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2021

MODEL RAILWAY

MAGAZINE

Kanunda & Emu Flat



G Class Locomotives part 2
Build a control panel • Fading R-T-R models
Location to model: the Morpeth line
Reviews • Mailbag • AMRM News

Issue 347 Vol. 30 No.2

ISSN 0045-009X



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Victorian Railways D3 Class Locomotive



GAUGE
H0
1 : 87

Image by David De Dear
Courtesy of Train Hobby Publications.

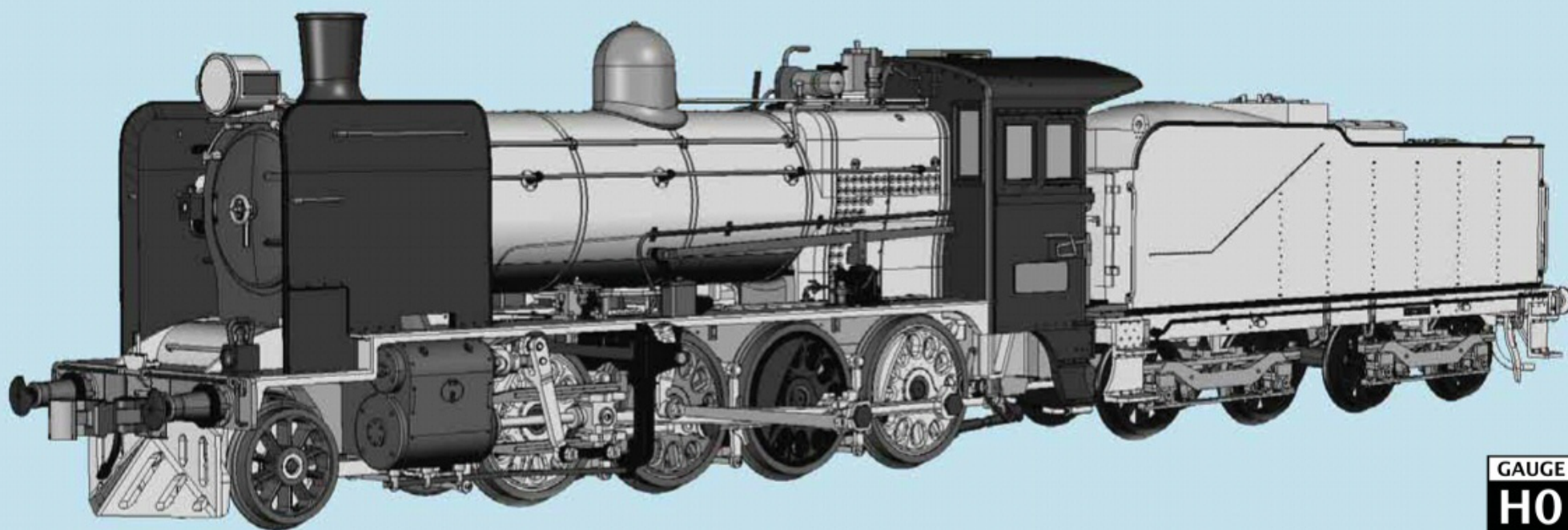
Due to arrive Mid-2021 our Victorian Railways D3 4-6-0 locomotive.

Featuring a diecast metal boiler, metal footplate, metal chassis and metal connecting rods. All wheel electrical pickup and a switchable keep alive capacitor for fault free DCC operation. Working headlight with red/white marker lights for realistic lighting control. Genuine Kadee scale head whisker coupler is fitted to the tender and a scale sized swivelling knuckle and three link coupler is fitted to the front buffer beam.

Available in either DC control @ \$660.00 per model or DCC + Sound @ \$799.00 per model.
See www.phoenixreproductions.com.au for the full range of running numbers.

DCC - SOUND
ESU LOKSOUND
V5.0 Sound Decoder

Victorian Railways K Class Locomotive



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After a thorough evaluation by our engineering team, the VR K class model is being upgraded to the same standards as our D3 model. Fortunately, the D3 and K class share the same tender type, so the engineering changes are limited to the engine unit only. We expect running samples mid-year and pending production availability we anticipate delivery Late 2021.

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Victorian Railways D3 Class Locomotive with Flare Top Tender

GAUGE
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SDS Models have undertaken the production of two dedicated, and era specific, running numbers from this period. The engine units are based upon the Phoenix Reproductions model mated with our own low sided tender. These models are being produced concurrently with the Phoenix Reproductions units and should be available Qtr1 2021.



21

Victorian Railways APL / BPL / BCPL Passenger Carriage

AUSTRAINS
NEO



The twin packs of PL cars have sold out, but new smooth sided single packs are available now.



SRA 81 Class Locomotive

The SRA 81 class model is in production.
First to arrive are the earlier single door variants.



FULL THROTTLE
DIESEL

21

Arriving
Early 2021

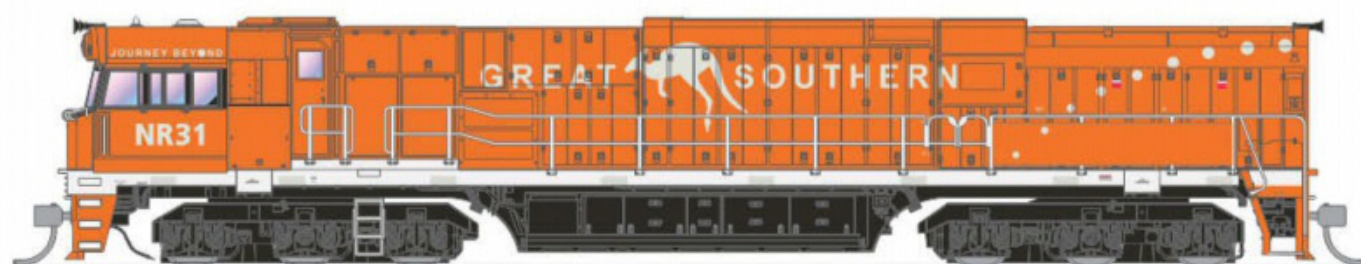


NR class Locomotive

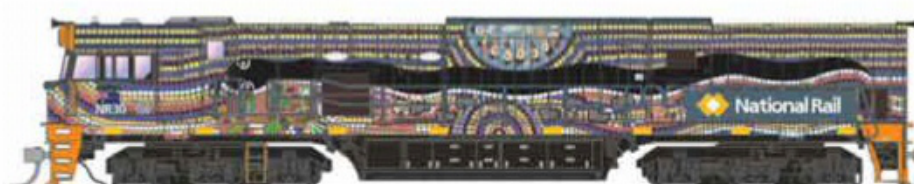


FULL THROTTLE
DIESEL

21



The full range of NR class locomotives including the indigenous units are available now.



FEATURES

18 The Kanunda and Emu Flat Railway

Ken House describes his South Australian inspired layout Kanunda and Emu Flat Railway in HO scale.



28 The V/Line G Class Part 2

Bernie Baker and the AMRM team continue their coverage of the V/Line G class *Super Series* locomotives after privatisation.



36 Modelling Morpeth

A location to model — the Morpeth Line, by Trevor Hodges.



42 A Use for a Spare Boiler

Warren Miller creates an animated industrial scene using a spare boiler.



44 Modelling Early NSW Railmotors

Jonathan Majer builds two versions of early NSWGR Railmotors.

46 Fading Ready-to-run Rolling Stock

Fading ready-to-run rolling stock, with Glen Thomson

47 Build Your Own Control Panel Display

Ian Barnes constructs professional-looking control panels.

50 How to Build a Coil Steel Loading and Unloading Tool

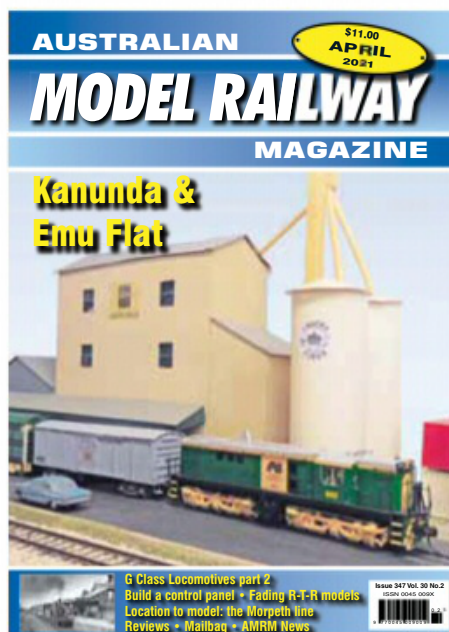
Craig Mackie builds a handy coil steel loading and unloading tool.

OTHER FEATURES

- 26 In the Loop: Where the Water Meets the Railway
- 51 Peter Smith — A Modeller's Gallery
- 61 Vale: John Reginald Eassie

REGULARS

- 54 Reviews
- 56 Recent Releases
- 58 AMRM News
- 62 Diary
- 62 Mailbag
- 66 Market Place
- 70 Advertisers' Index



ON THE COVER:

Locomotive 842 shunts an ex SAR M van and an ALGX into position at Laucke flour mills on Ken House's 'Kanunda and Emu Flat Railway'. Photo Ken House



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The Operational Dimension

Operational sessions can add a new dimension to your layout. Your modelling era comes to life as your mates 'work' the layout.

A Town Like Alice was my first dedicated 'operational' layout, based on Alice Springs in the Northern Territory during the Australian National era. Alice Springs is operationally like a UK terminal branch line station, but with an Australian modern twist. Alice Springs has traditional facilities such as a goods shed, passenger station, locomotive depot and industrial sidings.

It also has intermodal sidings and a stock race at Roe Creek.

In this era, the Alice Springs express goods trains No. 347 down and No. 166 up, had a great cross-section of rolling stock. This included stock vans, louvred vans, fuel tankers, trailer-on-flat car (TOFC) double stacks, and roadrailers!

There are a number of operator 'comfort' considerations when contemplating initiating operational sessions:

- People access. Think about reachability, high operator traffic locations, making aisles wide enough.
- Simple, easy-to-read control panels and instructions, uncoupling picks etc.
- Install comfortable flooring; your operators are going to be on their feet for a while.
- Good, even lighting will make shunting operations easier.
- Try to finish scenery to a point where industries and buildings are not just makeshift signs (it will make the layout more pleasing to operate).
- Avoid duck-unders.

I made some mistakes with my first 'operational' layout:

- putting too much rolling stock on the layout; about 1/3 of the rolling stock needed to be removed for realistic operations.
- not replicating the prototype track plan as closely as I should have; this made the operation of the model version unrealistic.
- having a continuous run-through the yard for exhibitions. This compromised the operational part of the design and made it a duck-under layout. Had I thought it through a bit more, the continuous section could have been separated from the yard. This would have made it easy for access and make the layout more realistic.

Adding operating sessions to your layout requires a lot more pre-planning and thinking about the mechanics of how your 1:1 operators can work in your scaled down (N, HO, S or O scale) world. But it's worth it! It's also a great excuse to throw a barbecue!



DL39, CL2 and CL5 pass through Heavitree Gap with Train No. 347 heading for Alice Springs on 'A Town Like Alice'. Photo Scott Fitzgerald

SOUTHERN CROSS MODEL RAILWAY ASSOCIATION

The Annual Membership Fee for SCMRA is \$66.00 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 \$33.00 plus the (\$20.00) Joining Fee (does not include October issue of AMRM). All fees are GST Inclusive. Membership entitles you to participate in the activities of the Association, to receive AMRM and our regular news-sheet *Booster*. Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals. For further details write to the Secretary or contact the divisional representative. Meetings are usually organised on the second Saturday of

each month in New South Wales. For further details and location please contact the divisional representative. Membership services include magazine binders and photocopies of articles from out of print issues of AMRM at discount prices.

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- **Minimum radius:** 6'

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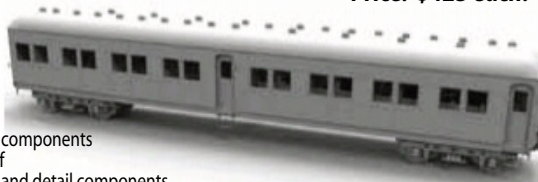
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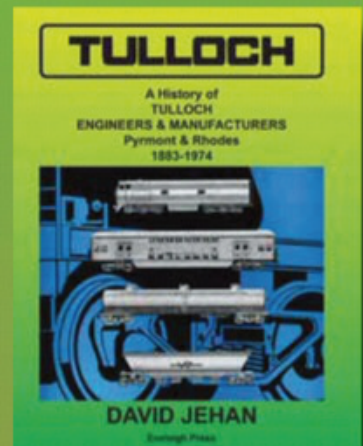
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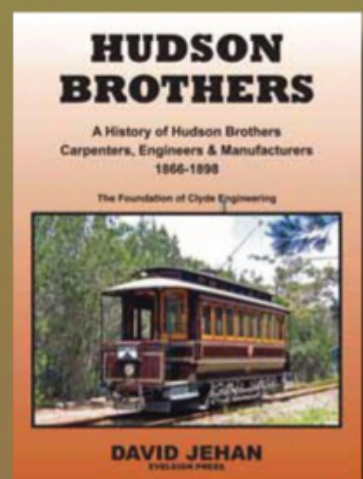
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In this volume, David records the history of the engineering firm of Tulloch from its formation in Pymont in 1883 until 1974. This highly acclaimed book won the Colin Crisp Award for Engineering Heritage from Engineers Australia. The author traces Robert Tulloch's arrival in Australia from Scotland, his first job at the Atlas Foundry until he formed his own company in 1883.

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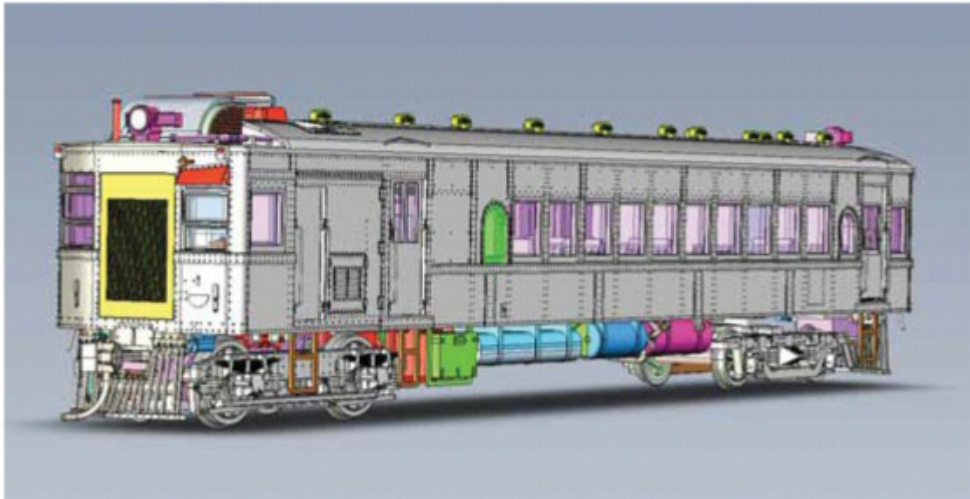


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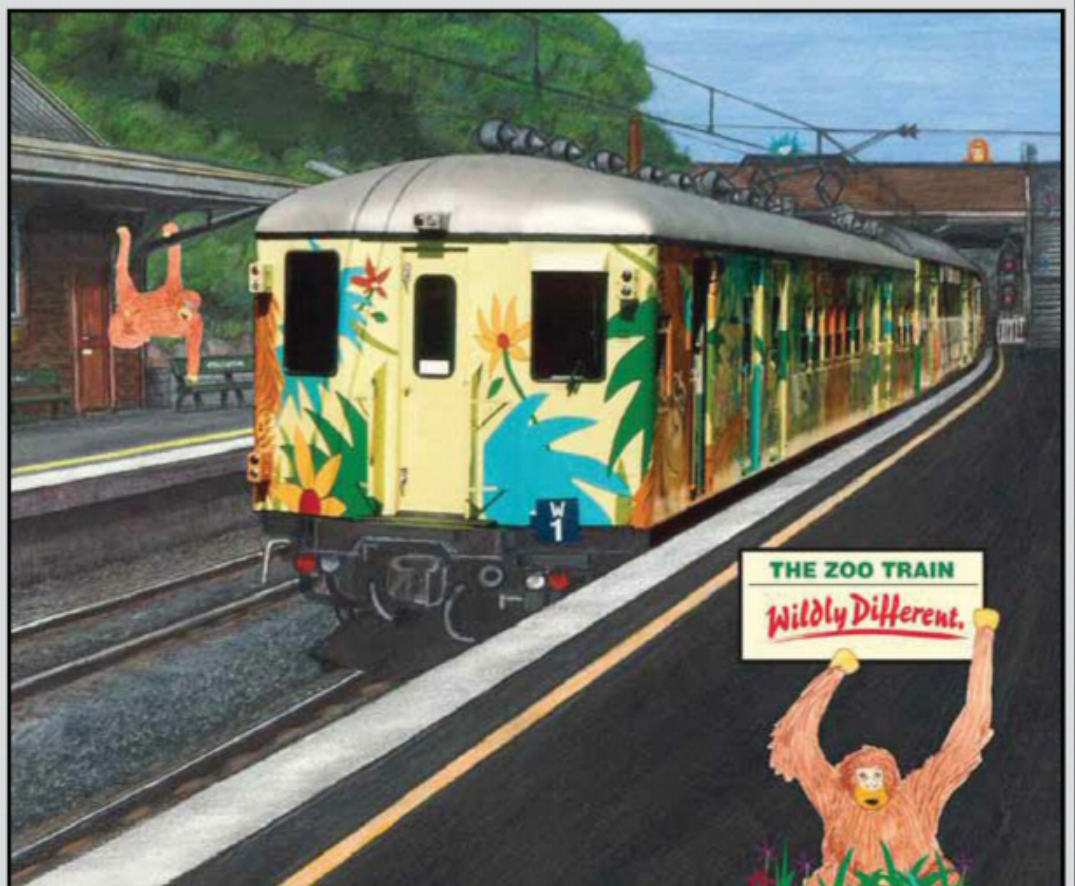
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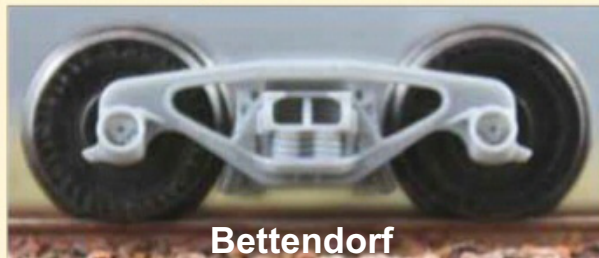
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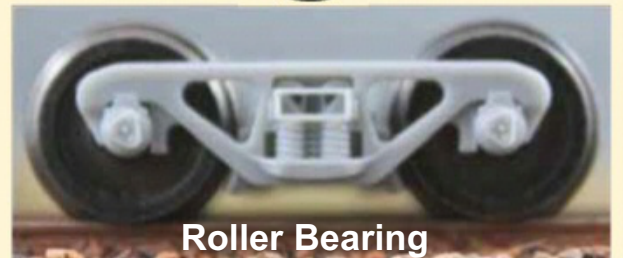
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600 x coal burning tender (one loco in preserved);
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these may come with a sheet of number decals.

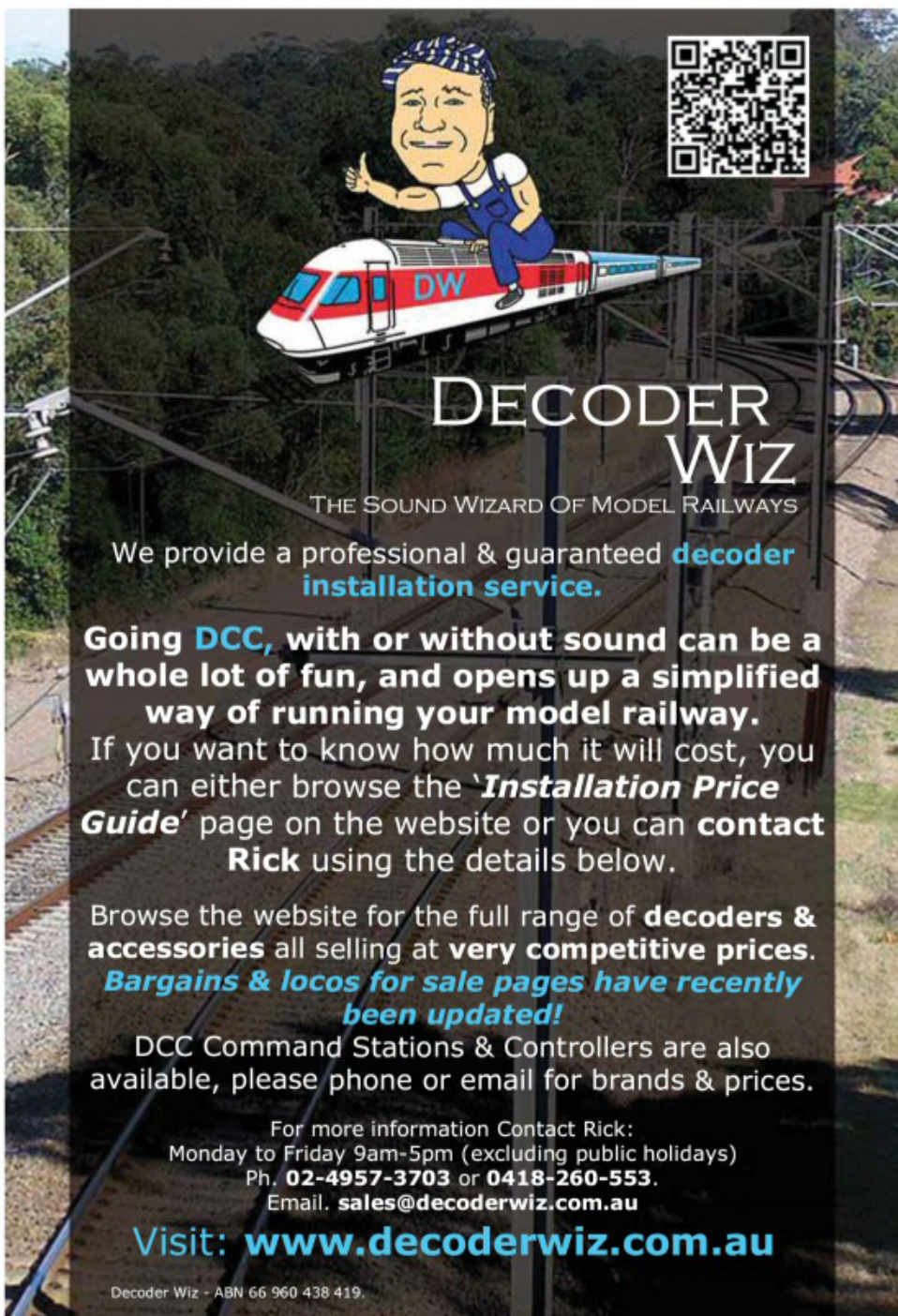
LOCO NUMBER LIST:

- Coal, footplate edge black: J506, J507, J519.
- Coal, footplate edge red: J500, J515, J525
- Oil, footplate edge black: J535, J554, J556.
- Oil, footplate edge red: J541, J544, J549.

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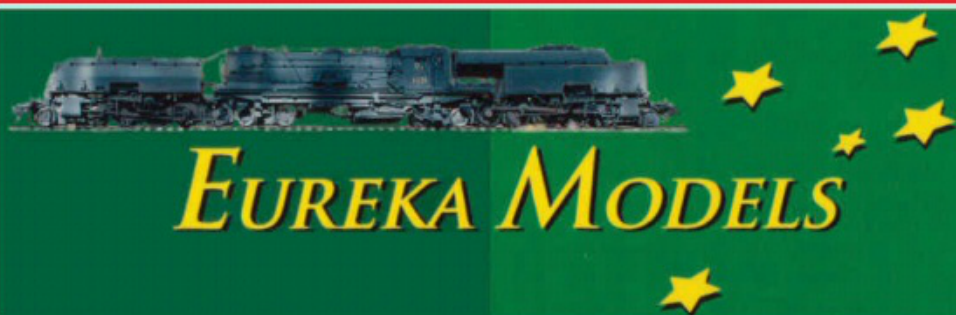
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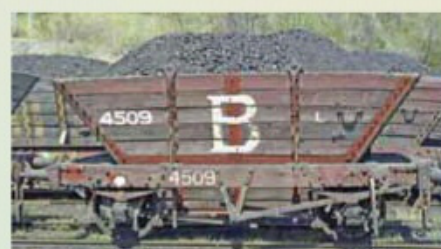
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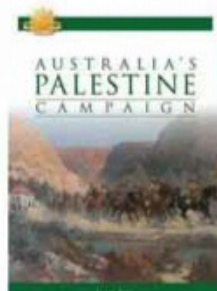
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▲ Alco 858 is shunting the goods shed at Kanunda.

► Locomotive 842 shunts the up Myrtle Springs goods at Wooldowie

▼ Locomotive 846 arrives at Wooldowie with the Emu Flat passenger while 842 continues to shunt the up Myrtle Springs goods that is on its way to Kanunda.





The Kanunda and Emu Flat Railway

Ken House describes his early 1980s South Australian inspired layout.

Although I had no experience in operating sessions when I started planning the *Kanunda and Emu Flat Railway* (K&EFR), I wanted a layout that would be capable of hosting prototypical operating sessions for at least four people. The layout would need to be able to be operated point-to-point, but I also wanted to have a continuous run for testing locos and for visitors to be able to see a running layout.

The K&EFR is a fictional piece of main line somewhere in South Australia set in the early 1980s. Being a freelanced layout I did not want to get too involved in having everything perfectly prototypical. I wanted a layout that would have the flavour of country South Australia in the early 1980s.

Modelling the early 1980s allows for a great variety of colourful locomotives and rolling stock because Australian National was introducing its green and yellow livery while there was still a lot of the old South Australian Railways colour around. V/Line trains were running through into South Australia. V/Line was also in transition from the blue and yellow Vic Rail to the then new V/Line orange and grey liv-

ery. I also made the decision to have no four-wheeled wagons on the K&EFR. My cut-off time for the K&EFR would be early 1985 when Australian National introduced two-man crews and ceased all LCL traffic.

The K&EFR resides in one side of our double garage. As you enter the garage from the personal access door, the first thing you see when the car is not in the garage is the double-ended staging yard of the layout that is in the shape of a 'folded' dog bone. The right end of the staging yard is called Cooper, and represents Adelaide and environs while the left end, called Foster, represents the south-east of South Australia and the Victorian border.

Route Description

Let's follow a train as it passes over the mainline on the Kanunda and Emu Flat Railway.

