

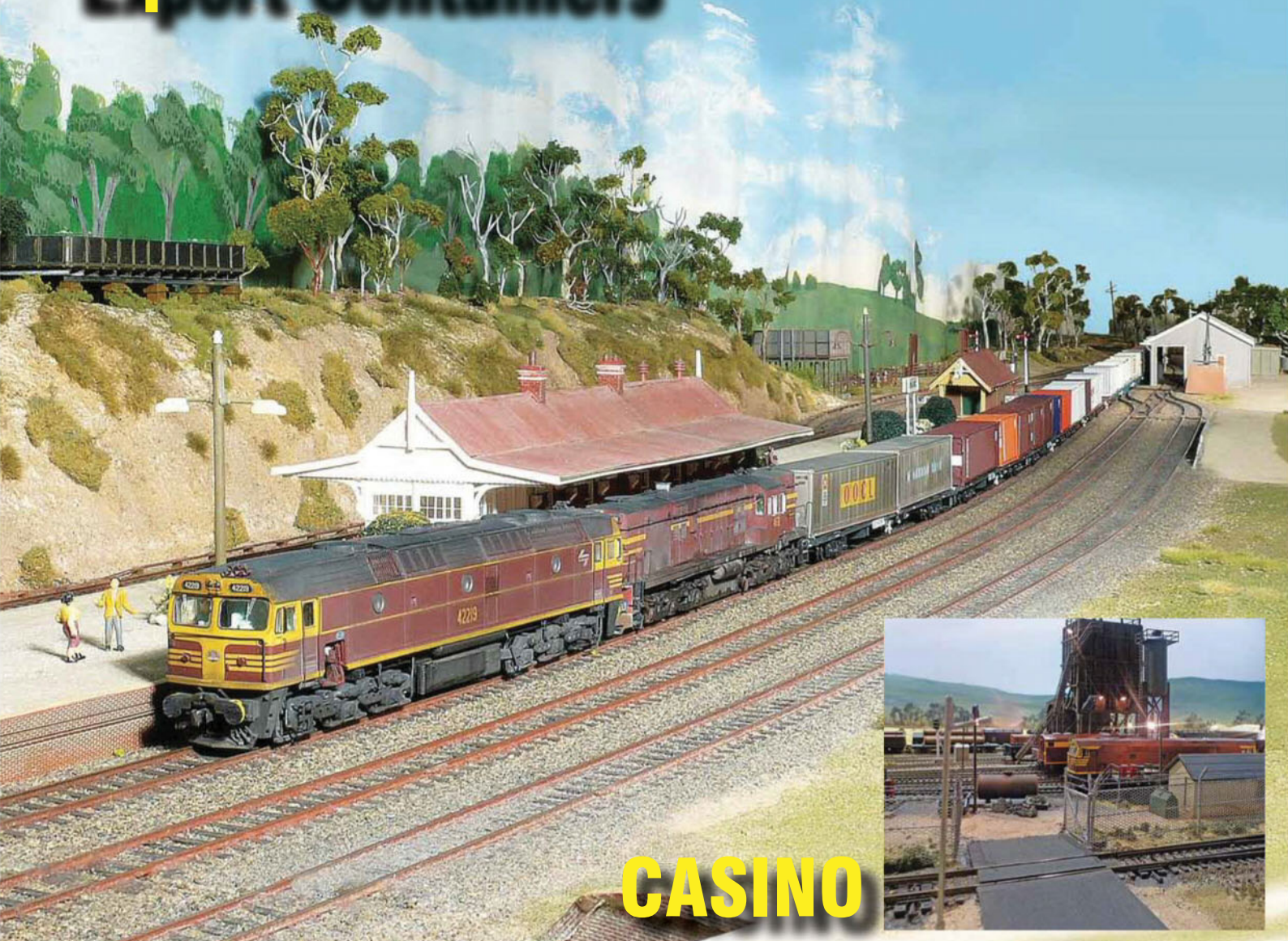
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Gallery: QR Diesels in Sn3 $\frac{1}{2}$
On the Workbench: Brill Model 55 Railcar
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Issue 329 Vol. 28 No.8

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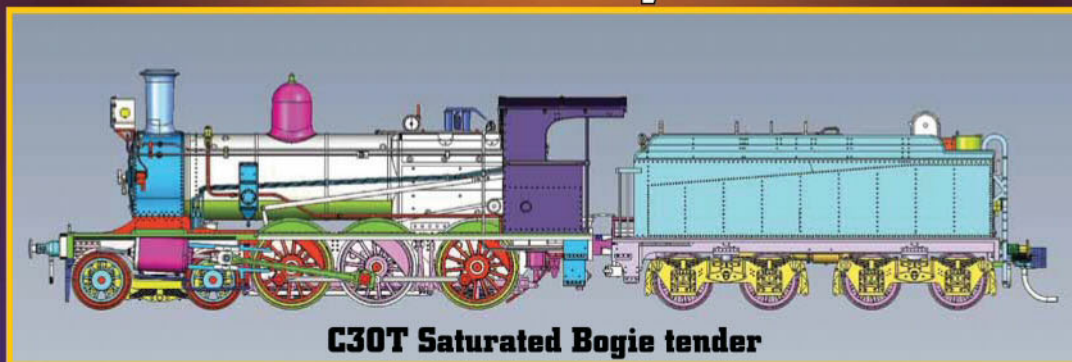
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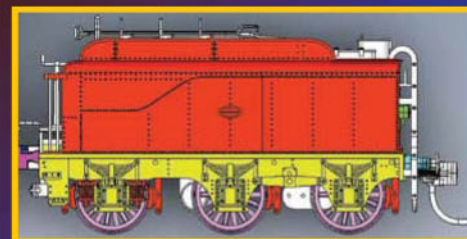


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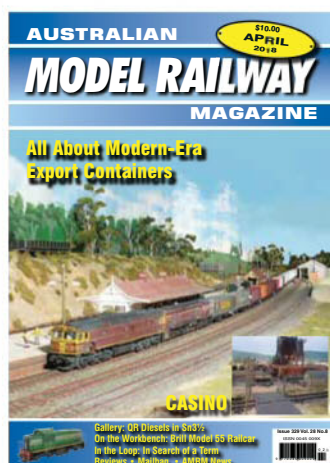
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ON THE COVER: Aaron Denning's weathered Auscision 422 and 45 class locomotives double head a train of his modified and weathered export containers, seen here heading south on the Epping Model Railway Club's exhibition layout, 'Binalong'. This issue features a comprehensive article from Chris Jones describing the containers used for the export trade on today's railways and the Epping Model Railway Club's other exhibition layout, 'Bethunga Spiral' will be the feature layout in a future issue of AMRM. Photo by James McNerney.



Your Own Standards

I first came across a model railway 'standard' when I joined the Sydney Model Railway Society, my first club, in the infancy of my model railway hobby. SMRS was a principal club in NSWGR modelling; some of its members having been strong supporters though the World War II era. The members there proved to be great tutors for, like many club and association members, they shared their skills and experience. And I was not ashamed to soak up the experience.

However, to be a member and run on the extensive operational HO scale layout in the then Castlereagh Street, Sydney, Railway Institute building my models had to adhere to a number of standards. Many of the requirements were quite basic and now in common use: track voltage 12V DC, 16.5mm track gauge, 14.5mm back-to-back wheel set.

Many may scoff at the need for a defined track voltage; it is now a simple industry wide basic. Yet, at that time, at least one overseas manufacturer supplied a 9V battery pack with their train sets, and on 12V these models had a racing car type top speed. Because many of the SMRS members came from an American modelling background, the handlaid track had flangeways that would not accept the deep British and European flanged rolling stock then on the market. However, the most prominent standard was the use of the Mantua coupler, a strange hook and loop device that, when correctly installed, worked wonderfully. Uncoupling ramps of clear plastic shirt box front were formed and fixed at appropriate locations and provided for wonderful shunting experiences. The treasurer maintained a good supply of coupler packages.

Now, at this time, the late 1960s, there was a strong growth in the HO scale NSWGR modelling fraternity wanting to use the American Kadee coupler, then described as the five and ten (5 and 10). Correctly installed, it had a prototypical appearance and, with between-the-rails magnets, could also provide for a good shunting experience. But, naturally for the conservative times, the SMRS was slow to move and the Mantua remained the coupler to use and we continued to build NSWGR models fitted with that coupler.

But, being led by the locally produced *Australasian Model Railroad Magazine*, when the time came to commence a home layout and also build the first locomotive a dilemma arose. The Mantua was generally soldered in place so it could not be readily replaced with a Kadee. And, to be honest, the Kadee was a personal preference, so to remain a member of SMRS and progress with other modellers I had to have rolling stock with both couplers. This is not ideal on a home layout!

There are many among us who run mixed prototypes, and so face the issue of mixed track standards, but there are also among us modellers who seek to follow a single prototype or railway system, sometimes to very fine modelling standards. I mix track sizes with code 83 main lines and code 75 branch lines, but there are many who see my branch line choice as too large for their main lines. To have this finer track we need to ensure that our wheel sets are also similarly finer. Usually this is not an issue, but sometimes, for some of us who purchase all our models from commercial suppliers, problems do arise. For some unexplained reasons, some engineering firms cannot produce every one of their wheel sets to specific fine standards, the most common modern day problem being the width between the backs of the wheels (the back-to-back measurement) which, when too wide or too narrow, cause derailments or short circuits at turnouts. On a recently acquired engine, only two of the six axles were in gauge. Correcting this was not a real big problem, but identifying the issue before the models reach the track is a bonus.

So, on my empire, as well as trying to identify any detail that will soon fall off, the model is checked for coupler height (including glad hand height) and an NMRA gauge run across the wheels. Maintaining this standard helps to keep my trains running nice and trouble free... well, most of the time!

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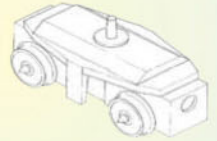
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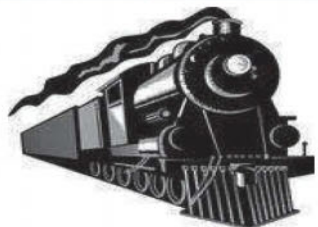
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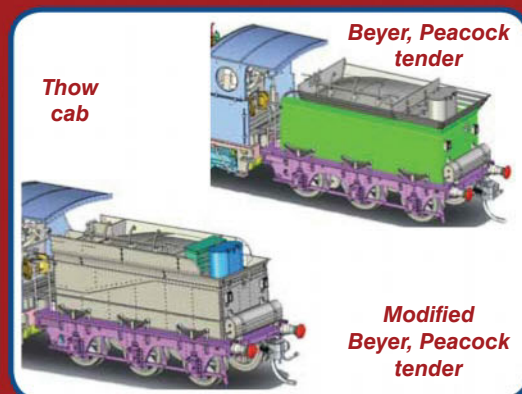
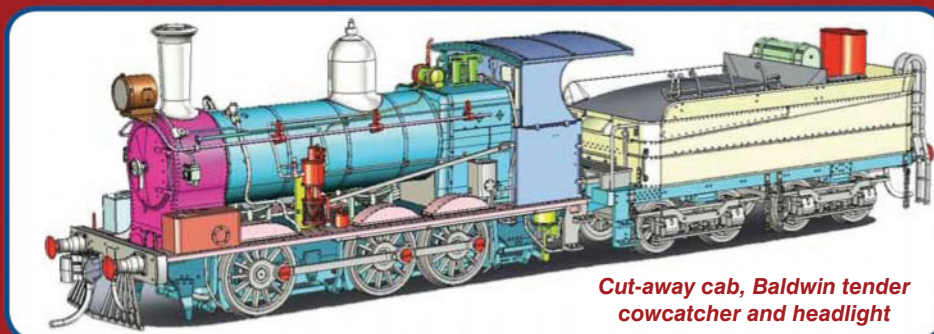
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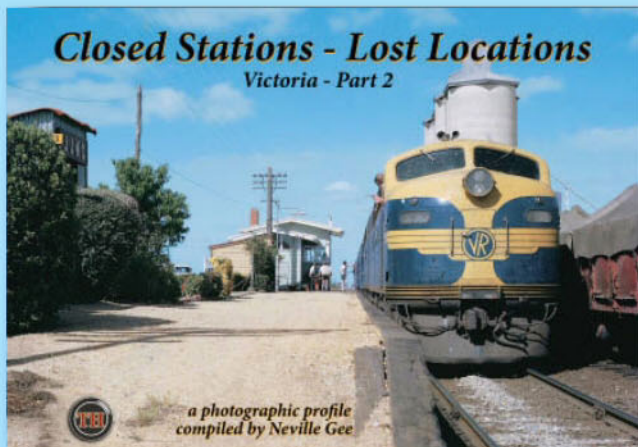
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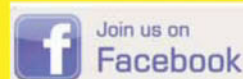


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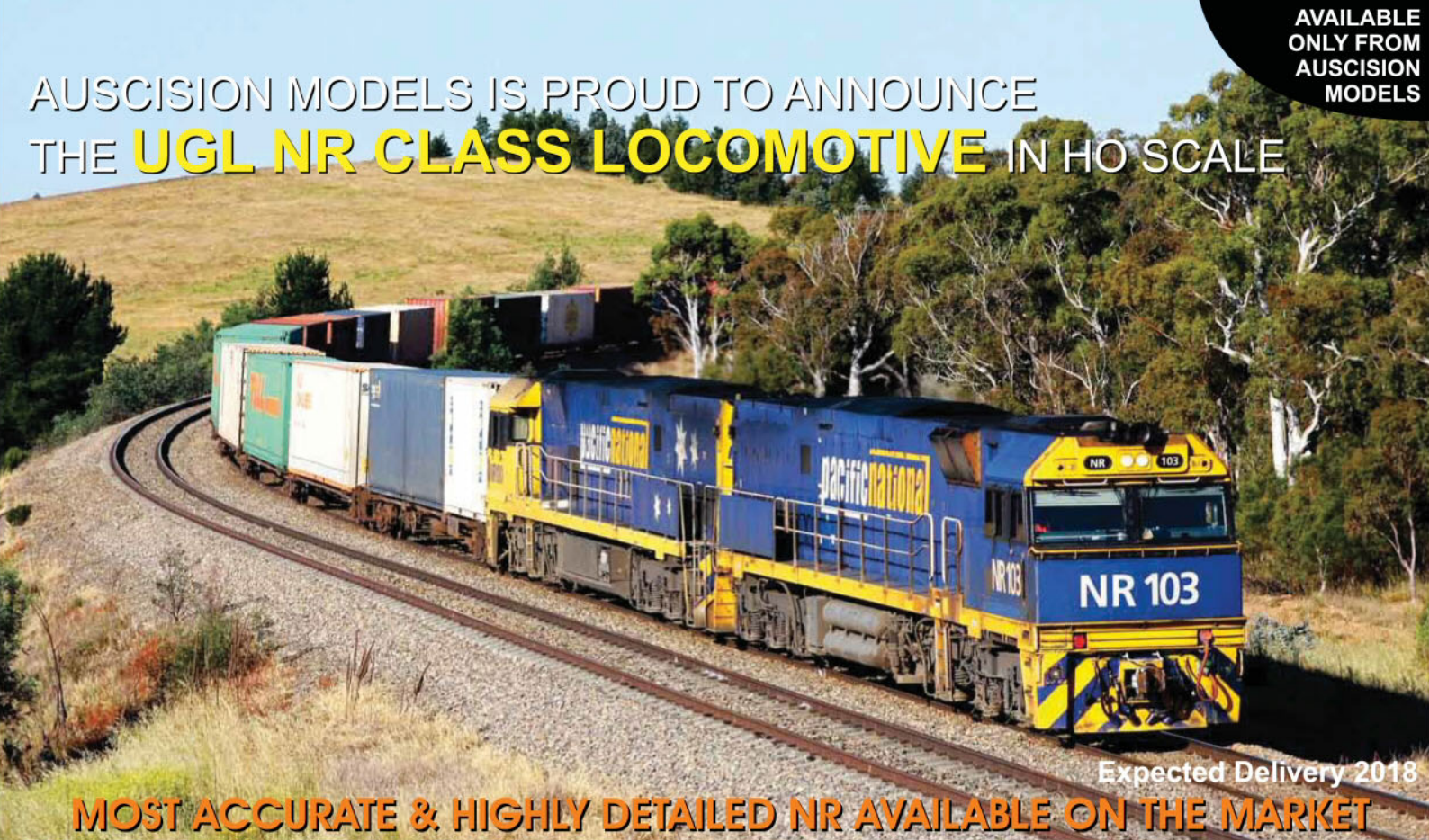
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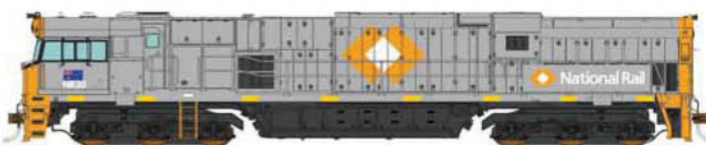
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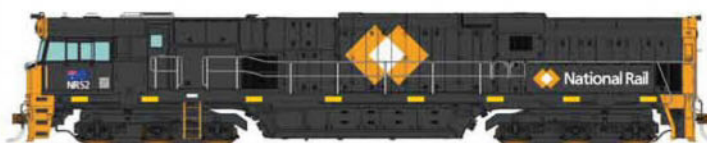
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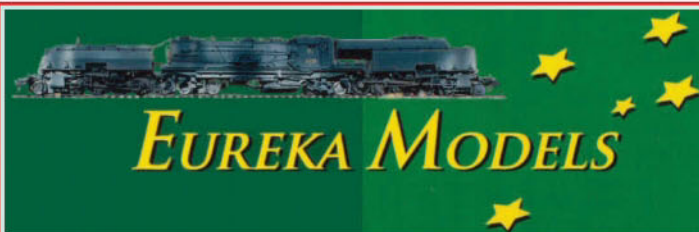
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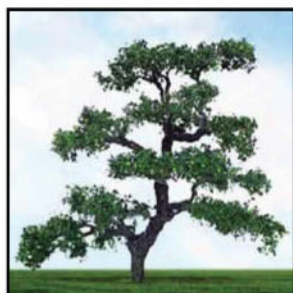
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▲ An empty ballast train leaves Paterson enroute to the Martins Creek ballast quarry, the sidings and crusher of which can be seen in the mid-background. The right-of-way of the Border Spiral can also be seen in the far background.

▼ 'Jumbo' 44240, leading a mixed consist of vehicles destined for various locations on the North Coast line, waits in the loop at Paterson for an up goods train to pass before proceeding.

◀ A 620 class two-car diesel train runs past the locomotive depot at Casino.

CASINO

Brendan Jansen presents his now-demolished HO scale model railway based on the NSW North Coast Line. Photos by the author.

Although being a native of New South Wales, I spent most of my school years during the 1970s living in South East Queensland. While in Brisbane I lived quite close to the NSWGR mainline that runs through the southern suburbs. Images of the double-headed *Brisbane Limited*, the locomotive depot at Yeerongpilly, and the freight yard at Clapham have stayed with me ever since. The sound of Alcos passing through Greenbank all night while on Army Cadet Camps is still alive in my memory also. And, when holidaying on the NSW North Coast as a teenager, I would walk miles to see the *Gold Coast Motorail* or a fast steel train heading north.

Unsurprisingly, it was these sights, sounds, and experiences that mostly influenced my choice to model the NSW North Coast Line in HO Scale. If time and money were no constraint I would have included the South Brisbane environs as well, including the Queensland Railways suburban terminus. However, life is full of compromises. I had waited 40 years to get some space for a layout and at the time had a 7m x 3m shed to work with. I set about the task of designing my layout, using 3D Computer

Aided Design (CAD) software, with several key ideas in mind:

- Select major design elements before attempting to create an overall design
- Use the technique of selective compression to compensate for the lack of space
- Create the look and feel of the 1970s
- Incorporate advanced control systems to enhance operation and ease of use.

In addition to these principles, I wanted to incorporate the following major features:

- One large station, preferably with a locomotive depot, and junction for a branch line
- Two small stations, preferably with passing loops to allow trains to cross
- One major industry and preferably several minor industries to provide wagon destinations
- One large natural feature that had an impact on the route of the North Coast Line
- Electronic signaling, remote control of turnouts, and as much automation as possible
- Staging yard to represent Broadmeadow in the south and Brisbane in the north.

After much research, study of track and signal

At A Glance

Scale: HO (1:87)

Period: 1970s

Location: NSW North Coast line

Size: 7m x 3m

Layout Type: Multi-station permanent layout with continuous run main line and staging yard.

Track: Peco code 83

Benchwork: L-girder frames

Sub-roadbed: Plywood and MDF

Roadbed: Purpose-made foam underlay

Backdrop: Custom painted

Structures: Kit-built and kit-bashed

Control: NCE Power House Pro DCC with 5A booster, seven power districts and four cabs

CTI Electronics 'Train Brain' software and modules for signalling and detection.

Control Panels by 'Control Panel Designs'

Computer: IBM T43 ThinkPad Notebook

Intel 1.86 GHz processor

1.5 GB RAM

Windows 7 32-bit Operating System

Scenery: Plaster cloth laid over cardboard and bird wire, covered in 'Mold-a-Scene' terrain plaster

Lighting: Eighteen dimmable halogen downlights controlled via 'Train Brain' software and CTI Electronics Signalman module

Rolling Stock: 75% r-t-r / 25% kit-built

Locomotives: R-T-R with DCC Sound Decoders

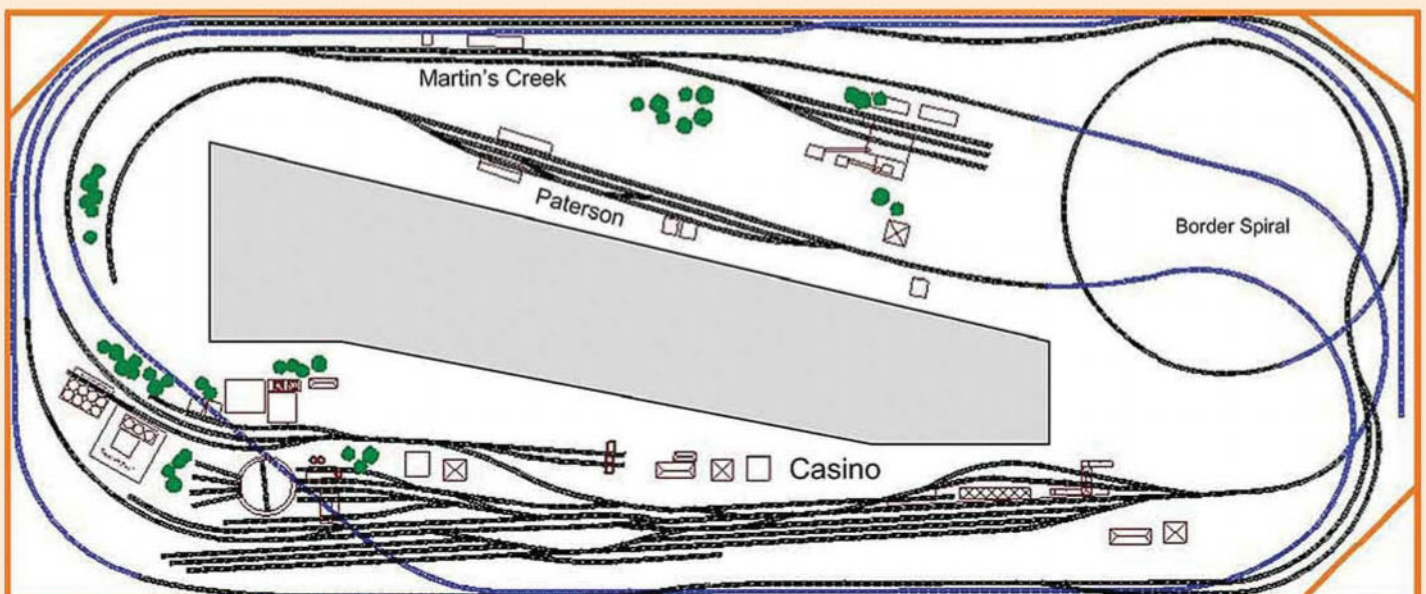
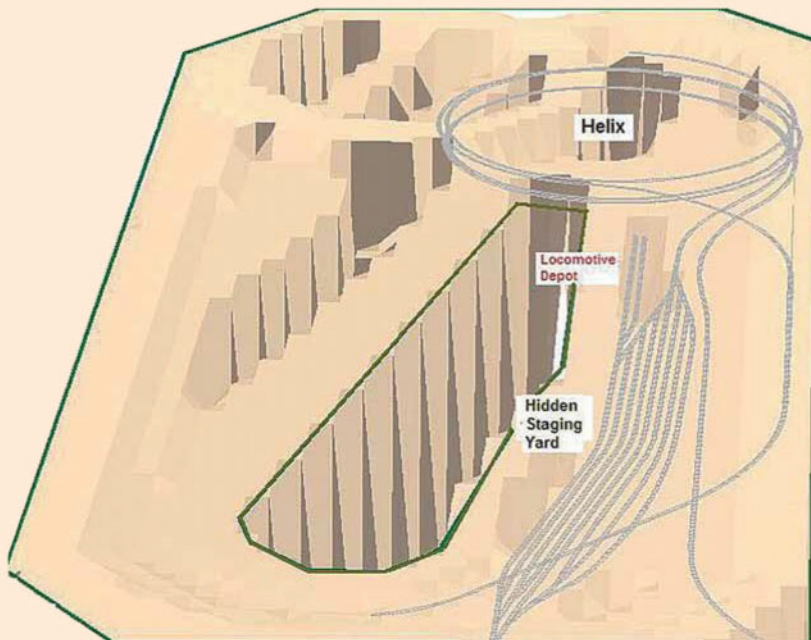
Builder: Brendan Jansen

About the Author

Brendan Jansen is a husband and father of three. Although a native of NSW, he lives in Perth, Western Australia. He is a Client Executive (Sales) in the IT Industry. His other passions are cooking, entertaining, community radio and writing. When he grows up he wants to be a talk-back radio announcer. Videos taken on the layout are available for viewing on Youtube.



