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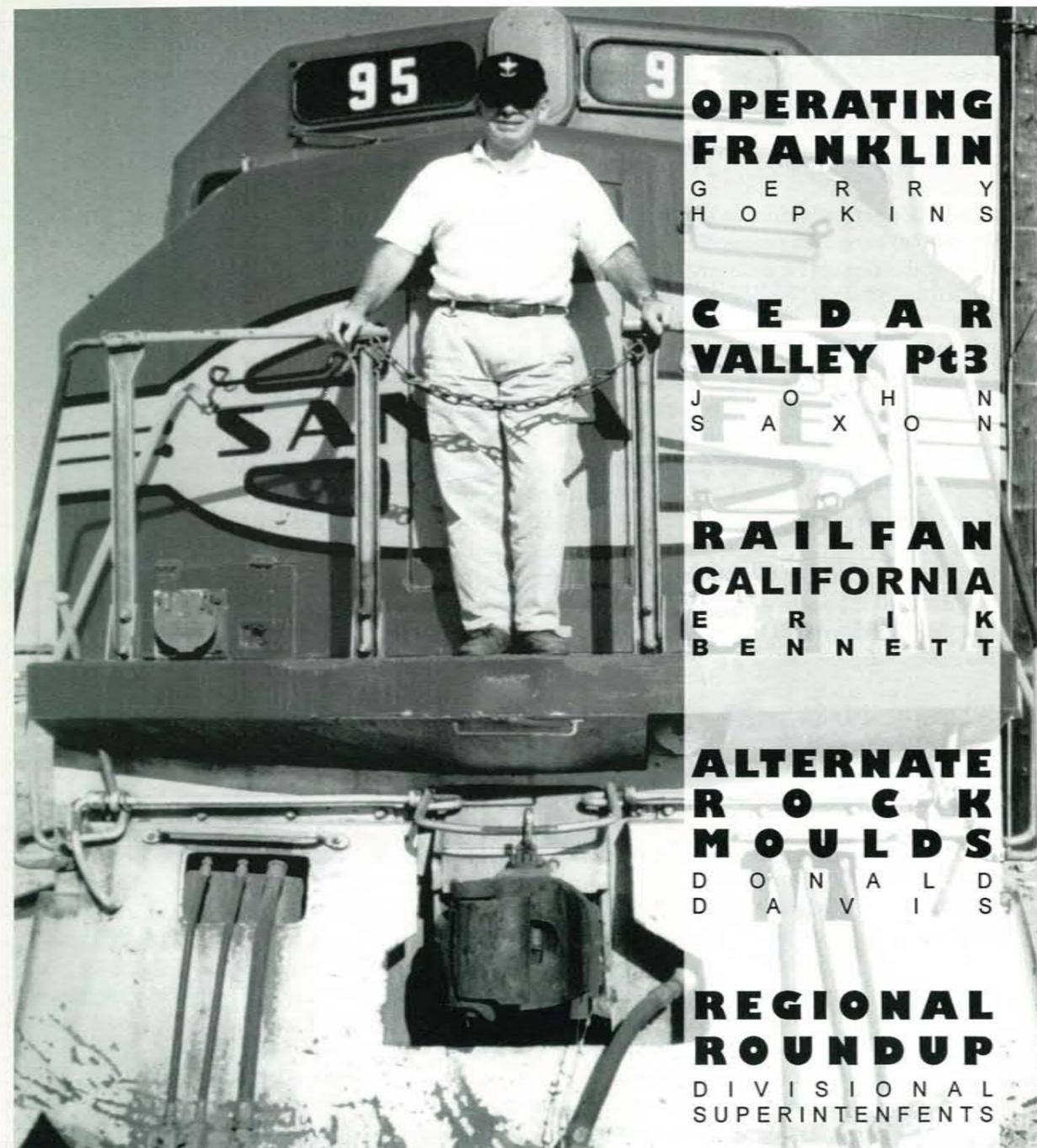


MainLine

National Model Railroad Association Inc - Australasian Region

Oct-Nov-Dec 1999

Volume 16 Number 4



NMRA - SETTING THE STANDARDS IN RAILROAD MODELLING

Registered by Australia Post - Publication #PP241613/00080

HOW TO START THE AP PROGRAM

By Ken Scales, MMR



The usual stumbling block to modellers getting into the AP program is knowing where and how to start. When we read the paperwork it all looks too hard. However there are a couple of simple ways to start.

The first is to try to earn an award in structures. I believe this is the simplest category for many modellers for two reasons. First most of us already have a lot of the materials to build the required models. Secondly this is a category where we can build up the skills as we go along. This will make more sense as I explain why.

The structure category requires us to build 12 models one of which must be a bridge or trestle. Only 6 of these need to earn 87.5 points. The other six are required to be good quality super-detailed models. Six of them must be different which means we cannot build the same structure again and again.

Most of us have structures we built years ago, which we are not happy with. Many of these are plastic or wood kits, which cost quite a lot to replace. What I suggest is that we take one of these structures off the layout or out of the cupboard and rebuild it as a starting point. Even basic kits can be kitbashed and rebuilt as super-detailed structures. One of the simplest techniques is joining three or four small kits together to make an industrial complex. These could even be old kits we have lying around. Super-detailing can be added by a mixture of scratchbuilt items and parts purchased from hobby shops or even pirated from other kits. This structure can be one of the super-detailed models that are not judged. We can repeat this process until we get to model number seven which must earn 87.5 points. There is another hidden bonus in this process. The basic scratchbuilding of a structure is not all that difficult. The real skills actually lie in the super-detailing. By building up our skills in the way I have described we will improve as we go along. The most important thing about this approach is that this first model becomes our starting point.

Remember that models for the AP can be on a layout. They do not have to be on a plain base like contest models. A good technique is to build models on a base so that you can work on them at a desk or bench and then scenic the base onto the layout.

An important point to consider for structures is conformity. Use articles from model magazines to build models, which conform to prototype practice because points are awarded for this.

One of the stumbling blocks to the AP program has always been the high emphasis on scratch building. This has now become easier as points for scratchbuilding have been reduced from 25 to 15. However I would still recommend that you scratchbuild the six models to be judged because of the 15 points for scratchbuilding. An excellent method of learning to scratchbuild is to first build a kit that consists of a bag of cut lumber and some plans. Try to start with a kit that is not too complex and has very good plans because they will be your learning guide. You will develop most of the construction skills necessary to scratchbuild by constructing this type of kit.

However the real bonus in this approach is that it allows us to build up our skills as we go along and this is what the AP program is all about. Because the AP program has a standard this will give us a goal to aim at. We know that even our first model must be good quality and super-detailed. By the time we get to number seven our skills will improve to the point where we can achieve the standard to earn the 87.5 points. If you have a go you may be surprised just how quickly your skills improve and how much more enjoyment you get out of the hobby.

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SUBMISSIONS: MainLine welcomes articles, photographs, drawings, cartoons and other railroad modelling related material as contributions to the mutual enjoyment of the hobby by the membership. Material should have wide appeal and preferably be sent by email 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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Turn to Page 2 for the Victoria, ACT & Queensland Meeting schedules.

Schedule of Divisional Meetings New South Wales

All meetings start 2:00 Saturday unless indicated differently.

Month	Meeting	Contact	Phone
January	no meeting.		
12 Feb	Glen Coventry 16 Lanai PLace, Beacon Hill.		9452-2131
12 Mar	(Sun) David Latham, 86 Marine Drive, Oatley.		9570-5338
08 Apr	Rod Smith, 26 Peel road, Baulkham Hills.		9624-3912
13 May	Bob Best 34 Winicoopa Road, Blaxland.		02 4739-1953
17 Jun	Eric Bennett, 33 Taminga Ave, Bayview.		9997-7971
15 Jul	Alan Garbutt 20 Orchard ave, Winston Hills		9686-4270
12 Aug	Geoff Hoad. 55 Kimberley Court, Baulkham Hills		9838-8590

On the Cover For Erik Bennett, the feeling when standing on the front of his favourite locomotive, in this case an FP45 Santa Fe in Warbonnet colour scheme, can only be described as BLISS! On his most recent journey to the USA, Erik spent thirteen days chasing trains in California. He found this one in the giant yard at Barstow.

Photo by Denise Bennett.

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**DAY
TWO**

For details contact Laurie Green at P.O.Box 435, Sunbury 3429 Ph: (03) 9744 5188 Email: lauriegreen@bigpond.com

Canberra

All meetings start at 2:00 pm Saturday unless indicated differently.