When a train departs from Cooper it is considered a down train and passes through the 250 mm high backdrop and heads upgrade to Kanunda, the main station on the layout. Kanunda has a five-track yard where branchline trains to Maranalgo and Myrtle Springs are made

up. There are a number of industries at Kanunda including a motive power depot, wagon repair track, flour mill, cold store, grain silos, cattle pens, goods shed, container crane and fuel-oil dealer. Departing Kanunda, trains go downgrade and cross the truss bridge over Bindieye Creek and a level crossing before going through High Mountain tunnel. When the train exits the tunnel, it arrives at Sandiman Switch, where the branch line to Maranalgo diverges off to the right. Maranalgo is a small terminus that has grain silos, a firewood dealer, goods shed and cattle pens. The main line continues to the town of Wooldowie, a typical small SA station with just three tracks: the main line, a passing siding and a goods loop. The goods loop has a goods shed, grain silos and cattle pens. There is a spur off to a fruit packing shed as well. Upon leaving Wooldowie, trains once again cross Bindieye creek on a girder bridge. After going through a long cutting the little station of Jimba Jimba Junction is reached. The branch line to Myrtle Springs goes off to the left passing through the backdrop to a single staging track that represents Myrtle Springs. It is only a short distance



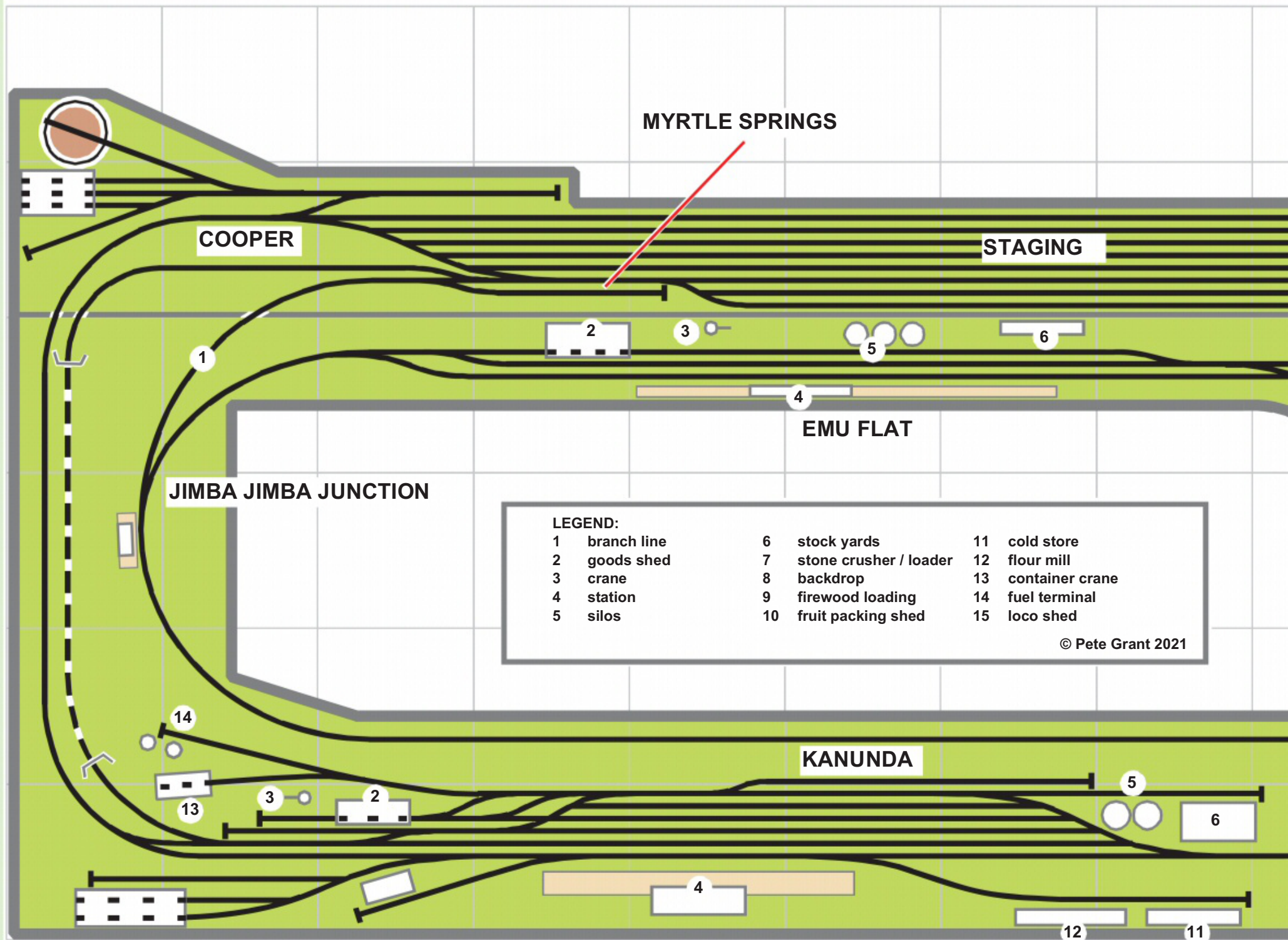
About the Owner

Ken is a retired ice manufacturer. He is married to Margaret, with two grown children and three grandsons. Ken's other interests include travel and reading. Ken did not start out as a youngster with a train set; he took up building and flying control line model aircraft at the age of fifteen and continued until the age of forty, winning several state and national titles for FAI team racing. By the time he reached 40, he found it was becoming increasingly difficult to find weekend and holiday time to attend model aircraft competitions due to work and family commitments, so he decided to take up the more relaxing hobby of model trains, a hobby that he could engage in fully during spare time in the evenings. Ken joined the Adelaide Model Railroaders when he took up the hobby in 1984. Since then he has also joined the Operations Special Interest Group and the National Model Railroad Association, Australasian Region.

At a Glance

Name: The Kanunda and Emu Flat Railway
Scale: HO
Period: early 1980s
Layout type: walk-in folded dogbone.
Layout size: 7.6 m x 2.7 m
Rail height above floor: 1290–1350 mm
Base-boards: modular with L-girders

Track: Peco code 100
Control: Lenz DCC
Buildings and structures: scratch-built and kit-bashed
Locomotives: RTR Austrains, Auscision, Lima, Powerline and Trainorama
Rolling stock: BGB kits, Steam Era Models kits, Strath Hobbies and RTR from Lima, Powerline, Life-Like and Trainorama
Builder: Ken House



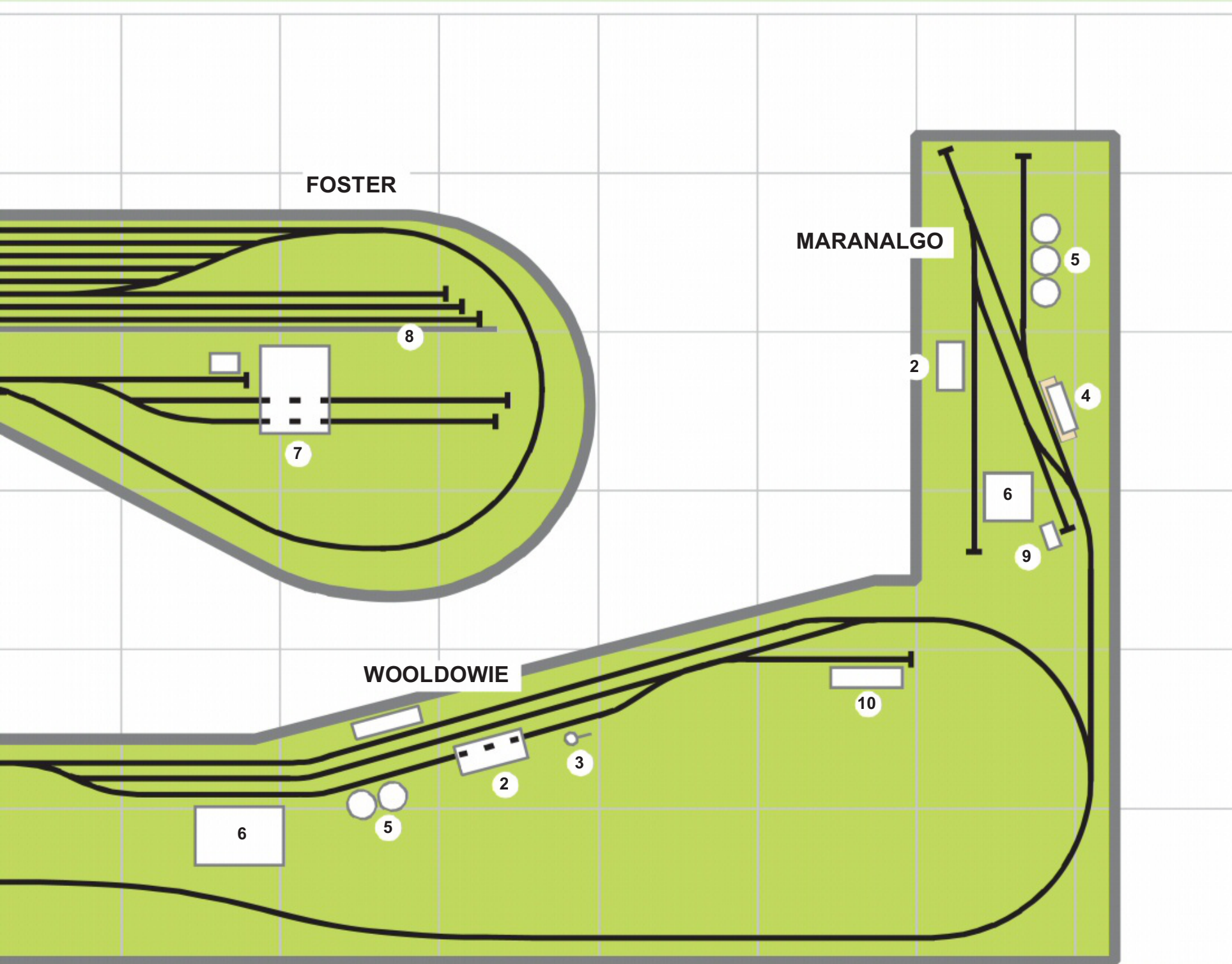
► Locomotive 949 sits in the passing siding at Kanunda while the 'stonie' passes through on the main line.

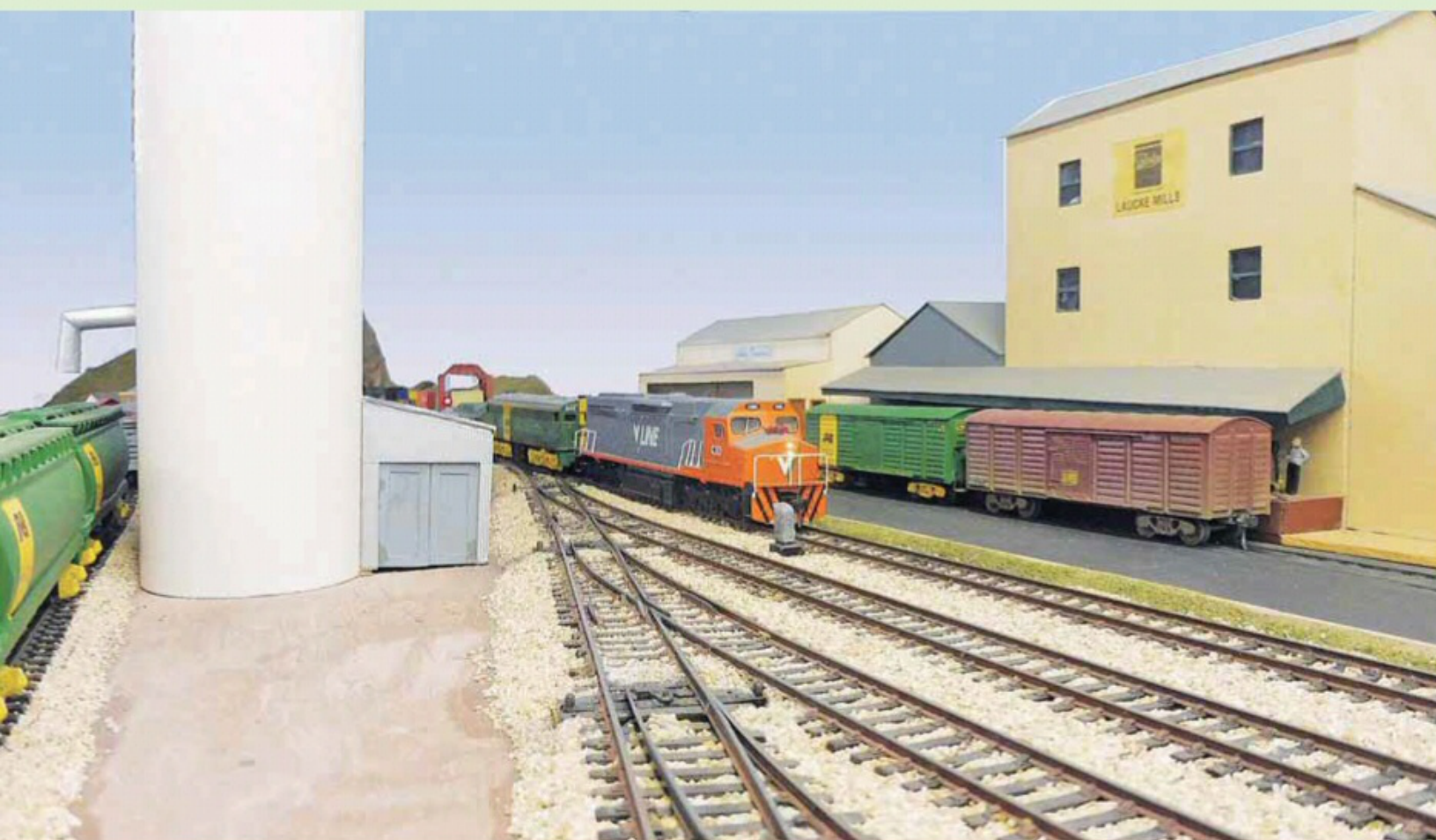
▲ Double-headed 938 and 705 arriving at Kanunda on the main line with the 'stonie' while the up roadside goods with its 'lemon twister' brake van sits in the passing siding.

from Jimba Jimba Junction to Emu Flat, another small three tracked station with a goods shed, crane, grain silos and cattle pens on the goods siding. A short spur goes to Penstone Quarry that loads a train of limestone daily. After leaving Emu Flat, trains cross Five Mile Creek twice and enters a cutting to arrive at Foster, the east end staging. The tracks at this end of the staging yard represent the south-east of SA and passing through the border with Victoria.

Construction

In 1998 I began building the K&EFR in a galvanised backyard shed at our then home in Modbury North. I built the peninsula, staging, Emu Flat and Kanunda on a series of five modules of various lengths and widths. The modules have 70 mm x 19 mm pine frames topped with 19 mm particle board. I laid the Peco code 100 track on top of the modules with each





C507 and 940 (A Lima dummy loco) hold the main-line as they take the Adelaide 'Jet' through Kanunda.



Locomotive 842 shunting at Wooldowie; it is on the up Myrtle Springs goods heading to Kanunda.



X54 and S310 arrive at Cooper (staging) with the up 'Overland'.

piece of track stopping short of the end of the module. Then I turned the modules over, supported by a couple of saw horses and installed the Peco twin-coil turn-out motors and wired the track and turn-out motors. This method of construction made for a quick job saving me from crawling about under the layout dropping solder on myself. Next, I constructed the L-girder benchwork with risers in place to support the modules that were then lifted in place and screwed to the risers. Lengths of track were then laid, connecting tracks over the joins between modules. I joined the bus wires between the modules with screw connectors. Then I built the rest of the layout (the end of the peninsula — the section between Emu Flat and Kanunda, and Wooldowie, using the normal L-girder method with 19 mm particle board for the road bed. I used 3 mm MDF for the fascia. The switches for the turn-outs were placed in the fascia opposite the relevant turn-out. The fascia was painted and track diagrams were marked out using 3 mm automotive tape.

In March 2002 I had the opportunity to take an early retirement, and my wife and I decided to move to a new house. So, I began dismantling the K&EFR that, fortunately, was yet to have any scenery on it, thus making it easier to dismantle. We bought a house in Greenwith that had a 7.6 m-long fully-lined double garage. The 7.6 m allowed the layout to be stretched by another 300 mm. I was also able to add another 1500 mm x 500 mm module that enabled me to build the branch line terminus, Maranalgo. Thanks to having so much of the layout in modular form, re-erecting it went quickly and easily. Once the K&EFR was up and running I began scenery.

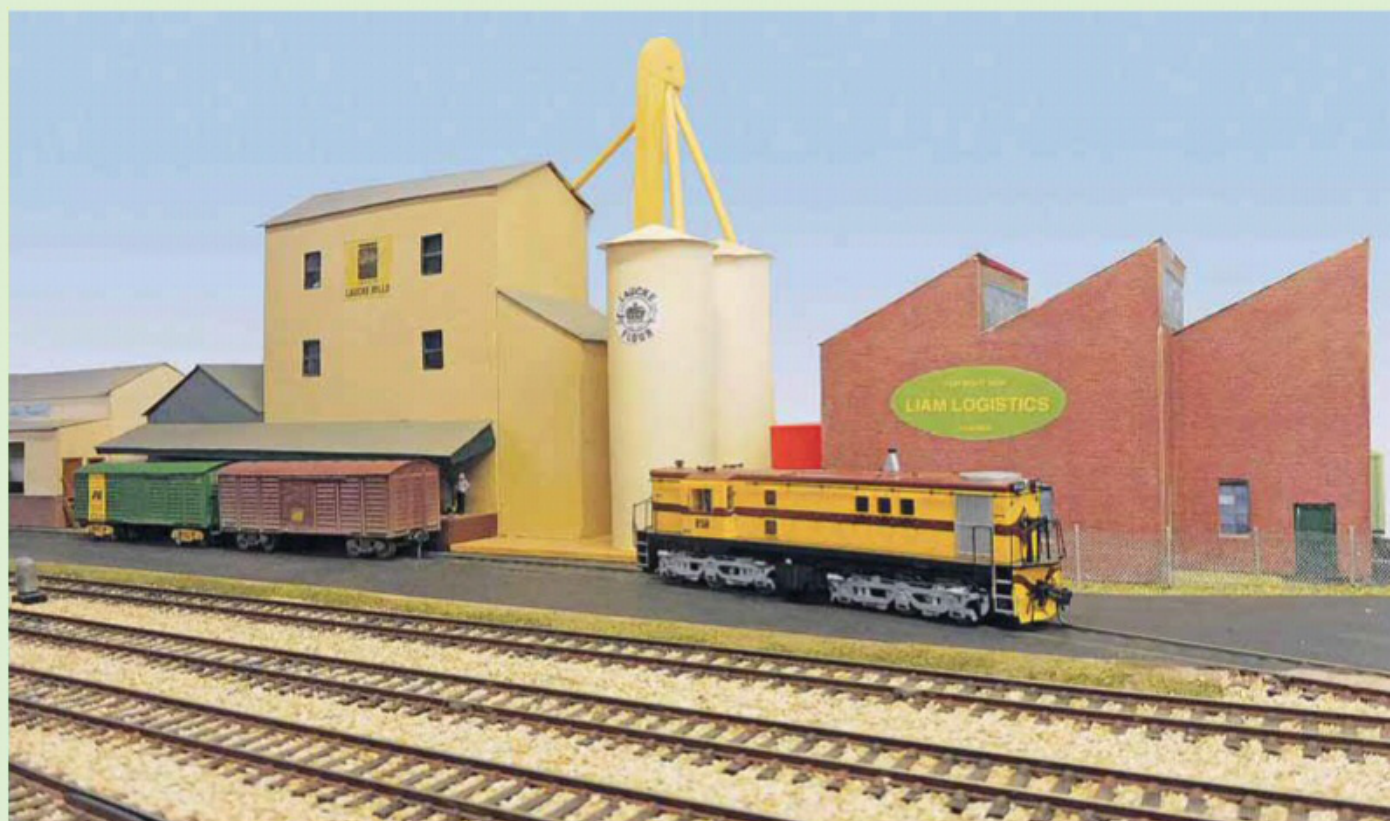


X54 and S310 arriving at Kanunda with the up 'Overland'.

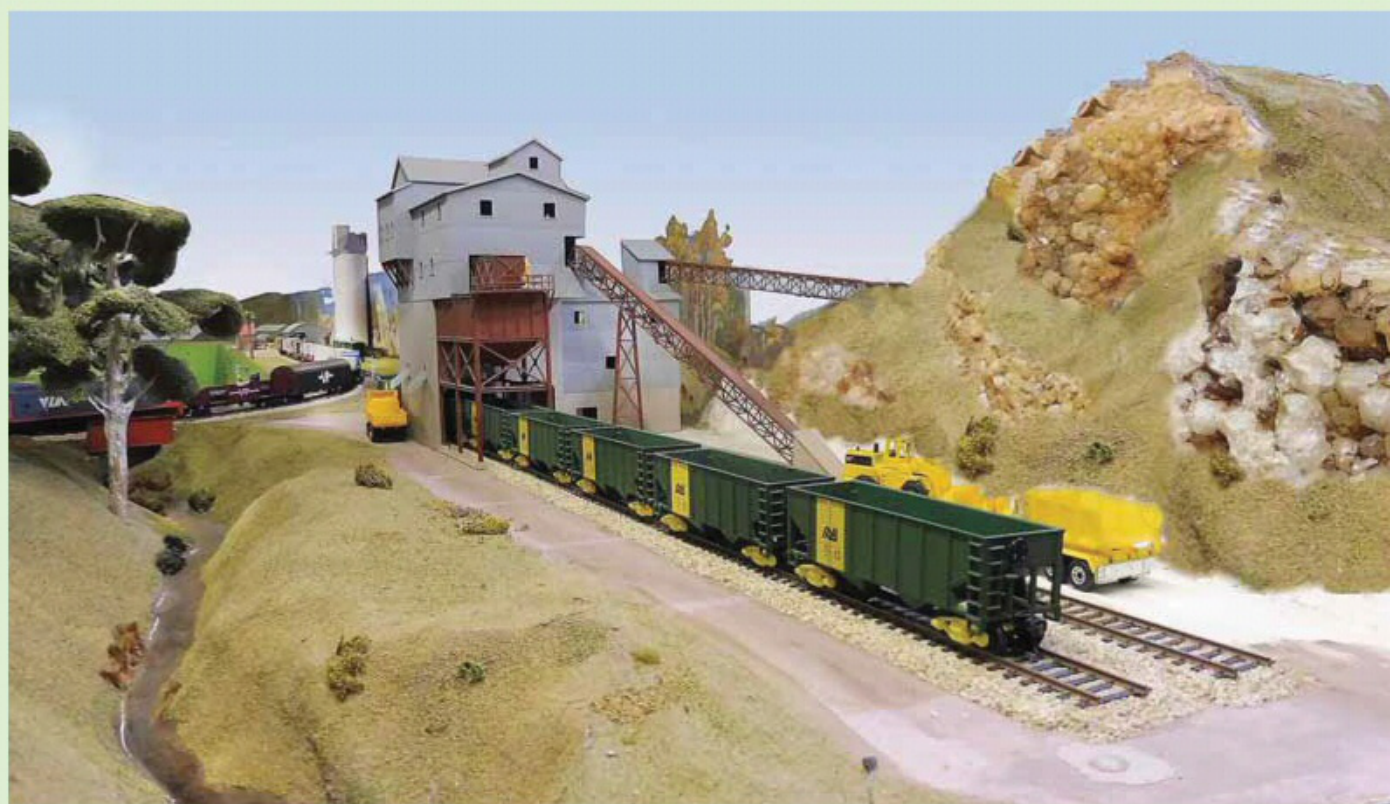
Scenery

High Mountain was made using chicken wire covered with paper towels dipped in plaster. Most of the rest of the scenery was crumpled newspaper covered in calico, over which I painted plaster tinted with oxide colouring. For effect in the quarry, I set quartz crystals into the plaster quarry walls. In the Bindieye Creek gully I set rocks containing Tiger-eye into the gully walls. I had collected these in the 1960s when I was working in the bush. For ground cover I sieved sawdust and dyed it a couple of shades of green with Dylon dye. The trees are twisted copper wire coated with No More Gaps painted grey, with poly fibre foliage sprayed green from a can and dusted with dyed sawdust. Although not that great looking, the trees are sturdy; that is helpful because, when the layout is not in use, I cover it with plastic painters' drop sheets. Peter King recently gave me fifteen trees that he made from dried flower heads from his garden. I have placed these more fragile trees at the back of the layout where the drop sheets will not lie on them.

The structure at Penstone Quarry is a Walthers Glacier Gravel Kit. Most of the town scene at Wooldowie is built from LJ Models kits. The cattle pens are Life-Like modular cattle pens, some altered to fit the tighter spaces. The silos are scratch built using 60 mm PVC pressure pipe and beer carton card. I filled the gaps between the PVC pipe with Polyfilla. I have a couple of Super Quick OO scale card kits on the layout as well. There are two cottages that were salvaged from the old Adelaide Model Railroaders layout when it was moved out of Mt Lofty railway station in 1993. The rest I scratch-built from beer carton card, painted and or/covered



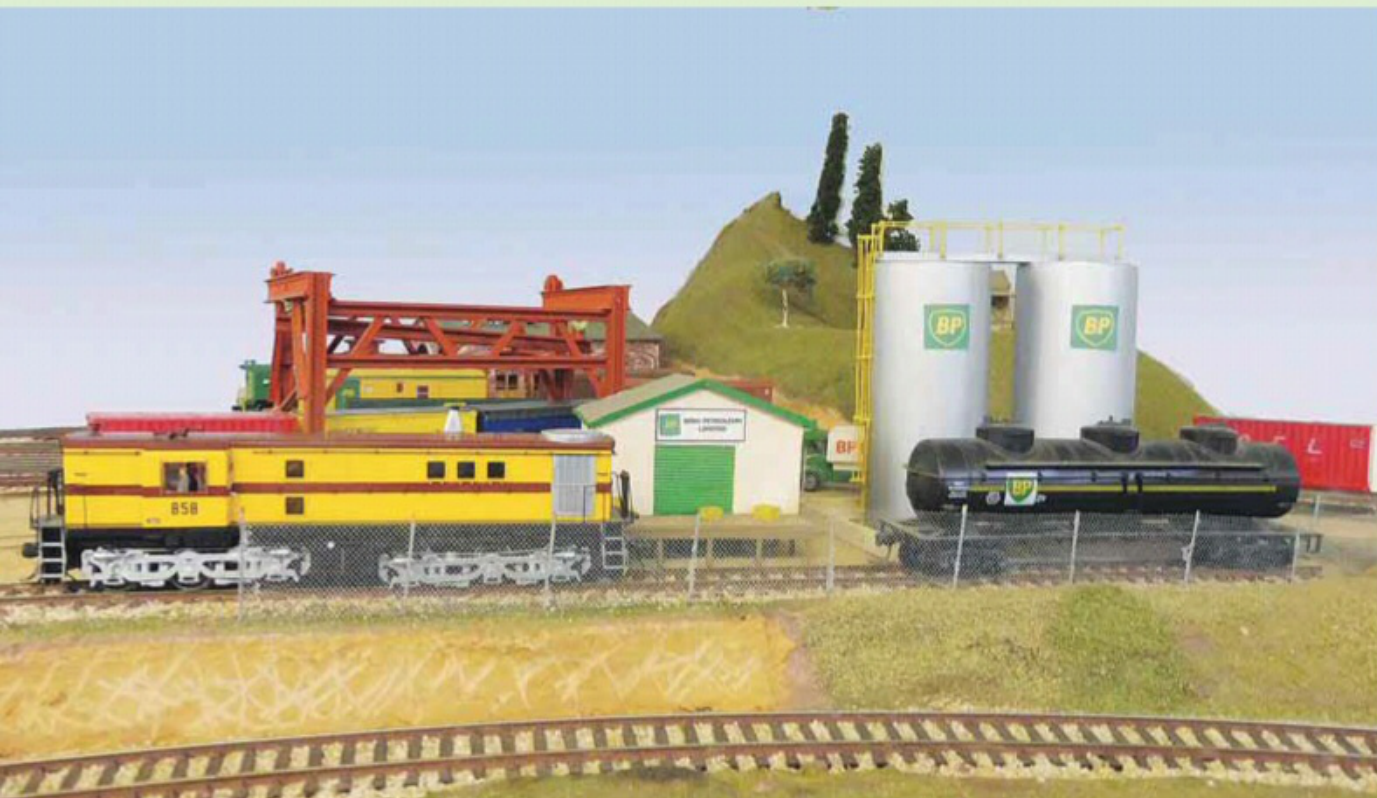
Locomotive 858 waits for the all-important hand signals from the shunter, who is using the awning of the Laucke flour mill for a bit of shade.



Stone hoppers are waiting to be loaded with limestone at Penstone quarry.



S301 and G511 pass through Emu Flat with the Melbourne 'Jet'.



Locomotive 858 is about to pick up a tank wagon from King Petroleum Limited at Kanunda.

An overall view of K&EFR; the staging is behind the backdrop to the left. The station to the left is Emu Flat and the very rear left Maranalgo, rear right Wooldowie, right Kanunda.



with building papers and BGB corrugated card. Scratch-building structures has allowed me to build structures to fit the space, rather than be completely accurate in size. I am happy so long as each structure looks about right and adds to the overall effect of being in South Australia during the early 1980s.

Control System

When I originally built the K&EFR, I used Infocom command control. Infocom was an Australian-made analog command control system. In 2005 I bought a Lenz Compact DCC system with three LH30 hand-pieces. Initially, the only change required was to add a fourth wire to the cab bus since both systems use five-pin DIN plugs on their hand-pieces. Later I added a Lenz 5 amp booster and divided the layout into three power districts using an NCE EB3 circuit breaker. After purchasing my first sound decoder in 2011, I upgraded to a Lenz set 90 because the Compact had only five functions. Because of the power inrush current caused by the capacitors on the sound decoders, in 2018 I put a DCC Specialties PSX circuit breaker on the staging yard. Today, during an operating session, we use two LH90 and two LH30 hand-pieces to control the trains.

Locomotives and Rolling Stock

Rolling stock used on K&EFR are BGB kits, Steam Era Models kits and one Strath Hobbies kit. I converted nine Canadian-style cylindrical hoppers from Powerline into near-enough AHGX grain hoppers. The rest of the rolling stock is ready-to-run from Lima, Powerline, Life-Like and

Editor's Notes

Trainorama. There are no four-wheeled wagons on the K&EFR, once again to convey the impression of what could have been in SA in the early 1980s.

Like the rolling stock, I have gradually accumulated the locomotives needed to run the K&EFR over the past 35 years. One of the oldest is a Trax 830 class, that now has a Main West mechanism that I bought at a swap meet. I fitted a Lima 930 class and a Powerline BL class with Fiddleyard mechanisms. Two other elderly locomotives are both AR Kits 600 class locomotives. I converted two Athearn SW1200s to look like 500 class locomotives, one of which has a Micromark can motor. I removed the mechanisms from four Lima 930s, a Lima S class and a Powerline G class so these locomotives can be run as dummy locomotives. All double-headed trains on the K&EFR have a powered locomotive and a dummy locomotive. The rest of the locomotives are four 830s, another two 930s, two 700s, two V/Line Cs, two Xs, and an S class. Manufacturers are Powerline, Austrains, Trainorama and Auscision. Except for the Auscision 830 class that I bought with DCC and sound, I have fitted all of the powered locos with DCC decoders from Lenz, TCS and NCE. Three locomotives are fitted with Digitrax sound decoders.

Design considerations of the K&EFR to contemplate:

- If you are building a permanent layout, look at building it in manageable sections. If you have good access to all locations, easy access to wiring and if you need to move in the future your hard work is not lost.
- Regular operational sessions with a crew can be an enlightening experience — a whole new dimension to the hobby.
- An operational, satisfying layout does not need to be complicated. Simple prototype generic locations can produce just the 'right' amount of operational satisfaction.
- Turn-backs can increase the distance between locations, thus giving a good sense of going somewhere.
- Walk-in designs are advantageous for operational type layouts and avoid the use of duck-unders.