Two 3D representations, showing both 'layers' of the 'Casino' layout described here, both of which were generated before any physical construction work commenced.



The author's track plan of the upper layer of the layout. Visible track is shown in black, hidden trackage in blue. The helix and staging yard on the lower level are not shown.



An overall view of one end of the layout, showing Casino yard and locomotive depot on the left, with Paterson and Martins Creek on the right.

diagrams, testing and experimentation I made the main decisions about the make-up of my new layout and set about using CAD software to design it. The layout would include the station of Casino, including platform, yards, sidings and locomotive depot, turntable and branch line. The Murwillumbah branch would emanate from Casino and the visible part of the branch line would also be the access to the Pioneer Concrete siding, container loading track, and Norco Dairy siding.

The locations of Paterson and Martins Creek were chosen as the small stations. Martins Creek has the ballast crusher and sidings as a major industry in the middle of nowhere. Paterson was the next station south of Martins Creek and had a reasonably long passing loop where ballast trains were often held and sometimes collected other goods wagons. The siding, platform, goods shed, and stock yard at Paterson would also provide operational features.

Space was found to incorporate the somewhat natural feature of Border Spiral, a section of track that climbs over itself in the MacPherson Ranges near the Queensland border. Just north of the spiral the very small station known as Border Loop would also be included to provide another passing loop on the main line. The staging yard would be on a lower deck of the layout, connected to the upper deck with a helix, and used to also represent the stations along the Murwillumbah Branch line.

In addition to the above, the layout would be managed with a computer and other electronic systems. These aspects of the layout have already been published in my article *Intelligent Control Panels* in AMRM Issue 280 (February 2010).

Design Elements

The main features selected for the layout then became a finite number of design elements that would be used as the building blocks of the model railway. I used CAD software to create the design elements as moveable objects on the computer screen, which could be arranged and rearranged until an optimal high-level design was achieved. The same principle can be adopted by using shapes cut out of paper or cardboard and arranging them on a table.

My design elements were stations, passing loops, spirals, industry areas, and major building footprints. Using the CAD software I arranged the elements in various patterns with the correct north-south orientation until I found an arrangement that made sense, looked good, and where the elements could be

interconnected with main line track. The result is the track plan in this article.

Selective Compression

I cannot over-emphasise the importance of selective compression. In fact, it is a topic worthy of its own article given the large number of ways it can impact a model railway. Selective compression is the 'art and science' of selectively reducing the proportions of many things on your layout to increase the perceived size of the scenes on the layout and, frankly, to be able to fit large things into small spaces.

If I constructed Casino railway station to scale, it would be about 20m long. This was not practical, so using selective compression the station was about 6m long. That's the science. The art is reducing curve radii, shortening approaches, loops and sidings, plus making light poles, platforms, buildings and structures proportionally smaller. Selective compression can be applied to virtually anything. For example, the old coal stage at Casino had been reproduced by kit bashing a Walthers kit and deliberately making the proportions a little smaller. If I did not reduce the size it would have looked out of place in a compressed Casino station and locomotive depot.

Regarding wagons and selective compression; I deliberately did not use overly long bogie wagons. There were not too many in the 1970s anyway, so I avoid 60' and 80' wagons. This has two effects on the layout. Firstly, long wagons can look too big on selectively compressed track sections. Secondly, trains look more realistic with a larger number of wagons. Try putting a goods train made up of bogie wagons on your layout, and compare it with another goods train of the same length, but containing four-wheel wagons. Even though both trains are the same length, the train of four-wheel wagons looks longer.

Forced perspective is another aspect of selective compression that creates the illusion of distance. The trees on the top of the hill, and at the rear of my layout, were sometimes only one third the sizes of trees in the immediate foreground. If you look carefully you will also note other little tricks, like using HO scale cows up close, and N scale cows half way up the mountain.

Standards

Establishing standards early improves quality in the long term. Before designing and building my layout I established a set of standards that would improve running quality and visual



The backscene was painted on to the walls prior to any other work commencing.

appearance. A list of common standards adhered to on my layout are:

<i>Standard</i>	<i>Value</i>
Track	Code 83
Insulfrog turnouts	
Transitioned and banked curves	
N scale or 'fine' ballast	
Minimum track radii	900mm on visible part of layout 700mm on hidden part of layout
Maximum track grade	1 in 66 (1.5%)
Turnouts	No.8 on main line No.6 elsewhere
Train lengths	Fast interstate goods trains – 20+ wagons Passenger trains – 5/6 carriages
Lesser trains that have to fit into passing loops	12 x 40' bogie wagons, or equivalent length
Passing loops	Usable length of loop or main is approximately 2m long

Wheels	Metal NMRA RP25 profile Plastic or toy wheels are strictly forbidden
Couplers	Kadee or equivalent auto couplers Attached to wagon with screws (no glue)
DCC	Seven separate power districts Decoders must include sound function
Wireless cabs	
Turnout motors	Slow motion turnout motors (Tortoise) Mounted underneath sub-roadbed
Wagon weight	Minimum 50g for bogie wagons Minimum 25g for four-wheel wagons Minimum 70g for carriages

Construction

The backdrop of the layout was painted as soon as the shed walls and ceilings had been prepared, before one piece of timber had been brought into the shed. My late father-in-law (Nick Athanasoff) and I painted the backdrop while the room was empty. The 3D CAD software design helped us understand the changing height of the backdrop going around the walls, because it does vary.

The benchwork was made up of five pre-fabricated L-girder frames upon which the correct length joists are screwed from the bottom up. The track sub-roadbed was made of plywood, MDF, or structural pine and was fixed to the joists at the correct height using risers as appropriate. All of the benchwork was incorporated into the CAD software plan as a separate 'layer'. Layers allow the designer to separate the design and building of key aspects of the layout. In this way one can view any layer, or combinations of layers, when planning or viewing.

Using CAD software, and drawing the benchwork accurately and to scale, meant I was able to purchase the exact amount of timber needed for the benchwork and could predict the best possible location for the joists to avoid conflict with turnout motors and other electronics. An additional benefit of using CAD software is being able to print the track plan in 1:1 scale and use the resultant template to lay any track in any location, in any order, and get it right.



A 442 and a 42 class rest between duties at Casino locomotive depot.

The roadbed was purpose-built foam underlay, glued to the sub-roadbed with PVA glue. The Peco code 83 track was then glued to the roadbed with the same PVA glue. Weights were placed on newly laid track until the glue dried. Every track section was connected to the power districts with dedicated feeder wires that were also passed through the resistance-based block occupancy detectors supplied by CTI Electronics. The length of the continuous run main line was 110m, though much of this was hidden track used to connect the design elements (oops ... I mean stations) together. I wanted to increase the time to travel between stations to increase the perception of distance, even if the train is hidden for a while.

I had made a point of not having any scenery laid directly on any flat surfaces such as plywood or MDF. Texture is everything. The space in between the sub-roadbed material was formed into contours using strips of cardboard or bird wire stapled to the joists and risers. I purchased a whole carton of plaster impregnated cloth from a medical supplies company and laid it wet over the cardboard strips and bird wire to create a hard shell. Woodland Scenics 'Mold-a-Scene' plaster was then applied to any area that required texture or fill. This material can be shaped into excellent gravel roads, embankments, hillocks, rocks and other dirty features.

Trees were from JTT Trees and the Woodland Scenics Premium range. There were many hundreds of trees on the layout, predominantly eucalyptus. Trees were the single most expensive purchase I made for the layout.

Buildings were all standard kit-builds or modified from kits supplied by Structorama, Walthers and others. Each building had interior lighting and, quite often, exterior lighting. The streets were lined with lamp posts purchased on eBay from China. Similarly, the station yards were lit with selectively compressed lamp posts that resembled NSWGR practice, but were much shorter in height.

Operation

Operation is important to me. Operation adds a fourth dimension to model railways – time, or rather timing. Sometimes I liked to see trains simply running on my layout. I just wanted to watch them going by. However, there is nothing more unrealistic than the *Brisbane Limited* going past the same station every five minutes. Sometimes I wanted to operate the layout by myself, or with my son, or with one friend. Other times I would have several friends to help me operate the layout. Therefore, I developed several operational modes that I could enjoy on my layout depending on the circumstances:

Start and watch – This is where I got several trains running on my 110m continuous mainline and sat back and watched the passing parade of nominated trains. This mode can have a healthy mix of known North Coast Line trains, such as the *Brisbane Limited*, *North Coast Daylight Express*, *Gold Coast Motorail*, *North Coast Mail*, express goods, ballast and steel trains. Typically, these trains would run in one direction only, e.g. north.



A scene at the Ampol garage at Casino as trains move about the busy yard in the background.



▲ The Pioneer Concrete plant at Casino.

▼ The 'landmark' structure at Casino, the vertical coal stage, now out of use with the demise of steam.



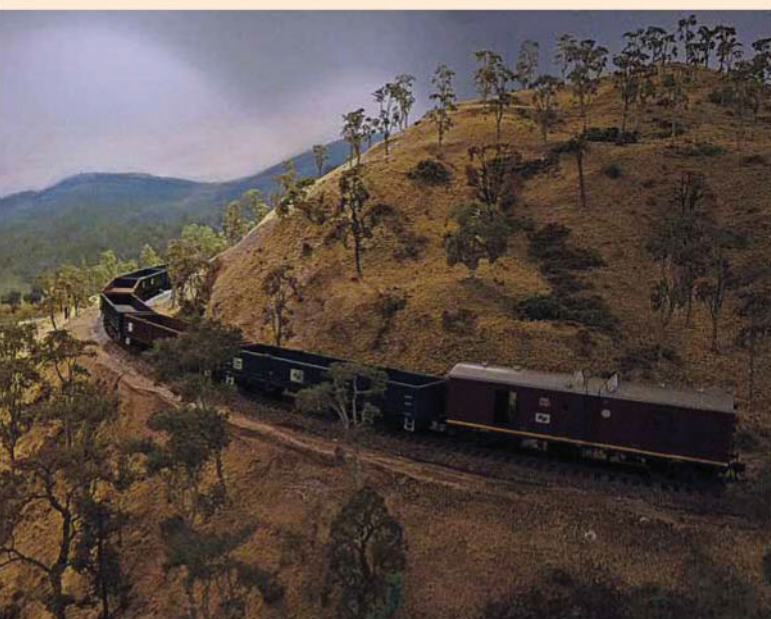


A loaded coal train, bound for the Casino power station, heads north from Paterson behind 4494 and 4464 into the gathering dusk.

Full automation – was a variation on the above mode. I put several trains in starting positions and assigned DCC beacons to these trains using the CTI Electronics Train Brain software. DCC beacons allowed the computer to track which train (DCC address) was in which occupancy block. The code I have written for the Train Brain computer program kept the trains apart, slowing them at yellow signals and stopping them at red signals. All signals on the layout were automatically set by Train Brain, depending on the direction of turnouts and the occupancy or otherwise of ‘blocks’ ahead of the train.

The Train Brain software could track which DCC address was in which block and could automatically control speed, lights and horns on the locomotive with that address. This was because the Train Brain software on my computer was connected to the NCE DCC system via a USB cable. At the time of writing, I could only run automated trains in one direction, but was working on amending the code in the Train Brain software to cater for trains operating in opposing directions and doing ‘crosses’ at the passing loops.

Semi-operational – did not use aspects of automation and did not cater for shunting, wagon drop offs or pickups. Drivers using DCC cabs were assigned trains that start from the staging yard, or nominated stations. The driver was responsible for taking the train from its starting location to its ultimate destination. Often this was taking the train from staging yard all the way around the layout and back to the staging yard. This included trains destined for the Murwillumbah branch, as that branch line also went to the staging yard. Shunting was generally avoided.



A north-bound steel train laboriously climbs the Border Spiral, passing through a spot of sunlight in the gloom of a McPherson Range storm.

Fully-operational – was for the operational purists. This mode was similar to ‘Semi-operational’, but included all aspects of train operation, such as locomotive changes, shunting for pick up goods trains and trip trains from Casino to the local industries. Fully-operational meant not just adhering to the timetable, but also following instructions for shunting coaches or wagons at stations, or returning a locomotive to the depot for servicing. This mode of operation required several operators to manage.

The operational timetables, regardless of mode, could be augmented by the fast clock running within the Train Brain software and the automatic dimming of the room lights. I had connected one of the CTI Electronics modules to a homemade digital light dimmer. This allowed the room lights to be slowly dimmed or brightened depending on the time of day. I loved this aspect of my model railway, as guests often did not detect the gradual dimming of the lights and the darkening of the layout room until the town lights automatically come on. The town lighting could be automatically controlled because the circuits that power the lights on the layout were also connected to Train Brain via the CTI Electronics modules, so those power circuits for lights could be manually or automatically switched on or off by the computer.

As already discussed, I designed the layout with operations in mind. There are industries and sidings throughout. Martins Creek, for example, was the destination for empty ballast trains and the origin for full ballast trains that typically travelled south. In the 1970s wagons were detached from trains in Casino for delivery to Lismore and Murwillumbah. Additionally, Casino has always been a destination for cement wagons, so this aspect of operation was replicated with a siding at the Pioneer Concrete Plant. Also, Casino was the beef capital of the north, so many cattle wagons found their way to Casino for shunting to the abattoir.

Paterson had a goods siding with a shed and stock race. Quite often the returning ballast trains from Martins Creek stopped at Paterson to pick up empty beer kegs, stock and/or general goods.

Locomotives and Rolling Stock

The layout was set in the 1970s. Therefore I made a conscious decision to only acquire locomotives and rolling stock that were used by the PTC of NSW in the 1970s and, hopefully, on the NSW North Coast Line. There were some exceptions. I don’t believe 421 class locomotives were used on the North Coast Line, but I liked them, and so I had one. Same for the 42 class, although use of prototype 42 class ceased on the North Coast in the late 1950s. The 1970s was also a bit early to find 47 or 49 class locomotives on the line, but I had to have one of each of them too. I would remove them from the layout if purists came knocking!

At the time of writing the locomotive roster consisted of fourteen locomotives ‘on shed’ with a further nine on order, or awaiting availability. They were 1 x 40 class (awaiting delivery); 4206; 42107; 2 x 43 class (awaiting delivery); 4429; 4464; 4480; 4494; 44203; 44214; 44231; 44240; 2 x 45 Class (awaiting delivery); 4716; 4 x 48 class (awaiting delivery); 4914; 8003 and 8019. All locomotives were fitted with ESU sound decoders. The appropriate sound file for the engine used in the locomotive was downloaded and programmed into the decoder on my workbench.

The North Coast line, in the hands of the PTC, was predominantly an ‘Alco’ line. Alco 44, 442, 45, and 48 class locomotives based in Broadmeadow and Yeerongpilly were dominant and prevalent between those centres for many years. This was great, because I loved everything about them.

At the time of writing this article I owned 27 four-wheel wagons and 106 bogie wagons, with approximately 25% of all wagons being kit-built. 92% of wagons are NSW, with the remainder from interstate. I had enough BDY and NODY wagons to make up a dedicated steel train, with slab steel loads to go with it. Of course, there were lots of vans for express fruit traffic, plus two rakes of BBW ballast wagons and a large assortment of other wagon types.

At the time carriages were a little in short supply. I had sold my RUB set, but still had a *North Coast Mail* and parts of other passenger trains. I still needed to acquire coaches to make up the *Brisbane Limited*, *North Coast Daylight Express* and *Gold Coast Motorail*.



Part of Casino yard, showing the author's Casino South 'intelligent control panel' as per his article in AMRM Issue 280 (February 2010).



Activity continues on into the night at the ballast loader at Martins Creek.

Signature Scenes

I had brought into being many of my life memories and experiences on the layout. My dad worked for Pioneer Concrete for many years. The trucks at the plant on the layout have the same numbers as trucks my dad drove in the 1970s. One of my brothers was a McCafferty's coach driver, so a Denning Mono coach was evident on the layout in 1970s livery. Another brother started work at the CBC bank, so one of them was in the town of Paterson. Another brother was a butcher, and his butcher shop was in amongst the Casino shops. My sister and her first husband used to go on many picnics with their little girl Emma, so you saw one of those picnics on the layout too.

I was particularly proud of the Casino service station, the old Casino coal stage, the Casino locomotive depot and the Martins Creek ballast crushing plant, which was kit bashed from a Walthers kit.

Under the Layout

Curtains concealed everything below layout height. If you were to look under the layout and behind the curtains you would have seen a huge helix, a dozen small filing cabinets with drawers and inserts used for tools and materials, a lot of electronics interconnected with Ethernet cables and wire, a fully equipped work bench and a control centre.

The control centre consisted of the NCE DCC system, IBM T43 Notebook computer, DCC circuit breakers and power districts, CTI Electronics USB interface, and ESU LokSound programming interface. Control Panels were from my own business, Control Panel Designs. All of the above were interconnected. The Train Brain program on the computer was also connected to the NCE DCC system with another USB cable.

The Future

Unfortunately, since authoring this article I have dismantled the layout, after removing everything recoverable or of value from it. I have moved to a bush block with a big house and a big garage. The new layout is 12m x 6m. I am in the process of rebuilding Casino with the same design elements, only more spread out, with less compression and with no hidden track or duck under. I have been asked by the editor of this magazine to provide updates on the progress of the new layout in future issues of AMRM.

Acknowledgements

Nick Athanasoff (deceased) for his help in building the shed, and painting the backdrop

Ralph Klaassen for his electronic and engineering brilliance

My mum and dad for making the curtains.



A view of the township at Paterson as a goods train waits in the loop for a 'cross'.



CF4412 'Black Caviar' and CF4411 lead QUBE service 1311 at Goulburn on 22 October 2014. The consist comprises blocks of Hapag-Lloyd, Hamburg Süd and Maersk containers, all of which are the 45G1 type.

Modelling Modern-Era Containers

Part 1: Shipping Containers

Chris Jones describes the containers employed in the import/export trade that one might see in use on Australian railways. Photos by the author.

In a sarcastic tone, my mother always said “you’ve seen one train, you’ve seen them all”, implying that they were all common and the same. As scale modellers we run the risk of applying that same principle when we model and operate a train consist, either assuming that we can take a generic approach, or we may be naïve to the finer details or reasons behind the prototype’s operations.

In this two-part article, I will be discussing different container types, splitting them into *Shipping Containers* and *Domestic Containers*. I will also be describing the trains that haul these steel boxes hundreds and thousands of kilometres around the country.

‘Shipping’ containers are international travellers and must comply with ISO standards in their design and markings, whereas ‘domestic’ containers are simply that; generally restricted to operation within Australia due to their specialised design and often their assigned task of moving freight from state to state.

At a train operations level, shipping containers are often seen travelling to and from container port facilities, inland port terminals and regional intermodal terminals. Domestic containers frequent large capital city intermodal terminals, arriving and departing by truck, and operating from state to state.

The Shipping Process

In simplistic terms, shipping containers are called shipping containers as they travel the world on large container ships owned by shipping lines (shipping companies), moving freight from one country to another and one port to another. Shipping containers comply with ISO standards and are relatively generic in their design. They must interface with other containers, as

well as with the infrastructure required to lift and transport them.

Shipping containers almost exclusively arrive in Australia at large port terminals in capital cities. These containers are responsible for the vast majority of imported goods, with the exception of bulk cargo, such as oil products, as well as bulky or large freight that simply doesn’t fit inside a container, such as vehicles. Containerised imports include the majority of consumer items ranging from food products, building materials and hardware, clothing, office supplies, furniture, white goods, electronics and even the majority of model trains. Containerised exports are wide and varied, but commonly originate from regional areas and comprise agricultural products including timber, grains and flour, cotton and wool, milk powder, ore concentrates, paper and cardboard, as well as meat and fish products.

The General Process

When imports arrive, the receiving customer has a period of time (generally a week or so) to empty the container and return that container to an empty container park. The majority of imports stay within the region of the capital city, as that is where the majority of the consumer base (population) is located.

From a rail perspective, imports for capital cities are placed onto a ‘port shuttle’ service which operates between the port and a local terminal, often a journey of 20-50km. This places the imported container closer to the distribution warehouses of many of Australia’s largest retailers. Some retailers have built distribution centres at local terminals, capitalising on the ability to avoid using road transport. If need be, the container

is transported by road to and from the distribution warehouse.

Once empty, the container is taken to an empty container park (ECP) where it is then held awaiting an export load. When the empty container arrives at the ECP, it is cleaned, repaired (if required) and stored in a stack allocated to the shipping line. At times an imbalance of empty containers may occur and empty containers are shipped back overseas.

From a rail perspective, empty container movements back to ECPs are sometimes moved by rail, although this is commonly a truck movement, or alternatively, the ECP is located at the local terminal and the container is back-loaded with a load ready for export.

Exporters book shipping requirements several weeks in advance. Once this is booked, the shipping line releases the number of containers required to fill the order from the exporter. This release allows the containers to be picked up from an ECP, and generally gives a few weeks for the exporter to pack the containers and deliver them to the port to meet the vessel on which the freight will be transported overseas.

From a rail perspective, empty containers are picked up from an ECP with rail access (or a rail terminal with empty containers that have been delivered by road) and taken to a regional location where they are loaded, sealed, and placed back on the train a few days or weeks later. These regional trains generally deliver a load of export containers to the port and load empty containers back to the regional terminal.

While shipping containers may appear on domestic/interstate container trains, this is certainly not the norm, and a sighting may be an interstate transfer of empty containers to meet demand in another city, or it may be import/export freight that could not be delivered to a particular port due to shipping schedules.

Container Markings

All shipping containers are coded with a four-letter ownership identifier and a seven-digit number. The first three letters of the ownership code are specific to the container owner and the fourth letter denotes the category of the equipment. 'U' denotes it is a container as per ISO 6349 standards. The first six digits of the number are the serial number of the container, and the seventh digit is the check digit, similar to check letters used on railway wagons.

Along with the identification details, all shipping containers also carry an ISO code to help identify the characteristics of the container. The ISO code is four digits comprising letters or numbers. The first digit represents the container length and the second digit represents the container height and width. The third and fourth digits represent the container type. The most common ISO characteristics seen on rail are listed in table 1.

The doors on each container also contain the vital loading statistics such as gross weight, tare weight, payload and the cubic capacity [Photo 1]. Due to shipping being international, the mass figures are shown in kilograms and pounds, and the cubic information is shown in metres and feet.

Common Container Types

Despite carrying a wide variety of colours and liveries, three standard container types make up more than 80% of shipping containers, with a wide variety making up the other 20%.



1 The end doors on containers show the container code (PONU), number (189536) and check digit (0), as well as the container type (42G1) and all the vital statistics for weights and capacity. This container was in a Maersk container stack at Kelso on 2 March 2015.

The three most standard containers are all general 'G1' type containers and are 22G1 (20', 8'6" high), 42G1 (40', 8'6" high), and 45G1 (40', 9'6" high). The 45G1 types are known as high-cube containers due to the additional cubic capacity achieved by the extra foot of height [Photo 2]. While very uncommon in Australia, there are quite a number of L5G1 containers (45', 9'6" high) used throughout Europe and the Americas [Photo 3].

