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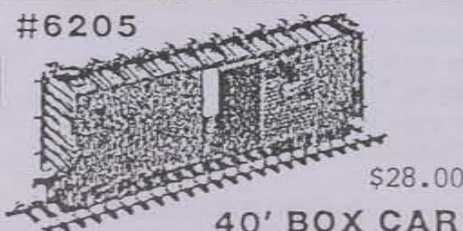
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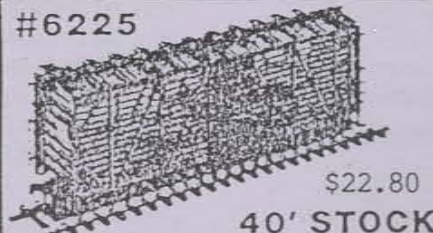
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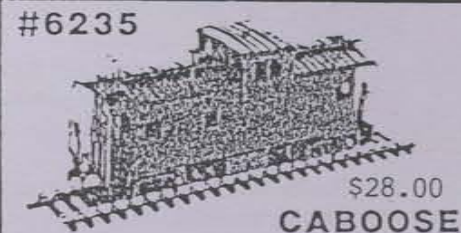
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\$22.80

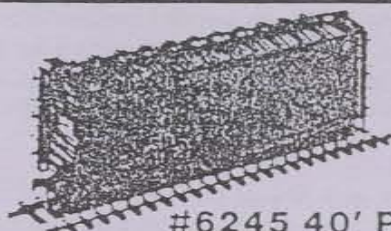
40' STOCK

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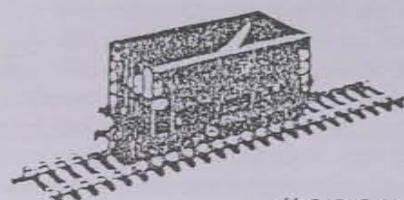
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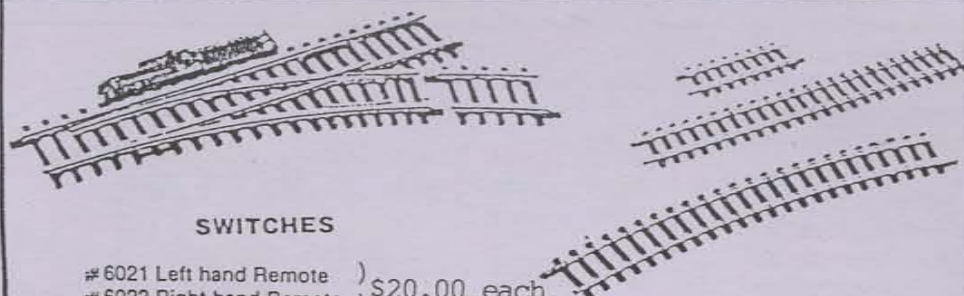
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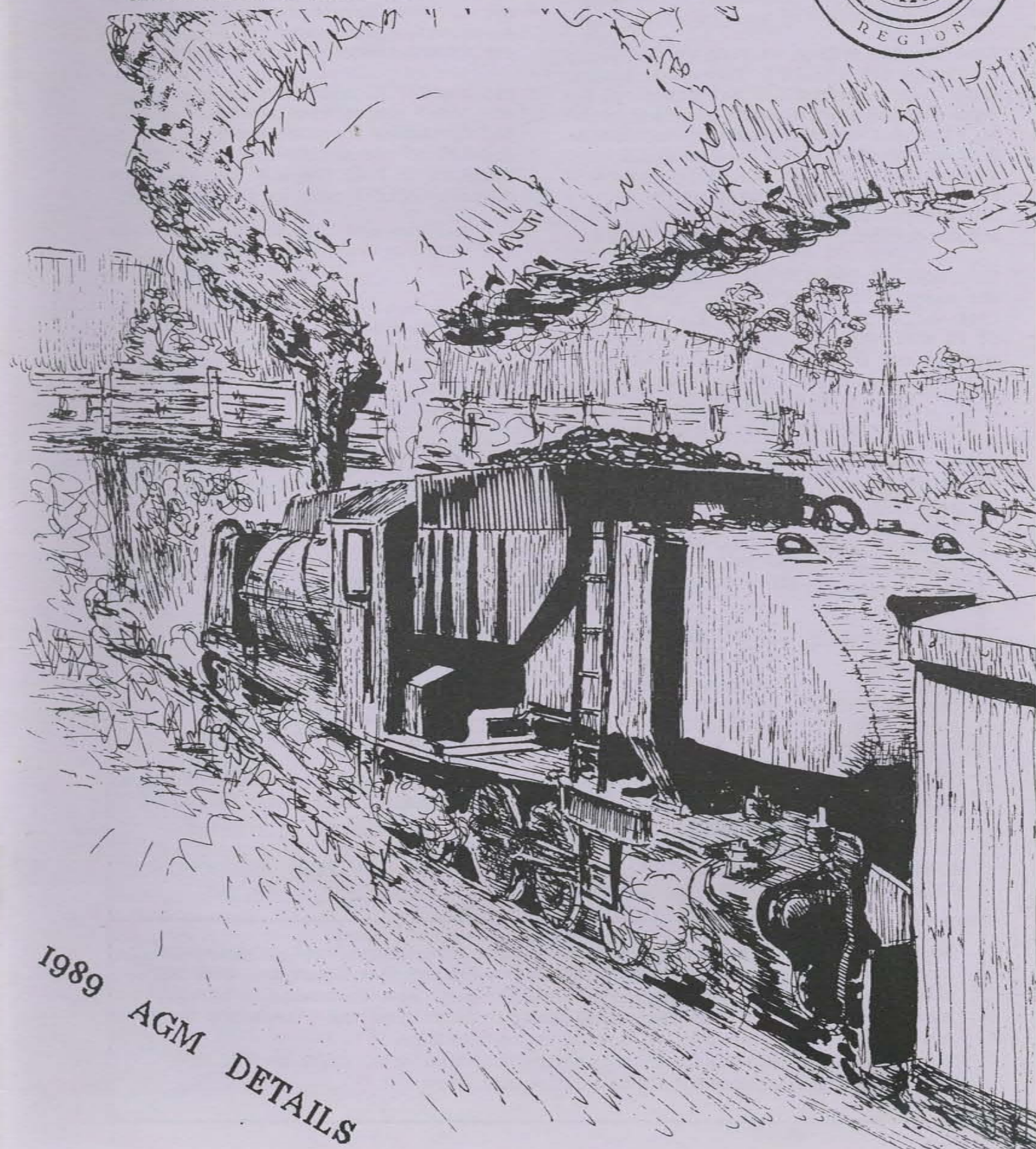
MAIN LINE

NATIONAL MODEL RAILROAD ASSOCIATION - AUSTRALASIAN REGION

VOLUME 6 NUMBER 2

APRIL, MAY, JUNE 1989

REGISTERED BY AUSTRALIA POST - PUBLICATION # NBH 7190



1989 AGM DETAILS

FROM THE PRESIDENT

You will notice that this edition carries the agenda and transport arrangements for this years AGM. We are fortunate indeed to have the Flying Scotsman allocated to the journey to and from Thirlmere and although commitment to the reserved car has been good, I would like to see another 20 seats reserved to secure an exclusive NMRA car.

Also in this editon we step up the publicity for the 1990 Convention (and AGM) in New Zealand. Start planning (and saving) now for what promises to be an excellent event and chance to combine your hobby and recreation leave into a memorable break from the daily routine. We will be investigating group concessions for the airfares and accommodation.

Take note of the A.P. programme news. The associated table really points out that whilst Phil and Gerry are proving it is achievable, many of our talented members are still to put their hand up and get those points on the board. Do it for the region and do it soon.

As we approach the exhibition season I am appealing to all members in the greater Sydney area to support our stand at these shows. In particular we need lots of volunteers for Liverpool. Last year many who rostered on did not show leaving a handful of members to carry the load. These exhibition stands attract more new members than any other event. More memebers means more resources, lower costs (by economies of scale) and therefore stable fees.

Finally I wish all the contestants in the model competition the best of luck and my thanks for participating. I look forward to presenting the successful entrants in both the A.P. and model contest their awards at the June AGM.

Peter B

AUSTRALASIAN REGION DIRECTORY

<u>PRESIDENT & MAIN LINE ED</u>	<u>VICE-PRES</u>	<u>SECRETARY</u>	<u>TREASURER & TRUSTEE</u>	<u>ACHIEVEMENT PROGRAM</u>
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KEN LEITCH P.O. BOX 205 MERMAID BCH 4218 (075) 52 6322	KERRY MCPHERSON 21 CROSSLEY CLS MELBA 2615 (062) 58 1421	GRAHAM NITZ 20 ALPHA ST NTH BALWYN 3104 (03) 857 6959	RAY BROWNBILL 12 SIGNET ST HALLET COVE 5158 (08) 381 4866	BRUCE SEDDEN 17 DEBRON AVE REMUERA AUCK 5 50 1923

MAINLINE is the official journal of the Australasian Region of the National Model Railroad Assoc., Inc. It is published four times per year in approximately February, May, August and November. Articles, letters, members classified advertisements and club notices are solicited from the membership and are considered to be donated free for the benefit of the hobby. They should be forwarded to the Editor Mainline, P.O. Box 529 Epping NSW 2121. Paid advertising is welcomed. Current rates payable in advance for four issues are \$110 for a full page, \$60 for a half page and \$30 for a quarter page.



