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MODEL RAILWAY

MAGAZINE

Goulburn/Crookwell



Scratchbuilding a NSW VHO Brake Van
Advertising Signs for Station Street
Make Buildings from Photographs
Reviews • Mailbag • AMRM News

Issue 334 Vol. 29 No.1

ISSN 0045-009X



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NR class Locomotive

In late 1997 National Rail Corporation out-shopped two NR class locomotives bearing indigenous design based on the work by Alice Springs artist Bessie Liddle.

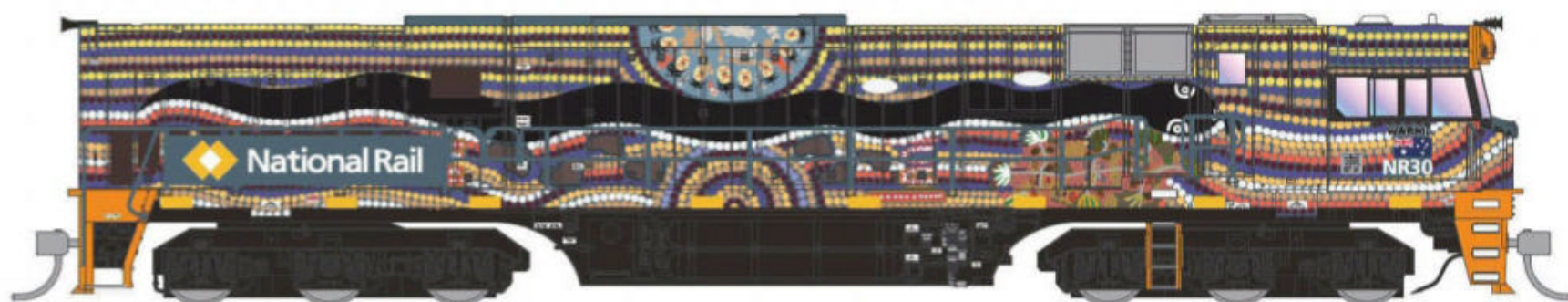
The first was launched in Sydney by Cathy Freeman in November 1997, Warmi NR30, featuring an Aboriginal Dreaming story. Decorated by Bessie after a Warmi dot painting showing a snake, bush tucker and women's footprints.

The second was launched in Alice Springs by Mark Vaile in December 1997, Kungara Mankurpa NR52, this design depicts the Star Dreaming story Seven Sisters. Decorated by Bessie, a dot painting showing the travels of the Seven Sisters and their pursuit by the Snake Man in Pitjantjatjara country.

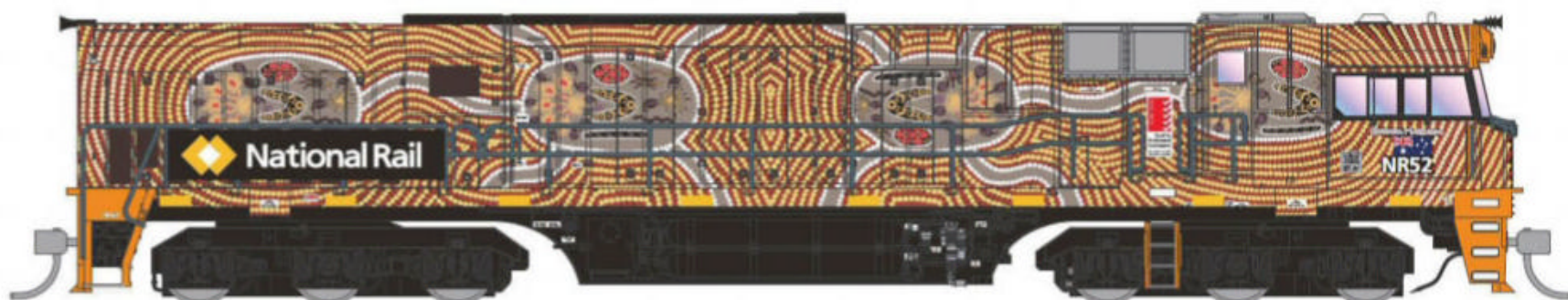
The production is limited to a total of 660 units across the 6 options and is fully licenced by the artists agency.



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Editor: James McInerney

Issue 334 Vol.29 No.1

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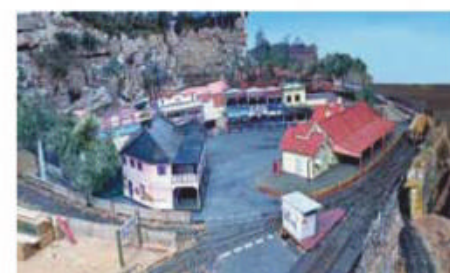
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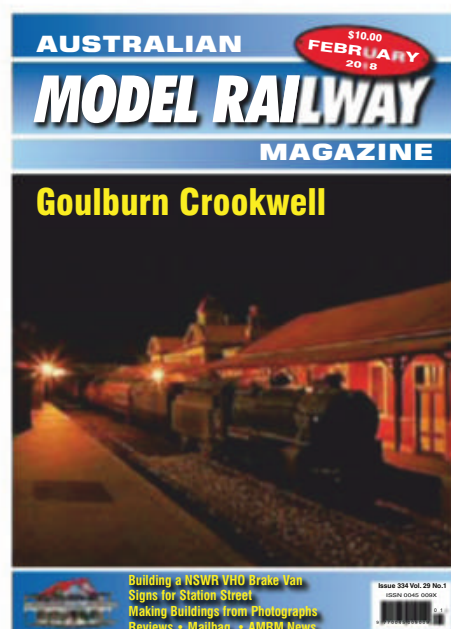


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ON THE COVER: Recreating a scene that occurred regularly at the full-sized Goulburn in southern NSW, 3662 pauses with the up Temora Mail in the pre-dawn darkness on Chris Fehlberg's HO scale version. A description of Chris's layout, depicting Goulburn and the branch line to Crookwell, appears in this issue. Photo by John Dennis.



Fulfilling That Dream

Reflecting on the early days as an adult in the model railway hobby can be amusing and educational. Initially, I was inspired by an electronic controller project in the magazine *Radio Television and Hobbies* (now *Electronics Australia*), which initiated a visit to a workmate Max, who was a budding NSW modeller. An introduction to copies of the, then, *Australasian Model Railroad Magazine* and an article by Les Fordham (*The Camden and Narellan Railway*) had me hooked.

The exciting days of tinplate Hornby of my childhood returned. Max had showed me how to make wagons and AMRM had an article on building a locomotive, so how hard could it be? That my workplace gave me access to metal cutting and bending equipment and tradesmen who could turn chimneys and domes was an added benefit.

So, for my model railway all I needed was a couple of engines and coaches, plus some goods wagons and buildings from around Camden. The lass I was courting lived not too far from Camden, so a few Sunday afternoon drives for a milkshake and some photos was not too much trouble. The railway had only been closed a couple of years so there was still a lot of infrastructure around.

Regrettably, a copy of *A Century Plus of Locomotives: New South Wales Railways* was on hand and constant reading created new desires. Also copies of the Australian Railway Historical Society *Bulletin* became much sought after. While both gave further detail of the operation on the Camden branch and also invited interest in other branch lines, trips to Albury and Adelaide introduced the VR and SAR. I had become a modeller of Australian railways, not just NSW!

Kitbashing a tank locomotive created contact with AMRM, which later saw scale models of the first Camden tram eventuate, but my interest had broadened, maybe too much. My first NSW layout had a main line and four branch lines in a 12' x 12' (3.6m x 3.6m) room. Unnaturally sharp curves saw my first brass locomotive purchase hit the deck, so a larger room was in demand.

Attending an early *Modelling the Railways of NSW* convention reminded me of the need to restrict my interest through a Ray Love presentation (*Know Your Era*). I accepted that four-wheelers should only run with steam engines and early diesels, that scratchbuilt VR GY wagons should not be marshalled among a string of NSW S wagons. But, these models had been lovingly built; they meant too much to me to be disposed of.

The day eventually came when the garage was extended and a large L shaped model railway became possible. Although the NSW main line and branches were rebuilt, there was no place for the Camden branch, nor for the Victorian and South Australian rolling stock. NSW operation 1930s-style was scheduled. So the VR and SAR models went into the storage cabinets, along with the 81s, VR R, X, Y and C and the SAR 930. Maybe, they can come out on another day was the thought.

Then the day of Chinese mass manufacture arrived. The possibility of having long trains of NSW coal hoppers and open wagons without having to build each wagon was a reality. Online auction houses permitted the reduction of the number of unbuilt kits and unwanted locomotives. Fortunately the Y and 930 found homes on the layouts of close friends and, only recently, new homes were found for a number of prized scratchbuilt wagons. Even so, the parting was reluctant.

But what of the Camden branch? What to do with the locomotives and the coaches? The Camden branch was not forgotten, for friend Ian built a model of the distinctive Camden milk depot. It found a home at one of the country termini. Locomotives 292 and 293 are operating the coal mine and the coaches have some work on the system. But my love of the actual Camden Branch will have to be limited to layouts built by others and social media pages such as *Camden to Campbelltown Railway* (<https://www.facebook.com/groups/629757650730673/>). The enjoyment, however, remains...

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The Annual Membership Fee for SCMRA is \$60.00 from March to February and the Joining Fee is \$20.00, which includes the membership data pack. Applications must be received by the first of the odd month to meet our mailing list deadlines. For applications received between the 2nd September and the 2nd January the Half Annual Fee is \$30.00 plus the (\$20.00) Joining Fee (does not include October issue of AMRM). All fees are GST Inclusive.

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October 2019	9.8.19	20.9.19
December 2019	4.10.19	15.11.19
February 2020	29.11.19	17.1.20

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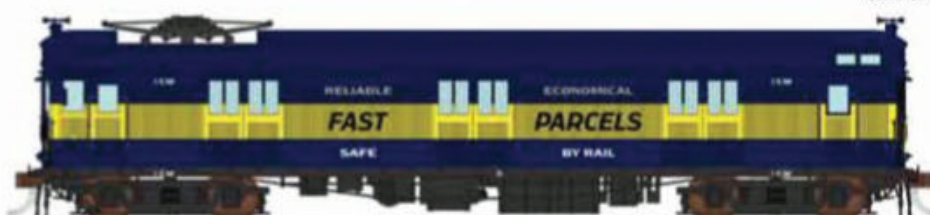
Tait - VR Carriage Red with Disc Wheels & No Signs



CM Parcels Van - VR Carriage Red



CM Parcels Van - VR Carriage Red Fast Electric Parcels Delivery



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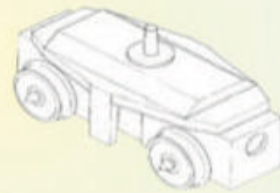
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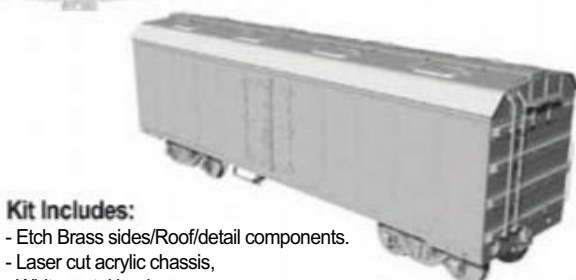
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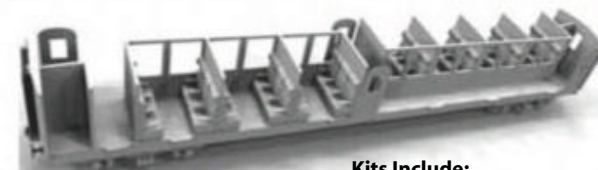
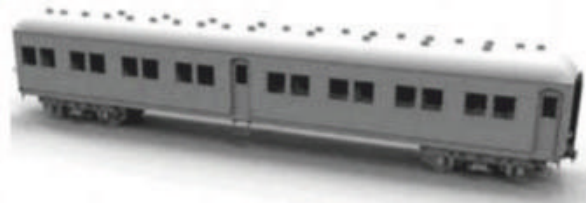
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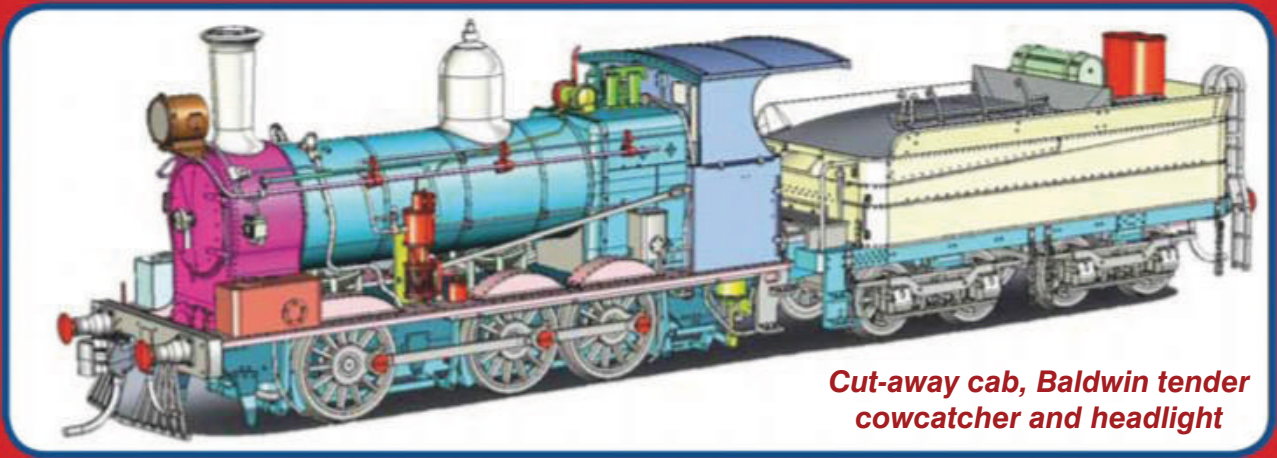
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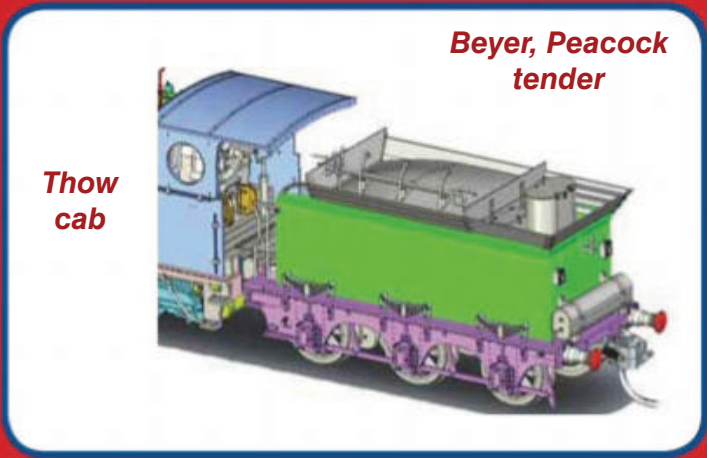
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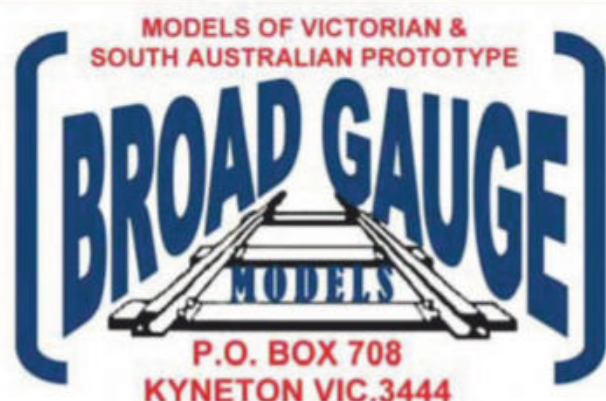


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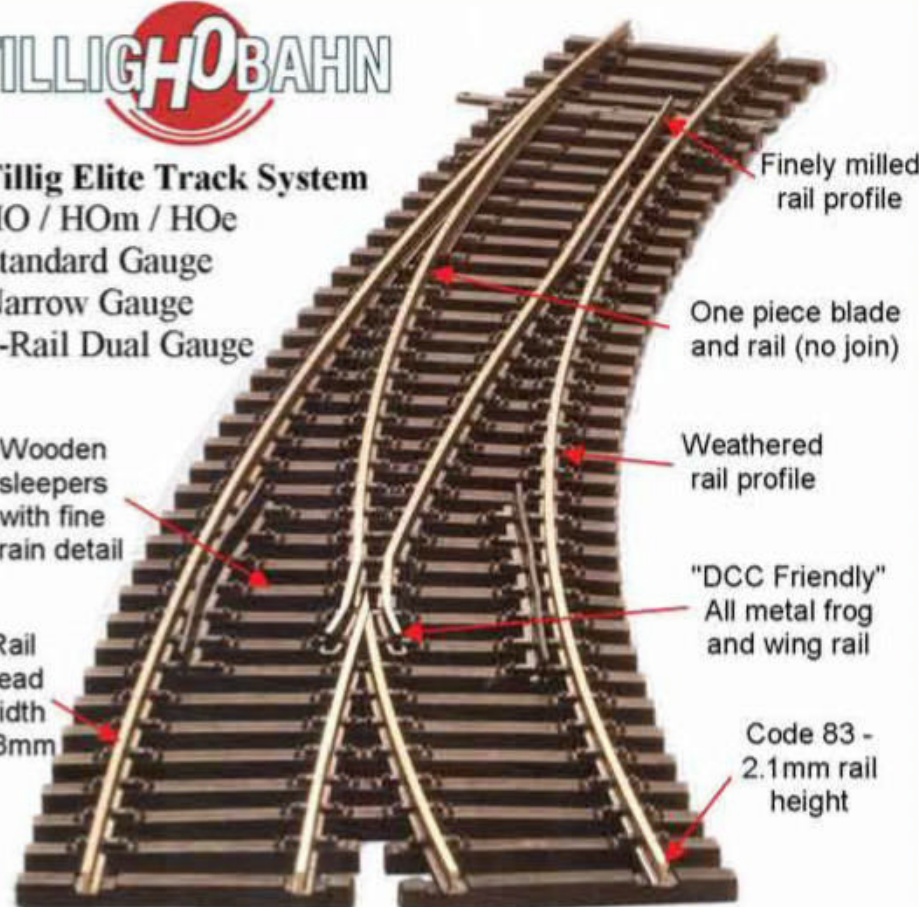
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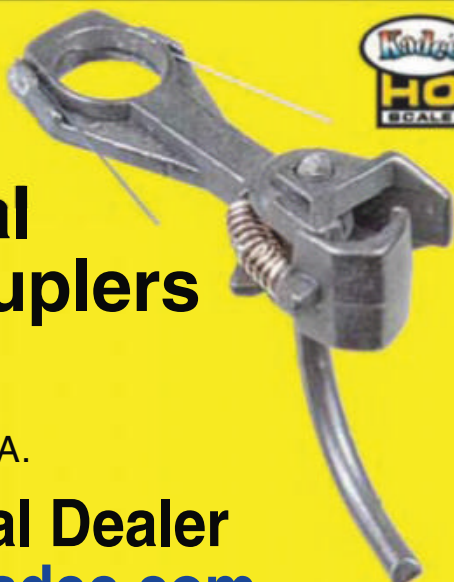
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Coming soon is a 'Do It Yourself' decoder installation guide which will be available initially for popular models through YouTube or similar format.

Please Keep Checking the website's new 'Locos for Sale' page. Sound/Motor decoders etc, are still available, checkout the prices. Don't forget to watch a video as well.

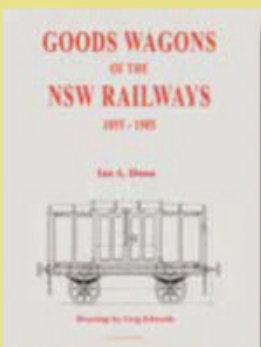
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After a quarter of a century in development, the book once titled The First Forty Years is now being printed and due for release in April.

The book title, *Goods Wagons of the New South Wales Railways 1855-1905* is an apt statement of the book's content. Author Ian Dunn, an established railway historian, has spent countless hours at State Rail Archives as well as working through detailed research by Don Estell, Bob Merchant, Greg Edwards and others to make the work as accurate as possible. Most known images of the rolling stock have been used to highlight the gradual growth of goods wagon fleet in the state owned railway system.

Enhancing these images are the HO scale drawings by Greg Edwards, the origin of which were the inspiration to produce the book which is sized to be part of Eveleigh Press' *Coaching Stock of the NSW Railways* series. The book is 368 pages in size, all known goods rolling stock are included as well as some of the privately owned wagons that ran on the NSW railway system is included.

To have a cover price of \$110.00 when released, the publishers are offering a pre-publication deal of **\$90.00** plus postage (\$10) to an Australian address.

This offer will expire the day the book is available, anticipated as early April 2019.

This offer can be obtained from the website: australianmodelrailways.com or phone: (02) 9311 2036, fax (02) 9661 4323 or by using the form on page 70 of this issue of AMRM and posting to

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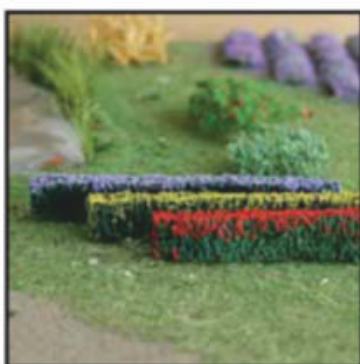
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▲ A long Sydney-bound wheat train, headed by 5713 and consisting mostly of four-wheel RU hoppers with some BCH bogie hoppers towards the rear of the train, gets underway after an engine change, recreating a scene that was commonplace at Goulburn from the 1920s until the last of the 57 class were withdrawn in 1961.

▼ The very first CPH railmotor to be delivered, CPH3, stands outside Crookwell's A5 station building, waiting to depart to Goulburn.

◀ A short train conveying superphosphate, once a mainstay of Crookwell line traffic, arrives at the terminus behind Standard Goods locomotive 5212. Prior to dieselisation in January 1963, trains in the post WW2 period were hauled mostly by 32 class locomotives, with assistance from the occasional 50 class.

Goulburn/Crookwell

Chris Fehlberg recounts the story of his HO scale home layout depicting the major NSW station at Goulburn and the branch line to Crookwell. Photos by John Dennis.

Moving to Canberra from Tasmania in 1970 brought me into contact with a computer operator who had a fabulous collection of American Pennsylvania Railroad HO scale models. Through him I was introduced to the Canberra Model Railway Club, where all sorts of layouts were in vogue, including rudimentary Australian. I dabbled in N scale Pennsylvania for a while, before returning to Tasmania in 1984. Through another work contact I was introduced to John Fielding, an avid modeller of the NSWGR in the 1950s. By 1989 my wife and I had moved out into the country, where a layout featuring the area around Moss Vale/Mittagong was constructed up in the roof cavity of a little old cottage – difficult to build and uncomfortable to operate. We sold the house with the layout intact and, as far as I know, it is still there!

Layout History

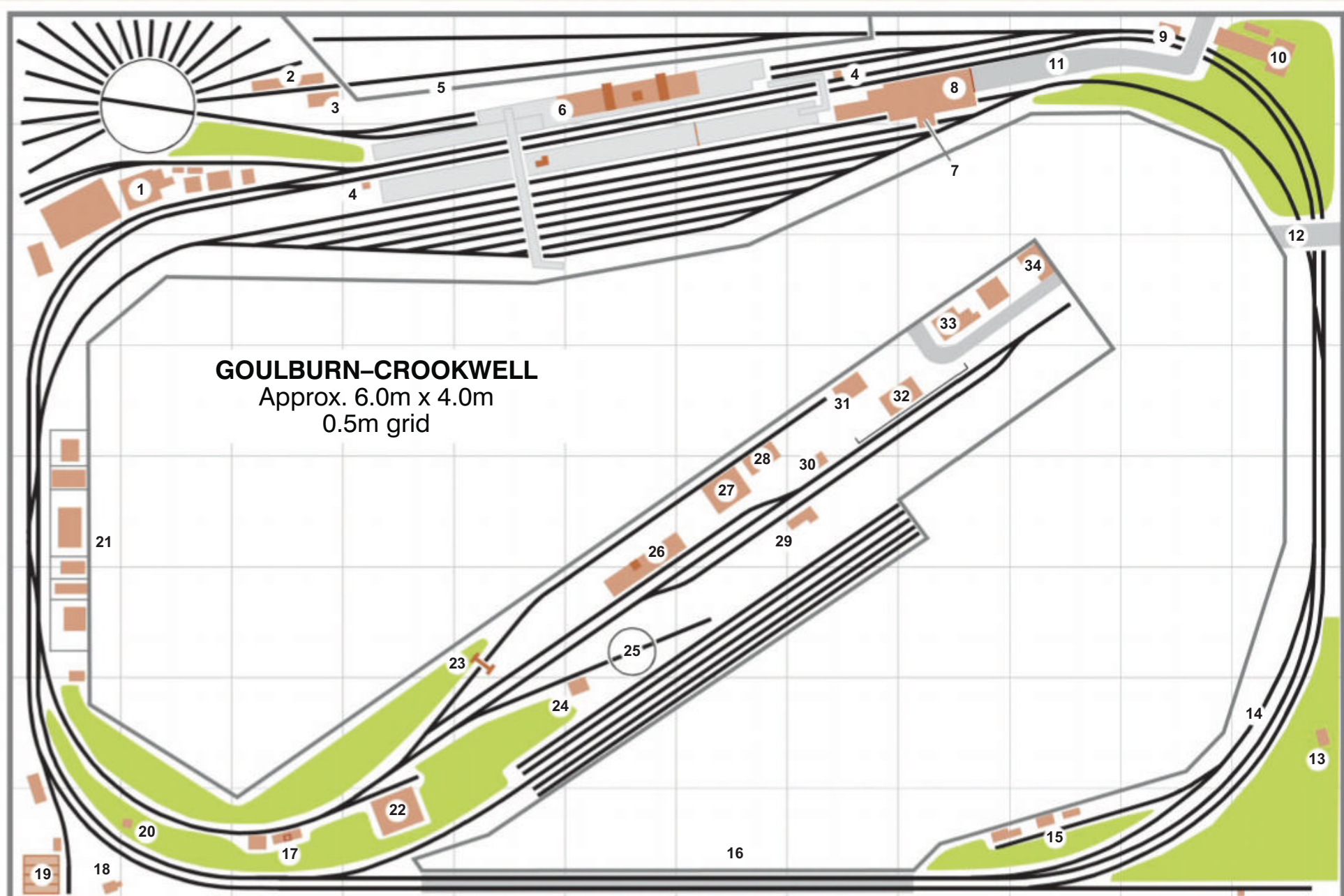
When we bought a house back in the city in 2001, we had a room in the back of the garage for a layout. This room had been set up for growing an illicit crop of illegal vegetable matter, so we simply modified it to suit an addiction of a different kind! We were travelling back to Canberra regularly to see family and friends and soon realised that the

branch line to Crookwell presented an opportunity for a layout.

We installed a main line around the room, crossing the Mulwaree Ponds viaduct and passing through a staging yard, with the branch running off to Crookwell. After some time, I decided to modify the layout. Because I wasn't really using the staging yard as such, it became the Goulburn South Yard, so then Goulburn station needed to be built. This required some research! We had to book a flight from Hobart to Sydney, a train trip from Sydney to Goulburn, a table at a restaurant, plus accommodation close to the station. The two days around the dinner were spent photographing and measuring (with permission of course) every possible thing we thought we would need to build a model of the station.

Because there was no way to see the detail of the former goods shed from the rail side, on a subsequent holiday we found ourselves travelling from Sydney to Melbourne on the XPT. As we approached Goulburn, two cameras were at the ready and we captured every detail we needed to reproduce this building as well!

The period selected to model was 1960, although this year gets stretched a little at times. Pretty much everything I run could have happened in 1960, however.



LEGEND:

- | | | | |
|-----------------------------|------------------------------|----------------------|---------------------------|
| 1 per way workshops | 11 Blackshaw Road | 21 houses & shop | 28 cattle yard |
| 2 coal stage | 12 Phillip Street bridge | 22 sawmill | 29 fettlers' shed |
| 3 water tank | 13 St James' Anglican Church | 23 gantry crane | 30 toilet / lamp room |
| 4 water column | 14 down refuge | 24 water tank | 31 hall |
| 5 background behind station | 15 ballast quarry | 25 60-foot turntable | 32 Crookwell station |
| 6 Goulburn station | 16 Mulwarree Ponds viaduct | 26 goods shed | 33 station master's house |
| 7 Goulburn Station box | 17 Woodhouselee | 27 sheep yard | 34 garage |
| 8 'through' goods shed | 18 church | | |
| 9 Goulburn North box | 19 oil depot | | |
| 10 Connolly's flour mill | 20 windmill | | |

from a sketch by Chris Fehlberg

© Pete Grant 2018



▲ No.14 South, the up 'Goulburn Day Train', hauled by 3662, passes Connolly's flour mill as it gets underway at the start of its journey to Sydney.

➤ A view of most of the layout room. The end of the Mulwaree Ponds Viaduct can be seen at the far left, Crookwell is in the foreground while Goulburn station itself is at the rear, behind layout owner, Chris Fehlberg.

At A Glance

Scale: HO

Prototype: Goulburn NSW

Period: 1960 steam/diesel transition

Layout type: Continuous home layout run with branch line terminus

Layout size: 4.0m x 6.0m

Rail height above floor: 1.3m

Baseboards: 16mm MDF on 42mm x 42mm pine supports

Track: Peco code 75

Control: DC cab control (two dual control power packs plus two single power packs)

Buildings and other structures: some kits, mostly scratchbuilt

Scenery: Carved styrene foam formation, sieved 'fat' sand base, mainly natural plant trees, hand-painted backdrops

Locomotives: Kit-built and r-t-r

Rolling Stock: Kit-built and r-t-r

Builder: Chris Fehlberg

Subsequently, I built a separate layout of Crookwell, to be used at exhibitions.

Then we made the decision to move from Tasmania to Victoria, largely because all of our children were living on the 'north island'. We found the perfect house for us, but it had no space for a layout. My wife insisted I had to have a proper place to enjoy my hobby, so a garden shed was selected for the back yard. I had already planned a possible layout of 4m x 6m (Yes, I love neat numbers!), so the shed had to be specified at the non-neat numbers of 4.454m x 6.352m to allow for cladding, posts, bracing, internal framing and plastering. How the layout space turned out to be within 5mm of the required 4m x 6m rather impressed me! We organised one of the doors to line up with a window at the back of the house, so after the shed was finished the window was taken out, a new door put in and an enclosed passageway built. So it is now a part of the house, very convenient!