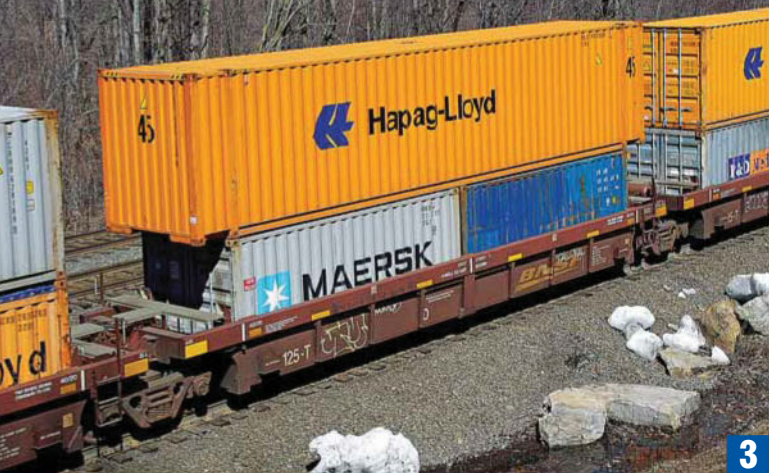
Other common shipping containers seen in Australia include



2 Arriving at Port Botany on 1 July 2013, these MSC 22G1 and NYK 45G1 containers show the two most common types used in Australia. The photo also shows the one foot height difference between the two types. The containers are on a QUBE owned LQAY wagon as part of a port shuttle consist from Minto to Port Botany.

First Digit	Length	Second Digit	Height	Width	Third/Fourth Digit	Type
1	10'	2	8'6"	2.438m (8')	G1	General (passive vents)
2	20'	5	9'6"	2.438m (8')	R1	Mechanically Refrigerated and Heated
3	30'	8	4'3"	2.438m (8')	U1	Open Top
4	40'	E	9'6"	>2.438m <2.5m	P1	Platform Container (fixed ends)
L	45'	F	>9'6"	>2.438m <2.5m	P3	Platform Container (folding ends)
M	48'	N	9'6"	>2.5m	K0	Liquid Tank
P	53'	P	>9'6"	>2.5m	K2 or T6	Liquid Tank (Dangerous Goods)

Table 1: Common ISO characteristics



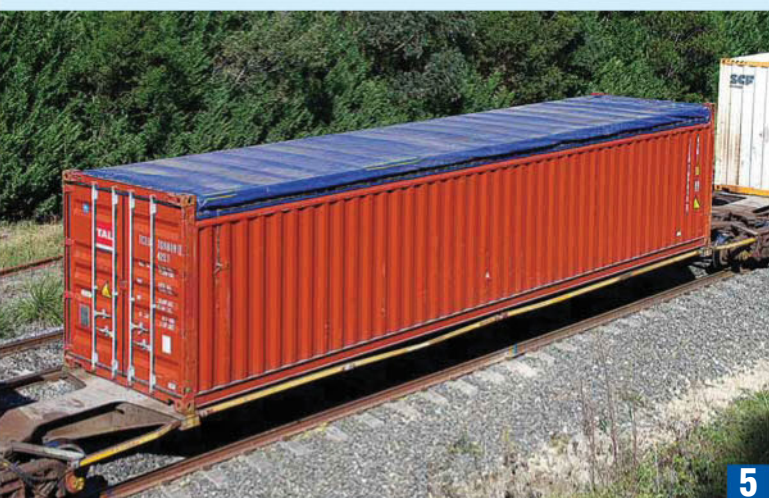
3

Not common in Australia, but worthy of a mention, are the 45' L5G1 type containers. This Hapag-Lloyd box was photographed in Pennsylvania (USA) on 19 March 2015, with large chunks of ice still lying around from the bitterly cold previous winter.



4

The vast majority of refrigerated containers are painted white and this Hamburg Süd 45R1 type container is no exception. The refrigeration unit is a Thermo King which, along with Daikin, are the leading suppliers of refrigeration units on containers. This container is headed for Port Botany as part of a QUBE port shuttle, riding on a CFCLA CQEY container wagon on 1 July 2013.



5

This lease TAL container is an open top 42U1 type, photographed on 7 May 2016. The blue tarp is removable to allow top loading, or can be left off if the load is not weather-affected or is higher than the container. Tyres for mining trucks are commonly carried in 42U1 and 45U1 containers, although they do not travel by rail due to the height. This container was partly loaded and being conveyed on a Pacific National Super-freighter, perhaps in use for domestic purposes.

22R1 and 45R1 refrigerated containers ('reefers') [Photo 4], 22U1 and 42U1/45U1 open-top containers [Photo 5], as well as 22P3 and 42P3 platform ('flat-rack') containers [Photos 6 and 7] with folding ends, as well as various tanks.

Tanks are extremely varied and could occupy an entire article. Tanks were originally coded with a T as the third letter for the ISO code; however this was changed to a K in recent times. Unfortunately, the Australian Standard AS 3711.9 hasn't been updated, so there is a conflict in standards. Many tank containers still carry the older T code, however all newer tanks are carrying the K code. The majority of tanks in shipping service are 22T6 or 22K2 tanks. These tanks are pressurised and suitable for dangerous goods. A 'T6' type tank complies with the 'K2' designation requirements [Photos 8 and 9].

Shipping Lines

There are only a few dozen shipping lines which are major international companies, providing global service delivery. The list below provides the top 15 (as of July 2017), all of which call into Australian ports and have containers moved by rail. Their ranking is based on the total container capacity of each company's vessels. It is worth noting that the top five shipping lines account for 57% of the total global container capacity.

- A.P Moller-Maersk (Maersk)
- Mediterranean Shipping Company (MSC)
- CMA CGM Group
- Cosco Shipping Company
- Hapag-Lloyd
- Evergreen Line
- Oriental Overseas Container Line (OOCL)
- Yang Ming Marine Corporation (YML)
- Nippon Yusen Kaisha (NYK)
- Hamburg Süd Group
- Mitsui OSK Lines (MOL)
- Pacific International Lines (PIL)
- Kawasaki Line (K Line)
- Zim
- Hyundai MM

It is worth noting that there have been some major changes and mergers with shipping lines in recent years, and some of the large shipping lines have well recognised subsidiaries. Maersk includes Safmarine and P&O Nedlloyd. Cosco has recently merged with China Shipping making it significantly larger [Photo 10]. Evergreen includes Uniglor and Italia Marittima. The CMA CGM group recently acquired NOL/APL, and also includes ANL. Hapag-Lloyd now owns UASC. Finally, Hanjin went bankrupt in 2016 and was previously placed seventh in 2016 in terms of TEU (twenty foot equivalent unit) capacity.

Most shipping lines have their own shipping containers which are marked in their distinct and often bright livery. Using Maersk as an example, their containers may carry the Maersk markings (of which there are many variations such as Maersk Sealand, Maersk Line and Maersk), Safmarine markings, P&O



6

This Cronos 42P3 'flat rack' has collapsible ends and is carrying a load for domestic carrier K&S on 24 November 2016. The extremely thick base is a common feature of these containers. The container is being conveyed on an Aurizon east coast intermodal service.

Nedlloyd markings, or the markings of any of their other subsidiaries such as MCC or SeaGo. Most shipping lines also supplement, to various extents, their own container fleets with leased containers [Photo 11].

Where major container ports have multiple stevedoring companies (such as Patrick, DP World or Hutchison), contracts exist between each shipping line and a particular stevedore. This means that containers for particular shipping lines are often blocked together when loaded on trains so they can be placed quickly into each port rail terminal [Photo 12].

At empty container parks, containers are stacked, stored and organised by shipping line. Therefore, when trains are loaded with empty containers for regional locations, the containers are often grouped on the train by shipping line simply due to the location of the empty container stacks in relation to the container wagons. If modelling a container terminal or container park, shipping line containers should be grouped together [Photo 13].

Container Leasing Companies

Container leasing companies provide short and long-term leasing solutions to shipping lines. While most leased containers remain in the leasing company colours, some have shipping line stickers applied ranging in size from a small logo on the container door to full sized logos covering the side of the container. In some cases, long term leased containers are fully painted and marked for the shipping line, with the container ownership identifier code being the only indication that the container is leased.

Yang Ming and CGM CMA are examples of shipping lines that place a small logo on leased containers [Photo 14]. TS Lines is an example of a shipping line which places large logos on leased containers [Photo 15] and CGM CMA often have fully (blue) painted and lettered leased containers in their pool. While not exclusively the case, many leasing containers are painted a brown or an Indian red colour, including Triton, TAL and Textainer [Photo 16].

The major container leasing companies include:

Seaco HNA Group (includes Cronos)	
Triton Container International	TAL International
Textainer Equipment	Florens
SeaCube	CAI International
Beacon Intermodal Leasing	Magellan
Raffles	Caru
Dong Fang	Blue Sky Intermodal
Bulkhaul	

Modelling Container Trains – Shipping Containers

In light of the information supplied in this article, there are some implications for scale modellers who wish to model a con-



8

A pair of Exsif tanks, with one carrying the newer 22K2 code while the other carries the 22T6 code, riding on CFCLA container wagon CQBY2065-S on 29 November 2016. The left-hand container is also carrying dangerous goods (resin solution UN1866) and is identifiable by the dangerous goods placard on the side of the container. Tanks are common on both import/export and domestic rail services and these two are on an Aurizon Melbourne to Brisbane service.



9

On 13 April 2017 a pair of Bulkhaul 22T6 tanks rode south through Mittagong on CFCLA's CQFY431-J as part of QUBE's 1311 service to the Riverina of NSW.

tainer train which is either a port shuttle or an export container service. If the opportunity exists and your modelling preferences are modern/post-privatisation (1995-present), get track-side and witness the prototype. The main suggestions for modellers are:

Container Types: Focus on the common types of containers such as 22G1 and 45G1, and mix in a few less common types for interest.

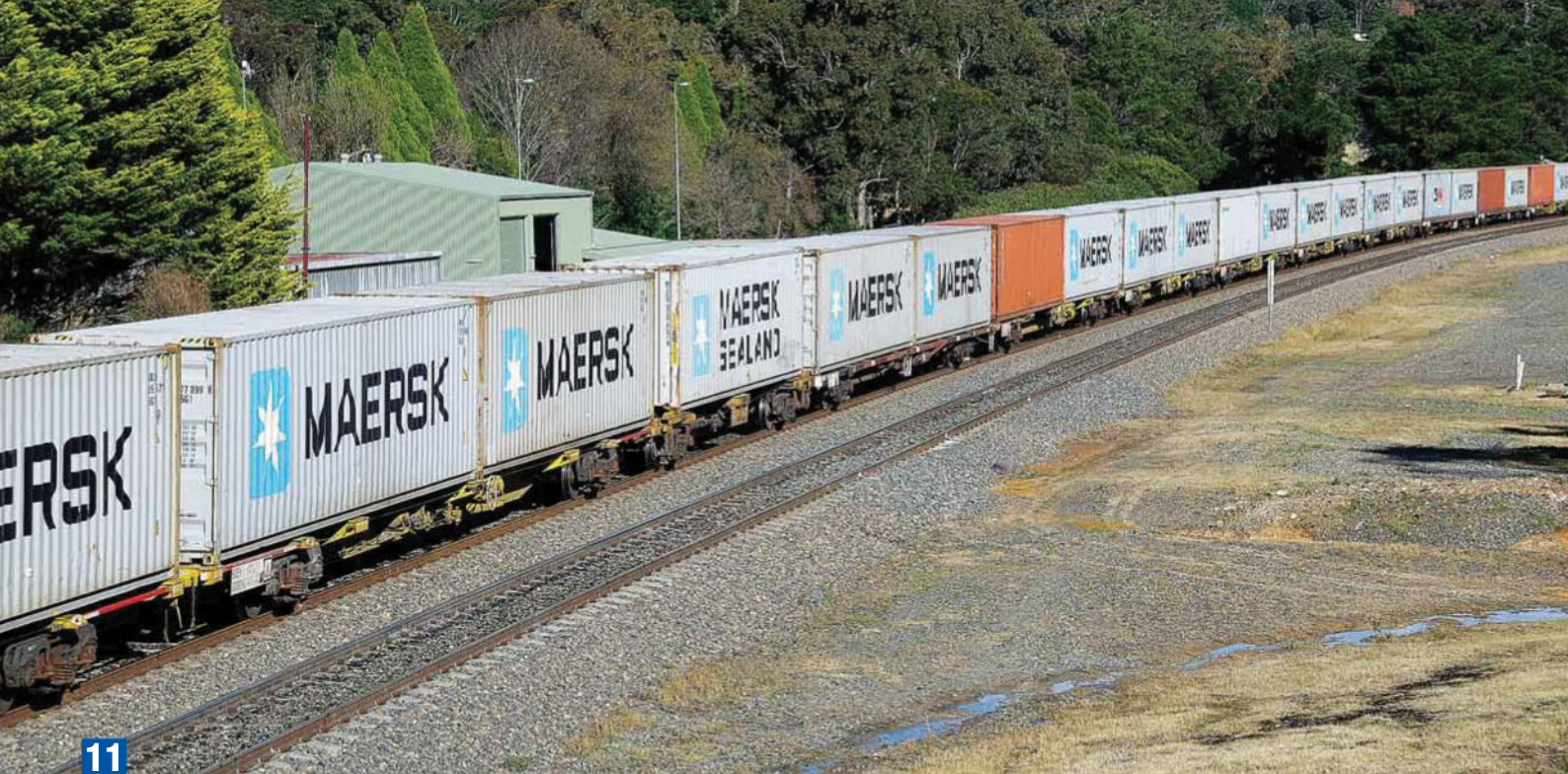


7

No fewer than seven Cronos 22P3 'flat racks' have the ends collapsed and are nested to almost 9' high on transfer from Perth to the east coast. The straps are used to ensure the folded down ends on the top container do not accidentally fly up during transit on RQCY863-Q on 23 July 2016.



The merger of Cosco and China Shipping in recent times has resulted in the new company branding of a bright blue livery with Cosco Shipping lettering. This 45G1 container was sighted at Kelso's Grainforce terminal on 17 May 2017, having been built in January of the same year.



11

▲ While the current Maersk container livery dominates the scene on 8 June 2016, there is an older Maersk Sealand, as well as a Maersk Line container, a P&O Nedlloyd (now owned by Maersk) container and a few leased Triton containers, painted brown. All the containers are of the 45G1 type and loaded primarily on QUBE SQEF/SQEY and CFCLA CQMY 80' container wagons. Train 1311/3112 moves a significant amount of paper based product for Visy at Tumut for export.

▼ A block of Hamburg Süd containers with a few brown leased containers on service 1311 at Mittagong on 8 June 2016 (the same train as seen in Photo 11).

12



Shipping Lines: Focus on the larger shipping lines and consider their subsidiary companies/brands.

Regional Trains: Load with 'blocks' of containers for a few shipping lines or one port terminal. Empty containers from container parks are also often grouped by shipping line.

Port Shuttles: Load with a mix of shipping lines and container types. These services generally have a wider mix of shipping lines due to more frequent trips to and from the ports.

Leased Containers: Mix in leased containers within blocks of shipping line containers.

Domestic Containers: Leave them off your shipping container train.

External Appearance: Containers are constantly being built and scrapped, so the external appearances will vary greatly from 'rust-buckets' with repaired sections, to brand new containers on their maiden load from China [Photos 17 and 18]. Modelling some older or damaged containers will ensure that your train has some visual variety.

There are a number of suppliers of shipping containers in various scales. Some of these suppliers include Walthers, Athearn, Atlas, Con-Cor, Intermountain, Hobby King and AWM.



13

A stack of CMA CGM and UASC containers sit side-by-side in an empty container park on 23 May 2016. The Dong Fang container on the lower right is leased to UASC. The third CMA CGM container is marked as TRHU and is a leased container from Triton and painted in full CMA CGM livery.



16

Three different leased containers all painted in shades of brown. These 22G1 types leased from Triton, Florens and Tex are all on lease to Yang Ming and loaded with grain for export at Port Botany. They are riding on Fletcher-owned, 2014 introduced, container wagon FRAY10 at Dubbo on 26 September 2015, attached to SSR's 8148 service.



14

A Beacon Leasing 45G1 type container on lease to CMA CGM as noted by the small logo in the bottom right hand corner, riding atop Aurizon's QBY2006-Q on 16 January 2016.



15

The large TS Lines logos on the sides of these containers make it easy to work out which shipping line is leasing them. Magellan, Florens and Raffles leased containers, riding on two of QUBE's SQEY container wagons (the nearest is SQEY00073-V), are shown in this photo from 29 September 2015. The partial container of the far right is a 42G1 type while the rest are 45G1. All are headed south on QUBE's 1311 service.



17

Some significant damage has resulted in a patch being applied to this 22G1 Maersk container, riding on CFCLA's CQZY1609-W on 15 October 2015.



18

Showing its age, especially when next to a near-new container, this Maersk 45G1 container has had a tough life and the rust is starting to take over, when it was photographed riding on QUBE's SQEY00081-L on 21 April 2016.



IN THE LOOP

In Search of a Term

Trevor Hodges points out a missing, vital, collective noun in the English language! Photo by the author.

"Are you doing anything this weekend?"

This was a question asked of me at work one Friday: the sort of innocuous question I imagine many of us are asked at work in the lead up to a weekend. Most days I would have made a throw-away comment about the mis-sus having a list of jobs lined up for me or perhaps I'd say something noncommittal like, *"Not much, what about you?"* But my answer this time was a little different. *"I've got a group of...ummm..."* I replied and then stumbled to a halt. That particular weekend I was facing the prospect of a visit to my layout by a group of approximately twenty members of the New England Model Railway Club.

So, this was anything but a 'normal' weekend. The trip from the New England region to the Northern Rivers region of NSW where I live had been organised by the club's long time-, but now ex-President, Warren Herbert. Many modellers would know Warren through his ownership, along with his wife Kathleen, of Gwydir Valley Models and his role in organising the New England Convention. Around the middle of 2017 I, along with a number of other Northern Rivers modellers, received an email from Warren asking if we'd be willing to host a visit to our layouts by a group of club members to help them gather ideas and inspiration.

"Of course you can pay my layout a visit; it's open house here." I said. *"Why don't you stay for lunch?"* I readily agreed to the visit, after all it was six or seven weeks before they'd be arriving, plenty of time to get things ready. Only about twelve members of the club had indicated an interest when Warren had canvassed the idea and numbers like that shouldn't cause me any headaches with lunch. I got in early and booked my partner Louise to help on the day. She said *"Fine, but I don't know anything about trains."* to which I replied, *"You won't be there to talk about trains. Your function will be purely decorative!"* She threw a pillow at me and called me 'sexist', but she was smiling when she said it so my dim male brain told me that I'd said the right thing. A modelling friend who lives about two hours away in Brisbane offered to come down and help and I leapt at that offer too, so everything was sweet.

As the date approached I felt the pressure start to build as the realisation dawned I was never going to get the section of track I'd been working toward laying ready in time for the visit. I didn't so much have a layout as a big diorama and it was a diorama quite a few members of the club had seen in various forms before. Then there was lunch. As the weekend raced closer the numbers gradually crept toward twenty. Twenty? OMG! How was I going to feed the masses? Thank heavens Louise would be there to help.

That was until she got an urgent call from the local

swimming club pleading with her to officiate at their annual weekend swimming carnival. She's one of the few people in our town with the training to take on the judging position where she interprets the arcane detail of the swimming strokes of the competitors before she crushes their dreams of Olympic glory and disqualifies them. A dripping nine-year-old in floods of tears with a disgruntled parent in tow is a formidable force to deal with and most of the ire tends to be directed at the judge. Louise had thought she'd finally extricated herself from this job as her own kids had grown beyond the local swimming club. However, perhaps unsurprisingly, the person who had been going to take on this thankless role had come down with the dreaded 'lurgy'. Louise had been involved with the swimming club since the kids were tadpoles, so she couldn't say no. She told me of this change in priorities in a somewhat cavalier fashion five days out from my home being overrun with New Englanders.

What about my crowd of... and there it was again, a gap in my vocabulary and that missing word. Have you ever noticed we lack a simple, descriptive word we can all use to label those of us involved in the hobby of railway modelling? There's no model railway equivalent of words like bikies, tradies, gunzels or bogans that everyone inside and possibly outside the hobby recognises and uses to describe us as a group. I'm sure there are plenty of derogatory words sometimes employed, but that wasn't what I was searching for when I tried to answer the question at work, when I was asked if I had any plans for the coming weekend.

I literally stopped and thought about what word to employ. The pause went on so long that the person I was speaking to asked if something was wrong and I replied that I didn't know how to describe the group of people who were paying me a visit over the weekend. After I told her it was a group of railway modellers we started talking about this missing word and tossed around a few suggestions.

'Modellers' is a word I often use to describe those involved in this wonderful hobby, but if you think about it, not everyone involved actually *models*. Plus, it's a rather generic term that could equally describe military, ship and aircraft model hobbyists. 'Buff' was one suggestion made by my work colleague, but I have always recoiled at its use. Look at the photo accompanying this article of the members of the New England club. They are without exception a lovely group of people, but no one would describe them as 'buff'!

Another term often employed is model railway *enthusiast*, but this also suffers from the absence of an exclusive connection to our hobby and to my ear it has the subtle

ring of a word you might use to describe a bunch of children, or adults who've failed to grow up. I love this hobby and it's given me a great deal of satisfaction over the years, but when I'm crawling around under my layout doing some wiring and I've banged my head on the benchwork for the third time, an 'enthusiast' I am most definitely not!

I quite like 'trainies' (as distinct from trainees) and this was the word I settled on when I finally completed the sentence in response to that original question at work: *"I've got a group of twenty 'trainies' visiting my layout on Saturday"*. Yet, I'm far from convinced that this is a term that would be universally recognised by people both inside and outside the hobby.

I'm not sure why we don't have a noun to describe us as a group, but the absence is real and I have a feeling that it may be international. I can't recall reading in any of the foreign model railway magazines any single word that would happily fill this need. The term most often used in the US seems to be 'model railroader' and I suppose the most common term here and in the UK might be 'railway modeller', but these don't exactly trip off the tongue.

Perhaps the diversity of our hobby is part of the explanation. I spent a bit of time thinking about and trying to come up with a list of the things that we all share in common and my conclusion was that we're as often defined by what divides us as that which draws us together. Whether it be scale, gauge, prototype, era, outdoors, indoors, ready-to-run, kit-built, brass, DCC, DC etc, etc, there's a smorgasbord of options out there from which to choose. Someone who owns a boat and takes it out on weekends is sometimes referred to in this country as a 'boatie'; the boat's the thing and the label is applied to the person piloting it because of this core reality.

Is there an equivalent in our hobby? The trains? Yes, the trains are at the core of what we do, but if you start to break it down is that model or prototype; steam or diesel; live steam or electric motor; modern, transition or early

days; narrow or standard gauge; state system or private operator? Perhaps I wasn't too far off with my use of the word 'trainies'; at least it acknowledges that there is one thing we all share. The trains are the thing!

The visit to my layout by the members of the New England Model Railway club couldn't have gone more smoothly. As I only had six metres of track in operation, someone would need to run a loco back and forth if anything was going to be moving. As soon as my visitors arrived I shoved a throttle into Don's (a friend from my time as a member of the club) hands and told him to just run it back and forth. He did a sterling job. We stood and chatted about the layout and I was peppered with questions by the members until I had to go down and get lunch on the table. We all sat and had lunch and there wasn't much food left, so I seem to have got that right too. It was Louise who suggested the menu and the quantities I should buy, so her practicality and good sense were there in spirit, if not in person.

As they were leaving, a small group of my closer friends stood with me to say goodbye and the subject of this column came up. They all said they enjoyed *In The Loop* and encouraged me to continue writing it, but Don said *"Every time I read it I have to get a dictionary out"*. This surprised me as I try to be careful not to get too carried away with my use of fancy or long words. Obviously, I'm not always successful. Still, as an ex-high school English teacher, I don't mind challenging my students.

I told Don that I was sorry he occasionally struggled with the words I use and that I'd try harder from now on [*To confuse him even more, I trust! – Editor*]. I didn't think to ask for his thoughts on what term we should use to describe ourselves in this hobby; the members of the New England Model Railway Club demonstrated to me pretty clearly that the term 'friends' more than covers it! Anyway, I wouldn't want to be responsible for forcing him to get his dictionary out more than once every two months.

Totally unaware that they have inspired the search for a new collective noun to describe them, visiting members of the New England Model Railway Club inspect progress on the author's under-construction O scale layout.





The 'Weedex' train stands in the siding at Merrinee on the Meringur line near Mildura on 1 August 1964. Marshalled Z van, 1HW spray train crew car, four tank cars and then 1WZ spray car bringing up the rear, with N487 providing the motive power.

VR Weedex Train Addendum

Graham Ahern has sent us two photos of the VR's Weedex train, taken in 1964.



Following on from the article *Gallery: The Weedex Train* highlighting Don McGilvery's under-construction model of the VR's 'Weedex' train in AMRM Issue 328 (February 2018), Graham Ahern has provided two photos of the train as it was in 1964. 

This shot of 1WZ, taken on the same occasion as the photo above, shows clearly the arrangement of the spray nozzles in 1964.

Building the Nightline Drive-in

*Kevin Bradney constructs a working drive-in theatre in N scale.
Photos by the author.*



As many people will know, drive-in theatres have been around for many years, but nowadays they're not as common as they used to be. That's one reason for making a working N scale model of a drive-in. Another reason is that with all of today's modern entertainment technology, people don't seem to go out as families so much anymore, especially to watch movies in the comfort of their cars as we did back in the 1960s, '70s and '80s. In making this scale model of a drive-in, I hoped to bring back those wonderful memories of an era that has pretty much vanished, along with steam locomotives and other icons of the period.

