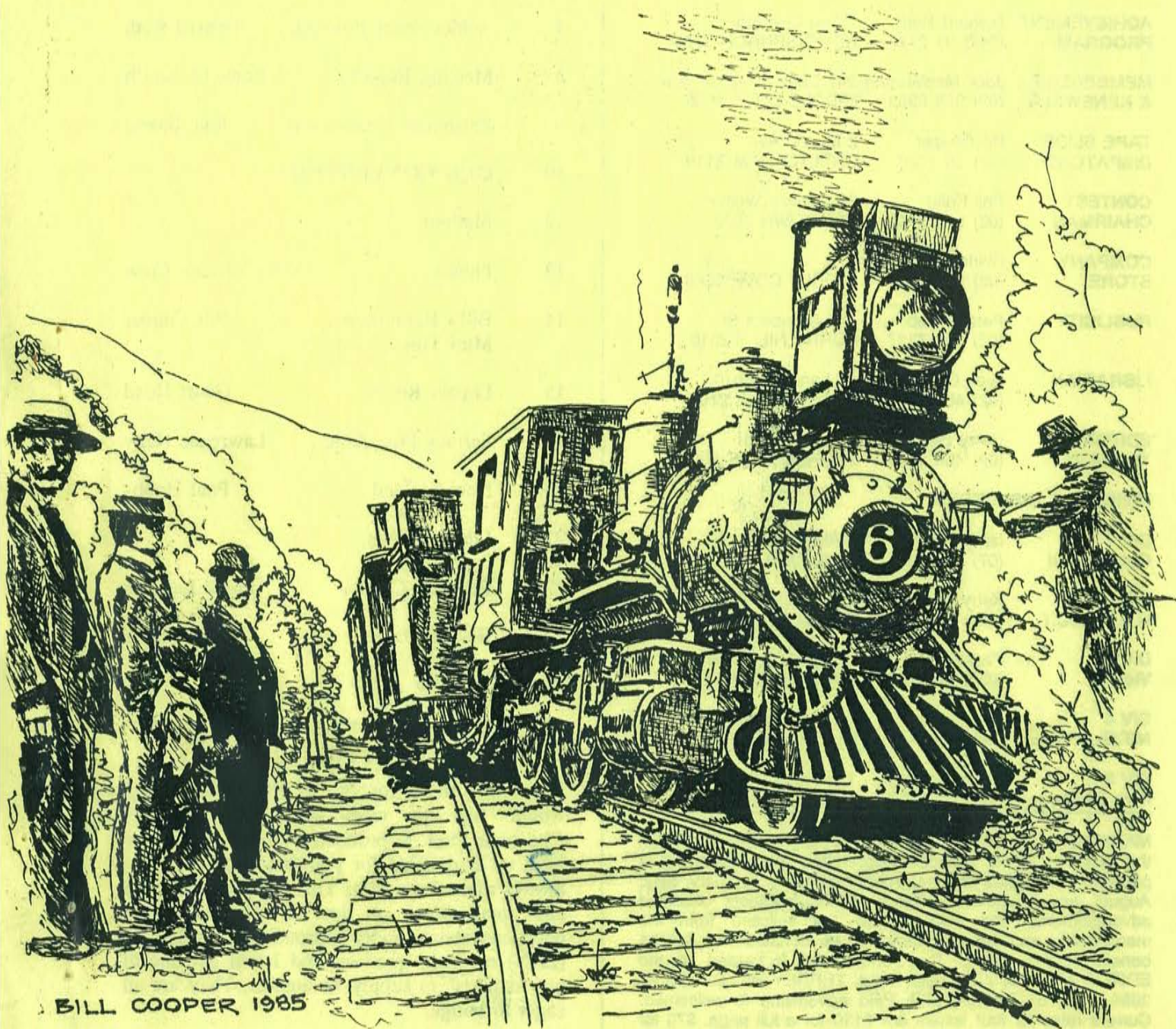




MAINLINE

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MAINLINE is the official journal of the Australasian Region of the National Model Railroad Association Incorporated. 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, 7 Booralie Road, TERREY HILLS. N.S.W. 2084. (Fax 61-2-805-0387) Paid advertising is welcomed. Current rates for four issues are \$130 for a full page, \$70 for a half page, \$40 for a quarter page and \$150 for the back cover.

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EDITORIAL

Not much room for me in this issue, But I would like to wish everyone a Happy Christmas and a productive New Year. We have an assortment for you this issue. There is always room for a Mini Tip so please jot down any small hints or tips. If you have any questions about model railroading please write (FAX) me your question and I will get one of our "experts" to supply an answer. They are all eager to oblige.

Gerry Hopkins

PRESIDENTS REPORT

The start of the new office term for the new executive committee has been very busy. In this issue you will find the preliminary announcement for next years convention and already the 1992 event has been outlined for consideration. There will be some new innovations at next years convention not the least being a new modelling competition structure that will encourage all modellers to enter either a Modeller's or Master's competition. New guidelines have been written by our contest chairman and ratified by the executive committee. Phil Knife will provide an outline in the next Mainline and all Divisional Directors will receive a copy of the new guidelines shortly.

In this issue you will find details of our great video raffle. In order to raise much needed funds Phil Moore has negotiated an extremely attractive prize that will appeal to both modellers and "normal" people alike. Seriously though, this excellent VCR and TV combination is universally appealing and has the added bonus of being able to play NTSC (U.S.) tapes as well as our PAL tapes. Please give this fund raising initiative all your support. I am sure each of you would know at least 4 or 5 people that would buy a ticket and please don't be shy in requesting more tickets from Phil (02) 624 8332. Our Video library is progressing well thanks to the efforts of Gerry Hopkins and Keith McCarron. You will now note that there are four tapes available from the tape/slide Despatcher and we plan to acquire the 13 part series "All About Trains" (in PAL) as soon as it is available from Chattanooga.

I would like to thank all those who volunteered to help out on our promotional stands at Newcastle and Liverpool. A special mention to Keith McCarron for those excellent photographic additions that attracted much attention and to Shirley MacMicking for (temporarily) taking over the role of Company Store Keeper. We do however need a more permanent store keeper as Shirl can only help out for a short time. Please contact me if you can help out in this role.

Peter Burrows

MEETING SCHEDULE

Sat 15 Dec Xmas Meeting at Peter Burrows. 477 2395
175 Pretoria Pde
Hornsby

This will also be a Module Meet so bring your module and have a good running session and then get stuck into a Sausage Sizzle. Start at 1.00 pm on this day. Young children will need to be kept on a "leash" due to a large drop from the balcony.

Sat 9 Feb Warren McLean,
Sun 10 Feb (049) 621804
5 Rosalind St,
Islington (Newcastle)

A weekend that should NOT to be missed at any cost. Start at 2.00pm. Films will be shown after tea. Stay overnight for some clinics on the Sunday morning.

Sat 9 Mar John Gordon, 416 5049
14 Dudley Ave,
Roseville
HO SP/UP

Sat 13 Apr Phil Moore, 624 8332
32 Reading Ave,
Kings Langley
HO - Santa Fe

Sat 18 May **CONVENTION**, Sydney
See advert for details.

Sat 8 Jun Jack MacMicking, 958 5988
247 Eastern Valley Way
Middle Cove
On3 C&S

Sat 13 Jul Gary Norwood, 622 5859
271 Vardys Road
Blacktown
HOn3 D&RGW

Sat 10 Aug Newcastle Exhibition,
Sun 11 Aug NSW's Premier Exhibition

Sat 14 Sept Scout Hall, Abbots Rd
Curl Curl
Gerry Hopkins - HOn2½
Laurie McLean - HOn3
(Ray Walter - Sn3)
+ Module Meet

ALL MEETINGS START AT 2.00pm

WARNING – SUBSCRIPTIONS

A reminder is sent out to all members approximately one (1) month before their subscription is due. If you delay in renewing, you may find that your subs are backdated to the date they were due, and **NOT** from when you paid them.

Also, after three months, your name is deleted from the U.S. listing, so that when your late subs are received, your membership is started again from that date, and depending on the postal mails, could be four months before you receive more copies of the Bulletin etc. resulting in gaps.

Therefore, please send your subs in on time.

Jack M^cMicking
Membership Officer

WELCOME ABOARD

We would like to welcome the following members to the association.