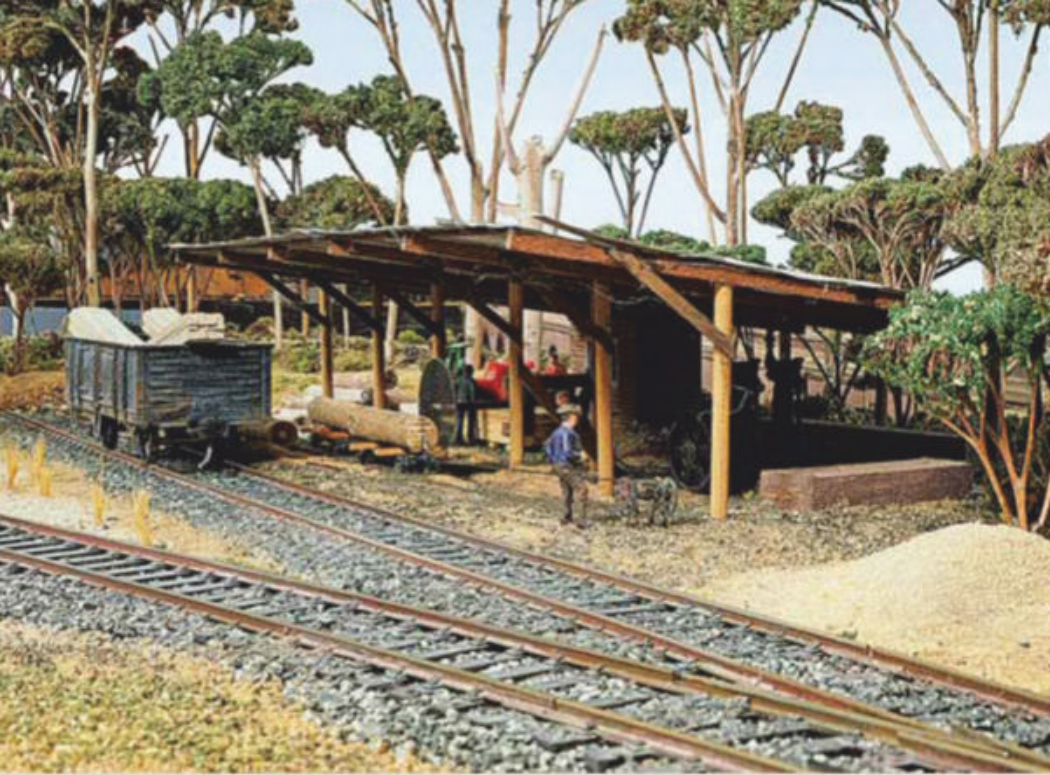
Design

Yes, I did want a continuous track (not that it's prototypical), so I could leave trains running for a while. Although I don't have operating sessions as such, it appears that running locos regularly keeps them in better condition!

I had built the Mulwaree Ponds viaduct some years before. It took about eighteen months to complete and I did want to use it. It is a full-scale model, over 2m in length. We brought it from Tasmania in a 300mm plastic sewer pipe, carefully packed to endure the rigours of moving. The viaduct was the first piece of infrastructure put in place on the wall and then the rest of the baseboards followed.

The station was well underway when we moved, with just the completing of the buildings on Platforms 2 and 3 to be done. With the station (scale length platforms, plus buildings) on one side of the room, and the viaduct on the other, the completion of the circle fell into place.

Ah, but what about Crookwell? How could I use it here? It consisted of four 1.2m modules with one of the modules containing a 'turntable', hidden from public view, for staging trains at



Activity at the small sawmill near Woodhouselee sees the staff cutting timber and loading a K wagon with the resulting material for the booming housing market.

exhibitions. This, of course, would not be needed at home. The remaining three modules would just fit in, if I took a track off the main line and ran it diagonally across the room.

Goulburn's station buildings and platforms are to scale, but once outside the platforms I have gone a bit crazy. Desperate to fit in as much of Goulburn as I could, I started putting in other structures. Not having the room to place them prototypically, they have been put where I have been able to find space. This includes the original through track goods shed, the turntable (sorry, no round house), the coal stage, the per way workshops, Goulburn Station and North signal boxes and the William Connolly flour mill.

Then for interest, I have added branches off the main line for a fuel depot, a farm milk pick-up, a quarry for mining ballast, a refuge line on the down main for allowing faster trains to pass slower ones and a sawmill siding off the Crookwell line. Happily, the Crookwell Station precinct is pretty accurate with only about 40% compression, but outside of this I have 'done my own thing' there too.

Baseboard

The baseboard is 1.3m high. It is all level, perhaps a bit boring,



A scene that occurred at Crookwell on almost a daily basis during the steam era sees 3229 turning on the 60' Sellers turntable, prior to reconditioning. The locomotive had arrived earlier on a train of empty stock wagons. Once the wagons are loaded, the train will return to Goulburn where the vehicles will be added to a Sydney-bound goods for eventual delivery to Flemington Markets.



A view of Crookwell yard with the gantry crane prominent in the foreground and the locomotive water tank dominating the scene on the far side of the main line. Standing at the wool dump in the goods siding is 4823, one of Goulburn's 48 class locomotives, waiting for the staff to finish tarping the wool trucks that make up its short Goulburn-bound goods train.

but issues with even 1 in 60-100 grades on previous layouts steered me away from gradients. Hopefully, there is enough vertical relief with the viaduct, the cutting and substantial hills to break the monotony.

Framing generally consists of brackets formed with 42mm x 42mm pine. A vertical post against the wall from the floor, an arm coming out horizontally from on top of this post (some of these reach out 1.2m) supported by a brace back to the post, all screwed, is the system used for the larger part of the layout. I have a pet hate of knocking into legs that hang down from the edge of baseboards, so this system banishes that inconvenience. Is it strong enough? I have crawled across the baseboard without any problems. On top of these brackets I have used 16mm MDF for the whole baseboard. Where the track is close to the wall, I have used small steel brackets screwed to a piece of stud timber, screwed through the plaster to an internal stud or noggin. Cork was then laid before the track went down.

I had to find a way of supporting 3.6m of Crookwell branch line. I devised a 'pedestal' style support for this with heavy timbers and tapered feet to virtually eliminate the 'kicking into the legs' syndrome. I am pleased with the solidity of the whole structure. The only drawback is that entry from either the external or internal door necessitates a 'duckunder', which is OK so far, but may be a problem as I get older.



Trains don't just run during daylight... CPH3 stands next to Crookwell's deserted platform with an early morning departure for Goulburn.

Caught between runs, CPH3 is stabled at the end of the line while the local garage goes about its business and a school bus returns to the depot.



With two or three passengers on board, CPH3 heads off on the return trip to Goulburn, past the stock yards and goods shed.



Nearing the end of its fast journey from Melbourne, 4206 rushes across the Mulwaree Ponds Viaduct with the up 'Intercapital Daylight'.

Track and Electrics

All track is Peco Streamline code 75, including the points. There are only 900mm and 1.5m curves on the layout, which fits in with the medium and large radius points in use. It is wired very simply and even with this I needed guidance, being an electrical dunce. There are five sections on each main line, two in the yard, and just one connection to the Crookwell line.

However, I have managed to connect some sections to more

than one controller so I can, say, bring a train from Crookwell down to Goulburn station or the yard without having to stop and switch controllers. All points are hand operated. They are all very easy to get to, bar one, which is worked by a rod.

Structures

I love structures. I think I'm a frustrated architect/builder. Most of the houses are from Aus-Scene Models or LJ card kits



Returning from a day on the branch, 3229 wheels its short mixed train past the Shell depot and prepares to rejoin the main line at Goulburn.



Goulburn's distinctive goods shed and original Station signal box are modelled in prototypical juxtaposition to each other, but are located in the down yard on the model, rather than on the up side of the line as they were in real life.

Waiting for departure time in Platform 3 is 3229 with No.23 Canberra mixed. This regular train departed Goulburn early in the morning for Canberra, having connected with and attached the through sleeping car from the up 'Melbourne Express'.



and the timber church, sawmill and windmill are kits as well. The coal stage is a gift that was no longer required by the donor. Everything else is scratchbuilt. Plans were drawn out on paper first using photographs and measurements and the structures built from these plans. There is a real sense of satisfaction in completing a building from raw materials, but I discovered long ago that a nice new, neat, square structure is much easier to accomplish than one that is dilapidated and falling down.

Most structures were built on a solid base with a detachable roof. This means that when I came to light specific buildings they didn't have to be removed from the baseboard. Mind you, it is much more difficult to do it this way, but it fits in with my personal philosophy: easy now, hard later; hard now, easy later!

Scenery

I have made good use of Sedum Herbstfreude for most of the trees on the layout. Individually, they don't really look like gum

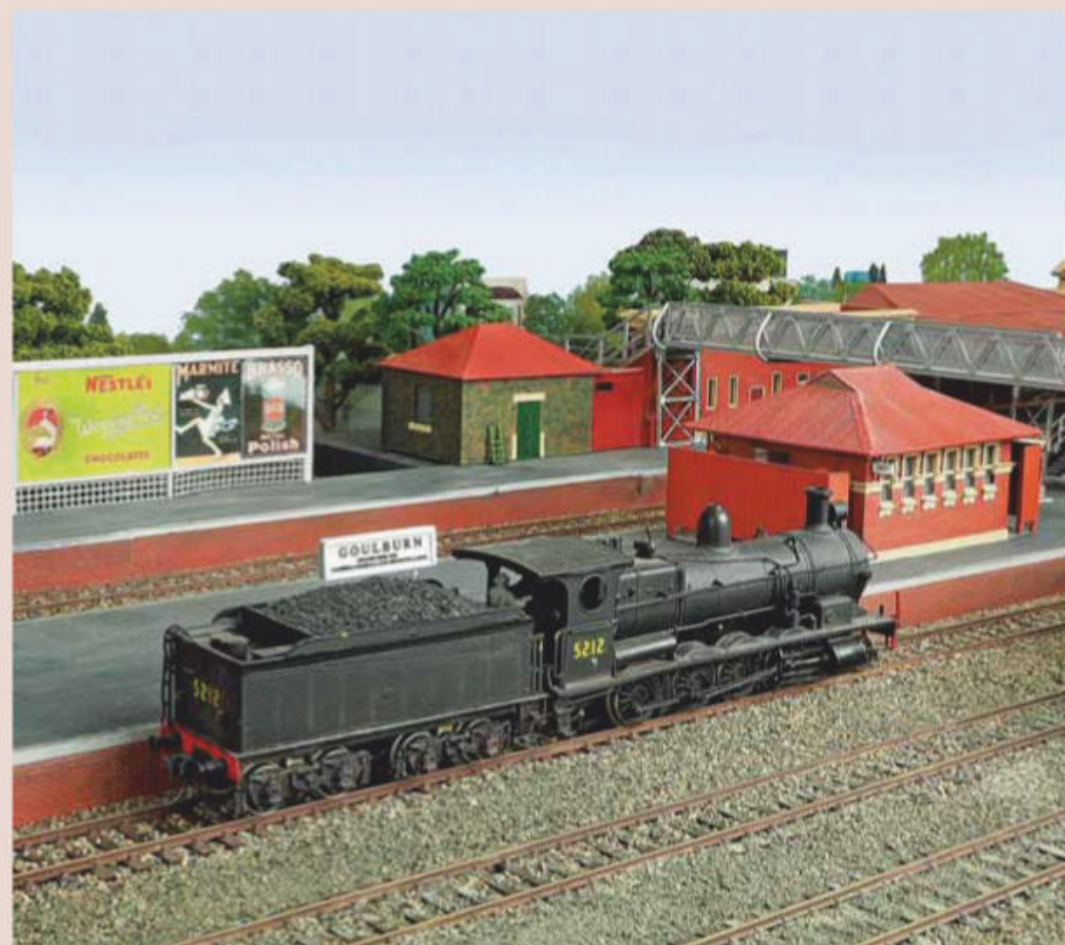
trees, but in groups they make passable representations of bush. They are harvested dry, dipped in a PVA/water solution and sprinkled with appropriately coloured flock. European type trees adorn the station surroundings.

My wife has done an excellent job with her first attempt at painting all the backdrops, for which I am very grateful. The large hill in the corner has had the 3D foliage blended in quite successfully with the 2D backscene. Blending the foreground with the background is quite an art which has only been partially achieved with this layout. Some scenes are only 300mm deep from front to back, but the use of N scale churches, vehicles and animals has gone some way to creating a realistic depth effect.

Most of the ground cover starts off as sieved 'fat' (bricklayer's) sand, which is then added to with soils, static grass, and all sorts of sticks, lichens, pebbles etc., especially under gum trees. I have found that the 'look' of grazing land is quite difficult to achieve successfully.



Preparing to take up its shift as South Yard shunter, 5212 stands next to the coal stage in Goulburn depot.



With a tender full of coal and water, 5212 is now ready for the day's shunting duties in the yard. Not only are Goulburn's distinctive buildings reproduced, but also the prominent advertising billboards behind Platform 1 and the station nameboards, complete with 'change here for' destinations.



▲ A view over the yard towards the locomotive depot and iconic Goulburn landmark, the per way workshop, finds Garratt 6035 preparing to head south with a heavy goods train.

▼ The up 'Southern Highlands Express' stands in Platform 1 behind 3662, preparing to depart on its daily journey to Sydney.

Locomotives and Rolling Stock

These have been accumulated over many years. Diesels include 48, 44, 40 and 42 classes, a CPH plus trailer, and hopefully in the not too distant future a DEB set. Most are Chinese manufactured r-t-r from the well-known local importers. Steam locos include r-t-r 36 and 38 class locomotives, plus 30, 32, 50, 57 and 60 classes, all DJH kits built by others, with the exception of the 30 class, which I assembled many years ago and which, amazingly, still runs!

There are quite a few wagons, mainly wheat, sheep and cattle, S and K open wagons, covered vans, oil tankers and several guard's vans. A lot are r-t-r stock, but quite a few Casula kits have been made up.

I have constructed a low-level shelf with five tracks for the storage of carriages behind the Crookwell section of the layout. This leads up to a point on the down main line behind the saw mill, so I can easily retrieve a set of carriages by gently pushing/pulling these up onto the mainline when required rather than painstakingly fetching them one by one and placing them on the line.

This area contains my RUB set of cars as used on the *Intercapital Daylight*, built by me from Casula kits, an NCR set for the *Goulburn Day Train*, some end-platform cars, and an assortment of mainly r-t-r cars and passenger guard's vans.

Conclusion

I must mention my debt of gratitude to my friend in Tasmania, John Fielding, without whose help I would not have got off the ground. John is a master modeller, and his latest exhibition layout *Rushy Creek* featured in a couple of photos in the *Gallery* section of AMRM Issue 323 (April 2017).

John Dennis has to be congratulated for his brilliant effort in making the layout come to life in the photos and to look even better than it does to the naked eye!

I am a lone modeller. I don't belong to a club and work solely on my own and very few people visit the layout. I attend the major local exhibitions each year and subscribe to this magazine, both of which always help me gain ideas and inspiration by seeing what others are doing. Hopefully, this article will help inspire others as I have been inspired by others in the past. ▲

► A view over Goulburn station and yard with 3813 about to depart south with the down 'Riverina Express'. Building up steam in the yard is 6035 with a 'big engine' load that will follow the express once the 'Riv' has cleared Joppa Junction.





The author's first VHO model; an HO scale version of the NSWRTM's VHO1816.

Scratchbuilding a NSWGR VHO Passenger Brake Van Part 1

Kevin Tiernan begins a series of articles on building an HO scale passenger brake van. Photos by the author.

Prototype Information

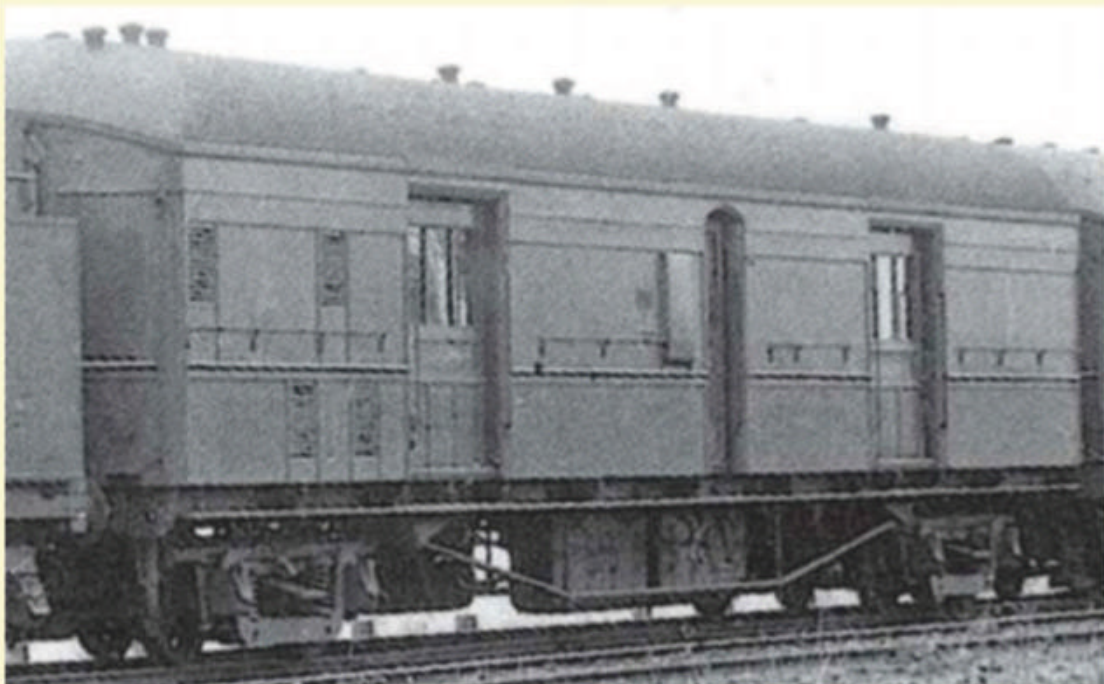
The following prototype information has been extracted from *Coaching Stock of the NSW Railways, Volume 1* by D Cooke, D Estell, K Seckold, J Beckhaus and D Toohey. (Eveleigh Press 1999).

The twenty members of the VHO class of passenger brake vans entered service between June 1928 and April 1929. They differed from the similar, but far more numerous, MHO large capacity brake van in minor details only, the most obvious being the provision of end doors and diaphragms, to permit staff to pass between the van and adjacent passenger carriages, and a different arrangement of the coffin chambers and dog boxes, necessary to allow the provision of internal access to the end doors.

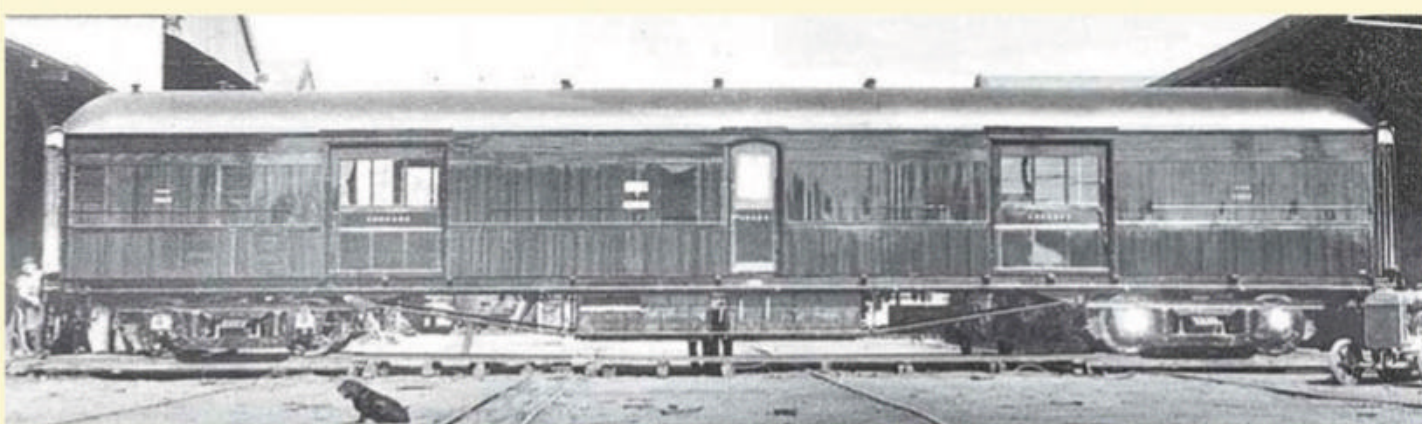
The vans were originally numbered 1802 to 1816 (the Robert Kilburn/Clyde Engineering contract of 1927) and 1867 to 1871 (the Ritchie Bros. contract delivered in 1929). In the mid-1970s, the

remaining five 'traffic' vans that had not been converted to other codes (mostly MHO) were renumbered 2646-2650, while VHO1816 retained its old number as it had already entered the care of the New South Wales Rail Transport Museum as a travelling workshop and staff accommodation van. It had also retained its original arrangement of the guard's compartment, unlike the rest, which had been upgraded in the 1960s.

When first delivered, the VHO vans were allocated to various interstate and country mail and ordinary passenger trains, such as Nos.3/2 *Brisbane Limited* [via Wallangarra] (1928-1931), Nos.11/14 *North Coast Mail* (1928-1932), No.19 Newcastle 'paper train' (1934-late 1960s), No.61 *Coonamble Mail* (1929-1946), No.9 western 'paper train' (1944-1958), Nos.



A VHO, number not known, showing the side with the dog-box/coffin chambers. This vehicle is still in relatively original condition with full double letterboards and original guard's compartment, dating it to the 1950s or 1960s. Photo from the Ian Dunn collection.



An image of newly-built VHO1868, resplendent in varnished finish. This carriage was built by Ritchie Bros, entering service in April 1929. It was converted to an MHO in December 1945, then to a KB parcel van in March 1974, finally being condemned in May 1985. Photo from the Ian Dunn collection.

For those who model the New South Wales Government Railways in HO scale, a quick look at today's market will show we are blessed with an ever increasing selection of r-t-r rolling stock to complement long standing ranges of kits from various manufacturers. However, sometimes we may need or want to possess a model of a particular prototype in a certain form, era, variation, condition, etc. which isn't available off the shelf. If the desire to own such a model is strong enough, then we must consider the concepts of either kitbashing (taking a pre-existing kit/model and altering it to what is needed), or scratchbuilding (building a custom model from raw, often specialised components).

The practices of kitbashing and scratchbuilding rolling stock, structures, etc. have been a part of our hobby for many years, giving the modeller the chance to build many varied, often 'individualised' and 'one-off' models for their

collections. However, this very sentence automatically assumes the modeller has already completed at least one or two kitbashing or scratchbuilding exercises; so what about the beginners?

It is understandable for the beginner or 'modeller to be' to be a little apprehensive and hesitant on their very first kitbashing or scratchbuilding attempt (I know I certainly was!) In fact, it could be argued the main reason behind these thoughts is the self-doubting of the modeller's abilities and skillsets. There are plenty of magazine articles, books, and other resources where the kitbashing or scratchbuilding process of a model is shown in full (such articles have been written by many authors over the years, each usually with something unique to contribute to this topic). However, while these types of resource material are excellent, omnipresent and deserving of consideration, it should be noted most of these articles are primarily written for

the 'intermediate' or 'advancing' modellers.

Therefore, while there is no reason a beginner could not attempt to build one of the models following such an article, I believe it could be more beneficial for the 'modeller to be' to build a prototype which is simple in its body shape (with perhaps fewer cuts and joins than a standard kitbash), but educational enough to establish at least some of the basic techniques, methodology, and ways of thinking, in order to give the modeller a solid grounding.

With this last point in mind, this is where the NSWGR VHO works to our advantage due to the following points:

- **Simplicity:** This type of carriage does not have any side windows. This means we have one less thing to think about and that we can build the carriage in solid strips (as you will see later on). In other words, really simple to build.

1/2 Melbourne Limited (1935-1937), Albury Mail (1931-1957) and the 'Bombala van' attached to the Kosciusko Express (1941-1957). The rest of the time they were used 'as required' to meet traffic demand on any suitable passenger train and even on goods trains at times of goods brake van shortages.

The vans underwent the gradual rebuilding and upgrading that affected the rest of the brake van fleet; electric lighting from 1935, plus improved guard's compartments, automatic couplers and plain sheeting on the side panelling from the 1960s. A shop order was issued in 1943 to convert all VHO vans to MHO by removing the diaphragm and replacing the door with a fixed panel. This program took some time, but eventually all but four were converted to MHO.

Also captured at Sydney terminal with the second type of rebuilt guard's compartment and plain side-sheeting, but retaining a double letterboard, was VHO2864, a Ritchie Bros-built vehicle delivered in April 1929. This image was captured between May 1974, when it was renumbered from 1870, and May 1983, when it was condemned, still a VHO. Photo by Bob Gallagher.



Showing its final form as a VHO with plain side sheeting with no letterboard, as well as the second type of modified guard's compartment, VHO2650, one of the Clyde Engineering-built vehicles delivered in 1928, stands at one of the Sydney Terminal platforms. The image was captured some time between September 1974, when it was renumbered from 1805, and December 1980, when it was rebuilt as an MHO. Photo from the Ian Dunn collection.



- **Education:** This model contains several aspects to its construction that offer a slight 'test' of the modeller's abilities, while it teaches several essential topics/methods of scratchbuilding (e.g. building in 'relief', basic superdetailing, etc.)
- **Model construction:** The other good news about this model is the process. Most of the actual construction occurs in the preparation stage; the rest is simply just the 'combining of ingredients', which gets easier as you go. Approximately 95% of the sides are scratchbuilt (the only exception is the centre doors). Variety and choice for the modeller: we have choices as to our side panelling (original 'tongue and groove' or later rebuilt Masonite 'flat' siding) and of the type of letter boards (single, double or any other variant that appeared on the prototype). Therefore, with this in mind, we can build any VHO, from any era, painted in the appropriate colour scheme; your choice!
- **Relevance:** These brake vans were used widely in the NSWGR era. They could be found on any passenger (and even some goods) trains anywhere on

Tools Required

- A 'Chopper' unit (Anton's Trains, NWSL, etc.), or a sharp, fine-toothed razor saw and mitre box (available from most hobby shops – I got mine from Hobbyco, Sydney)
- A scalpel with a sharp blade
- Scissors
- An assortment of files – I use a combination of both small hobby files in addition to a large file, similar to those used to sharpen lawnmower blades
- A large and small steel rule
- Modeller's set square
- Measuring callipers
- A 'pin vice' drill and drill bits between 0.3mm – 3mm
- Glues:
A good quality liquid styrene cement, such as Simply Glues' 'M.E.K.', or Revell's 'Contacta Professional'
A good quality superglue, such as Zap-A-Gap's 'Medium CA' (the green labelled one)
PVA woodworking glue, such as Selley's 'Aquadhere'
- A temperature controlled soldering iron
- 70°C 'whitemetal' and 145°C 'detailing' solder
- Non-corrosive soldering flux (such as the Brunel Hobbies No.3)
- A flux 'neutralising' agent (such as Methylated Spirits, CLR, or similar)
- Toothpicks
- Sandpaper:
120 grade 'fine' sandpaper
320 grade wet & dry sandpaper
- Modelling putty – I use the Testors Putty (in the grey tubes); however I'm sure other brands will also suffice. Make sure, though, that they are plastic friendly!
- A clean, perfectly flat surface to build the sides on (e.g. a sheet of glass).

Materials Required

The Body:

- Sheet styrene (Evergreen):
3025: HO Scale Passenger Carriage Siding (0.030"/0.75mm)
9007: 0.015" (0.4mm) clear styrene
9009: 0.005" (0.13mm)
9030: 0.030" (0.75mm). If you can, I would recommend getting a single bigger sheet of 0.030" styrene (it doesn't have to be Evergreen), but otherwise you will be fine with the normal Evergreen packets
- Strip styrene (Evergreen):
100: 0.010" x 0.020" (0.25mm x 0.5mm)
101: 0.010" x 0.030" (0.25mm x 0.75mm)
102: 0.010" x 0.040" (0.25mm x 1mm)
103: 0.010" x 0.060" (0.25mm x 1.5mm)
104: 0.010" x 0.080" (0.25mm x 2mm)
105: 0.010" x 0.100" (0.25mm x 2.5mm)
106: 0.010" x 0.125" (0.25mm x 3.2mm)
107: 0.010" x 0.156" (0.25mm x 4mm)
120: 0.020" x 0.020" (0.5mm x 0.5mm)
121: 0.020" x 0.030" (0.5mm x 0.75mm)
124: 0.020" x 0.080" (0.5mm x 2mm)
131: 0.030" x 0.030" (0.75mm x 0.75mm)
132: 0.030" x 0.040" (0.75mm x 1mm)
133: 0.030" x 0.060" (0.75mm x 1.5mm)
134: 0.030" x 0.080" (0.75mm x 2mm)
135: 0.030" x 0.100" (0.75mm x 2.5mm)
142: 0.040" x 0.040" (1mm x 1mm)
144: 0.040" x 0.080" (1mm x 2mm)
145: 0.040" x 0.100" (1mm x 2.5mm)
147: 0.040" x 0.156" (1mm x 4mm) – you will only need this size if you are building a carriage with tongue and groove ('matchboard') ends
148: 0.040" x 0.188" (1mm x 4.8mm) – you will only need this size if you are building a carriage with a single letter-board

158: 0.060" x 0.188" (1.5mm x 4.8mm)
164: 0.080" x 0.080" (2mm x 2mm)
248: Quarter Round 0.060" (1.5mm)

- Either two doors from a donor NSWGR 72'6" carriage; the doors from a Lima r-t-r carriage, the doors from a set of carriage sides made by Sydney Hobbies (available from Casula Hobbies), In Front Models (Aaron Denning), or those made by L&C Kits (available through AR Kits) are all suitable
- 72'6" carriage ends. You will need either:
One set of 72'6" tongue and groove ('matchboard') ends, from either a Lima carriage or from Sydney Hobbies parts, or
One set of Sydney Hobbies SH42 'Rebuilt Ends'
- One set of carriage diaphragms – either Powerline or Sydney Hobbies
- 0.45mm dia. brass wire
- 0.8mm dia. brass wire.

The Roof:

- One 72'6" carriage roof, from either a Lima carriage or a cast urethane roof from Casula Hobbies
- One set of the correct type of roof vents for the version you are constructing (available from either the Casula Hobbies or Kerroby Models ranges)
- 'Three-ply' tissues. While you can use and manage with the standard sized tissues, it is preferable to use a larger size of tissue, such as the 'Man-Sized' tissues.
- Tamiya 10mm Masking Tape – you will

only need this if modelling a VHO with a 'Malthoid' covered roof.

The Underframe (including bogies):

- One 72'6" carriage underframe (either a Sydney Hobbies, Casula Hobbies or a Lima underframe from a donor carriage will work)
- One set of Powerline P1103 '2BC Type Bogies' for MHO/KB (available from Brunel Hobbies)
- The following Kerroby Hobbies whitemetal castings:
'Star' type hand brake handles
Underfloor circuit board
'Small' battery box *
'Stones' type generator
Brake cylinders *
Air tanks (approx. 4mm diameter, 26mm long) *
Buffers of your choice *
(*If you have spare leftover plastic versions of these components in your spares box, feel free to use these)
- Couplings of choice – Kadee No.27 'Underset' Couplings are recommended, or Kadee No.21 'Long Shank, Underset' Couplings if running on layouts with tight curvature.