My model is loosely inspired by three 'Ozzie' drive-ins; the Dale Line (Armadale WA), the Galaxy (Kingsley WA) and the Skyline (Blacktown NSW). The Skyline and the Galaxy are still in use, but sadly, the old Dale Line passed into history back in 1984.

There were once 330 drive-ins in Australia, but few now remain. An interesting history of drive-ins in Australia can be read on the Wikipedia website and/or at the *Drive-ins Downunder* website: www.drive-insdownunder.com.au.

Building the Model

My model is housed in a diorama display box, 900mm long and 500mm wide, standing 500mm high. It took about ten to eleven months to complete (though I didn't work on it continuously!) It is designed to be viewed as if it is night, so there are lots of lights, including heaps of stars individually drilled in the 'night sky' with 0.5mm and 1mm drill bits (snapping two of the 0.5mm drill bits in the process), lit by LEDs 'behind the scene'. There are recognisable constellations depicted; the Southern Cross is located just above the screen, along with the two 'False Southern Crosses' directly above the car park and the 'big dipper' (aka, the 'saucer-pan', part of constellation Orion) being located up near the aeroplane that's flying over the area. The cars on the main road are fitted with fibre optic head and tail lights, as is a passing car and caravan and a car in the driveway that's about to buy tickets for the movies.

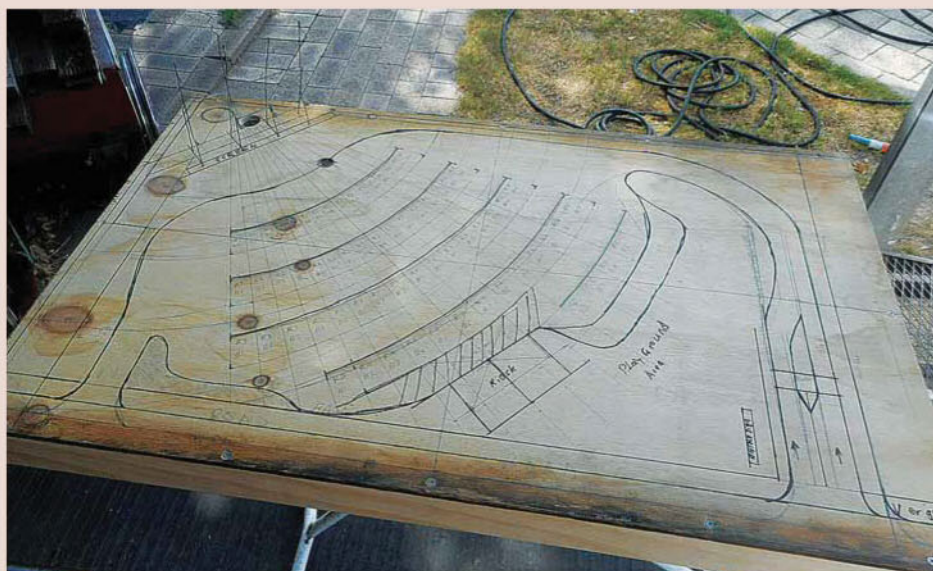
The main gates are individually hinged, so that I can have them either open or shut, plus I have scratchbuilt the playground equipment that's in the front area of the drive-in, near the kiosk/projection room facility, using bits of brass, wire, plastic, balsa wood, etc. The equipment can move; the see-saw can see-saw, the swings swing and the roundabout rotates.

I've also scratchbuilt all of the street

lighting which is made from copper tubing cut to length and one of the two wire leads from the light is fed down the centre of the tubing while the other is soldered to the tubing near the top, forming a mounting bracket for a baby gumnut shell which replicates the light shield. Each car lane is 'ramped' upwards, just like the prototype so that the car occu-

pants can see the screen. Likewise, the screen faces slightly downwards. Small nails, painted white, represent the speaker posts.

The cars are a mixture of plastic (Wiking, Bachmann and Kato) and whitemetal (Roscoe's Models), plus there are a few 'odd bods' in there somewhere, about which I'm not too sure of their



The base frame is constructed and marking out of the various elements has begun. The frame for the screen has been constructed and put in place.



The 'sky' boards have been constructed, painted and attached. Construction of the scenery, using conventional plaster, paint and ground cover, is proceeding.

manufacturer. The aeroplane that's flying above is a Faller model from one of their older airport kits. The wooden fence line that goes along the front of the drive-in is made from balsa wood and is varnished with vertical brush strokes to give the effect of a wooden plank style fence. It is kept vertical by being glued to some suitably-sized nails.

The footpath is made from styrene, cut into long narrow lengths and scribed to represent the typical square concrete slab construction. The trees are made from ordinary gumtree sticks, picked up off the ground locally, with lichen glued to the tops of the trunks. More lichen forms the small bushes that are placed appropriately in the scene and fine grade grit paper recreates the asphalt road surface.

The Screen and the Movies

The screen is a 7" 'tablet' running a cycle of 1970s and 1980s era adverts, followed by movie trailers and then the movies/cartoons. Each cycle takes about an hour and I have eight different playlists, recreating various combinations appropriate to the 1970s and 1980s, including period Greater Union and Hoyts intros. A complete cycle lasts a full day of an exhibition, so there is always something new for the attendees to see.

I was quite pleased when the diorama won the 'Presidents Cup' at the AMRA (WA) model railway exhibition at the Claremont Showground in 2016. It was also displayed two weekends later, at the same venue, for the West Australian Hot Rod and Street Machine Spectacular, where it fitted in with their theme, 'Old Glory', nicely and was well-liked by those who saw it.

More info on the drive-in can be found on YouTube: www.youtube.com/watch?v=_yPC6hDf9-I and on my 'Kev's Workshop' website: members.westnet.com.au/~locoman.

I'm happy to exhibit the module anywhere in Australia so I'm happy to hear from any exhibition managers with space to spare.

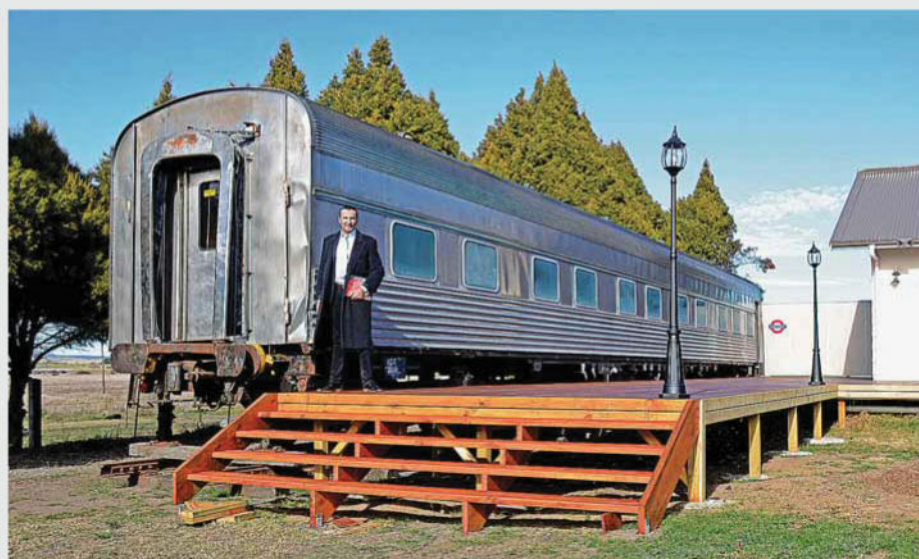


An overall view of the completed diorama.



A view from the 'other' side (not normally visible when the sky boards are in place) shows basic construction nearly complete and a start has been made on final detailing.

The show is underway. If the kids get bored they can play in the playground area to the right, which even has a 'stuffed and mounted' industrial steam locomotive to climb on.



Canberra entrepreneur Mark McEwen and his former 'Southern Aurora' sleeping car, NAM2328, in place at the rear of the former Goulburn railway barracks.

RECYCLED ROLLINGSTOCK – 7

Snoring in the 'Snora'

Leon Oberg describes a new use for a formerly preserved NSW air-conditioned stainless steel carriage. Photo by the author.

Canberra entrepreneur, Mark McEwen, was seeking something iconic to complement his former Goulburn (NSW) railway barracks, restored as a conference centre/bed and breakfast development. He finally found what he wanted parked inside the ARHS (ACT Division) Canberra Railway Museum, disused *Southern Aurora* sleeping car NAM2328. Sealing the deal just prior to the museum going into administration in 2016, Mr McEwen contracted specialist train mover, Australian Train and Railway Services, to collect the car, delivering it to Goulburn on 5 May 2017.

Parked on rails immediately behind the restored 15-bedroom former barracks, right opposite the sprawling 42-road roundhouse at South Goulburn, a large platform has been constructed linking the NAM to the rear of the building, which has been in private ownership since 2007. The carriage will be used, once

the necessary approvals have been forthcoming, as extra accommodation for guests at the former barracks.

NAM2328 was constructed by Commonwealth Engineering and delivered to the NSWGR in October 1961, but did not enter service until April 1962, the date of the commencement of the Sydney-Melbourne *Southern Aurora* passenger service via the newly-opened standard gauge line linking Albury with Melbourne. It remained on this route, forming part of the consists of the *Southern Aurora* and later *Melbourne/Sydney Express* overnight trains until the loco-hauled trains were withdrawn in November 1993.

For the modern era modeller who wants to make use of a stainless-steel passenger car and an obsolete railway building, this could be a useful solution.

QR Diesels in Sn3½

Glenn Wright describes some of his models of QR locomotives in S scale, including notes on the prototypes. Photos by James McInerney.



▲ The 18 members of these little six-cylinder, 838hp, 61½ ton Co-Co workhorses were constructed by English Electric at Rocklea, Brisbane, between 1962 and 1964 and were classified as the 1600 class. Despite its little six-cylinder engine, its light weight made it a very versatile locomotive, able to run anywhere on the QR system, hauling general freight, local and long distance passenger trains, grain, cattle, fuel and even coal, in the early days when the fleet of four-wheel hopper wagons were still in use. They were regularly used in multiple with other branch and main line English Electric classes (they could only multiple with other EE classes; the GM locomotives were electrically incompatible with the English Electric control system. If they double-headed with GM locomotives, both units had to be manned). The class was withdrawn in 1991, but five have been preserved, four in Queensland and the other (1604) on the Bellarine Railway in far-off Victoria.

The model is constructed with 1mm styrene and, like all of the other models shown here, has a reduction gear-box with an Athearn motor, driving handmade cast whitmetal bogies. This particular model is one of a matching pair.

▶ The little brother to the 1150 class was the A1A-A1A 1170 (originally the 1500 class), twelve of which were built locally by Walkers of Maryborough, Qld, between 1956 and 1958. They were delivered fitted with spoked wheels, rather than the disc wheels that later became the standard for diesel locomotives. They were nicknamed 'Paw Paws' after a local racehorse, which was named after a character in a comic strip (so the story goes). Powered by a six-cylinder Cooper Bessemer engine of 640hp, they were originally based at Townsville and worked extensively in northern Queensland where they were used on light branch lines, often in multiple. Towards the end of their lives they emigrated to the southern region around Brisbane where they were used mainly for shunting. A unique feature of them was that at start-up the locomotives would rock furiously from side to side, while blowing beautiful, large, smoke rings into the air until the engine caught. The first unit was withdrawn in 1984 with the final two going in 1989. Remarkably, five of the twelve have been preserved, including class leader 1170 retained by the Queensland Rail Heritage Division at North Ipswich.

The model is constructed from 1mm styrene, powered by an Athearn motor via Athearn bogies on a suitably shortened proprietary chassis.



◀ The 73 members of the DH class of B-B 465hp diesel hydraulic locomotives were built by Walkers of Maryborough (Qld) from 1966 and were used extensively throughout the state with great success until changing traffic patterns rendered a light lines/shunting locomotive obsolescent. The first to be withdrawn was DH21, in March 1988, though not all were scrapped. Thirteen of these units were regauged (to 1000mm gauge) and sold to Vietnam Railways, another two to Malaysia, while a few found their way to various preservation groups in Victoria. They also found favour with the Queensland sugar industry, 33 locomotives having been regauged to 610mm for use on the

extensive cane train networks operated by various Queensland sugar mills. Two locomotives (DH2 and DH74) have been retained by QR's Heritage Division.

The model's body comprises polyurethane castings, made from styrene patterns specially made for the purpose, while the underframe is fully cast in whitmetal. Power is supplied by an Athearn motor, driving through a reduction unit to a tower on the trailing bogie, then through a shaft to the lead bogie. Total gear reduction is 42:1, which gives it good pulling power and great controllability at slow speeds, to complement its prime purpose as a shunting locomotive.

► The 24 members of the 2400 class were originally to be numbered as an extension of a previous order of 1550 class locomotives, even though they were an evolution of that class, rather than identical. However, this would have meant that the numbers would spill over into the 1600 series, necessitating the renumbering of the existing 1600 class, so the 2400 class they became.

Built at Rocklea, by Comeng Qld for Clyde Engineering, in Brisbane during 1977-

1978, these supercharged twelve-cylinder, 1500hp, 90 ton Co-Co units have, over the years, had a considerable number of variations and modifications done to them, such as cab, driver-only, bigger sixteen-cylinder engines, rebuilds back to smaller engines with turbochargers and a few livery changes as well. Between 1999 and 2002, eighteen were rebuilt as 2300 class locomotives at Redbank Railway Workshops. The remaining six were withdrawn with one exported to South Africa in 2013.

The model is built from 1mm styrene and brass, built using the methods and powered in a similar fashion to the other models described in this Gallery. This model was inspired by the real 2423D, recorded one lovely Sunday morning while wandering around Mayne diesel depot, in the days of 'encouragement'. The loco is modelled as it was on that day, with the nose shortened in preparation for fitting an air conditioner, which had not yet been installed, despite the locomotive being put back into service. Access to the underbody, as with the other 'hood' units, is by simply sliding the rear carbody back about 4-5mm and lifting off. This model is fitted with a bi-directional, forced draft smoke unit.



◀ The first ten of the thirteen members of the 1150 class (then 1210 class) of Co-Co diesel electric locomotives were introduced to the QR in 1952, built in Erie, Pennsylvania (USA), by General Electric, while the remaining three were built by Goninans in Newcastle. They were the first class of specifically mainline diesel locomotive built for the QR, weighing 90 tons and powered by a twelve-cylinder Cooper Bessemer engine of 1100hp.

While the fore and aft view from the cab was akin to looking out of a fruit box, due to the high and small windows, they were widely used throughout the state (light trackage excepted) on all general freight and passenger services, both local and long distance. Introduced into service as the 1210 class, they were renumbered to the 1300 class in 1956 and then renumbered again, in 1965, as the 1150 class. In 1975 the first member of the class was withdrawn, with the rest of the class following until the last six departed in 1987.

Two units have been preserved, 1150 by the ARHS in Townsville and 1159 by the Queensland Rail Heritage Division at North Ipswich. This scratchbuilt model was made from 1mm styrene on a heavy, fabricated, brass frame fitted into the catwalk decking detail. Power is provided by an Athearn motor, mounted on a hand-made reduction unit, driving through a Cardan shaft to a bogie-mounted tower, with another Cardan shaft connecting the two hand-cast whitmetal bogie mechanisms. Wheels and gears are by North Yard. This model also features a bi-directional, forced draft smoke unit.

► The first of the eventually thirteen members of the 1400 class were offered to QR on a 'try and buy if satisfied' basis. They were a standard EMD G12 export model locomotive, built by Clyde in NSW between 1955 and 1957. They were tested and then delivered to Queensland via the NSW 'uniform gauge' line (NSW North Coast line), riding on a set of standard gauge Bo-Bo bogies (also used to deliver the similar VR T class to

Victoria), hauling their 3'6" bogies riding on a bogie flat wagon. These A1A-A1A, 72 ton, twelve-cylinder GM locomotives amassed around 3.7 million miles each during their lifetimes, with the last, 1411, being withdrawn on 23 January 1988. Class leader (1400) still exists and is being restored to mainline running condition by the Clyde Group in Mackay.

This model consists of a one-piece cast polyurethane body and cast underframe, for which patterns were homemade to enable a number of them to be added to the roster. The mechanism consists of an Athearn motor driving through the internal reducer to a pair of North Yard bogies, specially made for the purpose. The rear carbody slides back about 5mm and then can be lifted off to enable any servicing. This particular model is yet another fitted with a forced draft, bi-directional smoke unit.





The last rays of the sun illuminate the author's model of Brill 55 No.12, about to cross a typical SAR steel girder bridge on Stuart Rees' N scale module, 'Nurragi'. Photo by Mark Wilson.

Peter Boorman's Workshop Brill Model 55 Railcar in N Scale

*Mark Wilson outlines the prototype history of the SAR Brill Model 55 railcars and builds a PBW N scale kit.
Photos as credited.*

Brill 55 Class Railcar kit in N scale by Peter Boorman's Workshop, 187 Old Ipswich Rd, Riverview 4303. Ph: (07) 3282 3663. Website: www.peterboormansworkshop.com.au. Price: \$80.00 (body only).

Prototype

Briefly, the twelve Brill Model 55 railcars were introduced under the commissionerhip of Mr W A Webb in the 1920s. They were intended for use on the country lines of the SAR where patronage was low and they were successful in providing passenger accommodation at much reduced cost over that of a steam-hauled passenger train.

They were eventually superseded by the larger Model 75 cars and transferred to the Adelaide suburban system with their last regular service being the shuttle service along Semaphore Road in the 1960s. They eventually succumbed to scrapping in 1968 with one unit being preserved at the Mile End Railway Museum, now the National Railway Museum at Port Adelaide. At the time of writing this unit is under active restoration. One unit was converted to narrow gauge for a period of time in the 1950s, for use on the Naracoorte to Kingston line in the south east of SA. Originally painted a dark blue with a gold cheat line, they later changed to a brown colour and again later to the perhaps more familiar SAR green and cream livery. Over their life they were also changed from petrol engine units to more powerful diesel units, which required larger radiators and these protruded further from the front.

The Kit

This N scale kit was produced from a Malcolm Jenkins 3D printed master and cast in resin by Peter Boorman's Workshops, who market the kit. It comes in a strong cardboard box, well-packaged and with clear, well-illustrated instructions. It consists of a one-piece body casting with three small sealed bags containing two different radiator types, brake gear for the outside of the frames and a beautiful little brass etch including the cowcatcher and the two lighting units, with two separate options for horns, either a brass casting or a bent brass pin – take your pick!

In my case I obtained the kit direct from PBW with the required Tomytec TM-03 mechanism included. The kit can also be obtained as a body kit only and, in any case, supply of this mechanism can be unreliable and PBW may not always have them in stock, so the mechanism might need to be sourced separately. Conveniently, this mechanism only requires very minimal alteration to the plastic frame to fit the body.

Constructing the Model

The body in my kit was well cast with minimal flash in the windows and on the underside. The flash was easily removed with a flat needle file. The rear steps component required some sanding at the step support plate, so that the steps aligned with the doors, but this was only about 0.5mm, so easily done and it then fitted very well.

I chose the larger diesel radiator unit suitable

for the later green and cream painted period and I suspect that most modellers will do this. Should you prefer the small radiator, then you might like to model No.7, as it always retained the smaller radiator. The radiator casting only required removal of some material at the front corners of the car body to fit well. With these parts in place it's an easy fit of the mechanism after a very minor modification that anyone can do with a razor knife. The bogie sides are fixed castings with a representation of the brake gear. While initially they looked rather coarse, I found that once they were painted this was no longer a visual problem. If you were concerned about this they could be sanded back on the rear side to make the part thinner. The parts actually cover up some holes in the mechanism's bogie frame and they look the part.

The remaining etched brass parts require little work in themselves, but due to their delicate nature require careful handling. I wondered how the very frail looking cowcatcher would fare, but in fact it proved more resilient than I feared. Once cut from the fret with a sharp knife and with the tab remainder filed off, the unit is bent, and by following the instructions it produces a very good unit. Two holes need to be drilled into the plate supporting the radiator for the tabs to fit in from underneath. They are glued with CA (Superglue). The result is impressive.

For couplers, I chose Micro-Trains N scale No.1015, instead of the recommended Z scale couplers. This came back to bite me, as I had to

trim part of the cowcatcher top to fit in the coupler box. I did this as I recalled that the prototypes did on occasion find themselves moving the odd wagon around the place, so I wanted my Brill 55 to be able to couple to other wagons, and given that the 1015 couplers were standard on all my other models, I thought it would be good to be consistent. I have since been advised that Z scale couplings and 1015s are compatible, so... sticking with the recommended couplers is now my recommendation! The photo shows the model fitted with No.1015 couplers.

The final fittings were a challenge, but also a delight. I chose the brass pin horn as to my eye it looked more like the real thing. This is inserted in a hole you will need to drill yourself. I used the same drill bit I use for coupler screws and this proved satisfactory when secured with CA.

The front and rear light units are taken from the single depth etch in several parts and layered to give them the required depth. Tiny parts, yes, but not impossible. I suggest you leave the main part of the light that eventually attaches to the car body on the fret, then remove the other parts separately and glue them to the main part with CA. I found this easy to achieve by using the side of a damp knife blade to pick up the piece and press onto the CA covered main part. Repeat the process until the required layers are in place. Easy!

This completed the construction phase and the model really looks the part.

Painting

I am a brush painter, which shows (I must get an air brush some day!) I chose the green and cream livery, as shown in the photos. For the paints, the cream colour was a Citadel acrylic called 'Flayed One Flesh' which I now believe is called 'Screaming Skull', available from the Games Workshops chain, or a hobby store that stocks Citadel paints. These are paints designed for their fantasy war gaming ranges, and they have the upbeat names. But this seems, at least to me, to be the best match in the range with the SAR scheme. The green was a 50/50 mix of Vallejo Model Colour 'Verde Uniform' or 'Uniform Green' (No.084) and 'Verde Militar' or 'Military Green' (No.089).

Little difficulty was had in this process and the decals were easily applied to produce a model that to me at least really represents the original well. One point with the SAR decals above the windows is that the letters appear to be too close together, so I cut the decal and applied the letters separately. Fiddly, but it looked better.

I had originally not intended to fill the windows, but I was encouraged to give Kristal Klear a go. I did, and have been pleased with the results when the model is seen at normal viewing distance on a layout. However, the large photograph printed here of the rather small finished model does show all the imperfections! Your choice.

I am now looking forward to building the recently released Model 75 cars and trailers in both High Capacity and Milk Bar varieties, which include overhead radiators for those wanting the



Brill 55 class railcars, Nos 8 and 13, stand at Brighton on 17 January 1968 during an ARHS tour, the last to feature the Brill 55s. Photo by the late Doug Colquhoun from 'South Australian Steam Memories' by Doug Colquhoun and Neil Mackintosh (Eveleigh Press 2015).

'Glamour Car' multiple unit versions. The decals for these models include the hazard stripe panels of the cheek placed ones, or for both versions for the full faced variants. I can't wait! The Brill 55 was a great little building experience and the

larger 75s are of similar quality and approach.

It is great to see some more SAR models in N scale, so thanks to Malcolm Jenkins and Peter Boorman's Workshops for their commitment and skills.



The completed model, ready for service. Photo by Ross Hurley.



The author's Brill trails Stuart Rees' similar model on Stuart's 'Nurragi' module. Stuart's model is fitted with Z scale couplers and has hazard striping, handrails and a South Line destination board added by the builder. Photo by Mark Wilson.

South Maitland Railway 10 Class 2-8-2 Tank Locomotive, r-t-r in HO scale by Southern Rail Models, PO Box 427, Salamander Bay 2317. Ph: 0418 282 564. Website: www.southernrailmodels.com.au. Price: \$625.00 (no sound), \$745.00 (sound), plus \$20.00 postage and packing.

Prototype

The SMR 10 class is well known to enthusiasts as the last steam locomotive class to run in commercial service in Australia. They were in service on the Richmond Vale Railway up until 1987 (though this was not their original haunt). The first, No.10, was built by Beyer, Peacock of Manchester for the East Greta Coal Mining Co. in 1911 and was followed over the next fourteen years by thirteen more of the type. The design had elements of the NSWGR T class 2-8-0 (principally the running gear) and the NSWGR P class (the boiler), but with higher boiler pressure and smaller cylinders. With full length side tanks, they had a very chunky appearance and were the signature of the South Maitland Railway (as the East Greta Railway became in 1918), from the 1930s onward until the end of steam operations on the SMR in 1983.

Several of the class migrated to the rump of the Richmond Vale Railway (from Stockrington to Hexham) in the 1970s and worked that line until its demise in 1987. The history of the class has been recorded in several published works over the years, and its origin is detailed in Brian Andrews' new book, *Coal, Railways and Mines*:

REVIEWS

The products covered in the Review pages have been supplied or made available by the manufacturer, producer, importer or retailer listed in each product heading. AMRM welcomes access to new product lines for inclusion in the Review pages and requests items be addressed to the Editor at Australian Model Railway Magazine, PO Box 345, Matraville 2036. Readers are reminded that the prices quoted in the reviews are those applicable at the time of going to press. Those using the prices as a guide to purchasing products by mail order should always add extra for postage, or contact the supplier for the additional cost for mail order.

