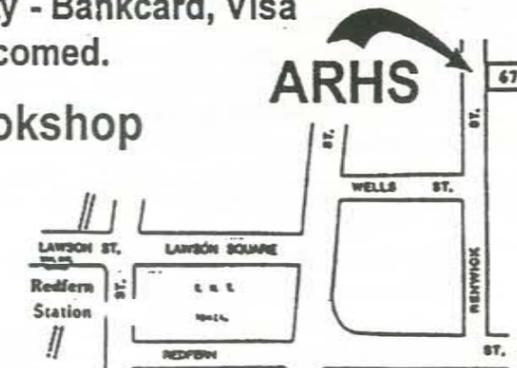
In the lead up to the Sydney convention and using the same theme "prototype thinking = better modelling", I gave a clinic on my plans to model the Burlington Northern in 1976 from Spokane, Washington to Sandpoint, Idaho using the prototype as a guide. Slides illustrated the areas planned for modelling along with some common locomotives and freight cars of the period and I described the compromises

Continued on Page 8/...

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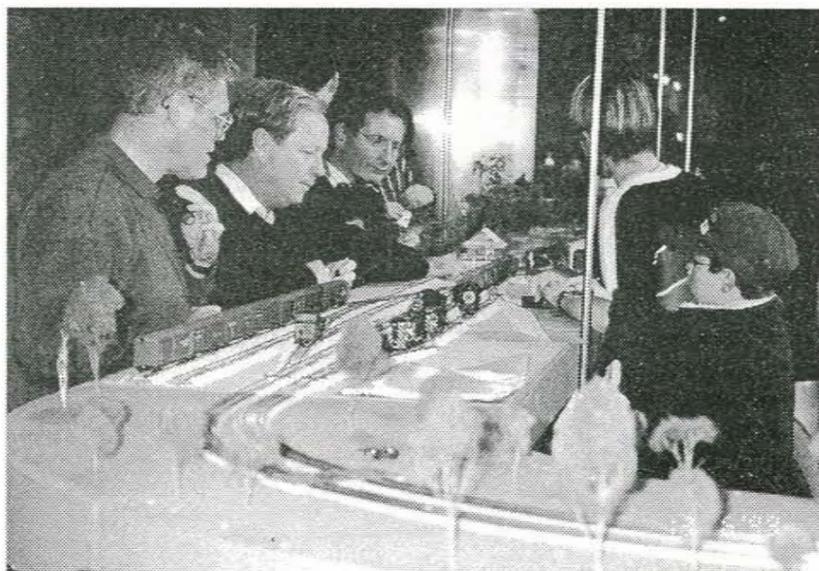
AUSTRALIAN RAILWAY HISTORICAL SOCIETY - New South Wales Division
The ARHS Archives, at the same address, are open for research on the first, second and third Saturdays of each month, 10am to 3.30pm.

The Module SIG

by Gerry Hopkins MMR

The Module SIG (Special Interest Group) has been running for almost twelve months.

There are currently 20 useable modules in different stages of scenery construction. We run the modules on a DCC (Digital Command Control) system. The DCC system used at the Convention was SYSTEM ONE loaned by Gary Spencer-Salt of THE MODEL CRAFTSMAN. As most systems conform to the NMRA standards, any loco with any brand of decoder will run. It is very likely that EasyDCC will be used in future as a number of module owners now have this system.



The physical requirements of the modules are quite straightforward, the width is set at 600mm and the length can range from 1200mm to what ever you can carry. A 1200 by 600 module will fit in the boot or back seat of a family car. The height is just over 1200mm with adjustable feet allowing the levelling of the system.

Electrically the system is very simple, no blocks or electrical switches, just a single cable for each rail (two rails = one length of track!). There are also three extra wires running through the system for a split 24 volt supply (+12v / 0v / -12v) to run accessories such as signals and lighting.

The standard track is Peco Code 75 on 6mm cork road bed and

the turnouts are hand operated. The modules are scenicked to represent the mid states of the USA - nice and flat. This gives the module layout a general theme and adds to the realism of the system.

Many of the SIG members had NO experience in some areas of construction but due to the frequent work days they have now extended their knowledge in such areas as carpentry, jig building, track laying, wiring, scenery. The building of a module is one of the best ways of learning, when you get to your tenth module any thing after is a breeze.

The aim of the SIG is to set up an operating system that can operate as a real railroad. Complimentary industries are being built as are holding tracks and sidings. The

original aim was to use only two track modules but now there is plenty of room for single track units.

We have get togethers from time to time to run the layout and are getting quite good at setting up and pulling down the modules. The rolling stock is checked before going on the layout and will have a small sticker placed on the under side to prove its accreditation.

The low cost of building a module is totally out weighed by the benefits for the novice and experienced modeller.

In the very near future we will have a web page set that will give the Standards for the building of modules. We will also have a list of each loco with its decoder address so that there is no clash on operating days.

Attention all Sydney, Central Coast and Newcastle Area Members.

Our Convention is now past and I am sure those of you who attended would agree it was a "goody." Now we enter that time of the year when we have the opportunity to attract new members by exhibiting the Association's layout at the Newcastle and Liverpool exhibition. As you should now all be aware, we have built a small 1200 X 1800 (4' X 6') layout especially to attract the kids and let them have a go at driving the trains. Its great to see their eyes light up as they get the train to stop on the bridge or do something else that challenges them to try. Mums and dads too get involved and that's exactly what we are trying to achieve.

The layout fits into a 7' X 4' Trailer, most Vans, most Station Wagons and most 4 Wheel Drives. YOUR HELP IS NEEDED TO EXHIBIT THE LAYOUT Now please turn to page 13 for times & dates.