John Cooper	20 Orange St Greystaines 2145
Lauris Hopkins	7 Booralie Road Terrey Hills 2084
Robert Cook	5 Low Street Mt. Kuringai 2080
Paul Munro	87 William Street Redfern 2016
Lou Davis	35 Deptford Ave Kings Langley 2148
Ian Henderson	7 Mitchell Rd Mosman 2088
Peter Gittins	20 Oaklands Pde Cambridge Park 2747
David Gemmell	20 Linksvie Ave Leonay 2750

Division 3 Report Vic/Tas

By Paul Richie

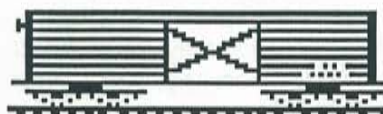
On the Queen's Birthday Weekend the Ballarat & District Model Railway Club held their Bi-annual Model Railway Spectacular – this year part of the proceeds going towards Life Education.

There were 31 different stands of which 9 represented club layouts, 5 private layouts, 2 Historical Societies, 3 commercial stands, scratch building demo's as well as the N.M.R.A. modelling competition – there were 36 entries, an encouraging number considering this was our first modelling competition in Ballarat. The disappointment was that there was not an entry from N.M.R.A. members. The quality was high with Peter Macdonald winning "Structures – on Line" as well as "Best in Show" with his Bacchus March Signal Box – completely scratch built with full interior detail as well.

The Exhibition was regarded as the best ever by exhibitors and spectators alike.

During July a "get together" was held for interested members to attend so that regular meetings of members could be organized, requirements of Achievement Awards explained, along with other benefits of belonging to an international organization.

[Some photographs of the winning models were sent to me but they were too dark to get a worthwhile print...ED]



ACHIEVEMENT PROGRAM

By Richard Roth

The official purpose of the Achievement Program is - *"intended to give recognition to all NMRA members who exhibit **superior** craftsmanship in modelling as well as to those members who contribute **superior** service to the hobby and the NMRA"* - From the introduction - Achievement Program Regulations.

What this means is you, the ordinary member, can have your own efforts recognized by your fellow modellers, and your work appreciated, for its own sake. Most of us are in the hobby and the NMRA due to a love of railways, modelling railways, and the company of others who feel the same way. We all share ideas, techniques and experiences when we meet, and this gives a good feeling too.

Whether we share a hint on painting or weathering, construction methods, operating schemes, offer assistance or advice on any of a number of subjects, help out at meetings, write articles to benefit others, or what ever, its nice to know our efforts are appreciated, and "thank you" is one of the best ways.

The Achievement Program is the NMRA's way of saying "Thank You" to the membership at large. Anyone who puts in a bit of extra effort for example, a score of 87½ points (out of 125) on several models in the same category is eligible for a Master Builder Award in that category. You don't have to enter contests, however, helping to show other modellers new and better model building, gives them incentive to improve their own efforts.

The same goes for layout construction and operation, authorship, and helping out either by running for and officer's position or volunteering for other jobs within the organisation, and you can look at your awards and say "I did that" with a sense of pride in your achievement.

There are eleven Categories of awards in the Achievement Program, these are:-

- | | |
|----|-----------------------|
| 1 | Motive Power |
| 2 | Cars |
| 3 | Structures |
| 4 | Scenery |
| 4A | Prototype Models |
| 5 | Civil Engineer |
| 6 | Electrical Engineer |
| 7 | Chief Dispatcher |
| 8 | Association Official |
| 9 | Association Volunteer |
| 10 | Model Railroad Author |

Seven Awards will qualify for:-

Master Model Railroader

Listed below are the awards already held by members of our Region (Sept 90)

Name	Award No.
Peter Burrows	8
Bill Cooper	9, 10
Gerry Hopkins	3, 4, 4A, 5, 6
Phil Knife	1, 4, 5, 6, 7, 9, 10
Bruce Lovett	8
Jack M ^o Micking	9
Keith Oman	9
Clive Riley	9
Hal Saxon	2
John Saxon	6, 8, 10
Don Turnbull (dec'd.)	1
Garry Wheatley	8

Phil Knife also holds the **Master Model Railroader Award**.

Golden Spike Awards (NSW unless noted)

Bob Benson	
Colin Brettle	
Kevin Brown	
Bill Cooper	
Gordon Farnsworth	2 awards
Ted Hodgkinson	New Zealand
Gerry Hopkins	2 awards
Laurie McLean	
Lawrence Nagy	
Geoff Nott	
Frans Perrson	
Paul Richie	Victoria
John Saxon	
Bruce Seddon	New Zealand
Sowerby Smith	
Peter Webb	
Peter Weller Lewis	Canberra

MEETING REPORTS

Bill Cooper's Layout Visit

14th July and it was time to visit Bill Cooper's excellent Fern Valley Railway again in Cheltenham, one of Sydney's leafy northern suburbs. The layout is in a large building set in the garden of Bill's home with a big grassed entertaining area in front adjacent to the pool. The weather was too cold for a swim but the hospitality was as warm as always at Bill and Maggie's.

It is almost 2 yrs since our last visit in September of '88 and steady progress has been made on the layout. The Fern Valley time frame is the late 60's and it depicts a NSW privately owned coal hauling railway. The layout is on two levels with the main part around three sides of the layout room with a large walk in area for good access. There is a branch line running around two sides 18" above the main layout on a narrow shelf. This is reached via a spiral hidden in a towering escarpment. The upper level station has a very clever turn table, the bench being too narrow Bill just modelled half the pit and the turn table swings round into space. A very inventive solution to the problems of a narrow shelf.

The rolling stock is mainly US prototype, the management having a predilection for US motive power both steam and diesel. There are some passenger services provided mainly by electric multi unit cars very convincing modelled in the railways own shops. The diesel locos MU cars and guards vans etc are all painted in the house colours of sooty green with a yellow band down the side. Steam locos are in basic black. All the rolling stock has a most convincing and realistic appearance and all rolling stock is realistically weathered.

Scenery is progressing with additional buildings in the town area of the lower station and extra detailing added around the high level station. About one third of the layout is yet to be sceniced and I saw Bill recently and he's all fired up to sling some plaster. The trackwork is exquisitely made and all visible track is hand laid, with hand throws from the front of the layout for turnout control. Frogs are switched by slide switches under the points. Control panels are very neat and a model of clarity. Power is assigned to the track via rotary switches and the throttles are transistorised hand held units. The layout runs very well.

We held the usual brief meeting outside on the lawn and Maggie provided us all with and excellent afternoon tea, our lady, members as usual, pitching in to help. I would like to thank Maggie and Bill for inviting us all over for the afternoon and to say how much I enjoyed it.

Sowerby Smith

Newcastle Show Report

5.00 am. The alarm broke into my consciousness. It was Saturday 11th August and I'm the lucky one driving the display to Newcastle.

6.00 am. Arrive Peter Burrows house to swap to his car with the tow bar. Greeted by a bleary eyed Peter exchange pleasantries and details of the return of his car and then off up the expressway.

7.30 am. Arrive at the venue, the Police Boys Club at Broadmeadow and greeted by our Newcastle contact.

8.00 am. Setting up well under way and several members arrive at 8.45 to help with the fixing of the photos to the stand. We have 8 super new pictures in colour by Keith McCarron, of members layouts they formed the centre piece of our display. Many hands make light work and by 9.50 all is ready. 10 minutes to try and grab a cup of coffee. Newcastle is very well organised and they even had breakfast available if you had the time (we didn't).

10.00 am. Phillip Moore and Jim Crumb started the day off on the stand as the hoards descended upon us and it remained very busy all day. I was seconded to judging due to the sickness of one of our number and spent the next 4 hrs staring intently at all the layouts to help decide on the prizes for best layout etc. We were very short on people on the stand due to illness and yeoman service was carried out by Phillip, Jim and Ian Hopkins.

Sunday the stand was fully maned all day and Peter spent most of the day there with lots of help from members. The display was struck that evening and Peter towed the trailer back to Hornsby and then into storage.

Lots of members visited during the 2 days and they were not disappointed. The quality of the layouts up there is the best around. Gerry Hopkins with his new Kennebec County layout took out second prize in the layout

judging and I can assure you it was very close between first and second, less than 4 points difference out of a possible 210.

I would like to thank all the members whole spent time on the stand and also the Newcastle Clubs for inviting us and being such good hosts and I apologise now if I have failed to mention by name any members that helped out.

Sowerby Smith

Layout visit Sowerby Smith's

Murphy arrived first as is usual on these occasions and he did his level best to mess up the day. All the members were very patient and helped out when things went wrong. Point blades dropping off the double slip, pivot screws falling out of the one switch motor that is vital to layout operation, Short circuits in the track work that's been in use for 9 yrs and wires breaking in new walk round throttle are just a few of the things that happened and of course it rained. We are all familiar with these dramas so on with the narrative.