Editor



Of the extensive range of locomotives available (see the manufacturer's website for all locomotives available), the author reviewed No.18, modelled as it was when it was first delivered to the South Maitland Railways, painted black and lined in red and cream, with single layer cab roof and original bunker. It existed in this form from around 1920 until the 1940s.



The Railways and Collieries of the Greta and South Maitland Coalfields, Volume 1 (see review elsewhere in this issue).

The 10 class engines suffered no major modifications during their long lifetime, but there were many minor variations, such that no two locomotives were identical. Bunkers were modified to increase capacity, small headlights were fitted, front steps and grab rails were added, just to mention a few. While basic black was the livery for most of the engines until very recent times, there were several styles of insignia over the years. Beginning in 1955, two locomotives were painted dark blue with white lining, but it was not until the 1970s that the whole fleet blossomed forth in Technicolor, giving Southern Rail Models a wide array of liveries to offer the modeller (visit the Southern Rail Models website to view the full range). It should be noted that some of the more colourful liveries were not carried in regular service, as they were applied during the preservation era.

Model

The model comes from China and is presented very well – quality box and cradle, extensive notes and exploded diagram. It is very heavy, with a large diecast weight and chassis, plastic details and large five-pole motor. The pony trucks and the flangeless centre drivers are lightly sprung, and Kadee No.156 long-shank 'scale-head' couplers are fitted. All the relevant details are present, and the dimensions are accurate. A two-man crew is included. There are fifteen variations to choose from, covering every period in their life and all of the later colour schemes, as well as double and single cab roofs, and original and extended bunkers. Each variation carries number-specific details. There has been some dispute about the proportions of the cab, but the model reviewed matches the original Beyer, Peacock drawings – perhaps there were modifications over the years, and the fitting of 'shade' roofs altered the appearance. Because of the thickness of the cab roof, the

height of the front cab spectacles is a little low, but this is unavoidable. The only other negative is the rather bare tank tops – some rivet detail and odds and ends would improve the appearance, something for the detail modellers to add themselves.

The wheels are RP25-110 profile and pick-up is from all driving wheels and the trailing truck. Motion is in grey, which jars a little, but that can be soon rectified with a spot of weathering. The lettering and lining (where present) are well executed and sharp.

Performance, with a large motor and plenty of weight, about 280g, is exemplary. The review sample pulled twelve Trainorama BCH hoppers and an MHG van up a 30" radius, 1 in 37 grade effortlessly, and started the train from rest at the steepest part of the gradient with no slipping. Top speed was a little faster than the prototype was wont to achieve, but slow speed running was first-rate – this would make an excellent heavy-duty shunter on any railway. The sound from the ESU decoder was excel-

lent, with plenty of bass emanating from the speaker which is mounted above the cylinders.

Sir Humphrey might say that Southern Rail Models have been "courageous" in picking a prototype with such a limited geographical range, but the end product will appeal to many who do not model the SMR and who will have to invent a good reason for the presence of such a fine model on their miniature empire! SRM also deserve a pat on the back for taking heed of a number of criticisms of the pilot models, particularly the excessively protruding coupler boxes, and rectifying these deficiencies in the production run. If only all manufacturers were as responsive to feedback...

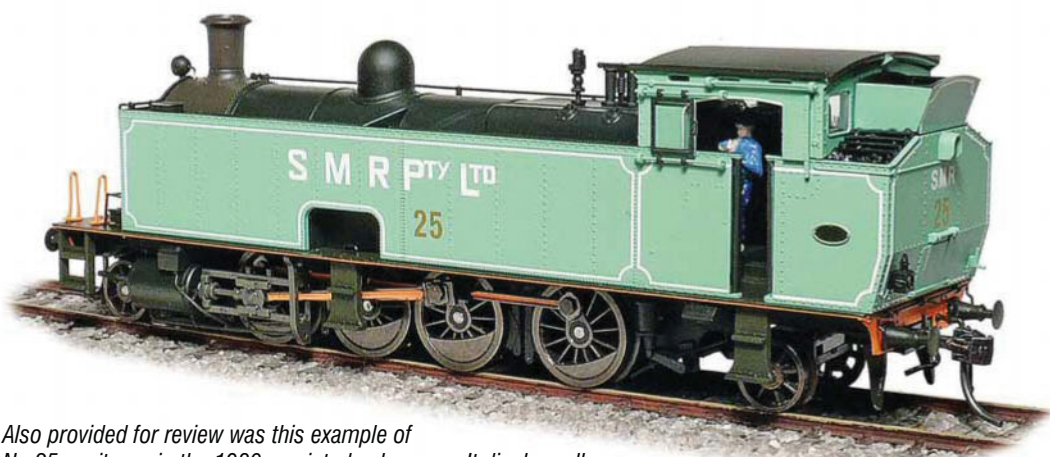
SRM are to be congratulated for producing such a fine model, and I look forward to the promised private owner coal hoppers and brake van from the same source... Given the quality of this model, may I suggest the J & A Brown ROD 2-8-0 locomotives would be a welcome addition to the range!

Ian Dunn

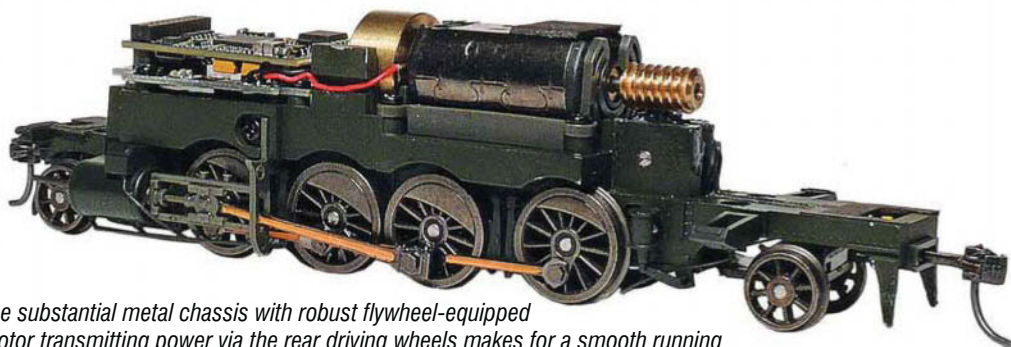
Coal, Railways and Mines: The Railways and Collieries of the Greta and South Maitland Coalfields, Volume 1 by Brian Andrews. Published by Brian Andrews. Available only direct from the author via email. Email: n_andrews@bigpond.com. Price: \$124.00 posted.

Noted coalfields historian Brian Andrews has begun what promises to be a Herculean undertaking, a history of the South Maitland coalfield in five large volumes.

This volume is the first of the planned series. It covers the mines between Maitland and Greta on the NSWGR main northern line, and



Also provided for review was this example of No.25, as it was in the 1980s, painted pale green. It displays all the characteristics of a late era 10 class, including raised 'shade' roof and modified bunker.

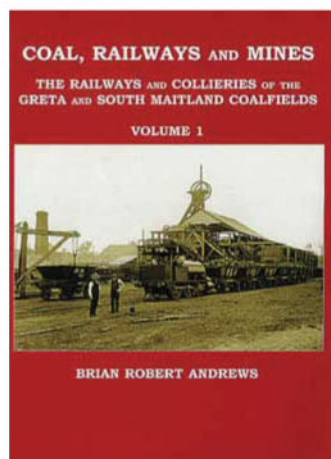


The substantial metal chassis with robust flywheel-equipped motor transmitting power via the rear driving wheels makes for a smooth running and powerful locomotive. The electronics for the standard sound-fitted ESU DCC decoder fits neatly over the front of the chassis, over the speaker hidden in the frame.



Another view of No.25.

This locomotive has also been fitted with the Westinghouse brake pipes, front and rear, as well as the piston tail rods that are provided in the box for the purchaser to fit. This is easily done by merely sliding the items into place, though a drop of superglue will ensure that they stay in place, long term.



then the mines and railways of the South Maitland field. These were served by the private railway of the East Greta Coal Mining Co., later to become the South Maitland Railway. The third portion of the book covers the South Maitland collieries of J and A Brown, Pelaw Main and Richmond Main, near Kurri Kurri, and the Richmond Vale Railway, built to connect their output to Browns' existing railway from Minmi to Hexham.

As we have come to expect

from this author, the stories in each case are told from the very beginning of the enterprises, with full details of ownership changes and the trials and tribulations which were so much a part of the coal industry. Contemporary sources are quoted where appropriate, and there are hundreds of black and white photographs, many seeing the light of day for the first time in decades. These are uniformly very well reproduced and are an integral part of the story.

The photo credits reinforce what a debt historians of this area owe to the pioneering Newcastle photographer Ralph Snowball, whose superb images capture all the detail and atmosphere of whatever came within the purview of his lens. The author has also drawn many excellent maps and track diagrams that are essential to an understanding of the topic. The locomotive history of each individual undertaking is presented, up to and including the 10 and 15 classes of the East Greta

Co. and the RODs of the RVR. Again, many previously unseen photos are published.

There are a few glitches, as with any major publication: some spelling and grammatical errors and an annoying tendency to 'cut and paste' text, particularly in captions, leading to exactly the same wording being repeated three and four times on the same page. These matters are, however, minor in the scope of such a monumental undertaking. The only other caveat is the poor reproduction of the colour photos at the end of the book, the colour is too thin and lacking in density, and are overly contrasty.

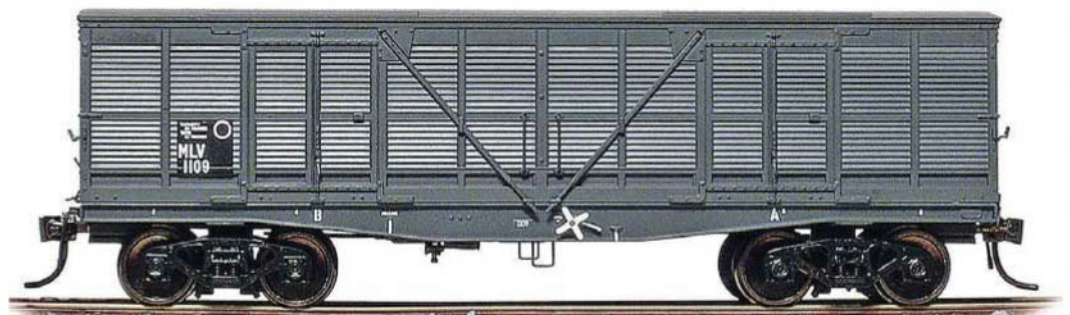
This is an essential reference work that I thoroughly recommend to the serious enthusiast of NSW railway history, as well as to the modeller, for whom it is brimming with inspiration. We must hope that the author lives long enough to fulfil the promise of four further volumes.

Ian Dunn

36"0" MLV Louvred Van with 'fishbelly' underframe by Auscision Models, 68/45 Powers Rd, Seven Hills 2147. Ph: 0425 866 442. Website: www.auscisionmodels.com.au. Price: \$260.00 per four-pack.

The history of these wagons is convoluted and will be covered elsewhere at a future date. Suffice to say that the vehicle type modelled originated around the turn of the 20th century, had a body that had been 'rebuilt' in the 1940s that was then placed on a new underframe supplied by Tulloch Ltd in the latter half of the 1950s. There were about 85 of these vans and they survived until the late 1970s/early 1980s, when the underframes were recycled to a number of other vehicles, some of which (PCT/NPTF, NCX/NCNX, RCNF, WSC and L register sand and bogie transport wagons) have also been modelled by Auscision. See their advertisement and website for details of the rest of the range.

The 'fishbelly' underframe is quite distinctive with its heavy solebars and lack of any other trussing. It replaced a steel cantilever underframe from the 1914-1921 period, though a few vans (83, 519, 878, 927, 1029, 1060, 1161, 1619, 2668, 2952, 4362,



4477, 6994, 7138, 7731, 8293, 8533, 8585 and 10967) retained the original underframe to the end, which for them was in the early 1970s. Unfortunately, because of the way the Auscision body has been tooled, backdating a model will require two bodies and a lot of cutting and shutting of louvred panels.

The Auscision model is an accurate representation of the prototype in its later life, with all dimensions within accepted tolerances. The two-door body is moulded in ABS plastic, with crisp louvre and door detail and the distinctive diagonal straps on the centre panels. The data plate is on the second panel from the left, as is correct for the 'fishbelly' underframed vans. The upper lamp irons are in the lower position, correct for a late 1970s model. The ABS underframe has all relevant detail, including Westinghouse brake gear and a



'spider' hand brake on each side. Stirrup steps are mounted centrally on each side, but they are very weakly attached and vanish at the drop of a hat – they need proper locating pegs and holes in the underframe. Kadee No.158 'scale head' couplings are fitted and buffers are not provided, correct for the later years of their lives as modelled. Roller bearing 2BP/BPA bogies with RP25-110 wheels are fitted and the van rolls very smoothly and easily. Painting is in a pleasing rendition of gunmetal

lacquer, a dark grey, with crisp and legible markings on both the data plate and the underframe.

Those wishing to model this van in 1957-1975 condition could substitute 2AE bogies, add Cammell buffers and raise the lamp irons. A further variation would be to add the 'shade' roof some had when originally released into service.

These are pleasing models from Auscision and add a distinctive touch to an otherwise uniform load of 40'0" MLV vans.

Ian Dunn

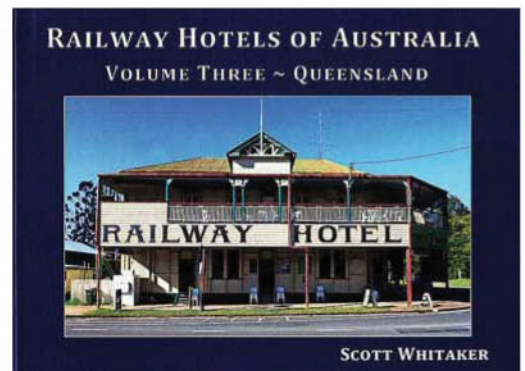
Railway Hotels of Australia: Volume 3 – Queensland by Scott Whitaker. Published by SRW Publishing, PO Box 108, Bowen 4805. Website: railwayhotelsofaustralia.com.au. Price: \$70.00 (plus \$15.00 postage in Australia).

The third book in a four-part work, this 295mm x 210mm, landscape, 296 page, hard cover book continues the author's quest to cover all the hotels of Australia that featured the name *Railway Hotel*. What was once a whimsical desire to have a drink in every Railway Hotel in Australia has turned into what will be around 1000 pages of the histories of the taverns that supplied that last drink before a rail journey, or provided a place to rest the head between trains.

This is not the book that has drawings and numerous photos of every pub that will enhance the building of a model, but it is a brilliant 'primer' for identifying the style of buildings constructed in each era and identifying those details to incorporate in a 'stand out' model.

The history of each hotel is included, along with the railway history that affected the building of the pub, accompanied by additional notes of significant events that were associated with the establishment. As

with all residential architecture in this country, the hotels of each Australian state have a distinctive local style. Unlike the mainly single storey pubs of country Victoria and South Australia, Queensland pubs are mostly double storey, made of timber and corrugated iron, and have a distinctively 'Queensland' look. Even the not so common single storey complexes in small towns also have this distinctive style. The styles are so distinctive that it does not need an educated eye to see the incongruity of a Queensland style pub on a



Running Out of Steam & Catching up with Diesels by David Burke. Published by Rosenberg Publishing Pty Ltd, PO Box 6125, Dural Delivery Centre 2158. Ph: 02 9654 1502. Website: www.rosenbergpub.com.au. Price: \$29.95.

David Burke is another of those authors whose imprint on a book is a sure-fire guarantee that this book is worth reading, and this latest work from David is no exception. This 194 page, 248mm x 170mm volume begins with a series of essays on significant steam locomotive classes, as well as interesting aspects of the 1937/1938 annual reports of the various state railway systems. It then moves on to discuss some aspects of the early years of dieselisation and finishes off with some reminiscences from prominent NSW enginemen, Graeme Kirkby and David Thurlow, recounting their experiences with both steam, electric and diesel locomotives during the transition era and through to the 1980s.

While an interesting and readable book, it has very little content that is useful to the modeller. Even the illustrations, mostly of railway posters and other advertising of the transition period, are mainly 'decoration', and have little direct application to modelling.

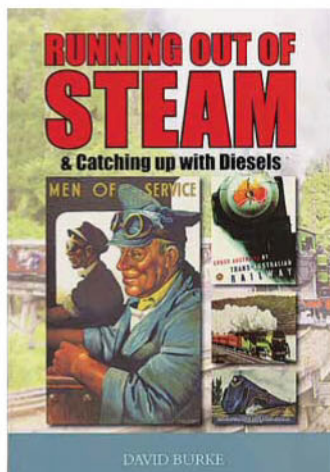
There is one section, however, that could easily inspire some modelling of a very unusual candidate. The chapter *G to C class*

NSW based layout. Certainly, the 'XXXX' signage is a dead giveaway, even though some NSW pubs do sell this brand of golden amber!

Well illustrated with both historical black and white and contemporary colour photographs, Scott's research is interesting and seemingly very extensive. The many side-panel titbits, such as the story of the tomato sauce laden pie from the Pinnacle Railway Terminus Hotel, no doubt devoured immediately after the photo session, and the blandness of the area of the site where the Malbon Hotel once stood, show the humour of the work.

A delightful coffee table book that will no doubt see some decide to add a hotel to their model railway and maybe encourage others to travel a bit and see the fascinating architecture that this wonderful country of ours provides.

Bob Gallagher



describing the locomotive, track and rolling stock developments that took place on the Commonwealth Railways in the period just before the Second World War, almost tempts me to get a 'roundtop' Austrains 36 class and some of the kits produced by Comrails Models and build a model of the pre-war *Trans-Australian Express*. The thought of such a colourful, luxury train thundering across the desert at 60mph for miles on end is rather exciting and would make a very 'different' model, recording an all but unknown period in the history of Australian railways.

Despite its paucity of content useful to the modeller, it is still a very good 'read' for those interested in the full-size railways during that exciting period of transition from steam to diesel and electric traction. The book is available direct from the publisher and from the usual railway book outlets, such as the ARHS bookshops.

James McInerney

Puffing Billy: Spirit of the Dandenongs by Nick Anchen. Published by Sierra Publishing, PO Box 8137, Ferntree Gully 3150. Web site: www.sierraaustralia.com. Price: \$30.00 plus postage.

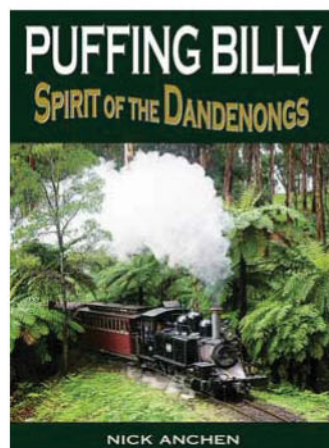
The Victorian Railways narrow gauge system is now part of Australian folklore and the name *Puffing Billy*, once synonymous with any steam engine, is now specifically identified with Victoria's Dandenong Ranges tourist railway, more particularly the VR NA class or, as it was once identified, ^{NA}A. The preserved 'Puffing Billy' rail-

way is a genuine museum, a restored part of the original VR 2'6" narrow gauge system, built at a time when building narrow gauge railways was the cheaper option for lightly populated areas with rough terrain. Closed in 1954, the restoration of this line is a historical fact, well recorded in this book.

The author of the 173mm x 235mm, 108 pages, soft cover book is, by now, well known for his Victorian, Tasmanian and Commonwealth Railways books. In this book, the third edition since 2007, Nick shows his true talent, not just in covering the written history of this 2'6" railway system, but also in the quality of the photographs that accompany the text. Most illustrations are in colour excepting, of course, those from the pre-colour photography era. The modern photographs are colourful and dramatic.

Yes, a great research book, which will be of great use to those wishing to model the VR narrow gauge, whether in the government or preservation eras. While there are no plans of individual stations, or drawings of locomotives/rolling stock (it is not that type of book), the clear and detailed photographs will provide plenty of inspiration for anyone wishing to model this system, made much easier these days with the ready-to-run On30 models from Haskell and G scale, live steam, from Argyle Loco Works, plus the many kits from multiple producers in a number of scales. As well, all the colour schemes of the NA class are shown, not only in photo form, but also by coloured drawings. This book must be considered a collectable gem for anyone interested in this wonderful railway, it is truly inspirational!

Bob Gallagher



North Coast Engineering (NCE) Light-It Decoder. Available from the Model Railroad Craftsman, Shop 2, Level 1, 64-70 Main St, Blacktown 2148. Ph: (02) 9831 8217. Fax: (02) 8678 0276. Website: www.mrrc.com.au. Price: Three-pack \$28.00, six-pack \$56.00, Fifteen-pack \$140.00.

A single Light-It pack contains three Light-It decoders, each of which can be configured as an accessory decoder, a mobile decoder or an NMRA-conforming signal decoder. A single Light-It measures 16mm x 19mm x 3mm.

As a DCC accessory decoder the Light-It can be used for any scenic type of lighting on a layout such as in buildings, street lights, traffic lights, etc. As a DCC mobile decoder a Light-It can be used to add extra marker lights, cab light, under footplate lights, etc. or for constant lighting in passenger cars and guard's vans.

As a DCC NMRA-conforming signal decoder a Light-It can be used to drive a colour light signal or up to three lights on a signal head (e.g. red, orange and green). Note that there is no on-board logic for a signal system, the Light-It must be driven by an appropriate signal system. No information is supplied by NCE in the manual for driving the Light-It as a signal decoder.

The NCE Mini Panel supports Signal Aspect commands, so could potentially be used to drive a Light-It in signal mode with the other logic commands of the Mini Panel. Alternatively, JMRI Panel Pro could be a good starting point for those who are interested in setting up a signalling system.

The Light-It can also be used on up to 14V DC power, but with much more limited capability. DC power can be connected to the same contacts on the Light-It as for DCC and the Light-It will sense the power applied and respond accordingly. Basically, on DC the Light-It can have up to 15 different lighting effects (applied across all three LED outputs), have the brightness adjusted (by a small Phillips screwdriver - DC only) and it will remember the chosen lighting function after power is removed and reapplied. Instructions for setting with DC are included in the manual.

The Light-It includes one on-board warm white LED to simplify

scenic lighting situations. This warm white LED uses the W/G output, so if an external LED is required for this output then there is a track on the Light-It circuit board (marked with an X) that must be cut to stop the on-board warm white LED from interfering with the external LED.

A summary of the features of the Light-It decoder are:

- Works on DCC or DC (limited operation on DC).
- Works with locomotive, accessory or signal addressing.
- Built-In Warm White LED (can be disabled).
- Up to three LEDs may be controlled separately.
- Built-in resistors – just connect LEDs.
- Functions as an NMRA Signal decoder with 18 aspects.
- Each output is individually dimmable.
- The lighting outputs can be mapped to different functions.
- Each of the three function outputs can be programmed for independent control of 15 different lighting effects plus Off.
- Supports the addition of anti-flicker capacitors (300mF 2.7V Super Caps NCE Part Number: 5240306).
- Remembers the last command received when power is off or during a power outage in operation.

Lighting Effects for DCC Accessory mode, DCC Locomotive mode and DC are:

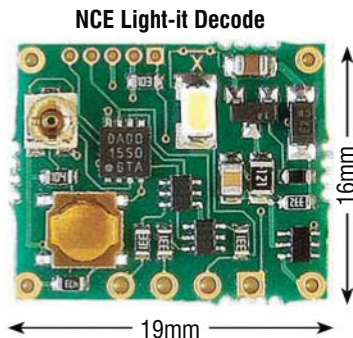
- Effect 0 – off (all outputs off).
- Effect 1 – Steady on.
- Effect 2 – Slow flashing.
- Effect 3 – Fluorescent flicker A, more on than off.
- Effect 4 – Fluorescent flicker B, more off than on.
- Effect 5 – Fluorescent flicker C, a definitely dying fluorescent tube.
- Effect 6 – Single strobe light (every 2 seconds).
- Effect 7 – Double strobe light (every 2 seconds).
- Effect 8 – Rotary beacon.
- Effect 9 – Railroad crossing signal phase A.
- Effect 10 – Railroad crossing signal phase B.
- Effect 11 – Random on/off (times from four seconds to one minute).
- Effect 12 – Random on/off (times from four seconds to two minutes).
- Effect 13 – Random on/off (times from eight seconds to four minutes).
- Effect 14 – Mercury vapour street lighting coming on (takes about 30 seconds to full brightness).
- Effect 15 – Rapid flash (lets you know this is the end of the list).