22 January	Malcolm Risby	1 Holden Crescent, Wanniasa	02 6296-4629
19 February	Viv Brice	8 Berne Crescent, Macgregor	02 6254-8204
18 March	John Prattis	159 Jackie Howe Crescent, Macarthur	02 6291-7898
15 April	John Gillies	14 Earle Street, Lyneham	02 6248-8408
13 May	Rob Anderson	8 Purbrick Street, Chisholm	02 6291-9183

Queensland

The Queensland meeting schedule

is proposed. For details of venue and host, please contact Glenn Stevens on (07) 3201-5022.
18 March, 20 May, 15 July, 16 September, 2 December

Victoria

All meetings start 11:30 Sunday unless indicated differently.

13 February	Paul Richie	28 Ascot Street South, Ballarat	03 5332-1138
19 March	Graham Meyer	2 Elizabeth Court, Emerald	03 5968-4518
16 April	Ken Morecroft	Lysaghts Sporting Complex, (BHP Steel Recreation Reserve), Denham Road, Tabb Melway 155 A2	03 5998-7362
6 May	John Beaton	25 Victoria Street, Bacchus Marsh	03 5367-3128
16 June	Mario Rapinett	6 Steel Street, Healesville	03 5962-2190
9 July	Peter MacDonald	4 Boyd Street, Bacchus Marsh	03 5367-3601

President's Report

Serve: To give allegiance to...



President Geoff Hoad

Life is a continual learning experience, but what can we say we have learned about our association and hobby over the last year or so?

Well, from my point of view, the news is very good. The NMRA Australasian Region is in good shape and the hobby seems to go from strength to strength with more offerings in all scales. But it is not where we are now that concerns me. As your new President, I have the responsibility of representing our members to ensure that what we do and the direction we follow in the future builds upon the strengths we already have.

So in my opening address I want to paint a clear picture of where we are and where we are going. Firstly, the association is strong and healthy, due to the continued support of existing and new members. Your Board of Directors is made up of a dedicated group whose one overriding aim is to do what is best for the association and its members. Having been a confirmed cynic of the Board in past years I am now in a position to see that if the board has had any failing, it has been the failure to effectively

communicate with the members. The board is not a "secret society", we are YOUR direct representatives, who are there to support the association.

I am sure you will have noticed that over the last eight months or so the increased level of information coming from the board to members by various means has increased dramatically. This will continue. Thank you to all the members who have taken the time to contact me and other board members to congratulate us on the progress to date. We appreciate your support and particularly your input. When you give us constructive comments it helps us all, but when you criticize the association of which you are a member, you criticize yourself. Think about it.

This brings me to ask "where do we go from here"? In the last Mainline you would have seen a survey document seeking your opinions and ideas. This will become the main vehicle by which we direct the future of the region. If you haven't commented yet, please do so. After all, it's for your benefit.

My objectives as President will be to build upon the work of presidents past, and with your help, address the future directions of our association. In particular I want to see the divisions grow stronger. There has been criticism in the past that because of geography and numbers the association has become a Sydney club. Only by promoting the association in the divisions will this perception be overcome. The board will establish a closer relationship with Divisional Superintendents and will support activities which serve new and existing members in those locations. The board will continue to openly communicate with members and will use a range of communications devices to do so.

John Collins, our Membership Officer, has accepted a new post on the board to collate, create and maintain the procedures of the association. This is a big job and I am personally grateful that John has taken on what will be a long, hard project, but one which will bring great benefit to the association in the future. In his place I would like to welcome Toni Saxon and her beautiful assistant, John, who will take over managing membership, which as we continue to grow, will be an even bigger job than it is now. Thank you to John for his past efforts and welcome Toni and John.

I would like to close my first report by recognising the quiet achievements made by Andrew Wells. Although not fully appreciated by all, Andrew worked hard to make the board more open and accountable, initiatives which I am proud to follow. Thank you Andrew. (Mind you, I think Andrew knew what the result of the World Cup would be and wisely departed before the outcome was known!)

This is OUR association, yours and mine. With your continued support we will create better opportunities to share what is after all, a great hobby!

Geoff Hoad

Regional Roundup

Victoria

by Grant McAdam

September

The September meeting saw the Division 3 members travelling to the home of Ron & Jan Wrigglesworth in Bayswater. It was one of our customary lunchtime meetings with nine members attending. The weather was kind to us, but with Victoria suffering a long dry spell (below average rainfall for the past three years) the chances of one of our barbecues being rained out has been slim.

This was our first meeting with a hands on component with it being a running day on Ron's temporary G scale layout. Ron was running his Porter locomotive with a train of log disconnects. Gavin Hince brought along his G scale Climax locomotive and a railbus based on East Broad Top practice that was under construction. Mario Rapinett also brought along some larger steam locomotives but they had trouble negotiating some of the curves. Bob Backway brought along a rail truck based on the Ford stake bed truck (plastic kit) that he had constructed for use on his son's G scale layout. Although there was a heavy preponderance of G scale items it was not the only scale covered. Ron is noted as being a prolific layout builder of very high quality and many of these were on display in his layout shed. These included two in O-9 and an assortment of HOn2.5 layouts but there was insufficient space to display them all. Ron's home is where many of the layouts of the Croydon Narrow Gauge Group are constructed and they were in the process of completing a small O-16.5 switching layout. Laurie Green brought along an assortment of O-16.5 rolling stock including a louvre van and tank, box and passenger cars. Graeme Nitz brought along Precision sprue cutters, an Intermountain F-7A Phase I (HO) and

a constant lighting unit which he imports. Grant McAdam had an assortment of narrow gauge magazines. Mario Rapinett had once again been busy and brought along buildings in HO and O scale that he had recently completed. Members had all been very industrious during the month.

October

Yes, I know its hard to believe but once again it was another glorious Melbourne day. This, coming from an ex-Sydney-sider, tells you how good it must have been and we were at Gavin and Louise Hince's for our October meeting. Whether it was the great weather, or the second meeting featuring the hands-on sessions, it saw one of our best attendances in recent times with 14 people being present.

Gavin's carport became the layout construction zone. Gavin had his portable G scale switching layout on display that was nearing completion. Laurie Green had his new O-9 (O scale, 9 mm gauge representing about 18" gauge) switching layout 'O'Shanassy's Wharf,' which is in its initial stages of construction. This layout does not feature any points with the trackwork forming an "X" with a small sector plate at the centre (a turntable with limited swing). It will require two locomotives to make up a train. Mario Rapinett brought along his latest layout in HOn3 that is still very much in its infancy. Mario had laid out his track plan full size and indicated where the buildings will go and their approximate sizes. The framework consisted of square-section aluminium with a styrofoam top. There was an assortment of "show and tell" items. Laurie Green brought along two O-16.5 diesels plus a water tank and a speeder both in O scale. Gavin Hince displayed an O scale rail

bus and the original diecast bus used as the starting point. Peter MacDonald had a different version of an O scale rail bus using the same starting point as Gavin. Peter also brought along a pre-production sample of the new Victorian narrow gauge NM wagon (cattle van) from Ian Lindsay models. Grant McAdam had an assortment of magazines and a selection of G scale figures that he had painted from the Prieser range. Ian Mitaxa showed an HO log skidder (scratchbuilt). Liam Mitaxa proudly displayed his wooden railway and some models he had made from wax. For those who don't know, Liam is Ian's grandson. Steve Cullen brought along a recent purchase, the book 'West Virginia Narrow Gauge - Mann's Creek Railway.' Mario Rapinett played some of the video he had taken at the recent Liverpool exhibition. He also had an HO horse-drawn timber truck and another layout, which he had received from a friend. The unusual features of this layout are that it comes as a book that you open out to approximately A3 size where upon all the structures "pop-up". The locomotive is powered by a spring (wind-up mechanism). It does a circuit of the layout so shunting manoeuvres could be limited. So for all of you with contact or electrical problems on your layouts this could be the answer to your prayers. After an enjoyable barbecue lunch, discussions turned toward plans for the coming year and tentative dates for the meetings have been set for the first six months (see page 2 of the Mainline). The list of planned activities for the coming year, along with an invitation to our Christmas function, will be sent to all Division 3 members in the near future. The convention that is to be held in Melbourne next year also featured and I will give you more details about that a little later.

The afternoon was finished off with a hands-on demonstration of weathering wood and metal. Laurie Green described some of the techniques that he uses, including a file card to highlight the grain on wood, which was extremely effective on the end grain. Laurie showed how easy it was to use weathering chalks

Continued on Page 8/...