Set in the early 50's the layout represents somewhere on the SP in Oregon. Single track mountain railroading with passing loops and hidden sidings to help with operational variety. Sighted in the old garage of my house it occupies a space of 25'x11' and is of conventional folded dogbone pattern for the continuous run with a branch to a terminus at the highest point. This is set in an industrial city somewhere in the mountains. The other main station and engine facility is sighted at the lowest point of the layout and named Timothy Creek after my son. This is a division point with the main line disappearing into tunnels at both ends.

Departing westbound it passes through the storage sidings to emerge at almost the highest point to run along the back of the layout above Timothy Creek some 8" higher. The main passes through Pagosa Junction, with a small branch line station sited just off the main. Then it's into another tunnel and down the spiral to Timothy Creek or round the reversing loop and heading back up hill to branch to the left over a large ravine via a timber bridge (joint effort with Peter Webb and myself) and thence to the as yet unnamed top station past the industrial buildings of a big city. The engine service area is new and there are 10 roads off the

turn table plus arrival and departure tracks.

Rolling stock is a mixture of steam and diesel locos kit built freight and passenger cars. Most of the structures are kit built some having been kitbashed. The layout is scenicked with the exception of the buildings at the top station and several hundred extra trees that are needed at the area of transition between the city and country near the large bridge.

Control is by conventional cab control feeding the blocks via rotary switches. About half the locos are equipped with Zero 1 command control and Zero 1 is used as just another throttle. One day I'll make up my mind if I like it!

Future plans include the possible extension of the track from the top station to either a stub end staging yard in the workshop or linking the top station to Pagosa junction on the opposite side of the room.

Mid afternoon the members adjourned upstairs for afternoon tea with fresh scones and sausage rolls that had been prepared by my wife Jenny, several of our lady members gave Jenny a hand. The formal meeting lasted about 15 minutes and a report on the Pittsburgh Convention was given by John Saxon. Several of John's Videos he shot in the US were also playing on the VCR during the afternoon.

I would like thank the members of the club for coming over and also my wife Jenny, who hasn't seen much of me for the few weeks prior to the meeting and for her help in entertaining the members.

Sowerby Smith

PITTSBURGH 1990

John Saxon

The 55th NMRA National Convention held in Pittsburgh, Pennsylvania was a great success with 2400+ registrations by Saturday lunch time. As usual, the program was non-stop with multiple choices in spending ones scarce time.

This year, the organisers had available for sale a bound book containing all clinic handouts so that if you were not able to attend a particular clinic, at least you could bone up on it afterwards, even back at home.

In addition, the convention hotel had one TV channel dedicated to the showing of railroad related videos on a continuous basis. Over 70 separate videos were repeated several times over the seven days of the convention, each program commencing each day at 11.30 pm! So after a hard day at clinics, prototype tours, layout tours, et al, you could sit up all night and have even more railroading! Some did but we did not.

The layout tours were as usual very stimulating but the best we saw was Don Cassler's M & K Division of the B&O, as featured in the June issue of Model Railroader. Probably the most realistic layout we have seen overseas with respect to scenery and operation.

The entries in the model contests mainly reflected Eastern railroading and were of a uniformly excellent standard. Watch for the photos in the Bulletin and other magazines of the ore dock which took 14 years to build and for the best steam locomotive with a very innovative drive train.

The convention concluded with the usual Train Show open initially to registrants only and then to the general public on the last two days. There were many top layouts on display with large scale starting to make its presence known. Most model railroad manufacturers and importers were represented with discount suppliers also in evidence. All took plastic and the bills are still rolling in!

Pittsburgh is a surprisingly clean city with all heavy industry having been removed from the city down town area some time ago. This enabled redevelopment of the river front to provide parkland and recreational facilities to take advantage of the three rivers that the city fronts. The convention hotel faced the rivers so that there was a never ending parade of water level railroading, river barge and other traffic to view. To cap it all, on the last Sunday we were there, there was a launch of around 20 or more hot air balloons from the park in front of the hotel, an early morning sight from our 16th floor room never to be forgotten. A great conclusion to a great convention.

Of course, the convention was preceded by the usual business meetings over 3 days and nights with two items taking most time. One was the proposal by this region to appoint a committee of trustees to review the policies of the Publications Department to ensure it was providing the membership with what it wants

and at the most economic cost. This proposal led to some spirited discussion but was finally passed unanimously. Although the outgoing president did not appoint me to the committee, I am satisfied that those appointed will ensure that their charter is pursued for our overall benefit. Hopefully we should see Bulletins with more meat in them than we have seen in the recent past and perhaps we may again see a re-issue of the Directory of Information, last issued in 1980. I will certainly be watching progress with much interest.

Of more far reaching importance was the adoption in principle of a submission by the Long Range Planning Committee to re-organise the current unwieldy management structure of the NMRA to better reflect contemporary business practices. [The NMRA budget for 1990/91 forecasts income and expenditures of around \$US600,000.] A paid professional manager would be appointed and stationed at the Home Office in Chattanooga. He/she would be responsible to the Board of Directors [i.e. the Trustees] with all trustees serving on one or more of the 5 separate board committees proposed. The president would be appointed by the Board and not by the members as at present. The president would manage the overall organisation with the full time manager responsible directly for the Library, Publications, the Home Office and all 5 volunteer departments. [Achievement, Promotion, Conventions, Technical and Services.] Having been part of the NMRA management since 1984, believe me, this major change will redress a majority of the problems we face in running the association for the benefit of the members.

Other business included approval of Atlanta for the 1995 convention. [No, not 1996!]; establishment of a committee to study how 'O' scalers could be better served by the NMRA. [Of 65% of members who responded to the recent ballot, only 6% put their prime scale down as 'O' against 11% for 'N' and 80% for 'HO'.]; rejection of a proposal to introduce a combined National/Regional membership fee structure & approval of a \$US2.00 fee increase to cover the latest round of cost escalations, including a 20% US postal increase. It was announced that of the \$US597,000 spent to build, furnish and fit out the Headquarters Building, as a result of a large donation from the successful Houston convention and the early success of the "NMRA 400" Group promotion, only \$US143,000 was outstanding as at 30 June with a further \$US65,000 pledge to be paid by members of the 400 group over the next two years. [For information, the money was

not borrowed from any outside source but from the NMRA's own Life Member account but at armslength interest rates.]

On a more sombre note, the latest figures showed that our Region was equal last over the year in achieving our membership quota. At 248 members throughout Australia and New Zealand, we have **declined** by 6% since September, 1988 as against the British Region's increase of 27% to 298 and the NMRA overall increase of 9% in the same period. To end with some good news however, it has been agreed that PAL copies of Tape/Slide clinics and other video tapes will be made available as funds permit. To encourage the association to press ahead at full speed on this benefit we must increase the membership.....!!!!!!!

Toni and I were away 45 days on this trip and were glad to get back to some Aussie food and the other comforts of home we all take for granted. We had boiled potatoes, lamb, crusty bread and plenty of green vegetables for days after our return.....our American cousins do not seem to serve these delicacies in general except at most expensive restaurants. We went by Amtrak from Oakland to Pittsburgh, stopping over in SaltLake City, [The C&S C-16 that has been on the platform since 1941 **uncovered** is a disgrace.] Denver and Chicago. On leaving Pittsburgh we did 3100 miles by car through Pennsylvania, West Virginia, Virginia, North Carolina, Tennessee, Alabama, Mississippi and Louisiana. We then Amtraked it from New Orleans to Los Angeles and on to San Diego. We rode the CASS, the EBT, the Strasburg and the Great Smoky Mountain Railway. We saw some excellent layouts including Bob Brown's On3 masterpiece in San Francisco and the five layouts at Balboa Park in San Diego.

Why did I relate all the trivia in the preceding paragraph? Well, we have **twelve** hours of video on our travels, most of it railroad related. Gerry Hopkins is in the process of editing these tapes to provide the NMRA with VHS tapes for lending through the Library so you too can enjoy CASS, EBT, Strasburg, Pittsburgh Light Rail [including a long ride in a PCC car], Amtrak and all the other good views. Maybe they will not be up to Allen Keller standards but you might just see some area, railroad or layout which will inspire a visit to some future convention. I certainly hope so.

Exhibition Reports

BOWRAL

29, 30 Sept 1 Oct.