Signal Aspects for DCC Signal mode are:

Aspect	Effect Number	Lighting effect
0	0	Red
1	1	Yellow
2	2	Green
3	3	Flash Red
4	4	Flash Yellow
5	5	Flash Green
6	6	Red + Yellow
7	7	Flash Red + Yellow
8	8	Red + Flash Yellow
9	9	Red + Green
10	10	Flash Red + Green
11	11	Red + Flash Green
12	12	Yellow + Green
13	13	Flash Yellow + Green
14	14	Yellow + Flash Green
15	15	Effect 15 = All On
30	--	All Flash
31	--	All Off

The LED brightness of the three outputs can be adjusted individually using CVs 140, 141 and 142 with 0 being off and 255 being the brightest.

It should be noted that the decoder outputs have 330Ω resistors for the LEDs to provide approximately 10mA of current to drive the LED. The total



current output is 30mA, so a Light-It will only drive three LEDs. Note: The Light-It will not work with Grain-of-Wheat or other small incandescent lamps. The Light-Its can be 'daisy chained' together if required and a diagram is to be found in the supplied manual.

The steps for programming the Light-It are given in the supplied manual and are easy to follow. It should be noted that the Light-It can only be programmed with Program On the Main, also called Operations Mode Programming. The Light-It cannot be programmed on the Programming Track.

Programming steps for both NCE systems and other systems are documented in the manual.

I programmed the Light-It as an accessory decoder and had no trouble setting the accessory address and with setting each output to a different lighting effect. However it should be noted that as the Light-It only has the one accessory address all three outputs are turned on and off together.

Similarly, programming the Light-It as a mobile (locomotive, carriage, etc.) decoder and setting the address was easy, but I had some trouble setting the three outputs to particular function buttons and found that the supplied manual (dated 20 September 2017) had incorrect CV numbers for this process. The online manual (dated 15 November 2017) has the correct CV numbers (CV132, 133 and 134) and all three outputs were successfully and simply mapped to different functions (input 0-28 to select the function required). So if you buy a pack of Light-Its do check the manual version date at the bottom of the page.

I was unable to check the operation of the Light-It as an NMRA-conforming signal decoder due to the need to have a signalling system to drive the Light-It in this mode. I do note though, for those who wish to model the NSWGR early automatic colour light signal and similar systems, that these signals had two signal heads, one above the other on a steel post. Each signal head had either two or three lights so two Light-Its will be required, one for each signal head on the post. If there were any outputs unused then one could be used as a subsidiary light such as a Calling On light. Further detailed information can be found in the supplied manual which is also available on the NCE web site.

Apart from the issue with the incorrect function setting CVs for the mobile mode in the supplied manual, the programming of the Light-It for the required outputs and effects was simple. Overall, a Light-It is a very useful way to add lights to a locomotive, carriage, scenic item, a building or for a signalling system.

Ray Pilgrim

SAR SOC/SO-class Ore Wagons, r-t-r in HO-scale, Austrains Neo by SDS Models, PO Box 804, Winston Hills 2153. Website: sdsmodels.com.au. Price: \$275.00 per five-pack.

Prototype

The genesis of the SOC class ore wagon was in the gauge conversion of the Broken Hill to Port Pirie line from narrow gauge (1067mm) to standard gauge (1435mm) during the late 1960s/early 1970s by the South Australian Railways (SAR). To fulfil Broken Hill to Port Pirie ore traffic requirements, the SAR commissioned the conversion of 100 OMN class narrow gauge bogie ore wagons to the SOC class standard gauge bogie ore wagon. The SOC wagons were numbered 1-100. These little wag-

ons had a capacity of 56t and a tare weight of 17t.

In 1971, the SAR ordered an additional 250 ore wagons designated as the SO class. These SO wagons were numbered SO 101 to 351. The SO and SOC classes are highly similar in design. The main visible differences are: (a) there is a hand brake lever on the B end of the SOC, but the SO has a hand brake wheel at the bottom of the wagon near the B end bogie; (b) a step on each side in the middle of the SO wagon with two associated hand rails; and (c) the SO has a ladder at the B end to access the top of the wagon.

Aside from carrying ore from Broken Hill, these wagons occasionally picked up other duties. Of the SOC class, 16 were allocated to the carriage of salt and were sten-

cilled for *Salt Traffic Only*. Some SOC/SO wagons were also used in scrap steel traffic to Whyalla. These wagons were stencilled *Scrap Steel*.

Both classes of wagon were painted 'Traffic yellow' and rode on roller bearing bogies. The inside of the wagon was painted with a white corrosion resistant application. The Broken Hill base metal ore was also high in sulphates and, consequently, corrosive. Despite the corrosion resistant layer, the welders at Islington were periodically required to cut out the corroded components and weld in new steel sections. That said, I have a different reference that states the insides of the wagons were painted white for salt traffic and black for ore traffic. The correct interior colour (when newly outshopped) remains unclear though, noting that the ore from Broken Hill was black. I'm sure if the interior was painted white, it didn't stay white for very long!

In the early 1970s, the Commonwealth Railways (CR) purchased 20 of these wagons from Mechanical Handling Pty Ltd in Woodville South Australia. These wagons were designated the GQ class and were numbered 2423 to 2442. These wagons were also used for salt traffic. Around 1975, they were converted to be capable of bogie exchange and were re-coded as the GQX class. In CR use, they were painted the CR's usual wagon red.

Models

This review only considers the SAR SOC and SO class models. The CR/ANR/AN and National Rail models are not reviewed, but can be assumed to be similar in most aspects. At the time of writing, the SDS Models web site is showing that the National Rail and AN packs have sold out, along with Pack SOC001, an SAR SOC pack.

SDS supplies these models in five-packs. They come in a sturdy cardboard pack with an inner-outer plastic blister packaging which holds the five models securely. Each model is wrapped in a fine plastic film as additional protection.

SDS Models/Austrains NEO have produced a very nice little model. All paint is evenly applied and opaque. My models are painted Traffic Yellow with a white interior (see prototype comment above).



The bogies are painted SAR grey. The various stencils are clear and easy to read.

The models scale well to the prototype. The table provides a comparison of prototype dimensions to the model. Each wagon weighs about 35g, which seems light. The NMRA Recommended Practice for a wagon of this proportion is 85g whereas the AMRA standards recommend that it should weigh 61-62g. Along with many others, I personally think that the NMRA Recommended Practice is too heavy for Australian models. I will most likely add a piece of sheet steel or brass to the bottom of the interior and paint it white to

provide a little more mass to each wagon. There is no obvious location to add weight under the wagon.

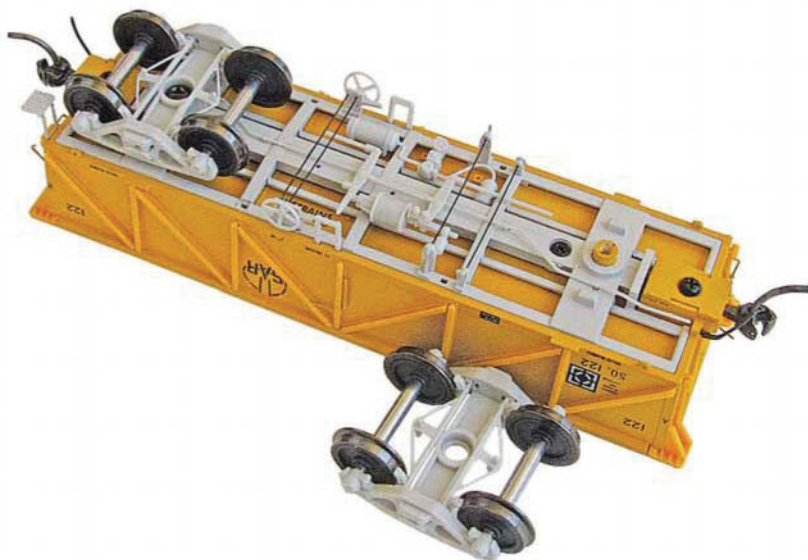
The detail is excellent. Various detail parts, such as hand rails, are wire. There is an etched brass shunter's step and chain to the brake lever (SOC class). There is considerable underfloor detail related to the brakes. This detail appears to be plastic. For the SO class, the detail also includes a handbrake wheel and centre side step.

Couplers are genuine 'scale head' Kadee couplers. Using a Kadee coupler height gauge, the SOC wagons' couplers were at the

correct height. The SO wagons' couplers were fractionally drooping with the glad hand just striking the bottom of the coupler gauge. However, the wagons would still couple correctly.

The semi-scale metal wheels all rotate freely and their axles are non-magnetic. On some of the SOC wagons the bogie mounting screw was inserted too tightly, restricting free movement of the bogie. Generally, a half to three-quarter turn of the screw was sufficient to restore movement.

Oddly, it was a different story on the SO wagons. Every wagon in pack SOC003 had bogies that would not freely move. Loosening



An SO wagon showing the underframe detail and how the bogies are mounted. If your bogies won't turn freely, ease the mounting screws off a little. If that doesn't fix the problem, unscrew them fully and gently ream out the mounting holes.

Reviews

the mounting screw did not resolve the situation. These wagons use a mounting boss and rely on the bogie mounting hole for movement. Each bogie was so tight on the model that they had to be levered off. The solution was simple. Using a reamer file, I opened out the mounting hole with a few strokes. This restored movement to the bogie. An easy, but annoying, fix. The SOC and SO use the same mounting system, so I can only assume that the bogie hole had a little moulding flash when originally assembled which caused the movement restriction.

Noting the minor (corrected) issue with the SO class wagons and, despite my misgivings regard-

ing wagon weight, these wagons operated flawlessly on the layout. I drove a rake of these wagons through a large yard. The rake was pushed and pulled through a variety of track geometry such as large, medium and short radius Peco turnouts with no issues at all. I was quite pleased with how these wagons operated. Perhaps I won't need to add additional weight after all!

Despite the minor SO bogie issue, these are great little models. They look the part and, sadly, make my kit-built SOC's look a little amateurish! My layout focus is on the mid-north of South Australia, the ancestral home of my family. Naturally one of the signature trains of this region is the ore train that

carried the result of hard labour by the miners in Broken Hill to the smelters at Port Pirie.

When Austrains initially announced some years ago that they were to produce the SOC ore wagons, I had a hallelujah moment as that meant I didn't need to build a heap of these sturdy, 56t ore wagons! So now, after a considerable wait, I have my ore train of SOC and SO ore wagons. Thank you SDS Models! I recommend

these models to anyone modelling the South Australian mid north or perhaps, with suitable decals, the salt traffic that a few of them were used in.

Acknowledgement: Thanks to Allan Lees who shared line diagrams with me of the SOC/SO/GQX wagons.

Dan Carmody

	Prototype	H0 scale	Model
Length	9770mm	112.2mm	112.2mm
Width	2915mm	33.5mm	33.4mm
Height	2450mm	28.1mm	28.3mm

RECENT RELEASES



Southern Rail Models now has available the full range of their HO scale, r-t-r, 21st century C35 grain hoppers. See the Southern Rail website for the full range of three-packs in ATN Access and Pacific National XGAY (pale grey), AWB WGBY (as delivered dark blue and 'in service' faded blue – illustrated), AWB WGSY (broad gauge, as delivered dark blue and 'in service' faded blue) and SSR BGSY (yellow).



Wuiske Models, in partnership with

Haskell Co of Taiwan, have released their fourth r-t-r, HO scale, QR diesel locomotive, the 2100 class Co-Co. The locomotive has been released with seven different running numbers, featuring both the original and low-nose driver-only body types, in both original QR blue and white and the later red and yellow 'corporate' colour schemes. All types are available with HO_n3½ (12mm) wheelsets (correct gauge for QR 1067mm gauge) or standard HO (16.5mm) wheelsets and are DCC ready, fitted with NMRA standard 8-pin plugs and genuine Kadee No.58 couplers with an adjustable height coupler housing to suit standard or narrow gauge standards as required. The full range can be viewed on the Wuiske Models website.



Comrails Models continue to expand their range of HO scale 3D printed models of Commonwealth Railways rolling stock. The full range, including the GN car carrier illustrated, can be viewed on the Paul Grundy shop section of the i.materialise 3D printing site.

Eureka Models have released their second batch of HO scale NSWGR 72'6" twelve-wheel passenger cars. Now available direct from the producer are the ACS branch line sleeping car, MAL sleeping car and AB dining car.



Latitude 32 Models is another Paul Grundy 3D printing brand, specialising in HO scale models of Western Australian prototypes. One of the models available in the WA range is this WAGR (ex-MRWA) F class Co-Co diesel locomotive. These models are also available via Paul's i.materialise shop.



AM Models released some HO scale kits for Australia Post mail boxes, a medium size street posting box, a tall street posting box and the common green depot box, all in HO scale (other scales can be made available on demand). 'Express Post' decals are in preparation for the tall box. The kits are available from Casula Hobbies (Liverpool NSW).



Stephen Johnson Models has released two etched brass frets in HO scale; one is comprised of standard letters for station nameboards and the other has standard NSWGR cast brass steam locomotive numbers.



Signals Branch now have available a 3D printed NSWGR steel trestle, based on the prototype at Tamworth, in both HO and O scales. The trestle is a scale 17'6" high (including the concrete base), 8' wide at the top, standing on a 19'6" x 2'8" x 1'4" concrete base. The prototype trestles at Tamworth support standard 35' steel plate girders.



Ixion Model Railways had received the first of the new production run of their r-t-r HO scale NSWGR 'low-frame' 32 class steam locomotives, 3306 'Illawarra' in lined green, just before we went to press. By the time you read this, lined black 3264, lined red 3201 plus lined green 3239 and 3266, should also be available.



Southern Rail Models have also released the full range of their HO scale, ready-to-place, 48', dry, 'high cube', ribbed domestic containers. Along with the huge range of already announced container colour schemes (see the Southern Rail website for the full range), a number of previously unannounced schemes are also now available, some of which are illustrated here.



Veteran Models have released their O (1/4") scale kit for the Victorian Railways K class 2-8-0 steam locomotive. The etched brass and nickel silver kit, which includes fittings and details in cast whitmetal, brass and nickel silver, includes motor, wheels and gearbox and can be constructed in either '1920s' or '1940s' condition. The comprehensive step-by-step instructions, which includes 20 diagrams, should ease construction for even the less experienced kitbuilder.



Trainbuilder has imported a small run of r-t-r, all-brass, DCC-ready, HO scale Victorian Railways K class 2-8-0 steam locomotives, all with Boxpok driving wheels. Currently available are three locomotives in preserved colour schemes (K183 in VR blue with yellow lining, K190 in two-tone green and K190 in its current red with yellow lining scheme), as well as K188, K190, K191 and K192 in black as running in VR steam days. Along with the locomotives, also in stock are r-t-r, all-brass VR PL cars, featuring several road numbers each for the APL first class, BPL economy class and BCPL economy class with guard's accommodation (illustrated).



Stephen Johnson Models has released cast urethane detail parts, as illustrated, in HO and O scale. The O scale items are packed individually, as is the HO scale version of the PMG cast iron post box, while the HO scale Seth Thomas station clocks come in two-packs and the HO scale Gladstone bag has three to a pack.



Other Side Of the tracks



Bob Stack

A food poisoning outbreak at Kameruka saw all available resources put to use with the inevitable ladies queue forming.

AMRM Website Shopping Cart

To aid those readers who make their purchases by mail order from our website, we have been working on the introduction of a shopping cart, which will cover the magazine subscription and SCMRA membership sales as well as AMRM back issues and Eveleigh Press books. Hopefully, testing of the site will have concluded and the shopping cart will be online by the time you read this.

Overseas Sales Problems

We often have problems with overseas readers attempting to pay for orders with a foreign currency cheque. This is usually American dollars, but not always. Although it is possible to convert these payments to Australian dollars, the bank charges are prohibitive and, in many cases, more than the face value of the cheque. From conversations with other local suppliers, we are not alone in receiving these payments. We know it does cause complaints when we can't process the transaction, but there is little we can do. At the moment, our organisation is best equipped to receive payments from overseas by Credit Cards (Visa or MasterCard only). So, overseas readers, it definitely pays to check first as to which payment methods are viable with Australian suppliers (not just us) before sending off a cheque by mail.

New Venue EMRC June Exhibition

The Epping Model Railway Club exhibition has a new venue for 2018. Still scheduled for the June

long weekend (9-11 June), this year it will be held at the Rosehill Gardens Grand Pavilion, part of the Rosehill Racecourse near Parramatta NSW. The new venue has over 50% more exhibition space than the old Thornleigh venue, not to mention abundant free car parking adjacent to the entrance. Best entry is from Grand Parade, Camelia which is off James Ruse Drive. The Rosehill railway station is also adjacent to

Rosehill Gardens with convenient entry from the station to the Grand Pavilion. There is also a café and lounge area for visitors to relax between viewing the wide range of layouts covering HO, N and O scales, both standard and narrow gauge. The extra space means more layouts, more traders and even the space devoted to the second-hand stall has increased.

Details of the event, how to enter the modelling competition and place items for sale on the second-hand stall can be found at the EMRC website: eppingmodel-railway.org.au or the club's Facebook page: www.facebook.com/Eppingmodelrailclub.

The new venue has been made possible by the sponsorship of Auscision, Austrains, SDS Models and Southern Rail Models.

Ixion Price Drop

It seems that the AMRM Comment section does have influence! We have received the following announcement from Ixion Model Railways:

The Ixion Model Railways partnership has for some time now been discussing the affordability of modern finescale railway models. The catalyst for the decision we've

made was the Editorial in the February 2018 Australian Model Railway Magazine, where Bob Gallagher wrote: "On one occasion, our office manager explained why she would not have encouraged any of her sons to take up the hobby, the issue then being cost. The models available today are brilliant scale models, but no way can they be considered cheap".

If prices are deterring new modellers from entering the hobby, we'd like to do what we can to assist, especially for modellers wanting to recreate steam era railways in NSW. To this end, we are immediately reducing the price of our HO 32 Class to \$495.00. This will not just apply to existing stock, but also the forthcoming run of lined green, lined black and lined maroon C32 locomotives. The policy of pricing for affordability will also apply to all future Ixion model locomotives."

They also ask that any retailers with current stocks of Ixion 32 class locomotives contact them regarding wholesale pricing.

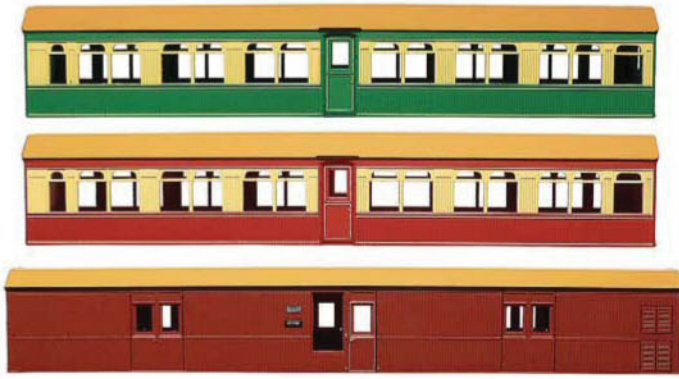
Stephen Johnson Models Returns

Now in the capable hands of Stephen Ottaway's son, Andrew, SJM is busy expanding the original

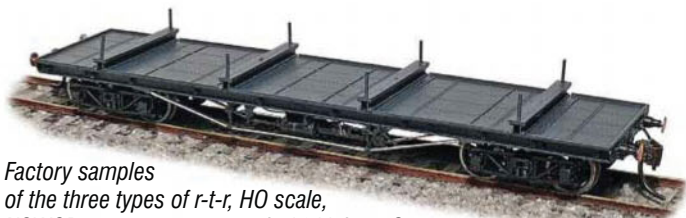


Production samples of some of the HO scale, r-t-r, NSWGR 30 class 4-6-4T steam locomotives that Austrains expected to release to the general public at the Forestville model railway exhibition in March. Three different types of bunker will be available.





Painted samples of the green and cream and red and cream colour schemes to be released with the next batch of HO scale, r-t-r, R cars from Casula Hobbies. Also shown is a painted sample of the Indian red, mansard roofed EHO due with the next batch of R cars.



Factory samples of the three types of r-t-r, HO scale, NSWGR goods wagons due in 2018 from Casula Hobbies, the MLV/MLK louvered milk tank wagon, bogie water gin and E (steel deck with bolsters) bogie flat wagon.



An almost complete sample of the HO scale, r-t-r, NSWGR single compartment, four-wheel HG goods brake van due from Casula Hobbies in 2018. Also shown are basic body samples of the 'Yass Town' and two-compartment versions of the HG.

range started by Stephen back in the 1980s. Andrew is concentrating mainly on producing new decals and detail items in both HO and O scales, but still has available many of the urethane NSW passenger car, railmotor and building kits originally developed by Stephen, as well as newly developed kits, such as those for NSWGR L cars and the only elliptical roofed FR, No.1643.

SJM kits and parts are available through the Stephen Johnson Models Facebook page and from those exhibitions attended by SJM. The next major exhibition to be attended will be the EMRC's Rosehill (Sydney) exhibition on the June long weekend. Andrew expects to have the majority of the range available including railmotor No.38 *Creamy Kate*, the 400 class railmotors and 500 trailers, a limited number of *Silver City Comet* sets and the pre-cast concrete structures, as well as the new L passenger car kits, ETP passenger brake van, elliptical roofed FR and the very wide range of new decals and detail items, some of the most recent of which are illustrated in the *Recent Releases* section.

Modelling the Railways of Queensland Convention 2018

The *Modelling the Railways of Queensland* committee has advised that the 2018 convention will be taking place at the Beenleigh Events Centre on Saturday, 13 October 2018. The main hall is a little smaller than the bowls club used in 2016, but the second room for presentations is larger and is indoors, plus the centre is fully air-conditioned. The centre is a short walk from the railway station and Beenleigh Transit Centre.

Selection of topics to be covered is underway and suggestions from potential attendees as to what subjects they would like addressed is always welcome. Arrangements will be similar to 2016, registrations will close at the end of September (2018) to allow for catering arrangements (lunch included) and preparation of convention kits.

At the 2016 convention it became clear that there was a large number of newcomers to the hobby in attendance, so some of the past presentations (along with other items of interest) have been made available for download on the Queensland Rail Heritage site: www.qldrailheritage.com/mrqc/downloads.html.

Another Hobby Shop Closes

Launceston's Tiger Models and Hobbies closed its doors at 3pm on Saturday, 24 February 2018. Some stock is still available at discounted prices from their website. AMRM wishes Helen and Hans Wanders good fortune on any future endeavours.

Train Hobby Phone Number

Our apologies to Train Hobby Publications for the printing of an incorrect phone number in the review of their book *Closed Stations – Lost Locations Victoria – Part 2* that appeared in the previous issue of AMRM (Issue 328, February 2018). The correct phone number for Train Hobby Publications is 0418 397 796.

New Products

HO Scale

Auscision have received factory painted samples of their Australian



Holden Commodore and Ford Falcon cars (moulded in plastic as loads for their car-carrying wagons), the 20' side door containers and the NSW RUB air-conditioned carriages. The samples are on display at Auscision's factory shop *Australian Modeller* at Seven Hills, NSW. The production run of the 20' containers is expected in April, with the road cars and the passenger carriages to follow at an, as yet, unspecified date in 2018.

Austrains took delivery of the first airlifted batch of their NSWGR 30 class 4-6-4 tank locomotives in mid-February. This batch consisted of five different numbered locomotives with three different types of bunker, but no headlights. The balance of the batch was released for general sale at the Forestville model railway exhibition in March. The balance of the release, which will include other locomotive numbers and those fitted with headlights, should arrive early in May 2018.

The related NSWGR 30T class 4-6-0 steam locomotive is still on schedule for a February 2019 release. The locomotive will be available in saturated (short smokebox) and superheated ('drumhead' or 'built-up' smokebox) form, and will be available with either the 3650 gallon bogie or the six-wheel ex-P class tender. The first factory samples are expected to arrive in October 2018.

Austrains plans to continue developing r-t-r NSWGR steam locomotives after the release of the 30T. The next locomotive to be produced will be the NSWGR 32 class 4-6-0, in both original 'low-frame' and rebuilt 'high-frame' forms. It will be available with a choice of the standard 3650 gallon bogie or

the six-wheel tender, originally trailed by the first 50 to be delivered, and will come in standard black, as well as some of the various coloured liveries carried by some of the locomotives during their service lives.

Broad Gauge Models have, with great relief and after many vicissitudes, released their SAR 500B 4-8-4 steam locomotive kit. All those who pre-ordered the kit should have been contacted by now. If you pre-ordered, but haven't heard from BGM yet, please contact them asap. Next on the agenda is completion of the VR D³ class 4-6-0 and VR N/SAR 750 class 2-8-2 steam locomotive kit rerun, for which 'expressions of interest' are now being taken. Improvements to the original DJH kits will include standardised gear boxes, plus cast brass slide bars and cross head/piston rods.