A LOOK BACK

"Happiness in adulthood is the realisation of childhood dreams."

Though LGB-size trains ("G-scale") have been around for some time, their popularity has only recently become apparent in the US. Mr Tony Koester put forward a plausible idea recently (Jan '89) to explain this popularity. He ascribed it to the feeling of handling such models which 'feel to an adult just like an O-scale model does to a child'. Another factor is mass. Very difficult to simulate in the sub-O scales. If G-scale has mass, then what of even larger scales? Super-mass. Last year, I was fortunate to experience the tremendous realism of large scale trains.

Sometimes, it pays to be known as a train nut. A work friend sought me out, as his father, a retired architect, had sold his family home and was about to dismantle his 'garden train layout'. Would I like to see it? "Well, yes .. thank you". Quizzing about the line revealed that it was 'about this gauge', indicating a gap between thumb and forefinger of about 2 1/2". Also, it was 'like Sydney electric trains., there's a tram too, with overhead wire .. and some steam .. freight cars. Wow!

At the appointed time, I drove up a leafy Lindfield street, to a pleasant 40's home. In the front garden was evidence of an abandoned grade. Large scale too. But, up beside the carport .. tracks! About 2 1/2" gauge, brass on weathered sleepers. Following a friendly welcome, we went to a large garden shed .. and there we were ...

A four-car single-deck suburban set and a loco .. a 4-6-0 sat with various cars on sidings. From either end of the shed, the line extended right around the back lawn, quite a run. A branch left the main, down through a curved tunnel and into the carport .. it once ran right around the house, but the household authorities got fed up with bridge removal to use the drive, so that went in the 50's. No overhead. 24-volt stud contact.

Inside the shed, a tramline extended from loop to loop, with overhead. The pole even had a wheel that spun as it moved under the wire! Trams and trains were all handbuilt. 3/32" brass sheet, wood roofs and home castings, in both bronze and aluminium, figured in assembly. Though rather plainly detailed (eg: no interiors) there was no doubting the prototype. They looked just great. And for the running ..

BILL'S BUMBLINGS

The electric train has two motor bogies, a true EMU. When the simple resistance-type controller is cracked, the front and rear (motor) cars imperceptibly begin to move, nudging the intermediate trailer cans into motion. Open the throttle and the train whines, via the war surplus aircraft motor, chain drive (ex-gramophone) and spur gears, in a most realistic way. On speed, the gears hunt, and slowing elicits the low growl of gears on the overrun. Fantastic! Underway, the cars sway in a fashion that defies miniaturisation.

The ten-wheeler was 'built by dad, about the time of the prototype' (1914-23) and ran for years as a steamer, on a 2 1/2" line at Double Bay. Eventually, it wore out. The line was pulled up, much of it going into the Lindfield line, where the old 35 class was gutted and powered by an ex-aircraft motor.

A magic afternoon passed quickly, thick with nostalgia. Today, in HO and, to some extent, N, realistic motion is possible, by careful attention to precision drives and electronic gizmos. Here, in this 40-year old garden empire, was exquisitely prototypical performance, achieved like the full-size, via mass and inertia. It even SMELT like the real thing, of warm oil and hot electrics.

Soon after, the line was torn up. But don't despair. Plans exist to relay, as soon as settling-in is finished. After all, it's part of the family.

ON THE COVER

Australian Standard Garratt - wartime can of worms, hurriedly designed and built to move war traffic over light 42" gauge track.

Lots of new ideas many not thought through, caused derailments, poor steaming (incredible, considering the unrestricted Garratt firebox/ashpan) and high wear rate.

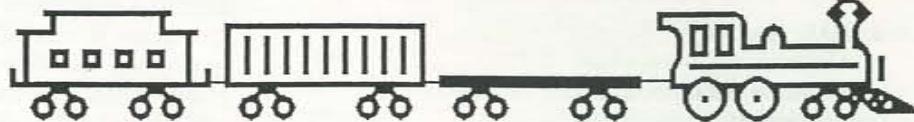
Here, an Emu Bay Railway example rockets (well, touches 35 mph) through the NW Tasmanian scenery. The EBR persevered with these intriguing machines, even fixed many of the problems, but, by then, diesels were arriving and nobody was interested.

B.C.

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ANNUAL GENERAL MEETING

As notified in the previous edition of Main Line the 1989 Annual General Meeting of the NMRA Australasian Region will be held on Sunday 4th June at Thirlmere (Rail Transport Museum) at 2.30 p.m. An old Sydney suburban car has been made available for the half hour meeting.

Agenda:-

- President's Report
- Trustee's Report
- Treasurer's Report
- Membership Officer
- Achievement Program Chairman's Report
- Achievement Program Awards
- Model Contest Awards
- 1990 AGM - New Zealand
- General Business
- Close

Travel to the AGM on "The Flying Scotsman".

We have reserved a car on what will probably be the Scotsman's last assignment in N.S.W. The timetable is as follows:-

Sydney (Central)	9.33 a.m.	6.00 p.m.
Strathfield	9.49 a.m.	5.44 p.m.
Granville	10.03 a.m.	5.29 p.m.
Campbelltown	10.53 a.m.	4.41 p.m.
Thirlmere	12.10 p.m.	3.30 p.m.

If you wish to travel to and from the AGM by train please forward your cheque to Peter Burrows by Tuesday 16th May.

Fares are discounted to Adults - \$20, Children - \$12, Family - \$65.

Make it a family day and bring a picnic lunch (Bar-b-ques provided).

MEMBERSHIP DIRECTORY

In the next edition of Main Line we plan to include a directory of all financial members. The directory will contain the following information:-

Name and Address
Phone Number
Prototype Interest and Scale

Should any member not wish all or any part of their details published please contact the editor in writing no later than 31st July, 1989. If you suspect the current membership records are incomplete or do not accurately record your details, please contact the membership officer immediately.

BERG'S HOBBIES

We have moved to:

97 Macquarie Street, Parramatta

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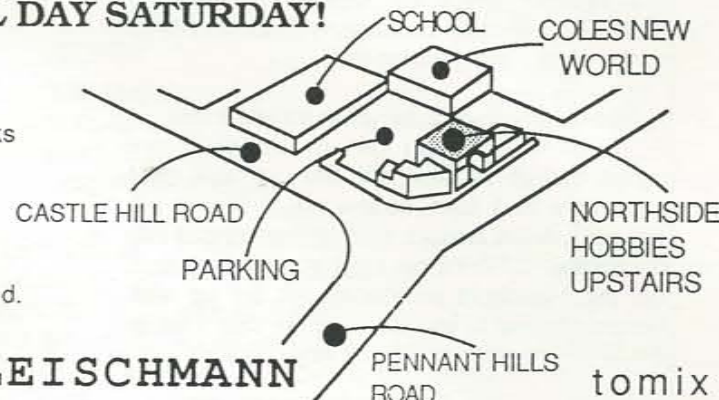
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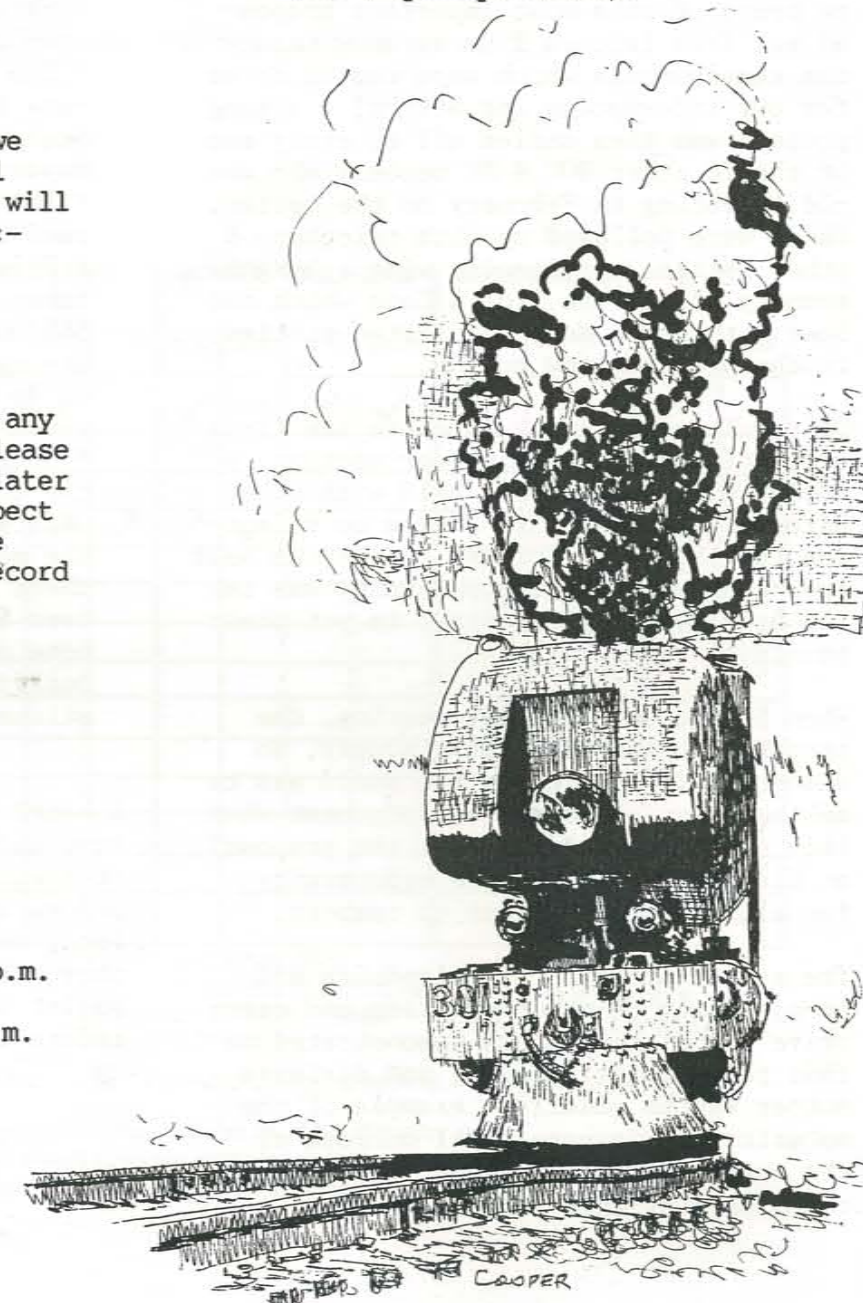
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NORTHSIDE HOBBIES