Optional:

- Replacement wheels for the bogies (10.5mm diameter with an axle length of 24.5mm. I would recommend using either the Steam Era Models 'WH5' for the disc wheels or the 'WH8' for a ten-spoke version).

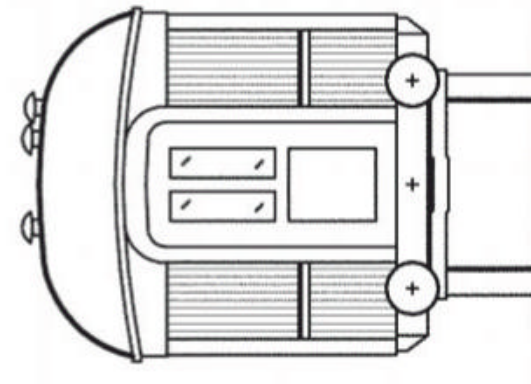
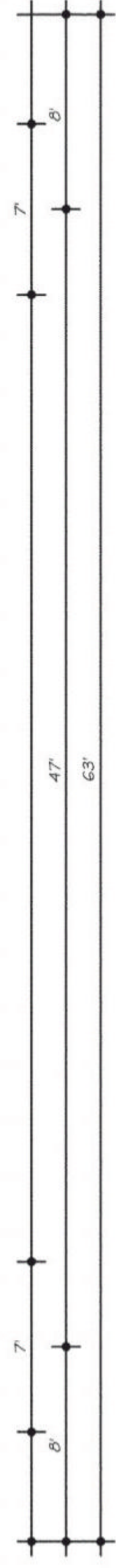
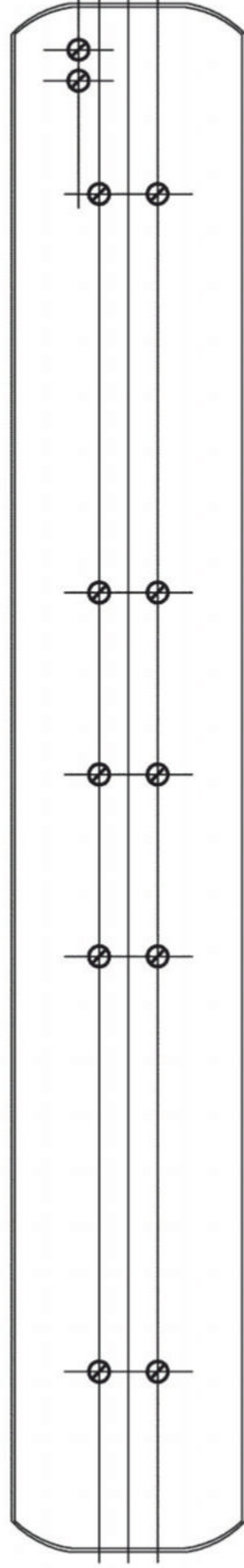
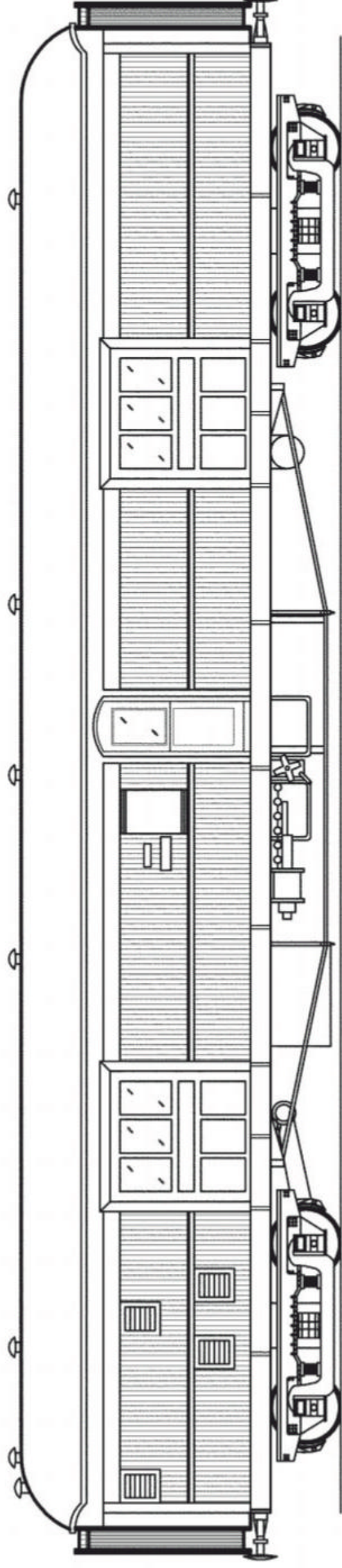


Diagram 1. Side, End and Roof Elevations



The NSWRTM's VHO1816, showing the single letterboard with plain sheeting variation, at Thirlmere NSW on 17 February 2018.

the system, on any line, main or branch. For modellers of 'preservation era' consists, a model of the NSW Rail Museum's VHO1816 would make a perfect addition to your collection.

Finally, after you have completed this exercise, you may wish to consider other members of the VHO/MHO 'family tree', which contains some quite interesting prototypes (e.g. variations of the DMC dynamometer carriage, which was a converted MHO).

Therefore, the VHO may be the perfect basic technical exercise for the beginners who are starting out on their first model, or for those who are looking to either practice/refine their skills, or who are just looking for a 'different' technical exercise or modelling challenge.

My advice to the beginning modeller is fairly blunt, but simple; do not panic! Model within your strengths: if you feel that a technique is beyond your skills I do recommend you practice it beforehand on either some old bits of styrene or surplus rolling stock that you don't mind 'butchering'. You won't just improve your techniques, but you will surprise yourself with what you can actually achieve, that you previously thought was impossible/too hard (trust me on this point – it has happened to me many times).

Preparation

The crux of our model's construction is actually within this section; every section after this point is simply the 'combining of our ingredients'. In order to build our VHO, we must build two sets of 'strips'; one for the sides of the van, and the other for the four luggage doors. When built, these strips are simply cut to the lengths required and assembled. Remember, your sides will only be as good as the surface you are working on, so my suggestion is

to prepare the strips on a sheet of flat glass at all times.

First, we need to cut two 'base' strips of 0.030" (0.75mm) sheet styrene, 24.5mm in width, the length of the sheet of styrene. Cut the sheet in 'landscape' orientation in order to obtain a longer strip. For reference purposes, the Evergreen Styrene strips are approximately 350mm or so in length. For best results, I prefer to slightly overcut the width required (just under 25mm) before sanding the cut edge only back to the 24.5mm required (measure this frequently with your callipers in several places along the strip). Put these to one side when both strips are completely levelled; one of these strips will become the base strip for our sides, with the other to be the base strip for the luggage doors.

Before we begin assembly of the side strips, we need to prepare two more sections of strip to form the letterboard/s (depending on which era or particular VHO you are modelling) and the belt rail; both of these are assembled on a 0.005" (0.13mm) base. The most common version of the single letterboard carriage uses a strip of Evergreen No.145 (0.040" x 0.100"/1mm x 2.5mm); a prototypical example of this version can be seen on the NSW Rail Museum's VHO1816 at Thirlmere, NSW (see Photo 1).

Alternatively, the double letterboard version uses a strip of Evergreen No.145 (0.040" x 0.100"/1mm x 2.5mm) at the top and a section of No.135 (0.030" x 0.100"/0.75mm x 2.5mm) underneath. There are several other variations of letterboard across the VHO/MHO family tree, but for the purposes of simplicity we will only focus on the original double letterboard version. However, there's no reason why you cannot take the main points within this article, alongside prototype photographs, and apply them to another

variation of these vans with a different style of letterboard – I leave the research of this to you...

To assemble the letterboards, take a sheet of 0.005" styrene and place the sheet on a flat glass surface with the longer edge hard against a steel rule. Take a length of Evergreen No.145 (0.040" x 0.100") strip styrene and using your preferred glue (I use Methyl Ethyl Ketone – 'MEK'), apply a small amount at one end only; we only want to 'tack' the strip to the sheet at this stage. Position the strip on the sheet hard against the rule, ensuring both the sheet and strip are both perfectly level. Let the tack harden a little before gently lifting the 'open' end of the strip and gluing small sections of the strip at a time to the sheet.

I cannot overemphasise the importance of working in small sections when preparing strips because it gives us more time to focus on ensuring everything is drying completely level. Further, if you are using a solvent glue, such as MEK, you only need to use a little bit at a time; do not 'douse' your work with it, as it will lead to untidy work, parts which should not be 'melting' doing so, glue going where it shouldn't be, etc. Use it sparingly and with adequate ventilation!

When the strip has been glued to the sheet, you should further ensure the accuracy of the strip before the glue completely sets by holding the sheet vertically with the strip to the glass and using the rule to press the strip down on its underside against the glass (this also gives you a good chance to inspect how level everything is). Leave this assembly to dry and cure for at least 30 minutes before continuing. If you only require a single letterboard, use a sharp scalpel blade to trim away the excess sheet from the prepared strip before sanding and filing away any flash or burrs.

For the double letterboard, we simply follow the above processes before applying a length of Evergreen No.135 (0.030" x 0.100") strip styrene directly underneath the top strip of No.145 (0.040" x 0.100"), carefully ensuring no glue or melting styrene gets onto the tops of the letterboards, spoiling their appearance (prevention here is better than repair). When cured, trim away the excess sheet as above (Photo 2).

The belt rails comprise of a length of Evergreen No.102 (0.010" x 0.040") and No.131 (0.030" x 0.030") forming an 'L' shape. Using Diagram 2 as a reference, lightly tack one end of the Evergreen No.131 strip to the underneath of the No.102 before using a steel rule to push the No.131 strip against the glass until it is level with the rear of the No.102 strip, with that strip standing vertical to the glass. Place the glued end onto the 0.005" sheet, with the top edge of the No.102 strip and the sheet hard against the rule as before.

Again, using a process of gluing and levelling with a second steel rule, we can carefully glue both strips to the sheet simultaneously (don't forget to work in small sections

rather than all at once). Observing both the complete and exploded end view drawings in Diagram 2, we want the strip of No.131 to be sitting hard up in the corner made by the sheet and the strip of No.102. Leave to cure before trimming the belt rail strip from the sheet; gently clean up and store to one side.

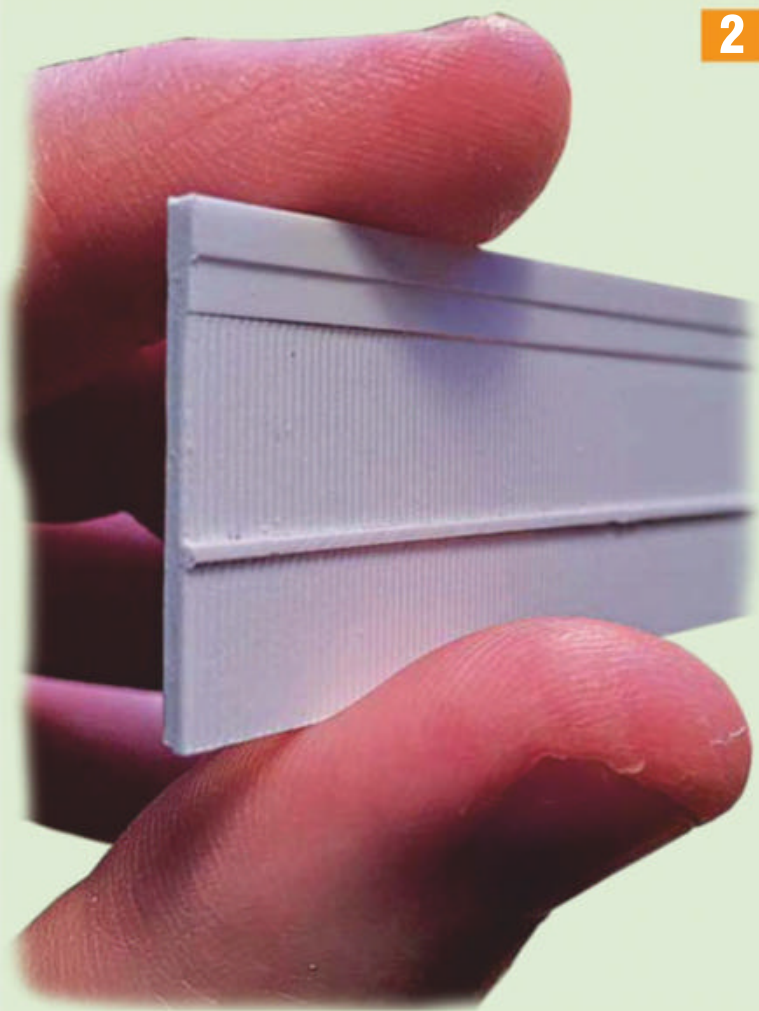
Finally, we need to cut the panel sections for the sides. If your VHO requires tongue and groove sides, you will need two lengths of Evergreen No.3025 HO Scale Passenger Carriage Siding. Alternatively, if you are building a 'Rebuilt' or Masonite-sided version, you can simply cut two lengths from a sheet of plain 0.030" thick styrene. Referring to Diagram 2, our strips need to be 10.15mm and 8.35mm respectively for a double letterboard version, with both dimensions by the length of the sheet. For the single letterboard version, measure 12.5mm in width instead of 10.15mm. Again, slightly overcut the widths of these strips before sanding and levelling them down to their correct width, measuring frequently (if you don't have a pair of callipers that work to two decimal places, or if you don't want to work to this, simply bring the widths back to one decimal place – 10.1mm (or 12.5mm) and 8.4mm respectively).

Having cut the components, we can now begin the final assembly of the side strip. Take a base strip and place it hard up against a steel rule. We now take our letterboard strip (No.145 strip to the top and the 0.005" side to the base) and glue it to the base (again, tack one end first, work in small sections, press the strip to the base and the top with the rule on the underside against the glass, and above all else, make sure it's completely level at all times). Leave it to dry for 30 minutes to an hour before continuing.

Next, take the first section of side panelling (either the 10.15mm or the 12.5mm panel strip) and glue this onto the base using the above methods and techniques; leave to dry. Then, the belt rail (the No.102 strip to the top and the 0.005" side to the base) – repeat the above techniques again, and dry. Finally, the bottom section of panelling (the 8.35mm wide strip); repeat above and let the whole assembly dry overnight.

To finish off, check the overall width of the sides and sand it down to the required 24.5mm if needed (bottom edge only!!) and ensure the ends are completely level. When you finish, you should have a completed 'master strip' similar to the one in Photo 2.

The only work we need to complete on the second strip for the luggage doors is to glue a 120mm length of Evergreen No.134 (0.030" x 0.080") to the base strip (with the 0.030" edge to the base). Like the carriage sides beforehand, work in sections and use the rule to push the strip against the glass to help level it with the top edge.



A completed carriage side 'master strip' for a double-letterboard vehicle, ready to be cut into sections.

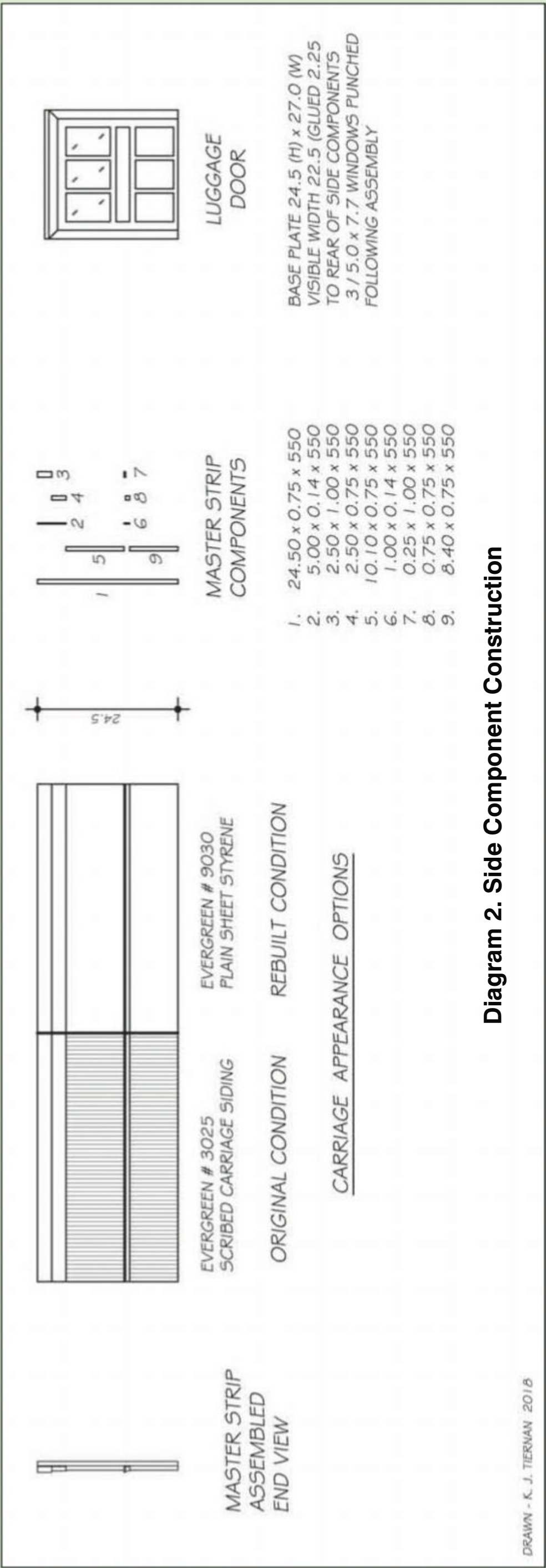
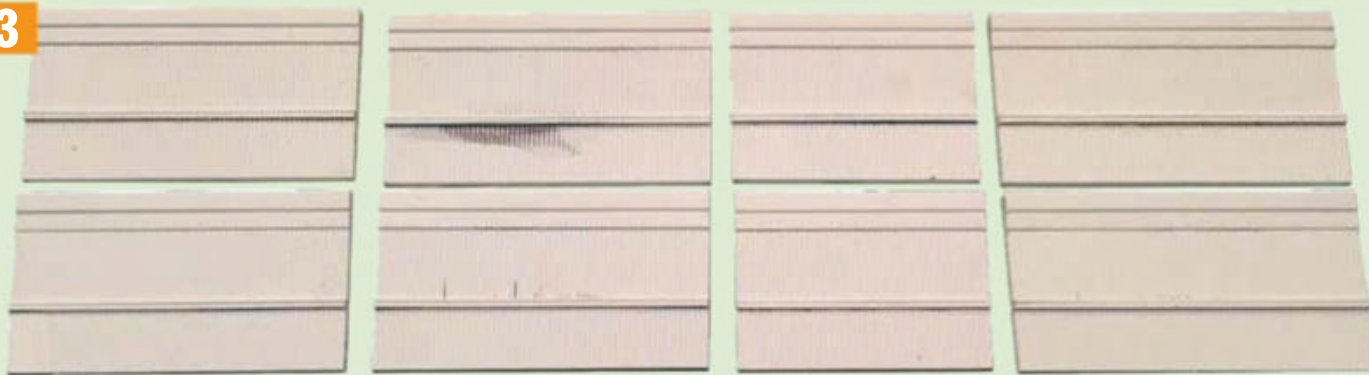


Diagram 2. Side Component Construction



The carriage side sections for one van have been cut from the master strip.

Building the VHO Sides

Using either a 90° 'Chopper' unit or a small toothed razor saw and mitre box, take the side strip and cut the following sections:

- four sections, 43mm long
- two sections, 45mm long
- two sections, 32.5mm long.

To make the luggage doors, take the second strip and cut four sections, 27mm in length. Again, don't be afraid to overcut these sections before sanding and filing down to their correct lengths. Clean up any flash or burrs and ensure all sides are level.

Using Diagram 1 and Photo 3 as a reference, each side comprises two sections of the 43mm lengths, and one each of the 45mm and 32.5mm lengths, in the following set out order (working left to right on the plans):

43mm section, luggage door, 45mm section, guard's door, 32.5mm section, luggage door, 43mm section.

Before gluing everything together, the luggage doors need some final preparation. The overall length of the luggage doors is supposed to be 23.5mm, but currently our doors are 27mm long; we have purposely cut the doors over length in order to have a substantial 2mm or so surface either side to glue onto the rear of the sides. Cut the No.134 strip just under 2mm in from both sides; frequently check the length of this strip and keep gently filing off equal amounts from both sides of this strip until the strip is perfectly centred and measuring 23.5mm. Do not cut or file the 27mm base – we do not want this reduced or altered, just the strip.

Using a steel rule as a guide, take a 43mm section and a luggage door; run some glue onto the left side of the door, in the 2mm glue zone, and attach to the right hand side of the 43mm section, making sure the luggage door's strip is at the top of the sides and hard against the side section. Confirm the straightness along the top of the sides by holding the assembly vertically (top to the glass) and pressing both sections hard until all is level. Put aside and leave to dry. Now take the second 43mm section and another luggage door and repeat the above steps, but with the luggage door to the left of the 43mm section.

We have now completed the outer extremities of one side of the van (working in plan view), and will now work inwards. For identification purposes, I found it beneficial to write the word "END" with a permanent marker on the inside of the outer sides of the 43mm sections to denote the ends of the carriage.

When dry, take the first (van LHS – plan view) section and glue the other side of the luggage door to the 45mm section, repeating the methods described above. Finally, glue the remaining 32.5mm section to the left side of the second section's lug-

gage door (van LHS – plan view); again, repeat the above methods. You should now have two separate side/luggage door assemblies, similar to what you see in Photo 4. If needed, you can write the word "GUARD" on the opposing ends of these strips, to show where the centre guard's door is positioned.

Leave both sections to dry. Repeat all of the above and build the other two sections for the other side of the carriage exactly the same. You have now scratchbuilt the main sections of the carriage.

The Luggage Doors

Before we completely unify the four sections above into two complete sets of sides, it is much easier to complete the luggage door detailing now. To make it easier, I've written this section to focus on detailing a single door, with the following steps to be completed four times in total. If you are new to scratchbuilding or building in 'relief', it is much easier to focus on a single door at a time rather than building all four at once, so you can have more of a chance to 'get it right'.

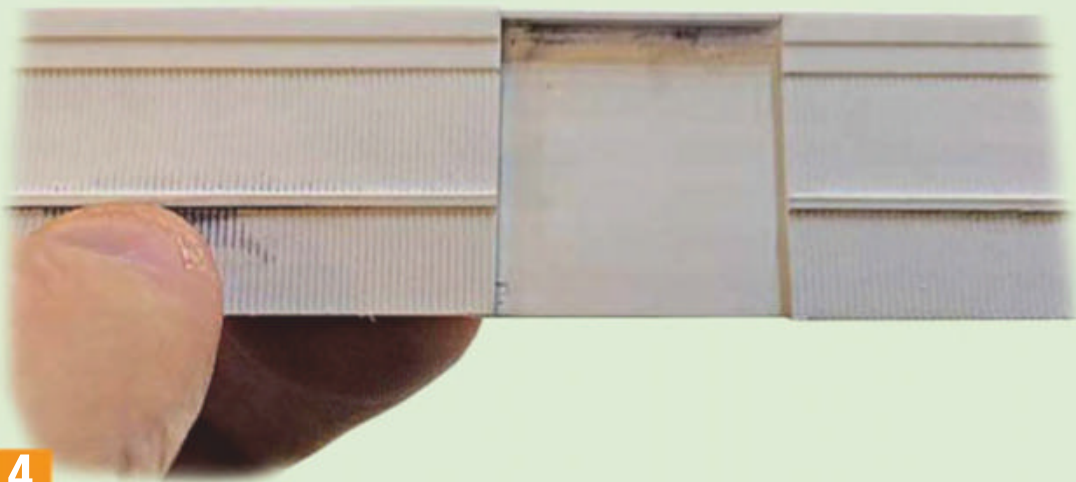
First, cut a length of Evergreen No.248 (Quarter Round, 0.060" – 1.5mm) to 23.5mm; double check this section is a snug fit before cutting two inward facing 45° angles into the face with the outer extremities hard to the edges (see Diagram 2). Glue in place with the 90° angle hard up into the corner made by the door base and the No.134 strip along the top. Take a length of No.248 and cut a corresponding 45° angle at one end; double check the mating fit against the top section before cutting just over the correct length to complete the vertical roundel. Repeat for the other side and leave to dry.

Next, work on the door panelling and detailing, building up sections in 'relief'. Firstly, cut a 19.5mm section and two 21.5mm sections of Evergreen No.103 (0.010" x 0.060") strip styrene. The 19.5mm piece is to be fitted first, at the top of the door straight underneath the top roundel. Although the measurement of 19.5mm is fairly precise, I must recommend the practice of slightly overcutting the piece before testing the fit and carefully trimming it down until it is snug; glue into position when satisfied. The two 21.5mm pieces are to be fitted vertically each side of the door at the 'toe' of the vertical roundels. Use particular care when fitting these in a butt joint against the horizontal top piece; carefully check the squareness of your cuts and ensure the glued joint is as seamless as possible. The more care you place here means the less joints you will need to disguise with putty later on.

Leave your work to dry before giving the side section a light sand along the bottom of the door to remove any residual styrene and to level it up.

Before installing the horizontal bands fitted beneath the luggage door windows, closely analyse the particular prototype you are building. For example, if you are building the NSW Rail Museum's VHO1816 in its current condition, you will note one of these doors only has a single horizontal band while the other three have two. Carefully research your prototype before you proceed beyond this point, as now we start getting into the final stages of detailing.

For the aforementioned horizontal bands, cut the relevant number of pieces from Evergreen No.102 (0.010" x 0.040") strip styrene, with each piece measuring 17mm. Use callipers to measure 7.7mm from the bottom edge of the horizontal No.103 strip and mark a line with a sharpened 2B lead pencil. Trim the excess from the No.102 piece so it fits perfectly



Side sections glued to the base with space for one of the luggage doors to be installed.

between the two No.103 vertical sections and position with the top edge of the No.102 strip on the line. Double-check the 7.7mm measurement before gluing into place. When dried, measure beneath this newly applied strip 2.4mm and draw another line. Repeat the above application process and double-check the 2.4mm measurement before the glue completely takes hold. Alternatively, if the luggage door you are working on only has one horizontal band, only apply the first top band and don't worry about the second.

Finally, we need to apply a 17mm piece of Evergreen No.101 (0.010" x 0.030") strip styrene along the bottom of the door. Hold the side upright on a flat surface (such as a plate glass work surface) and press the strip onto the door and downwards towards the glass to ensure it lines up perfectly along the bottom edge.

To complete the luggage doors, apply the final vertical strips; these strips will form the divides for the three windows in the top half of the door and, if applicable to your prototype, the two corresponding strips underneath. Even if your prototype's luggage doors do not have the strips on the bottom half of the door, you will still need to complete this step for the top half. I will include the instructions for this step assuming you will need to complete both.

Take a strip of No.101 and cut two pieces at 7.7mm long and two at 8.5mm. Use callipers to measure the distance between the two innermost vertical strips on the door; if they are correctly built you should have a measure of 16.5mm or so. Step up the vertical strips at three equal distances of 5mm between these strips and the inner edges of the outer strips [a.k.a. $16.5\text{mm} - (2 \times 0.75\text{mm}) = 15\text{mm}$. $15 / 3 = 5\text{mm}$ windows]. Check and trim away any excess, then apply the 7.7mm strips to the top half of the door and the 8.5mm strips to the bottom, constantly checking the consistency and equidistance of the 5mm spacings (see Photo 5). Leave overnight to dry.

The next task is to make the windows in the doors. Use a 2mm drill bit and pin vice and drill out one or two holes into what began as our 0.030" backing piece to start forming the window. Take a sharp scalpel blade and cut out as much styrene as required from the window, taking care to leave at least 0.5mm or so around each side. Do not attempt to take it all out at once as it will probably not end well and you may ruin all of your hard work!

We now 'finesse' the windows back to their correct edges and profile by using a combination of small jeweller's files; the golden rule with this step is to only sand the backing piece at all times, and to take it back to the strip overlays without taking anything out of these strips. While this step may sound challenging, especially to the newer modellers, don't panic! Just remember to work lightly at all times and constantly check your work – do this and you will be fine.

I recommend using a small square file first to take back the four corners until they meet the strips. Next, use a flat-faced file with a coarse profile to bring the four sides as close to the strips as you can, before finishing your work with a smoother profiled flat-faced file (or, if you feel uncertain about using the coarser file, just smooth file the sides flush). Check your profiles and work on this window before doing the other two.

Gently clean off any residual flash and dust from the sides and admire your work before building the other three doors. Although you may feel this particular section was intense and took a fair bit of time to complete, it will get easier after the first time as you now know what to expect and what areas you need to look out for in your work.

To be continued...



A completed luggage door, ready for detailing with handrails and door handles.



BEYOND THE FENCE

PMG Phone and Mail Boxes

Phil Jeffery looks at the mail and telephone boxes that served Australia prior to the splitting up of the PMG in 1975. Photos by the author.

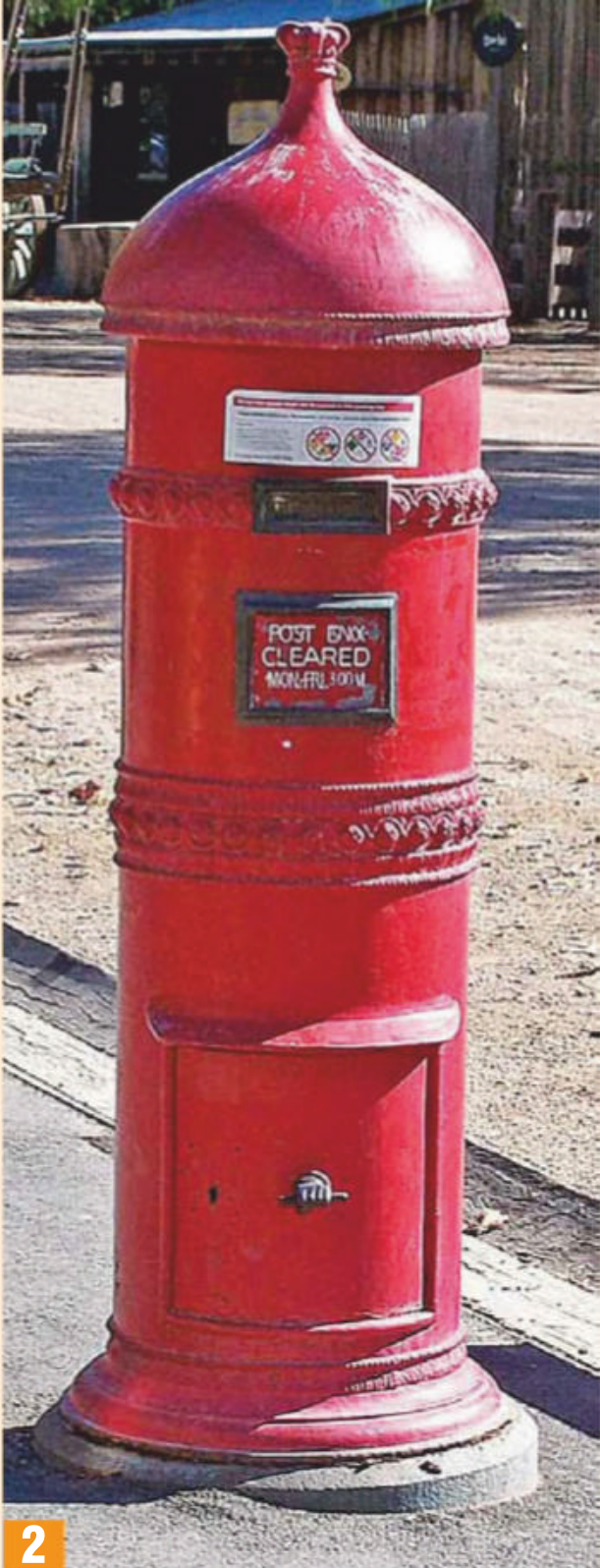
My stamp catalogue shows that the new logos for Australia Post and Telecom date from 1975. Prior to this date the Post Master General's Department was responsible for both mail and telephone services. An example of the post-1995 styled logos of both Telstra and Australia Post can be seen in the photo of the posting box and phone box outside Smeaton Post Office [Photo 8].