Conclusion

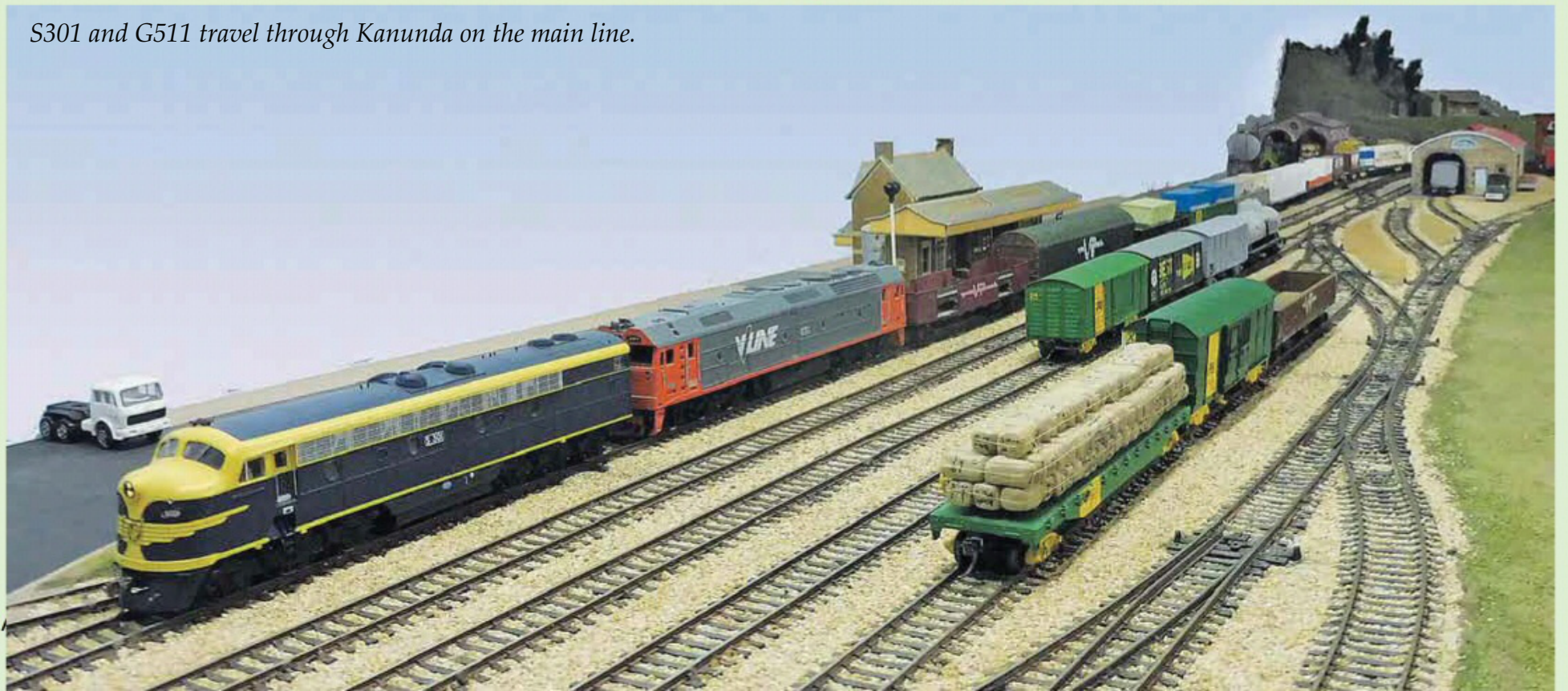
I am very happy with the way the *Kanunda and Emu Flat Railway* has turned out. It runs well and looks nice to me and is of a manageable size (for me). There is still much to be done: the staging yard needs ballasting, the layout needs more trees and more structures, and most of the rolling stock needs to be weathered. The K&EFR will keep me occupied for many years to come. I began holding

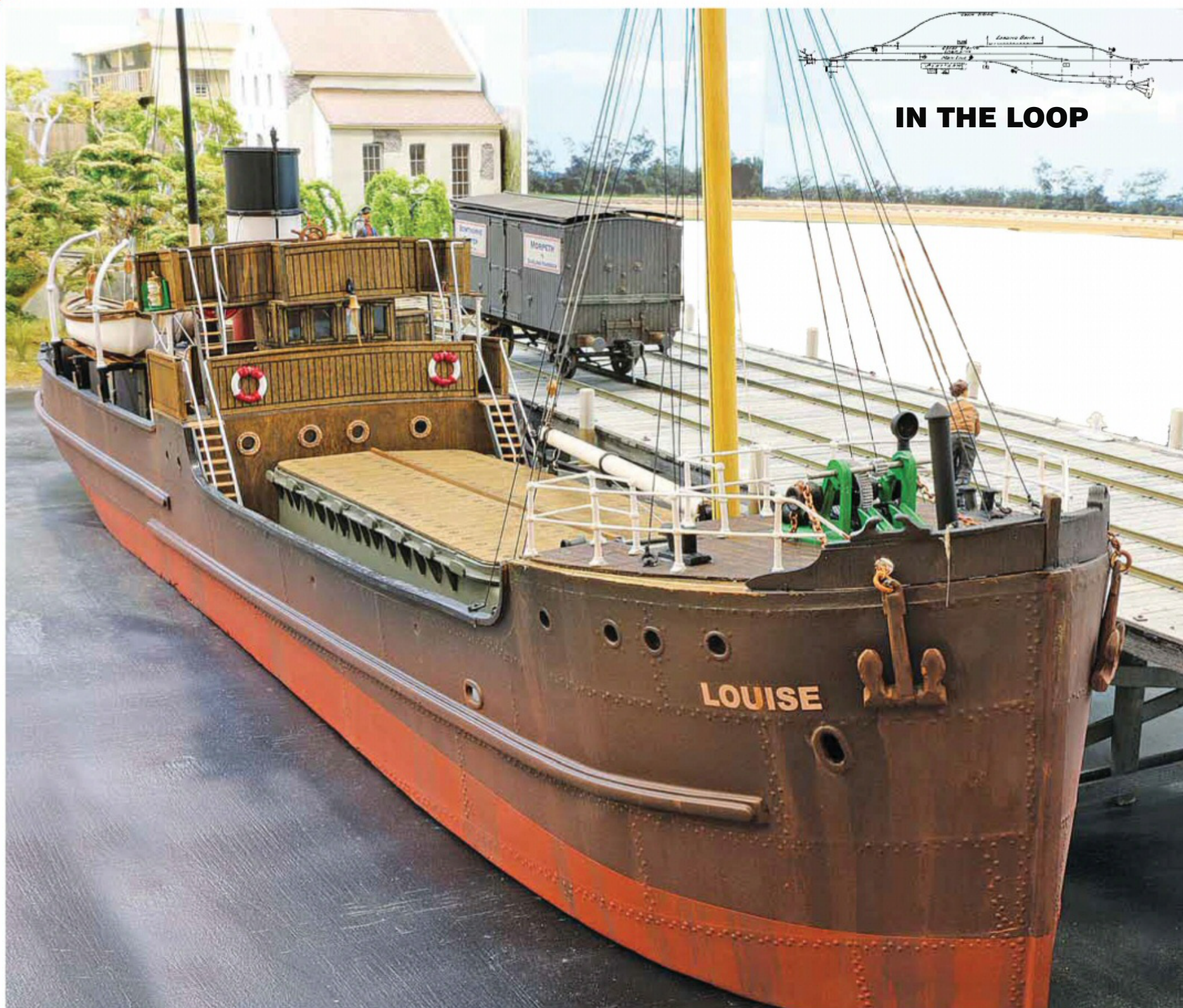
monthly operating sessions in 2008 and have held many enjoyable sessions with between three and six operators. To me, the best bit of the hobby is seeing the layout 'come alive' during operating sessions with a group of friends. I have made many good friends while enjoying the hobby of model railways. The K&EFR is achieving the goals that I wanted when I started planning it in 1998. 

Locomotive 961 sets out two empty cattle cars at the Wooldowie cattle pens.



S301 and G511 travel through Kanunda on the main line.





IN THE LOOP

Where the Water Meets the Railway

Trevor Hodges

Long before I was out of short pants my parents knew they could get a few days' compliance from me by simply hinting that a trip to Sydney's Museum of Applied Arts and Sciences (now called The Powerhouse Museum) was being considered as a possible weekend family activity. This enchanted wonderland of a museum had three primary benefits from my parents' point of view:

- it was reasonably close by car,
- it would keep me and any of my friends who came with us occupied for a full afternoon with minimal supervision, and
- it was free.

From my perspective it had three outstanding attractions:

- a computer with a touch-screen against which a human, including small children, could play noughts and crosses;
- a huge German clock from which an array of small, medieval ghouls and devils emerged on the hour, accompanied by loud bells and chimes; and
- a collection of scale ship models in glass cases.

I'm convinced that the exquisite detail on those ship models at the museum, in combination with the dioramas of battle scenes at the Australian War Memorial in Canberra, were two of the primary motivators that propelled me into this hobby.

I chose to model Morpeth after reading about it in Ian Dunn's essay about the line in *Byways of Steam* 14. The Morpeth line has a long history that I found fascinating and its fairly compact yard and eclectic mix of railway and line-side structures made it an appealing modelling subject. However, it was Morpeth's status as a river port that really got me thinking about it seriously as a modelling proposition. The chance to model a ship and pier were very high on my list of things I wanted to include in the layout I planned to eventually build, when time and resources allowed. However, long before I had even heard of Morpeth, it was seeing a model ship tied up at a wharf on Gerry Hopkins' layout *The Franklin, Somerset and Kennebec Railroad* at an exhibition held in Newcastle (NSW) in the early 1990s that first piqued my interest about the idea of

including a rail-to-ship interchange scene on a future layout of my own. The number of locations in NSW where the railway came into contact with large ships is fairly limited and places where this took place in a setting that can reasonably be squeezed into a model railway layout are more rare. Morpeth is one such place and it was this modelling opportunity that I wanted to exploit when I was able to commence building my model inspired by the line.

Having the desire to model a ship and pier scene on your layout is one thing, actually doing so is quite another. Firstly, you need a suitable candidate to tie up at your wharf or pier and, if you're like me and have almost no experience building models of ships, this can be no small challenge. It's not that building a scale model of a ship is completely beyond my skill-set. Rather, it's that ship modelling — either via a kit or from scratch — exists within its own universe. The materials, tools and language can often sit well outside the comfort zone of anyone who has limited their modelling to railways. Nautical language and its usage is strange and alien to those not familiar with it. Many of the words used have no standard English equivalent or with standard words having completely different meanings. For instance, a belaying pin is quite a common object on a sailing ship, but what such an item looks like or what function it has is far from clear to landlubbers like me. Then, there are the instances where a word common to both a nautical and terrestrial setting have completely different meanings: at sea, heads are toilets and sheets are ropes. Instructions for ship models are written with the assumption that you understand nautical language. Ships are large, complicated objects so reading and interpreting instructions can present a significant challenge.

Ships that plied the Hunter River and tied up at the wharves of Morpeth through the second half of the 19th century and into the 20th were owned by a diverse list of companies. The Newcastle and Hunter River Steamship Company (NHRSCO) was the last such company to operate on the river, ceasing operations in 1931. Because Morpeth was a river port the ships had to have a fairly shallow draft to get that far up river and this is reflected in a number of the ships. The *Naomi* and the *Archer* are two examples, being paddle steamers that I associate with ships of the 19th century — much earlier than the post-Second World War era I wished to model. These ships were also big, scaling out at well over one metre long in 1:43.5 scale. Like most railway modellers, I have only a limited amount of space, restricting what real estate I could devote to a ship and pier scene.

I wanted to avoid my first ship model being a scratch-built project because I was far from confident that I could build such a large model in a modelling environment I was so unfamiliar with. If I used a kit for my ship model, rather than building something from scratch, I wasn't going to get an exact representation of one of the ships that tied up at Morpeth. I was OK with this — something close enough would do. I was looking for a small (something under one metre long), coastal freighter that looked as if it had been built in the 20th century and was close to my chosen modelling scale of 1:43.5. This turned out to be a fairly tall order.

Scale in ship modelling is just as important to the people who build such models as it is to railway modellers, however scales are chosen for slightly different reasons in ship modelling when compared to railway modelling. Once we railway modellers choose a scale, generally all the models we acquire, or produce are placed together in scenes made up of models of the same or very similar scale. There are some exceptions to this, such as when we wish to force the perspective in a scene. In the vast majority of cases any HO modeller, building a layout in 1:87, will restrict their modelling to this scale. However, ship modellers rarely place their models in scenic contexts the way railway modellers commonly do, with the scale being chosen for convenient display or transport (if the model is to be used on water). A modern aircraft carrier, at more than 330 m long, modelled in a scale of 1:43.5 would be about seven metres long, far

too big to be conveniently displayed on a shelf in the owner's 'man cave'. It turns out that ship model kits of small, coastal, steam freighters in a scale somewhere near 1:43.5 are pretty rare. Most people want models of famous ships like *Cutty Sark* or the HM Bark *Endeavour*, not the ordinary, everyday prototypes like the ones I was looking to model.

Scratch-building a model would have overcome all of these problems, but I still felt a kit was a safer option than trying to scratch-build a model. I put the problem aside for several years until I read an article by Brian Self in issue 31 of the UK magazine *Model Railway Journal*. The article was about the author's building and conversion of a Caldercraft kit in 1:48 scale of a ship called *Talacre*, a small coastal freighter employed in the coal trade in Wales and built in 1931. Ironically, this was the same year that the river trade ceased into Morpeth, essentially ending the line's usefulness and leading to its eventual closure in 1953. As soon as I saw the photos of this model, I knew I'd found my Morpeth freighter: the prototype was close to ideal and the scale, while not 1:43.5, was close enough to make the resulting model a suitable stand-in for the ships of the NHRSCO. In fact, the scale of 1:48 made the resulting model slightly smaller than if it had been produced in 1:43.5 so this could be seen as a positive. I got on line and found the kit was still available and purchased one from Cornwall Model Boats at <https://tinyurl.com/4396pk9p>. The one-piece casting fibreglass hull of *Talacre* is approximately 850 mm long. I was very happy with the kit upon opening the box and examining the parts. I put the kit aside until I felt I was ready to make a start.

In 2013 I made a start on building *Louise*, a name I'd chosen as far back as 2009, by tackling what was possibly the most intimidating part of the build — chopping the bottom of the hull off so I could make my ship a 'waterline' model. The hull is supplied in a complete form and the model can be built to operate on water however, the 'water' *Louise* would sit on was going to be painted medium density fibreboard so I needed to chop the bottom of the hull off flat so the hull looked like it continued below the MDF waterline. I put a lot of thought into the best way to carry out this operation. In the end I mounted the hull on its side in a wooden frame and cut the bottom off with a hand saw. The hull did chip in places but lots of filing, filling and sanding fixed most of the damage inflicted. I then glued a 6 mm plywood bottom into the hull and used some nuts and bolts to let the model be securely mounted to the 'water'. I built the pier in 2016, but didn't make a real start on the ship until 2018 in the lead-up to *Morpeth* attending the New England Convention. I got the main superstructure completed at that time, but didn't complete it until January 2021.

The skills required for modelling a ship aren't greatly different to those required in railway modelling; however, working with a fibreglass hull has its challenges. The hull of *Louise* was only vaguely symmetrical and, as the hull is the one truly fixed object against which everything else has to look correct, there was a great deal of fiddling and fettling of parts to get things to fit and look right. Even without the rather rubbery dimensions of the hull, nothing on a ship is square and level and, as someone who learnt to model in an environment where things can normally be relied upon to be level and true, this can be fairly frustrating. However, it is also rewarding when things turn out well. I did get things wrong and I have the UK modeller Gordon Gravett, with whom I correspond occasionally, to thank for pointing out some mistakes I'd made, some of which are yet to be fixed. A small boy of about 12 years of age came up to me at the New England Convention and told me I had the colours of the port and starboard navigation lights wrong. I'd gone on line and researched this so I was fairly confident I'd got it right. Pride comes before a fall because he was correct; port wine is red so the red light needs to be on the left side of the ship. Would I have felt any better if some crusty old sea dog had pointed this out to me? No, but after three decades teaching kids I should have well and truly learnt the lesson that you underestimate them at your peril!





Not long after their release from overhaul, G533 leads G513 and G515 in SCT ownership continue westward through Moorine Rock in Western Australia with 7GP1. G533 has ditch lights installed, in-line refuelling, revised coupler lift bar position and a GPS installed on the cab roof. Photo Simon Barber.

SUPER SERIES LOCOMOTIVES OF AUSTRALIA

The V/Line G class Part 2

Bernie Baker and the AMRM team continue their coverage of the V/Line G class Super Series locomotives after privatisation.

In March 1999 V/Line Freight was sold to consortium Freight Victoria, which included a United States of America company, Rail America. V/Line Freight became Freight Victoria (FV). The new company started using a new livery of dark green and yellow, a livery that harks back to the VR era with yellow wings on the nose. In September 1999, G543 was the first G class to receive the new livery.

V/Line liveried G517 and G518 were wrecked in a fatal head-on collision at Ararat on 26 November 1999. Both units were deemed beyond economic repair and were written off and scrapped in May 2001.

In March 2000 Freight Victoria was renamed Freight Australia (FA). With the new branding came new work. FA won grain and log contracts in New South Wales, including operating grain trains from the Riverina to Melbourne and Port Kembla. The G class started to spread their operational wings beyond the NSW Main South (Sydney to Albury) that they worked in their V/Line days as part of through working to Sydney.

In October 2000 FA secured the Specialised Container Transport (SCT) hook and pull contract from Australian

Southern Railroad (ASR) and commenced operations from Melbourne to Perth with the G class being used almost exclusively. Before then, the average duty cycle of the G class was between 12–14 hours of operation; this changed to 48 hours of continuous high-demand operation. High drawbar loads combined with the harsh, unforgiving nature of the Trans-Australian Railway exposed numerous reliability issues with the class. This was not inherent in the design, but the shift in the maintenance regime.

Freight Australia upgraded several of the G class (523, 526, 529, 531, 536, 541 and 543) with remanufactured EMD 16-645F3B 3800 h.p. engines from MotivePower of Boise, Idaho, USA. Engines from the G class were then cascaded down to the X-to-XR rebuild programme (2002–06).

In 2004 FA was sold to Pacific National (PN) with G527 being the first of its class painted in the PN livery. There were several caveats in the sale agreement to ensure that Colin Rees Transport (CRT) and SCT operations were not affected by the sale. As a result, G516 and G534 were transferred to Queensland Rail National (QRN) as, at the time, they were providing the CRT



G535 No. 2 end leading, waits at Trida, NSW, with its 'Kevin Sheedy Express' placards on 7 September 2007. Photo Bernie Baker.



G532 No. 1 end leading at Trida, NSW, 7 September 2007. Photo Bernie Baker



G513 sports fresh SSR yellow and black livery at Chullora NSW on 27 October 2009. Photo Bernie Baker.



G511 in SSR 'no name' SSR livery at Goobang Junction on 6 February 2017. Photo Bernie Baker.

Road No.	Serial No.	Builders Date	In-service Date	Gauge Delivered	Current Gauge	Date withdrawn	A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q	R	S
G511	84-1239	Oct-84	16-Oct-84	BG	SG	—		R			R	R	R				R		R	R	R	R	R
G512	84-1240	Oct-84	16-Nov-84	BG	BG	—		R			R			R			R		R	R		R	R
G513	84-1241	Nov-84	16-Nov-84	BG	SG	—		R			R	R					R		R	R		R	R
G514	84-1242	Dec-84	7-Dec-84	BG	SG	—		R			R	R					R		R	R		R	R
G515	84-1243	Dec-84	20-Dec-84	BG	BG	—	R				R			R			R		R	R		R	R
G516	85-1229	Sep-85	18-Dec-85	SG	SG	—		R	R							R		R	R	R	R	Y	Y
G517	85-1230	Oct-85	20-Mar-86	SG	SG	26-Nov-99																Y	Y
G518	85-1231	Nov-85	19-Feb-86	SG	SG	26-Nov-99																Y	Y
G519	85-1232	Dec-85	20-Dec-85	SG	SG	—		R		R							R	R	R	R		Y	Y
G520	85-1233	Feb-86	22-Mar-86	SG	SG	—		R									R	R	R	R		Y	Y
G521	85-1234	Feb-86	17-Feb-86	BG	BG	—		R			R						R	R	R	R		Y	Y
G522	85-1235	Mar-86	7-Mar-86	BG	BG	—		R		R									R	R		Y	Y
G523	85-1236	Mar-86	30-Mar-86	BG	SG	—		R									R	R	R	R		Y	Y
G524	85-1237	Apr-86	17-Apr-86	BG	BG	—		R										R	R	R		Y	Y
G525	85-1238	Apr-86	30-Apr-86	BG	BG	—		R		R								R		R		Y	Y
G526	88-1256	Mar-88	29-Mar-88	BG	SG	—		R									R	R		Y		Y	Y
G527	88-1257	Apr-88	29-Apr-88	BG	BG	—		R		R								R		Y		Y	Y
G528	88-1258	May-88	26-May-88	BG	BG	—		R		R							R	R	R	Y		Y	Y
G529	88-1259	Jun-88	18-Jun-88	BG	BG	—	R										R	R	R	Y		Y	Y
G530	88-1260	Jul-88	13-Jul-88	BG	SG	—		R		R							R	R	R	Y		Y	Y
G531	88-1261	Aug-88	15-Aug-88	BG	BG	—		R		R							R	R	R	Y		Y	Y
G532	88-1262	Sep-88	7-Sep-88	BG	BG	—		R			R						R	R	R	Y		Y	Y
G533	88-1263	Nov-88	4-Nov-88	BG	SG	—		R		R	R				R		R	R	R	Y	R	Y	Y
G534	88-1264	Nov-88	30-Nov-88	BG	SG	—		R	R						R		R	R	Y	R	Y	Y	Y
G535	88-1265	Dec-88	21-Dec-88	BG	SG	—		R		R	R				R		R	R		Y		Y	Y
G536	88-1266	Feb-89	27-Feb-89	BG	BG	—		R		R							R	R	R	Y		Y	Y
G537	89-1270	May-89	5-May-89	BG	SG	—		R									R	R	R	Y		Y	Y
G538	89-1271	May-89	31-May-89	BG	SG	—		R									R	R		Y		Y	Y
G539	89-1272	Jun-89	29-Jun-89	BG	SG	—		R									R	R	R	Y		Y	Y
G540	89-1273	Aug-89	2-Aug-89	BG	SG	—	R	R		R							R	R	R	Y		Y	Y
G541	89-1274	Sep-89	11-Sep-89	BG	BG	—		R		R							R	R	R	Y		Y	Y
G542	89-1275	Oct-89	14-Oct-89	BG	SG	—	R	R									R	R	R	Y		Y	Y
G543	89-1276	Nov-89	30-Nov-89	BG	BG	—	R	R									R	R	R	Y		Y	Y

- A — painted FV livery
- B — painted FA livery
- C — painted QRN livery, operated prior for QRN in patched FA livery with QR National insignia
- D — painted PN livery, G522 has big side numbers
- E — painted SCT livery
- F — painted SSR livery
- G — painted Watco livery
- H — painted CFCLA livery
- J — painted Freightliner livery
- K — painted Linx livery
- L — fitted with in-line refuelling capability. G511, G521 and G533 not fitted with the anti-climber hose-holder
- M — lift pin bar moved to above the coupler (top lift)
- N — GPS installed
- P — MU hose pockets installed on cowcatcher
- Q — tail disc removed from No. 1 and No. 2 end
- R — dummy MU socket installed
- S — ditch lights fitted

Key

R — retrofitted

Y — installed at build



Typical of the early post-PN / FA takeover, three Gs haul 3MP9 near High Wycombe, WA. All three Gs have been re-patched with PN lettering. Photo Simon Barber.

hook and pull contract. Both locomotives were eventually repainted into QRN's so-called 'eagle' livery.

G511–515, 521, 532, 533 and 535 were transferred to SCT in March 2007. For the first time the first series G class would operate on standard gauge. To bring this series in line with the remaining SCT-purchased G class, the cab interiors were refurbished with a full-width desk (like G516–543), incorporating a fridge and microwave oven. They were also fitted with an in-line refuelling capability. The refurbishment of the G class was performed at EDI (Newport, Vic) including painting. However, G511 and G512 entered and remained in service without SCT logos. By late 2007 SCT were ready to receive their first GT46Aces. By the time the 15 new units were delivered, the requirement for the G class locomotives had diminished. SCT then made the G class available for hire. They were taken up by several operators, including El Zorro and QRN. With the paint scheme untouched, the locomotives added a splash of colour on various main corridors and branch lines, and this included hiring G513 to FreightLink in July 2008.

With the delivery of the 4500 h.p. SCT class locomotives in 2009, SCT embarked on a G class selling spree. Southern Shorthaul Railroad (SSR) purchased G513 and G514, and quickly repainted them in their corporate colours of yellow and black. G513 was named *Mike Moy* and G514 was named *Graeme Cotterall*. G511 was also painted in the SSR livery. However, this was a leased unit from Chicago Freight Car Leasing Australia (CFCLA).

G512 and G515 were sold to CFCLA and named after Australian race horses *Rising Fast* and *Peter Pan* respectively. G521, G532, G533 and G535 were purchased by the Australian Wheat Board (AWB) in 2009 for use by El Zorro. Following the cessation of El Zorro in June 2013, G521 and G532 were sold to Qube; Freightliner purchased G533 and G535. The Qube units currently operate on the broad gauge and remain in SCT livery. G533 and G535 were overhauled and painted in Freightliner livery at EDI (Cardiff, NSW) in January 2015. The pair were rostered for their non-coal operations, including cotton trains in NSW.

With the Genesee Wyoming Australia ((GWA) now One Rail Australia (ORA)) purchase of Freightliner, the pair were transferred to South Australia. They were rostered on grain trains as part of the ORA motive power pool.

One notable exception to hauling grain was when G535 worked the AK cars through to Darwin in November 2020. Both still operate in the Freightliner livery, although the wording 'A Genesee and Wyoming Company' was applied underneath the Freightliner names.

When the lease of G511 to SSR expired, it was on-sold to Watco and repainted in the company's family colours of black sides with yellow ends at Islington workshops in Adelaide during May 2017. The class leader is currently operating Watco's standard gauge grain services in Western Australia. Ex QRN — renamed Aurizon — later sold G516 and G534 to the Linx Cargo Group in March 2018. Both units were then repainted in a dark blue, light blue and white livery. The pair operate container trains out of Port Botany, NSW.



G521 leads S313 'Alfred Deakin' hauling Qube grain train No. 9077 on 21 November 2017. G521 worked with El Zorro and is now under Qube ownership. Photo Brad White.



G520, X50 and BL31 lead No. 7901V on 9 August 2018. G520 shows a bit of neglect in its PN patch livery and is starting to fade. G520 previously had an early GPS set-up that was bolted to the headboard. A patch can be seen on the headboard where the GPS was installed. Photo Brad White.



▲ SCT G class antenna array.

► G515 in CFCLA livery at Parkes, NSW, on 5 September 2011. G515 still retains the low coupler lift bar. Ditch lights, dummy MU holder, and in-line refuelling modifications have been incorporated. Photo Bernie Baker.



G530 in FA livery at Forrestfield, WA. There are many different iterations of the FA livery such as the location of the lettering and wings. A keen eye will notice the problem with G530. Photo Bernie Baker.



G515 in CFCLA livery rests between rosters at Parkes, NSW, on 5 September 2011. Photo Bernie Baker.



Arguably one of the more impressive liveries applied to the G class was QR National's 'eagle' livery. G516 and LDP005 pass PN's provisioning centre near Dynon, Victoria, on 15 September 2012. Photo Brad White.



G519 in PN livery on 3 January 2019. G519 retains the old GPS mounting on the headboard. Photo Brad White.

► G534 and GM36 at South Dynon, Victoria, on 31 July 2005. G534 and G516 both had QR National patches applied over their FA base livery. Photo AMRM team.



Modifications During Service

- G511 to G513 and G515 were fitted with roof access footholes and grab irons to the opposite side at the No. 2 end of the locomotive.
- Additional door handles were fitted at the bottom of the driver's side cab doors on the No. 1 end on G511–515.
- In-line refuelling capabilities were fitted for working the SCT services to and from Perth.
- GPS installations on the cab roof; there were many iterations and configurations.
- Dummy MU socket installed (G511–515).
- Tail disc removed from the No. 1 and No. 2 ends (except on SSR's G513 and G514).
- PN introduced single (LED) marker lights on G522, G525, G530, G531 and G536.

With many units still in regular service, the history of the G class is still evolving. It is hard to imagine that those involved in ordering the class would have foreseen that they would be operating:

- across the Trans-Australian Railway with SCT,
- NSW country branch lines working grain trains and containerised freight for multiple operators,
- NSW coal in southern and northern areas, and
- SA grain trains.

These are truly a universal *Super Series* locomotive.