CEDAR VALLEY SHORT LINES RENEWED

by John Saxon MMR

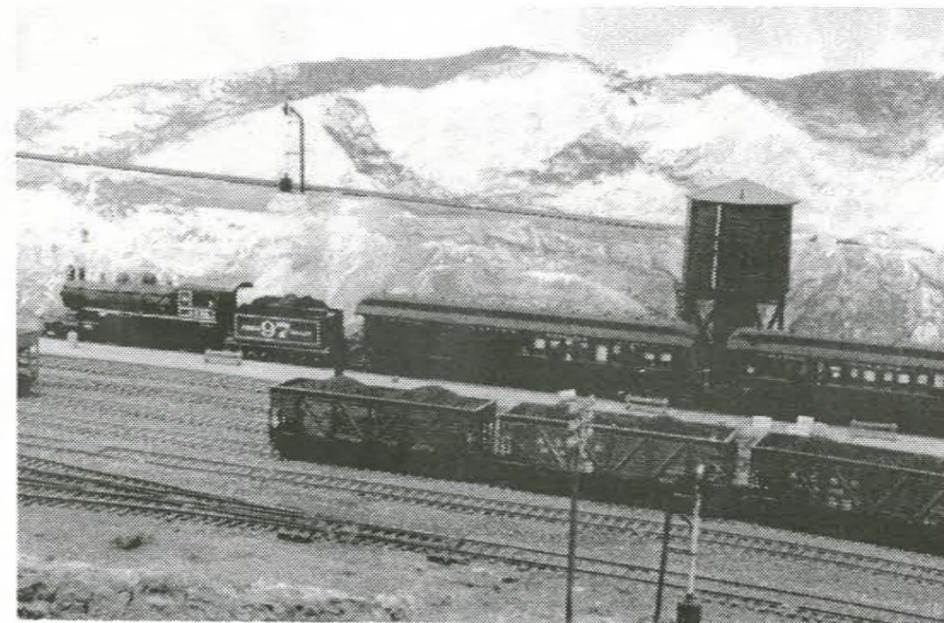
Our recent move to the Central Coast has led to a change of locale and prototype influence for the Cedar Valley Short Lines, circa 1956.

The original Cedar Valley Short Line was a fully scenicked layout in a 30' x 10' room. I regret the dismantling was left until it was almost too late to save anything, but we ran a last train, suitably recorded on video, to mark the demise.

In the end I managed to save about 90% of the Shinohara code 70 track and turnouts, and all of the code 100 staging track and turnouts, with Toni's help, by soaking them in the bath to remove the ballast.

I also saved the 60' of continuous fibreglass backdrop sheeting, all of the lighting gantries and most of the pineboard and plywood curves, with the intention of incorporating them in the new layout, whenever in the distant future it would be built. Finally however, as the dreaded moving day was then only three weeks away, drastic methods were required to demolish the Cedar Valley division point yard as I doubted those hardy souls who assisted moving the 18' yard to its Clontarf home in 1986 were likely to turn up again.

And so I Dremeled out three inches of the tracks across the approximate centre of the yard, missing the turnouts, and then jigsawed it into two nine foot sections with the intention of resuming dismantling it after the move to its new home.



Being careful, I rented a three ton van to transport these bits and pieces plus the 72 carefully documented boxes of RR cars, structures, electrics, kits, books and magazines as I knew from experience that the removalists were unlikely to appreciate the importance of what these represented to me.

So whilst this fabulous collection of valuable junk (to some people) sat in its new home for nine months while we continued to finish renovating, I began to contemplate a change of prototype influence. This was something I had long considered, but rejected as it would have meant many changes to the almost completed and SP influenced Cedar Valley.

The new home was to be in a 23' x 16' room under the main roof of the house. Unfortunately, this room was the connection between the living area and the garage. The location of its two doors meant that only 17' of the 23' was available for the new layout. Woe was me!

But there was the adjoining garage 25' x 27' and maybe some

stacked staging with return loops could provide the answer, although my previous experience with dust in a garage layout caused me some concerns.

Then a visit by Bruce Ballment and Geoff Nott led to an offer to design something based on the original Cedar Valley concepts that would suit the available space and I was very pleased with the many sketches that resulted. However, niggling me in the background was my latent interest in eastern US coal haulers, the C&O and the NKP.

Then one night, while glancing through the video tapes I had recorded in the US during several layout visits over there, I came across 25 minutes I had shot in 1993 of Tony Koester's wonderful Allegheny Midland. This led to pulling out the Keller video of the AM and also viewing the videotape of Tony's presentations at our 1993 convention. What had I uncovered?

(To be continued...)

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Victoria Report

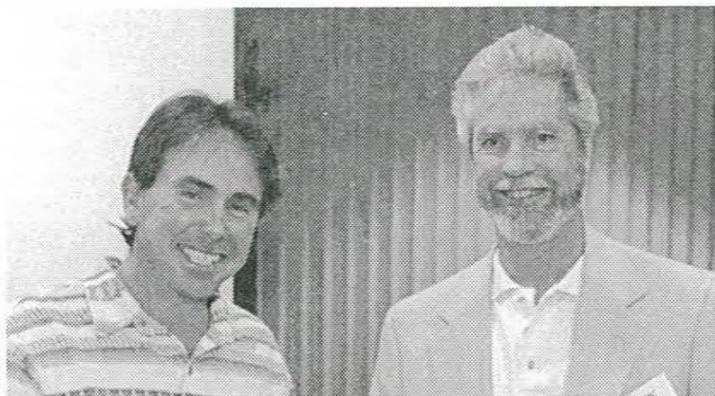
to several other meetings where he had sought advise and input into the direction it should take. Mario's efforts were justly rewarded at the recent NMRA Convention in Sydney where he achieved first place in the module section.

June 1999

There was no meeting in June due to the NMRA Convention in Sydney. For those members who are unsure of how the meetings are run in Division 3 some explanation may be in order. Most meetings start at either 11:30am for a barbecue lunch or 1:30pm for afternoon tea. When the meetings are a barbecue lunch you are required to bring your own meat and drinks. Your host may provide some simple salad items and during the afternoon tea and coffee will be provided. For afternoon meetings tea and coffee will be supplied plus a light snack. Normally the formal part of the meeting is quite brief and would consist of news from the BOD in

Sydney and presentation of any achievement awards which is followed by show and tell. The meetings are normally a very social affair and a great chance to catch up with friends and like minded individuals. If you are going to a meeting please give your host a call a couple of days before hand to assist with the catering.

Meetings are normally held on the second Sunday of the month unless there is a clash with a local exhibition. In the past the third Sunday of the month and Saturdays have been tried but attendances seem to be rather stable regardless of the day for the meeting. If you have a preference or a problem with this day please contact the Division 3 Superintendent, Grant McAdam, and it may be possible to hold the meeting on another weekend. It is not possible to change the dates for the remainder of the year, but in November the dates and venues for the coming year will be discussed, please let me know your views and preferences as it is your Association.



Mark Fry earned two Achievement Awards

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For Sale: S.P. Brass HO Scale equipment: GS-1, MT-2, MT-4, MC-2, AC-5, AC-9, AC-11
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G.R. Fielding Facsimile for details:
New Zealand +64 6 323 8408 [1]

Wanted: To buy, Brass Locomotive: Maryland & Pennsylvania RR ten wheeler 4-6-0 Locomotive No. 28
Contact: Keith McCarron
tel: (02) 9831-7593 evenings
(02) 9563-4098 daytime
or email mccarron@one.net.au [2]

Continued from Page 5/...