TRUSTEES TREATISE

The NMRA Mid-Year Executive Committee & Board of Trustee meetings were held in San Francisco between 9 & 11 February. All 17 Trustees were present (One by proxy) as were all 9 EC members plus other necessary officers, some 32 in all. To reach consensus with so many diverse individuals present could be thought to be impossible, but unanimity was reached on all important business matters.

The critical business item for members in Australasia concerned an unannounced proposal put to the 1988 meetings to impose a \$US6 surcharge on all non-US members to cover the additional mailing costs of the Bulletin outside the US. Fortunately the Niagara Frontier Region Trustee was instrumental in seeing the move deferred to the February, 1989 round of meetings.

The first the Australasian Region Trustee heard of this most important proposal was from letters from various Canadian complainants which were copied to us for our information and action! A strong protest was then mailed off to every one of the 26 other BOT & EC members who would be voting in February on the matter. These were followed up with telephone & other letters and finally with a lengthy summary of all the Pros & Cons which had been put by the many interested parties in the previous few months.

On the Thursday night prior to the first official day of the Mid-Year meeting, a lot of discussions were held with other affected trustees with a view to defeating the proposal. Then at the caucus held late that night, the opportunity was taken by a number of trustees to put their points of view.

When put to the Thursday meeting, the proposal was defeated unanimously, so demonstrating how close the Board was to making a serious error of judgement when they appeared ready to pass the proposal at Birmingham without the opportunity for all affected Regions to comment.

The spirit of support, friendship and co-operation of other trustees and executive committee members demonstrated on this potentially damaging and divisive matter was an excellent example of the maturity and international outlook of the current NMRA management. I was proud to be part of this team.

The next most important item was the passing of a motion to allow the incorporation of NMRA Canada. This was a subject that had been debated for many meetings but finally the Canadians were able to satisfy the Board that to delay further could lead to fragmentation of the hobby in North America and that the change would benefit both the NMRA itself and members resident North of the Border. On this latter point, Canadians will in future be able to claim their donations to NMRA Canada as taxation deductions (As US residents do already) and will appoint their own Vice-President instead of being represented by the Eastern VP. (Currently the Eastern VP is the British Region Trustee!)

Other matters of interest were:-

- * Appointment of a new committee to prepare a long range plan for the NMRA
- * Further refinement of the HO module standards.
- * The Engineering Committee to accelerate its creation of standards for G Scale following approaches from the 4 major manufacturers of large-scale.
- * The NMRA Library services to be expanded.
- * Promotion of the hobby to be undertaken in the US Navy where there are 588,000 sailors (not a misprint!) who are aged between 18 and 24 with little to do whilst not on duty except to watch TV.
- * Introduction of a new plan to reduce the debt associated with the NMRA Home Office. Some \$US13,000 was pledged at the meeting towards the program but there is still a long way to go with over \$US200,000 still owed. (Note: none of our membership fees go to the building, it being financed from donations only)

I heard on good authority that Bachmann have sold 500,000 (Again, not a misprint) of their G Scale train sets. Discount prices have been as low as \$US73 for the loco, cars, track and accessories and they were reported to be selling off the pallet before they hit the shop floors before last Christmas!

..... John Saxon.

ACHIEVEMENT PROGRAM NEWS

from Richard Roth

Several awards have been certified recently with Gerry Hopkins picking up 5 and Phil Knife another 2. An application has been lodged for the Australasian Regions' first Master Model Railroader. No prizes for guessing it will be Phil Knife and it would appear that Gerry is hot on his heels. The awards will be presented at the AGM - don't miss it.

Don't forget to enter the model contest and earn those merit certificates.

A New Zealand A.P. Certification Panel has been appointed as follows:- Bruce Seddon (Chairman)
Paul Hobbs
Mike Tolich
Keith Oman

We thank these members for their interest and look forward to the presentation of several A.P. awards at the Auckland Convention next Easter.

The table below shows who has what in the program as at April, 1989.

	MASTER BUILDER					MODEL RAILROAD				ASSOCIATION		M M R	GS
	M.P	CRS	STR	SCE	P.M	E.C	E.E	C.D	AUT	O	V		
Phil Knife	✓			✓		✓	✓	✓	✓		✓	✱	
John Saxon										✓			
Don Turnbull	✓												
Gerry Hopkins			✓	✓	✓	✓	✓						✓
Peter Webb													✓
Gordon Farnsworth													✓
Warren Mc Lean													✓
Geoff Nott													✓
Sowerby Smith													✓
Laurence Nagy													✓
Bob Benson													✓
Franz Persson													✓
Colin Brettle													✓
Bill Cooper													✓

MP = MOTIVE POWER
CRS = CAB
STR = STRUCTURES
SCE = SCENERY
P.M = PROTOTYPE MODELS

E.C = ENGINEER CIVIL
E.E = ENGINEER ELECTRICAL
C.D = CHIEF DESPATCHER
AUT = AUTHOR
✱ = PENDING H.Q. APPROVAL

O = OFFICIAL
V = VOLUNTEER
MMR = MASTER MODEL RAILROADER
GS = GOLDEN SPIKE

NOTE - 7 awards are required to obtain Master Model Railroader status. The Golden Spike award does not count towards that goal but is an encouragement award recognising effort and above average skill.

THE PACIFIC WESTERN RAILWAY

By Paul Hobbs

With the Australasian Region participation at Waitemata 150 Convention in April 1990 and the Auckland Metropolitan Model Railway Club's role as one of the hosts of the event, we thought it timely to tell you about some of our efforts.

You may not hear too much about modelling in NZ, but we are alive and active. Our club is one of 43 known groups. The AMMRC was formed in 1961 and ten years ago, about when we moved to our present, club owned, premises, we made the decision to model exclusively American in HO. This obviously alienated some members, who went and joined or formed groups for their interests. However, it allowed us to devote our resources to one major project.

That project became the Pacific Western Railway. This conveniently allowed us to use available Western Pacific decals, and we have a fleet of blue, white and black diesels (design similar to BN), passenger, freight, work cars and cabooses which have arrived over the years. The layout is 43' and 23' wide at its extremities, providing 4 cab walk around control over a 5 scale mile single track main line, plus branches, with six local cabs for switching.

From the outset the plan was to build an operating railroad. To that end the curves are 40" minimum, turnouts #6 or larger, and every station has switching interests.

Various manual car card order operating systems were tried from the early '80s with limited success and operator interest. In 1986 we adapted a published article from the NMRA Bulletin and have since operated using a computerised switchlist and train consist system. Presently a small, interested and competent, crew of regulars operate every second Sunday afternoon. (Regular Club night is every Tuesday.)