Road Number Notes

G511 ran a test trip to Gawler and return on 9 October 1984. Delivery run on No. 2697 goods with C503 leading G511 on 15 October 1984. To FV, FA then to SCT March 2007 repainted SCT base livery (no lettering). Hired to QRN in 2008, hired to El Zorro, then to SSR in 2010, repainted 11 August 2010 to Qube (SSR lettering removed) to Watco repainted May 2017.

G512 ran a test trip to Gawler return on 24 October 1984. Delivered on No. 5729 goods with C502 leading G512 on 25 October 1984. To FV, FA then to SCT March 2007, to CFCLA 2012 named *Peter Pan*.

G513 ran a test trip to Gawler and return on 2 November 1984. Delivered on No. 5697 goods with BL32 leading G513 on 15 November 1984. To FA, repainted June 2002, to SCT March 2007, hired to Freightlink July 2008, hired to QRN 15 October 2008, hired to El Zorro 4 August 2009 to SSR 27 August 2009, repainted 14 October 2009 named *Mike Moy*.

G514 ran a test trip to Gawler and return on 4 December 1984. Delivered on No. 6697 goods with X50 leading X53 and G514 on 7 December 1984. To FA, to SCT March 2007, hired to El Zorro 2008–09, to SSR 27 August 2009, repainted 28 September 2009, named *Graeme Cotterall*.

G515 ran a test trip to Gawler and return on 17 December 1984 with A78. Repainted in FV livery in January 2000. To SCT March 2007, to CFCLA 2009 named *Rising Fast*.

G516 hauled ex Rosewater (Clyde's Adelaide plant) to Mile End on 27 September 1985, standard gauge bogies fitted on 28 September 1985. A test trip to Two Wells and return to Mile End on 12 October 1985. Delivery run on 12 October 1985 on No. 7187 goods to Broken Hill with 702 leading G516 and hauling 29 trucks. To FA 1999, then to QRN 1 December 2004, patch livery, repainted in the 'eagle' livery November 2007. To Linx Cargo Group March 2018.

G517 travelled ex Rosewater on 22 October 1985 to Mile End, to standard gauge on 23 October 1985. Light engine trial to Two Wells on 25 October 1985. Hauled No. 4361 (Alice Springs goods) to Port Augusta on 11 December 1985 (44 trucks), returned to Dry Creek with G517 leading CL6 and 603 (dead attached), and 46 trucks on 12 December 1985. Ex Adelaide on 13 January 1986 on No. 2343 goods to Broken Hill with G518 leading G517, 705, 602, 703 and 953 (30 trucks). Allocated to NRC. Returned to V/Line Freight, transferred to FV ownership. Collided with G518 at Ararat on 26 November 1999 sustaining heavy damage, arrived Melbourne by road low-loader on 4 December 1999, stored at Dynon, then scrapped in May 2001.

G518 travelled ex Rosewater 15 November 1985 to Mile End, to standard gauge. Light engine trial to Two Wells on 19 November 1985. Ex Adelaide on 13 January 1986 on No. 2343 goods to Broken Hill with G518 leading G517, 705, 602, 703 and 953 (30 trucks). This working was operated by NRC. Retuned to V/Line



G511 must be the loneliest G class, leading No. 6S54 at Middle Swan, WA. G511 supplements Watco's WA standard gauge fleet that includes two ex-NSW 422 class locomotives. Photo Simon Barber.

Freight, transferred to FV ownership. Collided with G517 at Ararat on 26 November 1999 sustaining heavy damage, arrived Melbourne by road low-loader on 4 December 1999, stored at Dynon to be assessed by Clyde for rebuilding. Scrapped in May 2001.

G519 ran light engine to Gawler on 11 December 1985. To Victoria on 20 December 1985 on No. 6697 with 934 leading 940 and G519. Allocated to standard gauge, then operated by NRC. To FA 1999, to PN, allocated to NSW Coal Division, to NSW northern coal 27 November 2008, to Downer Rail (Cardiff, NSW) for cab modifications, to Rural and Bulk NSW, allocated to PN Vic 29 January 2014. Repainted in PN livery November 2018.

G520 ran a light engine trial to Two Wells on 12 February 1986. Ex Adelaide on 17 February 1986 on No. 2343 goods to Broken Hill with G520 leading 944 and 703 (37 trucks). Damaged in a runaway accident at DELEC (Enfield, NSW) on 13 July 1996, involving SRA's 8029, 48126 and 8244. G520 sustained body and frame damage. Repaired at Chullora, then repainted in V/Line Freight livery. Light engine trial to Penrith 6 April 1998, load trial to Moss Vale 8 April 1998. Operated by NRC, to FA, then to PN.

G521 ran light engine to Gawler on 14 February 1986. Ex Adelaide on 17 February 1986 with BL32 leading G521 on No. 2697. To FA, to SCT March 2007, to El Zorro 2010, ceased trading 4 June 2013, to Qube in SCT 'patch' livery.

G522 ran light engine trial to Gawler 4 March 1986. Ex Adelaide on 6 March 1986 on No. 5697 goods with BL32 leading G522. Allocated to standard gauge, then operated by NRC, to FA, then to PN.

G523 ran light engine trial to Gawler 24 March 1986. Allocated to standard gauge, operated by NRC. Overhauled and repainted in V/Line Freight livery in July 1997, to FA, then to PN.

G524 ran light engine trial to Gawler 15 April 1986. Ex Adelaide on No. 5697 goods with BL35 leading G524 on 17 April 1986. To FA then to PN.

G525 ran light engine trial to Gawler 23 April 1986. G525 was the last unit to be built at Clyde's Rosewater plant. Allocated to standard gauge, operated by NRC. Transferred to broad gauge for overhaul July 1997, to FA, to PN, repainted October 2012.

G526 was fitted with remote control equipment in May 1997,

and overhauled and repainted in V/Line Freight livery in July 1997, to FA, to PN. Allocated to NSW southern coal 3 March 2008, to northern coal 29 December 2008, to PN Vic 24 December 2013.

G527 was fitted with remote control equipment May 1997, to FA, to PN repainted 25 December 2004, first of its class in PN livery.

G528 to FA, to PN.

G529 was allocated to standard gauge. To FA, to PN, allocated to NSW southern coal 11 August 2008, to northern coal 23 November 2008, to PN Vic 20 July 2012, to broad gauge 5 September 2012.

G530 was allocated to standard gauge. To FA, to PN, repainted in PN livery 13 July 2012.

G531 to FA, to PN repainted in PN livery 5 October 2011 by Downer EDI (Newport, Vic) allocated to standard gauge 13 October 2011 with PN intermodal. Allocated to broad gauge April 2014.

G532 to FA, to SCT March 2007, hired to El Zorro 2008 operated in patched SCT livery, with El Zorro insignia. El Zorro ceased trading on 4 June 2013, to Qube in SCT patch livery.

G533 was allocated to standard gauge. To FA, to PN, repainted in PN livery December 2005. To SCT March 2007, hired to QRN 2008, hired to El Zorro 8 August 2008, sold to AWB Limited October 2009, hired to El Zorro, transferred to standard gauge November 2010, sold to Freightliner Australia October 2014, in service 9 January 2015 following overhaul and repainting by Downer Rail (Cardiff, NSW).

G534 to FA, to QRN December 2004, repainted in 'eagle' livery November 2007, patched Aurizon August 2013, sold to Linx Cargo Group March 2018.

G535 to FA, to PN, repainted in PN livery on 27 June 2006, to SCT March 2007, named *Kevin Sheedy Express*, hired to QRN July 2008, hired to El Zorro August 2009, sold to AWB Limited October 2009, sold to Freightliner Australia October 2014 in service 9 January 2015 following overhaul and repaint at Downer Rail (Cardiff, NSW).

G536 was allocated to standard gauge. To FA, to PN, repainted March 2012.

G537 was allocated to standard gauge. To FA, to PN.

G538 was allocated to standard gauge. To FA, to PN.



Freightliner has its origins in the United Kingdom and started operations in NSW. To handle Freightliner's non-coal operations, two G class locomotives were painted in Freightliner's attractive livery. The livery is a slavish replication of the UK version of the livery. This includes the mandatory UK orange warning line (albeit faded) at the start of the mansard section of the roof line. G533 is pictured at Dubbo, NSW. Photo Bernie Baker.

G522, S302 'Edward Henty' and Y157 at Bendigo on 20 November 2019. G522 is painted in PN's Rural and Bulk livery with large side numbers. Modifications include single (LED) marker lights, GPS, high coupler lift bar and ditch lights. Photo Brad White.



G539 was allocated to standard gauge. To FA, to PN transferred to broad gauge 5 June 2012.

G540 was allocated to standard gauge. Named Wycheproof 30 April 1995. Repainted in FV livery, January 2000. To FA, to PN repainted in PN livery, March 2005.

G541 was allocated to standard gauge. Named Birchip. To FA, to PN, repainted in PN livery April 2014 then to broad gauge.

G542 was allocated to standard gauge. Named Warracknabeal then repainted in FV livery in Adelaide, due ex Adelaide 4 February 2000. To FA, to PN to broad gauge 30 December 2011.

G543 was the first of class to be repainted in the FV livery (13–17 September 1999). To FA then to PN.

Bibliography

- Catchpoint magazine (various issues)
- V/Line manuals
- Railpage and Vicsig.net



G525 leads G527 on No. 9158 grain service. G525 has single (LED) marker lights and the cast side number plate is positioned well to the No. 2 end of the locomotive. Compare this to the positioning of the number plate on G527. Photo Brad White.



Linx is a port operator and, for its operations in Sydney, the company uses G516 and G534. G516 is shown on a trip train from Port Botany to Enfield seen here using the goods lines at Campsie on 8 July 2019. Photo Declan Goodsell.



· Morpeth
· NEWCASTLE

This is a good general shot of the third Morpeth station. Of the three stations to bear the name 'Morpeth' this site is closest to Morpeth township. This station was not built until the late 1880s and the reasons for the reluctance on the part of the NSWGR to build a station on this site are quite apparent in the unusual design of the platform and building. The Hunter River runs just a few metres to the left of this location and this whole area is dominated by a large rocky outcrop. This station would have been expensive to build, especially as the second station had only been in use for a little over 20 years. It's a fair bet that a good deal of blasting would have been needed to carve a space for the platform and track. The street-level building, platform and canopy are preserved and used as a government depot. The station name board was displayed under the canopy, just above the timetables and posters nearest the photographer. Note the station-mounted ground throw for the Morpeth line's one and only signal. Photo Ken Winney.

A LOCATION TO MODEL

The Morpeth Line

*Trevor Hodges provides modelling inspiration on a quirky NSW branch line.
Photos by the author, unless otherwise credited.*

One of the reasons houses cost so much is that we have to purchase the expertise of a range of people with experience and qualifications in fields most of us know little or nothing about; people such as solicitors, architects and builders. By contrast, very few of us feel compelled to hire in expertise to help us build our model railways. As everyone in this hobby starts as a beginner, we all tend to make similar mistakes and, if we stay in the hobby long enough, travel up the same learning curve. I've been involved in this hobby long enough to make plenty of mistakes and, while I don't tend to make the same mistakes twice, there's always plenty of new mistakes to make that I haven't tried out before. Before we get down to brass tacks here are a few of my hard-won pearls of wisdom that inform all my layout designs:

- Allow the prototype to inform your design but don't let it stop you from getting what you want.

- Design for the person you will be in ten years, not the person you are now; inevitably you will get older, less mobile and probably fatter.
- Without a shed the size of a football field and a budget that would make Bill Gates think twice, you probably won't be able to 'have it all' on one layout.
- Seek advice regarding your plan from experienced modellers and, if you don't know any, join a model railway club; they're bound to have a few 'experts' lurking about.

It's difficult to gauge the success — or otherwise — of a model railway because the people who build them have such a variety of different needs. However, if you've stopped working on the model railway you have, it's a pretty safe bet that it isn't as successful as it could be. I would argue that one way to help make your model railway 'work' better is to pick a prototype line or region then build your layout using this choice to guide your

decisions. Buying locomotives and rolling stock, then saying you model the New South Wales Government Railways (NSWGR), the Victorian Railways or Queensland Railways is not choosing a prototype to model; this is a choice of a system as opposed to a prototype.

This is more akin to preferring the Australian Football League (AFL) to Rugby League or A League soccer; you need to pick a team as well as a code. In spite of their being in the same state, there is almost as much difference between the Camden branch line, south of Sydney, and the coal lines of the Hunter Valley. If you go looking you will soon find a line that suits your needs and you shouldn't think research is all hard work; it can be as easy as buying photos and documents on line or wandering up the old right-of-way of a long-abandoned line that has been turned into a walking trail. Research can be fun!

A Modest Prototype

The NSWGR Morpeth branch left the main northern line at East Maitland in the lower Hunter Valley of NSW and travelled the three miles 35³/₄ chains (approximately 5½ kilometres) to the township of Morpeth, situated by the Hunter River. The line opened in stages between 1864 and 1870, and was closed in August 1953. It was the oldest country branch line in NSW and had a long and chequered history before many other lines in the state were even opened. Morpeth was a thriving river port for much of its early existence and it was the goods that moved through the port, combined with local agitation for a passenger service, that was the reason for the line's existence.

Depending on the era, the line had either four or five passenger stations; the junction station of East Maitland, Raworth (pronounced Ray-worth), Queens Wharf, Northumberland Street and Morpeth. The name Morpeth was applied to stations in no fewer than three different locations, only two of which were located in the township of Morpeth. The last two stations have been included on the accompanying plan; the second one at the far end of the line would be modelled as abandoned as it closed in 1893.

Most goods traffic carried on the line was generated through the wharves of the Hunter River Steamship Co., the Newcastle Steamship Co. and their predecessors. Traffic on the line was dominated by wool; however, there was a butter factory (with milk being a substantial traffic source), a mill, loading bank, goods shed and stock race being provided in the yard. There would have been a good mix of traffic and quite a wide variety of rolling stock seen on the line.

In addition to the yard at Morpeth, there was a small loop siding for the Bakers brick works between East Maitland and Raworth. This siding was just long enough to accommodate eight S wagons; the brick works shipped out both bricks and coal. This siding was not used as a passing loop, however it did have an extension into the works yard that was worked by four horses owned by the company.

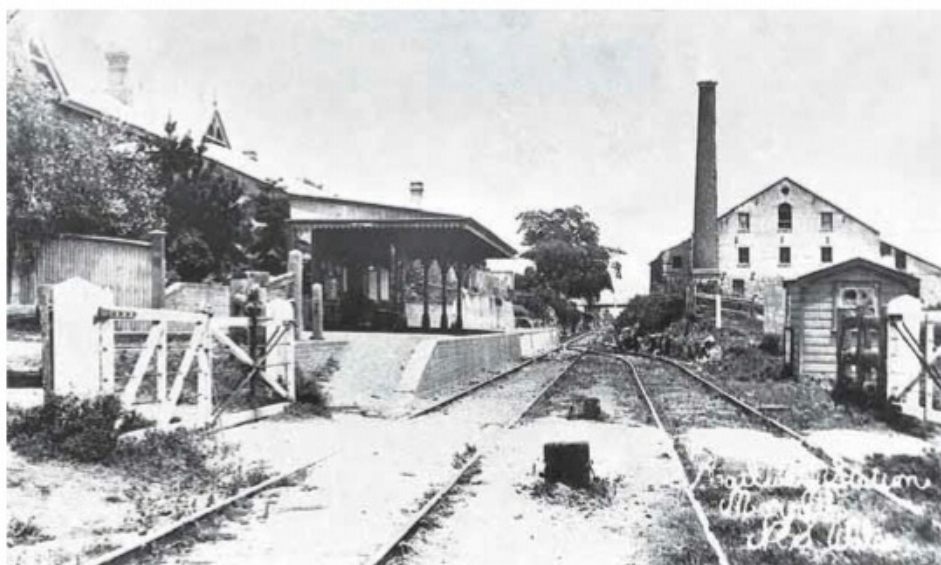
Design Considerations and Benchwork

The accompanying plan comes as a result of quite a few years of thinking about and researching the Morpeth branch; research I've used to help me build a couple of small modules and layouts in 7 mm scale. Following on from my experience of designing track plans for this line in this larger scale, I've sometimes wondered what could be achieved in HO scale using a space that might be readily available to the average modeller: for example, a spare bedroom or a single-car garage. By NSW standards the Morpeth line was an extremely short branch with a compact yard. As such, it presents as a perfect candidate for trying to include the entire line in the plan. This allows for an operational scenario that almost exactly replicates the way the real line would have been worked.

► *Queens Wharf provides a nice contrast to the station at Raworth: wooden, sleeper-topped platform and a ground-level, peaked-roof waiting shed. And, who could resist modelling those blanked out 'E's' on the station name board?*



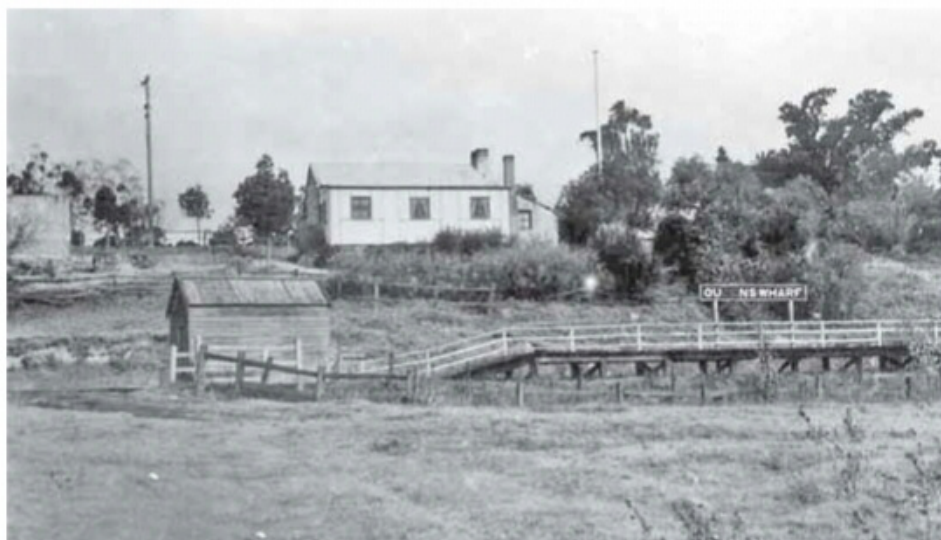
Another photo of the third and final Morpeth station and platform, this time taken from the down side looking up the line heading out of town toward East Maitland. The Robert Street level crossing is visible in the foreground.



A photo from the same vantage point taken on the down side of the line but this time showing the Portus flour mill in the distance. The plan includes a siding next to this mill that did not exist on the prototype. The modeller could decide to leave this siding out if he/she chose.



This view shows the long-abandoned second Morpeth station. The overgrown and crumbling platform and rather eccentric placement of the picket fence on the platform cry out to be modelled. There is a plan for this station building in Ian Dunn's article in 'Byways of Steam 14'.





▲ A view from the up side of the station of Queens Wharf showing 2001 hauling two American end-platform carriages. These were typical of the traffic on the line up until closure in 1953.



◀ The end of the line with a view of the loco facilities and goods shed. Features to note are: the brick construction of the shed, the unusual proximity of the stock race to the entrance of the shed, the 'pig sty' stand for the water tanks and the location of the single-stall engine shed on the main line. This photo gives a partial view of the 40 ft long coal stage just beyond the tank stand. The water pipe outlet is set into the sleeper stack, providing a direct outlet for the water from the tanks above. The light staining on the face of the goods shed appear to be from some rebuilding work, possibly caused by an accident such as an overloaded wagon knocking the lintel from the entry-way. A photo from the early 1950s shows that the goods shed was knocked down at some point after this photo was taken in the late 1940s. Photo ARHS.

The room size chosen for this plan is that of an average, single-car garage: 6.0 m x 3.6 m (approximately 20 ft x 12 ft). While this is not a space that could accurately be described as small, it is the sort of space that is often available to modellers; especially those who have a spare corner in the garden and a little spare cash. If you have the money available, I'd recommend having the room lined, getting some type of flooring laid (cheaper vinyl would be a good choice) and sorting out the heating, cooling and lighting in the room before you start building your railway. There is no better time to do this than before the benchwork starts being built. You'll spend an awful lot of time in this room and nothing will diminish your enjoyment of your railway more than if you're cold, wet, dusty, hot, can't see or if your feet hurt from standing on a concrete floor.

One feature I was determined to avoid in this plan was any sort of duck-under. After I built my first layout it only took about three dozen trips back and forth under the layout to get a tool I didn't have with me for the novelty to wear off, and this was when I was in my thirties! This layout is a point-to-point design with the focus on prototypical operations. The width of the benchwork has been kept deliberately narrow to allow for the widest aisles possible and to ease maintenance and the passage of operators in the aisles. I've found that a minimum of 800 mm is needed for two adults to pass each other comfortably in an aisle and this is the minimum width of the aisle in front of the Morpeth rail yard. This is the spot on the layout where the most intense shunting action is going to take place; that is, if the words 'intense shunting' and 'NSW branch line' aren't a contradiction in terms.

This layout could be built on several different types of benchwork. However, I recommend keeping things fairly simple. Perhaps the best way of achieving this would be to build a series of simple butt-jointed, 70 mm x 19 mm radiata pine open grids to support the right-of-way and made to suit the size of the space required. The benchwork under Morpeth yard would require three 2.00 m x 0.45 m grids, with cross-members placed approximately every 400 mm and assembled using 6 G 35 mm wood screws. These grids would be bolted to each other with vertical risers used to support the track base that should be a minimum of 12 mm ply.

Having the track base 10 cm or so above the level of the top of the benchwork provides clearance below grade for scenic features such as Howe's Lagoon, culverts and the Hunter River all along the front of the yard at Morpeth, running as far as Queens Wharf. As gradients on the line were very mild the entire line could be built flat if so desired, although a gentle gradient between Bakers Siding and Queens Wharf would be a nice feature. The pine grids could be supported by either simple, cross-braced legs or brackets hung off the wall studs of the room.

Track Plan

A trip down the line begins with the 'off-scene' storage sidings. There's quite a well known 'rule' in layout design that you should provide at least twice as much storage as you think you'll need to operate the layout. The storage lines are 1.8 m long and, with four lines available, this should be more than adequate for the way this line would be operated. I've included a four-track traverser in this plan. However, the modeller could quite easily

install a turntable at the end of the storage lines or keep things fairly simple and use sets of cross-over points. Choosing any one of these options would allow locos to escape and run around their trains without the need to handle them.

Goods or mixed trains on the line would have been short and made up of a mix of mainly four-wheel stock with some bogie wagons and a brake van. As few as three trains would be adequate to operate the line, in addition to a one- or two-vehicle passenger train, made up of American end-platform cars such as an FO, perhaps in combination with a CCA. The passenger train would rarely need to enter the storage lines as it would simply shuttle back and forth on the branch between East Maitland and Morpeth with a goods or mixed passing it on the East Maitland loop siding. The locomotive on the passenger train would run around its train at East Maitland ready for another run up the line, just as the prototype would have done. Tender first or, in the case of a tank locomotive like the Z20 class, bunker-first running on the branch was a daily feature of the line because there was no turntable in loco.

Trains leaving East Maitland would pass over the culvert just beyond the station limits, cross the Melbourne Street level crossing then traverse the timber trestle over Howe's Lagoon. I've never managed to find the track arrangement of the Bakers brick works siding, but that shown on the plan is a likely scenario. It would be up to the modeller how far he/she wanted to take the detailing of the scene around this siding, but the stables have been included to house the horses that worked the short length of track into the works yard. I found some photos of brick works owned by the same family in other NSW towns, so these would be a good guide as to what was in place at Raworth.

Raworth station was a short, unattended brick platform with a simple waiting shed on the platform. The orientation of East Maitland, Baker's Siding and Raworth have all been changed to the opposite side of the line to allow the correct curvature to be maintained on the two stations. Queens Wharf was a short wooden platform, situated on a straight length of track with its waiting shed at ground level.

A significant scenic feature is the combination of the old Northumberland Street station, the Morpeth road bridge and the bond stores. On the prototype these stood next to a straight section of track set on a platform carved from the bank of the Hunter River. While these structures are on a curve on the plan, they are in the correct orientation to the station yard and to each other. The bridge would be built as a partial structure and would stop at the edge of the layout.

The Morpeth railway yard is included in an almost complete state, except for two sets of cross-overs next to the loading bank. The yard has been considerably foreshortened, but it could be shunted largely as the prototype would have been. There was an unusual wagon turntable on the loop just beyond the George Street level crossing; this was out of use by the 1930s. Depending on the era modelled this could be added by the modeller, thus adding a point of interest, as these were rarely used in NSW.

One minor addition I've made to the prototype yard was to add a small siding to the old Portus' Mill (on some plans it is referred to as Rundle's Mill) that went out of service as early as 1860. As this beautifully ugly stone building sat right on the river — and next to the rail yard — it seems a shame to me that it never justified its own siding. On the plan I've used my modeller's licence, extended the life of the old mill into the 20th century and run a small siding beside it. On the prototype there probably wouldn't have been the room to run such a siding next to the mill; there was barely enough space to squeeze in the line for the branch. But that shouldn't bother us too much; we can just shift the mill a little further to the side and thus provide another industry for an operator to shunt.

Another feature is a wharf scene, because this was the main reason for the Morpeth branch line's existence. There is room for such a scene next to the siding at the front of the layout, next to the second station. To get an idea of what small wharves looked like you can research small, non-metropolitan river wharves, such as the one at Lismore. *Byways of Steam 18* has some nice, clear photos of the wharf at Lismore. There are one or two photos and at least one drawing of the Morpeth



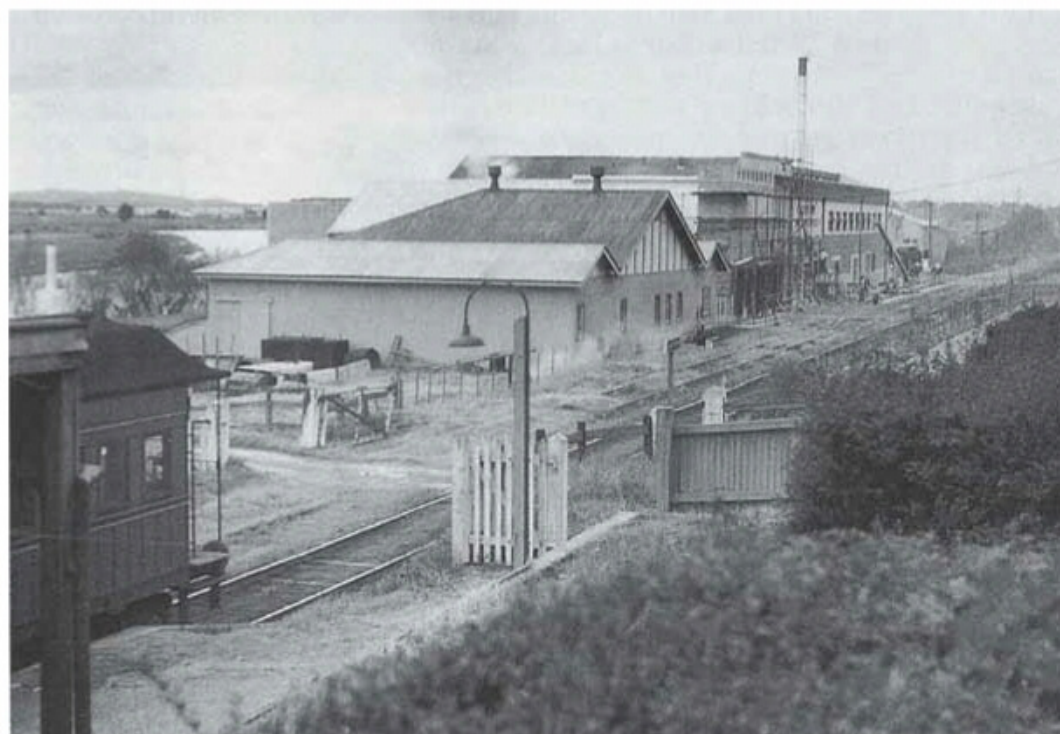
A photo of 0-6-0 Manning Wardle 'Pioneer' on the wooden trestle to the pier on the author's 'Morpeth' layout.

wharves in *Byways of Steam 14*, but they are partially obscured by ships.

There are some wonderful features to be modelled within the yard and station limits of Morpeth, not the least of these being the two stations. The second station was out of use after 1893 and was probably used as a residence, barracks or for storage. The photos of it in *Byways of Steam 14* show it in a derelict state. The third station was unusual in that it was built on a rock outcrop and the builders were forced to place the station building on a different elevation to the platform, the two connected by a covered set of steps. The loco servicing facilities in the yard at Morpeth were simple, but interesting; these have been included in their entirety. The goods shed is a nice, big brick structure with more than a hint of English influence in its design. It speaks volumes about the relative importance of the Morpeth line in the later 19th century and how far it had declined by the time the line closed in the early 1950s, that this imposing shed was built in the middle of the 19th century.

Conclusion

This layout might be thought of as being suitable for a slower, gentler age; both of the layout builder and the era depicted by the model. When I started in this hobby, I wanted lots of action with big locomotives hauling long trains, but as time passed my tastes changed. I enjoy taking my time on a model and pottering



This view is taken from the steps of Morpeth station looking up the yard to the Bowthorne Co-operative's complex of buildings. The Co-operative's buildings still stand and the large brick structure is currently used as a rural supplies outlet.