Canberra Report

necessary to fit the key elements into my layout. Some books and magazine articles on the area to be modelled were also available for perusal. Thanks to Sally for her assistance.

June 1999

Rob Anderson hosted his first meeting the weekend after the Sydney convention with the meeting starting with a viewing of the NMRA library's Trains On Location video of BNSF's Stevens Pass. John Bullen, Graeme Hodges and Rob circulated their photos of the convention and layout tour which gave an insight to those who didn't make it to the convention. Discussions on the convention and the layout tour confirmed their success and congratulations and thanks are due to the organising committee and their helpers. Rob's Great Southern Railway represents a railway built after WW II between Bomaderry to Orbost using funds equally contributed by the Federal Government and the Santa Fe Railroad Company who would operate the line for 99 years. Run through arrangements to Sydney and Melbourne with the VR sections being converted to standard gauge were also part of the deal. GSR bought the line from Santa Fe in 1994 and Rob's layout covers parts of the Victorian end of the line from Dandenong to Eden in an around the walls style with three laps and a helix. Three trains were operating on

Category K A Competition Winner



I came away from this year's convention thrilled and impressed with the way in which Category K, our kitbashed competition, went. The first thing was that Category K

attracted the same number of entries as the main competition, no mean feat considering it was the first time and it was not advertised very well

before the convention. That is not to say that it is competing with the main competition, but that in addition to the main competition we had a whole different group of modelers to whom Category K had real meaning. The second thing was that the standard ranged from good to excellent, easily comparable in certain categories with the quality of models in the main competition. The third factor was the strong support Category K received, particularly

from modelers who had never competed before. The fourth thing is the strong attraction the prototype modeling categories received. A full sixty percent of all models were in this category alone. Judging was fair but tough and where a model didn't meet the standard, no award was given. Despite this we had an impressive lineup at the awards ceremony. Congratulations to the winners.

Motive Power - Construction
1st & 2nd, Alex Danilov
Motive Power - Painted Model,
1st & 2nd, Alex Danilov
Motive Power - Prototype Accuracy, 1st Colin Brettle, 2nd Geoff Hoad, 3rd Reg Hunt
Rolling Stock - Painted Model,
1st Gary Norwood
Structure - Construction,
1st Dave Latham
Prototype Accuracy - Rolling Stock
1st David North

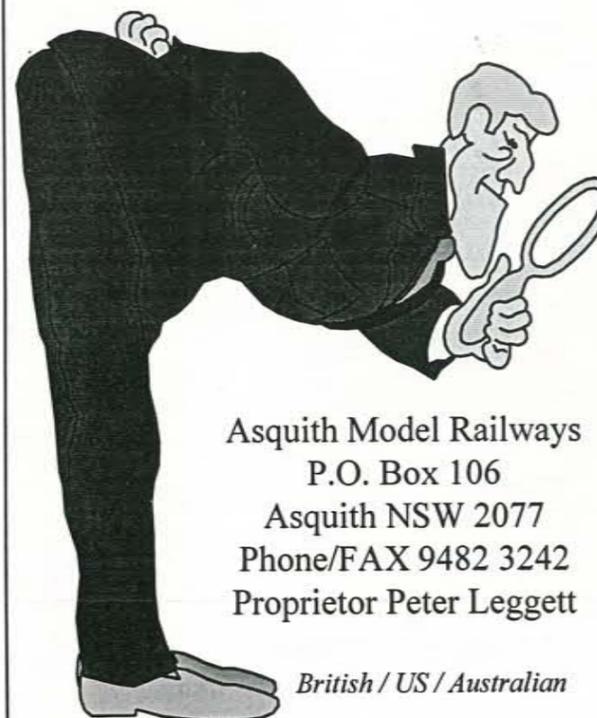
A special thank you to the judges, we had four 'volunteers' who got very involved and were very thorough in their assessments. With this kind of start I really think Category K will be even bigger at the next convention!

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- Narrow Gauge kits & accessories
- Woodland Scenics - large range
- 'O' Scale kits & accessories
- Floquil paints - new stock
- Wide range of Decals

Convention Roundup Sydney Convention

The convention started out very well indeed, the Module group setup next to the front entrance with an excellent display of trains running under the control of DCC.

After signing-in the conventioners explored all the rooms in this superb building then hit the trade stalls to look for an early bargain.

First up was the much awaited introductory talk from special guest Jack Burgess. He explained all the details of his fine layout as wife, Jacque set up his slide show titled "A visit to the Yosemite Valley Railroad." Sadly this great little shortline Jack modeled no longer exist. To aid in capturing all the detail, Jack models just one month of just one particular year in the life of the

YVRR. Rather than limit what can be modelled, this 'restriction' makes allows Jack to focus on producing era-specific scenes.

After Jack's talk it was time to check out the silent auction. The room was crowded so there must have been plenty of bargains.

Next came a very busy period with four different talks to see. They included clinics on *Removable signals*, *Command control*, *Explaining Category K* and for the non-rail attendees and the ladies, *candle wicking*.

Lunchtime offered a great opportunity to catch up with friends, after negotiating the great sandwich line-up. The lawns and garden settings at Integral made for a very pleasant lunchtime venue.

With three other talks planned, Saturday afternoon was also very busy. Many were just in time for the closing of the silent auction and then it was time for the second presentation by Jack Burgess.

This time he gave us a very interesting talk on scratch building with Styrene.

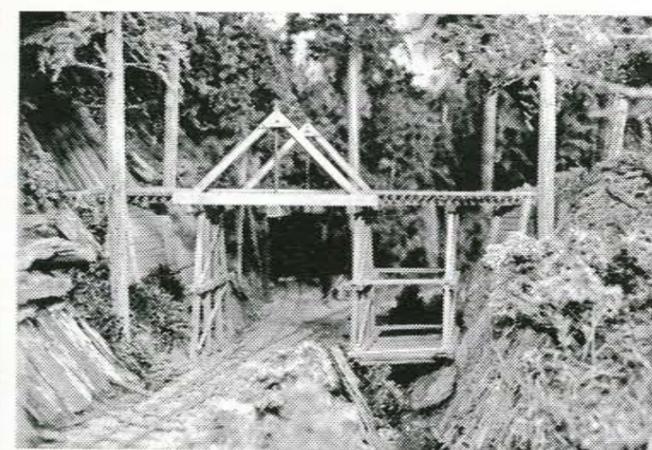
It makes you green with every at his skill in changing a sheet of plain Styrene into an elegant, well-proportioned building in a very short time indeed.

After a sausage sizzle dinner Peter Jensen chaired an open forum on Command Control. Lots of interesting information came out of this Forum, but before we knew it, it was 9pm and time we all went home to rest for Sunday.