Once you decide on an operating railroad, perspectives change and quality of operation become important. Examples include turnout controls. Every turnout has a switch control (manual for local or switch machine for the few (30) remote controlled turnouts) and switched frog power on the Shinohara turnouts. Switching becomes a pleasure as you move slowly down a

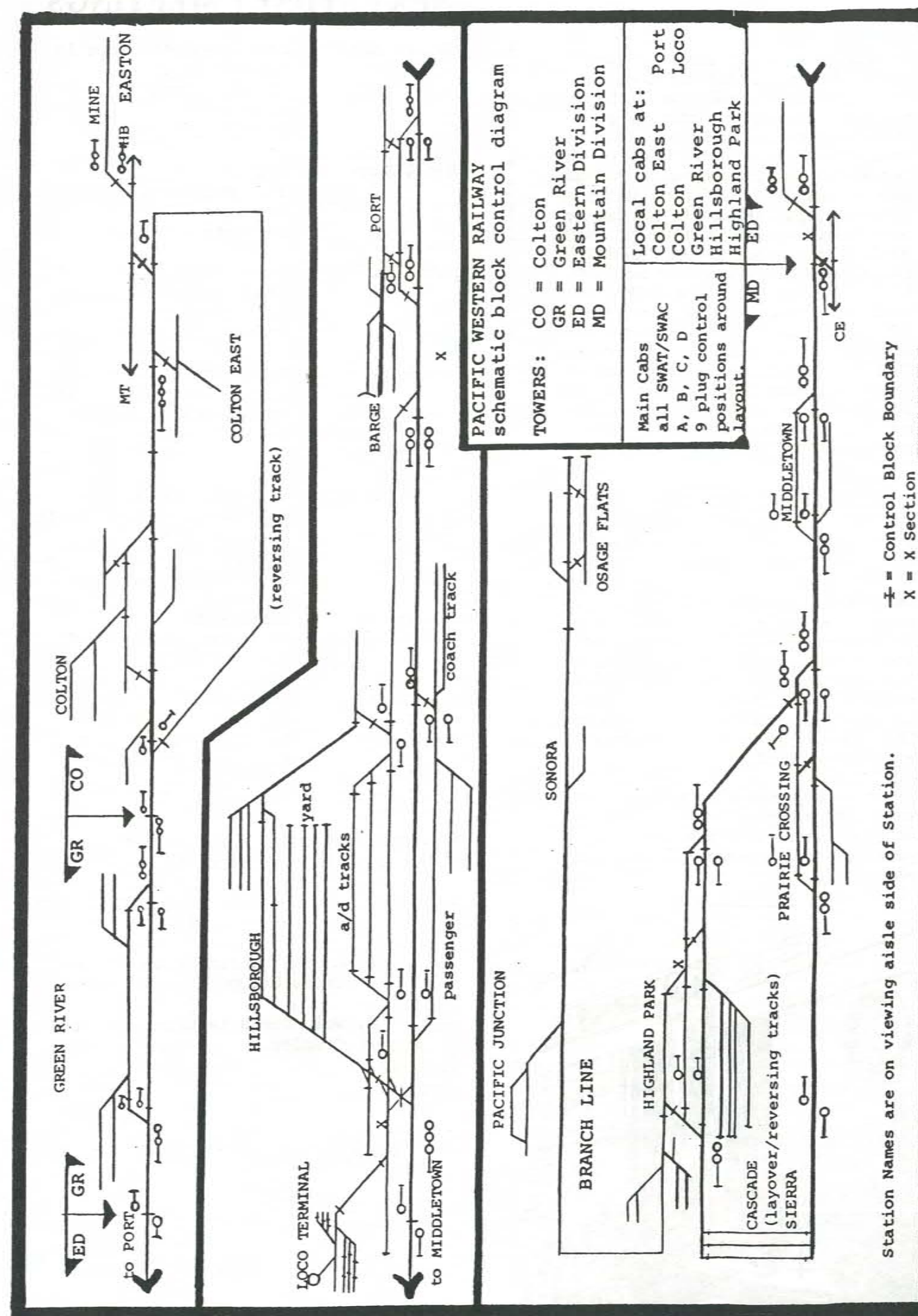
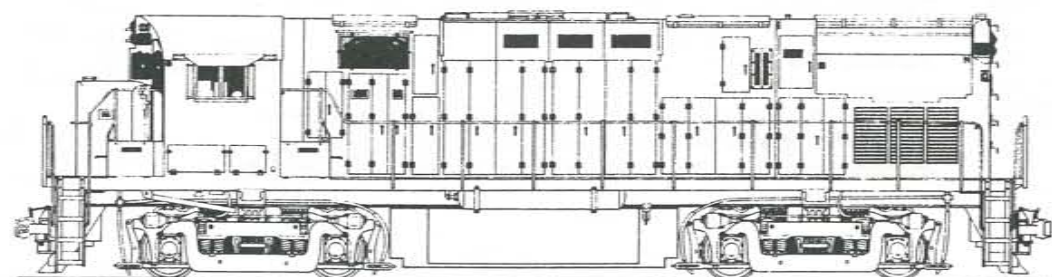
ladder with the old switcher reliably passing several turnouts.

Part of the layout is bi level, with the upper level track at chin height of average operators (or forehead for short ones). We needed to provide a reliable indication for operators of turnout and block status. This led to the development of an automatic signal system, where the searchlight/signal; (bicolour LED) shows green (or yellow) only when the occupied and next block are on the same cab, turnout aligned and block is unoccupied. The entire mainline is now signalled, involving nearly 150 signal heads. Operating and casual running become quiet affairs as engineers follow their greens and stop for the reds.

Making it go is one thing, making it look good is another. Several years ago all baseboard edges were finished with woodgrain panelling. Presently a valance is being erected in front of the new lighting system. Several members are building nice scenic effects, both rural and industrial. Our first station, Green River, has recently been relaid with a simpler track plan. A railroad in the streets scene is evolving, using kitbashed Design Preservation Models kits. Another town, Port, is just now receiving a scratch built barge (capacity 6 cars) and a street scene with a row houses makes the town look 'lived in'.

The main yard at Hillsborough (named for the suburb where the club lives) has a three track arrival/departure road, four track switch yard, caboose track and nearby locomotive terminal. During an average operating session about 90 of the 155 cars in the system depart this yard in 14 trains, with other cars passing through in transit. Because Hillsborough is in the middle of the layout it acts as the hub of operations. However, Colton and Highland Park also act as hubs for local branches and industries.

We have developed our own employee timetable and operating rules, route mileages and interchanges with prototype and member owned roads. One feature we added to the operating system was the accumulation of car mileages. Since it was introduced in April 1987, some cars have run over 2 real miles.



NEXT SYDNEY MEETINGS

The original design of the layout was to accommodate the largest steam locomotives. These rarely visit at present as our membership is generally interested in modern equipment. Most wood sided cars have been sidetracked, replaced by fleets of lumber boxcars, high capacity tank cars, grain hoppers, a unit coal train and articulated TOFC cars. As this is written a group of APL double stack cars are being finished for addition to the hot 'West Wind'. The club owns 5 SD40-2, 2 each SD9, SW7, GP9, 4 F7 AB sets, and one each SD45, U33C, U28B, FM Trainmaster, RSD12, with some member owned but club lettered GP38, GP50 units. Several older Athearn units now have can motors or Proto Power West drives. There are several members owned units in favourite road names, particularly BN, SP, UP, C&NW, and a couple of private road named units. Our favourite switchers are presently a group of RS1 (Atlas) in C&NW and SP&S colours.

We have a club owned streamlined passenger train of mostly ATSF parentage (Con Cor) in PW lettering, several work cars in silver paint and cabooses in blue and black.

Our method of obtaining our rolling stock was to make the donation of a freight car a part of the annual subscription. The practice was stopped when the fleet exceeded 100 cars. Several 80' high cubes were operational lemons and were kitbashed into 60' PW boxcars. Other kitbash cars include an articulated covered hopper (ala CN), bulkhead flats extended to 60', cabooses with windows covered.

Over the next year we intend to do a lot more scenic work in preparation for the Convention and the visitors we expect on the layout tours. If you happen to be in town on a Tuesday night, why not visit.



- Sat 13 May - Model Contest (Note 1)
Mike Bartlett
30 Nullaburra Rd.
Newport
Phone: 994 966
- Sun 4 June - 1989 AGM
Thirlmere Rail Transport
Museum
See Notice this edition
- Sat 9 July - Peter Webb
448 Elizabeth St.
Surrey Hills
Phone: 698 7327
- Sat 5 Aug - Epping Creative Centre
Dence Park, Stanley Rd.
Epping (Note 2)
(Near Station)
- Sat/Sun
12-13 Aug - Newcastle Exhibition
Broadmeadow Police Youth
Club (Note 3)
Sat 10.00a.m. - 6.00p.m.
Sun 9.00a.m. - 5.00p.m.
- Sat 16 Sept - Bob Benson
12 Russel Avenue
Winston Hills
Phone: 639 5876
- Sat 30 Sept -
Mon 2 Oct - Liverpool Exhibition
E.G. Whitlam Centre
(Note 3)

All from 2.00p.m. (except exhibitions)
please confirm attendance to host.

- Notes:**
1. Entries must register between 1.00p.m. - 2.00p.m.
 2. Module meeting with Southern Cross Group.
 3. Volunteers required for our display.

WELCOME
ABOARD

Geoff Mascord, Leeton, NSW.

Keith Dick, Umina, NSW.

Mick O'Hanlon, Springwood, NSW.

FRANKLIN COUNTY REVISITED

PART 2 - THROTTLES & TIMERS

BY GERRY HOPKINS

HEAVY DUTY THROTTLE

For those of you who require a heavy duty throttle (modellers of British prototypes, and "N" Scalers) I will now show you a throttle that can handle up to 6 amps with comfort. The circuit is almost the same as in the last issue of this illustrious literary offering. The big difference is the use of the 2N3055 power transistor, this has a TO3 package, which for the non-technical means it can handle more power dissipation than the TIP3055. You will have to use a much bigger heat sink and have the controls 'panel mounted' or on a permanently connected, tethered, throttle box. The recommended heat sink is the HH-8572 from JAYCAR Electronics, if this is not enough, you should contact your State Rail Authority and ask for an old dynamic brake cooling fan from a scrapped loco!!