This exhibition is held in conjunction with the Tulip Festival and visitor to the area can spend an enjoyable day looking at the private gardens open to the public. But, the main reason for me to be there was to exhibit at the Model Railroad Exhibition put on by the Berrima and District Model Railway Club.

There were 8 layouts and a commercial stand, 6 of the layouts had won awards in NSW and the other 2 were on show for the first time. The atmosphere at this venue is very friendly and the "locals" do their best to look after you.

Due to another exhibition being held on the same weekend just up the road (70km, up the expressway), the club decided to open its doors for a "modellers night" between 7.00 and 9.30 pm on the Sunday night. This gave people from the other exhibition time to 'pop' down and see us. This turned out to be a great success, almost like a mini convention. It would good if other exhibitions would do the same sought of thing. This exhibition runs a close second to Newcastle.

At the end of the "Modeller's Evening" those who were interested were treated to a guided tour of the club rooms at Moss Vale station. One of the rooms has been restored to its original glory as the Governor's Restroom, this was done for the Australian Bi-Centenary.

Gerry Hopkins

STUCK FOR IDEAS?

A large number of magazines:

Trains,

Railroad Model Craftsman,

Model Railroader,

have become available. Mostly in mint condition, the copies date from 1960's to 1980's - just **50 cents** each via Sydney meetings or postage extra. These magazines, especially the older ones, are living history - full of great ideas.

Contact:-

Bill Cooper on (H) 86 1724 or (W) 217 3402.

'91 NMRA SYDNEY CONVENTION

**American Model Railroading
For The '90's**

Macquarie University Sydney.

Sat 18th May Sun 19th May

CLINICS	MODELLING CONTEST	CLINICS
LAYOUTS	COMMERCIAL STANDS	LAYOUTS
VIDEOS	LAYOUT TOURS	VIDEOS

BANQUET with GUEST SPEAKER

Registration (\$20.00 before 1st April) \$25.00 (after)

**If you only attend one Convention in 1991
Make it this one!!!**

Complete details next issue.

1991 Convention Notes

In order to achieve a great 1991 convention, we need to under take a major fund raising raffle to assist with costs etc. The prize to be drawn at the convention banquet will be :-

a *Sharp* 54 cm "Multi System" Stereo Television
model 21S11-A2.

Plus

a *Sharp* "Multi System" Stereo VCR
model VC-780E

Both these systems are "Multi Voltage" and state of the art units. You could [if you win] play any VHS tape...PAL...SECAM...NTSC!

TOTAL VALUE \$4000

Enclosed is a book of 5 tickets – we ask [& plead] that every member support the region and sell his/her 5 to achieve the minimum return. If a great response by all members in selling extra tickets is achieved, we will have a great convention.

I am sure we will all benefit from a little effort on our part so lets all chip in and support your Region and ensure that the 1991 convention will be remembered for a long time!

Please send all monies, in cheque form, and filled in butts to:

N.M.R.A.,
P.O. Box 529
Epping., NSW 2121.

Along with requests for extra books!!!
Butts not returned will not be entered in the draw.

Yours In Model Railroading,

Phil Moore

Treasurer.

Denver Convention 1991

The NMRA National Convention will be held in Denver, Colorado between Monday 1 July, 1991 and Sunday 7 July, 1991. Primary registration costs \$US65.00 and the Convention Hotel, the Marriott, will cost \$US65.00 plus tax per night. As usual, each room will take up to four people in two double beds.

There will be a full range of features at this Mecca for railroad modellers including visits to the narrow gauge museum at Golden and of course, the availability of Caboose Hobbies where supermarket trolleys are available for your purchase in no doubt the largest and best stocked model railroad store in the United States.

At the conclusion of the convention, a separate fair tour will be operating from Denver to Durango and Chama with other narrow gauge attractions included. The cost of this tour is \$US540.00 per person on a double occupancy basis and included and includes bus travel, accommodation, some meals and fares for the rides on the Durango & Silverton and the Cumbres & Toltec. Of course, by sharing a car with others and staying in budget motels, you could do this trip at a cheaper cost.

This will be a very popular convention and hotel space, tours and other attractions will fill fast. If you are planning to visit the US and attend an NMRA National Convention, I would strongly recommend you do something about it PRONTO. I have pre-registration forms including hotel and narrow gauge tours forms. Please contact me if you want further information.

John Saxon

MAILBOX

Dear Sir,



Congratulations.

The July August
September, 1990

issue of the magazine was excellent, not only the grouping of all the general information in the first two pages for quick and easy reference, the uniform clear type face, the photographs, but the whole damn thing!

On the subject of your editorial, I couldn't agree more. I have thought for a long time, particularly when judging a contest, how unfair how it was for a beginner to have modellers such as Gerry Hopkins, Geoff Nott, etc. in the same contest.

Your suggestion of a Masters and Modellers section in each contest has my full support.

However, I would suggest taking it one step further. If you look through back issues of the Bulletin at the lists of contest winners at the national conventions, you will see that the majority are either O Scale or On3. Admittedly if you leave out detail in 1/4" scale it is very obvious, but the parts are bigger and therefore easier to make if you have 12" to the foot fingers!

My suggestion is that the contest be broken up further into two sections for N, HO, HOn3 scales and secondly S, Sn3, O, On3 scales. This would then give the small scales a fighting chance with the larger scales.

Food For Thought ?

Bruce Lovett

Win A Free Membership

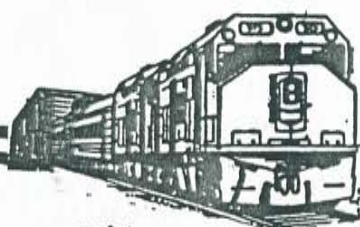
A Membership Promotion Committee has been formed with the object of increasing our membership numbers. Members of the committee believe there are many model railroaders out there who would benefit by being in our Association. We therefore are looking for ideas on attracting new members [And keeping existing members happy!].

We would welcome your suggestions. These might include better promotion, improvements in the way we operate, better benefits for the membership and so on. We already have some initiatives in mind for the future but would welcome your ideas which would be kept confidential to the committee if you wish.

FREE one year membership of both the NMRA and the Region will be awarded to the three best letters we receive on this important subject. For Life members,



The Motley Crew on our weekend visit to Canberra.

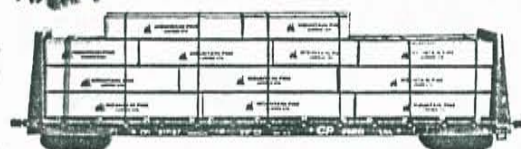


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suitable adjustments to local membership expiry dates will be made. Everyone can enter except of course, members of the Membership Promotion Committee.

Please address your letters to Membership Promotion Committee, P.O. Box 529, EPPING NSW 2121 and mark the letter "Confidential". Closing date is 30th November, 1990 and the decision of the Committee is final.

Telephone enquires should be made to committee members John Saxon, [Chairman], Gerry Hopkins or Phillip Moore on the numbers on page 2 of this magazine.

John Saxon

BILL'S BUMBLINGS

Justifying the Improbable

This column has argued the relative merits of freelance and prototype before, generally along the lines of doing what you enjoy most. For most modellers, the closer to prototype the better, because that is what they see in their imagination as their ideal - to recreate the full-size, with as much fidelity as possible. Some excellent modelling has resulted, in all scales, from Z to G and on to 12" = one foot. The appeal of recreating a scene that does, or has existed, has great appeal.

To me, though, freelance modelling releases me from the constraints of following a prototype, while still keeping to the limits of plausibility. I can produce the answers to problems myself..answers that someone has already solved in the prototype. For example, if a train service is to be provided between two points, I can decide how to do it, what loco, what cars. If, say, Budd cars are chosen, the fact that the Athearn cars are a window or two too short is not a problem, that's just the way my line did things. If I choose to run wooded-bodied electrics on a contemporary Fern Valley, so..even if the SRA has banned wood cars, we haven't. The FV's electric suburban system has been on the verge of being shut down for so long that the old cars are still around. No point in building or buying new stock. Justifying the improbable in this way is part and parcel of freelance modelling. But prototype engineers did that all the time, too. The GM Aerotrain, 3 cylinder UP 4-12-2's,

XPTs, were all 'improbable' before they were approved and built.

One of the most fascinating revelations of recent railway literature is the "ones that almost made it"...proposals that weren't proceeded with. The UP-SP merger scheme, Alco-Garratts (even 4-8+8-4/4-8+8-4s!!), non-Pennsy Duplexes (for ACL and others), NSWGR mallets (57-like 4-6+8-0s), Great Western (UK) electrification, to name a few....the list goes on and on.