Canberra

by John Gillies

October Meeting

I hosted the October meeting and began proceedings with the monthly business where we agreed the venue for the end of year dinner on the 9th of December, settled meeting dates for next year and I provided a brief update on plans for Convention 2000 in Melbourne in May next year.

Charles Schuster brought along five well detailed N scale WA mining diesels he'd completed - an ex-Western Pacific Mt Newman Mining F7A and four GE Dash 8 and 9 diesels based on the Bachmann model belonging to Hamersley Iron, Robe River and Mt Newman Mining. Charles gave a very informative session on what he'd done to complete each model, including scratch built styrene comfort cabs which faithfully captured the complex shapes and angles of the Australian designed cabs on the big diesels. This is quite an achievement

in N scale. Charles also described how he painted and used photoreduced HO scale decals to letter some of the diesels.

Using two old HO scale craftsman kits bought in the early 1970s, I illustrated the differences in constructing wooden and resin model kits. These models showed that the level of detail in some of these old kits does not compare favourably to that now available in the excellent plastic kits now on the market, however additional detail can be added which brings the models up to the standards necessary to count towards the Master Builder - Cars category of the Achievement Program. I showed how reference photos and plans of each prototype which were used during the construction of the models could be used to improve realism. The use of information in Official Railway Equipment Registers (including the NMRA reprint of the 1953 issue) was also covered.

Peter Weller-Lewis proposed that as most of those present have a need for more freight cars on their layouts, we should try and work

towards the Master Builder - Cars category of the Achievement Program while increasing our freight car fleets. Models being built or completed could be displayed at monthly meetings and experiences gained or techniques learned could be shared. This was favourably received and time will tell how it progresses.

November Meeting

The November meeting at Stephen O'Brien's began with a partial viewing of the Pentrex video on the Winchester and Western short line which features Alco diesels.

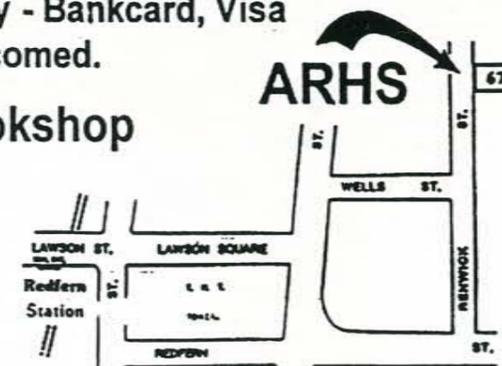
John Prattis brought a number of items of interest including a copy of the book *Shays In The Wogan Valley - The history of the Wogan Valley Railway* which features wonderful photographs and details of this line which served the oil shale mines in the area near Lithgow. At \$30 for such a wonderful hardcover book, it's a bargain. John had one Trainorama and two Austrains coaches which he will kitbash to produce NSW Pullman cars for his Lithgow Zig Zag layout along with a lots of information

Continued on Page 8/...

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CEDAR VALLEY Pt III

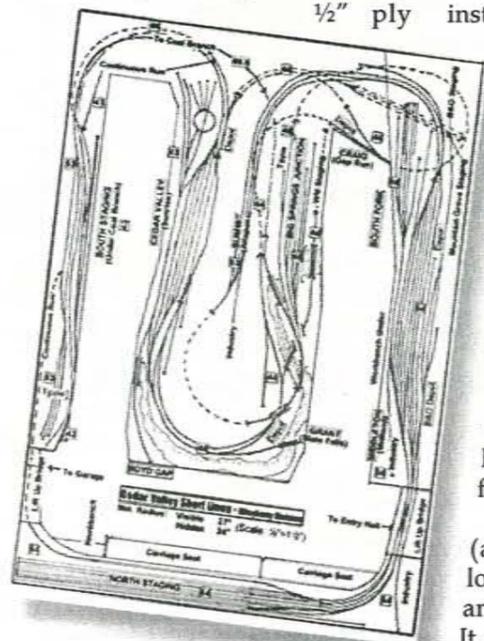


by John Saxon MMR

Now in retirement in a 'cottage by the sea,' John Saxon finally has time to make changes and improvements to the function of his relocated HO scale railroad to suit its new location.

Using 1/2" ply and 16"x14" brackets, the 18" wide and visible 9 track North staging went in quickly and as I did not intend to install anything but rudimentary scenery there, I utilised recycled Code 100 track and turnouts from the previous staging area. Also, being a great believer in the KISS principle, rather than using a control panel, switches, wiring and electric turnout motors, I installed my slide switch turnout mechanisms which had been written up in the NG&SL Gazette and in our own Mainline some years back.

Framework for the adjoining 30" wide yard was next, followed by it being covered with 1/2" ply



plus Caneite held down with 1" hardboard nails. By flipping Tony Koester's South Fork/Midland track plan I calculated that I would be able to fit in all his trackage except that for the R&MC. This also put the engine terminal at the front rather than the back which I preferred for access and viewing reasons.

By placing, moving and re-arranging the turnouts and flextrack pieces until I was satisfied, I finished up with what looked to my eyes the most aesthetically pleasing result with no track parallel to the front edge and with broad radius curves throughout. I then pinned down the track and turnouts but did not install any turnout throws at this point. Code 100 was used for the two main lines and Code 70 and 55 elsewhere.

The chasm between the yard and staging was then bridged with a hinged 3-track 1/2" ply panel also sporting a Code 100 double cross-over (more about that later!). Power was temporarily taken from the yard to the bridge by using 2 brass cabinet catches which took solder well, with the hinge end bridged by loosely fixed wires to the staging area.

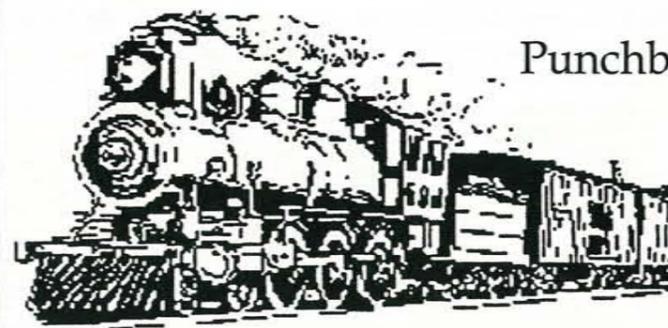
I was then able to run trains (at last, 15 months was too long!) from staging to the yard and back but soon tired of that. It was fun at first though.

By this time it was November when Toni had promised to travel to Brisbane to mind our Northern grandchildren for a couple of weeks. I declined gracefully and so spent the time totally devoted to the layout. It was amazing as, when she returned, I had the 19X7 foot peninsula in, track laid and some operation taking place, albeit with one large block and an ancient Hammant and Morgan controller I had found amongst my boxes.

The peninsula contained a skeletal Altapass, Lime Springs, Gap Run, Slate Falls, Boyd Gap and of course, Sunrise (or my somewhat truncated versions of same) and it was planned to install a coal branch along the garage wall joined across the rear of the room to South Fork. However, on reflection, I realised that it would be preferable to take the branch off where Lime Springs was placed to make future operation more interesting.

And so Lime Springs was removed and the track re-laid to represent Big Springs Junction, with the branch crossing the adjoining gorge on a Central Valley truss bridge from the old layout, exiting under Altapass and re-appearing near the back wall to terminate as proposed along the garage wall.

Operationally, it was starting to look good!%



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LOCOMOTIVES AND ROLLING STOCK

Atlas, Stewart, Kato, Athem, Roundhouse, Rivarossi, Brass Locomotives, Powerline, A R Kits, Ian Landsay kits, Main West Models, Lima, Con Cor, Ibertren, Bachman, Liliput, Jouef, Fleishman, Roco.

BUILDINGS AND SCENIC ACCESSORIES

Atlas, Woodland Scenics, Design Preservation, Evergreen, Campbells, Fox Castings, L J Models, Pola, Heki, Heljan, Volmer, Preiser, Viking, Kibri, Brekina, Roco

ACCESSORIES AND TOOLS

Atlas track and accessories ties, Peco, Shinohara, North Yard Wheels, Romford, Detail Associates, Wheel Works, Sentinel, Cal Scale, Kadec, Mitronics, Labelle, Lubricants, Micro Scale Decals, Kerrob Models, AMRI Signals, J&C Models, Front Range, Brawa, Eda, Floquil, Dremel, Edge Knives, Drills and Taps, K&S Metal, Fuller Pliers, Jewellers Screwdriver Sets, G-Clamps, and many, other tools.