The other change is D2; it will have to be changed to a PX6007...a 6 amp 1000 volt diode. This is available from JAYCAR Electronics as part no. ZR-1024. The relay is wired in place of the direction switch

The connections for the 2N3055 are shown in Fig 1. Mount the transistor in the middle of the heat sink and drill two holes of 1/8 inch diameter or, for the modern modeller, two holes of 3mm dia. These are for the two connection pins to pass through without shorting (touching) against the heatsink.

For the handheld unit, you can use the same 4 core cable as in the basic throttle. Fig. 2 shows you the connections and variations required for the speed controller and the direction control. A, B, C, & D are the four wires in the four core cable, please yourself which colours you use for each. If you just want a normal panel mount throttle use the same circuit as for the basic throttle. The setting up is exactly the same as the basic throttle

AUTOMATIC SLOW DOWN

This circuit will make your trains slowdown and stop for a few seconds at the depot, and then start up at a realistic rate. The circuit can also be used as a slowdown for signals, the train will wait until the signal clears before it moves away.

Fig. 3 shows the basic circuit. The relay should be connected as shown in Fig. 5 of the previous article. The variable resistor VR4 can be a small trimpot mounted on the circuit board or it can be a normal pot with knob mounted on the control panel.

In that figure there is an error, the variable resistor marked as VR2 should read VR3.

Fig. 6 shows the power supply for the electronic circuits. One of these will be enough to power 8 - 10 such circuits so you will only have to build one of them for a normal layout.

I use a reed switch mounted between the rails and a magnet mounted under the tender to operate the circuit. For the slow down circuit I have found it better to use reeds switches instead of light sensitive devices, although for numerous other circuits light sensing is a better proposition. The reed switches and magnets may be obtained from an old calculator keyboard. Try any calculator service dealer for some old parts, they are normally pretty helpful. The actual time period may be adjusted with VR10, and should be adjusted so that the train slows down, stops for 3-10 seconds, and then the train will start up and will accelerate back up to normal speed.

I normally mount the reed switch right in front of the depot, this will then work for trains travelling in opposite directions on the same track. (NOT at the same time, unless your name is Fester ! !)

PARTS LIST FOR "SLOW DOWN"

R1,R2,R3	4.7K $\frac{1}{4}$ W
R4	2.7K $\frac{1}{4}$ W
VR5	4.7M TRIMPOT
R5	1K $\frac{1}{4}$ W
C1,C2	0.1UF 50V
C3	6.8UF TANTALUM
D1,D2	1N4002
Q1	TRANSISTOR
IC1	555 TIMER IC

Extras:-

8 pin IC socket.

Circuit board

relay 12v pcb mount, Double Pole

PARTS FOR "POWER SUPPLY"

D1	1.4 A DIODE BRIDGE
C1	1000UF 25V ELECTROLITIC
C2	100UF 25V ELECTROLITIC
IC1	7812 REGULATOR IC
R1	470OHM $\frac{1}{2}$ W
LED	ANY RED LED

AUTOMATIC SIGNALS

The Slow Down circuit can also be used for block control. Fig. 7 shows how to connect the circuit to a colour light signal. To simplify the diagram I have

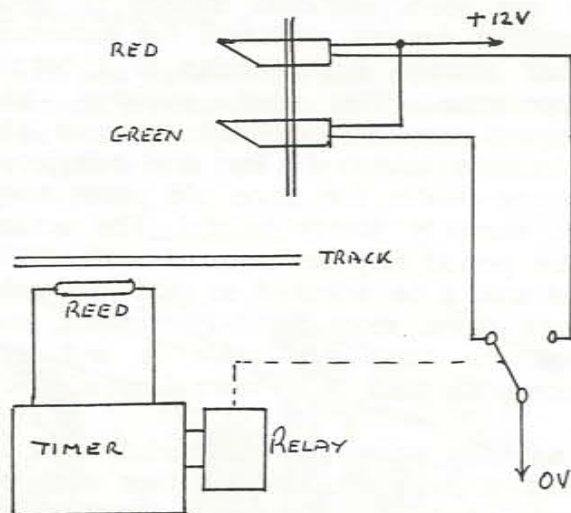


FIG. 7.

placed the electronic bits in a "box" and have only shown the reed switch and relay on the outside.

The train passes the "green" signal and passes over the reed switch. This trips the circuit and the signal changes to "red". After a set "safe" time the signal will reset to "green". Fig. 8 shows how to connect the circuit to the spare contacts on a turnout motor. When a train approaches against the turnout, the reed switch is activated and the timer is set. The relay is de-activated and the contacts operate a second relay whose contacts are wired to "self hold" the relay when it has been tripped. The resetting of the turnout will allow the complete circuit to reset.

To increase the 'time' of the circuit increase the value of the capacitor to 10 or 14UF. To decrease the 'time' drop the value to 4.7UF.

The circuit can also be used as a "trip" circuit for other functions such as level crossing lights and bells, a whistle on the approach to a tunnel etc. If the value of the capacitor C3 is drop to 1UF the relay can be used to trip other auto circuits which will be explained in a later issue.

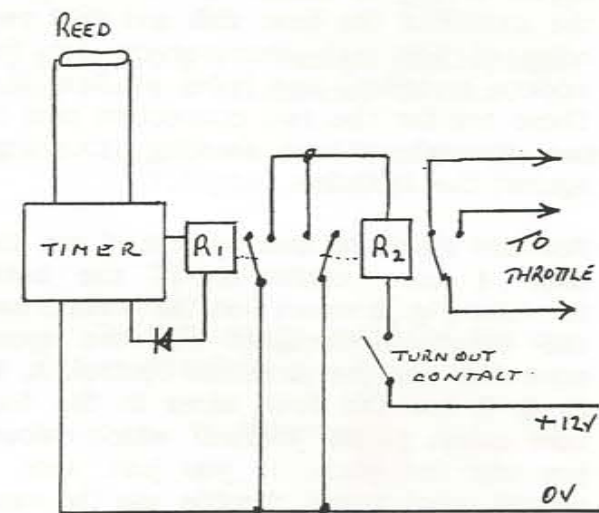


FIG. 8.

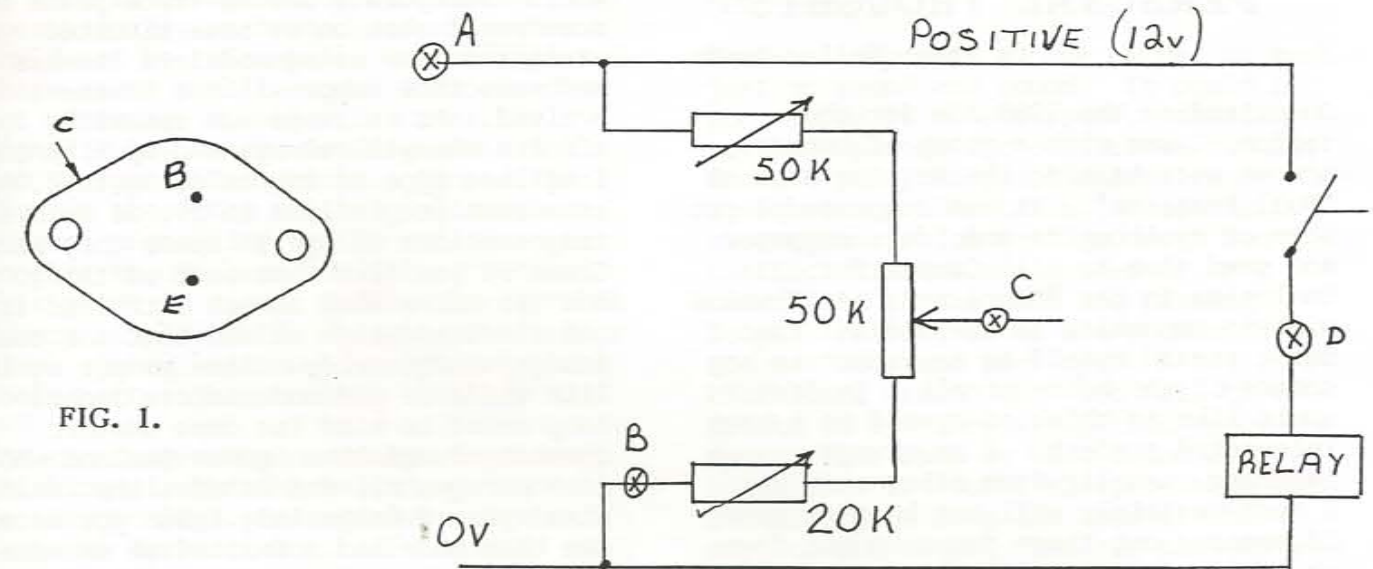


FIG. 1.