Tank engine 2002 hauls a CCA out of Morpeth on the short run to Queens Wharf on the author's 1:43.5 layout of the Morpeth line.

up a quiet branch line with a train; this plan suits that pace down to the ground. There would be more than enough modelling on this layout to keep an average modeller, working at a steady pace, busy for years.

At first glance the range of locomotives may seem fairly limited: mainly Z20s with the occasional C30 thrown in. However, who's to say the odd tender loco didn't take a run down the line; just in emergencies of course such as in 1950 when 2021 ran through the back of the engine shed and it took two days to get

her back on the rails. One thing we can say for certain is that the metals on the Morpeth branch never felt the tread of a diesel locomotive; this line was strictly steam-powered.

References

Unlike her much better known — and more extensively photographed — sister line at Camden, there are only a limited number of publications that deal with the Morpeth branch. Ian Dunn's article in *Byways of Steam* 14 is indispensable to anyone



Queens Wharf station from the up side of the station on the author's layout.



In this scene 'Pioneer' is traversing the line near Queens Wharf station. While such a scene never existed next to the real Queens Wharf, modeller's licence allows for such enhancements of reality.

interested in the line, with many photos and lots of historical detail. The booklet *A Pictorial History of Morpeth* has some good photos of the line, some of which are also reproduced in the *Byways* article. I purchased my copy of the booklet from a shop in Morpeth on one of my several site visits.

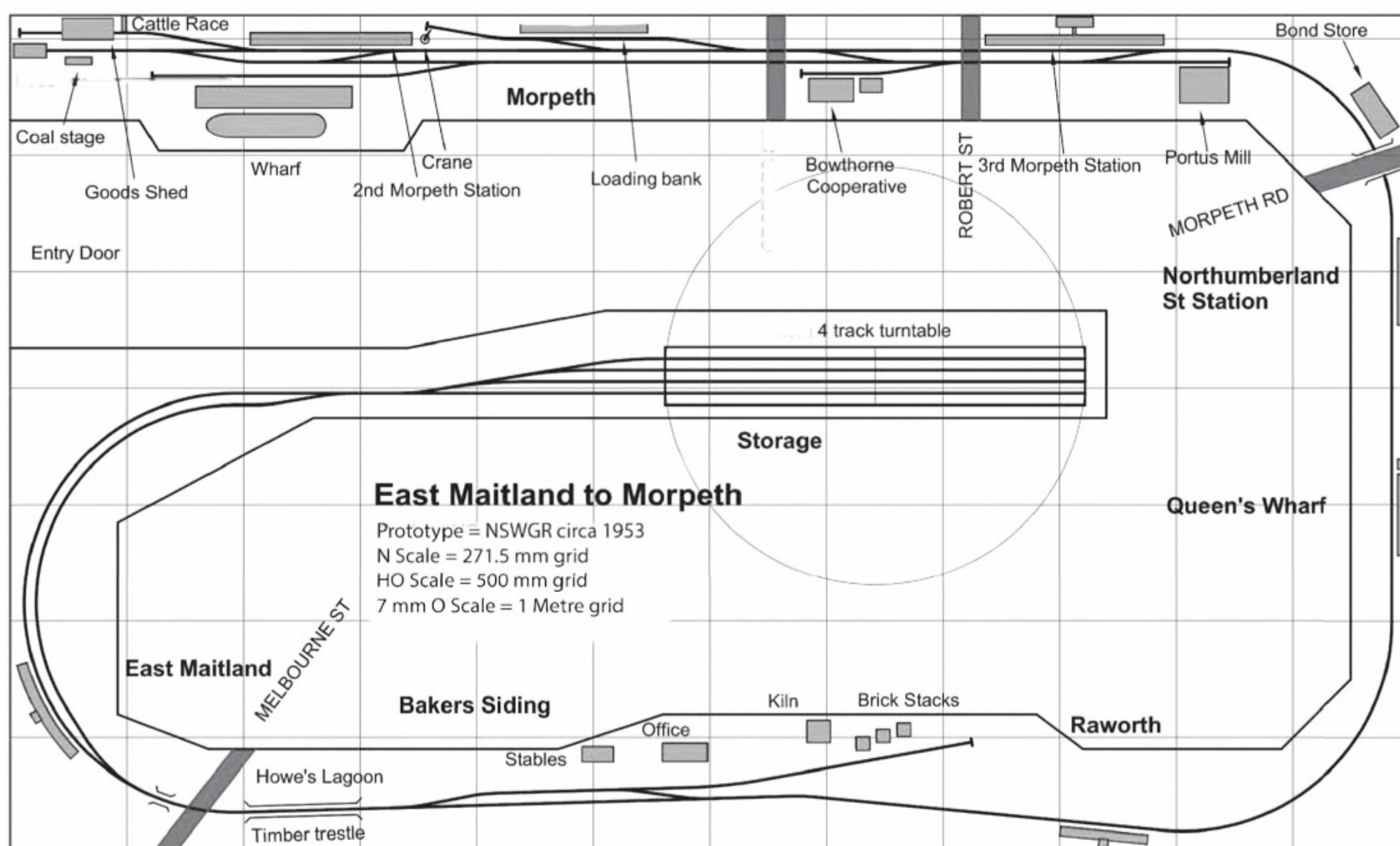
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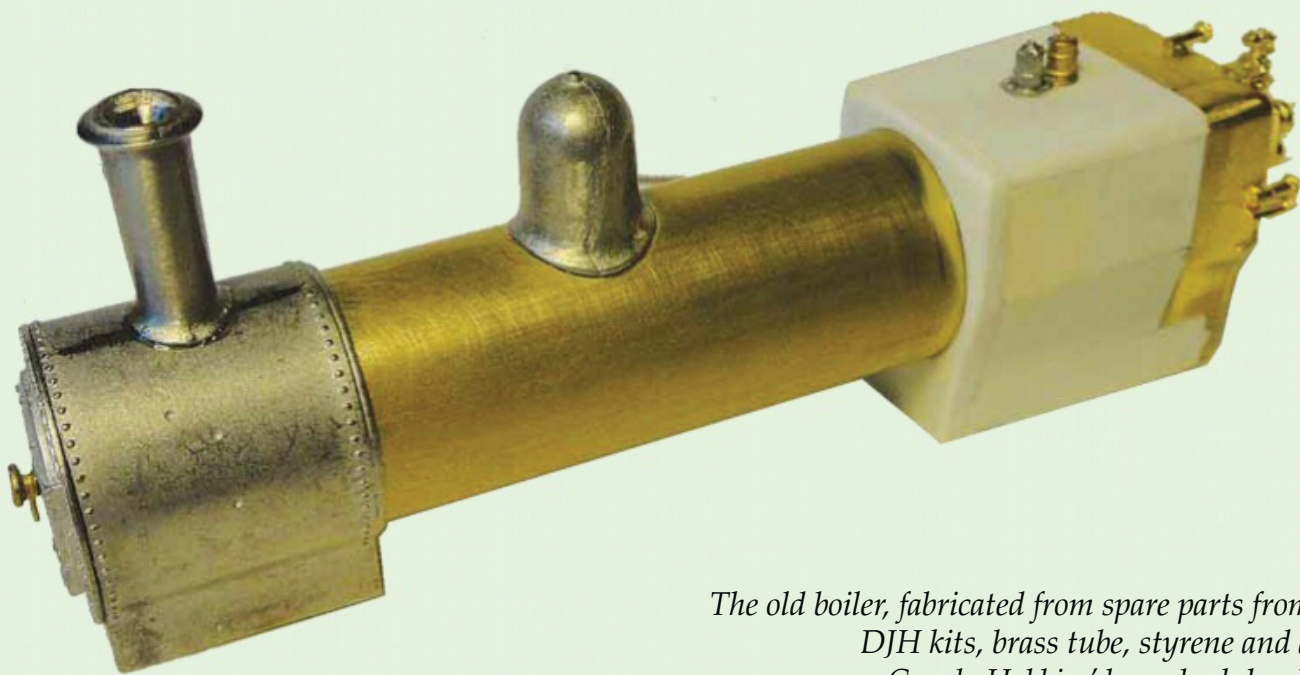
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Engine 2002 in loco at the end of the line on the author's layout.

Locomotive 2001 sits at East Maitland station ready for another run down the line to Morpeth in 1953 just prior to the line's closure.





The old boiler, fabricated from spare parts from DJH kits, brass tube, styrene and a Casula Hobbies' brass back-head.

A Use for a Spare Boiler

*Warren Miller shows how using a spare boiler can enhance an animated industrial scene.
Photos by the author.*

I recently purchased a Faller kit of a small industrial steam engine. I did not have any specific idea of what I might use it for, but it was such an unusual and appealing model I felt sure it would find a place on my layout. Faller present the model illustrated on the box as a preserved monument in a park-like setting, but I felt it would be more interesting if it could be made a working model, in use to power a workshop or mill.

In truth, given that the single cylinder

steam engine driving a large flywheel is a fairly ancient design, this type of installation would be quite rare in Australia as it pre-dates most industrial development here. However, it's plausible. Best of all I realised that the engine would look good if associated with a spare locomotive boiler to provide the supply of steam. Although such use of spare boilers in railway workshops is more common, a private industrial concern might have acquired one.

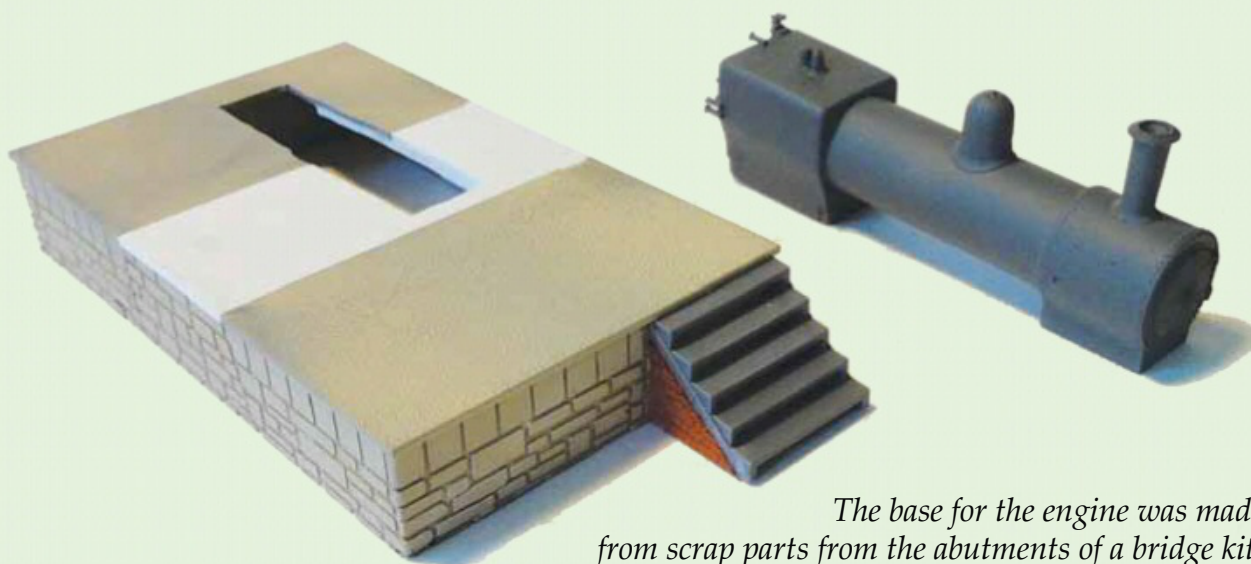
For the loco boiler, I resorted to my

spare parts box that contained several whitemetal smokeboxes, chimneys and domes from various DJH kits of Australian locos, plus a Casula Hobbies' brass boiler back-head (possibly from their brass 32 class some years ago) that I'd never found a use for. All that remained was to use a section of brass tube for the boiler and make a firebox out of 2 mm polystyrene sheet. The resulting boiler approximates that of a New South Wales Government Railways (NSWGR) 30 class.

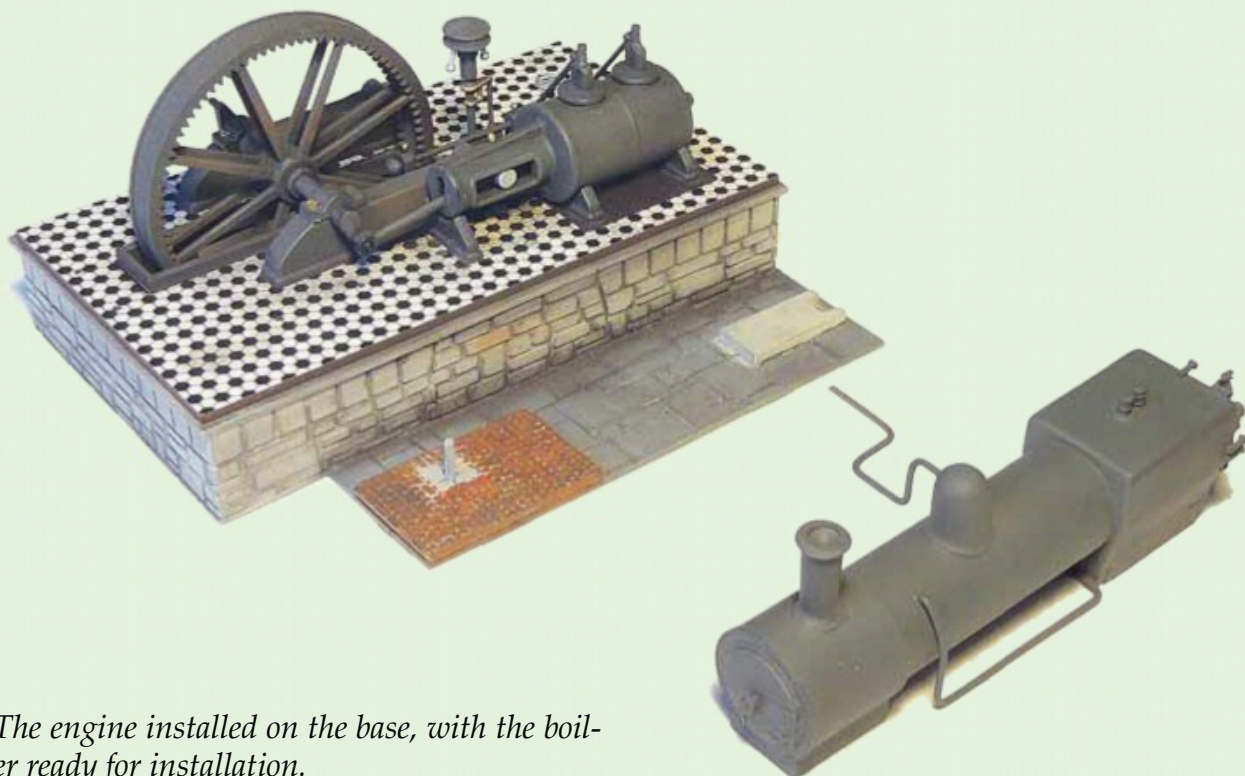
The Faller kit provides a base for the engine ready-printed with a black and white tile pattern of a type that might have been found in a 19th century factory or power station. The engine flywheel protrudes below the tiled surface, but is unlikely to represent how such an engine would have been installed in service. I made a raised masonry base for the engine out of scrap pieces left over from the piers of an Auhagen bridge kit and placed the 'floor' from the kit on this. This meant the flywheel was now elevated and clear of the ground (and baseboard).

The tiled floor is probably not typical of an outdoor installation, but I decided to retain it and weather it. A strip of rough paving was attached to the base (at ground level) on which the boiler was located. The kit was straightforward to assemble, though Faller provided several unused parts on the sprue that I found a bit confusing. The flywheel and connecting rod are operable, though there is no piston as such. This is not evident however, as the casing in which the crosshead runs hides the lack of a piston. The flywheel, engine bed and cylinder were all painted with Humbrol No. 67 matt tank grey and then dusted with weathering powders. Basic piping was added to the boiler, taking steam from the dome to the engine casing.

The engine and boiler now being complete, the next step was to create a suitable building against which to mount the engine. I'm working on the basis that the drive shaft from the engine extends



The base for the engine was made from scrap parts from the abutments of a bridge kit.

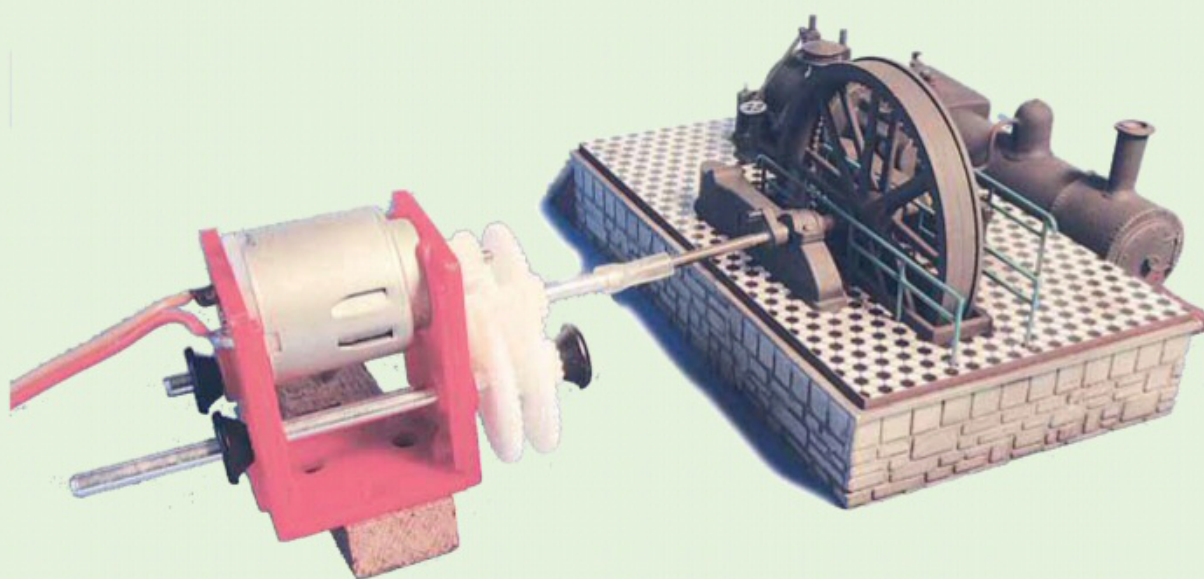


The engine installed on the base, with the boiler ready for installation.

through the workshop wall to power the machinery inside. (In reality this probably would have been achieved by transferring the drive to overhead shafting via a drive belt, with individual machines being driven from the overhead shaft.) I have in mind a fairly dilapidated building, possibly an antiquated workshop or factory, that is still using somewhat superannuated equipment.

The engine would look much more attractive as an operating feature. To power the engine, the simplest approach is to extend the shaft of the flywheel, on the side away from the piston, through the wall of the building, then power this with a motor inside. In practice, such an engine would most likely have been housed inside the building rather than beside it — or in its own separate building. However, I want it to be visible, so I'll assume the owners were either short of space or saving money!

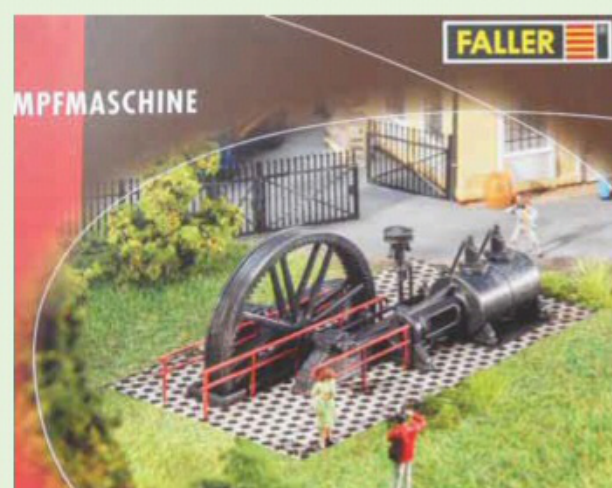
Jaycar sell a nice little package of a 3 volt motor and gearbox that offers a range of gear reductions, giving output speeds including 3 r.p.m. and 12 r.p.m. depending on how many of the gears are used. The gearbox output shaft can be connected with the extended flywheel shaft with some silicone tubing, just like a locomotive drive. The gearbox is rather noisy, so I plan to enclose it in a box made of chipboard, to deaden the sound. For the fire in the boiler's firebox, a battery 'tea light' candle provides an LED that uses 3 volts; this has a nice flicker effect. Both the motor and the LED will be powered from a couple of AA batteries, rather



The motor and gearbox drives the engine via a flexible connection to an extension of the flywheel driveshaft. The motor will be hidden in a building, and the driveshaft will extend through the wall.

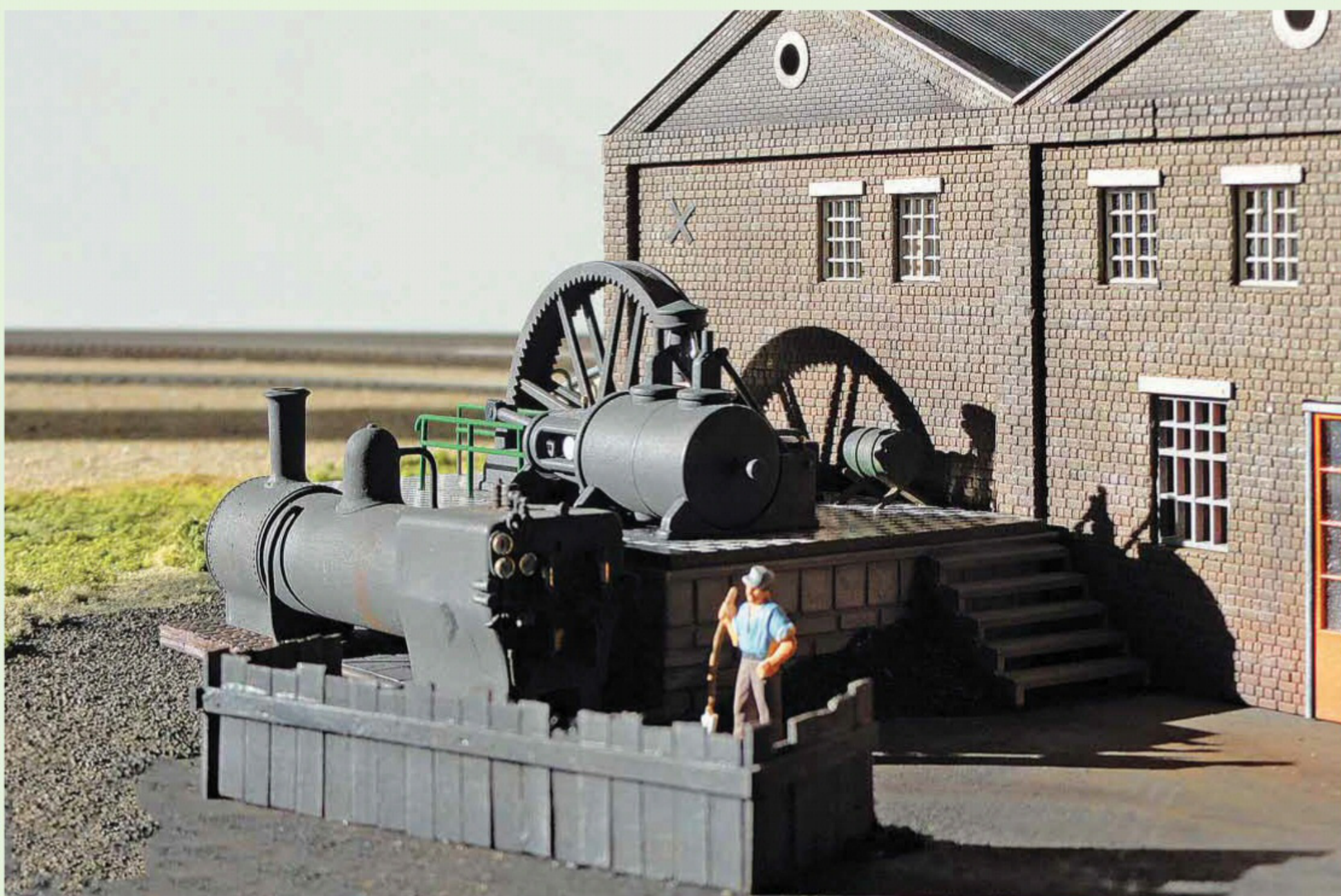
than taking a line to the layout's power supplies.

When permanently installed, the engine and boiler will represent an industrial site of a type that could be found today as a heritage museum site. However, it could equally be included as an interesting and plausible feature representing an old workshop or factory that was still operational, albeit with obsolete equipment.



The illustration on the Faller kit box shows the engine mounted at ground level, apparently as a heritage item in a park or similar. It is unlikely such an engine would have been installed like this when in service.

▼ *The engine and boiler installed against a scratch-built building, representing a factory or mill for which it provides power.*



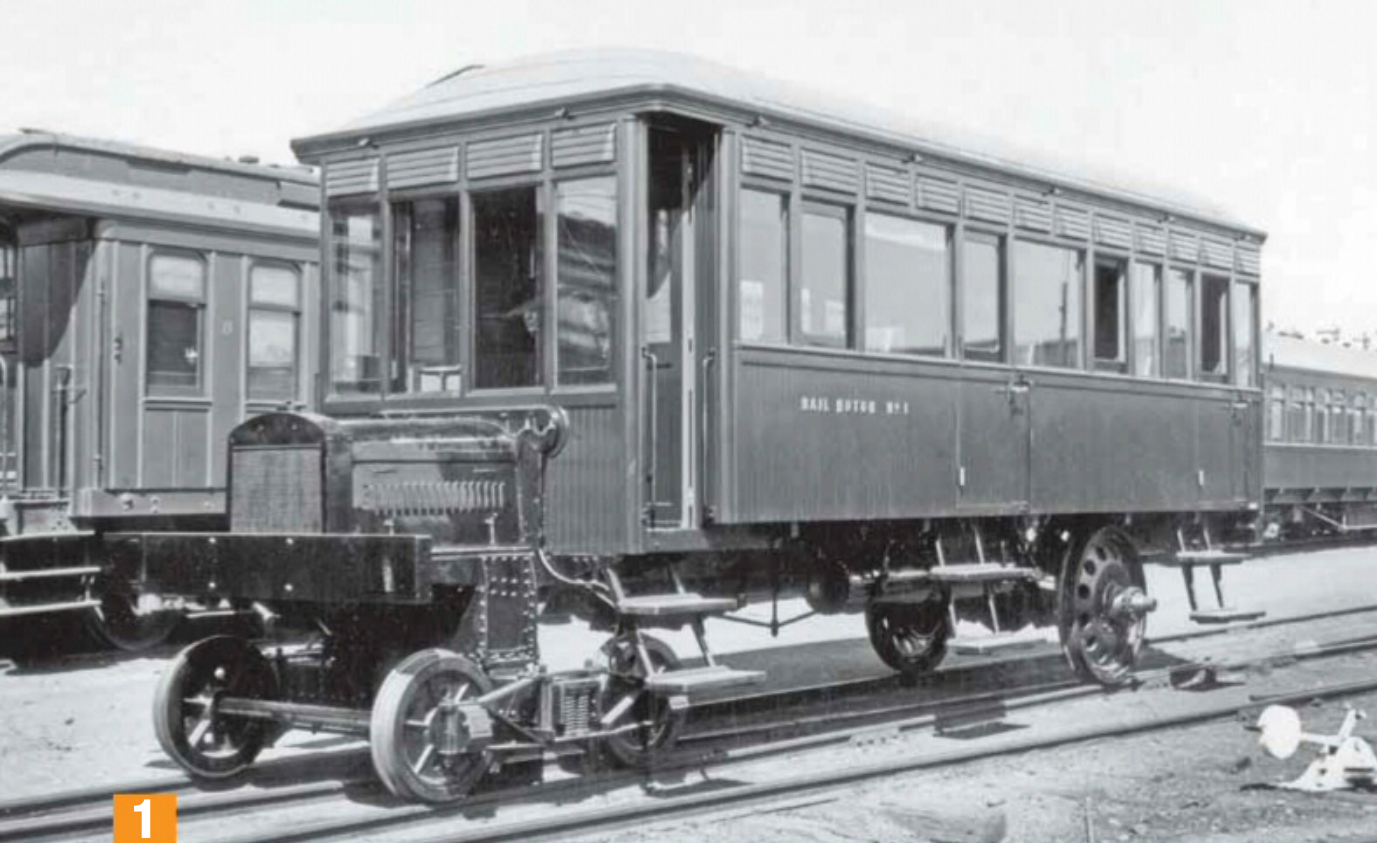


CARRIAGE WORKS

Modelling Early NSW Railmotors

Jonathan Majer

Model photos by the author.



Railmotor No. 1. NSW Railway Archives

Railmotor No. 1

Experimental railmotors were first introduced into NSW in 1919, when a modified five-ton Moreland truck was stripped of its road wheels and length-

ened so a wooden body, built in the style of the end platform suburban cars, could be fitted. Rail wheels were attached to the rear axle and a small two-axle bogie was mounted at the front (see photo 1). To

enable carriage of additional items, an LC trailer van with a guard's compartment and side-ducket look-outs was attached. The railmotor, capable of speeds up to 25 m.p.h., gave six years of reliable service before being withdrawn in 1925. Plans for both the railmotor and trailer van are provided on the Railmotor Society website (<http://www.railmotorsociety.org.au>).