Text by
Steve Chapman

Photography by
Alan Garbutt
Sowerby Smith
Keith McCarron

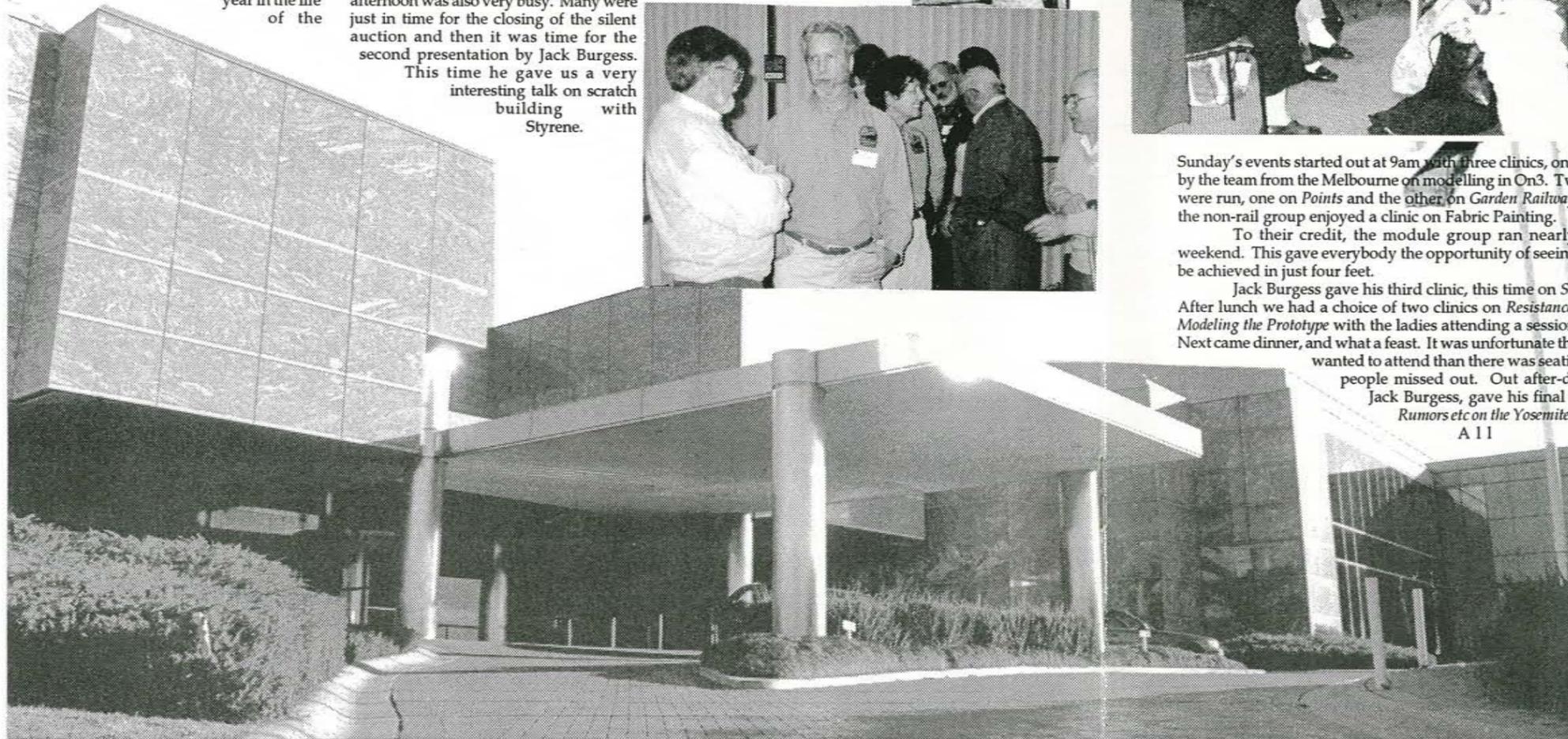


Sunday's events started out at 9am with three clinics, one of which was by the team from the Melbourne on modelling in On3. Two other clinics were run, one on *Points* and the other on *Garden Railways*. Meanwhile the non-rail group enjoyed a clinic on *Fabric Painting*.

To their credit, the module group ran nearly non-stop all weekend. This gave everybody the opportunity of seeing just what can be achieved in just four feet.

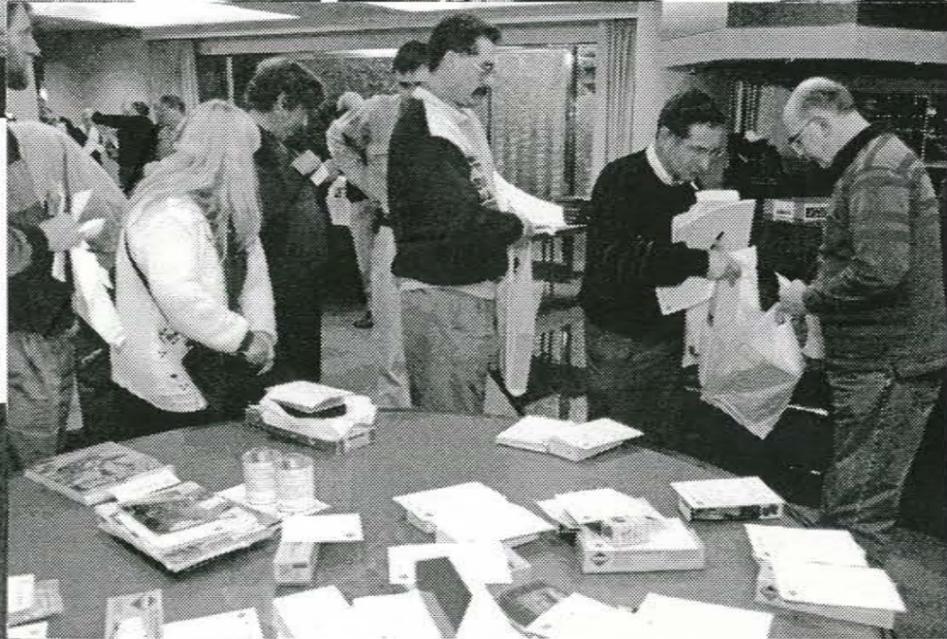
Jack Burgess gave his third clinic, this time on *Super Detailing*. After lunch we had a choice of two clinics on *Resistance Soldering* and *Modeling the Prototype* with the ladies attending a session on *Jewelry*. Next came dinner, and what a feast. It was unfortunate that more people wanted to attend than there was seating for, so some people missed out. Out after-dinner speaker, Jack Burgess, gave his final talk on *Stories, Rumors etc on the Yosemite Valley Railroad*.