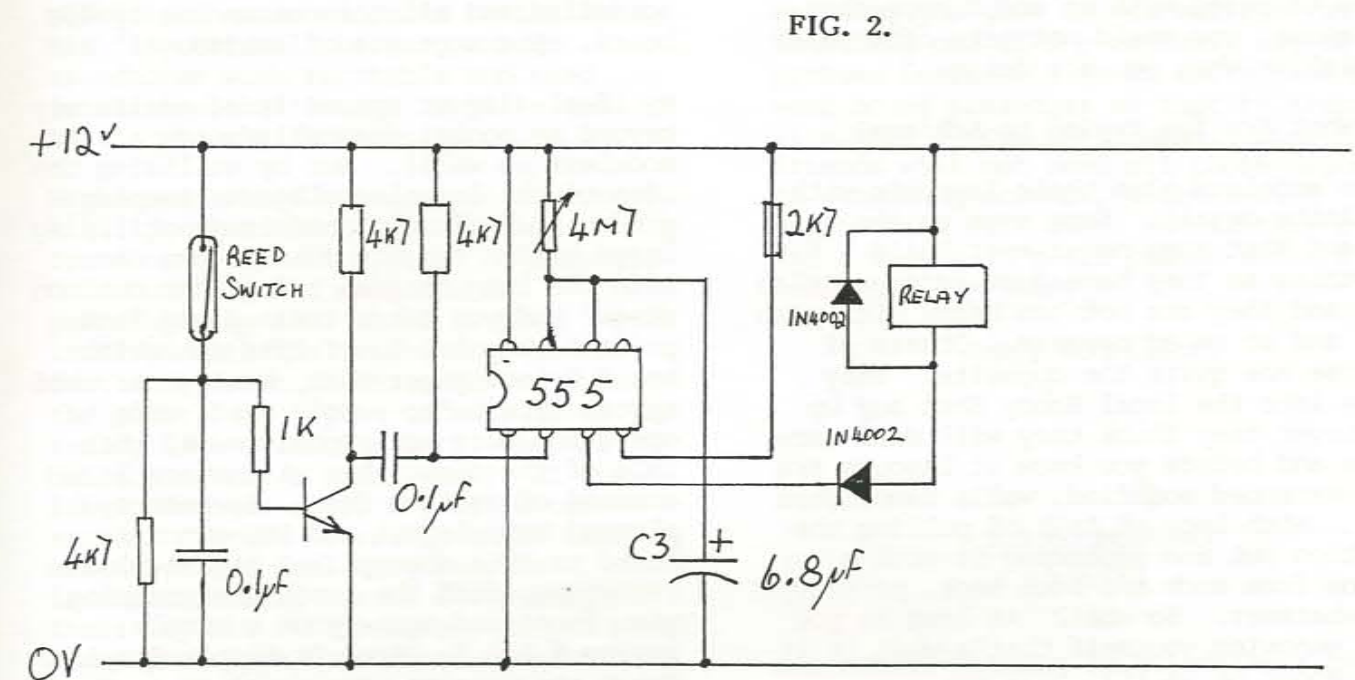


FIG. 2.

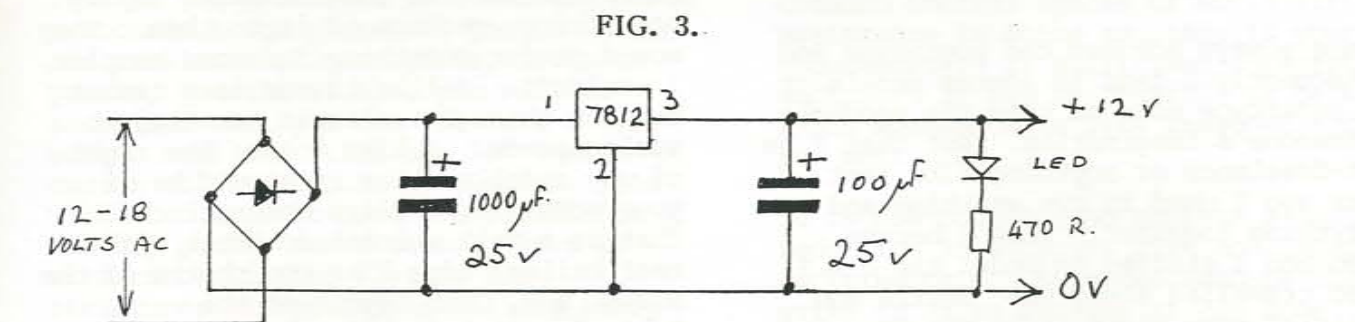


FIG. 3.

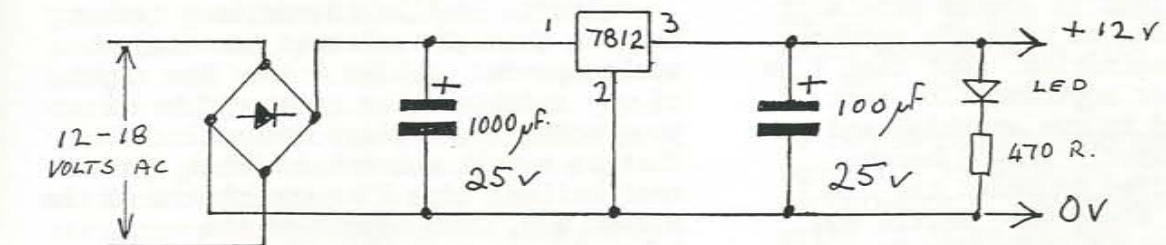


FIG. 6.

SYDNEY MEETINGS

Franz Persson's South Western Pacific.

Approx 50 members visited the well established layout of Frans Persson. Frans's layout has a long history. It represents a late 40's early 50's Eastern Seaboard freelance road with B&O leanings. It was started in the mid 50's when Frans's and a group of friends started an informal group called the South Western Railway Club. Today it is regularly operated by Frans and several of his close friends.

In the ensuing years the layout has undergone many changes and much expansion though it is currently a little smaller than at its largest. It is located in a garage and is approx 35' long and about 11' wide at its widest. It is a single track main line that is looped round at both ends with a branch at one end to a fiddle yard. The fiddle yard is unusual in that the whole yard is on casters and can be rotated for train reversal and it can be rolled out of the way to provide a lot more space in the garage when needed. A very neat idea.

Frans is a toolmaker by trade and all around the layout there are examples of his skills and interesting innovations. One of the loops of the main is run outside in a metal tube to provide a continuous run with none of the space problems. The design of the layout is such that a large number of visitors can be accommodated as 2/3 of the area has the layout as a wide bench down one side with two entrances visitors can enter at one end view the layout and exit at the other end. Down the other wall of the garage Frans has his very well equipped workshop arranged complete with laths (large and small) spray booth, vertical drill etc.

On first entering the room one sees Chinbury Engine terminal. The round house and unusual hinged bridge auto indexing turntable are both scratch built by Frans. The line runs to Little Hill, Broken Hawk, Fairfield and Williamtown. There are several examples of Frans's scratch built locos. A Alco PA, a Camelback that won a national model building competition in the early 60's and a K4 were seen doing great service. Control is provided mainly by a CT16 Command Control. Frans built it himself and it provides very good control with out the need to constantly switch power blocks. Turnouts are mainly post office relay driven. This layout due to its long history covers a very broad range of techniques from the most up to date to the traditional.

On the trip around the layout one will spot many small highly detailed scenes. At Little Hill is a Picken's Produce kit with highly detailed garden with washing on the line and a dunny in the corner. Also at Little Hill there is an icing facility for reefers and a tool and die factory. At Williamtown a group of the 3 story houses are arranged together in an excellent urban scene. Broken Rock has a large mine, building supplies warehouse and citrus fruit store. Not only looking good but they provide a reason for the traffic on the line. Low relief building flats are used to good advantage along the back wall behind the Chinsbury Engine Terminal.

Motive power is a mixture of scratch built, kit built and brass with the other rolling stock being kit and scratch built.

Afternoon tea was enjoyed by all the members and a great afternoon of railroading was had by all and I would like to extend our thanks to Frans for his generous hospitality and for allowing us the privilege of viewing his layout.

John Saxon's layout visit.

Saturday the 18th of March saw about 45 members visiting Cedar Valley trackage. It was the first visit for many members since the Christmas party of 87 and there were several new faces and they were not disappointed.

The Cedar Valley Short Line is currently undergoing a major rebuild following its relocation about a year ago into John and Toni Saxons New house at Clontarf. Two major sections the town of Cedar Valley and the Antonia Mine section are retained from the old Cedar Valley. These are in the processes of being joined together by about 25' of connecting trackage and there will be an additional staging area in an adjacent room. the holes are through the wall but track for this section has yet to be started.

Many of the members will remember receiving a hernia helping with the relocation. The Cedar valley section being nearly 20' in length. Not your average portable module. The effort was well worth it as now John has temporarily retired from work he is able to devote more time to model railroading and the new work is proceeding apace.

The layout is located in a 30'x10' room on the ground floor of Johns house with an additional area of 12'x9' for the staging tracks.

The Cedar Valley is a mid 50's western road that primarily services the power plant at one end with the energy source at the other. It also provides a bridging route for several western railroads whose trains have priority over local traffic just to throw the local time tables into confusion. Cedar Valley station is approximately at the mid point between the mines and the powerhouse. A 6 road engine facility with turntable, a classification yard and passenger station provide plenty of interest for the railfan at Cedar Valley.