Strict attention to just what the prototype actually did is really quite restrictive. It limits the imagination, though imagination gets a full workout when figuring just **how** to accurately copy the real thing.

But then, it also limits the "collectivities", that contagious disease which inflicts such a financial burden on all of us. If you limit yourself to what rolled into Barrett, CA on the Yosemite Valley Railroad in August 1939, then you are immune from the temptation to buy all those 'bargains' that sit on shelves for ever and a day there after. (Though the recent releases of short-run brass models for the YV could bring on instant financial ruin, with \$750 2-6-0s and 4-car passenger sets in HO)

Whichever way you decide to go, prototype or freelance, ancient or modern, local or foreign, there's someone that will be displeased, someone who knows better and who won't hesitate to tell you. It doesn't matter. Do what pleases you and that's the end of it.

Bill Cooper.

MINI TIP -

Miniature Clamps

When you haven't enough fingers, don't want them burnt by a hot soldering iron, prefer not to have them stuck together with supa-glue, haven't a spare hour to hold the pieces together while the glue sets, use a clamp!

Here are a few inexpensive clamps which you will find invaluable and more or less take the place of a third hand.

1/ Wooden spring clothes pegs.

These have two wooden arms held together

with a strong spring. Twist the two arms in opposite directions to ease out the spring. Reverse the two arms so that the flat backs are now on the inside and refit the spring.

You now have a miniature parallel jaw clamp which is quite strong and being wood, will not mark timber or plastic.

Bruce Lovett

2/ Clamp with heat sink

Drill a hole in an old shiny flat iron and fasten a bent screw through one half of a spring clothes peg. Slip the bent screw through the loop of the spring. Use this to hold metal objects down for soldering. The iron is a dandy heat sink.

Rick Shoup

THINKING ABOUT LAYOUT ROOMS

by Geoff Hoad

I think we would all have to agree that a layout room properly prepared before the layout was constructed is by far the best way to start a new 'adventure'. But what real advantages are there, and what needs to be done? There are a number of factors involved in planning a layout room and we will discuss these in turn.

Given that dust and dirt are the biggest barriers to a smooth running layout, (excluding for a moment the 'black art' of electricity), prevention is better than trying to cure or cope with the problem. So let's start at the top, literally. If your proposed layout space is in a garage, under the house or in a shed it is likely you will have no conventional ceiling. And gravity being what it is, that's where most of the dirt and dust will come from. The answer of course is to install either a fixed or suspended ceiling. It's amazing how simple solutions are fraught with difficulty, and this is one of them. Unless you can afford to have a ceiling put up by a tradesman, then most people I know (including me), would do almost anything to avoid the problem. That is, until the bugbear of poor running and a dirty layout become greater than the fear of installing it in the first place. And we have all either experienced or have heard of the horror stories associated with fitting a false

or real ceiling over an existing layout. Bite the bullet and do it first!

Working downwards lets look at the walls. Their composition will decide the approach. For example, most garages in Australia tend to be made of fibro and wood frame construction. In this case it would be a good idea to put in an internal wall. This can be Gyprock or panelling. Before you make this decision, consider whether your backdrop is going to be painted directly onto the wall or on a separate backdrop. Whatever your choice, it will help you to decide what type of wall to put up.

Floors can be the last thing you think about. That is until your feet get sore and the cold goes right through your shoes. There are two problems, comfort and our old enemy, dust. Whether it be a concrete or wooden floor, it will contribute to the dust problem. It is best to paint the floor to seal the surface, then consider the comfort factor and that means carpet. Carpet has to be comfortable as well as capable of standing up to years of wear. Normal carpet has to be laid professionally to get the best results and is usually a costly process. The answer many modellers have come up with is to use carpet tiles. They meet the needs of price, ease of laying and wear. But don't put off laying the carpet until after the benchwork is complete. The comfort factor is no exaggeration. It's no fun working under the benchwork when you're kneeling on concrete...in winter. If you think differently, try it. There is a price however, the dust created in benchwork construction can be a real pain to get out of the carpet. Even so it's still worth having carpet down before the benchwork is started.

A commitment to building a layout is also a commitment to spending a lot of time in the layout room. The more comfortable it is the more enjoyment you and your friends will get from being in there. And when I talk about comfort I don't mean a hot woman or a cold beer! What I am talking about is temperature. Our climate with its extremes of temperature and humidity can cause problems with the layout and discomfort for its operators.

Complicating issues are ventilation and heat generated by lighting. I think the first objective should be to achieve (as best as possible) constant temperature and

humidity within the layout room. The best method of 'climate control' is insulation. In the ceiling and walls insulation will go a long way in creating a stable environment. Next is control of heat and cold and that means reverse cycle air conditioning. A couple of things about air conditioners. They are expensive and the size of the layout room will dictate the size (and cost) of the air conditioner. Because of the cost it is well worth considering buying a second hand unit. Location will be dictated by the room's layout.

An important fact to consider, if you are using or are going to use a sound system, remember that air conditioners make noise and sound systems are very subtle in terms of sound output. It would be a disaster if your pride and joy was straining to make the grade puffing and snorting, (or grinding away if it was a diesel), only to have the whole effect destroyed as the air conditioner kicked in and hummed the atmosphere away. So what to do? Probably the best solution is to duct the flow of air. This means the installation of ducting and a more powerful air conditioner capable of maintaining an effective flow of air. The bad news is that its more expensive. But the extra cost may be worth it to have air conditioning and a functioning sound system!

There are almost as many different opinions about layout lighting as there are types of lighting. (The subject was discussed in detail in an article entitled "Layout Lighting Report" in the August 1980 edition of RMC.) Whatever your personal choice remember the light you use must be capable of illuminating the layout and should provide sufficient light for people to see where they are going. That leads me to my next point, power.

Electricity is dangerous so it a sensible measure to get the power supply and lighting wired by a qualified electrician. Yeah, I know what a hassle it is to get an electrician in, but think of it as an investment. Your layout, and possibly house, wont burn down because of a short circuit and fire. While you are at it get the electrician to route all power through a single switch box, near the door, so that you can kill all the power as you leave the room. Better safe than sorry!

A final comment on the subject of security. In this day and age we are all vulnerable to the possibility of a break in. If you have ever had your house broken into or your car stolen, you will know exactly what I mean. If it ever came between a choice of having my car or my models stolen you will always find the car keys on the table near the door, oh yes....and the car's out front. So take precautions. Your local police, neighbourhood watch or insurance company can all give you valuable advice on how to deter would be thieves.

So before you transform an ordinary room into a shrine for your railroad, consider how you can get the best out of the room before the first chunk of wood gets sacrificed,....

....and have fun in comfort!



SERIOUS FREE ZONE

Lawrence Nagy

The NMRA is blessed with a select core of model builders. I don't know if such people are attracted to the NMRA per se, or if the NMRA model competitions and layout visits hone skills that were lying dormant, but as a group our region possesses modellers of a world class standard.

Any modeller or train nut enjoys looking at such competition standard models, and of course, the competitors get a buzz out of showing them - it's a two way process, and for some modellers, modelling and competition are not synonymous.

Many modellers never build "complete" models of a competition standard. For example, someone with a shelf type layout may build structures with only one or two walls, firmly believing in modelling only visible sides. When scratch building this approach saves valuable time, and, when kitbashing, it frees useful components for other projects or allows structures twice the size to be constructed from the same kit. Some modellers don't regard themselves as craftsmen, their goal is to model a complete a railroad as they can: an approach that often means detail is omitted from individual

models as time is better used to capture the whole effect.

Conversations with other NMRA members has revealed many share similar views. Many are happy, even proud, of their achievements, but are reluctant to have their efforts appraised in a competitive environment. Many articles in the NMRA magazines and elsewhere have dealt with this issue, but have concentrated on the "same guys all the time" aspect of competitions, assuming people won't enter because the established that repeatedly hog the limelight at competitions are a deterrent. The consensus conclusions to these articles tends to be along the lines that we all have to start somewhere, and the modelling standards of the blue ribbon accumulators give the novice something to aim for. Fair enough, but I still feel a non competitive display of models would be a less daunting arena in which modellers can show their skills.

Some advantages of a non competitive approach are that a greater variety of models and techniques would be presented for scrutiny. Even simple solutions to problems can be shown – a difficult coupler installation, a simple but effective body/chassis swap or an unusual paint job.