All round, we had a great weekend. %

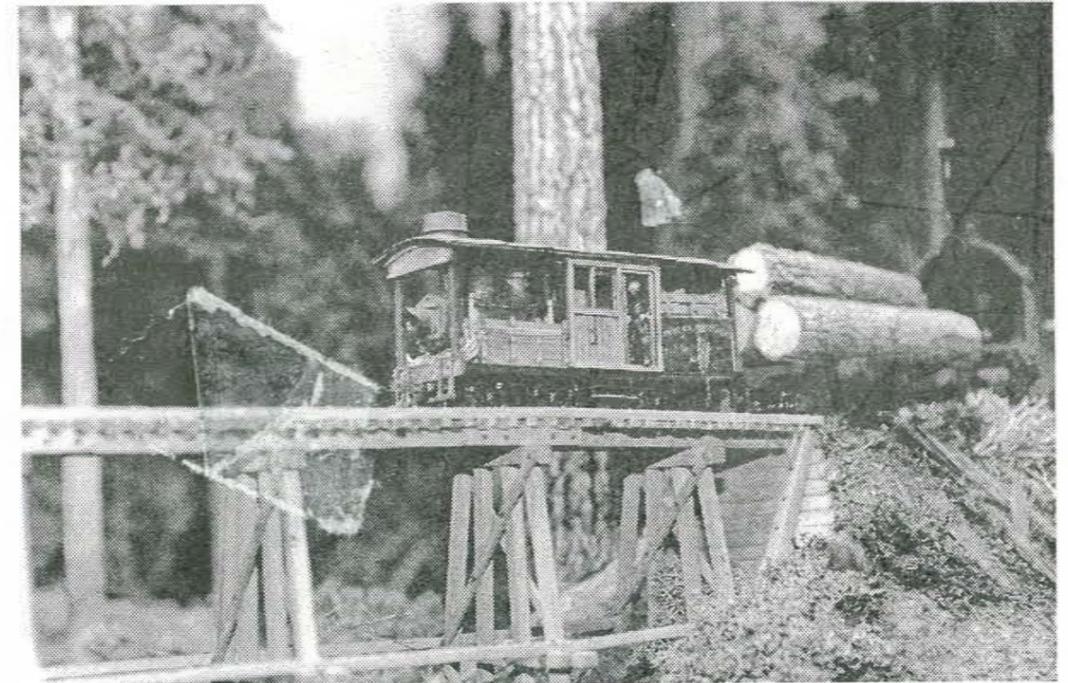




The Judging



Convention 99



- A. Steam Locos
 1st. Stewart Frazer
 B. Diesel Locos
 1st. Bill Battern
 2nd. Bill Battern
 3rd. Ray Mackaway
 C. Passenger Cars
 1st. Laurie Green
 D. Freight Cars
 1st. Laurie Green
 2nd. Laurie Green
 3rd. Stewart Frazer

- H. Structure - On Line
 1st. Phil Calvert
 2nd. David Latham
 3rd. Ian Mixata

- I. Structures - Off Line
 1st. Ian Mixata

- J. Display - On Line
 1st. Geo Paxon **Best In Show - John Kidell Trophy**
 2nd. Jim Hough
 3rd. Laurie Green

- K. Display - Off Line
 1st. Grant McAdam
 2nd. Grant McAdam

- L. Modules
 1st. Mario Rapinett

I look forward to seeing your modules in future contests.
 Gerry Hopkins MMR

THE NMRA 1999 CONTEST

There were 22 entries in this years contest and all were of a very high standard. Many of the entries were from first time contestants. The change in the numbers of points awarded for the scratchbuilt factor now means there is very little difference between a scratch built model and a kitbashed model.

I was hoping there would have been some entries from the Module SIG. As there were a number of well sceniced modules in the setup. Well, maybe next time.

For the those who did enter, congratulations on your high scores and I hope to see more entries from you next time.

1. First - Our Town Model Show - Sat 28th & Sun 29th August
 Venue is the Basketball Stadium, Young Rd. Broadmeadow (Newcastle) NSW.
 Times - 9am to 6pm Sat and 9am to 5pm Sun.

Two lunches provided each day and 2 dinners Sat night.
 We need - 2 people to transport the layout up to Broadmeadow and set up Friday night 27th August; then
 2 people per shift per day, 2 shifts per day, 2 days = 8 people;
 1 person to return layout to Sydney (provided last shift Sunday packs up).

- Shifts -
1. Sat 9am to 1:30pm (lunch provided)
 2. Sat 1:30pm to 6pm (dinner provided)
 3. Sun 9am to 12noon (lunch provided)
 4. Sun 12noon to 5pm (pack up)

2. Second - Liverpool Sat 2nd Oct to Mon 4th October 1999.

Details are below. We will need 12 people to run this one plus layout transport to and from the venue.

1. Friday 1/10 - 11am to 10pm delivery and setup
2. Saturday 2/10 - 2 shifts, 9am to 2pm and 1pm to 6pm
3. Sunday 3/10 - 2 shifts, 9am to 2pm and 1pm to 6pm
4. Monday 4/10 - 2 shifts, 9am to 2pm and 1pm to 5pm then pack up and return layout to store.

Please respond with your preferred times to
 Peter Burrows tel:9487 6108 or email to chquilt@tpg.com.au

S P O K A N E

By John Gillies

THE PANHANDLE AND MARIAS PASS



SD40-2s 8107 & 8058 with Caterpillar 6330 at Algoma Idaho - Photo by John Gillies

A holiday in the United States to see the National Parks of the West always offers the opportunity to see a few trains along the way.

At least that's what I thought when Sally and I went on a four week holiday before the recent mega mergers took place. We headed North from San Francisco in a clockwise direction and saw some Southern Pacific in California and Oregon, Union Pacific in Idaho and Utah, Santa Fe in Arizona and California, and made a short pilgrimage to Tehachapi Loop. I was mainly interested in the Burlington Northern and began the serious part

of my observations as we left Mount Rainier National Park in Washington and headed for Glacier National Park in Montana.

Our travels would take us to Spokane, Sandpoint and Marias Pass with time to relax, and for me, to take a few photos of trains. If you've got a map, we'd travel mainly on Interstate 90 and Highways Washington 290, Idaho 53, US95 and US2. Crossing the Cascade Range it didn't take long for the lush green vegetation to change to desert and coulee country as the rain shadow began to take effect. Remnants of the old Milwaukee Road left behind with its contraction to the east following bankruptcy in 1980 were visible in

the form of abandoned bridges sitting forlornly in the middle of nowhere. This is pretty inhospitable country with plenty of tumbleweeds and rattlesnakes just like the old westerns on TV. It gets very hot here in summer, luckily we were travelling in autumn, but it was still hotter than I'd expected. Volcanic basalt flows are plentiful and undulating wheat fields become more prevalent as you head east.