MAGAZINES AND VIDEOS

Australian, American, New Zealand & British Videos, N-Scale Magazine, Model Railroader, Rail Model journal Pacific Rail News Trains, Narrow Gauge and Shortline Gazette, Australian Railways, Roundhouse Bulletin, Australian Model Railway Magazine, Pacific Railway, Railway Digest, Main Line Modeller, Continental Modeller and Model Railroad Craftsman.

THE ONLY DRIVR-IN HOBBY SHOP IN SYDNEY

Continued from Page 4/...

Victorian Division

to introduce some age into a model. He also described some of his experiments in using oil paints to vary rust colours. Gavin Hince suggested the use of Parisian browning essence for making a stain for use on woodwork. Gavin made use of felt tip pens to age (grey off) woodwork. The advantage of the pens over stains is that the surface is dry almost instantly so you don't need to wait for the surface to dry before continuing model construction. Everyone left with some good ideas to use in their modelling.

November
The November meeting saw most members travelling out of Melbourne and up to Bacchus Marsh for our monthly meeting. Nine members made the trek plus our host made it an enjoyable day out. For a change the weather wasn't so kind to us and it was over cast and windy but fortunately the rain held off so we could enjoy our barbecue lunch in Peter MacDonald's backyard. One of the first ports of call was to Peter's layout room to see the progress on his layout, which is a model of Bacchus Marsh station in HO scale. Before the meeting Peter decided to clean his locomotives wheels to help improve their running qualities. As with most things the locomotives seemed to object to this and decided to derail every now and again which they weren't doing before being cleaned. There must be something in that old adage "if ain't broke, don't fix it."

The Division 3 members had once again been busy with an ever-expanding range of show and tell items on display. Laurie Green, Grant McAdam and Paul Richie all had photographs from the recent Sunbury Model Railway Exhibition. Laurie also brought along some O-9 rolling stock that he has built for his new switching layout plus a calendar for next year featuring Colorado narrow gauge. Grant had an assortment of narrow gauge magazines and a small book featuring over forty-five colour photographs that he intends to use when painting scale farm animals. Paul Richie showed some of his latest modelling projects which included in S scale, a bunk house (still to be

completed) and a small shed, in addition he also brought along the latest Scenic Express Catalogue and some samples of their material. John Beaton brought along two books from his library, The Mt. Lyell Mining & Railway Co. Ltd and The 57's & 58's Three Cylinder Power on the NSWGR. Peter MacDonald had another AD60 (NSWGR Garratt) under construction. He also had some curved O scale corrugated iron that he produces to suit the Ian Lindsay Models Victorian Narrow Gauge rolling stock and two books that he acquired on his recent holiday, the Junee Railway Centenary 1878-1978 and the Directory of Australasian Railway & Tramway Societies 1978. Bob and Stephen Backway brought along a G-scale point that they had completed since our last meeting. Steve Cullen had the book "Narrow Gauge Steam Locomotives". Of course our show and tell section would not be complete without the latest offering from Mario Rapinett. Mario had on display some of his latest purchases, which included numerous HO_{n3} locomotives and a 3-way stub point originally built by Laurie Green. Mario has been experimenting with powder chalks to expand the range of colourings he uses on buildings and he had tried this technique on some HO white metal cast building fronts that he brought along.

During the afternoon we adjourned into Peter MacDonald's garage for a demonstration of spray painting. Peter showed how easy it can be to weather a model with spray painting and tried to de-mystify the topic. No one took up Peter's offer to have a go on one of his models but there were plenty of questions and suggestions, so we all learned something from the demonstration.

Convention 2000

In my last report about activities in Division 3, I suggested that it was planned to hold the 2000 Convention in October, well get your diaries out, as there has been a change of date. The convention will now be held on Saturday May 20 at the Bayside Secondary College at Williamstown in Melbourne. The theme for the day is "You've studied the prototype. Now it's time to build

the model". The day will be directed at trying to impart some of the skills needed to get on and start modelling and as such most sessions will be practical demonstrations to small groups. To help keep the numbers down at each session they will be repeated twice and there will be three concurrent streams. As the organisers, we realise that there are many modellers out there who have valuable knowledge and skills to impart to their fellow modellers, but some times there is not enough information to fill an entire clinic. As a result there will be mixture of full-length clinics (1 hour, including questions) and half-length clinics through out the day. If you would like to contribute to the convention as a presenter please contact the convention organisers (Grant McAdam or Laurie Green contact details at the rear of the Mainline). By presenting at the convention you will earn points toward the Authorship Program. For those with a little more time to spare in Melbourne there is an added bonus. At the same venue on the Sunday May 21 there will be the "Modelling the Railways of Victoria" convention that is being organised by the Sunbury Model Railway Club. If you would like to learn more about the Victorian prototype and how to go about modelling it, why not stay for the weekend. A discount will apply for people attending both conventions. Early in the New Year you will receive a mail-out outlining in more detail some of the topics to be covered during the day, suggested accommodation and a registration form. I hope you can make it to Melbourne in 2000 for what will be a great convention.

**CONVENTION
2 0 0 0
MELBOURNE
20MAY2000**

Continued from Page 5/...

Canberra Report

obtained from the ARHS research section on the Western line including timetables and train composition information. John Bullen also displayed a recently acquired Märklin HO scale old time Württemberg Railways goods van with a Steiff logo which was obtained at an advantageous price from a collector of Steiff brand "teddy" bears who had no use for the van that accompanied the bear a limited run set.

We also discussed our participation at the local National Model Railway Exhibition in April next year with the construction of an HO scale module being the favoured activity. Details of the NMRA standards will be obtained so the module can be constructed accordingly. Thanks to Stephen for hosting the final Canberra area meeting for the year and also to the other 1999 hosts who have helped to spread the load by hosting meetings during the year. %

Continued on Page... 18/.

Sydney Reports

by Steve Chapman

October

Geoff Hoad opened the meeting with in excess of 50 people present and thanked our hosts Michael and Carol Flack. Peter Burrows then spoke about our layout at Liverpool. There was a lot of interest from Kids and Parents with a large amount of people leaving their name for further contact. This matched the enthusiastic response from the Newcastle exhibition attendees. Peter thanked the volunteers who manned the NMRA stand at Liverpool and Newcastle.

Geoff welcomed the visitors. He explained the B.O.D. interest in the new members marketing plan.

David North then gave us an update on the Members survey explaining what was going on and how the information will be used.

Your say is very important to the Board, so if you would like the Board to do something for your interests, do

NEWNMRA MEMBERS

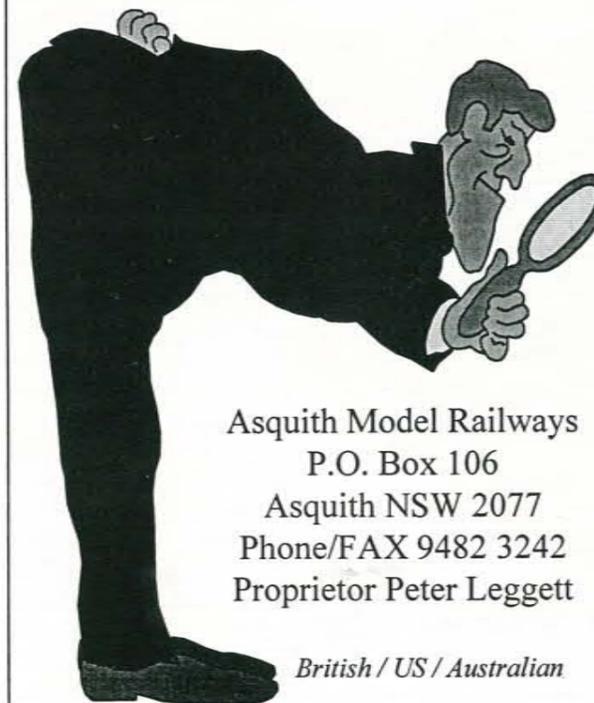
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- David Jupp
West Pennant Hills NSW
- Stuart Hall
Canada Bay NSW
- Stuart Hall Jnr
Canada Bay NSW
- Lew Atkinson
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Gerry(atric)'s Ramblings

Operating the Franklin, Somerset & Kennebec Railroad

by Gerry Hopkins MMR

Operating can mean different things to different people, running an ABBA set of F3's pulling a full set of reefers through mountain passes; a pair of RS1's on a local freight passing through a rural farming community; a GP9 switching an industrial yard. For many years I have watched my narrow gauge trains wind their way through the rolling hills of Maine. 15 years of watching you trains run, automatically controlled, at exhibitions gives you plenty of time to talk to people, demonstrate modelling techniques, perve the mobile scenery and learn from others.