John's a wizz with structures and Cedar Valley is graced with a very large station building, 4 road round house and loco servicing facilities etc. all of which are scratch built or craftsman type kits. Other scratch built structures are the Saxon Mine complex and the contest winning Antonio Mine Tipple that appeared in the Mainline a few months ago.

Though started over 20 yrs ago the layout has had several moves and several major upgradings. Prior to this last move the last major upgrade was the relaying of all visible track in code 70 rail about 8 years ago. One of the major improvements this time around is the continuous sky background in fiberglass sheet as per John's Mainline article of last year. It really sets off the layout.

The scenery is still in the process of being totally redone as the move was very unkind to a lot of the plaster. A new feature will be a huge valley almost to the floor that will be crossed by several spectacular bridges. This will provide a scenic break between Cedar valley station and the mine, powerhouse and summit loop. The benchwork is proceeding apace with restricted running over some of the new section. John uses post office relays for switch machine power and uses a PFM sound unit as well as conventional cab control. The rebuild also entails a major rewire!

Motive power is mix of mainly brass locos with most of the diesels being Atlas or Athearn, most receiving the full super detail treatment from John. The Cedar Valley management has a policy of purchasing second hand locos so a great variety of types can be seen. Rolling stock as you can imagine has a predominance of hoppers as the mines provide the main revenues, though all types of cars are well represented. The average train length is approx 12 cars.

The members had the usual short formal meeting and John also presented his report on the US Trustees meeting. The good news being no increase in overseas membership fees. Well done John!

A sumptuous afternoon tea was served by Toni Saxon assisted by several of our lady members. After this had been demolished the members continued on with their chatting and railroading. A great day was had by all and I would like to express our thanks to John and Toni for inviting us to their(home).

**SIGN UP A NEW
MEMBER TODAY**

John Vanderdonk's layout visit.

About 45 members descended on John Vanderdonk's home on Saturday the 15th April. John is an engine driver with State Rail and he models NSW prototype in his spare time.

The layout is located in a large garage in the garden of his home. About 18'x14'in size and full of railroad. Full length trains of 30-40 bogie wagons with passenger trains running 9-12 cars long. The main station Central has platforms that will take a full 12 car train.

The track is a single line main that runs twice around the room. Starting at Central, the highest point on the line, it runs first to Lysaghts then Jomar and finally to Vanfields. A huge loco depot is located at Vanfields it has an automatic turn table with 24 roads. It is obvious that John is an engine driver as it has the busy feel of a major engine terminal.

The line is fully signaled and the power and signaling are fully interlocked. The signals will not show green if the road is not fully set and the next block must not be occupied. The signals are controlled by a series of relays all linked together, one signal near the entrance to the garage uses about 8 relays to control the 6 coloured lights. I think John must buy his relays in bulk. Trains run under full control of the signals at all times. The standard bell codes are used to announce the next train into a section and trains are dispatched in a prototype manner.

Jomar station has a very interesting scratch built working road crossing with opening boom gates and gong. Again this is interlocked with the signaling. The scenery is still in the construction stage as all of the trackage is not yet in place. John has a section of the layout with overhead catenary installed and at present this is used for helper engines that are necessary up the bank after Jomar. They are needed even with 3 power units (on the point when 38 car freights are run. John was saying he intends to extend the catenary over the rest of the main line.

The locos available for John's trains are numerous and I spotted locos of the following NSW classes 41, 42, 44, 45, 46, 48, 49, 73, 79, 81, 85, 86, plus suburban electrics and a 3801 for good measure. There were numerous examples of each type. the locos are a mixture of brass, plastic and white metal kits.

The rolling stock is a mixture of plastic ready to run and local kits and there is lots of it. As you can tell John is very much into prototype style of operation.

The day was one of the very few fine ones we have had in months and the official announcements were held outside in the sun. We then adjourned to the house and enjoyed a most pleasant afternoon tea provided by John and his father and with railway videos on the TV a good time was had by all.

Our sincere thanks to John for his hospitality especially as he had worked all the previous night running a full size train up the line and only came off shift at 6.30 am on the morning of our visit.

Sowerby Smith



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Eulogy For A Passing Friend

By Bill Hill

In the fast paced world we live in today, it's up early in the morning, out to the park to run, then rush to work to put out 110%, rush home, back to the park, then to bed to start the whole thing over tomorrow.

Relaxation is fast becoming a thing of the past. People today are taught that they must have their first million by age 35, then they can relax and rest. The only thing wrong is by that time, they are burned out and are having their first heart attack.

Due to these facts, a friend is passing away into history. That friend is the craftsman and scratch builder. This is that person who can take a bunch of wood, plastic, or brass and turn it into a building, car, or even a locomotive. Today, people do not have the time it takes to build a building or car. They have only the time to open the box of a ready-built car and set it on the track. They want a "John Allen" size railroad in a weekend. They think it is horrendous that it might take a year or two of spare time to have a good looking, well running model railroad.

People today, and possibly the children of the future, will never have the satisfaction of saying, "I built it myself," if the present trend continues. There are persons in the hobby who believe that it is the parents who are the buyers of model railroading equipment, but it's the children who want a model railroad and they bring in the parents to the local hobby shop.

It is to the children that we of the present generation must pass the torch and teach them the arts and skills of being a craftsman and scratch builder or we will truly be saying goodbye to a good friend. There will be pockets throughout the world that will contain this endangered species, but like the whales, care must be given, or before we know it, they will be gone forever in this rush-filled, want-it-now, fast-paced world of get-aheadness.

So to the craftsman and scratch builder, I tip my hat in reverence to a fast-vanishing breed and hope that the future may hold hope to a revival.

..... from the R.M.R. Call Board

MOUNTING KD COUPLERS

TO ATHEARN HO SCALE FREIGHT CARS

By Richard Roth

Athearn freight cars are well-known and liked throughout this hobby, but I have noticed a problem with several types. KD#5 couplers sit too low when mounted in the pockets on the underframe casting. usually they can be raised by adding washers between the truck and body bolsters. But this creates truck mounting difficulties and appearance suffers. Also the clip-on coupler pocket covers tend to pop off under heavy loads.

Here is how to correct all of these problems. First, get the following - KD#5 coupler pockets, KD#2-56 screws, and 2-56 clearance and tap drills (Tap#50 or 1.8 mm, Clearance #43 or 2.25 mm). Next cut off the cast-on pockets from the underframe as shown - Fig 1. The distance is not critical as long as it is greater than the minimum, required to clear the end of the Kadee Pocket.

Assemble the car body except for weight, underframe and trucks, and breakable roof details such as ice hatches.

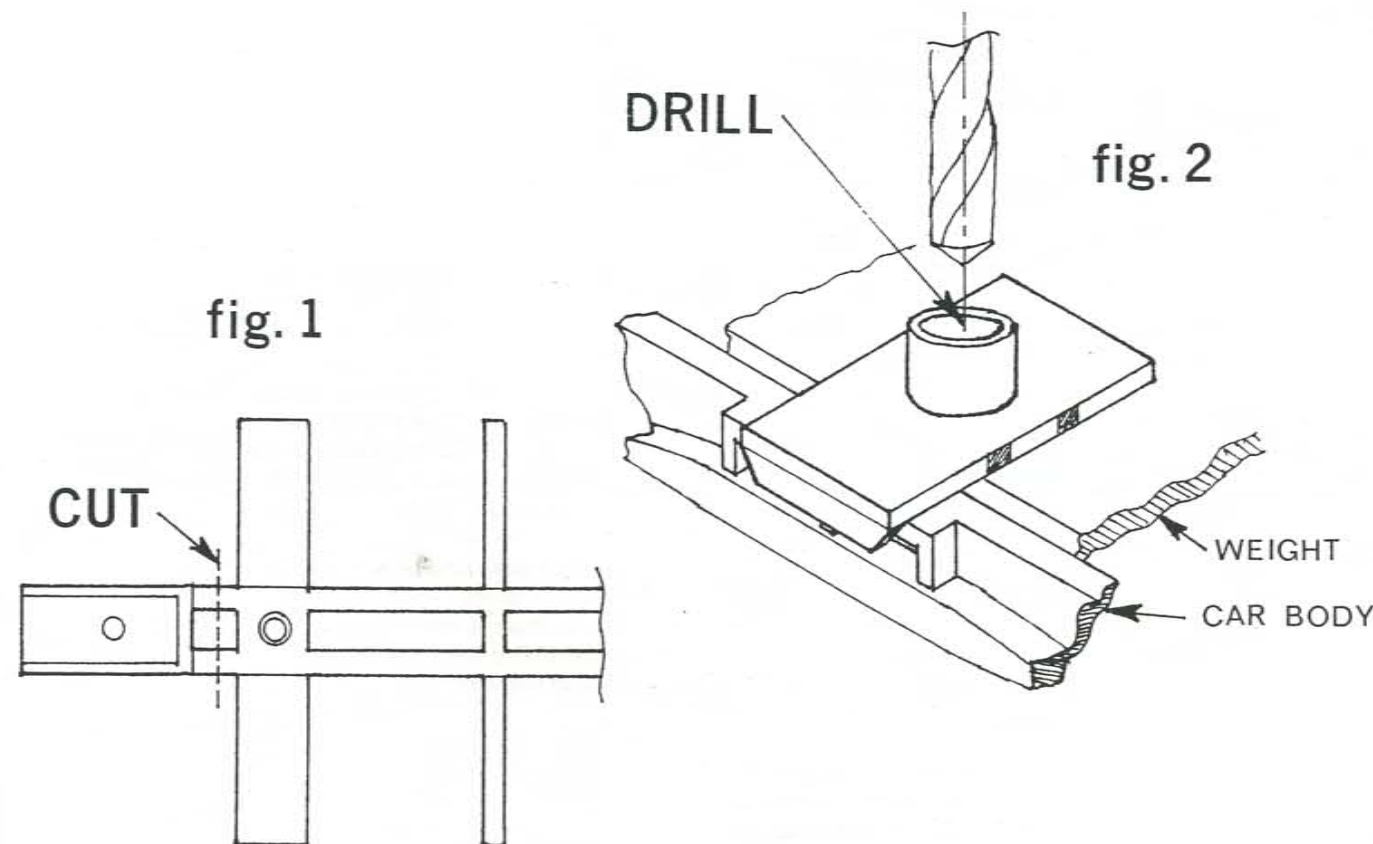
Set the body upside down, hold the weight in place, and mark a centre line. Hold the KD coupler pocket lid on the centre line and with the lip hard against the car end use the clearance drill to mark position through the hole in the lid (Fig 2). Remove this weight and drill clearance hole in weight, then replace weight and pocket lid. Use clearance drill to mark location of hole on body underside - remove weight and pocket drill and tap hole in underside.