The terrain changes dramatically about 60 miles east of Spokane with the beginning of conifer forests near Ritzville. It is here that Interstate 90 picks up the Burlington Northern - Santa Fe main line from Pasco for the first time.

Pasco is the junction point of the two mainlines. One comes from Seattle, Washington over Stampede Pass on the ex-Northern Pacific line, while the other comes from Portland, Oregon over the ex-Spokane, Portland and Seattle track that follows the Columbia River. The BNSF main line parallels Interstate 90 for about 25 miles to Sprague with reasonably easy access for photos. Despite plenty of trains being present, I elected to continue on to Spokane and bypassed the very scenic area from Sprague to Spokane, which requires some detours and bushwalking to get to the tracks. I've seen photos in magazines and books of this area and it offers lots of opportunities for great shots.

Spokane is an old railroad city. The Northern Pacific arrived in 1881 with the Great Northern following ten years later. They were joined later by the Spokane International, Milwaukee Road, Union Pacific and Spokane, Portland and Seattle. This diversity offered tremendous opportunities for railfans, but that's all changed. After the Union Pacific purchased the Spokane International in 1959, it lost its paint scheme for the UP's. The March 1970 BN merger saw Cascade Green begin to replace the old NP, GN, CB&Q and SP&S paint schemes. By the end of 1977 all locomotives had been repainted (prior to the 1980 Frisco merger when the process began again) and the only reminders of the pre merger period are a few freight cars in their original schemes, but even they are pretty hard to find now. As mentioned earlier, the Milwaukee Road disappeared in 1980. The BNSF merger has added more colours with the presence of ex-Santa Fe locomotives and the introduction of the new GN and ATSF inspired heritage paint scheme. This part of the USA is like most other parts of the west now; you've got the BNSF and the UP. The railroad presence in Spokane changed drastically in the early 1970s to accommodate Expo 74. Several yards were removed and the GN depot was demolished, with only the clock tower being saved as a reminder, at the site of Expo 74. The UP and GN girder bridges were replaced with the new high bridge

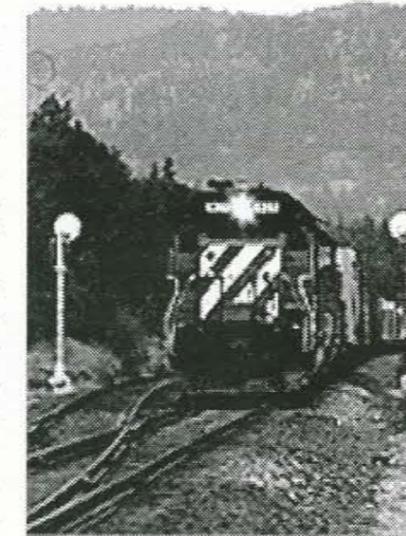
over Hangman Creek, which dominates the western entry to Spokane on Interstate 90 - you can't miss the bridge on your left as you head east. The best train watching spots in Spokane are the high bridge areas over Hangman Creek and the Yardley/Parkwater area on the BNSF at the east end of town.

Excellent views of the BNSF and UP are available around High Bridge Park. Latah Junction is at the west end of the bridge with BNSF traffic travelling to and from Seattle over the ex-GN mainline and Stevens Pass using the northern leg of the bridge while westbound BNSF traffic for Pasco and all UP traffic uses the southern leg of the bridge. A telephoto lens is handy here. Eastbound BNSF traffic from Pasco arrives at Sunset Junction just to the east of the high bridge after travelling up the eastern side of Hangman Creek on the ex-NP mainline. All eastbound and westbound traffic to and from Spokane goes through Sunset Junction. Traffic density is heavy with more than 60 trains a day and over 50 of these are BNSF.

Another excellent spot for watching the BNSF is the ex-NP Yardley/Parkwater facility in eastern Spokane. Yardley is a flat classification yard with a modern tower building and storage for

maintenance-of-way equipment while Parkwater has light locomotive servicing and fuelling facilities. The car shop is now used by Western Fruit Express (after the closure in 1982 and later demolition of the nearby ex-GN Hillyard facility) to maintain reefers and undertake running repairs. Several sidings are available for mainline trains and it is not uncommon for half a dozen or more trains to be held pending their close departure in groups towards the east or west. The southern side of the Havana Street crossing near Yardley Tower is ideal for taking locomotive and freight car roster shots. This is a crew change point and all trains stop here, except Amtrak trains which change crews at the depot in the city centre in the middle of the night. There's lots of action here and the crossing is blocked for long periods with passing trains and switching activity. Trespassing is strictly forbidden, but this spot offers ready public access. Access to both facilities is forbidden unless a liability release form is obtained at the Yardley Tower. Even with a release, access is severely limited - this is quite different from the mid 1970s when you could obtain a release and wander at your leisure, while keeping a careful eye out for moving trains, switchers and freight cars. At the eastern end of Parkwater the Fancher Road overpass provides a very good view of the locomotive facilities, arrival and departure tracks. Local BNSF locomotives are found here along with units switched out of main line freights and Montana Rail Link locomotives are regular visitors. The UP yard is located about a mile to the south along Fancher Road, however it is much quieter than its BNSF counterpart with limited switching activity. After a couple of days it was time to continue our trip east.

The ex-NP main line between Spokane and Sandpoint, Idaho has been nicknamed the "funnel" by railfans because all east-west BNSF traffic in the northwest uses this section of track. A junction of ex-NP and GN transcontinental main lines is at each end of this section of track; parts of which are now being double tracked because of increasing traffic