As I write this article mail boxes are still around, but with the growing use of mobile phones, the phone box could soon be a thing of the past. So began my search for examples of telephone boxes and early post boxes.

Fortunately there are a number of 'Heritage' sites around which have retained the older styles of post boxes, photos 1 and 2 shown here are from Echuca. The example shown in Photo 3 was found at Walhalla. The Smeaton [Photo 8] example is a mod-



1



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After 1975 and the splitting up of the PMG into Telecom (Telstra from 1995) and Australia Post, the 'furniture' looked like this.



ern rendition of the Walhalla style.

I will let you look for more modern styles at shopping centres and your local streets. I have identified three distinct sizes – small size similar to the one at Smeaton, medium sized which go all the way to the ground and have a single post slot, large boxes which have two post slots and, of course, then there are the express post boxes which are yellow. Our local shopping centre has two large mail boxes, one of which is half regular post and half express post. By the way, have you seen the green postie pick-up boxes, which have no postal slot?

The other side of the Post Office chain is the mail distribution. Domestic letter boxes is another topic we could cover, but for now let's stay with the PMG and the services they provided.

At many Post Offices there is often a wall of PO boxes [Photo 4], a feature that we could add to a building as another way to indicate its use as a Post Office, along with a Commonwealth Bank sign, of course.

The PMG's Department was originally also responsible for telephone exchanges and the like. In those days, unlike today, houses often did not have a telephone line, so there were phone boxes on many street corners.

Old time phone boxes are a lot harder to find these days, but I managed to find some samples for my 1960s-style layout. The square one is at Walhalla [Photo 5], the others were from Wilpena Pound and outside a Birdwood cafe in South Australia [Photos 6 and 7]. Note how these phone boxes, although similar in shape to UK phone boxes, have a different window pane structure.

Layout cameo possibilities include the PMG mail pick-up truck at the post box or people queuing up at the only phone box at the station waiting to ring to arrange a ride home.

Advertising Signs for Station Street



John Casey highlights some surviving examples of historical advertising signs and shows how to recreate them for your buildings. Photos by the author.

A major part of completing a piece of model railway equipment is putting the finishing touches, such as lettering, onto the model. When we complete a locomotive or some rolling stock we usually apply the supplied decals, probably not thinking too much about the type and size of lettering we are applying.

Buildings are a different matter. Making signs for your buildings is usually something the modellers have to do themselves. Most signs were big and bold and did not use fancy fonts unless it was a brand name style.

Computers have certainly simplified the making of signs. You can use your word processor to create very simple signs. If you want to be a bit more creative and have more control over your text and graphics, a drawing program like CorelDraw or Adobe Illustrator is worth the investment.

Understanding Typefaces

There are five basic groupings of typefaces and thousands of faces within each grouping. The groupings are:

- **Roman:** These faces have serifs, which are small ticks at terminals of letters, as well as distinguishable thick and thin strokes.
- **Square Serif:** Also called 'Egyptian' or slab serif, this style has very little difference between thick and thin strokes.
- **Sans Serif:** This group can be recognised by the absence of serifs and generally by the uniformity of the stroke thickness.
- **Script:** Type designed in the style of handwriting.
- **Ornamental:** This range can include several typefaces that are difficult to read and they should only be used sparingly if at all.

A sample of each grouping is included in Photo 1.



Some samples of the different styles of fonts.

Finding signs

I am always on the lookout for old signs. I keep a camera in the car and photograph any old signs I come across. The photographs included in this article were spotted around the suburbs of Sydney as I drove to and from jobs.

In Hurstville I came across a video and television repair company shop that had been using the building for some time; their sign was painted across the top of the building. When the shop closed earlier this century, the most recent signage was scraped off to reveal an older sign underneath (Photo 2).

When I took the photograph I didn't notice the word Holden was covered and a quick glance at the photo made me think that the word Holden had been covered with another message, but on closer examination, the word is still partially covered by the video repairer's sign.

The logos on each side of the company name are indistinguishable. They are not the Chevrolet or Pontiac logos. It could be the Savell Bros. logo that, from memory, had the Holden symbol in a red circle with a blue border (Savell Bros. was one of Sydney's Holden dealers for many years through the 1950s until recent times).

The large Lan-Choo tea sign (Photo 3) was photographed many years ago in Blackwall Point Road, Chiswick, while the smaller one was on a shopfront opposite the Banksia railway station (Photo 4). Another was photographed in Tempe (Photo 5).

Shelley's was 'the soft drink' in Sydney when I was a child and they had signs painted on milk bars all over the city and suburbs (Photo 6). Each sign was different either promoting the product in general or one of the many flavours.

Making Signs

I used Adobe Illustrator to create the signs. I like this program because you can size individual lines of text to the height and width you require. You could also use Microsoft Word, but it doesn't handle graphics nearly as easily as a dedicated drawing application.

Using Adobe Illustrator, I create a blank A4 page using the Landscape format. This gives me plenty of room to work and move items around. I try to match the fonts in the signs as closely to the original ones as possible. This isn't always possible but most of today's computers will have a range of fonts that can be used.

I usually create the signs to fit on a particular building and scale the type sizes to suit. The first step is to create a shape (rectangle or square to the size of the sign to be created). This allows you to print the sign to suit the building it is going on. Apply the background colour for the sign.

I usually create each line of text in a box of its own so I can move the lines around and position them where I want them. Don't try and create the text in one block by pressing the Return

key between lines to create space. This makes it hard to manipulate the text into position.

The background colour (the yellow and blue in the Lan-Choo signs and the yellow in the Shelleys signs) are separate rectangle shapes filled with the desired colour and then positioned over the text and placed behind the text.

The yellow text on the blue background in the Lan-Choo signs created a bit of a challenge in Illustrator. The layering of the blue and yellow created green text. I had to adjust the Transparency settings to get the text to be yellow. This should not be a problem if you are using Microsoft Word.

Once I have created the sign I make sure the coloured background is behind the text (using the Send to Back option) and then group the text and graphics into one object so parts cannot be moved accidentally.

It is now ready to print. I usually print on 200gsm white systems board to give the sign some strength but normal copy paper can work just as well.



2

▲ The old Savell Bros. sign revealed when the more recent signage was removed.

3



► A Lan-Choo sign in Blackwall Point Road, Chiswick. The business closed in 1987 but the shop is still there and the sign is in good condition. A Shelley's soft drink sign is at the bottom of the Lan-Choo sign.

▼ Another Lan-Choo sign on a derelict shopfront opposite Banksia railway station.

▲ Another derelict corner store opposite Tempe railway station with a graffiti-covered Lan-Choo sign. At the bottom of this sign the blue panel has been extended to reach the ground.



4



5

A faded, but still legible, sign promoting Sydney's once-favourite soft drink.



No two Shelleys signs were the same. Some had a drop shadow on the word Shelley's, other didn't. Some had the word "Enjoy" at the top and some didn't, while others promoted the various flavours of soft drink available. These two signs are 20' (6m) wide in HO scale.



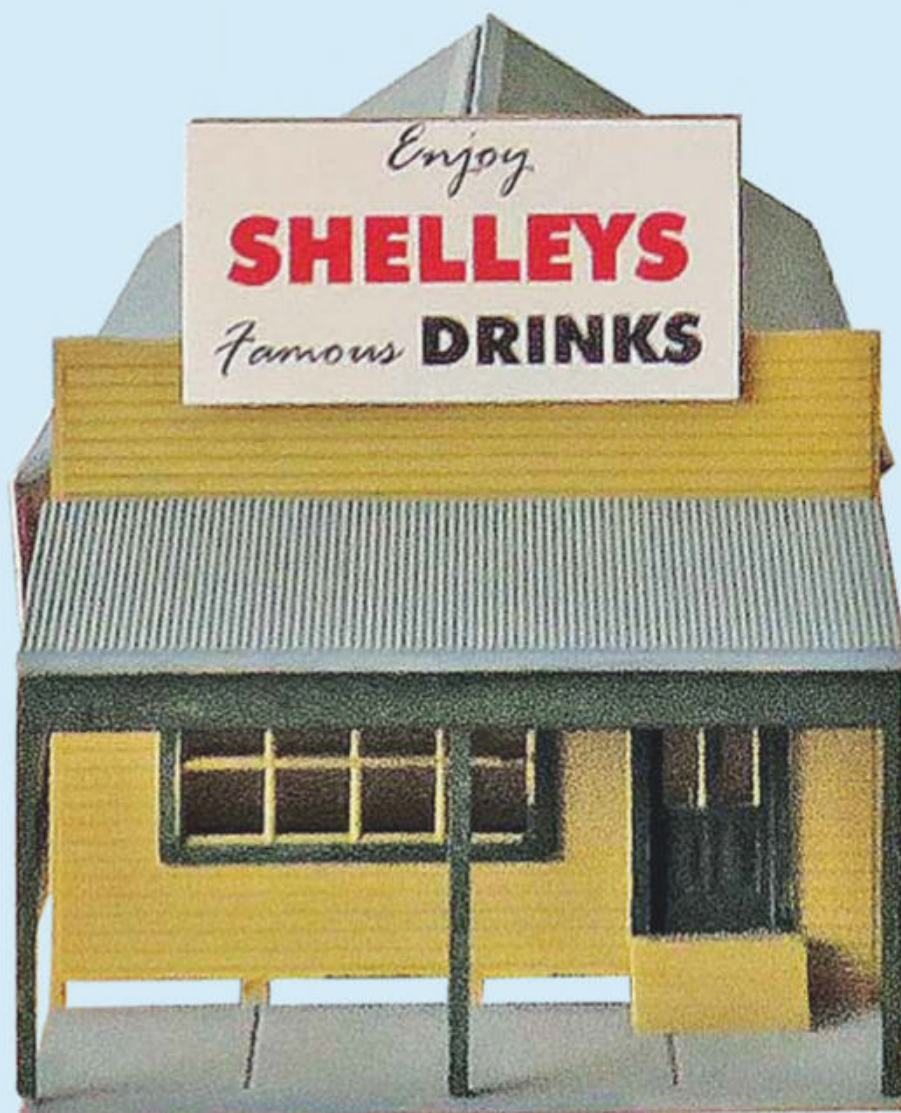
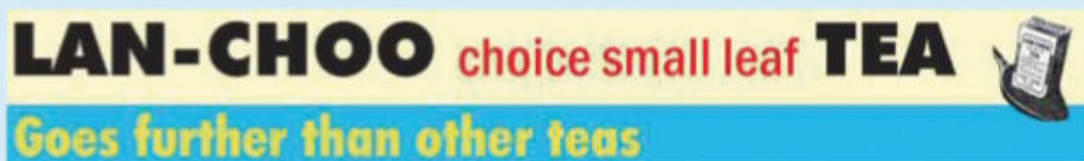
A Lan-Choo sign inspired by the one in Chiswick. The tea packet logo was found by searching the Internet for suitable images. This sign is a scale 30' (9.1m) wide in HO scale.



The author's version of the Savell Bros. sign, sized to be 40' (12.1m) wide in HO scale. A downloadable .tif of this sign (and the others illustrated here) is available at the AMRM blog (australianmodelrailwaymagazine.blogspot.com) on the page highlighting this issue.



A Lan-Choo sign based on the sign at Banksia. This one is also 30' (9.1m) wide in HO scale (15' in O scale).



A 'Shelley's' sign applied to an HO scale Trainorama shop.



IN THE LOOP

Contemplating Scale

Trevor Hodges argues that restricting oneself to a single gauge/scale can have a dampening effect on one's enjoyment and skill development. Photo by the author.

About three decades ago I took what was to turn out to be one of the really important steps in my development as a modeller and joined a local model railway club. The club in question was the Wyong and District Model Railway Club which still exists on the Central Coast of NSW and continues to accept new members.

In an alarmingly short space of time after joining I was voted in as Secretary of the club, an outcome I'd like to think arose from the self-evident qualities of good sense and reliability I possess, but I suspect had more to do with the fact that we were a very small club and no one else wanted the job! As the new broom, I tried not to let my newly acquired power go to my head, but I did set about establishing some records of club members because, upon rising to the lofty heights, I discovered there were no written records of who were current and financial members.

I seem to remember we were contemplating incorporating at the time and one of the requirements of this process was a record of membership. As a starting point, I handed out a single sheet of paper to each member asking them to fill out details of their contact information. This sheet also included a couple of basic survey questions asking for information about each member's areas of modelling interest and chosen scale and gauge. In response to the question "What is your chosen modelling scale?" one member by the name of Stephen wrote "Too many"!

Stephen and I have remained friends long after my time as an active member of the club ended and his response to that question has stayed with me over all the intervening years. It recently came to mind again when I was writing my most recent *In the Loop* column ('Bookends', AMRM Issue 333, December 2018).

While our esteemed Editor does occasionally come back to me with a request for some changes, beyond typos and spelling errors to the column, on the whole what I write tends to get to the printer with very little alteration. However, for this particular column, he wrote and asked me to include an explanation as to why a notorious (this is my word, not his) O scale modeller such as myself would be buying an HO, NSWGR 48 class locomotive. My initial reaction ran along the lines of, "because I can" and "it's no-one's business but mine", but I had to concede he did have a point, so I included in the column the deliberately minimalist phrase that I'd been contemplating building a small HO diorama for some time.

Actually, I have no intention of building an HO diorama any time soon, but when they finally haul me off to a retirement home no one should be surprised to find a small HO shunting layout appearing in the corner of my room. In a decade or two it will probably be too late to buy an HO scale Auscision 48 with sound decoder installed, so this purchase is, in one sense, a little insurance for the long term.

This exchange with James did get me thinking however... How many of us stick to one scale and gauge for our entire lives, never to stray beyond that initial choice, even those of us who are known to be strongly wedded to one particular choice among the many on offer? Am I the polar opposite of Stephen, with his admission that he could actually do with being a little

more decisive with his choice of scale and gauge? If it were ever true, that I restricted myself to one scale and gauge exclusively, then that time has long since passed and probably had more to do with a lack of cold, hard cash to fund explorations into the nooks and crannies of obscure modelling prototypes and scales than it did with a lack of interest.

The truth of this is revealed by a simple survey of what sits in the storage cupboard in my modelling room, where I keep what I like to refer to as my boxes of unrealised enjoyment, namely all the unbuilt kits that I've acquired over the years. Hidden among the admittedly large number of standard gauge, 1:43.5 scale, NSWGR outline kits are my recently acquired HO scale 48 class, an HO scale NSWGR 45 from the same manufacturer, a couple of boxes of r-t-r HO rolling stock, a small assortment of 1:48 Bachman narrow gauge r-t-r rolling stock and Shay locomotive, plus a small collection of locomotive and rolling stock kits for the narrow gauge Goondah-Burrinjuck railway that served the dam construction projects in the highlands south of Sydney in the early part of the 20th century.

I started in N as a teenager, moved to HO NSW outline in the 1990s and then switched to NSW outline O around 2000 where I've happily been modelling ever since. However if you're looking for someone who demonstrates scale/gauge 'purity' over an extended length of time then you'd need to look elsewhere, I'm afraid. I may not be a 'too many scales' modeller, as my friend Stephen was all those years ago, but I do have interests and enthusiasm beyond my primary modelling scale and gauge and I suspect that a great many other modelers are inclined the same way.

While an HO scale, standard gauge, diorama or 'shunting plank' may be an option for me off in the distant future, the modelling branch I'm far more likely to wander down in the near term, in addition to my primary interest in the NSWGR in O scale, would be a small fiddle yard to terminus layout or diorama based around the Burrinjuck narrow gauge railway, using the kits I already have on hand, supplemented by a few pieces of scratchbuilt rolling stock.

I have a vacant space in my modelling room (a spare bedroom in the house) where this layout could reside, sitting above the previously mentioned rolling stock cupboard. All I'd need in terms of benchwork is a second cupboard of similar proportions which could be placed further down the wall to hold up the other end of the layout. The cupboard I already have is a standard double-door cabinet, the intended purpose of which is to sit under the bench top in a kitchen, that I picked up from a local hardware store when it was on special. Getting another one would be a very simple exercise, with the bonus that I'd then have an empty cupboard to fill with 'unrealised enjoyment'.

The idea of doing something narrow gauge and in a confined space has been growing in appeal over the last couple of years for me. The fact that the Krauss locomotive and rolling stock kits from Berg's Hobbies and The Model Company that I already have are to a scale ratio of 1:43.5 (the same O scale as my primary modelling interest) and that the Burrinjuck line

had a fascinating interchange with the standard gauge NSWGR at Goondah is an important bonus for me.

While I've contemplated doing some narrow gauge modelling over the years, and even gone to the extent of acquiring a few kits, I've spent far more time reading magazine articles on narrow gauge modelling than doing any actual modelling. The reasons for this lack of narrow gauge modelling are many and varied, but the main ones are that cupboard full of unbuilt standard gauge kits and a busy working/family life. Perhaps it's no coincidence that thoughts of a narrow gauge modelling project have coincided with my recent transition into retirement.

Narrow gauge modelling does seem to attract more than its fair share of talented modellers, if the photos in magazines and the layouts I've seen at exhibitions over the years are any guide. What I get from these modellers is not so much inspiration that draws me into doing the same thing they are but, rather, leads me to asking myself: what can I learn from them that I can apply to my own modelling? I don't need to be a Colorado narrow gauge modeller to draw lessons from modelers who happen to build layouts and rolling stock following that prototype, any more than I need to be an O scale, NSWGR outline modeller to learn lessons from 1:43.5 scale modelling of that prototype.

I've learnt plenty from looking at the modelling and listening to talks from HO modellers, but I've also picked up some great techniques from UK modellers who are modelling England's Great Eastern Railway in 1:43.5, along with some fascinating weathering techniques from military modellers, most of whom I'd guess wouldn't know a clack valve from their elbow.

As I was doing my 'survey' of the kits in my cupboard the other day, I pulled out one of the 0-4-0 Krauss locomotive kits and opened up the box to take a look inside. Whenever I do this with my standard gauge locomotive kits what I'm actually doing is trying to evaluate what sort of DCC decoder and speaker I can squeeze into the finished loco because, for me, DCC sound is a given. I'm not all that familiar with the Krauss locomotives, but I've built my fair share of this type of white metal kit over the years, some of which have come from the same manufacturer.

What struck me first was the size of the driving wheels. Take a look at the accompanying photo and you'll see what I mean. The large wheel on the left is the driving wheel of a NSWGR 36 class 4-6-0 steam locomotive and the smaller one on the right is from the Krauss narrow gauge 0-4-0T kit. The ten cent piece is there to provide a sense of scale. It would pay to keep in mind that both of these kits are manufactured to exactly the same scale ratio: 1:43.5 (the Krauss kit is not a 1:48 scale model).

The lesson I draw from my own fairly shocked reaction to the size difference between these wheels is that we tend to become extremely comfortable in our chosen scale or gauge groove and get used to the size and volume of things. A set of wheels for a four-wheel wagon in 1:43.5 are large compared to those on an HO wagon of the same prototype, but I'm used to them, so much so that I don't even notice their size any more.

No N scale modeller would be surprised or fazed in the least by such small wheels as those on the Krauss locomotive, in fact they'd probably be salivating at the prospect of easily fitting a DCC decoder into the accompanying locomotive compared to just about any other locomotive they own. Perhaps DCC sound won't be a given on this project? The box is back in the cupboard and as yet remains unbuilt, but you never know when that status might change.

Going back and contemplating Stephen's reply to my survey question all those years ago as the Secretary of the Wyong and District Model Railway club I might now have a slightly different take on his response than I did then. At the time I laughed and thought, as I came to know him, that this was

a perfect reflection of his personality and inability to settle on one scale or gauge. I'm sure I thought he needed to pick a scale, gauge and possibly a prototype and stick with it to give his modelling focus and direction. The old fashioned school master in me was saying a little bit of discipline in his choices wouldn't go astray.

Looking back on that reaction, I'm not sure how I could have been more wrong. Like a child in a candy shop, Stephen's eyes were bigger than his appetite, but what's wrong with that? What I'd say now is that his answer of "too many" scales was a perfectly sensible response for someone with diverse interests and tastes. Why should we have to settle on one scale or gauge to the exclusion of all others if we don't really want to? Doing so may help us design and build a large, operationally oriented layout of a particular prototype, but what if you don't happen to have this outcome as your primary goal?

One of my modelling heroes is the UK based modeller, Gordon Gravett, who has never built a large home layout because he simply doesn't have the space. Instead he has a trailer into which he has loaded and exhibited a series of small, beautifully crafted layouts that have followed UK and French outlines. I would place his French 1:50 scale metre gauge layout *Pempoul* as among the best layouts ever built in any scale or gauge anywhere in the world. His most recent layout is *Arun Quay* and is a UK outline layout in 1:43.5.

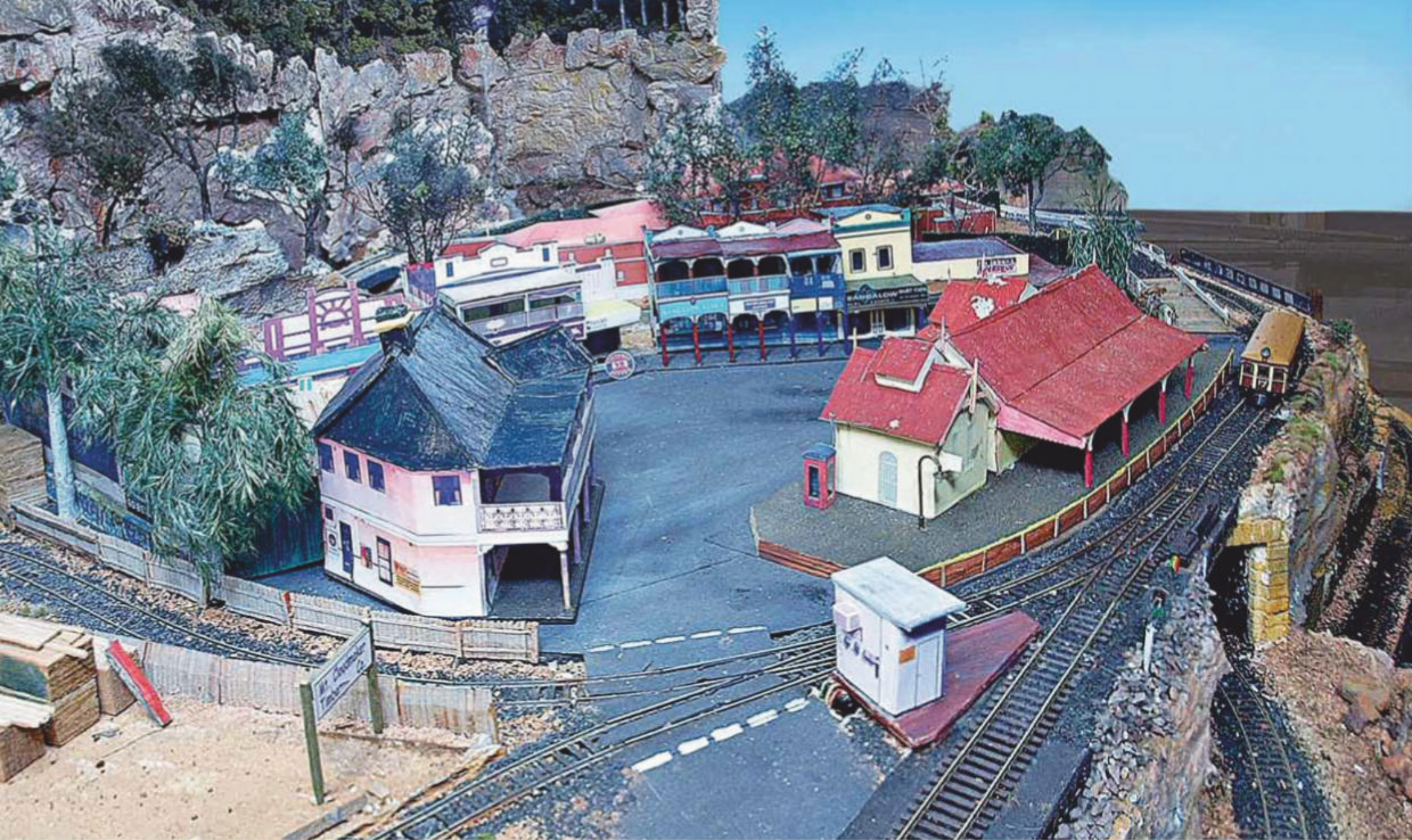
Does someone like Gordon Gravett have too many scales? Did Geoff Nott? Geoff was a world-renowned Australian modeller who worked in both HO and O (1:48) over many years until he passed away a few years ago. His modelling was simply among the best I've ever seen and I'm not alone in thinking this. The list of truly great modellers who worked or are currently working in a number of scales and gauges would be quite a long one, not the least of them being the truly iconic US modeller, the late John Allen.

We each do the hobby in our own way and there's so much good modelling to be done in a broad range of scales and prototypes. This is a hobby, not enlistment in the armed forces, we should always do what we want and go where our interests take us, but with one caveat: no matter where that direction lies we should always be doing something. Whether that something is gathering the largest collection of HO r-t-r locomotives in Australian history or spending twenty years building an exact scale replica of your favourite locomotive down to the very last rivet, it is this something that becomes your hobby.

With the benefit of hindsight, I'd suggest that the problem is not in having too many scales or prototypes, but in not having enough of them. To become so caught up in the pursuit of one prototype, scale or gauge to the exclusion of all others, that we become blind to what modellers working in other scales or gauges can teach us and thus help us improve our own modelling is limiting in the extreme. Perhaps that's a topic for a future column?



A comparison of two O scale locomotive driving wheels; NSWGR 36 class on the left and NSWGR narrow gauge Krauss 0-4-0T on the right.



Make Buildings from Photographs

Doug Simpson constructs buildings using photographs manipulated in Photoshop. Photos by the author.



▲ The row of shops on the layout is made from photos of Bangalow's pretty main street.

▼ Using an image processing program, such as Photoshop, I created this combined image made from photos taken of each shop square-on from across the road.

I have always admired the modelling skills of fellow railway modellers featured in AMRM. I don't have that sort of skill, but have tried to compensate for it with photography. I photograph a building that I admire and that will give an image that lends itself to processing in the manner described in the photo story below; adjusting the photo on the computer, printing it and then gluing it to a basic structure made of foamboard or cardboard.

As printed paper eventually fades, particularly if exposed to sunlight, I have been looking for a way of preserving the finish and extending its life. I recently stumbled across a spray can product named Krylon. *Preserve It! Digital Photo and Paper Protectant* which claims to "more than double the life of digital prints. Moisture resistant. UV protection against fading". I am going to try it out.