For identification, a free form style of list showing builder, prototype, techniques, special problem and solutions as well as reference articles could be included. a non standard form would be flexible enough to cope with any vagaries the model builder may have dealt with. The idea is to disseminate information amongst members – both as to how a model was built and also, how the builder is progressing. An intriguing display may have two or more models showing how a builder has progressed in standards over the years. A chance to dig out a cherished model that's a bit too crude for the present layout's standards.

I suggest that at the next model competition, a separate area for non competitive models be established, and models be provided on an informal basis as they turn up. Any way, that's my suggestion.

Anyone interested?

FROM THE LAND OF THE LONG WHITE CLOUD.....

by Paul Hobbs

Not long after our Convention at Easter I received a message via Bruce Seddon (Division Director) from John Saxon (Trustee) that I was to do an article on Merv Smith's WALKMAN CONTROL as demonstrated on the layout tours. Not being privileged to see this exercise during the convention myself, due to operating our Pacific Western at the same times, I thought the best result would be for Merv to tell the story himself. Having now seen the concept in action I believe it has many possibilities for both continuous time running as in Merv's description, or as a series of instructions to be carried out in sequence – stop tape between instructions – allowing a variable time element.

Some introduction of Merv and his hobby may be in order for those of you who have never visited here. Professionally Merv is a radio announcer, with 25 years as top breakfast DJ in the Auckland market. We have over the years seen the Piki emerge from the small adjunct of a Hornby Dublo 3 rail layout in a garage to two basements where the HO_{N2}¹/₂ scale freelanced effort has evolved and grown as a notional railway on the West Coast of New Zealand's South Island.

People who have been to this rather damp part of the world readily recognise the sub tropical jungle nature of the scenery on the layout – scenery being Merv's forte. All the rolling stock is scratch built on appropriate N scale chassis, except for several European narrow gauge diesels.

The present layout, the largest yet, operates diesel from Pikipiki to Maungahuhu, where power is exchanged for steam over the rest of the line to Port Brunner. The accompanying diagram of the railway, from the handout for the layout tours, may help you to orient yourself to the route and place names.

No smart comments about the unpronounceable Maori ones – each one translates into something meaningful.....
..... at least to Merv.

WALKMAN CONTROL!

By Merv Smith
(as told to Paul Hobbs)

As the Waitemata 150 Convention loomed in Auckland, my fellow modeller, Phil Hicks, and I, discussed the serious business of operating a layout in a crowded room with lots of visiting firemen all about. The line is pretty-well totally scenicked, so to do the picture justice, we felt we had to provide a running display that is clearly understood, simple to run for tour after tour over two days, whilst properly illustrating what the "Pikipiki Tramways & Collieries Co Ltd" is on about. 'Throwing trains at each other' wouldn't do.

The layout is point to point, with six stations, including a slightly off centre mid-point nexus in the form of a Y junction, where services exchange traction, and reverse direction. No just running round-and-round.

Operationally, a driver proceeds along the line beside his train, changing turnouts (all hand thrown) and accessing blocks as his charge enters the territory of the adjoining panel - and switching off AFTER himself as well! The "Piki" is a very standard four-handed cab-control affair, with walk around throttles, and lots of places to plug them in. So, in one hand your brave engineer carries the throttle-piece, and in the other, an early bit of "Phil-osophy", a combined turnout changer and uncoupling tool I call a "Hicky-Pick". So...where did we stick the timetables or sequence instructions? Would we need more than one clock? A stop-watch (or two)? Should we operate with fast time? Where would we PUT a clock? Anyway, about then it got a bit fraught.

I should explain at this point that Hicks, who has also done all the aircraft standard wiring, and the Piki's pride and joy, its elegant control panels, and greatly improved our hand throttles, is quite the lateral thinker...what caused him to come up with that we dubbed "Walkman Control" even he doesn't know, but I saw the idea emerge directly from egg to full fledged butterfly in less than a minute.

Well we tried it, got it working after a couple of false starts, and here it is:

EQUIPMENT

One "Walkman" type replay unit per operator, a "scenario" tape, and an earpiece. That's it. NO timetables to watch, no clocks; Total freedom of operation.

PREPARATION

Ah! There IS a bit of this. First, we had to decide what we wanted to demonstrate, then nut out a train-graph. From that, two disparate scripts were written, one for each player, in the chosen programme. (Each operator need only know what HE has to do, and when, and how much time he's got to do it. He requires information of the other operator's movements only when they impinge on his progress along the line.) Since the tapes had to be recorded in real time, we decided that should be the model's time also. Generally Piki passenger trains and railcars take 90 seconds start-to-stop between stations, whilst coal and freight drags are allowed two minutes.

Each tape starts with an identification and set-up, thus "Piki Tram, Coal Scenario, Driver Two.. *Driver Two, your first job is at Pikipiki, where you'll run the railcar via Coal Creek to Maungahuhu.. Stop Tape after the count of five... 1 - 2 - 3 - 4 - 5*". The tape is now cued at ZERO MINUTES. When both drivers are ready, the off is given, and battle commences.

Here's the first few instructions, for taping, for Driver Two, Coal Scenario.

"ZERO MINUTES. Pikipiki. Railcar departs for Coal Creek. You have one and a half minutes for this section."

(at 1 min 10 secs)

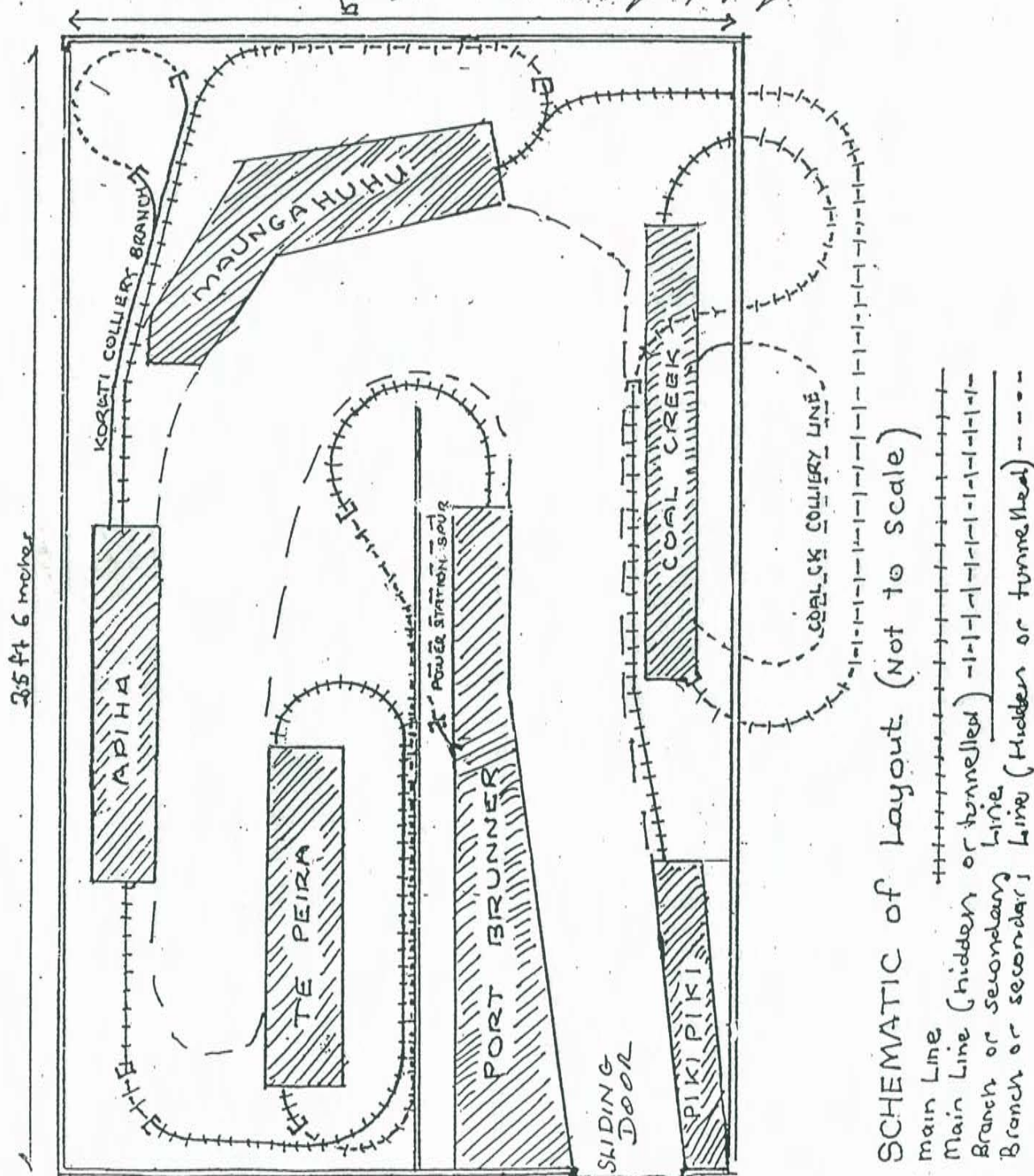
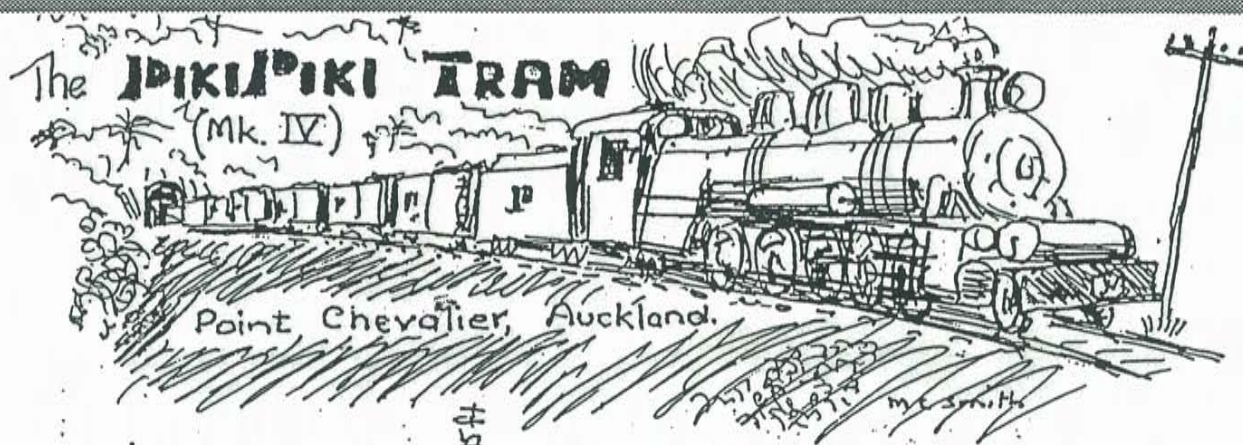
"ONE MINUTE TEN SECONDS...you have twenty seconds to arrive at Coal Creek, at ONE MINUTE THIRTY."