GP50 at Sandpoint Junction Idaho. Photo by John Gillies

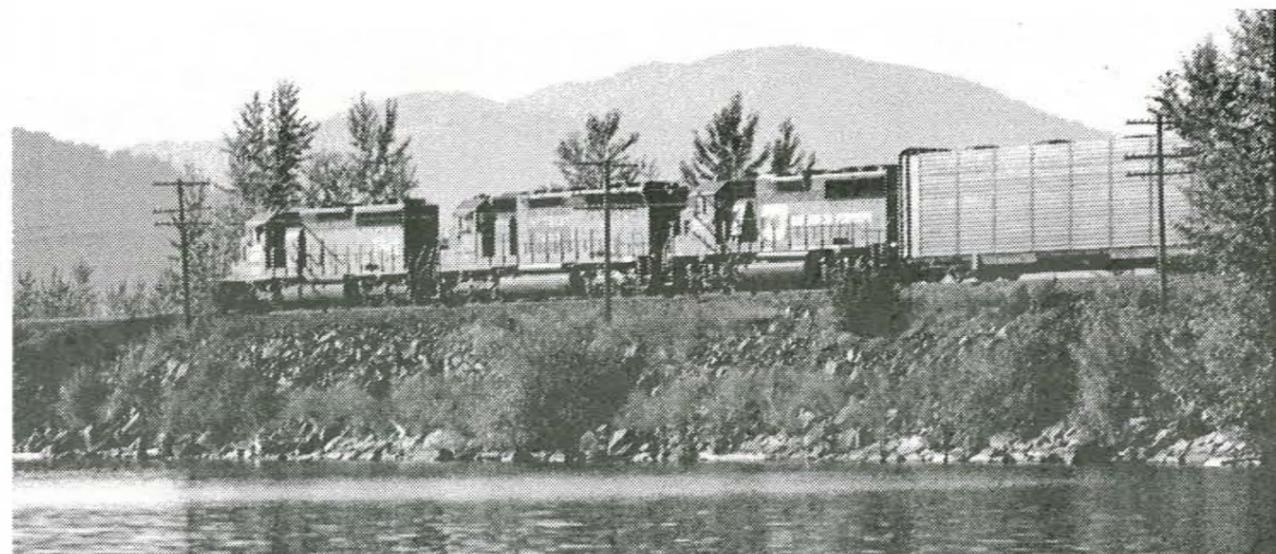
density. Trent Avenue (Washington Highway 290) is on the northern boundary of the BNSF Yardley/Parkwater facility, with it and Idaho Highway 53 paralleling the BNSF mainline for the twenty miles east to Rathdrum. Just outside Spokane, the bridge over the Spokane River provides another excellent location for taking photos. The flat territory of the Rathdrum Plain sees high speed main line action with intermodal and high priority trains travelling at 70 miles per hour or more. Access to the BNSF main line is lost at Rathdrum, but the ex-SI track closely parallels US Highways 2/95 for 10 miles to Athol after their junction with Idaho Highway 53. UP action here is very limited with only four regular weekday trains - a local and Canadian Pacific exchange train each way - if you're lucky you might see something, I didn't. Grain extras also travel these rails, but their numbers are limited. The countryside is now heavily forested with hills and mountains closing on both sides - this will continue until

crossing the continental divide at Marias Pass, another 300 odd miles away.

Granite and Lake Cocolalla offer fine photo locations before arriving at Sandpoint where I spent a couple of days exploring and taking photos of the many passing trains. Coming into town it's impossible to miss the 4769 foot ex-NP bridge over Lake Pend Oreille - the lake is circled by mountains and this is a very scenic setting. The BN and Amtrak depot is signposted and easily reached from the highway. Sandpoint Junction is a couple of hundred metres from the depot and where the MRL begins its journey eastward over the ex-NP main line. The junction was built in 1972 to join the ex-NP and GN main lines and a small yard is located off the MRL (ex-NP and BN) just past the junction where BNSF, UP and MRL interchange freight cars each day. There are many photo opportunities around this area. A classic pole trestle is seen on the UP as you leave Sandpoint. The remainder of our

journey followed the ex-GN mainline towards Glacier National Park and it is visible and easily accessed for much of the trip northwards to Bonners Ferry. Sandpoint and Bonners Ferry lend themselves readily to modelling with the BNSF and UP present in both towns. The UP continues north from Bonners Ferry and interchanges trains in the early afternoon with the Canadian Pacific at Eastport/Kingsgate.

Access to the BNSF from US2 is more limited east of Bonners Ferry as the track enters wild and rugged mountain country. While in Sandpoint, it had begun to snow in Glacier National Park and we were keen to get there before the Going to the Sun Road, which crosses the park from west to east, was closed for the winter (although that was a couple of months away). Whitefish is a crew change point and a short detour to the depot revealed lots of snow fighting equipment ready for the winter; a rotary snowplow, snowdozers and Jordan spreaders. A four wheel drive is almost



SD40-2, SD45 & GP50 at Sandpoint. Photo by John Gillies

mandatory if you want to leave the highway in this part of Montana, so I limited my observations to the few spots where the BNSF and the highway crossed. Before long we reached West Glacier (Belton on the BNSF) and while we made good progress to Lake McDonald, snow on the nearby mountains was not a good omen and unfortunately we found the snow gates closed for winter. The ranger advised that three days of using the snow plow had proved futile at higher elevations and vehicle traffic would have to wait to late Spring for the road to reopen - another six or more months away. Dejectedly, we returned to the highway. Good views of the BNSF tracks were at the Red Eagle highway overpass. Essex is a reasonably busy place and is the location of the helper unit station on Marias Pass. The famous Isaak Walton Inn is located trackside and it would be an ideal

base for spending time exploring Marias Pass.

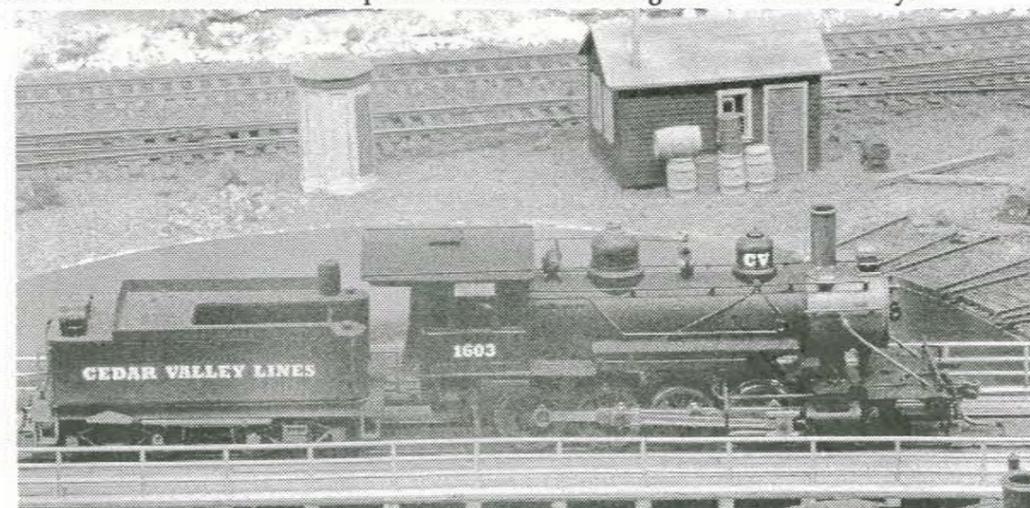
Five miles east of Essex the BNSF crosses over US2 and this spot offers access to West Java siding and Java East Bridge which crosses the Flathead River. This is a spectacular and famous spot to photograph trains. Some fine photos can also be taken three miles west of Summit where the BNSF and US2 meet. Bears frequent these mountain areas, so care is required if you leave the road, your car and readily accessible spots. Two Medicine Bridge is easily seen one mile east of East Glacier - this is another famous spot where the bridge passes high over Two Medicine Creek. The countryside changes rapidly now from mountains and forest to high grasslands and plains. Another change is the very strong wind; quite often over 60 miles per hour. I was surprised when the wind caught the