Next mark the other end of the weight in the same manner and drill and tap as before (this may sound a bit fiddly but since the weight is not fixed, exact measurements are difficult. This way, coupler locations are exact for each individual car).

Once all holes in the weight and car body are complete, re-install the weight, assemble the couplers and, using the 2-56 screws, attach the couplers. The lip on the Kadee pocket cover can be removed if you do not want the end detail on the car body.

Some Athearn cars have fingers on the ends (usually reefers). Trim these to match the KD pockets.

Now install the underframe and trucks, and check the coupler height. Few if any adjustments should be needed and the cars will sit at the correct height. Also, for long-train fans you won't pull drawbars like before.



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RAILWAY APPRENTICESHIPS IN THE THIRTIES

J.M. Gordon

I started as an indentured apprentice fitter and turner at Everleigh Loco Workshops on 14th July 1930. I was fortunate to be indentured as I could not be dismissed, except for gross misconduct and the great depression was just getting into top-gear.

I started in the machine shop. At that time it was said to be the largest in the southern hemisphere. Six bays each about 300 ft long, each with machines lining both sides of each bay. The Middle Road divided the shop in two - with half a bay on each side. Almost all machines were belt driven from line shafting of which each section of half a bay was driven by a 50 h.p. motor. Probably all machines are now individually motor driven. I have never been back since I left on 10th October 1935, so I do not know.

Training was very good. Initially 15-18 months in the machine shop on a variety of machines, starting with the roughest and simplest jobs. My first job was to face boiler tube expander ferrules on a very old lathe. The quota was two kerosene tins per day.

After the machine shop one spent approximately 15-18 months in either the "large erecting shop" (handling all engines except C36 class and D58 class), or the "new loco shop" which handled C36 class - D58 class were repaired and maintained at Chullora. Then approximately 6 months was spent in the running shed and the last approximately two years of one's apprenticeship work was in a number of "special sections". These were:- air brakes (including air brake pumps), water supply, motion, tenders, tool room, mill wrights and rail motors - not all were worked in. On all work high standards were insisted on.

Hours initially were 48 per week. 7.30 a.m. till 4.55 p.m. with 30 minutes for lunch for five days per week and 7.30 a.m. to 11.30 a.m. on Saturday. When 44 hours per week came in, Saturday work stopped.

There were no official morning or afternoon tea breaks although some of the employees managed to sneak them.

Tech work for the first three years was two nights per week, 7.30 p.m. - 9.00 p.m. and three nights

per week for 4th and 5th Years. At the end of the third year the lower trades course certificate was sat for, and the higher at the end of the 5th year.

Special theoretical and practical training of three separate periods per year, one week at a time, were given at the Railway Instructional Workshop, Lackey Street, Haymarket (original site of Paddy's Market). The workshop is now near Homebush Station. These weeks were always eagerly looked forward to.

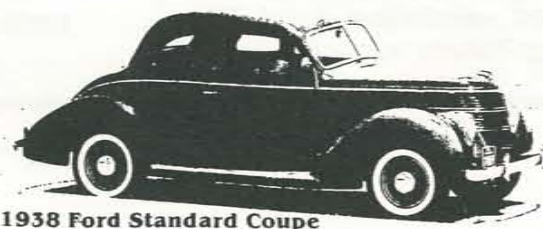
Free tram tickets were issued for the Tech travel and a green coloured apprentice pass was issued for train travel to work. No bus tickets were available until 1932 when private services ceased and Government transport took over.

Most first year apprentices were given a "Billy Run" when they started. A "Billy Stick" was provided - it usually was about 6ft long of 2" X 1" with notches every 6" to 9" into which the Billy Handles fitted. At lunch time the apprentices job was to collect the men's billies, fill them at the hot water boiler in the yard and take them to the men.

There was no canteen and no lunch room - meals were eaten where you liked. There was no ablution block and no hot water for the washing. Washing was done in ordinary galvanised buckets, about four or six men to a bucket. At the end of washing, the water had acquired considerable body!! I personally suffered no ill effects nor did I ever hear of anyone who did. Soft soap was supplied, about 4 ozs per week per man. It was not very effective, a scrubbing brush and Solvol at home was best - no detergents as available today. After working all day in a smoke box encrusted with soot/the "black and white minstrels" were not in it!! Wooden lockers were provided in any convenient place - there were no change rooms.

Paper hats, similar to an army forage cap were made by many, one usually lasted a week. The "Herald" made the best hats!!

First Aid was done in the First Aid Room, manned by two qualified ambulance men. First Aid classes were run after work if a sufficient number of men asked for them.



1938 Ford Standard Coupe

There were no public sick funds like Medibank or M.B.F. in those days and to cater for this there was the Railway Employees Provident Fund. I paid 3d. per week and found it a great help when I was hospitalised for three weeks on one occasion. The Fund, on receipt of a doctor's certificate, paid me 4 Pounds per week which paid the hospital bill!! The prices are like a refreshing breeze from a distant land!!

There was only two weeks sick leave per year. If off sick longer than that, your pay was docked. If you had been there for many years, your mates might "pass round the hat".

If you were late quarter of an hour you were docked about 3d., half hour - 6d., over that a "bung" or "please explain" notice was issued.

No women worked in the loco workshops, not even in the Works Manager's Office. Even the typing and telephone switchboard were male jobs.

Toilet arrangements were somewhat crude by today's standards.

Urinals were out in the yard against the shop wall with a sheet of galvanised iron to shelter one from vertical rain. In driving rain you got wet - too bad. W.C.'s were usually in a gallery mounted high on the outside of the shop wall, reached by a long wooden stair. Again a galvanised iron roof and a wooden lattice to give you some protection from driving rain. The cubicles had a galvanised iron partition separating one from the other but no doors and no toilet paper - you supplied your own. At the head of the stair in a little cubicle sat a man whose duty it was to note the number of your tally disc, which you deposited with him when you went in. Also he noted the time you went in. If you were not out in 8 minutes he would call out "No. 1234 - time's up". If you stayed longer without good reason you were docked about 3d. per quarter hour. It was popularly believed that the 8 minutes was arrived at by someone "high-up" who had averaged himself over a year!!

The car and wagon shops at Everleigh, on the other side of the main line, had doors on the W.C.'s and toilet rolls supplied. We thought them a cissy lot.

It was while I was in the running shed that the Department introduced two named trains and brightened up an existing one. The South Coast Daylight Express hauled by a P class engine or C32 with the engine and cars painted a bright

apple green with the engine named. I think one engine was named "Illawarra". The North Coast Express with an engine (also a C32) and cars painted a rich crimson. One of the engines was named "Hunter". The Caves Express or rather the old caves express hauled by a C35 class engine was painted royal blue. One of my jobs in connection with these trains was to help to draw file the connecting and coupling rods and the cab hand rail stanchions of the engine. A long monotonous job but they looked very handsome when finished. The painting and lining of the engines, tenders and cars was done in the Car and Wagon Shops at Eveleigh. Alas, they did not retain their cleanliness for long. Cleaning was performed somewhat perfunctorily.

At the completion of my Apprenticeship I was put off, as were all apprentices in those days. There was no work in the Railway Department. About 12 months later I was offered a job as a casual cleaner at Enfield but by then, had obtained other work and declined.

I enjoyed my time at Eveleigh and I think so did most of the apprentices. We did not think ourselves hardly done by, nor do I think we were a spiritless lot. The conditions were normal for the times and one just accepted them. I do not say they were ideal but times were hard and we were glad to have work.

I have seen very few of the boys I knew there since. About half a dozen I think. One became a permanent Air Force Officer and received high decorations in W.W. II. The others I have met have had their ups and downs but all seem to have been reasonably successful and happy.

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