(at 1 min 30 secs)

"ONE MINUTE THIRTY...railcar arrives at Coal Creek..this is a halt only..when ready depart for Maungahuhu, block MP, road 7. You have a minute and a half for this section."

(at 2 min 40 secs)

"Twenty seconds to arrival of railcar at Maungahuhu."



(at 3 min)

"THREE MINUTES...railcar arrives at Maungahuhu...after pause for alighting of passengers, run the car to the dead-end spur on road 7, and isolate. You have one minute before your next operation, which is back at Pikipiki."

(at 3 min 40 secs)

"You have twenty seconds until FOUR MINUTES, get ready to push back coal rake from tipple, at Pikipiki."

(at 4 min)

"FOUR MINUTES...Pikipiki..push coal rake out from tipple..you have half a minute for this manoeuvre."

(at 4 min 30 secs)

"FOUR MINUTES THIRTY...Pikipiki. Coal Train departs NOW for Coal Creek...you have two minutes to get there."

And so on, for about twenty minutes, which was the time allowed for each layout visit.

Now, somewhere within the running of each scenario, there may well be a glitch that can't be solved quickly enough to allow adherence to that timetable voice, running inexorably in your ear. We try hard to fix a derailment, false move or jibbing loco smartly, to get back on schedule. But, if the unthinkable occurs, then the in-strife operator calls "HOLD!", and all trains and tapes are stopped right there. When the problem is sorted out, we start on an agreed cue from the point of stoppage. And.: this is where "Walkman Control" is NOT a replica of proper Train running, where a dispatcher can order adjustments to other movements to accommodate delays.

So far we have produced two scenarios, with two tapes for each. Whilst listening to our "Electronic Train Control" in one ear, we can still discuss things, have a few laughs (and beers) or explain matters to visitors, because 90 seconds between stations means long silences on the tape. Which brings up another point. Absolutely NO unnecessary verbiage is recorded, the instructions are as clearly spoken and as sparse as possible, so the operator is not overloaded with information.

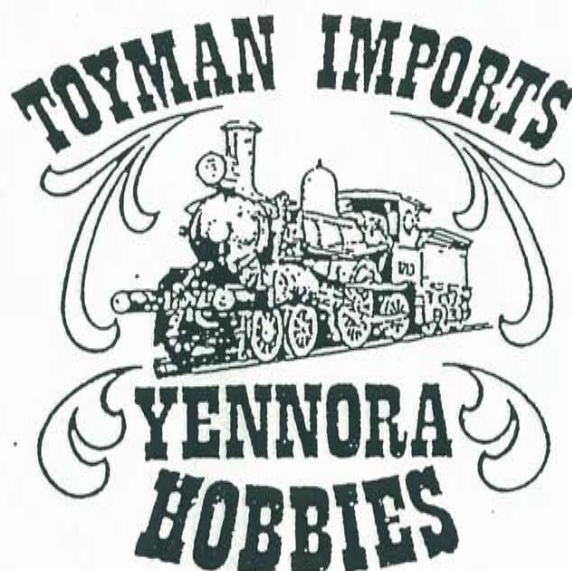
We devised the timetables so that every train was back at its starting point at the

end of the scenario, or programme. This was essential in order to keep time during the layout visits..but however long one makes the tape, it seems a pretty useful idea, and quite easy to manage. We even programmed engine changes into it, for variety.

Finally, we somehow managed to fiddle things so we could switch from one scenario to the other, simply by changing tapes, because it was contrived that no positionings in one programme would get in the way of movements in the other.

That's it...infuriatingly simple concept, isn't it? Once we had the tapes done, and our actors (the trains and locos) in their right places for Curtain Up, we found our "Railway Play" a lot of fun to follow, and extremely satisfying – even when we fouled up!!!

Oh...one other thing. If you have a go at all this, make SURE the Walkman batteries are fresh at the beginning of an operating session. An unexpectedly deep, rich and measured tone and delivery probably means your tape's running slow...and if the other bloke's isn't, you're going to make a dog's breakfast of the timekeeping!



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LIBRARY NEWS

As notified previously, we now have the basis of a library.



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- * **Painting Miniatures** by Floquil
- * **Track Planning for Realistic operation** by John Armstrong
- * **Scenery for Model Railroaders** by Bill McCanahan
- * **How To Wire Your Model Railroad** by Linn Westcott
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- * **Easy To Build Railroad Structures** by Willard Anderson
- * **Practical Guide To Model Railroading** by Linn Westcott
- * **Classic Articles From Model Railroader** by Mike Schafer
- * **The Encyclopedia of Model Railroading** by Terry Allen

Our Librarian is Glen Coventry, of 16 Lanai Place, Beacon Hill, N.S.W. 2100. Phone (02) 452 2131. Books will be available at Sydney Meetings or by writing or phoning Glen. Borrowing fees will be just sufficient to cover costs and postage. More details next edition or if you are keen to borrow immediately, call Glen.



PIKI PIKI TRAM. OF MERV SMITH.

Realistic Scale Vehicles

Louis Lapham

There are several ways of adding realism to the vehicles on your layout. Some are simple while others are more complex. A few suggestions are:

1. Always have some of the vehicles driven.
2. Turn the front wheels on some.
3. Open a door with the possibility of a figure getting in or out.

Decide before you start construction of the vehicle whether or not to use figures in and around your vehicle. In kit assembly, you are dealing with many brands with a wide variety of interior sizes. Some are undersized and will require custom fitting of figures. With plastic figures, you can cut away unnecessary areas on the figure's back and legs. Changing head, arm, or leg positions can add variety.

A good article by Russ Griffin on modifying HO scale figures was published in the December, 1977 issue of Railroad Model Craftsman. Also, see my article on kit bashing 1935 Fords in the July, 1978 RMC.

(From Mid-Eastern Region LOCAL)

MINI TIPS -

Keeping Them Rolling

One piece plastic Athearn and Round house trucks run well, but can, with a little work, be made to run even better. All that is needed is a sharp knife (snap off blade type), a small smooth file and some fine kitchen steel wool (plain, not the type with soap).