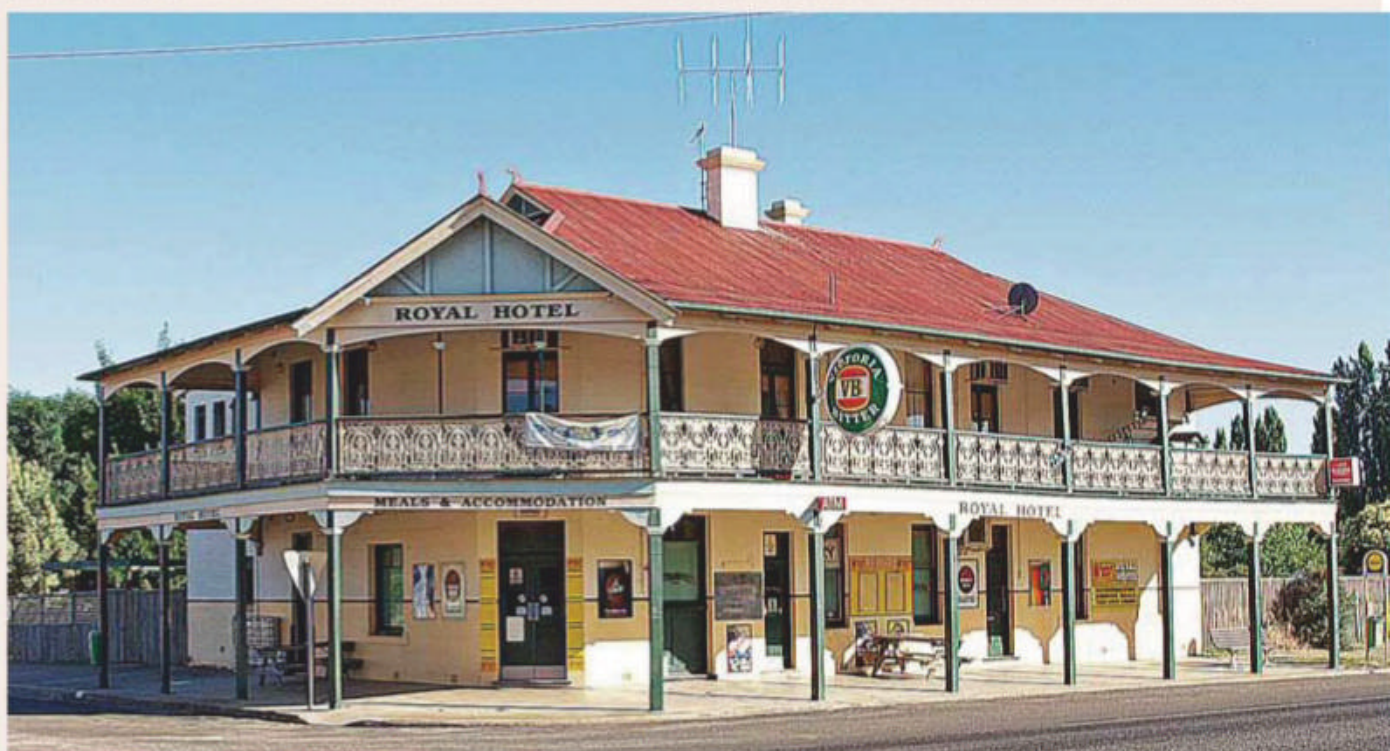




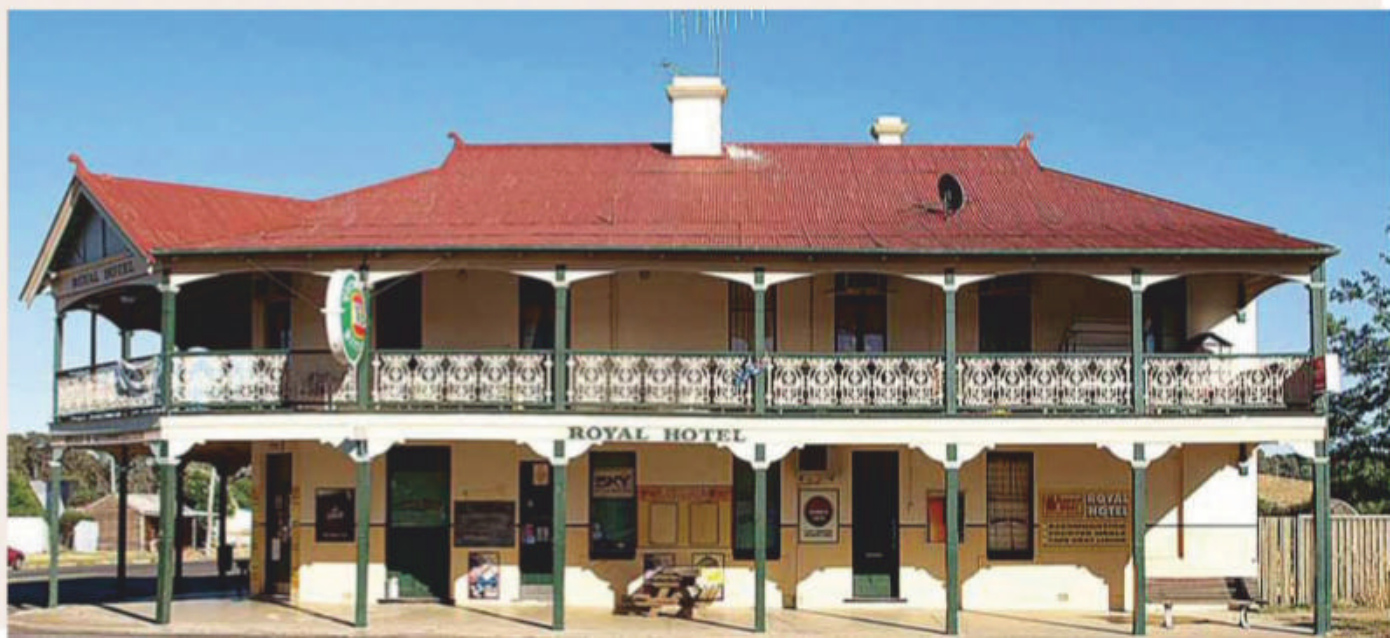
The railway station was made using photos of Carcoar station, on the now-closed Blayney-Cowra line.

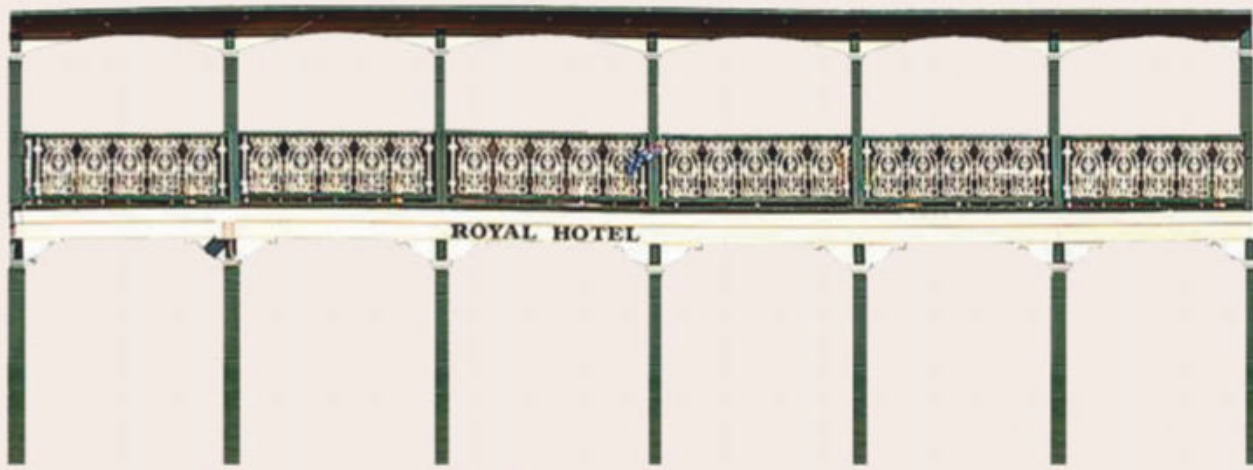


The hotel model was made using photos of the delightful Royal Hotel at Mandurama, also on the now-closed Blayney-Cowra line, captured on 16 January 2009.



As with the other buildings, I photographed each 'face' of the building straight on. This is the part of the hotel that faces the Mid Western Highway.





◀ For the side of the building facing the highway, I needed to produce prints for two surfaces: the verandah front and the wall, the difficulty with the latter being that the image does not show what is behind the lattice, posts, etc. of the verandah. So, working on a copy of the image to preserve the original, I first isolated the verandah front from the wall using Photoshop (or your image processing program of choice) with the Lasso tool. I traced around the parts of the image that did not comprise the outer face and deleted each by pressing Delete to produce the image shown. The

dimensions of the verandah face are greater than the wall due to the effect of perspective. This is correctable by using Transform and horizontally squeezing the image.



◀ I then made another copy of the original image and proceeded to 'take out' the verandah. First I removed the middle post by copying one part of the window and pasting it over the post by selecting the window piece outlined in red, copying the selection then pasting the selection over the post.



◀ I then selected most of the wall, copied and pasted it, then moved it downwards to obscure the railing, adjusting the colour as necessary with the Brightness and Saturation controls to match the adjacent image.



◀ The completed wall of the building with verandah removed.



◀ The wall of the pub assembled from the individual images. Use was also made of the Clone facility for general small-piece copying.

► I also took close-up detail photos, providing elements that could be copied/cloned into the main wall image.



► The inclusion of an adult human standing by the front door provided a ready reference for use when resizing the Photoshopped image to HO scale.



◄ Some of the other elements of the pub, ready to be scaled to HO and printed out for assembly. To estimate the correct size, I resized the images to what I thought was close, then printed some of the parts in draft mode/grey-scale (to save ink and paper), then held an HO figure against the person represented in the image, adjusting the size until the HO figure matched the printed figure. After satisfying myself that all was correct, I then printed all the images, glued them to foamboard and cut them out.



The basic shape of the building under construction. As I did not have the space on my layout to construct a hotel to the scale dimensions of the prototype, I rearranged and condensed the elements to create a smaller version of the hotel that kept the essence of the prototype's appearance.



The completed model of the pub. The base is covered with fine sandpaper to represent the asphalt footpath, while the roof was constructed from cardboard to which corrugated aluminium was glued. The verandah posts were constructed from Balsa strip.

GALLERY



More on Minnipa

John Dennis has provided some photos showing some of the changes that Peter Knife has made to his HO_n3½ home layout, 'Minnipa', representing the prototype location on South Australia's Eyre Peninsula narrow gauge network. 'Minnipa' last appeared in these pages in AMRM Issue 296 (October 2012)



▲ SAR T class No.209 shunts a ballast train under the loaders at the Minnipa Ballast Siding. The scene is modelled on the prototype operations undertaken by the Eyre Peninsula T class locomotives while engaged on upgrading the main line for their replacement, the 830 class diesels. The loaders were made from styrene, with all but the lattice under the conveyor belt scratchbuilt from Evergreen sheet and sections. Unfortunately the baseboard isn't wide enough at this point to accommodate the full length of the conveyor, but the prototype 'joggle' in the main line is modelled! Two sets of ballast bins were used during the upgrading on the division, each being relocated to another source of ballast as work progressed. The model of T209 joined the roster in 2017, built by Peter's brother Phil from a combination of BGM and Model Design Studio kits, and the ballast train includes a scratch-built plough, several different types of hopper and a Goods Brake (all scratchbuilt from Peter's own polyurethane castings).

◀ Like many of the sidings on Eyre Peninsula, Yaninee had a combination sheep and cattle yard. Early SAR narrow gauge sheep vans had end doors only, so swing ramps were provided. A couple of strong blokes pulled on the rope or chain to lift the ramp from its cradle and swing it across to connect with either deck at the end of the sheep van. For cattle, the gate at the top of the fixed ramp was swung across to provide access to the cattle vans which were side loading only. The arrangement of the ramp and yards varied from siding to siding, but the model replicates the arrangement at the real Yaninee.

► Drawing on brother Phil's experience building T209, Peter followed Phil's lead with the construction of T234 in 2018. They have both proved to be remarkably smooth running and quite powerful for their size. The two T class fit very snugly into the small locomotive shed at Minnipa, something that was not true of their successors, the 830 class diesels. Despite the 830 class locomotives not being exactly large machines themselves, the Department felt it necessary to erect the sign at the left warning that the 830 class didn't quite clear the shed doorway!



▼ Peter-built T234 is trundling past the barracks at Minnipa with a mixed train. Barracks were provided for track gangs and engine crew at strategic locations across the SAR. This particular design was used at many places on the Eyre Peninsula, including Minnipa. Kitchen, dining and ablutions facilities were on the track side, facing the bedrooms across an enclosed courtyard. Summer conditions were pretty unbearable. Sawdust insulation filled the gap between the outer corrugated iron walls and the inside lining, but that would have had a minimal effect. This model of the barracks at Minnipa was scratchbuilt from styrene and corrugated aluminium sheet.





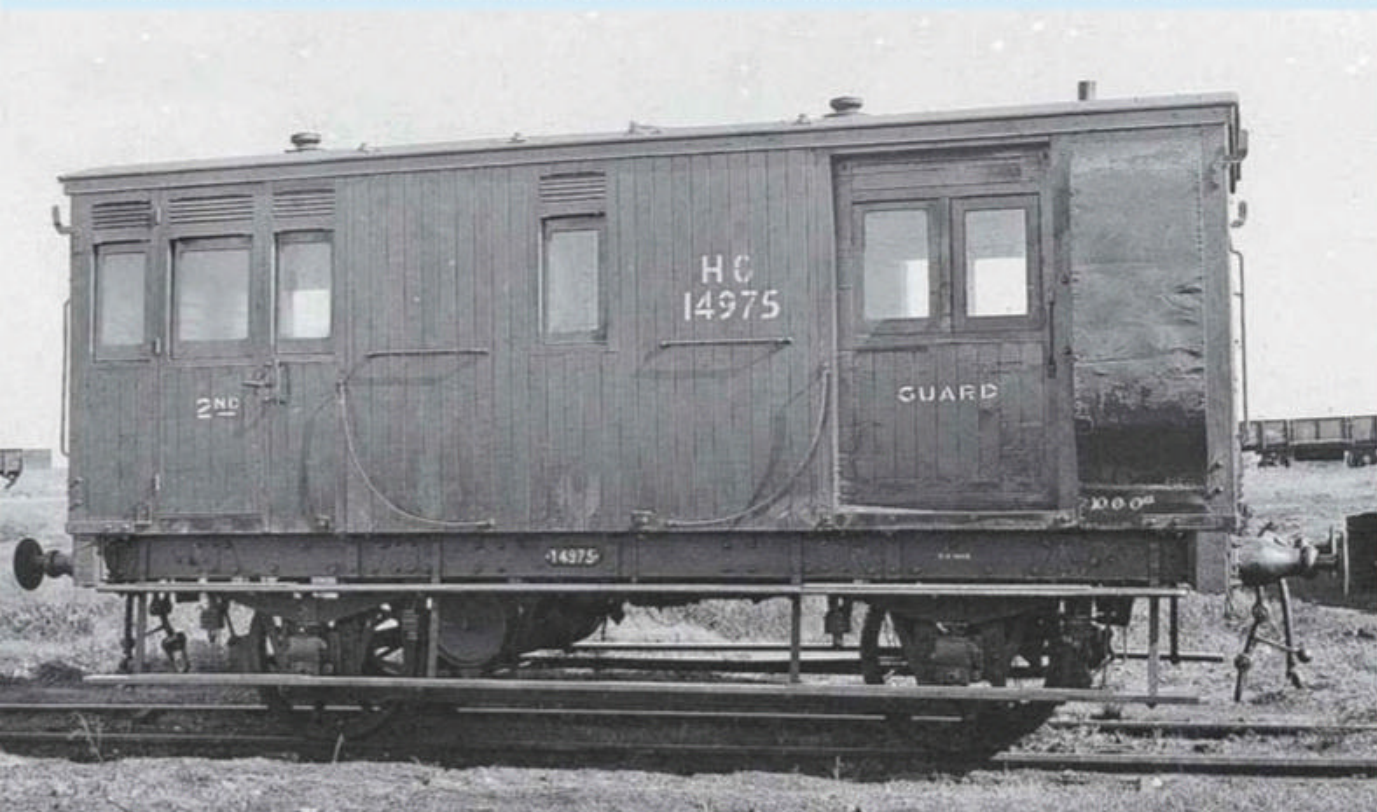
◀ Under leaden winter skies, a rather decrepit HG4148 trails a single MLV and 1301, circa 1961. The train was climbing towards the summit of the Yass Town branch.

PROTOTYPE FILE

The NSWGR HG Four-wheel Brake Vans

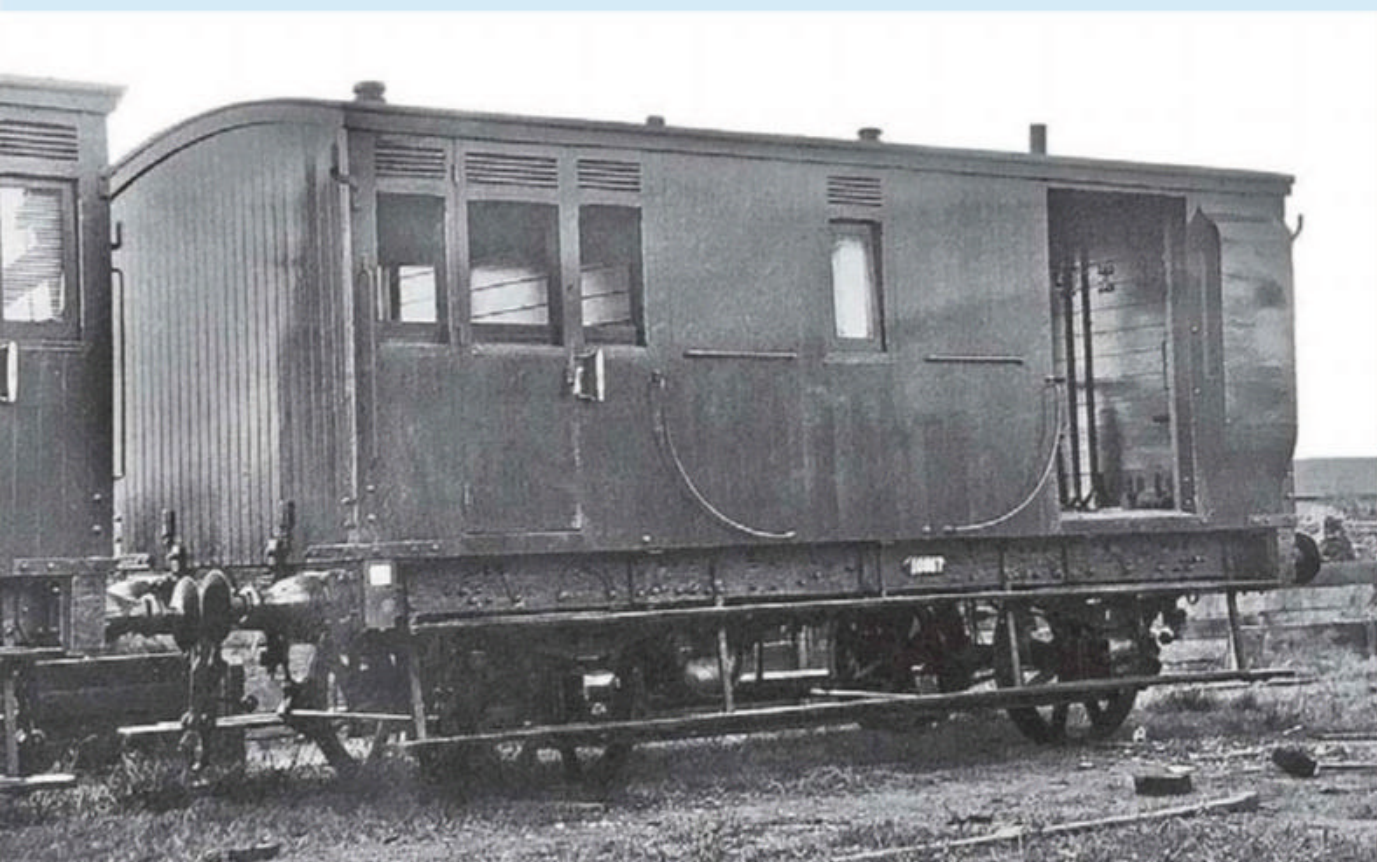
Ian Dunn outlines the known history of these once very important members of the NSWGR brake van fleet.

Photos as credited.



A single-compartment HG in original standard form with a side window in the luggage compartment. Railway Archives photo.

Railways-built 10867 awaiting delivery at the maker's works in 1907. As W444X, it survived until 1965. State Library photo.



A n unfortunate consequence of the way trains are marshalled and run is that most of the interest is centred on the leading vehicles. The trailing end of the train is seldom captured close-up on film and the humble guard's brake van does not receive its fair share of attention. For the first four decades of the 20th century, the largest group of brake vans was the four-wheel HG type, of which 331 were built between 1900 and 1911. The last survivors made it to the 1960s, by which time they were assigned to specific services and restricted areas, particularly the Yass branch, the Camden branch, Manning River siding at Taree, between Grafton and South Grafton, and the industrial sidings at Botany and Bomaderry. This gives a false view of their ubiquity in earlier times, when they were the normal tailpiece to any mainline or branchline goods train.

No composite (passenger/guard's accommodation with space for small consignments) goods brake vans had been built since 1889 and many of those in service were obsolete by 1900. In April 1899, a design for a 'Heavy Four Wheel Composite Goods Brake Van', with two passenger compartments, Drawing 6644, was signed by William Thow, and Shop Order 698 was issued for the construction of four vehicles. Later in the same year, on 22 December 1899, William Thow signed Drawing No.7095 for a 'Heavy Four-Wheel Goods Brake Van with Single Compartment', and this became the standard type. Its tare was 10 tons 2 cwt, wheelbase 12'0" and length over Turton buffers was 24'8". Width over guard's duckets was 9'4½", and over body 8'4½".

The spoked wheels were specified to be 3'6½" in diameter on both diagrams. However, the Wagon Registers are quite definite that all Railway-built HGs, except the first two single-compartment vans (10834 and 10994) had 3'0½" wheels, while all contractor-built vans had 3'6½" wheels.

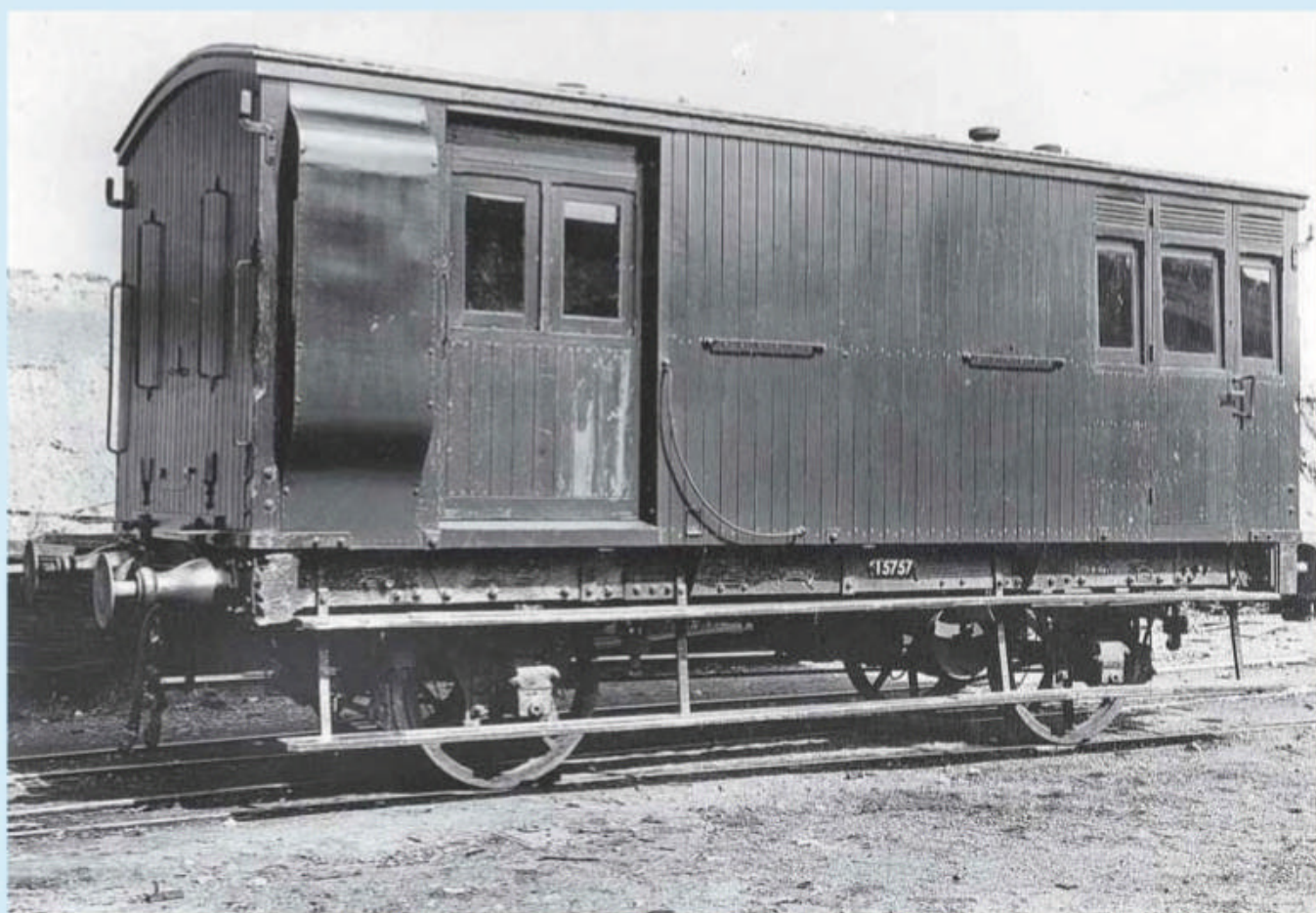
The Railways' official ¼" to 1" diagrams indicated that all HG vans had 3'0½" wheels, but photographs contradict this. One would expect that the change in wheel diameter should have required a change also in the suspension, to maintain the 3'5" buffer height, but perhaps the 3" difference was accepted, as this was within the allowance made to accommodate normal wear on the wheel tyres.

Sand pipes were provided at each end, but were removed from 1921. The single passenger compartment (ten passengers), was similar to those in contemporary express lavatory cars, with padded, buffalo leather seats, but there was no lavatory in the vehicle, and it was shorter, at only 5'2¼" between bulkheads, which were 1¼" thick, of two layers of 5/8" board crossing vertically and horizontally. Unlike earlier vans, the framing was internal, the exterior being tongue and groove vertical boards. There were louvred ventilators over all windows. At the non-passenger end of the vehicle was the single luggage and guard's compartment, accessed by a single, 3'9" wide, two-window, internally sliding door in each side, and provided with additional illumination by a single drop light in the centre of each side on earlier groups. This window seems to have been dispensed with on the last two batches of van, although the change was not noted on the arrangement drawings.

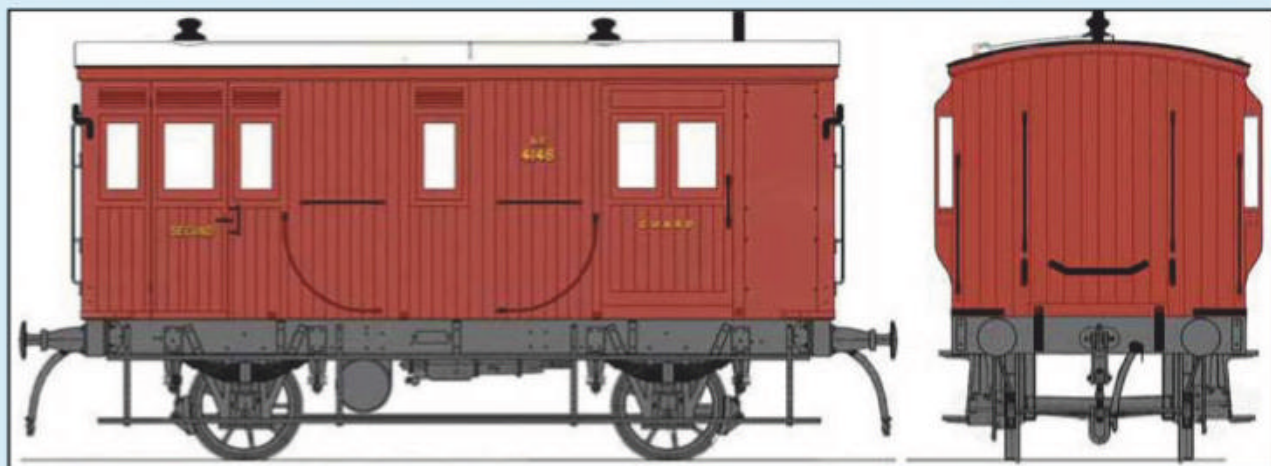
The guard's area of the long compartment had a lookout, guard's upholstered seat, sand box and hand wheel to manipulate the brake. The full-depth lookout was replaced, as needed, by the shorter standard version from 1951. There was shelving across the bulkhead wall and along the sides, removed from 1937, and capacity was a nominal 4 tons. Six lamp irons were provided, three on each end of the van. Turton buffers were bolted to the head stock and continuous draw gear with two spiral springs was accompanied by two standard screw couplings. The Department supplied a Westinghouse, quick acting 6" brake cylinder for those vans built by contractors.

Between April 1900 and May 1911, a total of 331 HG brake vans were built, all except eight being of the one-compartment variety. Builders included the Railway Workshops at Eveleigh: four in 1900 (two-compartment type), two in 1902, five in 1904, ten in 1907 and six in 1909. Two of these were replacements for accident casualties. Meadowbank Manufacturing Company contributed four in 1902 (two-compartment type), 41 in 1901-2 and 20 in 1902-3, of which one was an accident casualty replacement. The remainder came from Ritchie Bros of Auburn: 22 under Contract 9/07 in 1908, 117 under Contract 15/08 in 1909-10 and the final 100 under Contract 13/10 in 1911.