Many years ago I purchased a resin kit of this model from Far North Hobbies. The model had a good prototypical appearance, but was deficient in how it was propelled. The instructions were to mount the rear on a Tenshodo 'spud' with one of the driving axles removed. However, these spuds do not have seamless electrical pick-up at the best of times, and halving the number of the wheels with pick-ups the situation would become, shall we say, unenjoyable.

Flummoxed and after the passage of a few years, the idea of demotoring the railmotor and attaching it to a motorised trailer occurred to me. I had a Workshop 5 GT wagon that resembled the LC but was minus the guard's compartment. GT wagons were used as trailers for CPH rail-



Assembled Far North Models railmotor No. 1 with a powered Workshop 5 GT trailer.



Railmotor No. 1 with the GT trailer attached. NSW Railway Archives

motors, but not railmotor No. 1. Nevertheless, the general appearance was sufficiently similar that I decided to use it. I purchased a Black Beetle powered bogie and mounted this in the body of the GT wagon, attaching the original wagon side frames across the wheels. The space above the Black Beetle was weighted with lead and the wagon was connected to the rear of the rail motor by a rigid coupler that rotated around studs under the wagon and railmotor. By this means, the wagon pushed the railmotor around and provided excellent performance. The resulting model has a good resemblance to the prototypical arrangement (see photo 2) and has allowed the railmotor to emerge from storage into everyday use.

Railmotor No. 2

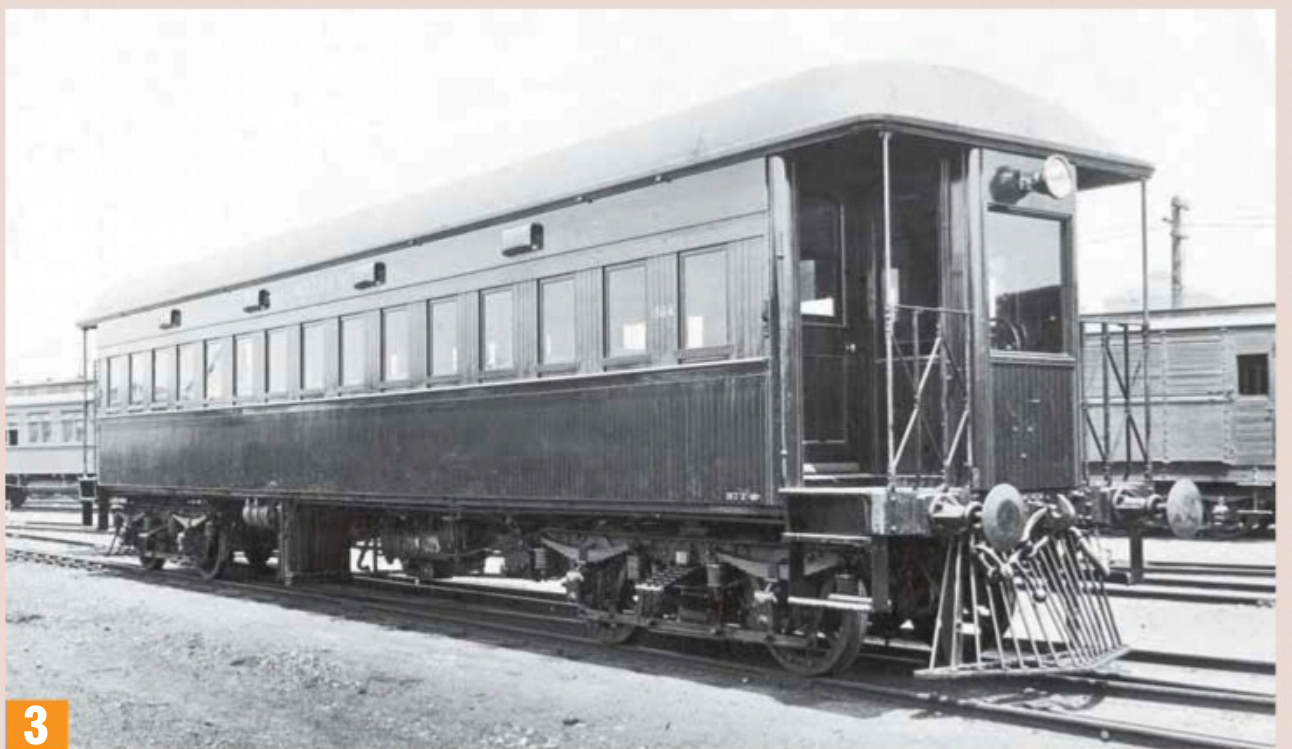
During the period of operation of the first railmotor, NSWGR had plans for a larger self-propelled vehicle. The experimental vehicle was based on an end-platform FA carriage that was to be powered by an under-floor petrol engine. Unlike railmotor No. 1, this had to run in both directions, so driving cabs were mounted in the centre of both ends in the area previously occupied by the end platforms. A six-cylinder petrol engine was installed and had the interesting innovation that it was reversible. The resulting vehicle (see photo 3) was capable of speeds up to 40 m.p.h. and had the cryptic nickname of *Kathleen* after a popular song of the era that had a tilt about how long something will last, a reflection on doubts about the success of the vehicle. The railmotor commenced trials in 1921 and ran through to 1925, after which it was withdrawn and converted back to an FA carriage. The reason for withdrawal was the poor performance of the vehicle on undulating grades.

It occurred to me that the Camco FO carriage could form the ideal basis for a model of this railmotor, so I set about making a near-enough model using second-hand parts, scrap and parts purchased for the project.

I worked off a photo (see photo 3) and plan from the Railmotor Society website. Driving cabs for railmotor No. 2 were constructed from sides of a second-hand American end-platform carriage. The sides of the end platforms were then secured by handrails sourced from the spare parts drawer. Buffer beams and cow-catchers were obtained from Casula Hobbies; these are brass castings for their CPH kit. Horns were mounted on the roof at both ends and lights were mounted above each driving cab window. Both were sourced from the spare parts drawer.

I could have motorised the railmotor with a powered bogie, but was able to use the much more satisfactory motor from a Life-Like Budd railmotor. This is mounted on a cast metal underframe. I first removed the bogies, gear tower and motor. All under-floor detail was removed using an angle grinder.

Then, the part on which the motor,



3

Railmotor No. 2. NSW Railway Archives

NOTE

I used a face-shield and gloves while doing this, and advise against using an angle grinder if you are not familiar with using one. If not familiar, ask an experienced user.

driving bogie and gear tower were to be reattached was cut off. The resulting rectangular plate was then narrowed down on a grindstone so it could be inserted between the insides of the FO carriage. The gear tower, driving bogie and motor were then reinstalled and the chassis was then mounted in a rectangular hole cut into the underside of the carriage. The trailing bogie was directly mounted on the remaining floor of the carriage and the pick-ups were reconnected to the motor, thus giving pick-up from both bogies. I was unable to replicate the bogie side-frames. However the Life-Like bogies do bear a superficial resemblance to the prototype.

I was unable to obtain details of the engine, so I copied the engine of my

Camco CPH railmotor. The basis of which was a large bolt which had the thread filed off. The remaining parts were styrene and various castings found in the spare parts drawer. Queen posts and truss rods from the Camco FO kit were installed. Finally, the characteristic exhaust pipe and silencer that ran along the side beneath the body was constructed from metal rod with a brass sleeve inserted in the centre. The underside was painted matt black and the body Tuscan red, with appropriate decals applied. The result is a passable representation of railmotor No. 2 (see photo 4) that, since it has four-axle pick-up and a flywheel assisted motor, has excellent running properties. It's quite a sight to see what superficially appears to be an end-platform carriage running around the layout, unassisted by any locomotive!



4

Model of railmotor No. 2 based on a Camco FO carriage kit.

Fading Ready-to-run Rolling Stock

Glen Thomson shares a technique to fade pad-printed lettering on R-T-R models.



1

G'day AMRM readers!

The ex-ATN XGAY grain hoppers have been pressed back into grain service this season with Pacific National. These hoppers were previously stored in remote locations in NSW. During this period of storage, the vinyl lettering had deteriorated considerably (see photo 2).

I wanted to model these hoppers in their faded condition, for an ultra-modern grain train. Southern Rail Models produce a model of the ATN XGAY hopper in HO scale.

The problem was, how to fade the lettering without damaging the base coat colour — and to make the process controllable?

While experimenting with various techniques, I stumbled across the abrasive qualities of an ink rubber (see photo 3).

Fading Technique

This technique requires a bit of elbow grease, so I recommend you use a modelling cradle. The cradle is used to hold the model and ensure you don't damage any



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of the details while you are working on the fading.

I used a Brunel Models modeller's cradle; it has a foam back and base, and positions the model at a good working angle.

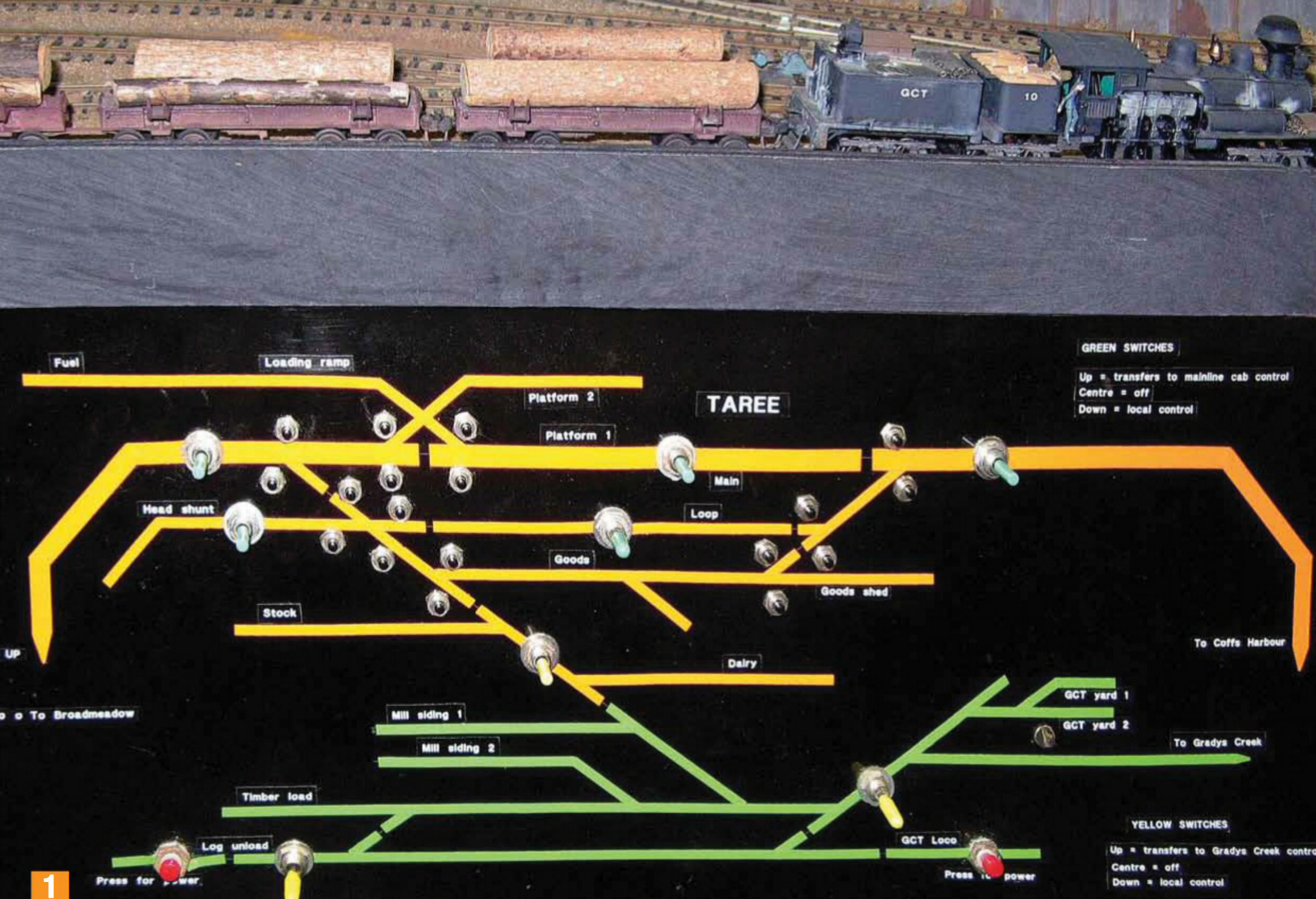
Using the ink rubber end, start rubbing in top-to-bottom strokes over the area you need to fade the lettering. Work back and forth across the section of lettering.

This process is a little time-consuming, but requires little concentration. Eventually, you will see the lettering start to disintegrate; use the ink rubber to vary the fade by working at different areas to get the desired effect.

After I was satisfied with the amount of fade, I lightly used some 1200 grit sand paper to blend any obvious marks on the body side.

The end result is quite pleasing and is an easy task to complete.

See photo 4 for the 'before', and photo 1 and photo 5 for the 'after'.



Build Your Own Control Panel Display

Ian Barnes

Like most complex constructions that require operation, our model railway will need a control panel or a number of control panels. The panel, as far as possible, will simulate the important operational aspects of the layout in a form that is recognisable. That is, the operator can equate a symbol on the panel with an object on the layout.

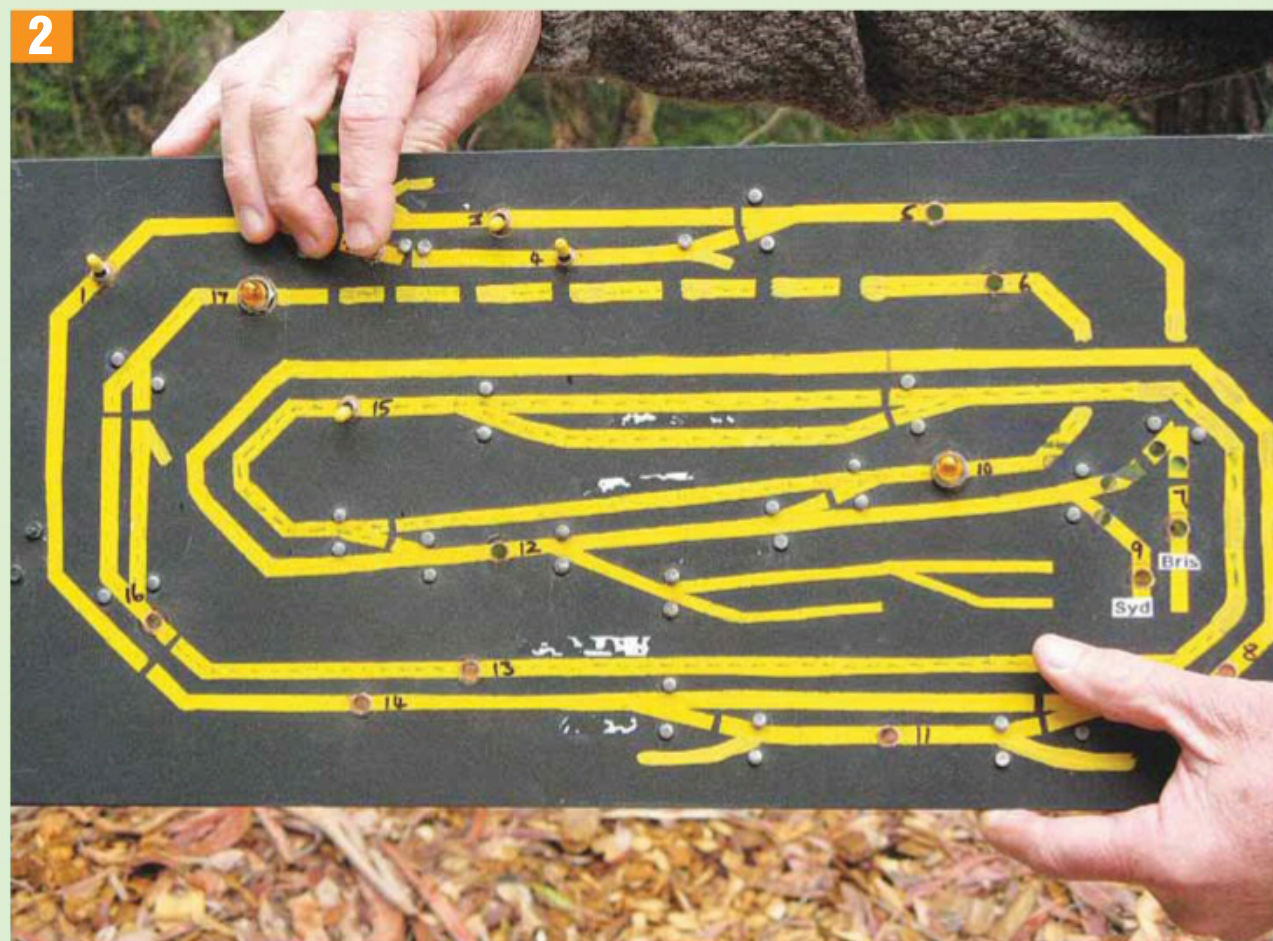
Panels are used to keep our train control hardware in one accessible place — usually geographically — at that part of the layout from which we most often operate.

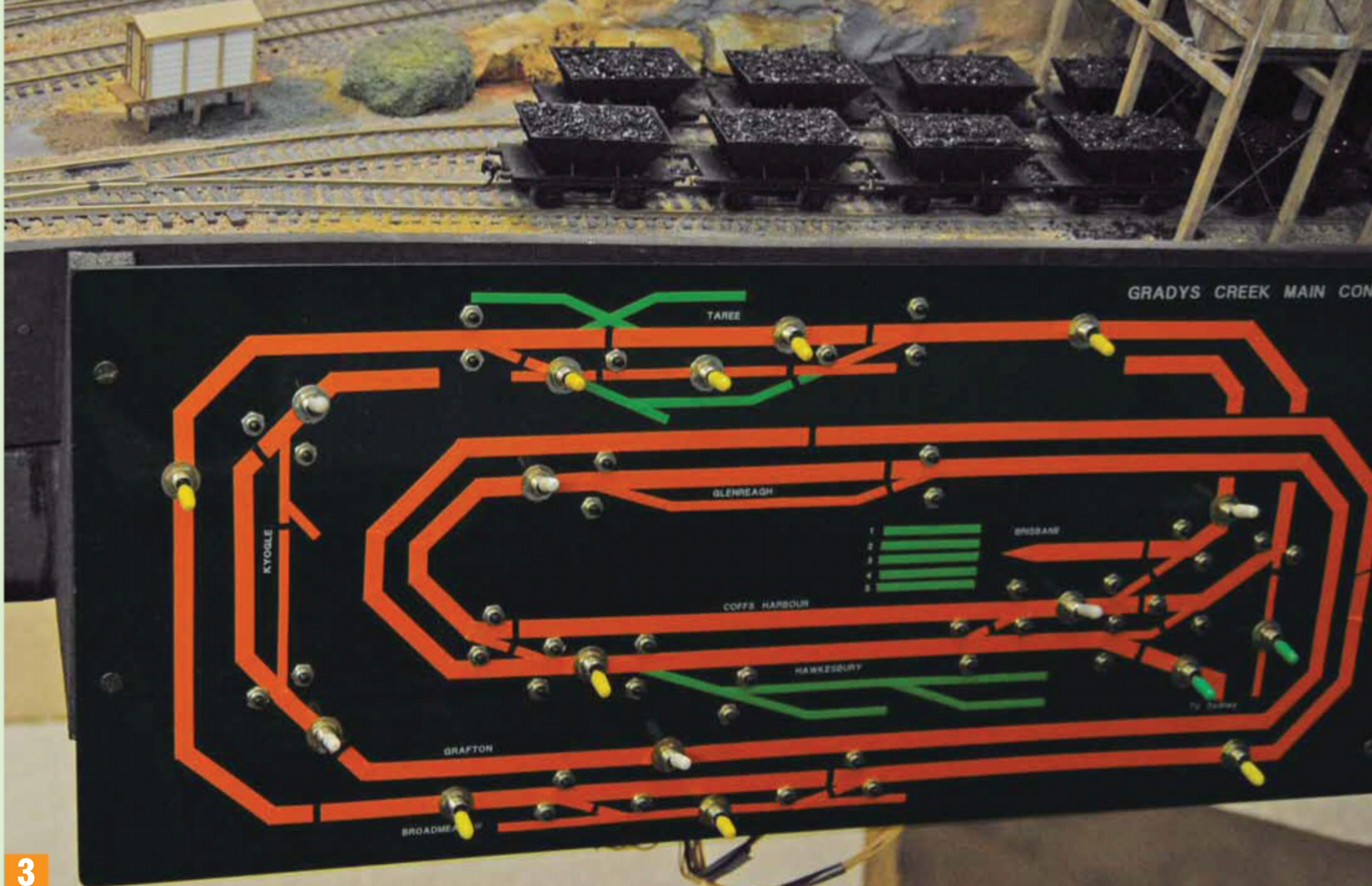
The panel will usually illustrate, at least in stylised form, the routes available to trains and it should hold most, if not all, the mechanics used in remote control of route selection. The routes are usually illustrated by linear markings with symbols or text and the mechanics will usually be in the form of electrical switches.

Panels are needed whether you are running DC or DCC, although DCC probably has less requirement, being more suited to diagrams and components being mounted on the layout skirting, especially if a 'follow your train' operational concept is used.

The need for control panels becomes greater as the layout becomes more complex or if you have visiting operators who must reacquaint themselves with the

arrangement of the layout. The better you present the information needed to run trains, the better will be your and your visitors' operating experience. Therefore,





3

a panel should be sufficiently easy to view and understand, otherwise operation may become a misery rather than a joy.

So, what type of panel do you need and how do you build one? Any panel is better than no panel, but they will vary in their size, complexity and standard. My early panels on *Grady's Creek* were simple, but effective, sheets of painted Masonite (see photo 2), but over time my larger panels have become more elaborate (see photo 3). In some cases, a simple mini 'panel' on the skirting of the layout is still appropriate and effective (see photo 4). This type of panel is easily constructed, but all maintenance will need to be done in situ, so be sure you can easily see and reach the back of the site.

There are various methods of normal panel construction. I now build my panels using acrylic glass sheeting (also known as Perspex® or Lucite®), with car detailing striping and lettering applied. The result is then reasonably easily screwed on to a wooden frame. Exact

mounting details will vary with the local framing opportunity.

Perspex® is a little more expensive than most other sheet materials and needs some searching to source, but it presents you with a professional finish and is easily cleaned. It is available in various thicknesses and colours. I have used black colour that makes the striping stand out. I have also used 3 mm thickness that allows for the mounting of most electronic switching. However, it is a bit thin and requires backing to stop flexing. Therefore, I would recommend you consider 5 mm thickness.

Be aware, because the material is prone to crack or snap if not supported over large distances (for example, a maximum of 300 mm edge-to-edge for 3 mm thickness). Be especially careful when cutting it to size. A fine-toothed saw is best and keep the material well clamped around the cutting zone. This video is helpful: <https://tinyurl.com/czdc8fyv>. You can easily file it to final shape and sand the edges for a fine finish.

Car detailing striping is available at

most auto parts stores. It's a bit expensive, but a roll will do a lot of panels, so share with a friend. The result is worth the cost. Self-adhesive lettering is available at office supply stores.

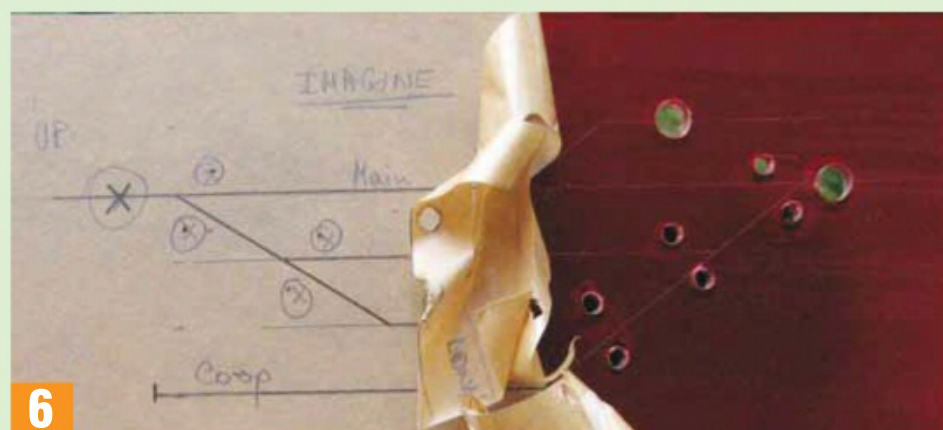
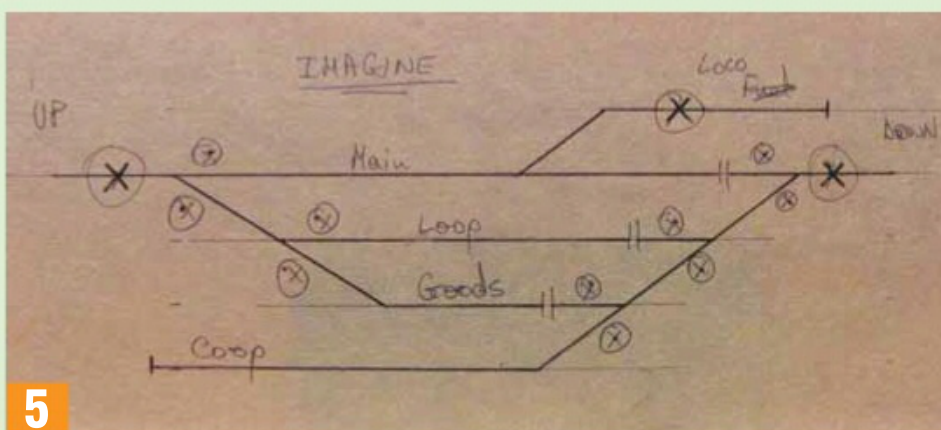
When you buy Perspex®, it will have a paper covering both sides that is then normally removed to reveal the shiny surface beneath. However, don't peel it off yet. Before lifting the paper, draw your diagram on it and keep redrawing until you are satisfied with the result. The advantage of the paper's capacity for constant erasing and redrawing (with a pencil) becomes apparent as you push and shove lines and components about until you are satisfied with the result.

Allow room between lines for switching etc. Start with a 15 mm spacing for double track or yards, wider for main lines (wide striping), platform symbols, lettering etc. and allow an outside margin, especially if you are going to frame it with another material. Otherwise the bulky back sides of some switches may not fit inside the frame. See an imagined example in photo 5.

When you are satisfied with the plan, transfer the information to the Perspex® by using a sharp knife and a metal rule thereby cutting the paper and lightly scoring the Perspex®. These lines will later be covered by the striping. You can also drill out the switch component holes while the paper is still protecting the surface. A few small angled strokes with a round (rat tail) file will take off any burring. Now you can peel off the paper on the facing side. Photo 6 shows the imagined station panel with partly-peeled paper showing the scribing beneath.