Remove the wheel sets by gently springing out the side frames. The pin point axle ends often have a fine coating of rust which causes friction. Push the axle ends into the steel wool holding it tightly while rotating the wheel set. This will remove the rust and polish the steel at the same time.

With the knife, cut off any plastic flash around the edges of the side frames. This flash often bends inwards touching the wheels and slowing them down and also restricting side movement. Often the back

faces of the side frames have plastic flash as well. Remove the flash and roughness with the smooth file being careful not to take off too much.

Dust from filing etc. should then be removed with a soft brush. After checking with an N.M.R.A. gauge, re-assemble wheel sets in the truck frames, place a small drop of plastic compatible oil on the axle ends, sit back and watch them roll.

Stirrers

No, I am not referring to myself ! Wooden paddle pop sticks make excellent stirrers for bottles of Scalecoat and Floquil paint or tins of Humbrol enamel.

Cut off square the rounded ends of the stick. Having a square end on the stick will enable you to dig out the pigment in the area where the side meets the bottom and distribute it evenly through out the paint. To thoroughly mix the contents, stir in a clockwise direction while you rotate the container in an anti-clockwise direction. Never use a screw driver for stirring paint as a round object will not lift and evenly distribute the pigment. after all, you wouldn't beat an egg with a skewer, would you?

Bruce Lovett

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A Reefer That Preserves – Wedded Bliss!

By Jim Zinser (NCR's Hotbox)

Like most married male model railroaders, I learned long ago that continued participation in this hobby depends on good public relations with my Significant Other.

Be honest guys, who really decides whether or not you buy that \$300 brass engine? Who was it that granted you trackage rights through the recreation room for that new branch line?

That being the case, I decided that domestic relations might be enhanced if I named an industry on my layout in honour of my wife, Andrea. Since one of her passions in life (besides me, of course) is chocolate, a candy company would be a natural. Thus, *"Andi's Candies"* was born.

I knew it would be a while before I'd get around to building the actual structure, so I hit on the idea of painting and lettering a car for the industry first. Besides, doing both a car and a structure would get me extra points with my wife – not a bad deal at all.

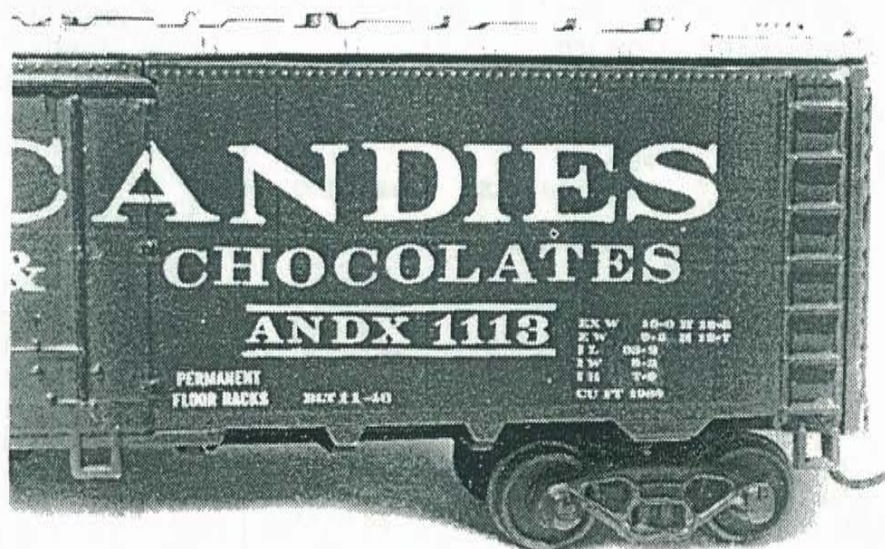
Since chocolate is perishable, a reefer seemed to be a logical choice for the project. I bought an undecorated Athearn model and got to work. I've always admired Hershey's silver and chocolate-brown reefer paint scheme, so colour choices were easy. Floquil's old silver and roof brown were close enough for my purposes. Next came the lettering. I used Champ alphabet decals to spell out *"Andi's Candies"* and *"Fine Chocolate and Cocoa"*. Dimensional data from Champ's reefer data set.

It was at this point that another idea hit me. In addition to making my wife feel better about the layout that was rapidly eating up my basement, I could use the car to keep me out of trouble in another way. Like most men, I tend to forget things that my wife seems to consider important -- like birthdays and anniversaries. So I numbered the car 1113 to remind me of our Nov 13th Anniversary. I made the construction date 11-46 as a reminder of the month and year of her birth. I couldn't use the actual date since that wouldn't comply with standard railroad practice. Anyway her birthday is the 11th, two days before our anniversary. That much I can remember.

When the car was finished, I presented it to my wife. It was a big hit. She was flattered and called it *"cute"*. Now I had an easy way to remember those marriage threatening dates.

But now there is an ominous threat to all this wedded bliss – this article. When she sees it she'll realize that I've told everyone in the NCR exactly how old she is.

Now let's see....she loves to shop. Maybe she'd like an HO scale department store named after her. Hmmmm... what did I do with that stripwood...?



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MINI TIP -**Storing Brass and Plastic Locos.**

It would take a very large layout to accommodate all of our locos on tracks, so a number have to be stored in their boxes. Brass loco boxes have rubber or plastic foam inserts cut out to hold the loco and tender, while plastic locos usually have moulded polystyrene foam inserts in their boxes. Although soft these inserts can easily snag detail parts, handrails etc., breaking them off and usually becoming lost. **Always** put the loco and tender in separate plastic bags before nestling them down into the foam. This not only protects the delicate parts, it prevents oil from the moving parts attacking and disintegrating the foam.

Secondly, and most importantly, store your locos in their boxes standing up, in other words if they were standing on track. Oil creeps for amazing distances, so if the locos are lying on their sides, oil from the moving parts can creep over wheels, motor, paintwork etc., with disastrous results.

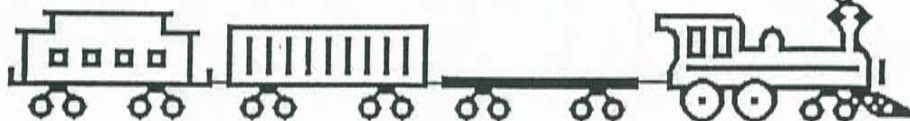
All of the above depends on whether you lubricate your locos. I have been amazed at the number of locos I have repaired over the past 25 years that have been completely devoid of any type of lubrication....but.....that's another story.

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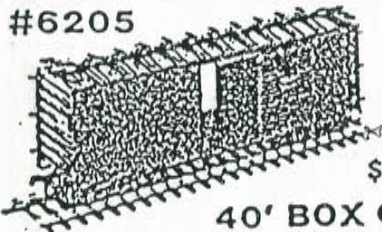
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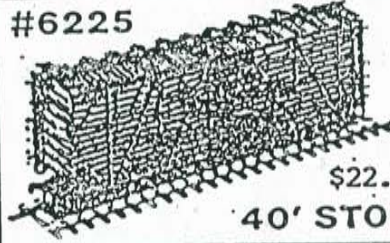
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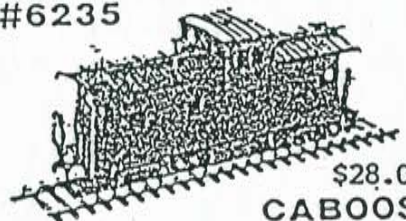
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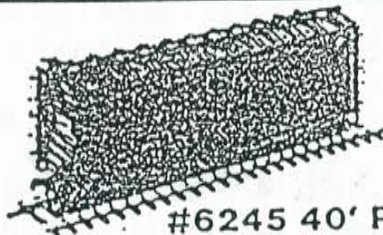
40' STOCK

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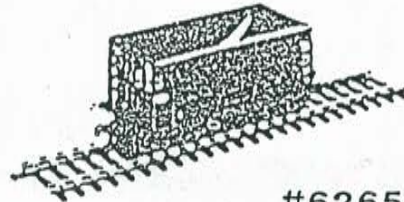
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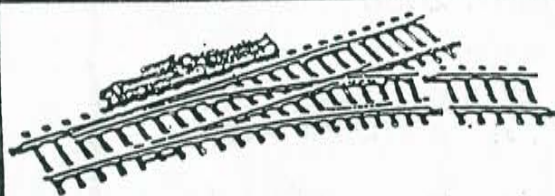
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