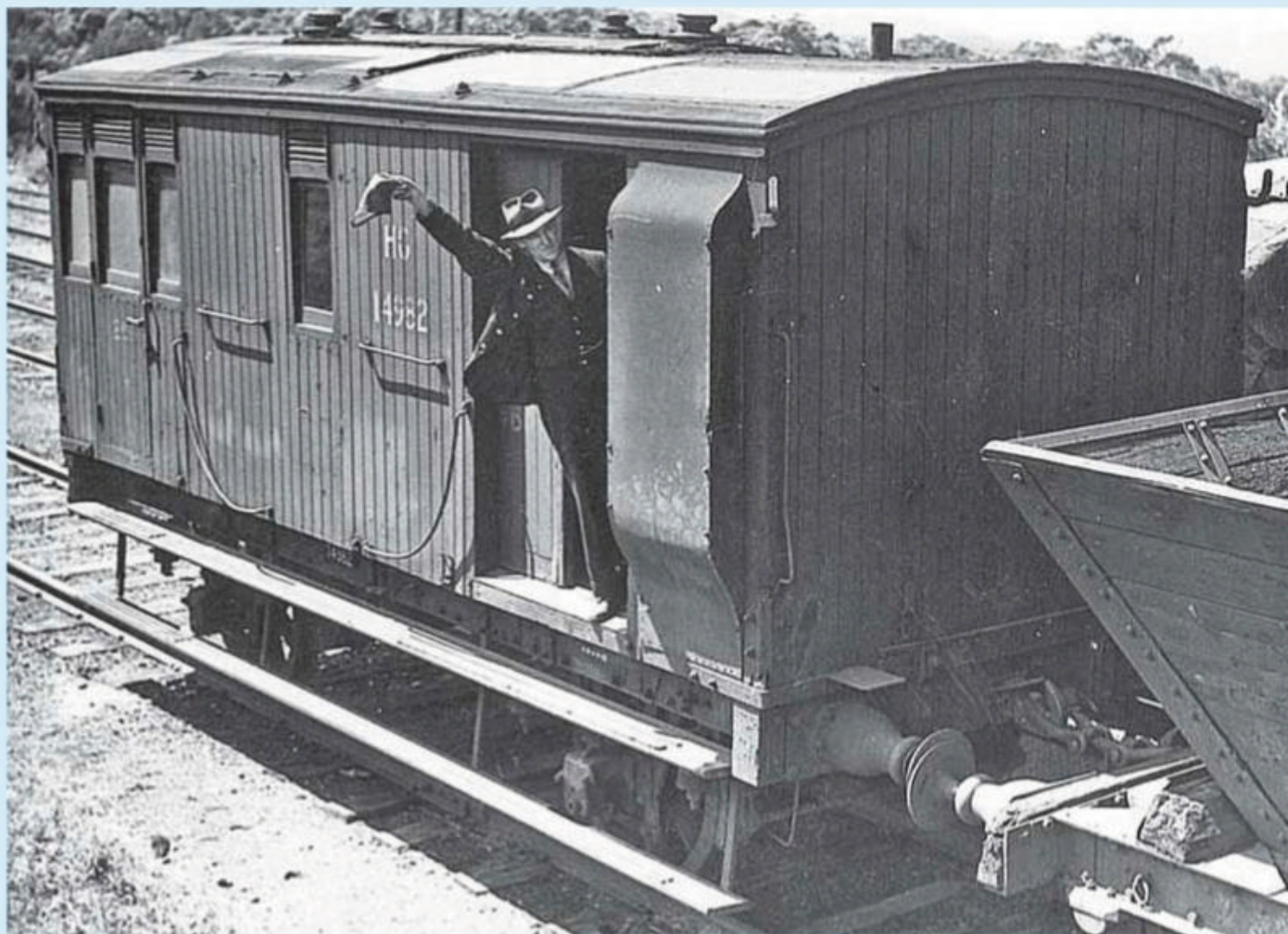
The two-compartment vans were numbered 10819, 10824, 10828, 10829, 10848, 10857, 10927 and 10982. The last condemned was 10848 in November 1956, although 10824 lingered until 1991 as W295. A surviving works vehicle, W411, is



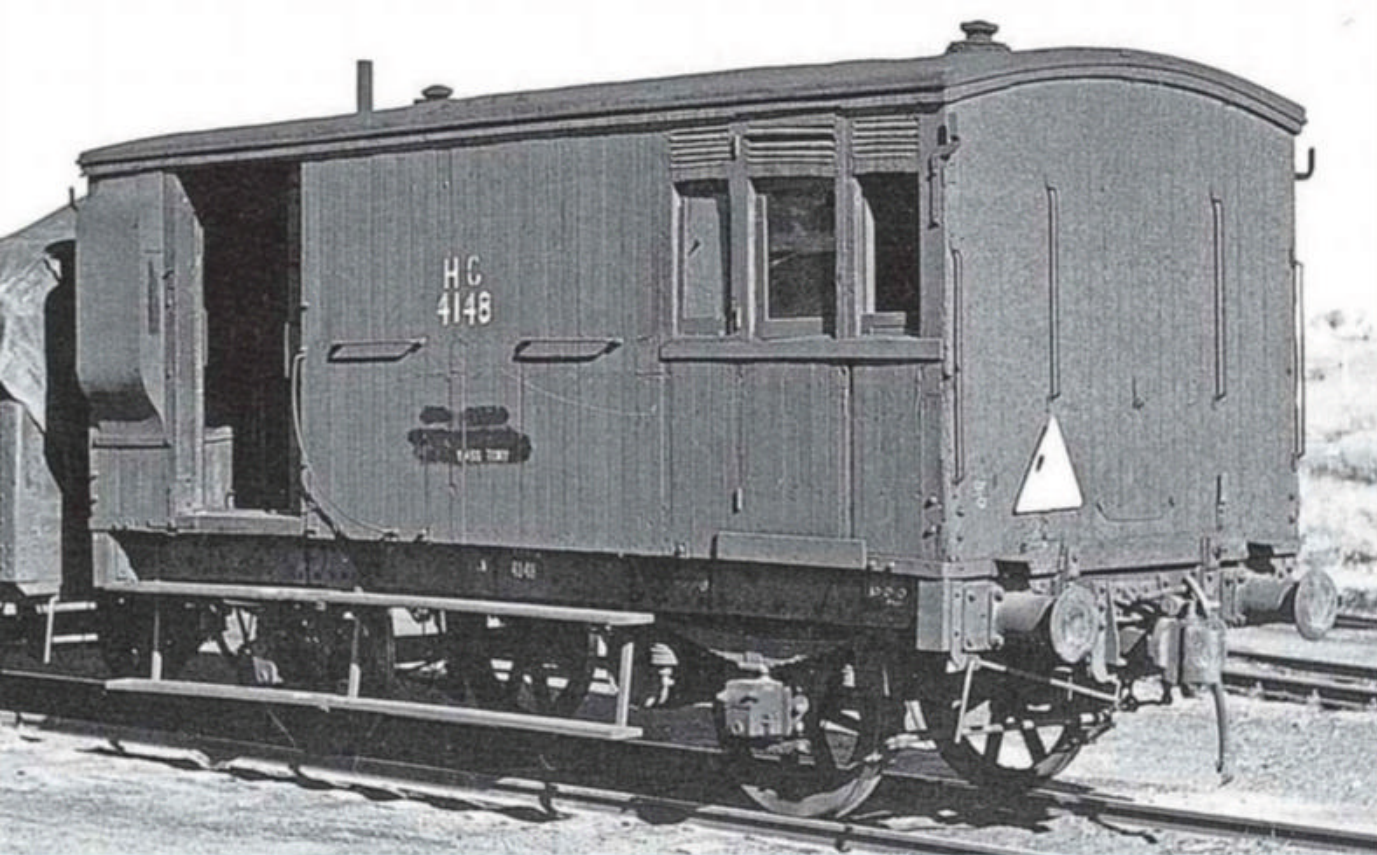
Ritchie-built 15767 from their 1911 deliveries illustrates the version without side window. It was condemned as an HG in August 1955. Railway Archives photo.



A colour illustration (prepared as part of the Casula Hobbies HO scale HG project), showing an HY in early 20th century passenger carriage brown.



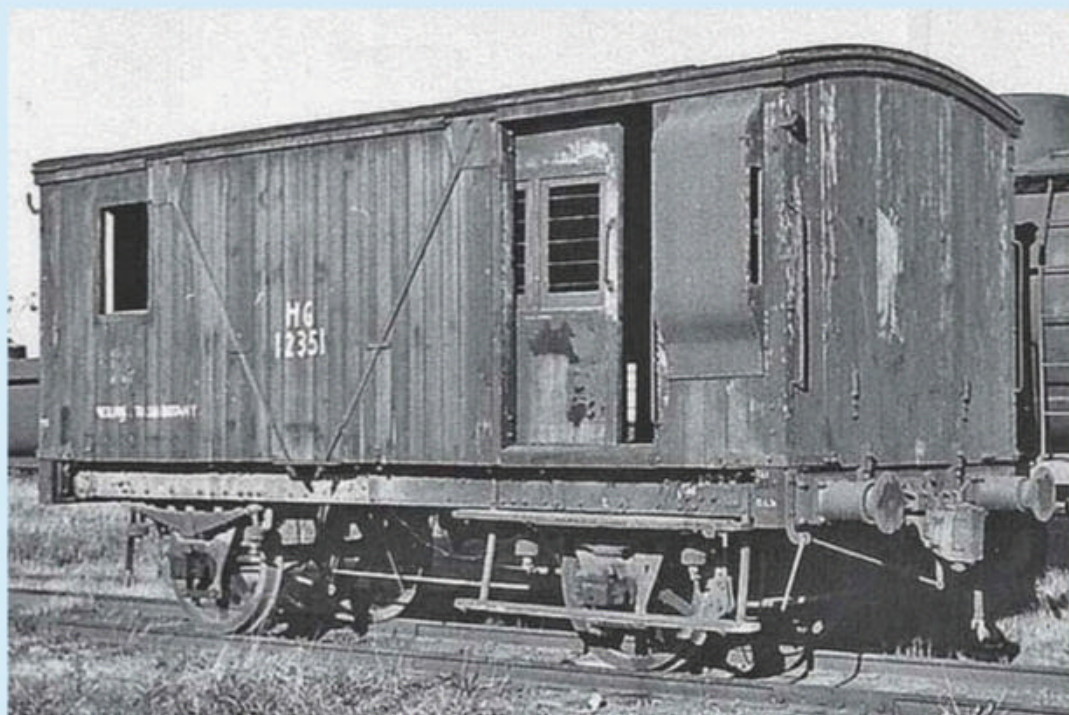
In time-honoured fashion, the guard in his van at the back of an empty coal train gives the 'Right Away!' to his driver at Waterfall in the 1930s. HG14982, built by Ritchie Bros in 1909, is in original condition, with tall guard's lookout. This photo shows the gas piping on the roof, leading to the gas lights in the two compartments. This vehicle was condemned as an HG in July 1959. Railway Archives photo.



Noted historian, the late Ron Preston, encountered HG4148 at Yass in the late 1950s. It has been fitted with auto-couplers and the passenger compartment doors have been boarded up and their handles and locks removed. Formerly stencilled 'To work between Yass Junction and Yass Town', it is now simply marked 'Yass Town'. It has also been fitted, as were many late survivors, with a shorter guard's lookout, and the footboards under the former passenger compartment have been removed. Photo by Ron Preston.



After its 1961/62 rebuild, HG4148 presented quite a different appearance from when it was recorded by Ron Preston in the late 1950s. This photo shows just a single window where the passenger door had formerly been, plain boarding right along the side, and steel 'V' strapping. The footboards have been shortened and the lettering is now 'Yass Town Only'. Photo by R T Clarke.



Another of the very late survivors, HG12351, at Botany. It has been rebuilt in similar fashion to 4148, including auto-coupler and Cammell buffers, and is stencilled 'Return to SM Botany'. Photo by Bob Gallagher.

housed at Valley Heights Museum and there is reason to believe it may be the very first HG, 10819, a two-compartment van, although, if so, it has been heavily rebuilt to the single-compartment, no side window variant at some stage following its demise as a revenue vehicle in 1956 and its entry into the W Register in 1959. It was condemned in 1982.

Meadowbank Manufacturing's first contract was given replacement numbers 10828, 10848, 10857 and 10982. The second contract's vans received consecutive number plates from 12294 to 12333, while their third contract was given consecutive numbers from 12334 to 12353. The last survivors were 12322, condemned in 1960 and 12351, condemned in 1981, both being auto-coupled.

The vans in Ritchie Bros' first, small contract were replacements for condemned vehicles and received numbers from those vehicles: 3763, 3780, 4148, 4406, 4423, 4530, 4820, 4944, 5351, 5395, 5464, 5525, 5691, 5757, 5947, 6185, 6299, 7375, 7434, 7864, 10825 and 10949. The vans from Ritchie Bros' second and third contracts were numbered from 14961 to 15077 and 15739 to 15837. This latter group omitted the central side windows in the luggage compartment. HG15016 was condemned in 1961, HG15027 in 1965, and HG15820 in 1968.

Railways-built vans were allocated random numbers from condemned vehicles: 378, 420, 1798, 3027, 3307, 5435, 7351, 9268, 10776, 10802, 10819, 10834, 10867, 10872, 10892, 10917, 10919, 10950, 10957, 10985, 10994, 12328 – this last replaced the first HG12328, which was destroyed after less than a year in service!

Prior to the 1908 introduction of codes these vans were known as 'Meadowbank brake vans'. In that year, the two-compartment vans in passenger service were coded HY, retaining their goods stock numbers, while one-compartment vans in passenger service were coded HZ. Both codes lapsed before all the 'Meadowbank brake vans' were coded HG in 1922. The HG vans were the mainstay of goods train working until the Second World War.

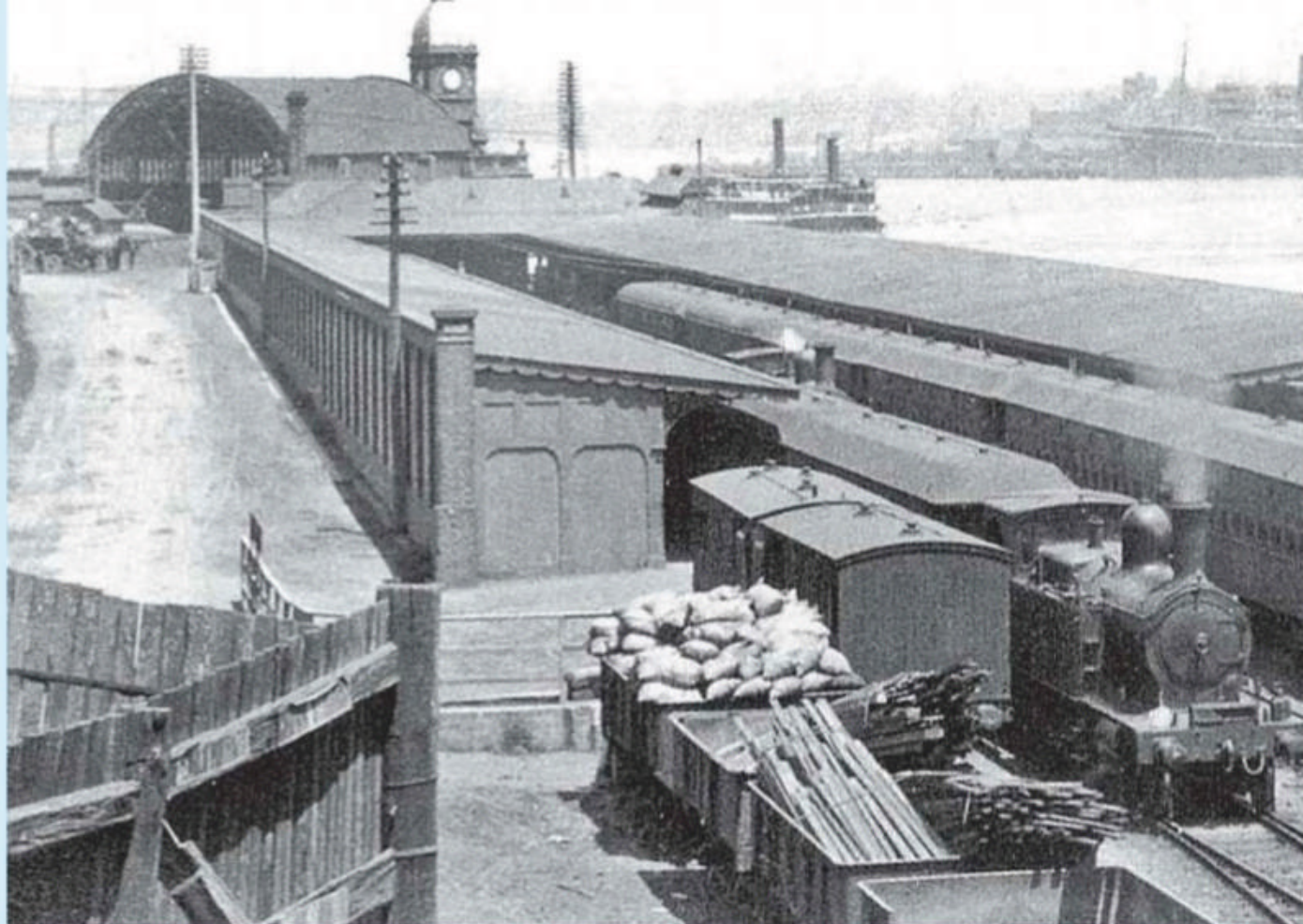
Weekly Notice 5 of 1909 called for a

number of HG to be sent to Eveleigh to allow the fitting of electric intercommunication.

The original General Arrangement drawings for both one- and two-compartment HG carried a handwritten notation in red ink: *"To be painted Brown to run on passrs or goods."* The notation was signed by William Elston, Manager of Carriage Works, Eveleigh, and indicates that the first six HG were so painted, and perhaps more followed. But it would seem that they were later decorated in standard grey, because another instruction was issued in 1907, by which 12 of the 22 in Ritchie Bros' first contract were to be painted in 'brown, to harmonise with coaching stock' (Shop Order 952 of 23 July 1907).

The coaching stock with which they were to harmonise was the American suburban sets on the North Shore line from Milson's Point, where they were used as the lightest practicable vehicle to provide luggage and parcels accommodation. Those painted were 3763, 3790, 4148, 4406, 4423, 4530, 4820, 4944, 5395, 5464, 5691 and 6299, and the job was completed in March 1908. The colour is a vexed question: some consider that it was purple-brown, others that it was Venetian red. However, since the coaching stock with which the HGs were 'to harmonise' was the American suburban sets, which were finished in plain varnished timber, it is possible that the 'brown' was an attempt to match the appearance of timber. There are early photographs of HG vans on passenger trains: behind EGC 4-6-4T No.29 on a Cessnock train, in Maitland station on a government train of American suburban cars, on the Mt Victoria school train behind a CC class 4-4-2T, and on the North Shore.

In early 1911 the union requested the provision of improved lighting in the express brake vans. The request was rejected, but six months later it was decided to provide incandescent burners in the gas lights of *all* brake vans. Work commenced on the installation soon after and most of the HG had been fitted by the end of 1912, although conversions straggled on until 1914. The great majority

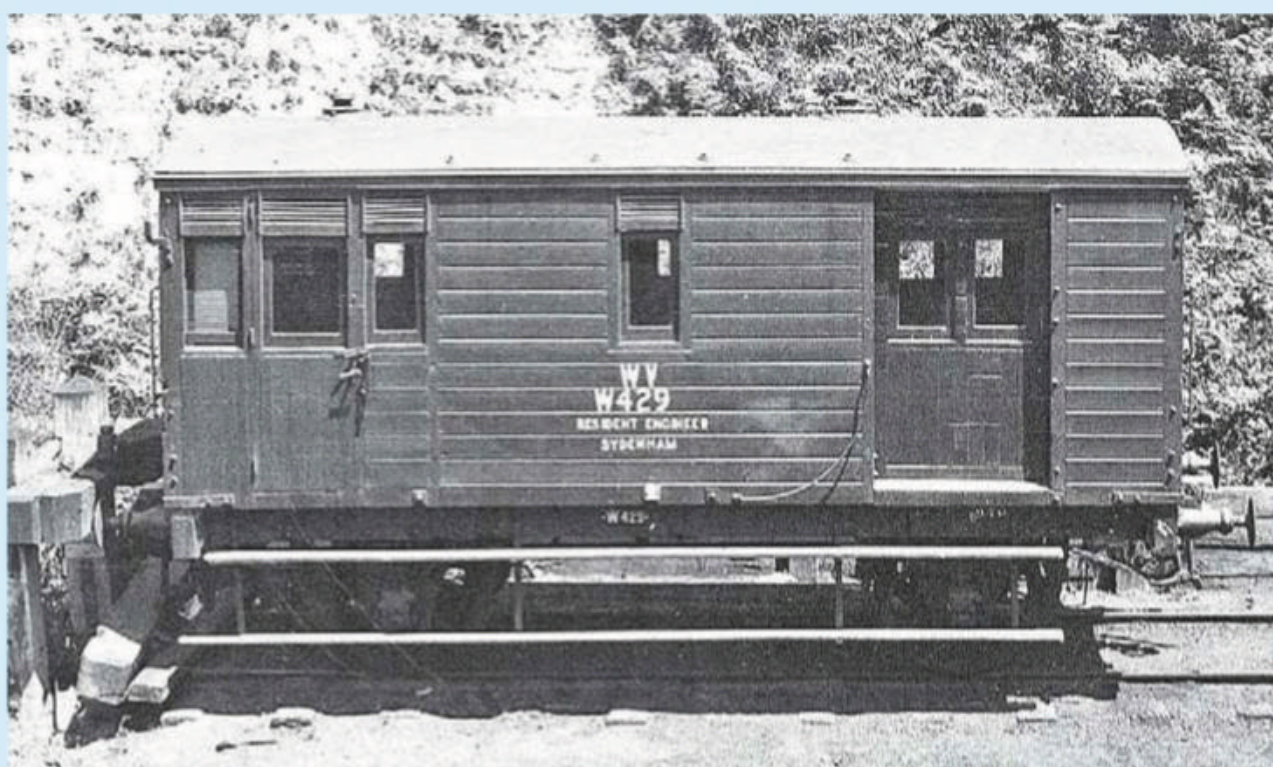


A section of an oft-published 1915 view of Milson's Point station, showing two HG vans in the foreground. It is quite possible that these are painted in 'brown, to harmonise with the coaching stock', in accordance with a hand-written note on an HG GA drawing signed by William Elston, Manager of Carriage Works, Eveleigh, and dated 23 December 1899. Photo by O B Bolton.



The two-compartment HG vans were rarely photographed, a not unexpected circumstance, considering they were last in traffic in 1956. This undated (but probably from the 1930s) image of HG10819, taken at Lithgow, is from the Australian Railway Historical Society collection, Cultural Collections, Auchmuty Library, University of Newcastle. This image can be found on the web at: <https://www.flickr.com/photos/uon/6474967177/in/album-72157627333542955/>

Modified for Way and Works service with the removal of the guard's ducket (replaced with horizontal weatherboards, as was the hitherto vertical planking of the rest of the vehicle), W429 carries the dark grey colours used up until the 1960s and is marked for the use of the Resident Engineer, Sydenham, in this undated image photographed at an unknown location (possibly Sydenham!) from the Australian Railway Historical Society collection, Cultural Collections, Auchmuty Library, University of Newcastle. This image can be found on the web at: <https://www.flickr.com/photos/uon/6479547009/in/album-72157627333542955/>



remained gas-lit throughout their lives and only the very few late survivors may have gained electric lighting.

Weekly Notice 10 of 1938 stated “as far as possible HG must not be used on non-air coal trains between Coledale and Port Kembla. If it is necessary then the load must not exceed 190 tons.” The twelve-foot wheelbase was the cause of the vans being banned from the Tarana to Oberon line and most likely from Gilmore to Batlow as well.

Weekly Notice 47 of 1942 stated “Three HG have been ballasted to 13 tons 10 cwt. and stencilled “FOR ENFIELD TRANSFER TRAFFIC” and have a braking capacity of 663 tons.” The numbers listed were 15764 (deleted W/N 8/43), L172 (ex-10927) and L203 (ex-15066). L208 (ex-15763) was also allotted to that traffic.

When electric carriages, with their automatic couplers and no buffers, began being moved from builders to Elcar and between car sheds on non-electrified lines, it was usual to provide a U wagon as a cover vehicle, as they still had buffers. To eliminate the use of revenue vehicles in such service, two HG, 12351 and 14974, were fitted with auto-couplers in 1928. Two more, 12322 and 15820, were fitted in 1931-1932. With the provision of electrified overhead between Regents Park and Elcar in 1939, the need for these vans ended and so the couplers were removed from the original pair in September 1939 and the other two in February 1942. They were restored to 12351 in July 1941 and 12322 in September 1942. In connection with their use on the Yass tramway, automatic couplers were fitted to 4148 and 5435 in August 1956.

Although there were, at the end of March 1950, 222 one-compartment HG vans and three two-compartment vans still in traffic, with the post-war acceleration of goods trains and the entry into service of the PHG and MHG vans, condemnations began in earnest in 1952 and most were out of service by the end of 1956. In 1950, eighteen one-compartment vans and one two-compartment van had been converted to Work Vans.

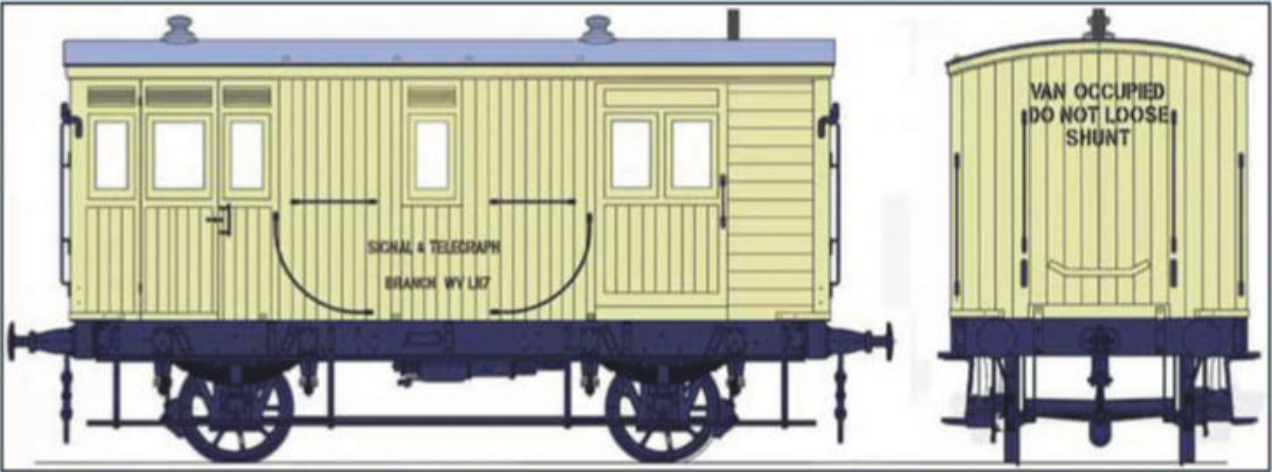
Eventually, 62 were transferred to the L register and 71 to the W register. Four vans were transferred from L to W stock, while one vehicle carried two different L number plates. The last of these service vans were not condemned until September 1991, although it is probable that few were in use after 1982.

Vans of particular interest to modellers were the three last survivors, 4148, 5434 and 12351, all of which were substantially altered in the late 1961/early 1962 period. Their passenger compartments and side windows were removed, with plain vertical boarding substituted and a single window in each side where the passenger door had been. External strip steel bracing, in a ‘V’ form, was added to each side. They had already been fitted with auto-couplers, and the gas fittings were removed from underneath, inside and the top of the roof. The cost of the rebuilds, carried out under Shop Order 27630, was £194/12/1. HG4148 finished its days on the Yass branch, 5434 at Taree and 12351 at Botany.

The author acknowledges with gratitude the research supplied for this article by Don Estell.



Two more illustrations showing the vans in Way and Works service, after they had been removed from revenue traffic. The image of L75X in a pre-1960s medium grey colour shows a vehicle with minimum modifications, while post-1960s W&W cream-liveried L117 has been more extensively modified, most prominently with the removal of the guard's ducket as per the image of W429.



HG Brake Vans Which Survived After 1955	
Two-compartment	
10994	cond. 6/56
10848	cond. 11/56
One compartment with side window in luggage compartment	
12295	cond. 6/56
12322	cond. 8/60
12325	cond. 2/56
12337	cond. 2/57
12347	cond. 2/56
12351 auto	cond. 7/81
1789	cond. 4/56
12328	cond. 7/59
10776	cond. 3/61
4148 auto	cond. 9/67
6185	cond. 5/56
7434	cond. 6/56
5434 auto	cond. 8/83
9268	cond. 4/56
14970	cond. 4/56
14974	cond. 2/57
14976	cond. 9/56
14977	cond. 2/58
14982	cond. 7/59
14984	cond. 4/56
14986	cond. 11/56
14989	cond. 2/56
15003	cond. 2/56
15005	cond. 4/56
15013	cond. 4/56
15016	cond. 3/61
15021	cond. 9/56
15027	cond. 7/65
15029	cond. 9/56
15055	cond. 7/59
One compartment with no side window in luggage compartment	
15743	cond. 4/56
15750	cond. 4/56
15756	cond. 2/57
15759	cond. 4/56
15769	cond. 9/56
15772	cond. 5/58
15784	cond. 2/56
15787	cond. 4/56
15789	cond. 6/56
15820	cond. 7/68
15825	cond. 5/58
15827	cond. 2/56



As modified for Signal & Telegraph branch service with the duckets removed and the resulting gap filled with horizontal planking, L117 wears the Ways & Work cream colour scheme introduced in the early 1960s. (Casula designation HG16.)



A model of L75X, the Thirroul accident van (Casula designation HG14).

NSWGR HG Four-wheel Goods Brake Vans, r-t-r in HO scale by Casula Hobbies, 62 Moore St, Liverpool 2170. Ph: 02 9602 8640. Website: www.casulahobbies.com.au. Price: \$110.00.

This latest release from Casula Hobbies marks a bit of a milestone in HO scale, r-t-r NSW prototype. Now, with the exception of the KHG/NVKE, every goods brake van that ran in NSW past 1950 is available as an r-t-r model.

Plus, this van, while not being as prominent in the memory of enthusiasts as it should be, was the backbone of the NSW goods brake van fleet from the 1910s to the late 1940s (read the full prototype history of the HG vans in Ian Dunn's *Prototype File*, printed elsewhere in this issue).

Casula Hobbies have released a huge variety of different versions of the HG, covering both one- and two-compartment vans, the vans rebuilt for specialised service in the early 1960s and even a few of the vans that had a 'second life' as service stock after removal from revenue traffic. The colour schemes cover the history of the

vans from introduction in 1900 to their final retirement from Way & Works service in the 1980s. There are so many different versions that only the major variations can be shown here; see the Casula web site for the full range.

The models are packed in a neat foam cradle, wrapped in plastic, inside a window-faced card box. They are well protected and should survive the Australia Post parcel crunching machine without damage to the model if ordered through the post.

The models themselves are superb, as we have come to expect from Chinese-made r-t-r models that have been properly researched and quality checked at the factory. Every dimension measured was absolutely correct and the rest of the model appears to be accurately rendered, in proportion and properly detailed.

All visible detail has been accurately modelled and appears to be correctly sized, accurately placed and still present on the model when the box was first opened! There are gas lines on the roofs of those vehicles that were gas lit, along



One of the elusive two-compartment vans, HG10848, as fitted with the 'long' guard's ducket. (Casula designation HG9.)

with a gas tank under the van. They even have a full set of lamp irons! Even the most avid adder of extra detail would be hard-pressed to find anything to do to improve the detail on these models.

Most of the vans are painted in a very nice rendition of NSWGR Gunmetal (very dark grey) as prototypically correct for 'traffic' vans. A bit of colour variety is introduced with three vans painted in the early period dark passenger brown and three 'post-traffic' vans, L75X accident van in light grey and red, W512 in pre-1960s W&W dark

grey and L117 in the later period W&W cream colour scheme. The two W&W vans have also been modelled with the guard's duckets removed and the resulting void panelled over with horizontal planking, as per the prototypes.

Add to this the two-compartment vans, one compartment vans with centre window, one compartment van without centre window, vans with short or long guard's duckets, as well as three versions of HG4148 (one as originally delivered in passenger stock brown, one with passenger compartments

HG Vans		
	Prototype	Model
Length over body	21'3"	21'3"
Width over body	8'4½"	8'4½"
Width over duckets	9'4½"	9'4½"
Height to roof	11'9"	11'9"
Rail to top of underframe	4'0"	4'0"
Wheelbase	12'0"	12'0"
Wheel diameter	3'0½"	3'0½"



HG15772 from the second Ritchie Bros-built contract without the centre window in the van. (Casula designation HG3.)



HG15016 from the second Ritchie Bros contract. This contract was the last to be delivered with the centre window in the van. (Casula designation HG1.)

made inaccessible and the other as rebuilt with a single window where the passenger compartment was (and diagonal bracing). Also available are HG5434 and HG12351, as rebuilt along the lines of the final version of HG4148, with passenger compartment removed and diagonal bracing, and you have a truly amazing array of different types of

HG to suit anyone modelling any era from 1900 to the 1980s! For those wanting to model the very neglected period between the two world wars, these models will definitely make that period just a little easier to recreate.

The wheels were all in gauge and ran freely, while the (genuine Kadee) couplers, as is usual with



With guard's duckets modified for Way & Works use, similar to L117, W512 carries the pre-1960s dark grey W&W colour scheme. (Casula designation HG15.)

Kadee couplers, did need a slight adjustment upwards of the coupler 'tangs' to clear the height gauge (easily done with a pair of pliers). The couplers can also be unscrewed and remounted at any of the three positions available, depending on the tightness of your curves, allowing closer (and more prototypical) coupling.

Joe, you've done it again! Casula have produced a range of

attractive and authentic models of the many varieties of the HG brake van that should be deservedly popular with the buying public (indeed, the W&W versions were all but sold out at the time this review was being prepared). They have certainly impressed me and there is no doubt that a few of them are going to find their way onto *Lambing Flat*!