Casula Hobbies have announced their intention to produce an r-t-r NSWGR steam locomotive in HO scale. This locomotive is the 19 class 0-6-0 and it will be available in a number of variations, including both cutaway and porthole cab, with or without cowcatcher and with or without electric lighting. Three tender types will be produced, the original 2000 gallon C class tender with coal rails, the modified 2000 gallon tender with modified coal space and solid 'hungry board', plus the low sided Baldwin bogie tender. All up, ten variations of cab, tender, cowcatcher and lit or 'blackout' locomotives are planned. The standard locomotive will be DC powered, but fitted with provision for adding DCC sound, with a speaker and 21-pin DCC plug fitted. Delivery of the production run is expected to occur in mid- to late-2019.



Samples of the r-t-r, HO scale, NSWGR 'diamond frame' and 2BJ bogies produced for the E, bogie water gin and MLV/MLK louvered van that also will be available separately from Casula Hobbies.



A rendering of a standard Commonwealth Railways staff station building in development by Comrails Models that will be available soon, 3D printed in HO scale via the i.materialise site.



Artwork for the AustrainsNEO H W Rice Pty Ltd advertising car which will be available as a single-pack in either the brown or blue colours illustrated, along with the release of the rest of the revamped HO scale, r-t-r, 'American' end-platform cars in 2018. Along with this 'special' model there will be a three-car WW2 RAAF recruitment set and a two-car Westinghouse advertising set.

A sample of the 'standard' r-t-r, HO scale AustrainsNEO 'American' end-platform carriage, an FO second class carriage, factory painted in the early 20th century fully lined red colour scheme. Along with the other improvements mentioned in conjunction with the other photos shown here, the end platforms and steps have been modified to provide a more prototypical appearance around the coupler draft boxes and waste disposal pipes have been added under the lavatories. The first release of Mansard roofed cars, to be available in four-car, two-car and single packs, is expected sometime in the first half of 2018.



Eureka Models have revealed, now that the NSWGR 72'6" ACS composite sleeping, MAL sleeping and AB dining cars have been delivered, that the next batch of 72'6" cars will include the TAM sleeping and MCE composite sitting cars, to be accompanied by either the 1940s/1950s era KAM Melbourne

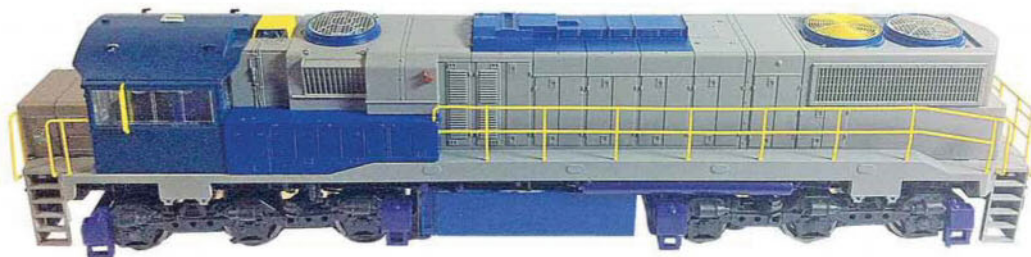
Limited first/sleeping carriage or the 1960s-1980s era CS/MCS composite sitting cars. The TAM carriages will be produced in 1960s-1980s era condition, with no crownlights and smooth sides, and will be available in Indian red or SRA 'candy' colours. The carriages are currently scheduled for release



Some samples of the AustrainsNEO HO scale, r-t-r, NSWGR end-platform 'American' carriages currently in development by SDS Models. Quite a few improvements are being undertaken to the original Austrains models. Some of the improvements include new underframes with corrected bogie wheelbase for the HFO carriages with improved guard's end (illustrated above in post 1954 Indian red), plus improvements to the panelling of the guard's side door. Also shown on the HFO is the new low elliptical roof casting, which will be available along with the second release of the standard Mansard roofed cars later in 2018.

Other improvements include: all carriages have had the end doorway profile retooled and the side letterboard lower edge has been realigned with the end letterboard lower edge along with representation of the blanked off Anderson ventilators. The bogie leaf springs have been reprofiled and the bogie pivot height and mounting hole dimensions are now standard with the rest of the SDS range, allowing their use on other models, both within and without the SDS range (the bogies will be available separately as detail items).

Major work has been undertaken on the CCA composite/guard's carriage (illustrated below in Tuscan and russet colours). The guard's doorway has been increased to the correct width and the three vertical panels between the doorway and end corner post, plus the belt rail has been modelled, allowing the three other CCA cars not modelled in the original Austrains release to be reproduced. Also, a new, correct, roof moulding has been produced for the CCA.



A factory sample of the r-t-r, HO scale, QR 2300 class diesel locomotive being developed by Southern Rail Models. Samples of the 2400 class have also been received. At the time of writing this caption the samples had not yet been thoroughly checked, but even if some adjustments are necessary, Southern Rail expects that production should begin in early March 2018. The production models will be available in both HO $n3\frac{1}{2}$ (12mm gauge) and standard HO (16.5mm gauge) form.

at the AMRA (NSW) exhibition at Liverpool in 2019.

Eureka has been very pleased with the reception accorded to the NSWGR 40 class diesel locomotive with 4001 and 4002 in Royal blue already sold out and only a small number of the Indian red locomotives left. Planning is underway for a re-run, expected to arrive in 2019, which will also include the yellow Robe River version.

Things should be quiet for the rest of 2018, with the only new model expected being the four-wheel RH cement hopper, utilising the already developed LCH four-wheel coal hopper chassis, which should arrive some time in the second half of 2018.

Following that should be the re-run of the NSWGR 38 class 4-6-2, which should arrive early in 2019.

Haskell have released their WAGR WO ore wagons in kit form. The fully assembled and painted r-t-r version should be available sometime in the next two months. The WAGR WW grain wagon has also been delayed, but should still arrive some time in 2018.

Ixion Model Railways expect to have received stocks of most, if not all, the new run of their NSWGR 'low-frame' 32 class steam locomotives by the time you read this. Expected to be available are lined black 3264, lined red 3201 and lined green 3239, 3266 and 3306.

Peter Boorman's Workshop are about to release a cast urethane kit for a NSWGR six-wheel, riveted tank, water gin. The prototypes were introduced circa 1884 and lasted until the end of steam (one has been preserved at the NSW Rail Museum at Thirlmere) and were used widely across the NSW system where extra locomotive water capacity was required. The

kit features a one-piece tank and will be complete with wheels, plus etched and lost wax brass detail parts. The kit will also include alternative parts to enable the purchaser to finish the model to represent it at any stage of its long service history.

SDS Models are expecting delivery of the first of their long-anticipated r-t-r NSW 81 class locomotives in mid-2018. Recently released were all versions of the WAGR WGX/ WOAX open wagons, NSW SKB parcels vans and early period fully panelled EHO 'extended letterboard' passenger brake vans.

Southern Rail Models should have upgraded their website by the time you read this, providing online ordering facilities and making it more 'mobile friendly'. In conjunction with the new site, SRM are offering a discounted sound upgrade for existing orders for the QR 2300 class Co-Co diesel locomotives.

For a very specialised steam locomotive that only ran on two short lines on the NSW Newcastle coalfields, the SMR 10 class have been extremely well received by customers. Locomotive No.30 in maroon (SMR1004) has already sold out and several others were close to being sold out as this item was being prepared. A coalfields locomotive needs wagons to haul, so SRM have announced that they are to produce a run of LL size, non-air, private owner, four-wheel coal hoppers. The range includes dedicated ten-packs containing vehicles marked for Pelton Colliery, J & A Brown and Millfield and Ayrfield, with another six mixed packs featuring eleven different colliery markings. All will have coal loads, detailed brake gear and will be fitted with genuine Kadee couplers. Tooling has already commenced and the production run is expected to arrive in Australia in June/July 2018.

Also on the agenda are four-wheel CHG brake vans, as operated by the various private companies, as well as the NSWGR version.

O Scale

Model O Kits at the time of preparing this item, advised that insufficient expressions of interest had been received in the planned NSWGR 13 class 4-4-2T steam locomotive kit (and r-t-r version) to

make proceeding with the kit viable. A decision on whether to proceed will have to be made around the end of March 2018, so if you want one, get in touch with Model O Kits to register your interest. If the 13 is able to proceed, it makes it far more likely that the NSWGR 12 class 4-4-0 will also be able to proceed, as the two locomotives have many parts in common.

The kits of the NSWGR 59 class 2-8-2 steam locomotive are available and r-t-r versions can still be ordered. A limited number of NSWGR 442 Co-Co diesel locomotive kits are currently available with more expected to arrive in mid-2018.

The laser-cut sleeper strips for the construction of NSWGR Nos 6 and 7 turnouts are expected to be available from the end of March 2018.

Added to the list of modelling

materials now available from the Model O Kits showroom in Yagoona NSW are Tamiya paints/accessories, plus Woodland Scenics and MiniNatur scenery products.

Transit Classics has been advised by SPTC that the Brisbane FM and Sydney PR1 trams should be ready to ship around May 2018, putting arrival in Australia a couple of months later.

N Scale

Scaleworkshop have released a ready-to-place, nickel silver and brass flashing level crossing light set. They are lit with flashing red LEDs and the flash rate is adjustable.

Compiled by James McInerney



Samples of two new items to be added to the Southern Rail HO scale, ready-to-place Trackside range; a stock race and locomotive sanding tower. While based on NSW prototypes, they would not look out of place on layouts running other state's prototypes.



SCMRA ACTIVITIES

*For all activities contact Eastern Division representative
Graham Windmill on 9626 0351.*

- | | |
|-----------|---|
| 14 April | SCMRA Seminar – <i>Rail Operations in Southern NSW</i>
Epping Creative Centre, 26 Stanley Rd Epping. 8.30am–5.00pm
Registration Essential by 2 April. Cost \$45. Send cheque and details to PO Box 345 Matraville 2036. |
| 12 May | Meeting and running session on the layout of Doug Blunden, 210 Midson Road, Epping. 2pm–5pm |
| 9-11 June | Stand at the Epping Model Railway Exhibition, Rosehill Gardens Grand Pavilion, off Grand Parade Rosehill. |
| 14 July | Open Day by SCMRA and EMRCI at Epping Creative Centre, 26 Stanley Rd, Epping. 10am to 3.30pm. Layout operation. Getting Started clinic at 11.00am. Free sausage sizzle lunch. Details from Trevor Moore 9876 3522. |

EXHIBITIONS

BENDIGO – VIC. March 31-April 1, 2018 at St Andrews Uniting Church Hall, Myers St, Bendigo. 10.00am-5.00pm (Sat), 10.00am-4.00pm (Sun). Adults \$10 Children \$3 Family \$25. Wayne 5446 1370 or Matt 0458 792 400. bendigomodelrailroaders@gmail.com

HORNSBY HEIGHTS – NSW. May 5-6, 2018. 31st Annual St. Luke's Railway Modellers' Exhibition. St Luke's Anglican Church, 157 Galston Road, Hornsby Heights. 9.00am-5.00pm (Sat), 12.00pm-4.00pm (Sun). modelrail@stlukeschurch.com.au

BOWEN HILLS – QLD. May 12-13, 2018. 41st Brisbane Model Train Show. The Marquee, Brisbane Show Grounds, Bowen Hills. 9.00am-5.00pm (Sat), 9.00am-4.00pm (Sun). Adults \$15.00, Concession \$10.00, Children under 16 free, (if accompanied by a paying adult). www.brisbanemodeltrainshow.com.au

ALBURY – NSW. May 19-20, 2018. Murray Railway Modellers Annual Show. Mirambeena Community Centre, Lavington (Albury) NSW. 9.00am-5.00pm (Sat), 10.00am-4.00pm (Sun). mrmshow@gmail.com www.murrayrailwaymodellers.com

RICHMOND VALE – NSW. May 19-20, 2018. The Annual Model Exhibition is on again at Richmond Vale Railway Museum in the Hunter Valley on Leggetts Drive. 9.30am-4.00pm (Sat & Sun). Due to fire damage in September 2017 there will be no train rides to Pelaw Main but hoping to have some of the Mulbring Road line open. Facebook or www.richmondvalerailwaymuseum.org

BALLARAT – VIC. June 9-11, 2018. Ballarat Model Railway Show at the Ballarat Specialist School Farm Campus, 800 Norman Street Invermay Park, Ballarat Vic. Open 10.00am-5.00pm (Sat & Sun), 9.00am-4.00pm (Mon). John McClure Secretary, (03) 5335 7765. jkmccleure8@bigpond.com.

GLEN WAVERLEY – VIC. June 9-11, 2018. Waverley Model Railway Club Annual Exhibition, Brandon Park Community Centre, 654 Ferntree Gully Road, Glen Waverley. 10.00am-6.00pm (Sat) 10.00am-5.00pm (Sun) 10.00am-4.00pm (Mon). Adults \$10, Children \$6, Family \$25. exhibitions@waverleymrc.org.au

STAWELL – VIC. July 7-8, 2018. SES Hall Sloane St, Stawell. 9.00am-5.30pm (Sat), 9.30am-4.00pm (Sun). Colin 0428 056 121. Grampian Model Railroaders Inc. www.gmrinc.org.au

ROSEHILL – NSW. June 9-11 2018. Epping Model Railway Exhibition. Rosehill Gardens Grand Pavilion, Grand Pde, Rosehill. 10.00am-5.00pm (Sat & Sun) 10.00am-4.00pm (Mon). Admission Adult \$15, Senior \$11, Child \$8, Family \$40. David Dalzell 0423 362 324. contact@eppingmodelrailway.org.au www.eppingmodelrailway.org.au

CASTLE HILL – NSW. July 21-22, 2018. Hills Model Railway Society (HMRS) Exhibition. Harvey Lowe Pavilion, Castle Hill Showground. Entry from Showground Road. 9.00am-5.00pm (Sat), 9.00am-4.00pm (Sun). Adults \$12, Children \$6, Senior \$8, Family \$25. Secretary 0421 603 240. info@hmrs.org.au. www.hmrs.org.au

CANBERRA – ACT. August 4-5, 2018. 46th Model Railway & Scale Model Exhibition, Malkara Special School, Wisdon Street, Garran. 9.30am-5.00pm (Sat), 9.30am-4.00pm (Sun). ACT Model Railway Society Inc and Malkara Special School P&C Inc. Gavan Bennett 0401 308 926. gavanbennett@inet.net.au

STRATHPINE – QLD. August 4-5, 2018. Railway Modellers Club of Queensland Inc. Strathpine Community Centre, 199 Gympie Road Strathpine (enter off Mecklen Street). 9.00am-4.00pm (Sat & Sun). Paul Hucklebridge (07) 3284 8518 or 0408 706 411. Adults \$7, Senior/Concession \$6, Children \$2, Family (2A+3C) \$17. show.coordinator@rmcq.org.au

THORNLEIGH – NSW. August 11-12, 2018. Marklin Modellers Exhibition, Thornleigh Community Centre, Cnr Phyllis and Central Avenues, Thornleigh (next to Bunnings). Models trains of European, American, Australian and British prototypes on display and for sale in second hand stand. 9.00am-5.00pm (Sat), 9.00am-4.00pm (Sun). Adults \$10, Seniors/Pensioners \$8, Child \$5 and Family \$25. Norm (02) 9918 3575. marklin.modellers.sydneymail@hotmail.com

CAULFIELD – VIC. August 25-26, 2018. AMRA Victorian Branch Exhibition at Caulfield Racecourse, Station Street, Caulfield. Melway Map 68 Ref E1. 9.00am to 6.00pm (Sat), 9.00am to 5.00pm (Sun). Clubrooms (03) 9885 7034. amravc.exhibition@amra-vic.org.au

LIVERPOOL – NSW. September 29-30 & October 1, 2018. Sydney Model Railway Exhibition, Whitlam Leisure Centre, Memorial Ave, Liverpool. 9.00am-5.00pm (Sat & Sun) & 9.00am-4.00pm (Mon). A\$17/S\$12/C\$9/F\$43. Australian Model Railway Association NSW Inc. (02) 9153 5901, Fax (02) 9153 5905. president@amransw.asn.au www.sydneymodelrailwayexhibition.com

SEMINARS & CONVENTIONS

EPPING – NSW. April 14, 2018. SCMRA Seminar on *Rail Operations in Southern NSW*. 9.00am-5.00pm. Cost \$45 includes lunch. Registration is essential by 2 April 2018. Forms available from tgmoore@bigpond.net.au

LOFTUS – NSW. May 19, 2018. Modelling the Railway of NSW Convention 35 at Loftus TAFE. Details: info@mrmns.org.au www.mrmns.org.au and Facebook: Modelling the Railway of NSW Convention.

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EPPING – NSW. July 28, 2018. Modelling the Early Days of the NSW Railways at Dence Park. Registration essential. Attendees for previous three years will be contacted directly. Details: amrmagzn@tpg.com.au

ADELAIDE – SA. September 1, 2018. Modelling the Railways of South Australia 23, at Flinders Medical Centre lecture theatres, Bedford Park. 8.30am registration. 9.00am-5.00pm (Sat). Registration forms: MRSAC, PO Box 356, Parkholm SA 5043 or selected hobby shops. Contact at the above address or email at convention@mrsac.com. www.mrsac.com

BEENLEIGH – QLD. October 13, 2018. Modelling the Railways of Queensland Convention. The Beenleigh Events Centre, 9.00am (Sat). www.qldrailheritage.com/mrqc

EXPOS

BUNDABERG – QLD. March 17-18, 2018. Bundaberg Model Train Expo, Civic Centre, Bourbong Street, Bundaberg. 9.00am-5.00pm (Sat), 9.00am-4.00pm (Sun). Adults \$8.00, Children 8-16 \$5.00, Family Pass \$20.00 (2 Adults & 3 Children, children under 8 free). Graham 0407 559 086.

KALEEN – ACT. March 24-25, 2018. Canberra Model Railway Expo. Canberra Model Railway Club Inc. Kaleen High School, 104 Baldwin Drive, Kaleen. 9.00am-5.00pm (Sat), 9.00am-4.00pm (Sun). Adults \$10, \$5, Conc.\$8, Fam \$25 (2 adults+2 children). Chris 0400 116 016. cmrcxpireg@cmrci.info. www.cmrci.info

DIAMOND CREEK – VIC. March 31 & April 1, 2018. Yarra Valley MRC Easter Train Expo 2018 Model Trains, Railway Memorabilia and more. Community Bank Stadium, 129-163 Main Rd Diamond Creek Vic 3089. 9.30am-5.00pm (Sat), 10.00am-4.00pm (Sun). Entry \$10 Adults, \$5 child, \$25 Family. Facebook @eastertrainexpo2018

TOOWOOMBA – QLD. June 2-3 2018. Toowoomba Model Trains, Craft & Hobby Expo, Toowoomba Showgrounds, Glenvale Road. 9.00am-5.00pm (Sat), 9.00am-4.00pm (Sun). Adults, \$14, Concession \$10, accompanied children free. Secretary (07) 4638 0397. Toowoomba Model Railway Club Inc. Facebook: Toowoomba Model Railway Club Inc. admin@toowoombamodelrailwayclub.com.au

OPEN DAYS

MORTDALE – NSW. April 7, 2018. AMRA NSW Clubroom, 48 Barry Ave, Mortdale. 10.00am-4.00pm (Sat). Gold coin donation. (02) 9153 5901. Australian Model Railway Association NSW Inc. www.amransw.asn.au

EPPING – NSW. July 14, 2018. SCMRA and Epping Model Railway Club at Epping Creative Centre, 26 Stanley Road, Epping. 10.00am-3.30pm. Layout operation, clinic on 'Getting Started in Model Railways' at 11.00am. BBQ sausage sizzle lunch. Trevor Moore 9876 3522 AH.

BRISBANE – QLD. September 9, 2018. Union Pacific Model Railroad Club welcomes visitors to view American model trains in operation at Clubrooms, rear of Holland Park Sports and Community Club, 49 Abbotsleigh St, Holland Park. 9.00am-2.00pm (Sun). Table sales available to non-members limited to 6 tables. For table space and other enquiries: sec_upmrc@bigpond.com or 0439 435 366.

SALE DAY

BRISBANE – QLD. March 20, & November 20, 2018. Buy and Sell Nights. Union Pacific Model Railroad Club, Clubrooms, rear of Holland Park Sports and Community Club, 49 Abbotsleigh St, Holland Park. Registrations from 6.00pm (Tues). Sale commences 8.00pm. Free entry. sec_upmrc@bigpond.com or 0439 435 366.

TOOWOOMBA – QLD. March 24, 2018. At clubhouse, Toowoomba Showgrounds, Glenvale Road. Check-in 8.00am-10.00am, Sale 10.00am-1.00pm. Club layouts open to public from 10.00am-4.00pm. Toowoomba Model Railway Club Inc. Secretary (07) 4638 0397.

admin@toowoombamodelrailwayclub.com.au
www.toowoombamodelrailwayclub.com.au Facebook: Toowoomba Model Railway Club Inc.

CALOUNDRA/GOLDEN BEACH. – QLD. April 14, 2018. Please note change of date. The Caloundra and District Model Railway Association. Arts Centre (North Street opposite the Oaks Oasis Resort). 8.30am-1.00pm (Sat) Items including locomotives and other rolling stock and scenery items. A Thomas layout for children to operate and the Club's HO T-Trak modular layout will be running. Free admission. Sale table bookings (07) 5491 9213, (07) 5479 0339

BRISBANE – QLD. April 21 & October 20, 2018. At AMRA Qld. Branch Inc. club premises, 20A Murphy Road Zillmere 9.00am-3.00pm. Table sales, layouts running. Entry by gold coin donation. For bookings and/or table hire Bruce Meiklejohn 0433 440 031 or bruceian58@gmail.com

The Council of Adult Education Arts Train

After reading *Gallery: Modelling the VR 'Weedex' Train* in AMRM Issue 328 (February 2018) I was reminded of another VR train that would make a great model. Once a familiar sight around the Victorian railway system, when Victoria had an extensive country rail network, was the Council of Adult Education's Arts Train.

The train was formed from four converted 'swing door' passenger carriages, covered in aluminium cladding, with a guard's van on the end with a generator in it to power the carriages. The train operated from the 1960s through to the 1980s, but was ultimately replaced by a truck. This inevitably brought an end to the program because of the truck's lack of flexibility and capacity. The train was stored and maintained at Newport Workshops between tours to country towns.

The train played an important part of taking programs like ceramics, jewellery making, painting and drawing, lead lighting, wood turning, film making and photography, literacy etc. to country locations. Professional artisans were employed to teach these skills to people in towns along the rail corridor the train toured and country people would also follow the train from town to town. It was an amazing sight to see the Arts Train pulled into the town's railway sidings and cars parked all around the train and all the carriages filled with the residents of the town and fully engaged in the program of their choice.

The train was very distinctive and eye catching, whether attached to the back of a freight train or, on occasions, being hauled by itself by a locomotive or just sitting in a siding. The train played an important part in the life of country towns and strong relationships built up between the residents and the on-board artists.

The artists were regularly treated and invited into townspeople's homes for a good feed and hospitality. In Bealiba, when the train was in town, a pool tournament originated at the local pub between the artists and town locals that went on during the time of the train's stop in Bealiba, into the wee small hours past closing time! By the time the train left the town the artists had knocked up a good and sustained victory over the local team.

The unions had a great regard for the train and would inform me, as the Arts Train Manager, of impending union action and if there was a strike the only thing moving on rails in Victoria would be the Arts Train! The Newport Workshops would also prioritise any maintenance on the train and bump it up the list for maintenance over other work in the workshops.

Similarly, the Public Relations Manager of Vic Rail was a woman by the name of Elizabeth Alexander, who had been Winston Churchill's private secretary during WW2. She provided exceptional support in the media for the promotion of the Arts Train's tour across the regions it visited.

Any Victorian layout of the period set in the country would not look right or complete without the inclusion of CAE's Arts Train in the sid-

ing of the local railway station, or attached to the back of a freight train. It would be a good project for the keen modeller of Victorian rolling stock.

Scott Ramsay
Public Relations Manager
Rail Revival Alliance Victoria
Bendigo Vic 3550

If anyone has photos or other details of this train, please send it to us for publication, it sounds interesting – Editor.

Cars on Layouts

I was recently browsing through a few AMRMs from 1989 when I reacquainted myself with Max Chaseling's series of articles on upgrading model vehicles for layouts. All of the points that Max made are still relevant; if there is one thing that really annoys me it is seeing an incredibly scenicked layout ruined by the presence of model vehicles with those awful 'Hot Wheels' on display on the roads and, yes, even layouts featured in the pages of this magazine.

It's a pity that nowadays even old stalwart manufacturers, such as Matchbox, have adopted these wheels to enhance the 'play value' for children, but even some of the better looking models also suffer from this problem. The situation can be quite easily remedied by simply painting the wheel centres a relevant colour to get rid of the chrome mag wheel look, so enhancing the vehicle's appearance.