With all this in mind, I have been busy setting the FS&K RR up for my kind of operation - switching way freights. The first few months were very frustrating, with an operating crew of 6+ there were always problems with electrical blocks and runaway trains. All this before the finer details of operating prototypically could be introduced.

The conversion to DCC was the big step (I've typed this before?). We now drive trains not the layout. Now to the nitty gritty.

We use a waybill system that has been around for many years and is still used by many operators in the USA. A folded piece of card with the Car Details on it carries a Waybill with destination and car type on it. At the moment I use a way bill with a destination on each side numbered 1 and 2 (difficult so far?) Side 1 is face up and placed in the car card. The card is placed in a small pocket on the front of the layout near the car. There is a pocket for each of the 26 industries on the layout.

At the start of a session there are 3 trains set up in the staging yard (Farmington) ready to move. There is

a train waiting for loco assignment at Somerset at the other end of the line. Train length is kept to a max of seven cars, six + caboose. The 1st train moves from Farmington to Bridgeton Yard, the yardmaster will check the cards for industries served by the yard. He removes the required cars from the train and adds an equal number of cars for industries down the line. The road crew (2 man crew) moves the train down the line to the next yard at Madrid.

While this is happening, a loco is assigned to the train at Somerset and the other road crew takes the train to Rutherglen interchange. The A.G. Winter mill is a big customer and gets plenty of traffic. Again the crew drops off and spots the required cars and picks up an equal number of cars.

While this is happening, (I've typed this before?) another train arrives at Bridgeton from Farmington. It is sorted, cars removed, cars added and is ready to go. The dispatcher checks the progress of the first 2 trains. Depending on the number of cars to be set out, the dispatcher will instruct

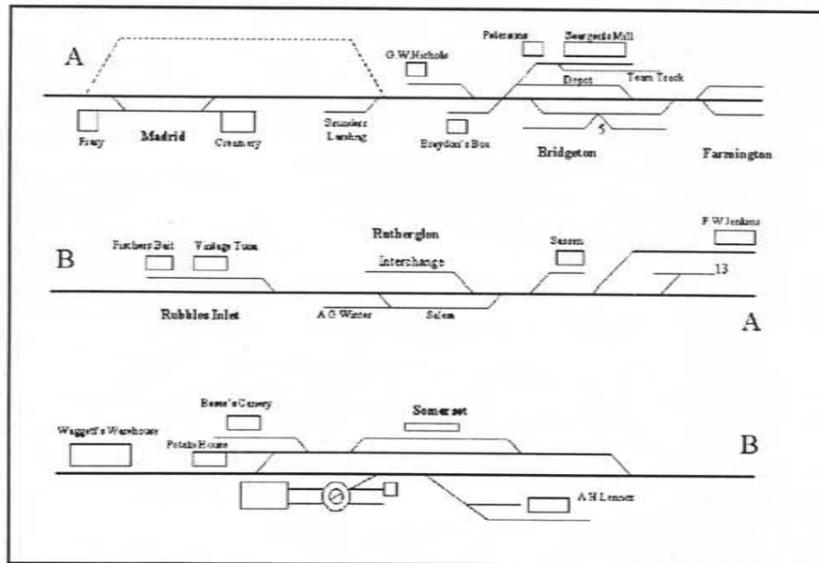
one of the trains to wait for the other to pass before setting out on the next single track section.

As you can see on the track plan there are no complicated spaghetti bowls of track. A train can still take up to an hour REAL time to get from one end to another. For extra stress the "Rangley Express" could run the full length of the line at any time.

Once a car has been spotted at its destination, the waybill in the car card is turn to #2 side and placed in the pocket for that industry and at the back of any existing cards. If the waybill was already on #2 side then it is passed back to the dispatcher who places a new waybill in the car card.

While this is happening, (again?) the yard master in each yard is setting up the next out bound train. When a train arrives at Somerset or Bridgeton a train leaves to do it all again. The card order system is self correcting, if a car is not dropped off first time then the next train back can drop it off.

I am currently preparing four



Gerry gave John Saxon's benchmark the once-over.

sided waybills that will reduce the need for changing the cards during a session. A session will normally go for three hours with a short break for the crews to refuel.

We have not yet gone into the detail of:- allowing time for brake lines to get pumped up, timetable operation, re-fueling stops, moving empties when they have been unloaded. Some of the industries do not get enough traffic so the waybills will be adjusted.

The FS&K RR is a two foot gauge railroad, and as such the trains only run to speeds of 35mph. The decoder in each loco has been adjusted to limit it to this speed. There is also some inertia programmed in to replicate the full size loco. All the turnouts use switchmaster motors and take a few seconds to move the points across, this allows for the switchman to walk back to the train before it can move.

Rutherglen interchange will be removed over Xmas and will be replaced by the Matawumkeg Paper Mill - yes that is a real name! Then I will have to build extra rolling stock and then.... Will it never end??.... Back to the glass of Galway Pipe.

Remember: Model Railroading is fun!

QUEENSLAND SEPTEMBER 1999

Nick Negerevich is a relatively new NMRA member and on 18 September he hosted a visit to his layout, the Ferntree Garden Railway. Ten members, six wives/partners and three guests attended the meeting, continuing the good run of attendances during 1999.

It is amazing what you can do to your layout when a visit by your friends is imminent. Nick finished his first loop the week before with the assistance of Denis Lane. For all of us who run small trains, (O, HO, and N), the detail and size of a LARGE GP-9 was a sight to behold. Because of the size, Nick has no trouble fitting sound and remote control, the sound quality being excellent. Also on view were ARISTO CRAFT Heavyweight coaches and a variety of different manufacturers locomotives. Nick gave a very good run-down on the different scales of garden railways, with 1 3/4" gauge track only being standard gauge if you buy the right train.

A very good afternoon was had by all and it was good to see the visitors. My thanks to Nick and Pam for hosting us. Glenn Stevens

MainLine

EXTRA CAR LOADS

Our intrepid trustee, David North, while at the National Convention in the USA David entered his scratchbuilt ATSF flatcar in the contest and won 1st place in Freight Cars.



VALE WHIT TOWERS

I was with great sorrow that I read today in my latest copy of 'Model Railroader' of the death of Whit Towers on June 12th this year.

Members of the Australasian Region may not be aware of just how large a part Whit played in the formation of our region.

I first wrote to Whit in 1977 with the view of starting up an Australasian region. Whit replied and forwarded my letter to Paul Shimida. Paul, in turn, got his wife to formulate a list of names of all the then financial members in Australia.

Upon receipt of this list, I then started to write to different individuals around the eastern seaboard predominantly. After some 27 letters, without one reply, I formed the opinion that none was interested. Whit still wrote encouraging me to persist and laying out the ground rules for the amount of numbers, etc., to form a region - also, of the problems of the previous Australasian region who, it appears, were forced to disband because they used the term 'National' in their title. With the help of the Attorney General's Department here in Canberra, that myth was dispelled. Some time later, I was contacted by a John Saxon from Sydney.

The rest is history, but without all the help and encouragement from the likes of Whit and the help of Paul, and John Saxon's contact with Whit and others, we just would not be here now (as an association). We all owe Whit a lot and wish him well as he joins the other modellers at the great layout up there in the sky. Many thanks to a great modeller.

Peter A. Weller-Lewis

MAKING ALTERNATIVE ROCK MOULDS FOR YOUR LAYOUT



A hill with exposed rocks, all of which have been cast using home-made moulds, can look terrific.

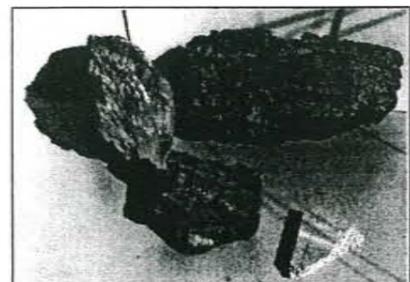
Why do we need rock castings? We use rock castings/ moulds to quickly duplicate rock faces, cuttings for the track to pass through, tunnel entrances. These all have exposed rock faces or outcrops. By making your own moulds it is possible to give the layout its own unique look (I have over 60 moulds and over the last 3-4 years have made over 120 moulds). The single casting can be used several times in the same area on the layout by affixing it at different angles.

If the mould is properly looked after, by keeping them in a cool dry location they can be used for several years and many repetitive castings done.

Before beginning to make your own rock castings you will need to make a mould. This is possibly the hardest, but most satisfying part of the exercise. After researching what type of location you want to model, it is necessary to find rocks or strata that can be used to duplicate those found in the location.