James McInerney



HG4148 in its post-1962 configuration with 'Yass Town Only' lettering. (Casula designation HG8.) The two other vans that were rebuilt in this form are also available (HG5434, used around Taree and HG12351, used for metropolitan goods working) and are identical in appearance, except that they do not have the 'Yass Town Only' lettering.



HG4148 is also available in its pre-1962 appearance, as allocated to the Yass Town branch in the 1950s, featuring a boarded-up passenger compartment and short guard's duckets. (Casula designation HG5.)

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



HG4148, the 'Yass Town' van, which was one of the vans from the first Ritchie Bros contract, was painted in passenger brown (and coded HY) in the early years of the 20th century, ostensibly for use on the 'North Shore' steam suburban passenger trains running between Hornsby and North Sydney. (Casula designation HG11.) HY4530 and HY6299 are also available in this colour scheme.

***The Steam Tram in Australia & New Zealand* by Bruce Macdonald. Published by SCR Publications, PO Box 345, Matraville 2016. Ph: 02 9311 2036. Website: www.australian-modelrailways.com. Price: \$70.00 (plus p&p).**

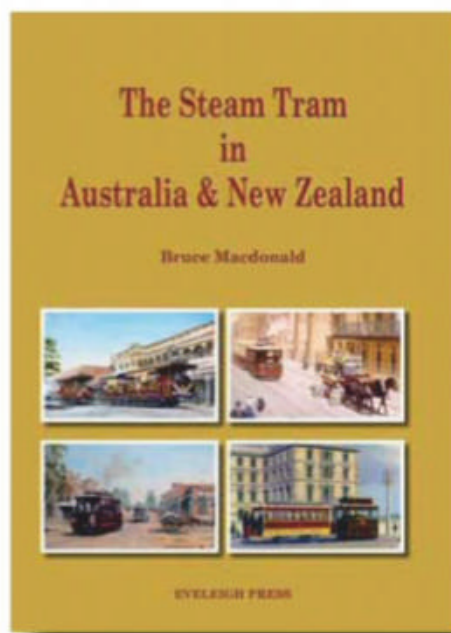
This well thought out, 184 page, A4 sized book immediately captures the attention of the casual browser, i.e. someone not necessarily interested in the minutiae of the subject. Bruce Macdonald's latest book definitely succeeds in this department; it is not overly text heavy and has an emphasis on good quality photographs recording fascinating streetscapes of steam tramway-equipped, antipodean cities. With pithy captions, excellent maps and relatively jargon-free text, this publication has broad appeal to both the transport enthusiast and the general public interested in urban history.

Essentially, this volume provides an absorbing overview of a fascinating form of public transport whose reign was relatively brief both internationally and 'down-under'. Many readers will be surprised to learn of the extent of the steam tram network, especially in Sydney and Newcastle. These curious jiggers smoked and clattered to places further afield than many might have realised. Though, given the smoke and dirt produced, it is hardly surprising that much cleaner electric trams replaced them, in most cases within twenty years or so of introduction.

There were a couple of notable exceptions that lasted much longer, such as those in Sydney's St George and Sutherland districts. The latter (1911-1931) was a relative latecomer in the scheme of things, receiving hand-me-downs from more densely populated suburban runs that had been electrified.

Some of the photographs are astonishing, definitely new to me and possibly not published before. For instance, this reviewer sat bolt upright upon seeing photos of a steam tram motor shunting NSWGR goods trucks at Sutherland goods siding and another of the former Sutherland depot. Not even noted historian and former Sutherland resident, Peter Neve, had seen these.

I confess to a personal interest in this line; my maternal grandfa-



ther David Taunton had a forty-year career 'on the trams' and, prior to being appointed a driver at Newtown depot, undertook relief conducting on the Cronulla steam trams.

I lost count of the number of times I heard myself thinking "I didn't know that!" about the city I know best, my home, Sydney. For instance, how many of us would expect to see a photo of a steam tram motor and goods trucks being loaded with the more important memorials and headstones from the Devonshire Street cemetery (demolished to make way for the new Sydney railway terminal) for transfer to the new Botany cemetery? Or a picture of motor 103 under transfer crossing 5712 at Flemington? Or that the origin of the names Bondi Junction and Yarra Junction (Anzac Parade and Bunnerong Rd), pertain to the steam tram era? Or that great crowds once rode steam trams to Randwick races?

Yes, poring through this book is a bit of time travel, in the case of Sydney to a time when Devonshire Street ran all the way from Surry Hills to what became Railway Square. It is, seemingly, a Sydney tramway street that will not die; having once bordered the cemetery, it has travelled full circle and been given a new life as part of the route for the currently under-construction light rail system.

It seems superfluous to single out certain pictures when there are so many gems, but the page 32 photo of what later became Broadway caught my eye; horse drawn sulkies and steam trams rubbing shoulders, with Sydney University on higher ground in the background. Another eyebrow-raiser

is of a bushland scene along Great North Road, Abbotsford, on page 33. Another surprise is the fitting of removable postal boxes to trailer ends for the benefit of citizens enroute. The page 34 shot of Railway Square with the last of the city area steam trams alongside electric trams is yet another classic.

But the author's purview ranges far and wide, to Queensland, Victoria, South Australia, New Zealand and, in NSW, to Newcastle, Maitland and Broken Hill. Of particular interest are the passenger and goods lines in the Parramatta environs; Redbank for example.

In the New Zealand section, where steam trams surprisingly predated their Australian equivalents, I had yet another trigger to past memory upon reading of the Wanganui system. My grandfather's brother, Ernest Taunton, was gassed in France in WW1, met a

NZ nurse while hospitalised, and settled with her in that North Island provincial city. Doubtless, there will be many perusers of this volume for whom a certain image will trigger such reverie, or, dare I say, 'a tram of thought'...

For those interested in mechanical details, there are various tabulations and technical specifications of the steam tram manufacturers' motors and trailers.

By the time this review appears in AMRM, Christmas will be behind us, which is a pity because if I were the publisher of this book, I'd have had a display stand at, say, Dymocks bookstore in George Street, Sydney, where many impulse purchasers looking for that special present would surely have snapped it up, particularly in light of the ever increasing interest in civic heritage... it really is that good!

Chris Sim

RECENT RELEASES



Traction Scale Models have released their 3D printed SEC single-truck Ballarat tram kit in both O (illustrated) and HO scales. The models are available via the Traction Scale Models 'shop' on the *i.materialise* 3D printing site. Traction Scale Models have available a considerable range of Australian, New Zealand, Japanese and US prototype trams and tramway accessories, via the *i.materialise* and Shapeways 3D printing websites, and there is even a small, but growing, range of HO scale NSWGR 'early days' railway models, including a number of 1850s-era four-wheel passenger carriages, a Hudson six-wheel brake van and a four-wheel open B wagon.

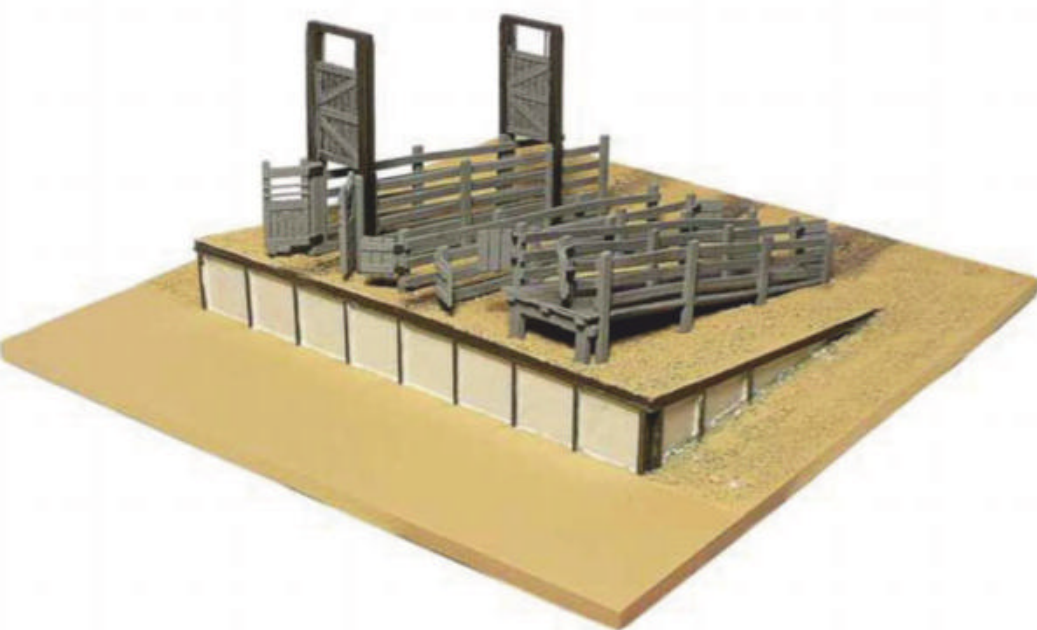
Southern Rail have released their HO scale, r-t-r, QR 2300 class Co-Co diesel locomotives in both standard gauge (16.5mm) and HO $\frac{1}{32}$ (12mm) gauges. The models are available in a variety of QR, QR National and Aurizon colour schemes and numbers, as well as 2370, as modified for operation in Western Australia. Also released are the 2170 class, also available with a choice of gauge and a variety of QR, QR National and Aurizon colour schemes, along with the South African versions (created when some surplus 2170 class locomotives were sold overseas). All models can be obtained in standard DC (non-sound) or dual DC/DCC (with sound) modes. See the Southern Rail website for the full ranges available.



Southern Rail released the first run of their r-t-r, HO scale, Newcastle coalfields 'LL' (extra-large) non-air, four-wheel hopper wagons in late 2018 and all types very quickly sold out. A second run comprised of three mixed ten-packs was expected to arrive January 2019, around the time this issue appears. These three packs include some new lettering schemes not produced in the first batch, along with new numbers for all colour schemes previously produced. The design was originally introduced in 1930 as an all-timber design of 12½ tons capacity. New steel frames replaced the original timber versions from 1937, but the timber hoppers were retained. They remained in use until the end of non-air hopper operation in the 1980s. This design was operated by quite a few collieries on the Newcastle/Hunter area, something that is reflected in the many colour schemes and colliery lettering that were available in this release, with nine ten-packs and four two-packs available. Illustrated here is pack LL12, containing two Muswellbrook Colliery wagons, just a tiny sample of what was available. See the Southern Rail website for the full range, including the second run that should be available as you read this.



Southern Rail have released two new items in their HO scale, ready-to-place Trackside range. Right is TS7, a sanding tower, based on the structures once found in many of the larger NSW locomotive depots, such as Bathurst, Cootamundra and Lithgow. It has a footprint measuring 100mm x 100mm and stands 165mm high. Below is the TS8 stock race, inspired by the standard NSWGR design at Harden and of a type once very common all over the state. The footprint measures 195mm x 185mm. Only the races are provided; the purchaser will need to source the stock yards feeding the races from another source, should they wish to model the entire stock handling complex.





Transit Classics were expecting, by the time this issue appears, to have received the first of their O scale models of the Sydney PR1 trams for distribution to pre-purchasers. These trams, and the Brisbane FM 400 series, which are currently being assembled in Russia, will be the last tram models to be produced for Transit Classics by the St Petersburg Tram Collection (SPTC).



Ozrail Model Trains have released a second (limited) run of their HO scale, r-t-r, South Australian C/ACAA/ACAY bogie cattle wagons. The vans are available in three types; C cattle wagon in SAR grey with archbar bogies, ACAA in ANR red with high speed bogies (not illustrated) and ACAY in AN green and yellow, also with high speed bogies.

AMRM News

New Shopping Cart

Just as this issue was going to bed, a week or so before the 2018 Christmas break, we were advised that our updated AMRM website with shopping cart was ready to go online, same url:

www.australianmodelrailways.com
We have been working on this service for some time now and understand that some of our customers have become quite frustrated with the unreliable service that was a side-effect of the rebuilding of the website. Hopefully, this frustration

should be now over, but if not, and you still have problems purchasing online, please contact our office as soon as you can on ph: (02) 9311 2036 or email:

amrmagzn@tpg.com.au

If ringing outside office hours leave a message; we *will* get back to you. We want to make sure you can buy our products just as much as you want to buy them!

End of the Line for 'Other Side'

Sadly, another AMRM era has ended with publication in this issue

of the very last of Bob Stack's *Other Side of the Tracks* photographic cartoons. Bob's very well photographed and wryly humorous observations on the hobby have appeared in every issue of AMRM since his first one appeared in Issue 261 (December 2006), a total of 174 appearances! Unfortunately, Bob says he has run out of ideas, especially as the HO scale layout that inspired OSotT has been dismantled and replaced with a new On30 layout that, so far, Bob claims has not provided the same amount of inspiration that the previous layout did... Make of that what you will!

Other Side of the Tracks will be greatly missed, both by readers and staff, and we would like to publicly acknowledge the contribution that Bob has made to the success of the magazine through his voluntary efforts to provide us all with a little visual humour on a regular basis!

However, that does leave us with a 'humour gap' to fill... if there is anyone out there who can provide us with a regular comedic look at the model railway hobby, either photographically or in the form of a traditional drawn cartoon, the Editor would love to hear from you.

La Perouse via Malabar

One of our more deservedly popular feature layout articles was John Wallace's *La Perouse via Malabar* Sydney tramway that appeared in AMRM Issue 324 (June 2017). While it is all very well to see magnificent photos on the page, layouts are supposed to move, but this is rather difficult to portray in print! However, there is this thing called YouTube... John has informed us that one of the visitors to his layout, Richard Youl, has uploaded a short video of the layout to YouTube. Richard's video can be viewed at:

<https://youtu.be/6Ktp29K45ag>.

Whoops! HO, not N Scale!

An item regarding four-packs of MU receptacles and an eight-pack of sand fillers for the NSWGR 421 class, produced by Kerroby Models, that appeared on p.49 in the Recent Releases section of AMRM Issue 333 (December 2018) was incorrectly listed as being to N scale. The items are, in fact, HO scale. Our apologies to Kerroby Models for the inadvertent listing in the wrong scale.

Goulburn 150 Years

The Goulburn Loco Roundhouse Preservation Society Inc.



(GLRPS), in conjunction with the Goulburn Mulwaree Council and NSW Trains, are organising a celebration for the weekend of the 25/26 May 2019 to celebrate the 150th anniversary of the arrival of the railway into Goulburn in 1869. Activities will include the unveiling of a plaque by His Excellency General The Honourable David Hurley AC DSC (Ret'd) who will arrive behind steam at Goulburn station on 25 May 2019.

One of the activities will be a display of historical photographs, maps/diagrams and other memorabilia in the former Railway Refreshment Rooms. If you have a suitable item to add to the display, the secretary of the GLRPS, Terence Carpenter, would like to hear from you on email: glrps12@optusnet.com.au or ph: 02 4822 1210.

Sam Mangion RIP

Paul Marrant has advised us of the sad passing of prominent Central Coast (NSW) and NMRA (Australasian Region) identity, Sam Mangion (MMR), on 24 November 2018 after a long battle with lung cancer. Sam, who emigrated from Egypt with his family in 1949, aged five, was an architect, Mason and modeller of the NSW railways.

Sam joined the National Model Railroad Association (NMRA), eventually progressing through the necessary Achievement Program Awards to gain his Master Model Railroader (MMR) award in 2012. He built a layout called the *Buff Point Branch*, images of which can be seen on the NMRA website at: http://www.nmra.org.au/Layout_Tours/Sam%20Mangion/indexB.html.

Sam is survived by his wife, Jan, sons, Stuart and Rowan, daughters-in-law, Judith and Jen and three granddaughters. Our condolences to Sam's family, friends and colleagues.

New Products

HO Scale

Auscision should have received the first run of their NSW 442 Co-Co diesel locomotives, along with the re-run of the NSW 73 class B+B shunting locomotives, by the time you read this. The 442 will be available with the option of factory-fitted DCC sound and will feature a new Vandersound speaker set-up for higher quality sound reproduction.

The NSW Paybus arrived in December and is available ex-stock. Also available again are the Victorian A class Co-Co diesels and the VP/VLPY/VLBY bogie closed vans/PH power vans, though quantities are limited.

The re-run of the NSW 422 class Co-Co diesel is expected to arrive in February 2019.

The first tooling samples of the NR class Co-Co diesel locomotives have been received and Auscision's principals are very pleased with them. The production run is now expected later in 2019. The production run of the Victorian C class locomotive has suffered some unspecified delays at the factory and is now likewise expected to arrive later in 2019, as are the production runs of the NSW 85 class Co-Co electric locomotives and 8650, the unique Bo-Bo-Bo locomotive.

Factory painted samples of the NSW 80 class locomotive, along with the first tooling samples of the South Australian 600 class Co-Co hood units and the Victorian/South Australian G/BL Co-Co diesels, are expected soon. Order forms for the G/BL are now available on the Auscision website, with production currently scheduled to occur in 2020. The first tooling samples for the Victorian 'Tait' Melbourne suburban EMU cars are expected to arrive in March and should be in time to be displayed at the Sandown model railway exhibition.

The revised samples of the NSW 'Tangara' double-deck suburban EMU cars have been received and are now looking much better than the first samples received some years ago. Production is planned for 2019.

Tooling samples of the NSW CTS, NHYH and QHBH coal, NGVF grain and NPEF clinker hoppers have been received and approved, with painted samples expected in early 2019. The production runs of these hoppers are still expected later in 2019.

The next factory-painted rolling stock samples expected are the NSW BDX/NOBX/RCFX bogie opens and the XGAY/WGBY/BGSY grain hoppers. Production of both types is still scheduled for later in 2019.

The NSW RUB set air-conditioned carriages are now in production and expected to arrive in Australia in May 2019. Due to the

complexity of this project it's taking the factory a long time to assemble all the variations being produced.

Factory-painted samples of the *Indian Pacific/The Ghan/Southern Spirit* passenger cars are also expected soon, with production scheduled for later in 2019.

All the samples received so far are on display at the Auscision factory shop, *Australian Modeller* in Seven Hills, which is open every Saturday. The entire currently-available range of Auscision models is available for purchase over the counter at the shop, along with pretty much everything else for the modeller of Australian prototype that is currently available from any manufacturer.

Future plans include another re-run of the Victorian B class Co-Co diesel locomotives, planned for later in 2019/early 2020, which will be a limited run of only 50 units of each version. This run features an upgraded chassis to accommodate the Vandersound speaker and ESU sound decoder provided with the optional factory-fitted sound. There will also be new colour schemes and road numbers. Order forms are now available on the Auscision website.

Also newly available on the website are order forms for the recently announced NSW 44 class Co-Co locomotive project, which has been in quiet development for a number of years. The Auscision 44 class will have operating marker lights, headlights, number box lights and will be DCC-sound ready. The original single-marker light version will also be produced, a never previously produced variation on r-t-r models of the classic 44 class locomotive.

Austrains NEO are planning a second run of the NSWGR post-war composite S trucks, which will include the 'standard' vehicles with new numbers, plus 15 individually numbered wagons known to have been used on the Ashfield Wire Train, along with some examples of the earlier timber-sided version as well. These will be available in the usual five-pack and some wagons will be available in single-packs too, when they arrive in mid-March 2019. Due in late 2019 is a new run of the VR PL/BCPL range of passenger cars that, as usual with Austrains NEO versions of the original Austrains models, will have some small improvements.

After the very positive response from the buying public to the improved NSWGR 'American' end-platform carriage re-release, some new packs will be made available in 2019, including the five-car *Caves Express* (VUB set 75) in blue and cream, the nine-car set DUB 63, as running on the Short North in the 1970s and then much used by the NSWRTM in tour service in the late 1970s and 1980s. This set will feature new body sides, representing the carriages as they were at the time with plain plywood siding, and will have the prototypically correct five cars with high elliptical roofs and four cars with low elliptical roofs. There will also be a special set depicting the experimental Peony Red and Old Gold colour scheme carried by eight-car LOB set 64 during the mid-1950s.

Broad Gauge Models have retrieved the tooling for their locomotive kits from DJH and have secured two whitemetal casters, a brass caster and an etcher for their kits here in Australia. They also have access to an overseas supplier of etches (the same one that provided the etches for the SAR 500B kit). Also successfully received have been quotations for all of the machined parts required and a supply of wheels secured, though good motors at the right price have yet to be found.

With everything just about in place for manufacture of their kits in Australia, BGM are now concentrating on completing the necessary design work for upgraded frames and gearboxes etc. to the latest 'best practice' standards. Once everything is in place and production of kits is underway, BGM will have a clearer idea of when delivery of the next batch of kits will happen. The first locomotive to be produced locally will be the VR D³ 4-6-0 (including D² and D¹ derivatives) followed by both the North British and Newport-built versions of the N class 2-8-2 steam locomotives.

With production now taking place in Australia, it has opened up many possibilities, allowing re-runs of previously available kits and some new locomotives, both VR and SAR, as many parts are common to multiple prototypes. Currently being looked at are the VR A² 4-6-0, in both Stephenson's and Walschaerts' valve gear form, Y and early R class 0-6-0 loco-

tives and the A^A 4-4-0, both E classes (2-4-2T and 0-6-2T), along with the D⁴ 4-6-2T. Most of these can be produced with currently available tooling and a minimum of new parts.

The SAR is not to be neglected either, with work continuing on the 620 class 4-6-2 steam locomotive and reruns of the 700/710 2-8-2 and the narrow gauge T class 4-8-0 kits planned (subject to demand).

Eureka Models have been advised by their factory that the rerun of the r-t-r NSWGR 38 class 4-6-2 steam locomotive is on schedule for a May 2019 delivery in Australia. Eureka is also expecting to receive the production run of the r-t-r RH four-wheel cement hoppers and the four-wheel LCH wagons with steel hoppers in January 2019, around the time you read this.

Eureka is still waiting to hear from the factory as to exactly when production of the VR K class 2-8-0 steam locomotive and NSW 900 class DEB set diesel trains, along with the re-run of the NSW 600/700 class two-car diesel trains, is likely to occur, but expect that it will happen shortly after resumption of production after the Chinese New Year holiday.

Tooling for the NSW TAM sleeping and MCS composite sitting cars has been completed. The first test shots were expected around Christmas 2018 and should be available for viewing by the time you read this.

Kerroby Models have released six different packs of eight different dial faces for their petrol pump kits. Three of the packs feature pre-decimal currency (pounds/shillings) with appropriate petrol brands of the time (Mobilgas/Kangaroo [Vic], COR/Neptune, Plume/Shell) and three packs feature decimal currency (dollars and cents) with appropriate brands of the 1970s/1980s (Caltex/Golden Fleece, BP/Ampol, Esso/Amoco).

On Track Models took delivery of their first release of the NSW Supplementary Interurban Cars in mid-December, comprising MFA all sitting and MFH sitting with small guard's compartment carriages. Both types are available in both lined PTC deep Indian red (with and without logos) and SRA 'Candy' colours, with appropriate numbers and bogies to match the colour scheme applied. All pre-orders



A sample of State Car No.4, just one of the new range of r-t-r, HO scale, VR 'special' passenger carriages that Trainbuilder expect to have available in mid-2019. Also to be made available will be companion vehicle, State car No.5, plus dining cars 'Taggerty', 'Murray', 'Goulburn' and 'Moorabool', along with Parlor car 'Norman' (all in VR blue and yellow), as well as Parlor Car 'Yarra' (VR passenger red or VR crimson). There will also be PCJ power cars in V/Line or West Coast colour schemes, three BCE composite/guard's carriages in VR red, as well as 1BCE in SteamRail red with yellow lining, five VR red sleeping cars and three CE vans in VR blue, which will also be available with a powered bogie for extra haulage power. Orders can be placed via the Train Builder website.

have been despatched and these vehicles are now available direct from OTM by mail order or over the counter from participating hobby shops.

The production of the NSW 82 class Co-Co diesel locomotives has commenced and the factory expect to deliver the models to Australia some time after the Chinese New Year.

The curtain-sided 40' containers are proving popular, with stock getting low on all remaining packs (the K & S packs have sold out). Stocks of the Victorian 'Sprinter' railcars have now either sold out, or are close to selling out. Only limited stock of the V/Line Passenger (Mk1 and Mk2 colour schemes) remain.

Discussion proceeds with the factory regarding the 2019/2020 production schedule; once the factory finalises dates an announcement can be made regarding new projects, hopefully in the next issue.

Peter Boorman's Workshop have released their '1890' four-wheel ballast plough kit. The urethane, cast and etched brass kit is complete with all details, decals and wheels, including scale hook drawgear and mounts for Kadee couplers.

Phoenix Reproductions released their private owner Newcastle coalfields four-wheel brake vans in late December. The sales success of these vehicles has prompted consideration of another run in mid-2019, which will also, subject to successful negotiations with the factory, include the 22' steel chassis version in the run. Phoenix is also investigating the possibility of adding a rebuilt timber chassis (steel solebars) to the next produc-

tion run of the four-wheel, non-air L type private owner coal hoppers, as many of the survivors to the end of private hopper usage were rebuilt in this form. The development of the revamped and expanded range of VR E open, S flat and OT bogie tank cars, along with SAR O and OB bogie open wagons, originally developed by Eureka Models with only the OT tank wagons making it to release, is now complete and is expected to arrive in mid-2019. See the Phoenix website for details of all the variations to be made available.

The NSWGR D53 class 2-8-0 steam locomotive project is currently being finalised with selection underway of the individual locomotive numbers to be made available. Along with the D53, more 50 class locomotives will be released, to be available with either the standard 3650 gallon bogie tender or the 5000 gallon 'Commonwealth' turret tender, with appropriate numbers depending on tender type fitted. Delivery of the new 53 class and the revamped 50 class is expected to occur in late 2019.

In development is an r-t-r Victorian steam locomotive, a prototype that has not been made available in Chinese-made r-t-r, but utilising some parts from the soon to be released Eureka K class 2-8-0. The identity of the locomotive will be revealed when negotiations with the factory have been successfully completed...

SDS Models advise that complications in China have delayed the delivery of the NSW 81 class Co-Co diesel locomotive project. The factory is working at overcapacity in the run-up to Chinese New Year, so SDS have made the decision not to have the assembly

process split by the Chinese New Year break, given that the holiday results in the factory closing for near on four weeks and often many workers don't return after the break, requiring new workers to be trained. SDS were hesitant to have the model's assembly split over two separate workforces and suffer the resultant quality control problems that can occur under these circumstances, as they have been down this path previously and did not wish to revisit the consequences.

Added to the National Rail NR class run will be a number of NR locomotives that carried the various 'Indigenous' colour schemes, which will be produced once the 81 class clear the production line and should become available in mid-2019. This will be a limited run of only 660 pieces, as there is a substantial royalty fee that must be paid in advance to the artist's agency.

The tooling for the NSWGR MHO/VHO/DMC range of passenger brake vans/dynamometer car has been completed and approved, with delivery expected to occur around September 2019.

O Scale

Minerva Models, a British manufacturer, has shown engineering samples of their 7mm scale Manning Wardle K class 0-6-0ST locomotive. The NSWGR operated very similar locomotives in the 19th and early 20th centuries; No.66 of 1874, three 127 class of 1879 and two 292 class of 1884 (all grouped as the 127 class by 1889). They were scrapped or sold into private ownership by the early years of the 20th century. The remains of one, No.530, has sur-

vived into preservation. The models are only available mail order via the Minerva Models website.

Model O Kits have released their NSWGR TRC refrigerated van kit and expect to have the NSWGR FS/BS passenger carriage kits available by the end of March 2019. The next passenger car kits to be produced will be for the NSWGR RUB set air-conditioned cars. The kits will be available in sets or as individual cars; the SFS/OFS second class, SBS/OFS first class, RS buffet and PHS power cars will be produced and are expected to arrive in

the third quarter of 2019.

At the time of preparing this item, the pilot model for the NSWGR 13 class 4-4-2T steam locomotive had not arrived, but was expected by the end of December 2018. The production run should arrive around March 2019 with the factory-assembled r-t-r version of the kit to follow as they are completed. Model O Kits now have ESU decoders in stock and available for purchase.

Publications

Eveleigh Press have released

Bruce Macdonald's latest volume, *The Steam Tram in Australia & New Zealand*, a comprehensive 184 page, A4 sized, richly illustrated guide to the steam tramways of Australia and New Zealand (see review and ad elsewhere in this issue). Given the distance in time to these systems, most illustrations are b&w, but preserved examples have been reproduced in colour. Also included are comprehensive maps of the systems and technical details of the locomotives and stock employed on the systems.

Compiled by James McInerney

Orient Express F Class Review

I would like to make some observations regarding Peter Michalak's review of the Orient Express Reproductions SAR F class tank locomotives in AMRM Issue 333 (December 2018).

The train loads that the F class could haul were far more generous than Peter stated. On the Port line in 1954, up to seven side loading 'dog boxes' were scheduled, a maximum load up to 280 tons. To Marino, six cars were regularly hauled, maximum 192 tons (seven car trains were Rx hauled). To Belair up to four cars were hauled, a maximum load of 130 tons. Also of interest is that train loads were shown for F class to Reynella, outside the then suburban area. On freight trains between Dry Creek and Port Adelaide (Gillman yard) 1000 tons was allowed, a total not unknown when transfer trains of loaded gondolas of Leigh Creek coal operated!

The last regular use of F class locomotives, other than at Islington works, were as yard pilots at Adelaide railway station where two were regularly on duty until 1966, when they were superseded by the two 350 class diesel shunters. Interestingly, some years later, the now aging 350 and 351 also replaced the last F class that was employed on shunting duties at the Islington workshops.

In the review of the model no comment is made regarding the headlights; when running bunker first the rear lamp is overly bright. I have a DC locomotive; the headlights are bi-directional and cannot be turned off. This is very disconcerting, as in the steam era head-

DIARY

SCMRA ACTIVITIES

*For all activities contact Eastern Division representative
Graham Windmill on (02) 9626 0351.*

9 February	Meeting and DCC layout operation at home of Marcus Ammann, 2.00pm-5.00pm
9 March	Meeting and On30 layout operation at the home of Trevor Moore, 2.00pm-5.00pm
13 April	SCMRA Seminar – <i>Modelling Southern NSW Railways</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
11 May	Running Session at home of Tim Stewart, HO NSW layout based on Mudgee in operation.
8-10 June	Stand at the Epping Model Railway Exhibition, Rosehill Gardens Grand Pavilion, off Grand Parade Rosehill.
13 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 & EXPOS

BELMONT – VIC. January 26-27, 2019. Corio Model Railway Exhibition. Corio Model Railway Club Inc. South Barwon Civic Centre. Reynolds Rd, Belmont. 10.00am-5.00pm (Sat), 10.00am-4.00pm (Sun). \$10, \$5, \$20. Ray 041 932 9793.