4

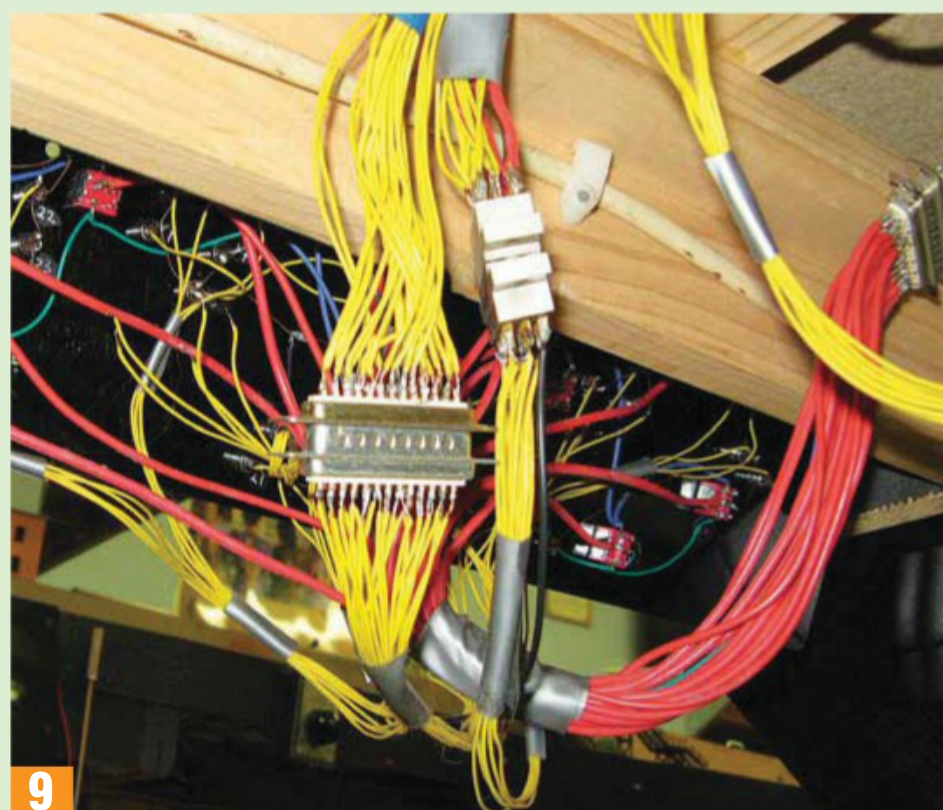
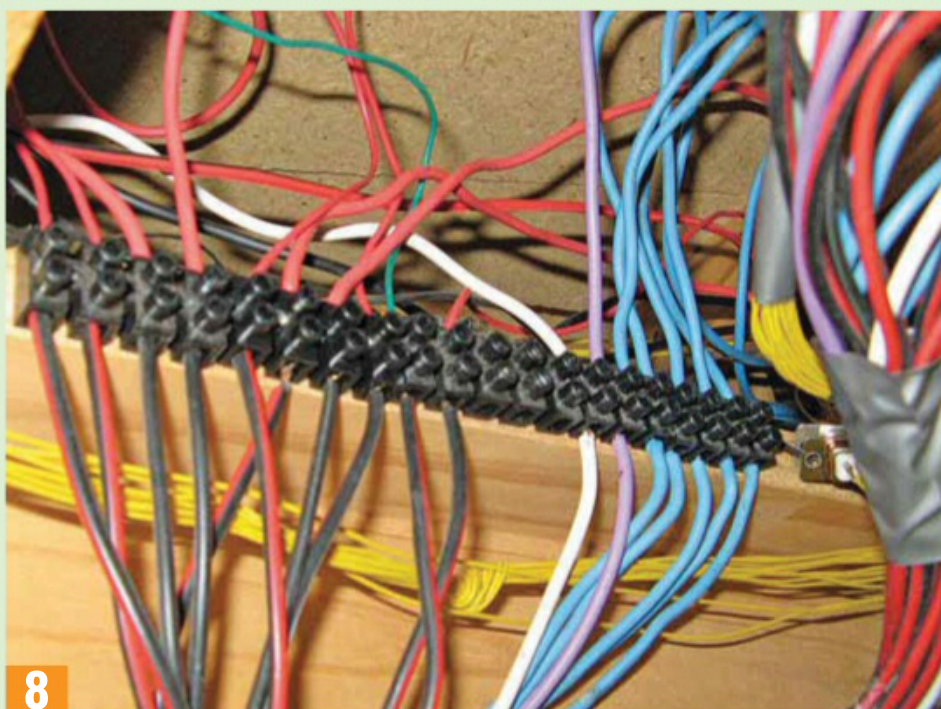
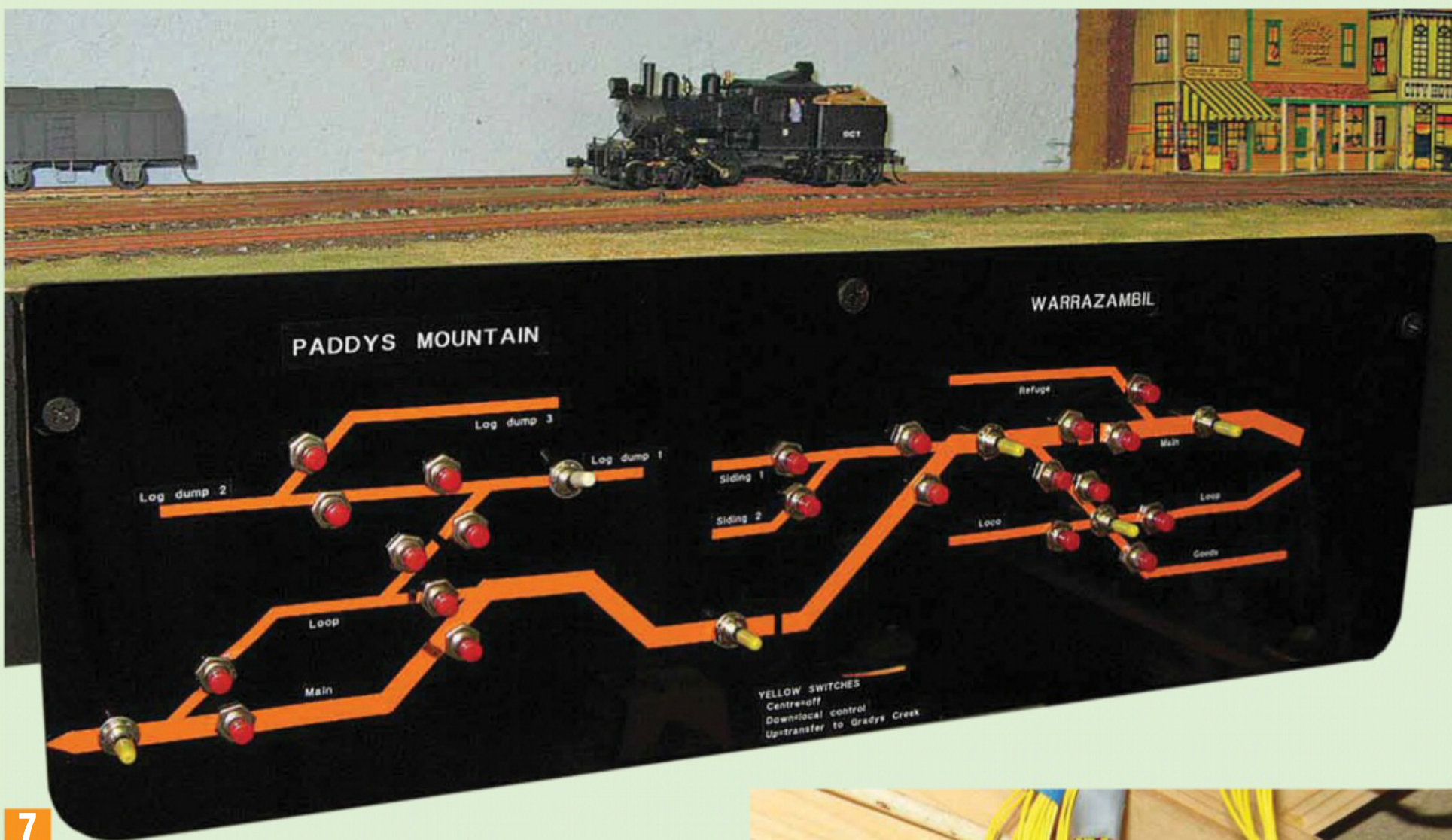


Begin applying the striping tape. There is no secret to this, but a sharp pair of scissors is needed to get precise, crisp finishes. The striping (usually available from car accessory outlets) comes in small reels of various widths and colours, allowing you to differentiate between main line and branch line, sidings, routes etc. You can also denote the positioning of electrical gaps by creating a gap in the striping using a permanent marker pen matching the Perspex® colour.

Remove the backing paper and add the electrical components. To avoid destroying the striping while tightening, ensure a washer is under each switch component you are installing on the panel. Lastly, some professional labelling completes the picture (see examples in photo 1 and photo 7). Add enough labelling information so that a visitor will readily understand the area's operations.

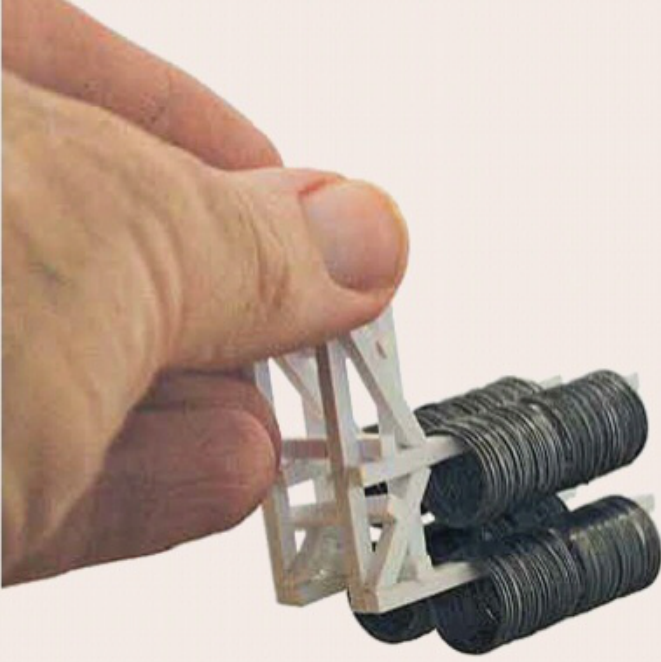
Most model railway modellers try to avoid the contortionist agony of messing

with wiring under the layout. Firstly, it is advisable to wire the back of your new panel's switching before mounting the panel in position. Secondly, consider using a plug/socket, or a terminal strip to connect all wires destined for the layout (see photo 8 and photo 9 for examples). You will later be able to dismount the panel and work on it at your workbench, much better than risking a crick neck and eye strain working in the darkness under the layout.



How to Build a Coil Steel Loading and Unloading Tool

By Craig Mackie



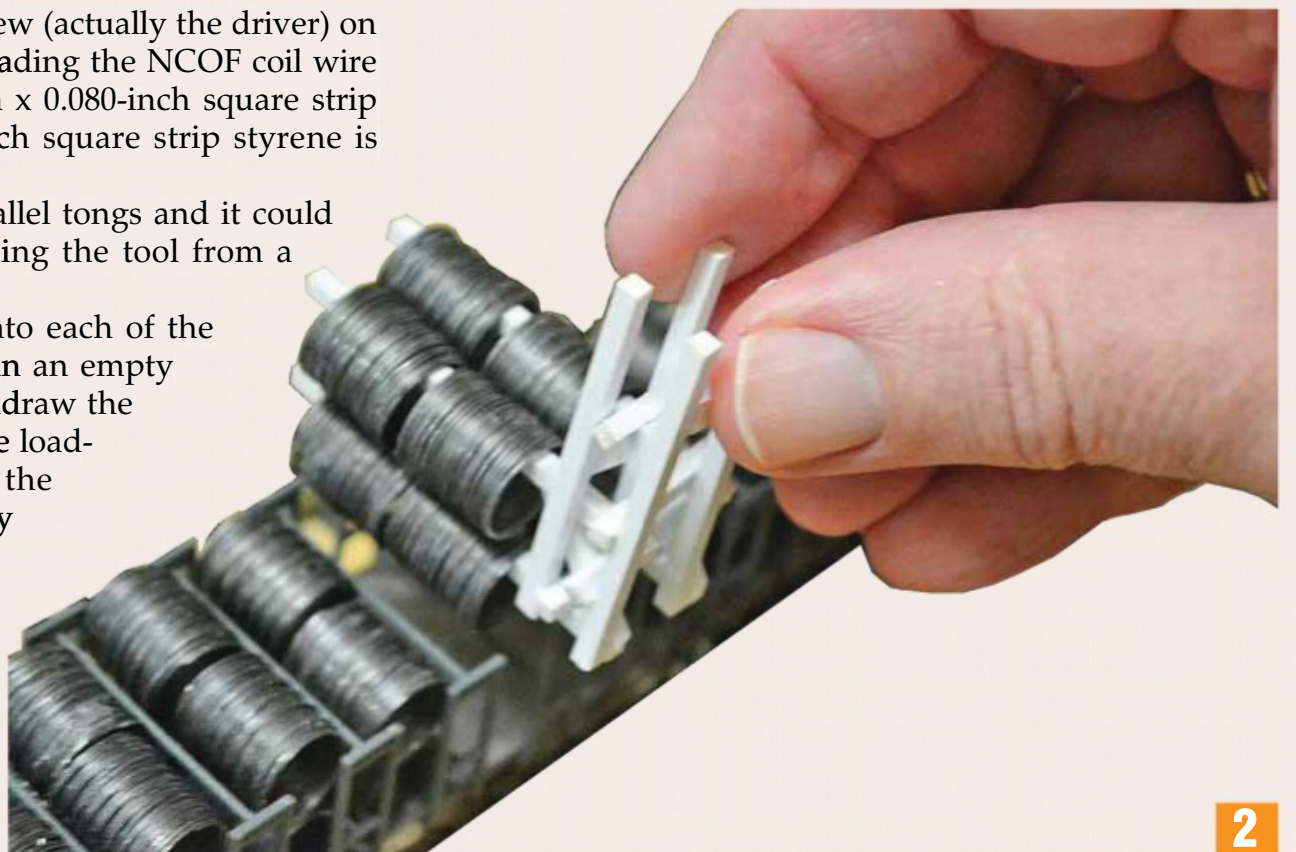
1

To make the job of the steel terminal crew (actually the driver) on my layout easier for loading and unloading the NCOF coil wire wagon, I made a tool from 0.080-inch x 0.080-inch square strip styrene. Alternatively, 0.060-inch x 0.060-inch square strip styrene is almost as good.

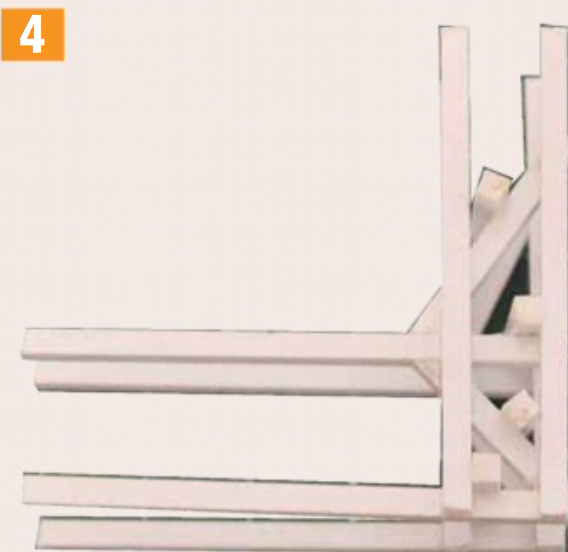
The first version of the tool had two parallel tongs and it could load or unload four wire coils at a time using the tool from a single slot in the NCOF wagon.

After manually placing two wire coils onto each of the tongs, align the tool above one of the slots in an empty wagon, lower the coils into the slot and withdraw the tool horizontally. Thus, the four wire coils are loaded simultaneously into one of the slots in the wagon. Similarly, slide the tool horizontally into a slot in a loaded NCOF wagon and unload the wagon by lifting the four wire coils from the slot in the wagon. The coils are then ready to be placed back into my steel loads container. I improved the tool using two adjacent tools joined together and appropriately spaced with 0.080-inch x 0.080-inch styrene strip (photo 4). This allowed the tool to now load or unload up to eight wire coils from two slots in the NCOF wagon simultaneously. Use of the tool is so simple. It allows the same wagon to be used both loaded and unloaded around the layout and adds to the realism of operating the layout.

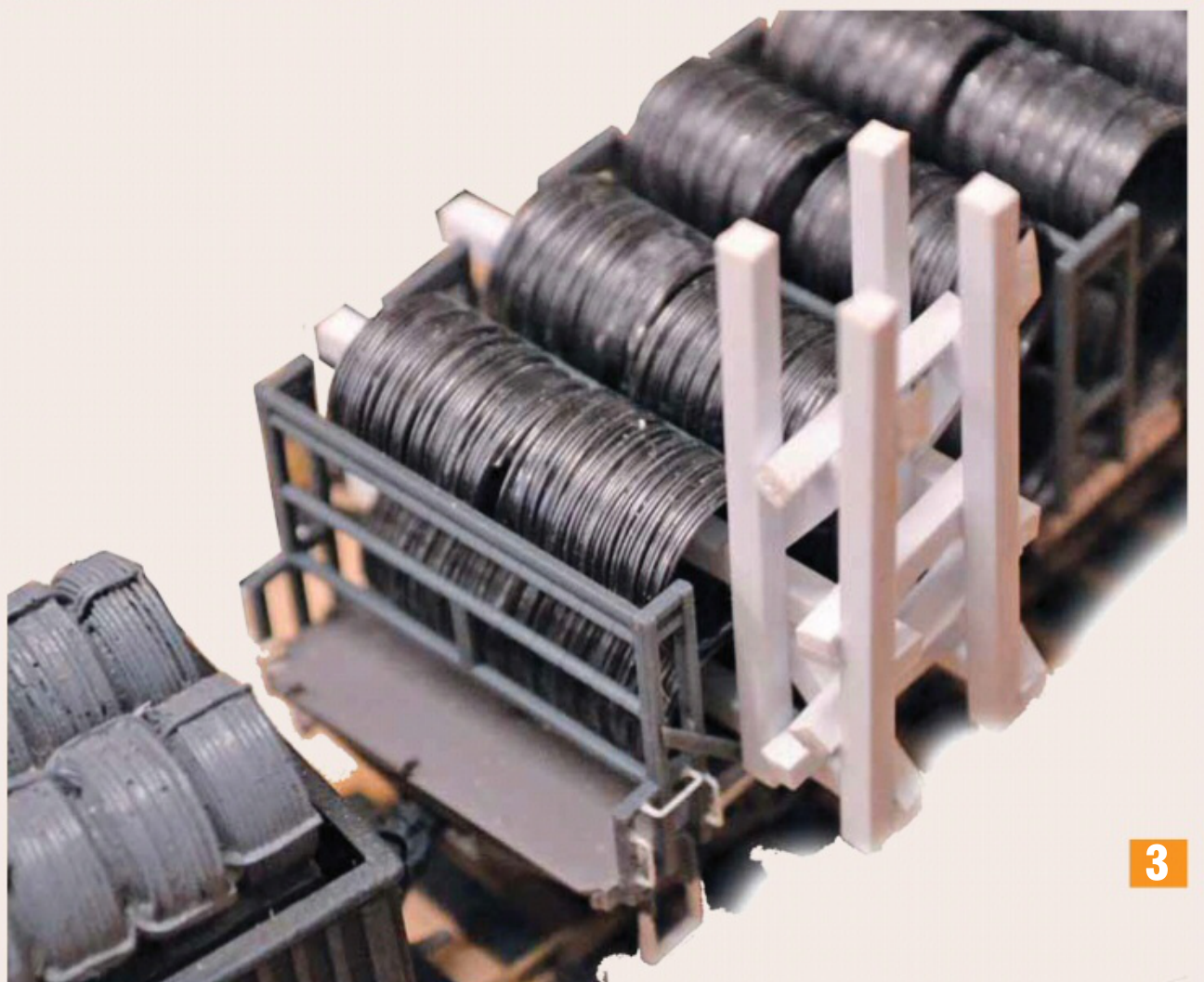
I use my tool on two NCOF wagons that ply the rails on my home layout during semi-regular operations sessions. 🚂



2



4



3



Peter Smith — A Modeller's Gallery

Peter Smith is a prolific modeller; this gallery is a sample of his inspiring work.

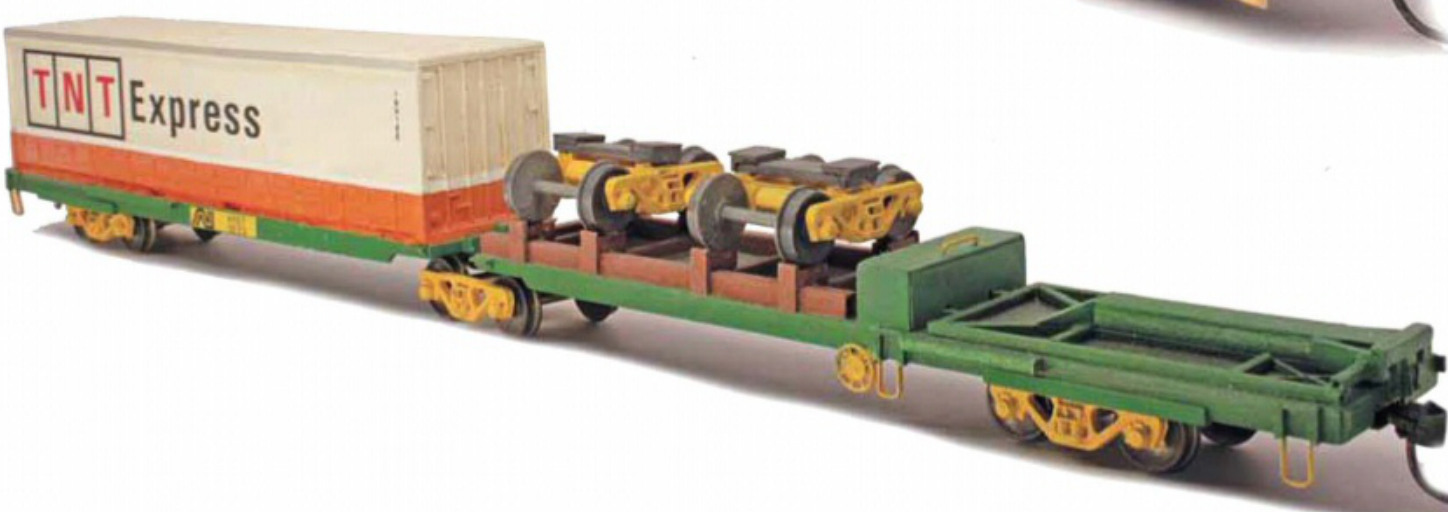
▲ ANR AL19 is Pete's first serious loco scratch-build (built in 1983), constructed by forming a Perspex® box and adding styrene side panels as an overlay. The underframe is also styrene to which is mated an Atlas SD35 diesel mechanism. The SD35 fans were reused for the dynamic brake fans and radiator fans on the roof. Scale brass five-chime air horns and BGB bogie-mounted sand boxes complete this model.



▼ CR flat car RN2202 is an out-of-the-box Athearn 86 ft flat car with modified underframe to represent the CR flat-cars built in 1966 for their expanding piggy-back traffic. Athearn semi-trailer vans have been decorated with Pete's individually applied decal letters and edging to replicate the earlier Ansett and Gascoyne company signs seen across the Nullarbor in past times.



► AFIY 32-V is another out-of-the-box Athearn 86 ft flat car painted in Australian National (AN) green and gold with BGB decals. The trailers have Signs of All Kinds decals applied to represent the piggy-back traffic of the 1980s.



► AQEY 3223 is a styrene scratch-built two-pack articulated container flatwagon, with a Road-railer towing frame. Modified BGM bogies are the basis of the detailed Road-railer 'spare' bogies and a BGB curtain-sided container decaled for TNT complete this interesting model.



◀ The AN Technical Services car is a modified Lima 'Indian Pacific' car cut in half and sectioned horizontally to add new side windows, ends and roof. This represents the ex-NBHR/AJCY brake-relay van AN modified for their Road-railer demonstration train that toured the eastern states in the early 90s. Re-coded AZTP 400, the model has a detailed interior made with styrene and the end platform and steps added and end windows cut in. Bogies are Commonwealth-style bogies modified to more closely resemble the prototype.



◀ The V/Line Plasser EM100 car is a modified Jouef car with additional items added to the roof including a pantograph to replicate the prototype as it first entered service in the 80s.



◀ CGN6 is an AN Port Lincoln Division brake van made from a Lima SAR 8300 brake van. The sides were sectioned up and inserted into scratch-built styrene sides, roof and end platform steps. Modified BGB AN 8300 brake van decals complete the model.



◀ ENHG 6B is a scratch-built AN narrow gauge ballast hopper converted to carry grain for Eyre Peninsula traffic. BGB decals and Wuiske bogies complete this model.

► Alco 873B is a Powerline 830 class body and fuel tank modified to fit onto a Bull Ant narrow gauge HOn3½ mechanism. The patchwork colour scheme represents Port Lincoln's last 'mustard pot' 830 repaint as running for the 1990 wheat harvest before entering the paint shops and repainted AN green and gold. The AN modifications include the cab double-skin roof, air conditioning and piping. Body panel repairs all picked out in red primer and green undercoat while the bogies are part yellow and part silver. The underframe is silver as per SAR Port Lincoln Division practice. The side cab lettering includes the check letter B typical of AN's check letter coding while a pair of NT class air horns adorn the roof (another Port Lincoln addition). A real eye-catcher.



► ENHV 34-T is a scratch-built AN narrow gauge van modified for Eyre Peninsula grain traffic. BGB decal and Wuiske narrow gauge bogies complete this scratch built styrene model.



► CR Jordan spreader-ditcher was converted from an American prototype model. CR had the only one of these unique ploughs in Australia and it was propelled by L class steam or later GM class diesel power. Modifications include removing the front snow plough and altering the side hand rails and painting.



► CR 'Wegmann' passenger car is a Märklin model, kit-bashed to represent a freelance CR/AN crew car for semi-trailer piggy-back traffic. Modifications include removal of top quarter-window frames, blanking out a pair of windows at one end and adding a continuous aerial along the roof centre-line. A maroon repaint with white roof and BGB decals finish this near-enough model.





The contents of pack 8 — LV milk wagon with the Dairy Farmers name board, LV for general goods, CW and GSV.

NSWGR Four-wheel Wagons r-t-r in HO scale by Casula Hobbies, 62 Moore Street, Liverpool, 2170. Phone: (02) 9602 8640. Website: casulahobbies.com.au; email: sales@casulahobbies.com.au. Price: \$295.00 per pack of four. (There is also a six-pack of LV wagons available for \$442.50.)



CW 27857 cattle wagon.



The end detail of the CW and LV wagons.



GSV 26571 sheep van.

Prototype

These New South Wales Government Railways (NSWGR) goods wagons are a series built on the standard post-Second World War welded steel underframe, widely adopted from 1946. A E Goodwin built 250 GSV sheep vans in 1947–48, the last four-wheel sheep vans ordered. They also built underframes for 250 CW cattle vans that had a new design of a departmentally-built body. These were the last four-wheel CW design.

Immediately after the Second World War, over 360 older 18 ft LV van bodies were rebuilt and fitted with milk tanks that entailed opening up panels in the body to allow washing out when empty. Some of these LV milk vans carried name boards for the Dairy Farmers Co-operative Milk Co Ltd. All these vehicles were a common part of the NSWGR scene between 1948 and the mid-1970s.

The LV wagons had fully-lou- vred sides and ends with a smooth or corrugated steel curved roof. Most of the vans were fitted with a standard steel underframe during 1948–53, but approximately 20 vans retained the channel under- frame.

Some were converted to milk vans with body modifications and the installation of internal tanks. Some of these carried the Dairy Farmers’ name boards. There were 165 LV wagons in service.

The milk wagons were owned by the NSW railways and leased to the milk companies. The railways received payment only when a van was used.

The GSV wagon was a sheep wagon divided into two 18 ft com- partments. They were also used to carry pigs and goats. They had two 4 ft sliding doors in the centre of the lower deck and at each end of the upper deck.

The CW wagon had a 4 ft out- ward-opening door at one end with a small downward-folding section

at the base of the door to form a loading ramp. There were 338 CW wagons in service.

The Model

There are five different models in a variety of combinations of four wagons per pack.

- Two packs reviewed were:
- pack 8 — CW 27857, GSV 26571, LV 13823 and LV 13800 (milk, with Dairy Farmers name boards); and
 - pack 9 — LV 290, LV 2987 (milk, with no name boards), CW 27873 and LV 1902 (milk, with Dairy Farmers name boards).

The models come in an attrac- tive yellow box with windows dis- playing each model. On opening the box a ‘read this first’ sheet is prominently placed for the purchas- er. The sheet provides information regarding the removal of roofs, allowing scale livestock to be added to the CW and GSV wagons.

The models are manufactured from new tooling developed in China and feature a one-piece Delrin (polyoxymethylene) chassis with free-rolling, metal tyred, 10.5 mm diameter, eight-spoke RP25-88 wheels. Bodies and chas- sis are fully detailed with Westinghouse brake gear, Cammell

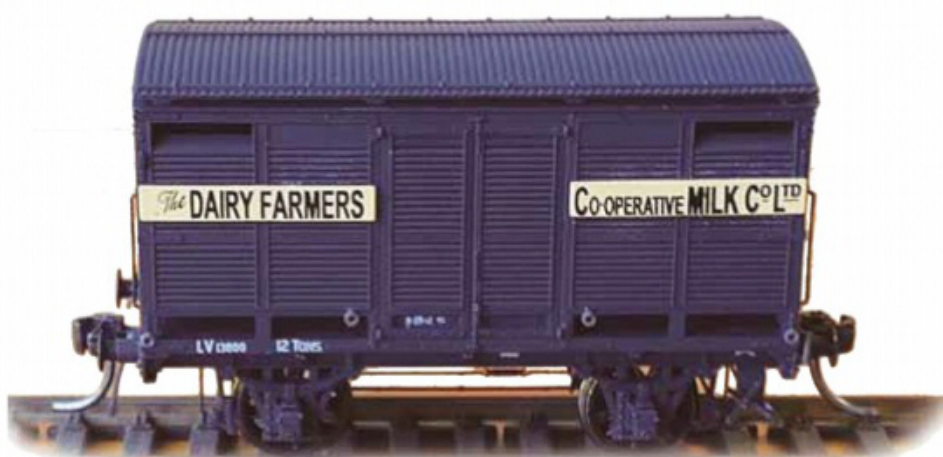
REVIEWS

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 wel- comes 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



The contents of pack 9 — LV with Dairy Farmers name boards, LV with no name boards, LV for general goods and the CW.



LV 13800, Dairy Farmers Milk.



LV 13823 louvre van.



LV 2987 Milk — no name boards.



The underbody detail of the GSV wagon.

buffers, brake hoses and metal bars in the GSV.

The detail is superb with sharp mouldings. All handrails have been added individually and the underbody pipework is complete and very fine, so needs to be handled carefully. Each style of wagon was compared with prototype photographs and we believe they have been faithfully modelled. All the review wagons' dimensions were accurate.

Straight out of the box, the models were placed on the layout and shunted through several sets of points and over Kadee uncouplers; they uncoupled easily. There were no problems moving through the cross-overs.