Now there are a lot more vehicles on the market that have been designed for layouts and to the correct scales, but they can be a bit expensive, so if you're modelling on a budget it pays to check out variety stores, op shops, antique markets and model car swap meets. Over the years I've found a few little gems at a reasonable price that, with a bit of detailing, can be turned into quite good looking models rather than toys. If you're modelling a particular period then don't go placing any old vehicle on your layout.

Australia for example in the 1950s and 1960s was pretty much dominated by the British marques, particularly in heavy vehicles, [And the local manufacturers, Ford and Holden – Editor] before the American, European and Asian manufacturers came to prominence on our roads. If you're striving for authenticity, then choose carefully among European designs, as many never actually made it to Australian shores.

One type of vehicle that you don't often see represented is ex-military ones. During the Second World War there were many British and American trucks and tanks that came to Australia which, post-war, were made available through government auctions to haulage contractors and farmers. Stuart and Grant tank chassis were used as agricultural tractors and in the mining sector while trucks like AEC Matadors, Chevy Blitzes, Bedfords, Diamond Ts and G.M.C. vehicles were quite common.

Kit manufacturers such as Airfix, Revell and

Hasegawa have vehicles in their ranges that would be quite suitable for Australian layouts set in the period from the 1950s through to the 1970s. In his 1989 articles, Max also points out that distressed or damaged models should not be overlooked, as they can form the basis for a rejuvenated model as either an abandoned old faithful that's reached the end of its working life in a paddock or wrecks parked up behind a garage.

I think it's important not to look at something as it is, but for what it could be and thanks to Max's articles and my own observations I've been able to make some good models using bits and pieces out of the junk box. The possibilities are endless with a bit of imagination and weathering!

Tony Carlin
Cheltenham 5014

Electronics for Model Railroaders Review

Thank you for the review of David Crosby's *Electronics for Model Railroaders* in AMRM Issue 328 (February 2018). Could you please let your readers know that the book is also available directly from David at the Aztronics stand at model railway exhibitions and also the Aztronics Store at 170 Sturt Street Adelaide. David also makes a range of various electronic kits for model railways, some of which are listed in Appendix viii at the back of his book. David has display modules on the Aztronics stand showing the operation of his many kits and he is more than willing to discuss their operation, plus help modellers with any electronic problems they may have.

John Packe
J & K Hobbies
Albury 2640

Helping New Modellers

After reading Bob Gallagher's *Comment* in AMRM Issue 328 (February 2018) it led me to reflect on recent dealings with my cousin's husband in northern NSW. When you are 2,000 kilometres away it is difficult to offer a lot of help. After modelling (or muddling) since before Issue 1 of the magazine, I had to think of how to answer the question; "I want to build a train set."

A quick search of the bookshelves uncovered a good collection

of the Peco 'how to do it' books, plus some other reference books, magazines and other literature. These were dispatched by post and followed up by a long email.

When you have your own preferences, what do you advise someone starting out? Do you look at Australian models, British or American, and then to what scale? If you want to start modelling an Australian prototype, there are no small locos available [*Not quite true, Les... – Editor*], most wagons come in packs, and then there are a number of states to complicate matters even more. Even if you do decide on which state system you want to model, you can't just buy one or two S wagons, or GYs, or U vans etc. [*Some manufacturers do produce single-packs and a number of hobby shops do sell individual items from multi-packs, but you may have to ask... – Editor*]

After my questions the reply was that he was interested in a Hornby *Flying Scotsman* set to use with the grandchildren. This started to narrow the interest area and to think that smaller locos and wagons would be a good starting point.

My first suggestion was to buy the Peco *Your Guide to Railway Modelling and Layout Construction* and the Peco *Setrack OO/HO Planbook* as a starting point. One of our local hobby shops had closed down, so I was able to purchase a number of different Hornby wagons at a good price, as well as some buildings and other parts to post to him. A friend was clearing a large collection of locos from an estate so it was also possible to pick up a good selection of models at reasonable prices.

Luckily he has family in Newcastle, so a visit to hobby shops there led to the purchase of a basic Hornby set that was a good starting point, especially for the grandchildren to get started with. So, now there is track on the baseboard and trains to run.

On another matter, Ron Cunningham, in his article *Modelling 'Trains' – A Re-Think* in AMRM Issue 327 (December 2017) mentioned a regular train working that John Eassie observed as a student at Meadowbank Boys High School.

I also attended this school, in 1965. Some classrooms had better views of the Short North line to view the passing rail traffic. At the

time there were still the loco-hauled country trains, a varied selection of freight trains as well as a wide variety of single deck suburban cars. A regular working was the Standard Goods locomotive and van from the pickup goods that shunted the private sidings from North Strathfield to West Ryde. Usually it was engine and van so the loco could take water at West Ryde and then run around the guard's van for the trip back.

Most loco-hauled freight trains and country passenger trains were headed by 46 class electrics, but there were occasional bright spots. Freight trains hauled by AD60 class Garratts were common and sometimes double-headed with a 36 or 59. Transfers of 38 class from workshops to Broadmeadow were still common and they were worked to and from the north on freight trains.

Not good for scholastic achievement, but they were interesting times!

Les Fordham
Sturt 5047

Maldon

I really enjoyed Rodney Barrington's article *Prototypes Worth Modelling: Maldon* in AMRM Issue 328 (February 2018). As a member of the Victorian Goldfields Railway, I had often thought the interesting operational features of the railway would make a great modelling project.

In his extended version track plan, Rodney noted Pollard, the only station between Maldon and Shelbourne. This station had a very interesting operational method that would be great to model on any layout. Pollard did not have a siding, so if Farmer Brown desired a GY to load with hay, the GY would be attached to the Shelbourne train, trundle through Pollard then on arrival at Shelbourne the train would be shunted for the return journey with the GY for Pollard behind the guard's van.

At Pollard the GY would be uncoupled from the guard's van and left on the main line (chained to the rail by the guard). A week later and with Farmer Brown's GY loaded with hay, the train running under special regulations would approach Pollard and couple the GY in front of the tender (the loco usually ran tender first) and continue on to Shelbourne pushing the GY. At Shelbourne the train would

be shunted, ending up with the GY in its correct location for the trip back to Maldon.

Tony Sedawie
Bendigo 3550

Branchline Ramblings and S Trucks

Ron Cunningham's *Branchline Ramblings* article in AMRM Issue 327 (December 2017) raised some interesting items, some of which I feel need to be commented on. First off, though, in no way am I saying that observations from anyone are wrong, as many aspects of train operations very much depend on different times of the year, seasons and the like, also the era of operations which were very fluid to say the least.

I applaud much of what is said and is happening in the model railway realm, with the move towards more prototypical operations and the like. Many modellers, like me, rather than merely having a large fleet of models and just running trains with items that they like, are actually trying to model what happened in real life and are even limiting their operational time frames. I have decided on the period circa 1955-58, which also helps beat the temptation to purchase models not of that period, no matter how attractive!

To help in modelling accurately, it's often helpful to obtain official timetables and local appendices, as these provide much information on train operations, especially as to such things as loads applicable to the various locomotive types and the types of trains that ran. That is especially important when modelling a specific area, such as Ron is doing with *Werris Creek*.

The Working Timetables (WTT) often recorded changes to train numbering (without printing a whole new edition) by means of weekly notices issued at all depots, requiring drivers and other operational staff who were issued with the WTT to make the changes to their own copies.

Personally, I worked as a fireman out of Enfield depot from late 1964 until just after the end of steam on the Short South to Goulburn, working on many trips in both directions, on both steam- and diesel-hauled trains, same on the Short North through to Port Waratah and the Western line to both Lithgow and Bathurst. At the

end of 1969 I transferred to Werris Creek with a month on loan at Parkes when the standard gauge was opened from Broken Hill into South Australia. I remained at Werris Creek until returning to Delec in 1971, staying there until appointed a driver on the ETR [*Electric Train Running section – Editor*] in 1976.

In my second stint (at Delec) I saw out steam to the Short North, working on most types of train and on all classes of steam locomotive in service at the time. In 1982 I returned to Werris Creek where I stayed until being medically retired at the end of 1988. During those years, especially at Enfield and Werris Creek, I was very much able to witness the regular (and non-regular) trains that ran into and out of Enfield yards, at all hours of the day and night and weeks of the year.

Over those years, I also headed out to capture on film the remaining years of steam operations on those same lines (sadly not enough of those trips, though). One thing I noticed over all those years of work and photography was that the traffic patterns were wide and varied, and unless set types of train ran, such as bulk wheat or coal in the various areas, most of the trains rarely were the same on a consistent basis, especially when it came to such things as anything akin to daily empty S type wagon workings, with a couple of notable exceptions, the exceptions being on the Northern lines.

In one part of the article there is mention of trains out of Enfield to Dubbo (and to Goulburn) which also consisted of empty S trucks. Ron says that these were daily workings and gave the time of departure from Enfield of the southern train at 11.12am. That was the scheduled departure time of 335 South when it departed from Enfield, with an earlier departure when leaving North Strathfield, a detailed account of which is found in *Byways of Steam*: 29. A second daylight departure was 337 South that left Enfield at 12.10pm. Neither of these trains ran during the period of the Campbelltown electrification project (1967-1968). In fact, all scheduled goods trains were altered to depart prior to the morning peak and not resume until after the evening peak during that time.

In the same way the Western line had few trains ex-Enfield after 9.00am (generally nothing until later in the afternoon). I certainly have no memory, nor have I seen photos, of such workings mentioned. Again I am not saying that such workings did not occur, but were rare and conditional type trains of which there were many.

When one considers the working and the loading used in S trucks over the years such as wool, hay, fodder transfers, timber/sleepers, construction timber off the North Coast and empty oil drums, empty wagons more often than not came as a result of loaded wagons heading to the regions. One commodity that was very regular was empty beer kegs for Darling Harbour, but they also were all part of the circle use of S trucks. The beer kegs when full were transited in louvered vans with sealed doors, for obvious reasons, both ex-Darling Harbour and some other beer from Canterbury, again in sealed and locked louvered vans. Therefore, in most towns that had goods sheds, they would be after empties, but would also have loaded wagons that would be used for traffic out of their shed, often needing more, or have them spare awaiting loading.

From my time at Enfield and working 335 South, along with many other trains, outside of block loads of bogie wheat hoppers and empty car carriers, I never worked a train with a full load of empties of the type suggested; closest was a long string of RUs behind a 36 class one night in 1966. I would therefore suggest such working would have happened infrequently on a weekly basis let alone a daily basis; the photo at Exeter shows what is really a rare event.

One regular Southern train that often had empty wagons was 369 South that left Darling Harbour at around 7.30pm and ran via the goods road to Enfield South where a fresh crew took over to Goulburn, as the engine came out of Eveleigh. A check was made of coal and it was often low, to the point where the load ended up in the DD section at Enfield North with the engine being run to Loco and fully coaled before heading south, at least an hour's delay, with everything going right!

Consider also the aspect that wagons were often returned to

Sydney as empty owing to orders being received from clients for loading back to the regions. What that meant was that empty wagons could be found on both down and up trains.

There was one line that did have regular empty loads of S trucks out of the Sydney area, and that was the Short North, with one train in particular returning S trucks from Ashfield for Morandoo, to be loaded with coiled wire for unloading in Ashfield yard. The empty wagons were taken to Enfield, as required, by suburban trip trains in the afternoon and evening outside of the peaks, the down train could often pick up more wagons at North Strathfield as well. This train (659N) worked ex-Enfield around 1.30am Monday-Saturday. There were also other long, empty consists of S trucks that worked to Sulphide Junction for the loading of superphosphate at different times of the year, but very much seasonal in nature.

Trains worked with a long string of empty wagons, such as the S truck, through to Werris Creek and Armidale from Broadmeadow were even rarer. This was mainly caused by the length rather than the weight of the train ascending towards Wingen, but more so from Murrurundi to Ardglen, owing to the load for a Standard Goods engine being only 360t, meaning no more than 42 S trucks (plus brake van) could be hauled, and that was a struggle around the curves above Pangela for a single engine. However, what needs to be looked at is the maximum length load (=40) for a Standard Goods engine unassisted (equal to 40 standard length four-wheel wagons, including the brake van, which was =2 for the bogie vans). An empty train =40 weighs 326t, which was 34t short of the 360t maximum for a Standard Goods engine. Similar restrictions applied to trains on the West, especially on Tumulla Bank and the 1 in 40 grades west of Orange.

What I found on all lines, in the depots I worked at, was that trains generally had full loads rather than just empties on them. Long empty trains, even when under the load for that particular class of locomotive, taxed the engines as a large portion would be dragging around curves. The 59 class photo shows how far away from the Exeter S

bends it was and likely the van would have been a distance behind. Full loads, such as the block load of loaded rail tank cars (including cover truck) I worked once with a 38 class was a breeze compared to a long empty train in terms of rolling resistance. A reason why most trains in the 1960s that conveyed empties had them at the rear of the train, behind the loaded vehicles.

The point I am trying to make was not the aspect of empties overall, as yes there were many empty train workings, north, south and west, as well as to the South Coast. Ron says that there was a daily working of empty S trucks to the west and to the south (335 South), which is not quite true, as the empties were not always just S trucks. I worked 335 South quite a few times, the last being in 1969 with 3664. On that last trip the train consisted of mostly empty wagons, mainly empty cement hoppers for Berrima Junction, with the remaining wagons on the front being loaded rail tank cars for Goulburn.

A full train load of empty S trucks to the West also is something that would have been very rare. In all my years at Enfield, in both steam and diesel days, I certainly never saw such a working. More often than not, even a full load of empties would include K wagons (and other open wagon types), but usually the empties were behind at least a few loaded vehicles.

The western working of empties, and not always a long load, was on the daily down morning daylight pick-up, which also conveyed the empty milk trucks from Penrith to Katoomba and Lithgow. The empties picked up at Penrith were placed on the engine (46 class), ahead of the loaded RTCs for the oil siding at Medlow Bath. (This siding was only partially wired and a set number of 'cover wagons' had to be on the front between the 46 class and the RTCs. As a precaution the rear pantograph was always dropped just to be sure.) This particular train was often a single 46 class load from Enfield to Lithgow and often did have empty S and K wagons on it.

In the 1960s, as steam gave way to diesel, so did four-wheel wagons give way to bogie types. S wagons, however, had a longer life as they were very convenient in

size for many types of traffic. A problem, though, was the speed limit placed on them and all four-wheel wagons, generally speaking, were restricted to 35mph, the same maximum speed as applied to the Standard Goods steam locomotives. As the decade rolled on, the operation of four-wheel wagons on the North Coast Line was progressively restricted, with the area north of Grafton being the first to be totally free of four-wheel wagons.

In regard to train 440N that Ron mentions (meat to Darling Harbour). Depending on which timetable and era is modelled, the said meat express was numbered 320/420 from 1964, a working that I was involved with when at Werris Creek and at Enfield (numbered 320 if hauled by steam, 420 if diesel-hauled). Train 320 ran on Mondays as a light load to Broadmeadow, hauled by 35 or 36 class, then diesel to Darling Harbour. The train departed Werris Creek at around 7.20am and picked up meat at Aberdeen. At Broadmeadow it could, depending on the load from the North, attach milk vans that had been collected from Muswellbrook, Singleton and Hexham, along with some off the North Coast. Some of these wagons, along with some meat wagons, were detached at North Strathfield, with a trip train taking the non-Darling Harbour bound wagons to their ultimate destinations.

Train 420 was the return of 419 North Express goods (ex-Darling Harbour) which ran to Wallangarra, taking empty meat vans to the various abattoirs. It also had empties for the North West, including

Gunnedah and Moree, detached at Werris Creek, forwarded on a down pick-up to Gunnedah and later placed at the abattoirs by the local shunting engine. Train 420 returned each afternoon from Wallangarra, with bogie meat and some fruit attached along the way. At Werris Creek, meat from Moree and Gunnedah was attached to the train (the loading had come in earlier off the overnight up (474) pick-up off the North West).

For the modeller, the old aspect of 'modeller's licence' can apply in so many ways, but it's also very hard to try to make a generalisation based on the odd photo or sighting of a regular train. The reason is simply that unless an urgent consignment has been ordered, it would be rare for a daily operation to be the same consist type, especially for S trucks. In fact, such a train could be an easy candidate for cancellation owing to any number of reasons; no engine available or orders in the regions being cancelled.

Frustratingly, I was never able to photograph steam of any sort on W44 (let alone the prized double Garratts) despite the number of times it had been recorded by others, as every time I went west to the Orange/Molong area it never ran! I felt doomed to never see such a working on the West, but on one weekend with the late Ian Thornton, we had two days along the line and were able to capture steam on the Forbes Mail in what turned out to be its last working behind 3652. However, the Sunday morning brought a huge surprise with 638 stock and goods ex-Dubbo being hauled by 6015 and 6040, both engine first. A regular

train with a heavier and longer general goods load than normal created a one-off working I was lucky enough to capture on film.

Colin Hussey
Raworth 2321

Wet Wacol

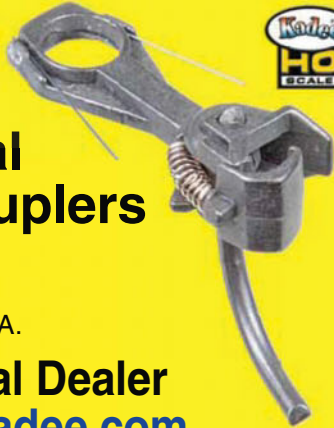
One of the exciting aspects about model railways is that there is always something new to learn – a new technique for modelling scenery, a different type of layout that could be built, another way of operating the trains, etc. Bob Harding's *Wet Wacol under Wires* (AMRM Issue 327, Dec 2017) raises two interesting ideas: firstly, the strategy of building a model of one location, Wacol in southeast Queensland, starting with the steam era and then progressively adapting it to the diesel era and now to the electric train era – one location with three eras of motive power.

Secondly, Bob has chosen to model a particular weather condition common in southeast

Queensland at this time of the year (December/January) – the just rained condition following a thunderstorm. Many contemporary Australian model railways reproduce the dry landscape of either summer or the inland west of the Great Dividing Range in the southern states. However, in coastal eastern and northern Australia a more luxuriant landscape is possible. Moreover, if one's model includes a river or creek there is the option of reproducing drought or wet conditions.

Bob has produced a great result. Some of the scenes from his layout are fantastic. I particularly like the two level crossing scenes. Indeed the second one (last photo on page 25) is so realistic that, if I saw it in another context, I would believe it was a photo of a real place not a model. Well done!

Michael Gourlay
The Gap 4061

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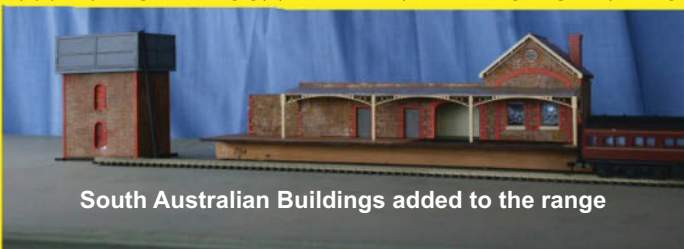
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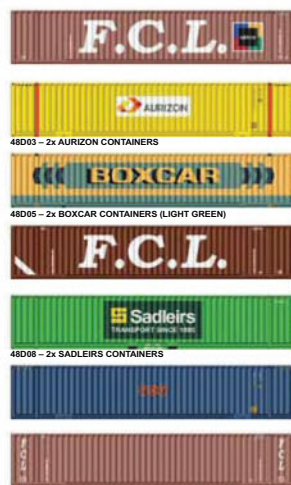
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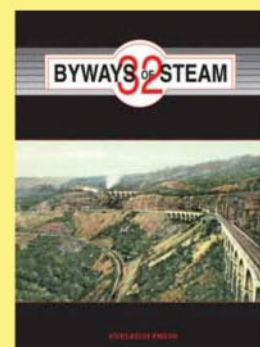
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Byways of Steam 32 includes coverage of the Steam Locomotive Depots at Wallerawang, Mudgee, Eskbank, Dunedoo and Coolah as well as essays on Ken Groves, the 26 class saddle-tank locomotives and Goulburn driver R K. Brown.

Byways of Steam 32 is scheduled for release in time for a December sale. This mammoth 232 page volume returns to the normal coverage of steam depots, locomotives and steam locomotive drivers.

- **Steam Locomotive Depots in NSW:** Wallerawang, Mudgee, Eskbank, Dunedoo and Coolah. In these essays, rail historian Ray Love covers the steam locomotive depot scene after the crossing of the Blue Mountains with the completion of the great Zig Zag into Lithgow. Commencing with the first depot opened, Wallerawang, Ray describes the history of the construction of the depot, the building of the infrastructure and the steam operations up until the time of closure. Interspersed throughout the detailed text are photographs and track diagrams.
- **Kenneth Thomas Groves.** Ken joined the Railways in 1943 and rose through the ranks of a steam engine crewman until he was a driver capable of handling the mighty 38, 57, 58 and AD60 classes. Stephen Halgren briefly describes Ken's career illustrating his work with photographs from Ken's collection.
- **An Eye for an 'I'.** Most rail historians have a favourite locomotive and author Ian Wallace unashamedly favours the Dübs-built, NSW I class, the 2-6-2 saddle tank engines, reclassified as the 26 class in 1924. Ian has dug deep in many photographic collections to cover this 20 strong class that saw sterling service in NSW.
- **Out Of Goulburn.** In 1954, a 24-year old Keith Brown commenced work on the NSW Railways at Goulburn depot. From his 'My Railway Life' story, the essay covers the many tasks performed in a large railway locomotive depot in the post WWII period, when steam was still king.



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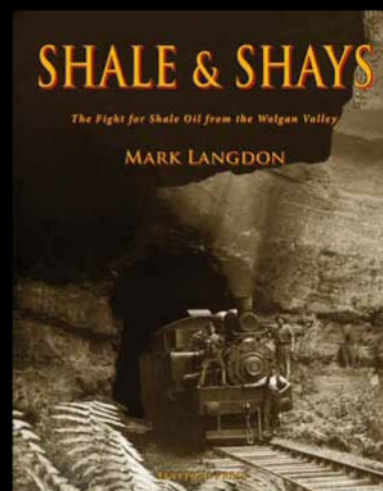
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Mark Langdon, an upper Blue Mountains resident and trained historian, presents a fresh look at the exhilarating shale-oil mining days of 1906–1932 in the Wolgan Valley in New South Wales. Researched from existing company and government documentation and newspaper reports of the day, the book begins with the story of the Commonwealth Oil Corporation's inception, financed and run from the London offices, continues through the building of the works at Newnes and the railway to Newnes Junction, and rounds out with the final days in the 1930s, when the fate of Newnes resided in the hands of the Commonwealth Government and National Oil Pty Ltd. The work includes the decline of the C.O.C. and John Fell's becoming the owner. The problems faced are covered in detail, as is the life of the miners and residents living in the valley.

Special attention has been given to the railway – locomotives and rolling stock – including exhaustive research detailing the building and use of the railway that carried the precious shale and oil to the main N.S.W.G.R. Western Line at Newnes Junction and then on to Torbane in the west and to the Sydney export seaboard. Each vehicle type built specifically for and purchased by the COC is covered, with a history and photos and a scale drawing of each vehicle type included. The work is rounded out with superb maps and a Phil Belbin painting.

The book is 279 x 215mm portrait, of 300 pages in size and includes three- and four-page fold-outs and gate-folds to best display the many pictorial images sourced. While most images are black and white, a number of available colour images have been used. Some of these images had been hand-coloured by the original photographer.



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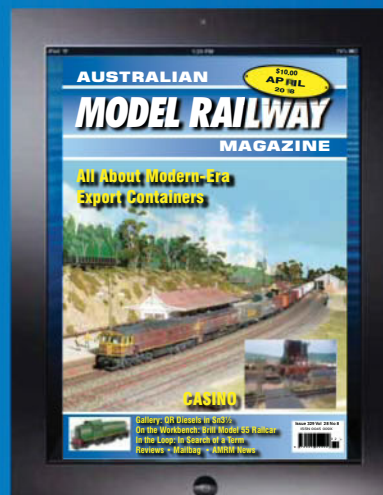
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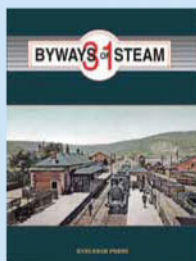
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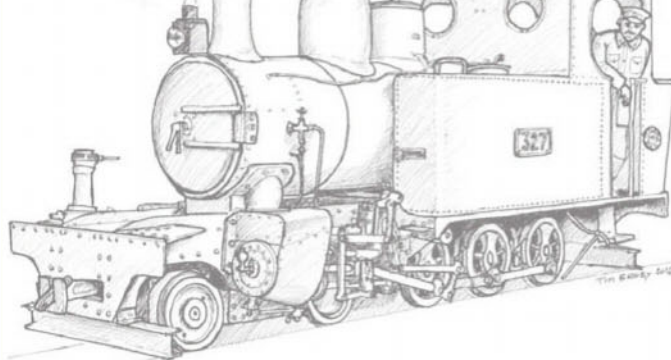
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