ARARAT – VIC. February 16-17, 2019. Grampian Model Railroaders Inc Exhibition. Alexandra Oval Community Centre. Waratah Ave, Ararat. 10.00am-5.30pm (Sat), 10.00am-4.00pm (Sun). Stuart 0438 545 233. www.gmrinc.org.au

FORESTVILLE – NSW. March 2-3, 2019. NSRMA Forestville Exhibition Forestville Memorial Halls, Cnr. Warringah Rd & Starkey St, Forestville. 9.00am-5.00pm (Sat), 9.00am-4.00pm (Sun). Adult \$13, Concession \$10, Child \$6, Family \$32. Andrew King 0412 447 743. exhibition@nsrma.com.au

THIRLMERE – NSW. March 3, 2019. Southern Highlands Model Railway Exhibition in conjunction with Thirlmere Steam Festival at Thirlmere Public School Hall. 10.00am-5.00pm (Sun). Admission \$2/\$1/\$5.

KYNETON – VIC. March 9-11, 2019. Macedon Ranges MRC annual exhibition, Sacred Heart College, Cnr New and Begg Sts Kyneton. 10.00am-5.00pm (Sat & Sun), 10.00am-4.00pm (Mon). Brian 0427 047 411.

SPRINGVALE – VIC. March 9-11, 2019. Sandown Train & Hobby Show. Sandown Racecourse and Entertainment Centre, 591-659 Princes Hwy, Springvale. 10.00am-6.00pm (Sat), 10.00-5.00pm (Sun),

10.00am-4.00pm (Mon). Adults (16+ years) \$20, Children \$5, under 3 free.

www.trainandhobbyshow.com.au

BUNDABERG WEST – QLD. March 23-24, 2019. Bundaberg Model Train & Hobby Expo, Bundaberg Multiplex Sports & Convention Centre, Civic Ave, Bundaberg West. 9.00am-5.00pm (Sat), 9.00-4.00pm (Sun). Adults \$10.00, Children 8-16 \$5.00, Family Pass \$25.00 (2 Adults and 3 Children over 8, Children under 8 free). Graham 0407 559 086.

KALEEN – ACT. March 30-31, 2019. Canberra Model Railway Expo, Canberra Model Railway Club Inc. UC Kaleen High School, 104 Baldwin Dr, Kaleen. 9.00am-5.00pm (Sat), 9.00am-4.00pm (Sun). Adults \$10, Child \$5, Conc. \$8, Family \$25 (2 adults and 2 children) Chris 0400 116 016.

cmrcexporeg@cmrci.info. www.cmrci.info
DIAMOND CREEK – VIC. April 20-21, 2019. Yarra Valley Model Railway Clubs. Easter Model Train Expo at Community Bank Stadium, Diamond Creek. 9.30am-5.00pm (Sat), 10.00am-4.00pm (Sun).

www.yarravalleyemrc.com

BRISBANE – QLD. May 4-5, 2019. AMRA Qld. Inc Brisbane Model Train Show, The Exhibition Building, 601 Gregory Terrace, Bowen Hills (cnr. Costin Street) RNA Exhibition grounds. 9.00am-5.00pm (Sat), 9.00am-4.00pm (Sun). Adults: \$15.00/Concession: \$10.00. Children under 16 free (if accompanied by an adult). Show Manager. amraqld1@gmail.com

ALBURY – NSW. 18-19 May 2019. Murray Railway Modellers Annual Show, Mirambeena

Community Centre, 19 Martha Mews, Lavington. 9.00am-5.00pm (Sat), 10.00am-4.00pm (Sun). Phone: 0417 538 700.

mrmshow@gmail.com

STANHOPE GARDENS – NSW. 18-19 May, 2019. Hills Model Railway Society Exhibition, Blacktown Leisure Centre, Stanhope, cnr Sentry Drive and Stanhope Parkway, Stanhope Gardens. 9.00am-5.00pm, (Sat), 9.00am-4.00pm (Sun). Adults \$12, Children \$6, Senior \$8, Family \$25. Secretary 0421 603 240. www.hmrs.org.au

GLEN WAVERLEY – VIC. June 8-10, 2019. Waverley Model Railway Club Annual Exhibition, Brandon Park Community Centre, 649 Ferntree Gully Rd, Glen Waverley. 10.00am-6.00pm (Sat) 10.00am-5.00pm (Sun) 10.00am-4.00pm (Mon). Adults \$12, Children \$6, Family \$30.

exhibitions@waverleymrc.org.au

ROSEHILL – NSW. June 8-10, 2019. Epping Model Railway Exhibition, Rosehill Gardens Grand Pavilion, off Grand Avenue, Rosehill. 9.00am-5.00pm (Sat & Sun), 9.00am-4.00pm (Mon). Adults \$15, senior \$11, child \$8, family \$40. David Dalzell 0423 362 324. www.eppingmodelrailway.org.au

OPEN DAYS

BRISBANE – QLD. March 10, 2019. Clubrooms, rear of Holland Park Sports and Community Club, 49 Abbotsleigh St, Holland Park. 9.00am-2.00pm (Sun). 0439 435 366 or sec_upmrc@bigpond.com

SALE DAY

BRISBANE – QLD. March 19, 2019. Buy and Sell Night. Union Pacific Model Railroad Club Clubrooms, rear of Holland Park Sports and Community Club, 49 Abbotsleigh St, Holland Park. Registrations from 6pm, Sale commences 8pm (Tues). Free entry. 0439 435 366. sec_upmrc@bigpond.com

BRISBANE – QLD. April 6, 2019. AMRA Qld. Inc. 20a Murphy Road (Dunsford Street lights) Zillmere. 9.00am-1.00pm (Sat). Layouts running. Bruce Meiklejohn 0433 440 031. amraqld1@gmail.com

FESTIVAL DAY

GOULBURN – NSW. May 25-26, 2019. The Goulburn Loco Roundhouse Preservation Society Inc. in conjunction with the Goulburn Mulwaree Council and NSW Trains are organising a celebration for the anniversary of the arrival of the railway into Goulburn. 10.00am-4.00pm (Sat & Sun). Terence Carpenter (02) 4822 1210. glrps12@optusnet.com.au

MAILBAG

Australian MODEL RAILWAY Magazine welcomes letters on any pertinent model railway subject for inclusion in Mailbag. Letters should be sent to Mailbag, SCR Publications, PO Box 345, Matraville 2036, emailed to amrmagzn@tpg.com.au or faxed to (02) 9661 4323. All Mailbag contributions must include the writer's name, address and phone number to permit verification. Contributions without this information will not be considered for publication.

Editor

lights were not lit during daylight hours. Perhaps those with DCC can control the headlights?

I think the 'English style' drop-in coupler boxes are crude in that they cause the Kadee couplers to protrude unrealistically. For such a short wheelbase locomotive I would definitely prefer body-mounted couplers. Like Peter, I also experienced some slipping on uneven track, which I have easily resolved by some fettling and realignment of the track.

Nevertheless, despite my thoughts above, it is a beautiful model for which the SAR modeller must be truly grateful!

Rodney Barrington
Aldgate 5154

Manufacturing in China

Here at Eureka Models we still feel we are relative newcomers to the world of manufacturing model trains in China, despite having first ventured north to Hong Kong back in December 2003. That visit resulted in the commissioning of Sanda Kan to produce our AD60 and 620/720 projects.

There has been discussion of late in this august publication regarding the state of the hobby in general and the state of manufacturing in China in particular. It is not our intention here at the Eureka offices to enter this debate, rather, we would like to offer our observations on some of the changes that we have seen take place in the fifteen years that representatives of Eureka have been travelling north to the land of the Great Wall, Panda bears, very fast trains and the directly opposite extremes of bitterly cold and stinking hot weather.

Changes in China over the past fifteen years have been prodigious so we will limit our observations to the area of model train manufacturing.

During that time Eureka has delivered twenty projects, produced by four different manufacturers located in either the massive industrial area in Southern China known as Shenzhen or the smaller, but still massive, industrial centres located on the Yangtze River in Central China. As such, Eureka has been exposed to and been able to observe much of what has transpired in the manufacturing of model trains in China over the past two decades.

Much could be discussed, however there are two key developments which we here at Eureka think should be pointed out for the impact that these developments have had on the production of r-t-r models here in Australia and indeed around the world.

The first of these is the trend towards not using glue in the assembly process. On our early visits it was usual to see on the assembly line bottles of superglue suspended above the heads of the young girls working on the line. These bottles had long tubes which were used as applicators to apply the glue and in so doing to cement the model parts, including detail bits, together. A visit to any factory today would find none of these canisters of superglue being used on the assembly line.

The use of glue has almost entirely been eradicated in the assembly process and has been replaced by what is now referred to as 'push fit' assembly. Models of today are designed from the outset in such a way that the parts which go together to make up the model all lock together without the need for glue. Detail parts in particular have locating pins which fit into holes cast in the relevant receiving part. In theory, a model can be totally assembled without the need for glue.

This is particularly important where the model has first had to be painted. For example, in the current Eureka re-run of its NSWGR 38 class steam locomotive the overwhelming time (and therefore cost) in the production process will be in the Decoration (painting) Department. Even a minute spot of superglue could spoil the best that the Decoration Department has to offer and consign the painted body shell to the bin. Glue therefore is the enemy of the decoration process and is, as could be expected, shunned on the assembly line.

However, we all know what some of the consequences of this demise of glue are. We all routinely go through the process of picking up detail bits which have fallen off models on our layouts. Even the very smallest variation in tolerances can result in loose fittings and lost detail bits. Manufacturers have to be aware of this problem in the production of their models, but it is likely that this problem will be with

us for at least the foreseeable future.

The second trend is similar to that of the exorcising of glue in the manufacturing process, in that it involves a significant change in assembly techniques. The trend being referred to here is the increasing reduction of soldering in the assembly process.

While soldering has not been eliminated from the assembly of model trains, its use has been significantly reduced in the manufacturing process. There is a good reason for this in that soldering is a skill that has to be learned (some soldering experts will say that it is a skill that can take years to develop). Most assembly line workers are unskilled workers recruited straight off the street. They are unlikely to possess even the most rudimentary of soldering abilities. The result is a pressure to eliminate soldering wherever possible and to sub-contract out those tasks where soldering cannot be avoided.

As an example, it is now com-

mon to use press-fitted clips to attach pick-up wires to the pick-up plates on bogies etc. The failure of these push fitted clips is an ongoing source of problems. Wiring looms used in the installation of decoders and PCB components are today almost entirely contracted out. The decline in soldering has not yet had the impact that the decline in the use of glue has had, but it is still a trend that needs to be monitored.

There are other trends in manufacturing in China that relate to the production of Australian r-t-r models, such as the significant changes in the structures of ownership of manufacturers in China in the past fifteen years... but the ramifications of this are probably best left for another time.

Ron Cunningham
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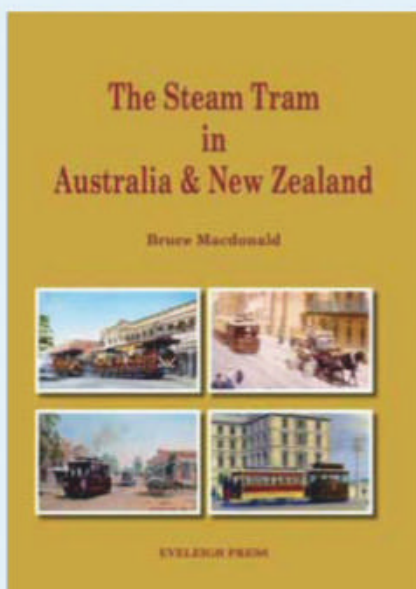
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answer the city fathers were seeking. Although quite a few systems commenced with horse-drawn vehicles, steam-hauled 'motors' as the steam tram locomotives were to be known, became common at the front of a tram. This book is not a history of the various systems in the two countries but a coverage of the various motors that were found in service until the systems were electrified or shut down in favour of buses. Where known, every type of steam motor is shown in photographic or illustrative form, in some cases also showing the modifications applied. Photos have been drawn from many sources and restored trams are shown in colour. Most systems are accompanied by a map.

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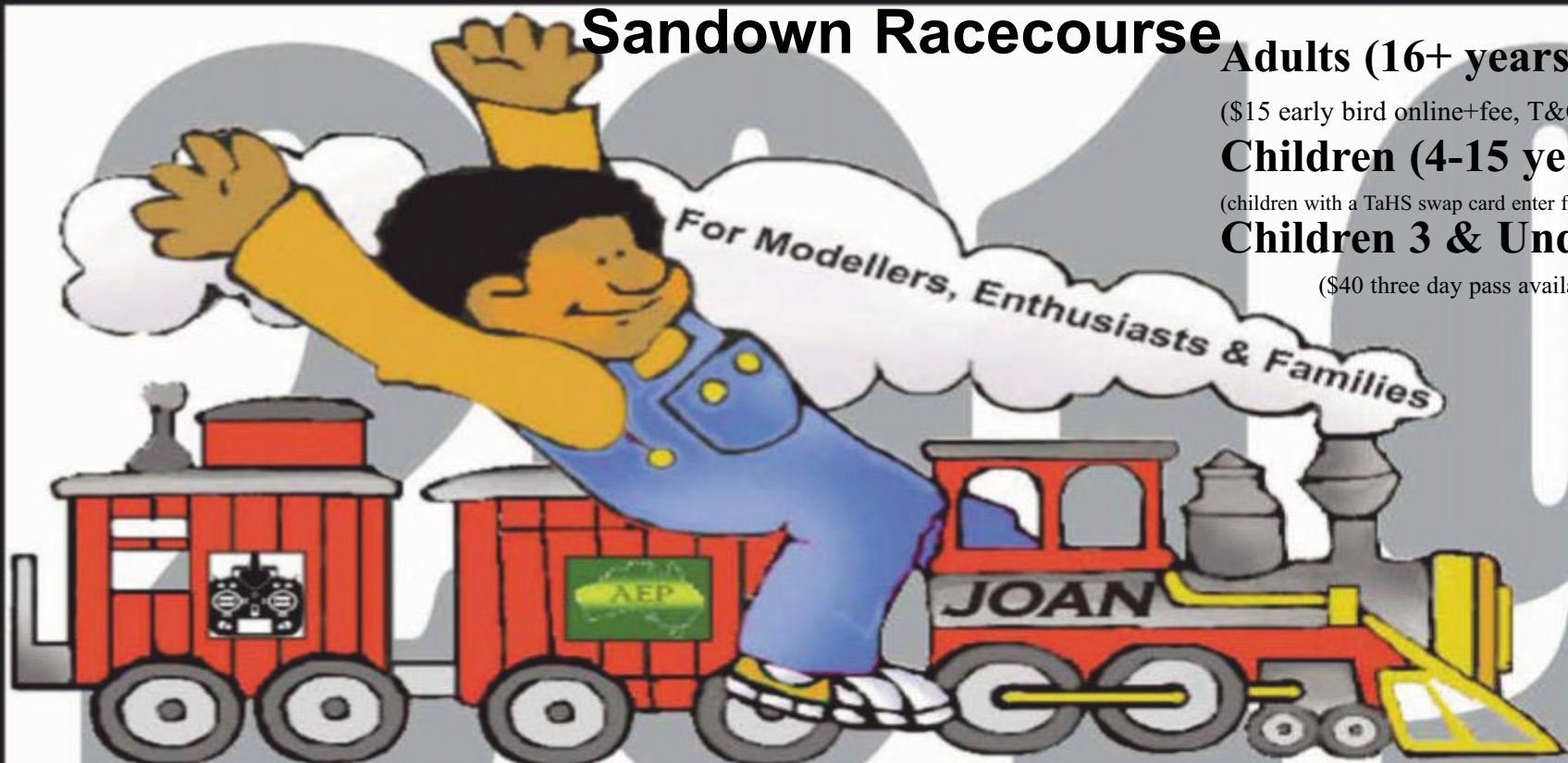
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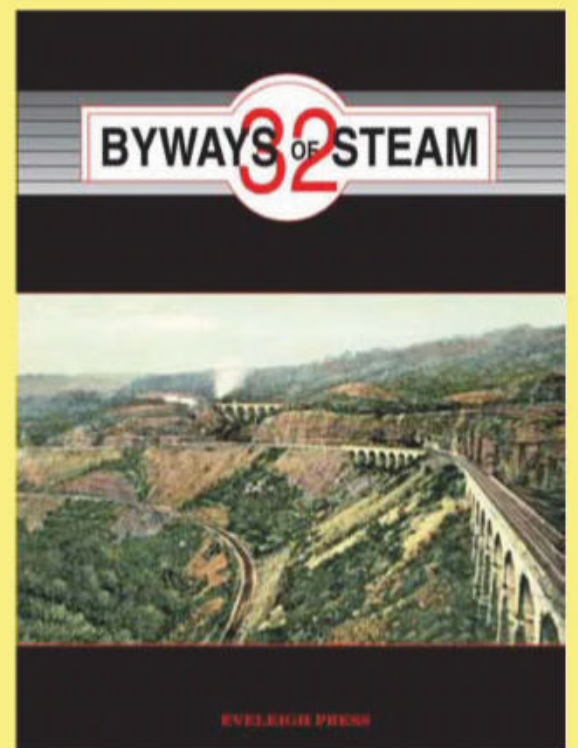
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BYWAYS OF STEAM 32

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.

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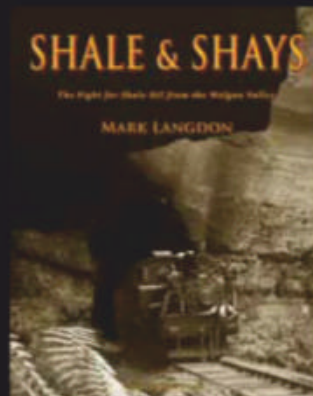
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The book is 279 x 215mm portrait, of 300 pages in size and includes three- and four-page fold-outs and gate-folds to best display the many pictorial images sourced. While most images are black and white, a number of available colour images have been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

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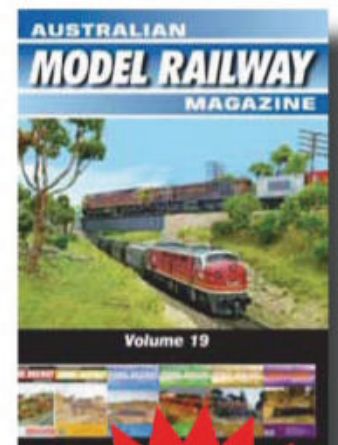
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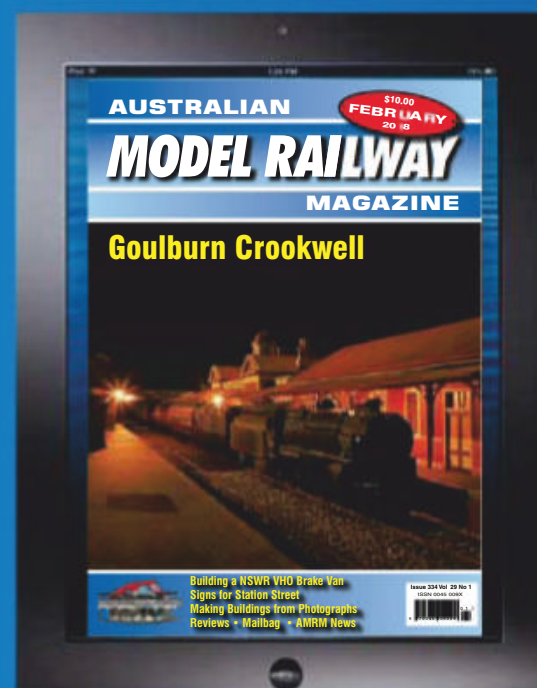
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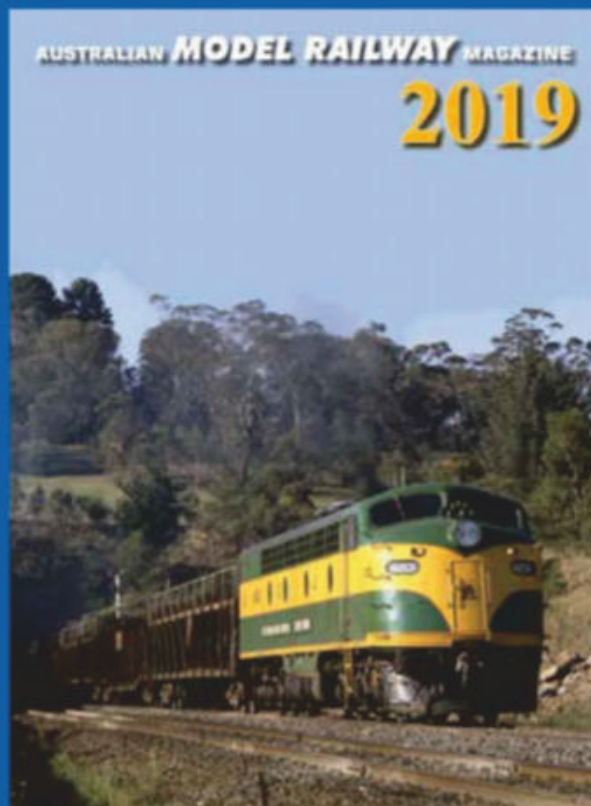
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The 2019 AMRM Calendar



The 2019 diesel calendar features 4201 on the cover in 1980; Freightlink No.7AD1 north of Alice Springs; the *Indian Pacific* at Sodwalls in 1994; QR container train with English Electric locomotives 1281 and 2354 in 1965; SCT freight at Bogan Gate hauled by SCT001 & SCT015 in 2009; ANR ZA1 at East Tamar, Launceston in 1989; NSW 8010, 8045 and 4526 hauling a freight at Sodwalls in 1990; BHP-Billiton 4393 leads 5637 on an empty ore train through the Chichester Ranges; Patrick Freight hauled by CLP12/CLP13/GM27 & GM43 in the Adelaide Hills near Balyarta in 1969; Tully Sugar locomotive No.9 with a rake of empty bins in 2014; V/Line P12 heads a H set with P17 trailing north of Tarnet; 8005 & 8109 with empty cement hoppers north of Cullen Bullen in 2011.

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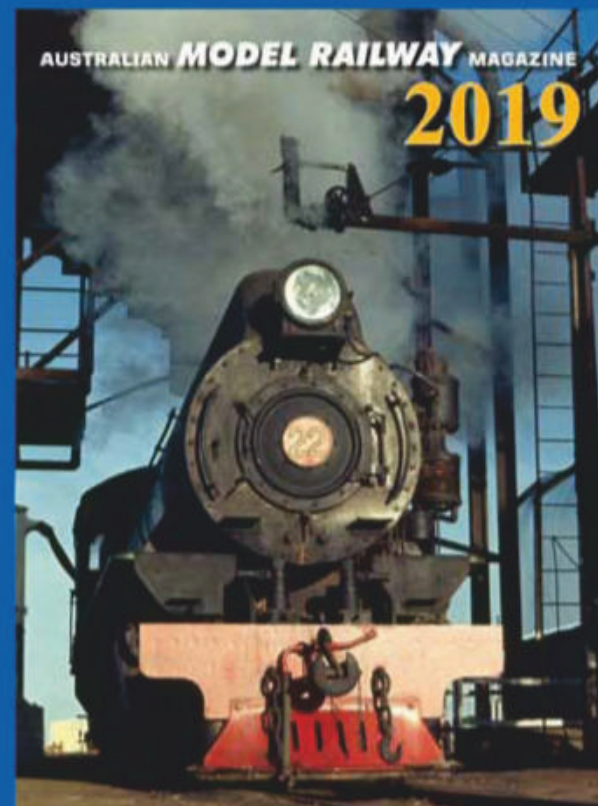
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The 2019 steam calendar features Silverton Tramway Company W22 in the locomotive depot in 1965; NSW 3636 climbing the grade east of Brewongle with W88 *Relief Central West Express*; VR N428 with empty rail wagon in 1966; QR AC16 class 2-8-2 locomotive 223A near Toowoomba in 1968; SAR narrow gauge Garratt 401 at Crystal Brook in 1969; Standard Goods 5263 on the Toronto Branch; WAGR W class Beyer-Garratt at Donnybrook in 1971; Pacific locomotive MA4 taking water at Scottsdale in 1970; SAR T44 Hawker to Quorn goods service in 1969; NSW 3315 on No.13 *Glen Innes Mail* at Black Mountain in 1966; PB14 412 approaching Vulture Street in 1967; VR R719 approaches Ararat in 1966; Beyer-Garratt 6015 east of Borenore in 1967.

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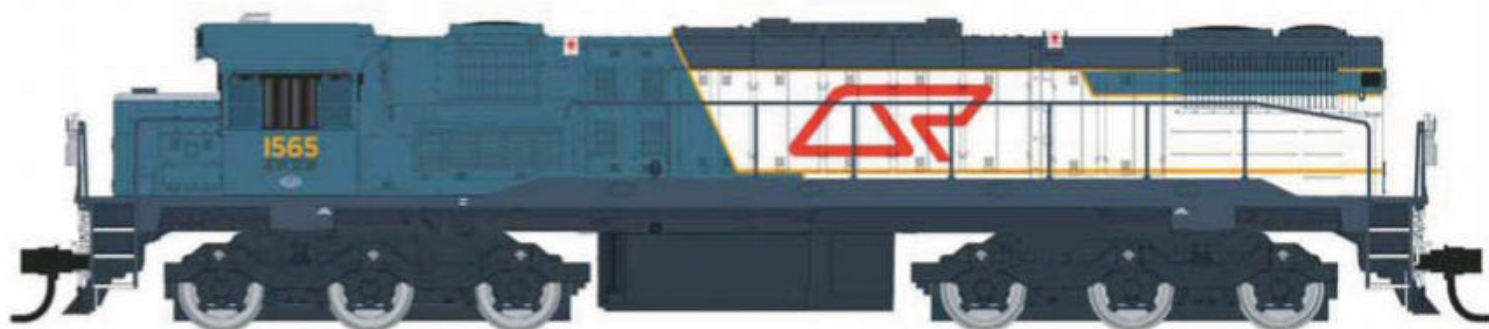
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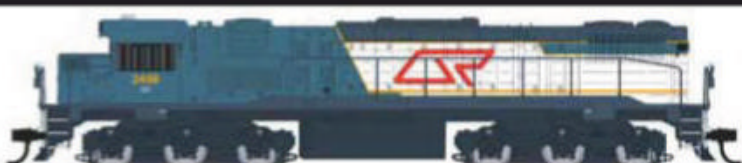
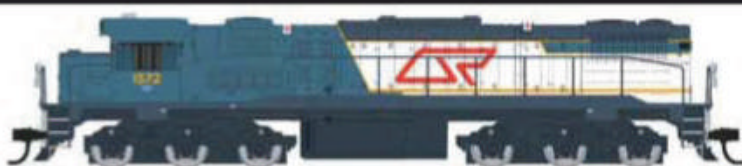
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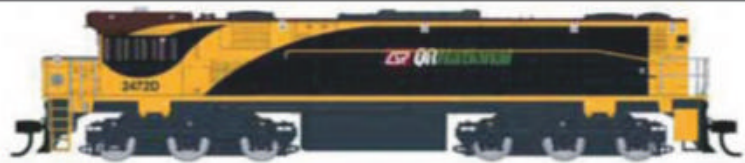


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Victorian Railways S-Cars, Order Form

VR, Blue and Yellow, SOP, Standard Gauge.			SRRP	Quantity	Quantity X Price	
PC-410A	1 VFX	We have the last stocks of these	In Store Now	\$150.00 each		
PC-410B	2 VFX		In Store Now	\$150.00 each		
PC-411A	1 VFS		In Store Now	\$150.00 each		
PC-411B	2 VFS		In Store Now	\$150.00 each		
Vic Rail (Tea Cup)-Tangerine with silver ribbons (1981-1983)			SRRP	Quantity	Quantity X Price	
PC-441B	9 BS (Economy)	In Store Now	\$150.00 each			
PC-442A	10 BRS (Snack Bar)	In Store Now	\$150.00 each			
PCCP-4	210 BS/3 BS/224 BRS	In Store Now	\$450.00 each			
V/Line-Tangerine with silver ribbons (1984-1986)			SRRP	Quantity	Quantity X Price	
PC-450A	210 AS (First)	In Store Now	\$150.00 each			
PC-452A	10 BRS (Snack Bar)	In Store Now	\$150.00 each			
PCCP-5	212 BS /214 BS /226 BRS	In Store Now	\$450.00 each			
V/Line-Tangerine with green and white stripes (1986-1995)			SRRP	Quantity	Quantity X Price	
PC-455A	213 BS (Economy)	In Store Now	\$150.00 each			
PC-456A	223 BRS (Snack Bar)	In Store Now	\$150.00 each			
Westcoast Railways (WCR) (19th Sept 1993 - 31st Aug 2004)			SRRP	Quantity	Quantity X Price	
PC-495A	205 BS (Economy)	In Store Now	\$150.00 each			
PC-495B	212 BS (Economy)	In Store Now	\$150.00 each			
PC-496A	222 BRS (Snack Bar)	In Store Now	\$150.00 each			
V/Line Passenger Corporation (maroon, blue with white) (1995-2006(July))			SRRP	Quantity	Quantity X Price	
PC-475A	215 BS	In Store Now	\$150.00 each			
PC-475B	216 BS	In Store Now	\$150.00 each			
PCCP-8	217 BS/218 BS/219 BS	In Store Now	\$450.00 each			

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PC-403B	7 AS FIRST		Due in 2019	\$150.00 each		
PC-403C	8 AS FIRST		Due in 2019	\$150.00 each		
PC-408A	9 AS FIRST		Due in 2019	\$150.00 each		
PC-408E	15 AS FIRST		Due in 2019	\$150.00 each		
PC-408F	16 AS FIRST		Due in 2019	\$150.00 each		
Victorian Railways (VR) (blue and yellow)-Art Deco (BG)			Pre-Order Price	Quantity	Quantity X Price	
PC-404A	5 BS SECOND	Due in 2019	\$150.00 each			
PC-404B	6 BS SECOND	Due in 2019	\$150.00 each			
PC-404C	7 BS SECOND	Due in 2019	\$150.00 each			
PC-406A	8 BS SECOND	Due in 2019	\$150.00 each			
PC-406B	9 BS SECOND	Due in 2019	\$150.00 each			
PC-406C	10 BS SECOND	Due in 2019	\$150.00 each			
PC-406D	11 BS SECOND	Due in 2019	\$150.00 each			
PC-406E	12 BS SECOND	Due in 2019	\$150.00 each			
Victorian Railways (VR) (blue and yellow)-Sans Serif(BG)			Pre-Order Price	Quantity	Quantity X Price	
PC-420D	10 AS FIRST	Due in 2019	\$150.00 each			
PC-420E	11 AS FIRST	Due in 2019	\$150.00 each			
PC-420F	14 AS FIRST	Due in 2019	\$150.00 each			
Victorian Railways (VR) (blue and yellow)-Sans Serif(BG)			Pre-Order Price	Quantity	Quantity X Price	
PC-421D	7 BS SECOND	Due in 2019	\$150.00 each			
PC-421E	8 BS SECOND	Due in 2019	\$150.00 each			
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