Materials required include:

- Several spray bottles



Bark, wood & stone all make good moulds.

- Throw-away 20-25mm paint brushes
 - Muslin cloth (sometimes called cheese cloth, it must have a very open weave)
 - Dish cloth (chux type)
 - Scissors
 - Latex rubber
- Latex can be purchased from

Polymer Chemicals
107 Kurrjong Ave, Mt Druitt
Phone No. 9832 7555

- Simply Glues make a wide selection of scenery aids. One of these is the latex rubber, which is now stocked by most hobby shops.

Container with water and detergent in it to soak brush in

- Most important a suitable rock or location site

There are several sources of material to supply the masters for the moulds.

1/ Burnt timber, Bob Kolwyn gave me a piece of 4x2 burnt timber to see if a latex mould could be taken of it. The first attempt failed as the latex formed a reaction with the charcoal, which turned into a black useless mass of black latex. Not to be deterred I painted the other side with thinned down paving paint to seal it this allowed the latex to lift off with out any problems.

2/ Broken cement, This came about by chance as I had a bag of cement which got wet and had set hard. When breaking it up to dispose of it I noticed the great strata effect

by Donald Davis

that it had. So painted it with the latex and alas had the same result as with the burnt timber. Painted the cement with paving paint and the result was a mould with very sharp rock outcrops.

3/ Shale, this is very unstable and needs the following procedure to be obtained a satisfactory result

All dirt or residue must be completely removed from the surface to be moulded. Failure to have a totally clean surface can ruin a lot of work. If moulding of a surface which is not stable (breaks up when using a brush) then the latex can be used in a spray bottle, it will need 3-4 spray coats before a brush can be used. Important if using a spray bottle immediately after a coat has been applied pump water with detergent added through the spray nozzle.

4/ Your common every day rock but not sandstone as this will show the grains of sand as small boulders. Any rock that has a smooth textured finish is ideal.



The mould in progress

After the first 2-3 coats have been applied and allowing the latex to have completely dried between coats (latex has a honey colour finish). Apply another coat of latex to the area and before it starts to dry apply a layer of muslin cloth over the area making sure that any hollows especially are covered.

Repeat this process 3-4 times then I use a final layer of chux which gives the mould strength which prevents any fine detail being distorted when the plaster is applied.

In between applying the latex, leave the brush in the jar of water and detergent as the latex dries quickly. When removing the brush from the water remove any latex build up by hand and remove excess water before applying latex.

If you have reached this operation you will see why the brushes need to be cheap and throw away's.

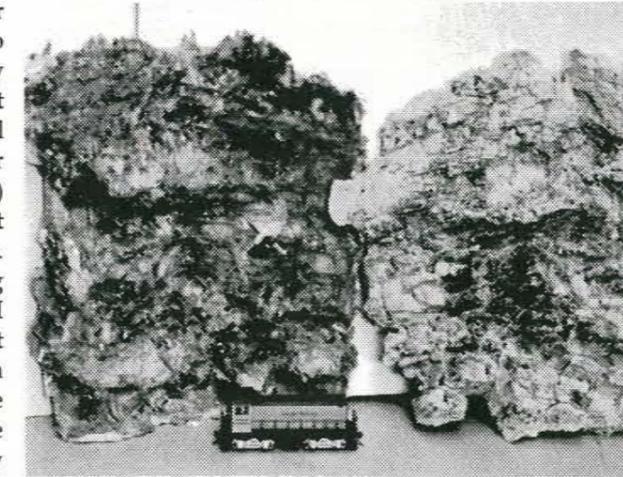
Allow the mould to completely cure by leaving it overnight before attempting to remove the mould from the rock or location. To remove, carefully start at one spot and start to peel it off (Like a pair of rubber gloves) so that you don't tear the rubber. After removing the mould I prefer to leave it to dry and harden overnight before cleaning the surface of any rock or dirt that

has stuck to the latex.

The mould is now ready to use. Note on moulds this large and with the amount of crevasses it is important to remove the mould carefully.

USING ROCK MOULDS

There are several ways of preparing and using the moulds. One way is to allow the plaster to start to cure and then apply it to the layout before it has totally cured. This does give the advantage of being able to



A huge finished mould & its casting.

form the moulded casting into a position on the layout before removing the mould from the casting.

This is not the method I use mainly because my style of scenery uses large castings and I have found this method difficult to handle on your own.

The method I use is to cast the rock castings on the workbench or backyard by laying the moulds flat and packing underneath them with pieces of timber, cardboard or paper to obtain the shape required. This method also allows you to cast more than one piece at a time and by placing the castings in place dry you are able to see if this is the right effect that is wanted. (I have about 10-12 castings in a box that I can place on my own or others layout to gauge the effect before making a final casting)

Materials required

- 2-3 large ice cream containers
- Plastic spatula
- Spray bottle with water and several drops of detergent in it
- Casting or pottery plaster

Continued on Page... 19/.



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MainLine

December 1999

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Railfanning CALIFORNIA '99

By Erik Bennett



A pair of UP klds-40s race across the desert - Photo by Erik Bennett

In May 1999, my wife Denise, our 12 year-old son Michael and I toured California looking for trains. Denise is a keen rail-fan (she can spot the difference between a DC and an AC Dash 9). To add a little variation to two weeks of solid trains, we wanted to visit Yosemite National Park and do the tourist thing in San Francisco.

We had planned to fly into Los Angeles, hire a car and drive in a big loop around all the good train locations in California eventually arriving in San Francisco, from where we would fly home. Our interest is current-era diesel freight trains, running fast. We model the UP, SP and Santa Fe, BNSF in the diesel era, so California was ideal.

We have travelled in the USA before, so our modus operandi was to hire a car, make sure we had the Motel 6 Location Catalogue in the glove box and drive to where we

wanted to go. There is always a Motel 6 or other inexpensive motel on the way. The only accommodation rule we have developed is to identify accommodation before sundown and a little earlier on a Saturday (when it seems the whole of America gets on the move). The other rule that Denise specified was that we must eat at least one good meal a day (MacDonalds did not count). So we toured for 13 days and had a safe, enjoyable and educational trip. This is our diary.

Day 1 Saturday May 1 1999

Arrived LAX. Picked up the car from Alamo and drove first to Allied Model Trains at Culver City. It was big, but pretty expensive. Didn't want to buy anything this early in the trip although I saw an OMI UP SD90MAC, which I fancied. US\$700 - too dear. Drove south on Route 5 to San Juan Capistrano where we strolled around the depot, took on board ice creams

and shot (photographed) a northbound San Diegan. Then took the coast road south. Shot a southbound San Diegan from the pier at San Clemente. Passed through La Jolla, which is quaint and arrived San Diego just before dusk. Found, to our surprise that accommodation on Saturday night was hard to come by, but we got in at a reasonable place. After check in, freshened up, went for a bit of a stooze around and had dinner at a Taco Bell just for fun. The tacos were great, although we were not that discriminatory having not slept for 36+ hours.

Day 2 Sunday

Up and away pretty early. Beautiful weather. Breakfast at Macas. Visited Old Town San Diego where there was a festival day in full swing, commemorating Cinque de Mayo, the anniversary of the first and only victory by the Mexicans over the

French. Strolled around for a while taking in the Mexican atmosphere. Then drove past the dock area. Was surprised while, at a traffic light, found we were on short finals for the local airport. Several jetliners came in about 80 feet overhead. Visited the Star of India, tallship, at San Diego Dock, then visited Santa Fe Depot, downtown. It was great. Very old world.

Then drove towards the bridge over to Coronado Island. While passing a yard, saw our first American trains and locos - a couple BNSF Dash 9s and a BN GP39-2 shunting the yard. Also saw the result of a minor collision. Just like on my layout, a cut of empties had been shunted too far down a yard road and had clobbered a wagon and an engine at a turnout. It was being investigated.

Went over the bridge to Coronado and looked around and shot the Hotel del Coronado. It looked fantastic, set against the sparkling ocean and bathed in the bright sunshine.

Came back to town and visited Balboa Park and the model exhibition. Found the model display a little underwhelming. Found Balboa Park as a whole most exhilarating.

Drove south to National City, looking for the depot, but no-one could tell us where it was. So headed off, northeast on 15, 215 then 74 to Idyllwild, up in the mountains. Found cosy accommodation there in

a little log cabin in the pines at the Bluebird Hill Inn and had an excellent meal in the Good Time Pub & Inn.