door of the car and tried to rip it off its hinges as I opened it to take my last photo east of Browning. Snow capped mountains formed a perfect backdrop, but it was almost impossible to steady myself. I hopped back into the car as four SD40-2s and a mile of general freight made its way east. I headed for Great Falls thinking that if you want to see trains in Marias Pass, you are better off spending some time in the one spot, rather than roaming the countryside. If you move around from one location to another, as I did, you'll inevitably miss trains because the tracks don't follow the road for a lot of the time. I believe this is why I only saw two trains while travelling between Whitefish and Browning on one day.

The trip reinforced my plans to model parts of the BN between Spokane and Sandpoint, but that's another story.%



GP50 leads the way into Sandpoint Junction. Photo by John Gillies



Cedar Valley Photo by John Saxon

The Convention

On Reflection

by Geoff Hoad

In 1993 our association tried a bold new experiment in bringing out from the United States a speaker whose credentials in the hobby set him apart from the rest.

This gamble paid off and many members were inspired by what our first speaker, Tony Koester, had to say. I must admit that I was one of them. Following in Tony's footsteps was Allen McClelland of V&O fame, Bob Hayden & Dave Frary and this year Jack Burgess. Each brought to our convention a range of skills and new ideas which informed, educated and challenged the participants.

Jack Burgess is no exception. Where Tony Koester shared ideas about operation, Allen McClelland showed us the attractions of a complete freelanced transport system and Bob Hayden and Dave Frary created the scenes to put it all in. Jack Burgess then went and added another dimension. He brought us back to where it all began, namely the prototype. But not in a conventional way. Jack's prototype is a defunct Class 1 shortline which disappeared in 1947 and in the twenty years or so before his interest grew, all but faded from history.

What Jack did is faithfully duplicate the Yosemite Valley as it was in 1939. And when I say duplicate, I mean just that. His structures are scratchbuilt, often to contest standards, his rolling stock follows the same trend, and the layout plan is both innovative and within ten percent of the original in terms of where things are located in relation to the prototype. Jack's participation and contribution to the hobby goes back over twenty years. His ideas on multi-level layouts have formed the basis for most designs you see in the model press today. But

what Jack did that really made me sit up and take notice was the deceptively simple concept of following what the railroad did without deviation.

Looking at the idea of following the prototype is another piece of common sense so apparent it attracts little notice. The beauty of



Jack and Jacquie Burgess - McCarron photo

Jack's approach is to follow what the railroad did so that what you see is not a model railroad but a scaled down version of the real thing. As you can tell this has impressed me greatly. When I applied Jack's ideas to modeling the prototype to the way in which I model the prototype I uncovered huge inconsistencies from design through to operation. What Jack has done is to follow the great tradition of those who came before him, which was to use their experience to make us think, learn and apply what we learned for our own benefit.

Whether you consciously realise it or not, each overseas visitor has changed us for the better. Because we all learned something which contributed to the way in which we approach our hobby. Their

lessons cut across scale and prototype and enrich us all. Just looking at the scope of subjects covered in the clinics gives some indication of that. But maybe not all of us. I heard with some sadness criticism about bringing people from overseas and some ill informed comments about the cost. Perhaps it is time to tell a few home truths. Our overseas guests provide us with an important drawcard for biannual conventions. The interest they generate not only in attending, but also in their contribution adds a huge amount of value to the convention, some of it in a financial sense. Our President, Andrew Wells, made it very clear in a speech at the convention that our financial situation is dependent upon major conventions and membership. Here we face a dilemma, no overseas drawcards, less participation, less revenue, less reason for people to join and ultimately no association. A good example of this is that despite the late issue

of the full clinic agenda (and that is not a criticism), we had a fabulous turnout of members and non members eager to see and hear what Jack and Jacquie Burgess had to say. Like their predecessors, the Burgesses were friendly, open and very helpful in sharing their knowledge and enthusiasm for the hobby we share. And it is a great hobby with wonderful people. Thank you Jack and Jacquie for making this another memorable convention. For those of you who didn't attend, you missed a tremendous opportunity to meet old friends, make new ones and above all learn more about the hobby we share. I really hope you have the opportunity to come next time as being involved has great rewards. %

The Operations SIG

Gerry Hopkins MMR

This SIG (Special Interest Group) was formed so that members who were interested in operating a layout as per the prototype could get together and run trains.

Over the past year a number of layouts have been visited and, after a little learning, have been operated by the group. It was deemed necessary to meet every second week so that operators could get familiar with the layout without having to be trained each time!

The three layouts visited so far are:

1) Sowerby Smith's Southern Pacific Layout. This was run on a timetable/sequence system where trains were run from place to place and had to meet and pass

other trains on the system while pedlar freights were doing their thing.

2) Peter Jensen's DCC layout. This was run using waybills and all the benefits of DCC operation. Peter did a few changes to his layout in the course of these operating sessions. Additional operating procedures have been added as people get experience operating the layout.

3) Franklin, Somerset & Kennebec Railroad. My layout is a more relaxed narrow gauge operation running from fiddle yard to terminal and back. The layout was run under a full waybill system and a train took up to 45mins to get from one end to the other. As with the other layouts operations were changed as more experience was gained.

We have each learnt something from the experience. I have made major changes to the control panels for simplified operation. Replaced the overload cut out with a 15 watt lamp. Instead of East & West throttles they are now Green and Yellow. No longer will Engineer North be able to travel East on the West throttle!!!

Operating other people's layouts is a great learning tool for your own layout, we never stop learning do we? None of the group had experience of operations on a model railroad and comments from the group were always valued.

Now that the operators are more knowledgeable we can start introducing procedures as used on the modelled railroads.

If you have a layout and you need some operators please call me and we can add you to the list. We will soon have a web page dedicated to details of our operations and the things we have learnt. *

**Detailing that Special Locomotive ?
Need Scratch Building Supplies ?
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