Day 3 Monday

A bit overcast. Drove down the mountain and turned north on 215 to Orange County RR Museum at Perris. Very interesting. Got a private tour of a restored 3 foot 4-6-0, in beautiful working condition. Saw my favourite engine, a warbonnet FP45-#98. Saw UP E9 #942 so faded you couldn't see the UP markings. Saw a number of other diesels, lots of old wagons, including reefers which were interesting; a few steam engines of various configurations and conditions.

Headed north on 215 and stopped at March Field and saw all the old planes and new ones. Saw B29, MiG21, SR71, B52, F111, F86, F100, F101, Starfighter, etc. Very interesting. Shot Michael in bomb bays of B52 (Ouch! Ed).

Turned right onto 60, then on to Longs Drug Store at Moreno Valley. Looked but didn't buy. Quite expensive. Saw a bloke just strolling around the supermarket-like shelves with a shopping trolley. Saw him pop seven Kato engines of various configurations into it. He ended up filling the shopping trolley with lots of expensive gear. Also saw some OMI SD90MACs but also too expensive.

Headed west on 60 towards Anaheim and stopped off at the LA

County Fairground at Pomona which housed the Big Boy. Did some fast talking at the gate, because it is only open on the weekends, and was eventually allowed in. Drove around the showground to the museum display and there it was: not only a real Big Boy, #4014, but also a DD40-AX #6915. The museum was closed but it was all behind cyclone wire, so we went around the back, legged over a few fences and we were in. So we had a close-up look at the Big Boy and the DD40 and took lots of pics. Retraced our steps, thanked the guard at the gate and headed for the railway station at Fullerton, not far from Anaheim. Saw a warbonnet BNSF SD75I, #4279. There had been a train display there over the past weekend. Waited for trains and saw lots. Big container trains came thru the station headed by multi Dash 8s and 9s, at 50+MPH. Got some good shots.

After dark, headed to Anaheim and checked in to a hotel that was right across the road from the main entrance to Disneyland.

Day 4 Tuesday

Went to Disneyland from first open to last close. What a day!

Day 5 Wednesday

Headed east on 91 towards San Bernadino. Got off the freeway at Colton looking for Colton yard. Saw a big yard but it didn't give the right impression. Watched some shunting

for a while then went and asked someone and got directions to the real West Colton Yard. It is what I call a yard. More engines in the fuelling facility than in the entire NSW fleet. Lots of activity. Stayed there for a while then headed towards San Bernadino Depot. It is run down but still holds stucco charm. Shot it then headed up the pass.



It can happen to the best of them - Photo by Erik Bennett



How long is a long train? - Photo by Erik Bennett

Got supplies at the Macas halfway up the pass on 215 then drove up to 15 and the turn-off and onto Route 66 and Cajon Pass. Explored it a bit then heard a BNSF freighter coming up the pass. Saw it come - five locos leading and two pushing, with 94 wagons in between. Must have been doing 50 m.p.h. - uphill.

Explored some of the dirt roads and the SP Palmdale Cutoff. Parked right next to the crossing and shot an SP train passing a few feet away. Michael flattened plenty of pennies. Drove up to the BNSF enclosure at Summit. Spoke to the very nice guard, shot some trains then drove down the pass and turned off onto 138 to Hesperia, where it is flat and the line runs right next to the road. On the flat there, saw lots of trains and got some good shots. Drove to 15 then on to Victorville where we were confronted by another example of the confusing road signage predominant in the USA. Eventually made it to the exit side of town and took Route 66 to Barstow via Oro Grande and Helendale.

Arrived Barstow and checked into the fabulous Motel 6 there at a very reasonable rate. Checked out the yard then drove to Daggett, at the intersection of the UP and BNSF and sat in a shaded area with a drink and a snack looking at the passing parade. Just on nightfall, drove back to Barstow and shot the depot from the overpass bridge. Framed up the depot with all its lights at a number of different exposures. The resulting prints made it look like a structure on a model layout.

Day 6 Thursday

Got up early and did another circuit of the yard and the depot. Shot the warbonnet FP45 there, #95, and the caboose. Then drove out to Calico, the ghost town. This was an old silver mine town that has been restored. It is a little commercial, but still gives a good flavour of what it was like when silver was king. It was a beautiful day in spring, but I would hate to be there in high summer.

Drove to nearby Yermo where there are a lot of stored engines. Saw an UP

Dash 7, #423, another of my favourites.

Drove back through Barstow and headed out into the desert on 58 towards Mojave. Passed the jetliner sales lot where dozens of planes are stored in a humidity free environment, awaiting delivery.

Stopped at the Macas that is right opposite the main line and got a good shot from inside the restaurant of a couple of engines framed inside the Macas sign painted on the window.

Drove on up the Tehachapi Mountains, the Mojave side of which is covered in windmill electricity generators. Drove into the town of Tehachapi and shot another UP Dash 7, #458, and an SP SD45, another of my favourites. Denise bought some quilt material from a specialist quilt shop there. She was very pleased with it. We also dropped in to the famous Kelseys Cafe. Didn't stop to eat but had a look at all the train memorabilia and the photos around the walls. Some on the construction of the loop were interesting.

Drove on and eventually came upon the Tehachapi Loop. Positioned ourselves at what is obviously a favourite spot above the loop and saw 9 trains pass up and down. At one stage there were 3 long trains on the loop. We got there about 2:30 on a Thursday. They say late in the day, late in the week is best.

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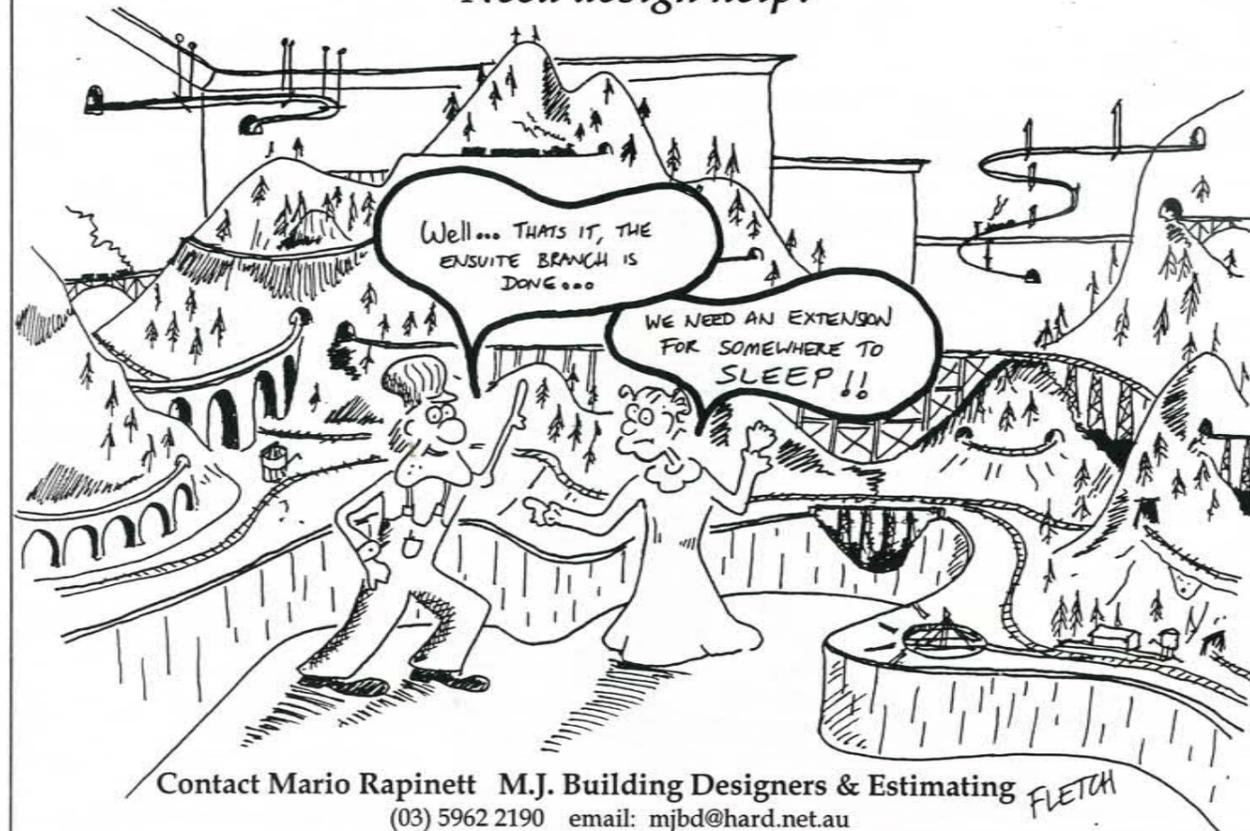
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or similar. Any condition.
Contact: Mario Rapinett. 03 5962 2190 or email mjbd@hard.net.au

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For Sale

Fully scened, two track module with a spur on each side. The module is 1.8m long and the standard 600mm wide includes legs. The module is complete with Red Wing Milling building from Cornerstone and a stock yard (you supply the stock) There some hand made trees and a small stream to fish in.

The module fully complies with the Module SIG (Sydney) standards.

Will sell for cost of parts = \$200.00

Contact Gerry on home = (02) 9944 4733, & Work = (02) 9886 6860 or gerrymmr@flex.com.au

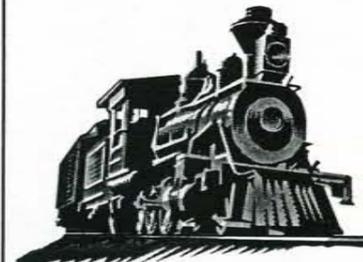
For Sale

Infocom non NMRA DCC system.

I am asking for \$100.00, includes two controllers, transformer, three modules to fit into locos, they are fitted with heat sinks which can be removed for HO. They were going into O gauge.

Also and most important the main module with a book of instructions.

Contact: Steve Chapman (02) 9626 9979



For Sale:

**AT & SF 2-8-0
1950 Class HO
Scale, Locomotive & Tender
Unpainted Brass
by Sunset Models
Brand New,**

wrapped in plastic and still in original box.

Surplus to requirements, so I am prepared to negotiate a fair price for a quick sale - say, \$450 o.n.o.

Contact: Calvin MacKenzie: 02 4730 2797
Mobile: 0408 118 622

For Sale

Railcraft Code 83/85 rail

Five bundles of 12 lengths @ \$36 per bundle
One bundle of 10 lengths @ \$30
Postage \$5 per one or two bundles

Contact: Jack MacMicking (02) 9958 5988
247 Eastern Valley Way
Middle Cove NSW 2068

After a while we went down to Caliente and explored around there. Then we explored tunnels 3, 4 (destroyed by earthquake but still there and bypassed by the line) and tunnel 5. Saw the White Wolf fault-line, which had caused all the problem. Stood on it near tunnel 3 and saw how it cut right across the curve and crossed tunnel 5. Saw the "shoe-fly" they had built around tunnel 5 when they were repairing straight after the earthquake. It is just a temporary loop, built on an embankment of earth. Don't know why they call it a shoe-fly (which had always puzzled me).

Went back down to Caliente and tried to locate the spot, on the horseshoe out of Caliente, where the photo had been shot from in an old Trains article that Lyndon Spence had given us. After a bit of climbing, we found it, high up on the hills overlooking Caliente. We were able to drive up there on a maintenance track. Then, to our exhilaration, a long train came. We saw it come up to Caliente, run around the horseshoe then come up the mountain right past us. We were a few feet away. I got some good shots and Michael got another flattened penny. Denise always gets enthusiastic blasts on the horns from the drivers. She does a steam-whistle-pulling action with her arm, which has always produced the desired response from drivers.

We then furiously drove around to Beale and ran up the little hill to tunnel 3 and shot the train as it passed under us into the tunnel. So, after a fantastic day of trains, we drove down the hill, in the dark, to Bakersfield and checked into the Motel 6 there.

Day 7 Friday May 7 1999

Did some washing in the laundromat, which happened to be attached to the motel, then went over to the Bakersfield yard and chatted for a while to one of the yard drivers. He was most interesting and understanding of "hog-heads" as he called us. Looked around B & F Train Shop, but it was expensive so headed off.

Drove northwest on freeway 99 to Fresno, then north on 41 towards Yosemite. Stopped at the Sugar Pine Railroad at Fish Camp, where there

was a working 3-truck Shay. They had just put it in the shed and we were a little irritated they wouldn't let us have a look at it. Could see a bit of it through the cracks. Determined to come back tomorrow.

Drove into Yosemite and first looked at the giant sequoias in the forest of sequoias near the entrance. Then headed towards Yosemite Valley on a road that took us up and down a few mountains then up until we drove through the mountain tunnel and into the immediately



Yosemite National Park

adjacent car park overlooking the valley. It was breathtaking. Cathedral Rock, Bridal Veil Falls, the tall granite cliffs and monoliths were forming each side of the valley. Drove on down towards the village and stopped for pics at the foot of Bridal Veil Falls. Got drenched at the bottom of the falls. Then drove on to Curry Village and checked in. It was a fabulous little cabin in the middle of the forest floor. We were very happy. Checked out the Village shops and took in the ambience. Drove around and looked at Ahwahnee Hotel. It was very grand, with 40-foot high windows in the foyer and restaurant areas to allow people to look out at the valley walls above them.

Went back to our cabin and prepared for dinner at the camp restaurant, then decided to see if we could get in at the Ahwahnee. Phoned them, got the last reservation then got dressed up in coat and tie and we went to dinner in style. We were very glad that we did. The dining room was elegant, the service superb and the food fantastic. Had a wonderful time then went back to our cabin and hit the sack.

Day 8 Saturday

Decided to hire bikes. Rode around the whole valley floor all morning. At midday, checked out and, although we could have stayed there another day (or more), we headed off back to Fish Camp.

It took a while to get there and we arrived a little late for the trip on the Shay, but spent the time till it returned looking around the place and generally taking in the atmosphere of the old timber camp. Eventually, the Shay returned. Got some pics of it returning and then of the mechanism but, about two minutes after they unloaded the passengers they put it into its shed. I complained but without any affect, so I decided that organisation is user-unfriendly and would recommend visitors to USA to forget about visiting them (alternatively, be sure to arrive early at popular tourist sites-Ed).

Drove to Oakhurst then up highway 49 through all the goldrush towns. We passed Coulterville and pulled into Jamestown where we visited the roundhouse and museum.

To be continued next issue.

Continued from Page... 9/.

the survey in and get it in. So if you have not sent your survey in do so NOW. David will be giving a report in the near future to us and the B.O.D. in the U.S. Contact David if you don't have a survey form. Response from other Australasian Divisions has been fairly good.

David North told us about the sad passing of two well known members in the U.S.

Geoff told us about Conventions in 2000: There will be no convention in N.S.W. next year, but there will be one in Victoria and possibly Queensland. The HO Module group will be there, as well as the O scale module group. Geoff asked the meeting if Simply Glues could come along and give us a clinic. A big YES was heard so, Simply Glues will be coming along to a future meeting to show us their products. Some discussion was also offered about this Company and others giving clinics at meeting.

There will be an open night at a well-known hobby shop soon.

Meeting close with a visitor Shane showing a VERY BIG 1:25 Scale Cardboard U.P. Big Boy 4005 Steam Loco. Very Impressive piece of modelling.

An audio CD of this meeting and two others is available from Piet Hamersma.

Thanks for reading, see you at the next Meeting: Steve Chapman

Continued from Page... 12/.

To the job.

If moulding the casting inside on the workbench cover the area with plastic sheeting as this is a messy job. I prefer to make them outside.

Spray the surface of the mould with water that has had the couple of drops of detergent added (wet water) ensuring that any crevasses in the mould have been covered with the water. Shake off any excess water.

Place the mould flat on the workbench. Place paper or rag under the mould to obtain the preferred overall shape that you want. Prepare the plaster by adding water to the container first then add the plaster

slowly whilst stirring slowly with the spatula. This is to prevent air bubbles from forming in the plaster. The standard formula for mixing plaster is one cup of water to two cups of plaster. After approximately 2 minutes the mixture will thicken to a consistency of a thick soupy mix. At this stage, pour half into the mould and the shake the mould gently to release any air bubbles trapped in the finer detail of the mould. Pour in the remainder of the plaster. I now prefer to leave the mould for several hours to complete the curing process, or wait until the plaster has warmed to the touch. As it commences to cool down, you can carefully remove the mould from the casting.

The methods I have described are my preferred methods, but as I said at the beginning, there are several methods and your choice will depend on your preference and the size of the casting you want to make. A good reference book is 'How to Build Realistic Model Railroad Scenery,' by Dave Frary. At approximately \$30 it is well worth the investment.x

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VT16	Airbrushing for Model Railroaders	VT45	Trains On Location Stevens Pass
VT17	Weathering Railroad Models by Malcolm Furlow	VT46	Toronto To Chicago Railfan Way
VT18	Scenery Tips No. 1 Rock Moulds by Donald Davis	VT47	Tehachapi Trains on Location
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