As a load test, an Auscision 48 class diesel locomotive easily hauled the eight wagons and a Casula Hobbies' HG brake van. A brass Berg's 30 class steam locomotive was also tested with the same consist and performed similarly.

The colour and finish of the wagons is first class and, depending on your feelings about weathering, you might want to dirty them up a bit.

If your model railway carries livestock or general goods you will find these excellent models to be a very attractive addition to your layout.

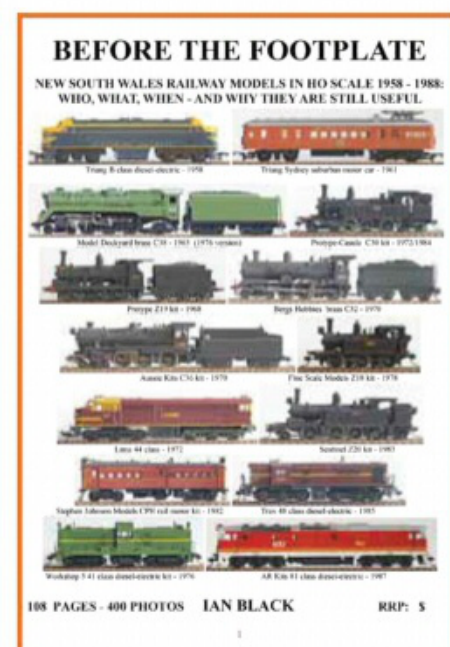
Check the website for the complete list of packs available.

Images have been lightened to show detail. Actual colour is dark gray as per prototype

John Casey

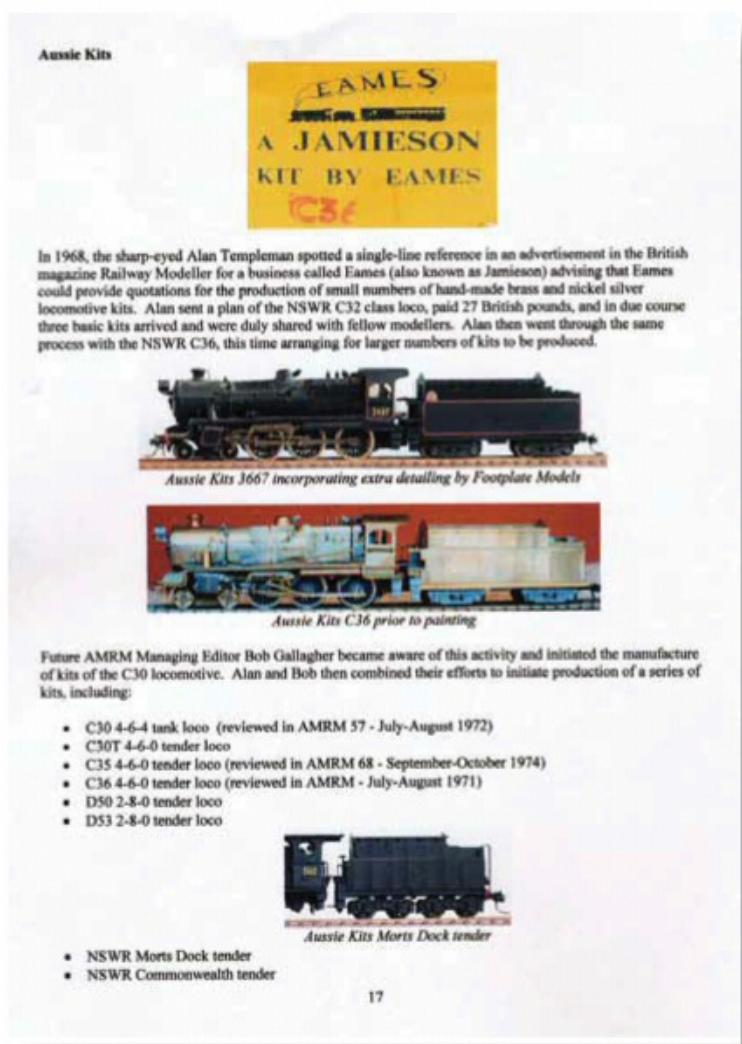
Before the Footplate by Ian Black. Published by the author. Available from selected hobby shops and bookshops, A4 size, 108 pages, 400 photos, perfect bound, rrp \$25

Modellers of NSW railways who have been active in the hobby for more than a few years will have made use of some of the many locally produced components, kits or finished models that were com-



mon before the growth in highly detailed models from China. It's easy to overlook the range of local products (and the skills and enthusiasm required to produce them), so the new book by Ian Black is a timely and valuable review of manufacturers and models of NSW prototype (HO scale) in the three decades 1958 to 1988.

The material is organised in generally chronological order, describing each manufacturer and the models they produced, with extensive illustrations. The text includes an objective appraisal of the materials and techniques used, and the merits of the products in terms of ease or difficulty of assembly, and the quality of the resulting model. It will certainly bring back memories of modelling projects in years past. Ian Black is a highly experienced modeller whose work has been admired at numerous exhibitions, and his evaluation of the various models will probably be endorsed by most readers. While not claiming to be an exhaustive list of local products, it's nonetheless extensive, and would be a useful resource for identifying old models. Your reviewer has a second hand model of a BKD prison van, which the book identifies as a product of Far North Hobbies.



Thorough research has gone into this book, as evidenced by the many useful references to relevant articles in AMRM and elsewhere. The focus of the book is very much on locomotives and rolling stock, but it also covers the most significant suppliers of structures and accessories. The ‘business’ side of model manufacturing is not really addressed, other than noting where a business changed hands, but enough information is provided to get an understanding of how each manufacturer operated. Unsurprisingly most were one or two people working at the ‘cottage industry’ level, often producing high quality products for a specialised market. (It would be interesting to know had many had an ABN). It’s well written and enjoyable to read. All the most significant models are well illustrated, in a style similar to that used in Ian’s previous book ‘The footplate journey’, — generally a side profile view of each loco. The book also provides examples of the manufacturers’ logos or packaging. The information provided reminds us of the range of materials, good and bad, that were tried.

Some had limited suitability (poor quality resins, cast aluminium) while others gave good results but needed skilled assembly. The book gives some recognition to the various entrepreneurial modellers and retailers who provided kits and models to expand the hobby, and it provides a reference for identification of near-forgotten models from many years ago. A possible improvement for any future edition might be to include an alphabetical index of manufacturers, rather than the present detailed contents list which is ‘in order of appearance’. It fills a real gap in literature on NSW models, and most modellers will want a copy on their shelves. (Disclaimer, — your reviewer was among some two dozen modellers who contributed photos of models, and models to be photographed, to illustrate the publication).

Warren Miller

RECENT RELEASES



SDS Models has released a ‘varnished’ version of the NSWGR FO end platform coaches — available as a five-coach pack — in HO scale.



SDS Models has released NSWGR FO end platform coaches in a variety of liveries including venetian red (also known as ‘tuscan’) and russet, peony red and ‘old gold’ in HO scale.



An Auscision Models unannounced recent release is NR18 in Mk VI The Ghan livery in HO scale.



An Auscision Models unannounced recent release is NR30 (as shown) and NR31 in Great Southern livery in HO scale.



An Auscision Models unannounced recent release is NR75 Steve Irwin in Mk I The Ghan livery in HO scale.



An Auscision Models unannounced recent release is NR84 in 'Real trains not road trains' promotional livery in HO scale.

Ian Lindsay Models

Ian Storrie has announced Ian Lindsay Models will be wound up after 33 years of serving the Australian modelling public.

Due to ongoing medical issues, all production has ceased for the foreseeable future. Ian Lindsay

Models would like to thank all the modellers who supported it. To quote Ian, "Most of it was very enjoyable and satisfying. I am also very proud of what I was able to offer in both kits and detail items; I worked hard to provide the best quality products I was able to."



SSR BGKY pilot model in N scale.



SRA of NSW NHFF pilot model in N scale.



Auscision Models No. 30AE in VR Heritage brown livery in HO scale, part of a four-coach set due later in 2021.



Auscision Models No. 7AE in the 'Overland' (Hawthorn green) livery in HO scale, part of a four-coach set due later in 2021.



Auscision Models AE No. 550 in SAR green and cream livery in HO scale, available as a single-car pack due later in 2021.

N Scale

Auscision Models

Auscision Models has received pilot models of SSR BGKY grain hoppers and NHFF coal hoppers.

HO Scale

Auscision Models

Auscision Models is expecting the imminent release of three production runs.

SRA of NSW, CityRail *Tangara* EMUs will ship out of China in the first week of March. These will be followed by the SAR/ANR/AN 600 class diesel locomotive and Victorian Railways (VR) *Tait* suburban cars and CM class parcels cars.

Australian Railway Models

Australian Railway Models has announced it will be producing the NSWGR C38 class 4-6-2 steam locomotive 3803 with streamlining in black livery with red lining.

The model will include:

- detailed cab interior and a 'floating' footplate,
- separately-applied detailed body parts,
- accurately reproduced motion mechanisms,
- dual-position drawbar for close tender coupling, and
- DCC ready.

Casula Hobbies

Casula Hobbies has received their operating pilot model of the NSWGR Z19 class steam locomotive; this has resulted in some modifications and additions that will benefit the modeller. The Z19 will be delivered as:

- DC (but DCC ready), including a speaker and 'stay alive'. It will incorporate a switch, thus make it easy to activate the 'stay alive', and will be delivered in the 'off' position.
- DCC with sound.

Casula Hobbies' next four-wheel wagon project will be the ABV panel-sided biscuit vans. These will be available in six different three-packs.

Liveries will include red, blue and wagon grey.

Production is expected to start after Chinese New Year 2021.

Eureka Models

The Chinese New Year has arrived and all economic activity in China has come to a halt as usual. Coupled with a central government decision to extend the holiday period by two weeks in some areas has had an impact on production.

In the southern economic zone of Shenzhen, where the overwhelming majority of model railway manufacturing activity is located, other government decisions have severely impacted production levels.

Eureka Models' main manufacturer is in central China and uses locally-sourced labour for its injection, painting and assembly work. However, this is dependent on component suppliers situated in southern China, hence the resulting impact.

Eureka Models' NSWGR C38 class 4-6-2 steam locomotive re-run and VR K class 2-8-0 steam locomotive are both on target for delivery in the second half of this year. Other projects will be dependent on the fractured production activity that will almost certainly be a feature of 2021.

IDR Models

IDR Models will soon be releasing their first ready-to-run rolling stock model, the NSWGR BBW riveted ballast wagon.

This model will be available with three different bogie types and decoration to cover the eras from the late 1920s to the 1990s.

The BBWs will be available in 12 different three-wagon packs.

Tooling has been completed and production is due to start after Chinese New Year with a release expected mid-2021.

The next major project for IDR Models is the VR diesel electric rail motor (DERM) and MT trailer. This model is in the tooling stage and is expected to be released late 2021 or early 2022.

The model will represent the DERM from the conversion from PERMs in the 1950s to today.

Ixion Model Railways

On-going central government restrictions on movement, staffing and factory operations in China continue to delay the VR J Class 2-8-0 steam locomotive. However, Ixion has confirmed the first 200 locos are expected to be completed in mid-March; these will be 100 each of J500 and J535. The remainder of the production run should be under way a fortnight later. As a small gift to its patient customers, Ixion is including an unannounced accessory with each locomotive.

Orient Express Reproductions

Orient Express Reproductions has received its re-run OBf SAR/ANR/AN four-wheel open wagons. These are available in five different three-packs.

Powerline Models

The SRA of NSW 'candy' 48 class project and the VR Z coaches VLP4 and R707 liveries are pending delivery dispatch from China.

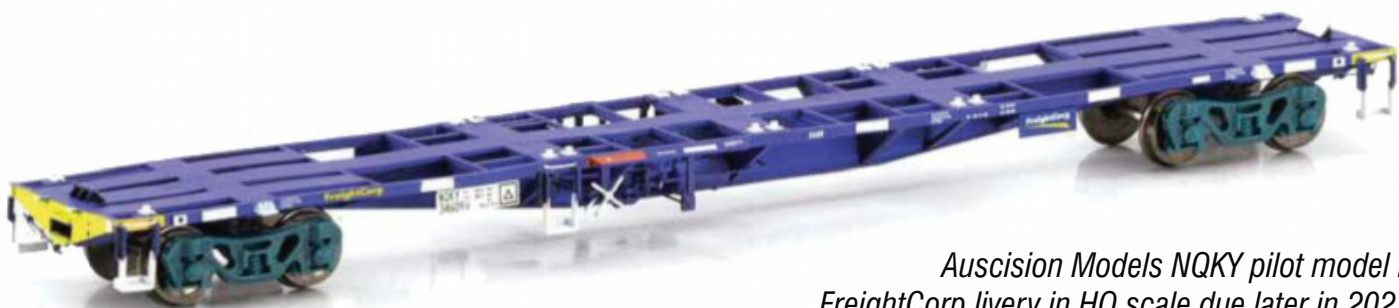
In production are the SCT PBSY vans, to be marketed under the Railmotor Models/Train World ban-



Auscision Models NOCY pilot model in SRA of NSW Tuscan livery in HO scale due later in 2021



Auscision Models ROCY pilot model in SeaTrain livery in HO scale due later in 2021.



Auscision Models NQKY pilot model in FreightCorp livery in HO scale due later in 2021.



Auscision Models 'Tangara' four-car EMU pilot model in SRA of NSW 'candy' livery in HO scale due later in 2021.



▲ *Auscision Models 'Tangara' four-car EMU pilot model in CityRail blue livery in HO scale due later in 2021.*

▼ *IDR Models' pilot model NSWGR BBW riveted ballast wagon (early) in HO scale.*



Casula Hobbies' pilot model of the NSWGR ABV biscuit van, in HO scale.



IDR Models' pilot model NSWGR BBW riveted ballast wagon (late) in HO scale.

ner. The prototype 30 PBSY vans were built in China and entered service early in 2017. PBSYs are of a similar design to the earlier PBGY,

with the exception that they have two central doors and larger mid-height bracing, and a slightly increased drawgear capacity.

SDS Models

Untimely labour and materials shortages have impacted SDS Models planned delivery cycle.

Three projected deliveries are all affected and each project was from a different supplier. SDS Models remains optimistic the situation will improve in 2021 and can return to normal delivery times soon.

The SRA of NSW 81 class locomotives are awaiting assembly; all parts are on hand and all the paintwork is complete with only the final decoration to be finalised.

The VR D³ class 4-6-0 steam locomotives have most of the paintwork complete and are awaiting assembly.

The VR PL class passenger coaches are painted and partially assembled; final assembly will occur in March 2021.

SDS Models second re-run of the NSWGR FO end platform cars arrived in January 2021 and were received extremely well. Somewhat surprisingly, the varnished carriage set from the 1900s has been the most sought-after pack, the subtle variation of colour in the side panning is a huge credit to the vendors' paint and decoration staff.

Future releases for 2021 include:

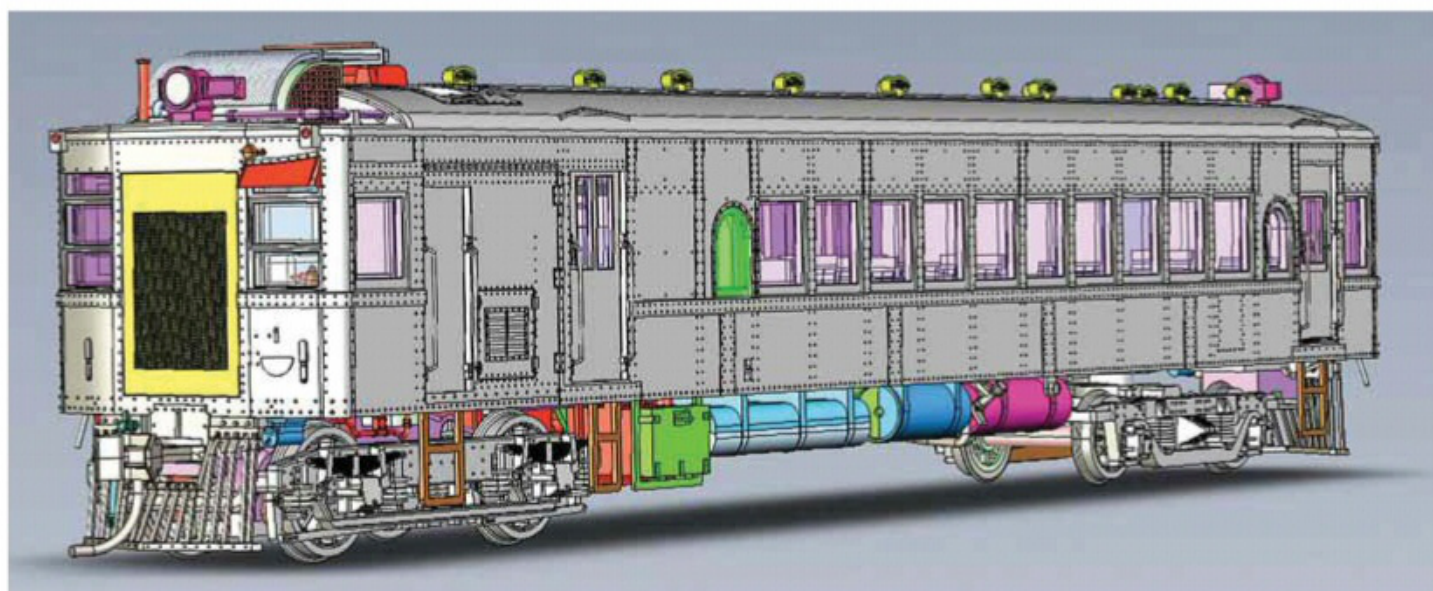
- re-tooled Austrains NEO NSWGR LHG brake van, KP mail sorting van, the LFX dog-box and HCX branch line mixed van; and
- a re-run of the SAR/ANR/AN/NR SO/SOC/AQF/ROQF wagon.

In early February, SDS Models received the first running pilot model of the Eureka Models VR K class 2-8-0 steam locomotive. This required a degree of re-engineering to match the standards SDS Models adopted for the VR D³ class 4-6-0 steam locomotive. Fortunately, the changes are relatively straightforward and the supplier is hoping to have the tooling production ready before mid-year.

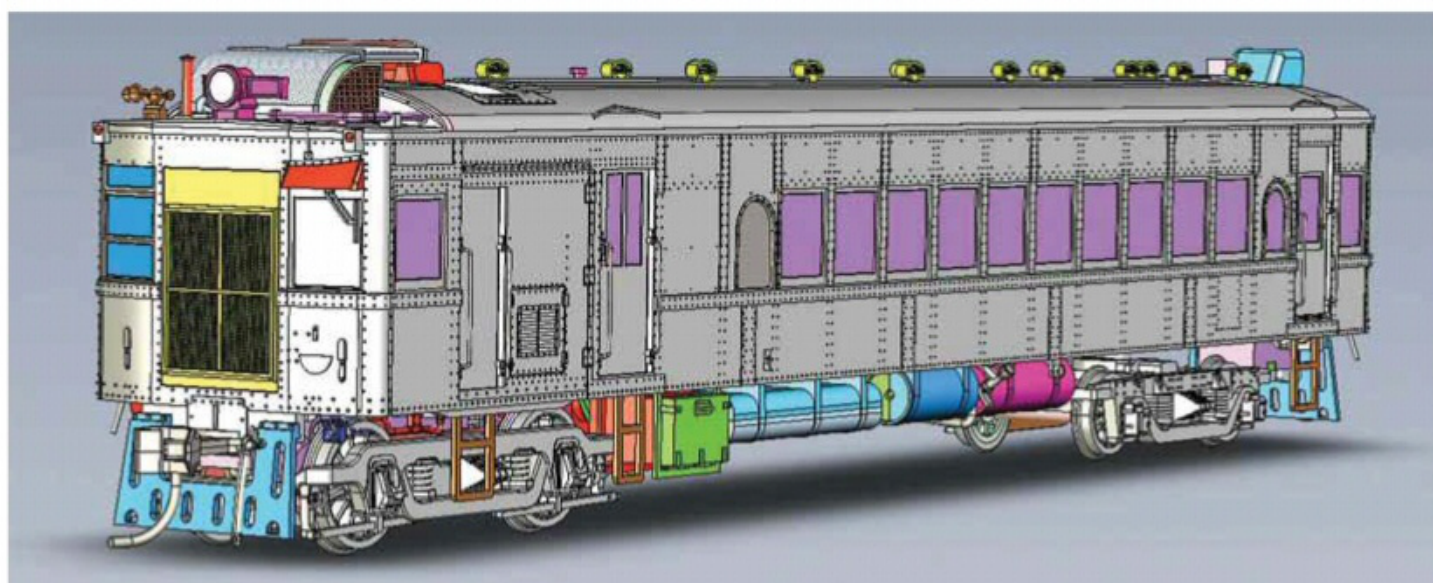
Note: All pre-existing Eureka Models customers will receive their VR K class models directly from Eureka Models; SDS/Phoenix Reproductions will also have a quantity for sale.

The Phoenix Reproductions NSWGR D50 and D53 class standard goods steam locomotives' engineering is complete and Phoenix anticipates running pilot models to arrive late in the third quarter of 2021.

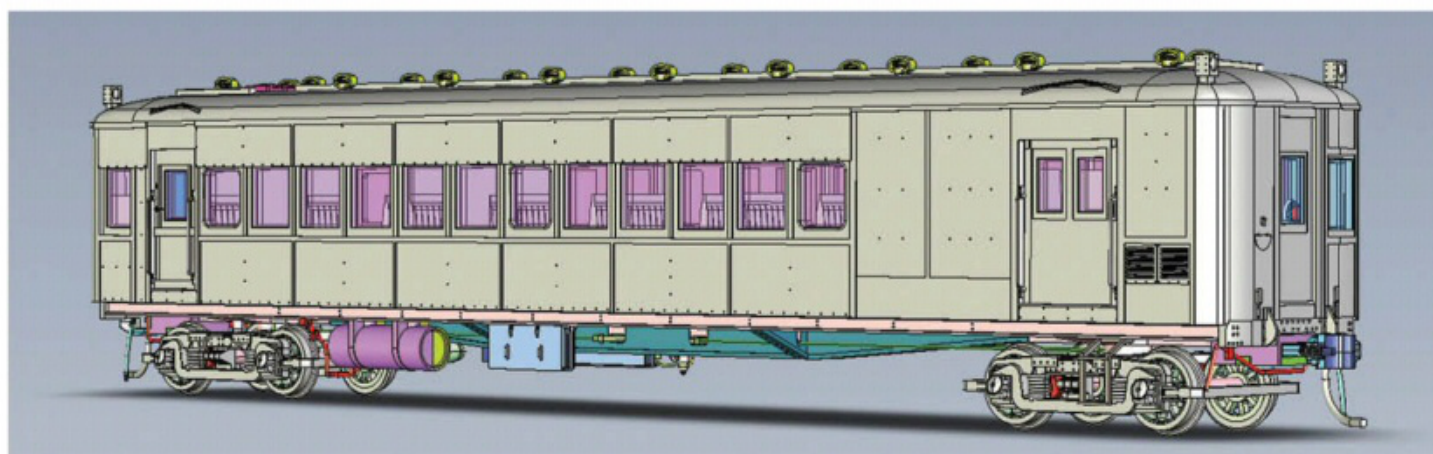
AMRM NEWS continues on page 62



IDR Models' digital rendering of its future model of the VR DERM (early) in HO scale.



IDR Models' digital rendering of its future model of the VR DERM (late) in HO scale.



IDR Models' digital rendering of its future model of the VR MT trailer car in HO scale.

VALE

JOHN REGINALD EASSIE

1948–2020

On New Year's Eve 2020, a year that most of us would rather forget, we received the terribly sad news of the passing of John Eassie. He would have been 73 in January 2021.

I knew John for almost 60 years — since I was 14 years old — from his involvement as president of Meadowbank Boys High School Railway Club and I was president of Asquith Boys High School Railway Club about 1963.

We both started railway apprenticeships at Eveleigh in 1964 and had many great times and trips on tours and regular trains during what modellers often call the 'transition' era, chasing or travelling on the last steam-hauled trains to everywhere. He enjoyed the chase so much that he took up rallying, initially in a battered old Volkswagen.

John did not complete his apprenticeship. He left the railway in his fourth year to try his hand at more entrepreneurial pursuits, both at home and abroad. This included such exotica as ship broking and producing performance cars and car parts — particularly for the rally market.

John's first foray into the commercial model railway scene was as an agent for several importers, including the Trix range (the 12 V DC side of the Märklin brand), one of the brands he sold to hobby shops. One of the shops he serviced was the growing Casula Hobbies that was then transitioning from a newsagency to a full-blown model railway shop. Joe Callipari's desire for a more easily assembled range of NSWGR kits was a subject discussed and, as it happened, John, in his desire for a range of 1:43 scale Holden and Ford cars, understood where these kits could be made locally. In mid-to-late-1980 the TRAX range of HO scale goods wagons kits were introduced to Australian modellers through their local hobby shop. John (and Joe, who was his partner in the exercise) then released other kits including the LCH and derivatives, S, K, RU and TRC vans until — in the mid-1980s John sold his share of the business to Joe, the range then being marketed as Silvermaz, still available and quite popular today.

In the meantime, John had found a China-based manufacturer for the TRAX 1:43 scale car range, his favourite cars being among the first produced. He also commenced his venture into brass models from Korea and ready-to-run models from China.

I had lost touch with John until the mid-1980s when he suddenly burst back onto the model railway scene with his TRAX 48 class. This was followed in due course by the FS/BS/RBS, MHO and MHG models. Though clunky by today's remarkably high RTR standards, these were ground-breaking in their time and many of the body shells are still around, often re-wheeled and re-motored almost 40 years later.

He assisted Beverley and Roger Jones to set up Powerline Models and was their technical adviser on the 81 class project. In 1986 he sold the TRAX range of HO scale railway models to Powerline Models and worked with them marketing the model car range to hobby shops.

John used the RTR business as a springboard to produce a range of fine brass models of highly sought-after NSW locos, including his 12 class and 30T class, recognised by many as among the best HO scale models produced. He further diversified the scale model motor vehicle range, particularly focusing on iconic Australian made popular prototypes.

Around 1992, he sold the TRAX model car range to a group associated with Matchbox and moved on again — this time helping with the production of the Trainorama Pullman cars, VLX and MRC goods vans. In



1997 he joined in a partnership with Tom Fisher of Tom's Hobbies fame to produce the Austrains 80 class. Now this one was not as clunky as previous model locomotives and, at last, there was a smooth-running powerful RTR loco available to the masses without having to butcher an Athearn SD9 along the way. The 80 class was quickly followed by his 36 class, the first reasonably accurate RTR Australian-produced steam outline model.

In the years since, John pioneered a huge range of locos, goods vehicles and passenger cars, primarily for the NSW and VR modeller, but also with SAR and CR/ANR locos. His NR class has had more runs than a visiting cricket team on the subcontinent.

John wasn't afraid of competition and went out of his way to induct others into the industry, by introducing them to his Chinese manufacturers and encouraging them to

accompany him on his trips to their facilities. He was often the leading sponsor of exhibitions and conventions, realising that they showcased the industry and broadened the reach of his business.

Over the last 30 years I would meet up with John at exhibitions several times each year and spend about 30 minutes chatting about models, the model industry, old acquaintances, travel (he'd visited over 200 countries), fishing, 4WD adventures and our other interests.

I am told he could be a bit short with some enquirers, but PR was not his forte — producing models was. His mantra was "If you like it, buy it; if you don't like it, don't buy it." As one commenter most aptly put it, "John did well out of the model railway industry and we did well out of John's models".

John married his wife, Margot, in 1972 in the UK before heading back to Australia and setting up home in Ryde, NSW.

They raised four children, Elizabeth, Victoria, Ian and Christopher and six beloved grandchildren, Emily (18), Nicholas (16), Charlie (15), Jack (12), Harry (8) and Holly (8).

His children remember many weekends of getting into the family station wagon to 'chase trains', waiting by road-sides near train tracks in the most remote of areas, but just in the perfect position to catch a glimpse of whatever train it was he was chasing that day. Not to mention regular visits to the 'Rusty Train Museum' at Thirlmere.

Within the family, John was known as 'Grumpy'. His grandchildren will always remember him playing solitaire on his computer, sleeping in 'his' chair whenever they came to visit and yelling answers at the TV during *The Chase* and *Jeopardy*.

He also had a companion in Eva, who would often accompany him to country and interstate exhibitions and on overseas safaris.

On behalf of the railway modellers of Australia, we offer his family our heartfelt condolences at this difficult time.

I have lost another friend from my youth, one who shared my experiences as a young man. They are becoming fewer — and I am saddened by it.

The Australian model railway industry has lost an absolute giant of a figure; Without his foresight and entrepreneurial flare we would all still be running Lima and Hornby.

Thank you, John, for your friendship — and your models.

Rest in peace, old mate.

*John Shields
(with some historical assistance from AMRM staff)*



Gwydir Valley Models — Australian agents for Dwarvin Lamplighters (1.5 mm version shown).

TrainBuilder

TrainBuilder has received pilot models of the VR V coaches and VR Harris EMU suburban coaches.

Trainorama

Trainorama has advised that the SAR/ANR/AN 930 class locomotive production run will commence March–April 2021; this will be followed by the NSWGR 49 class locomotive production run.

Wiske Models

The ever-prolific team at Wiske Models are working on what they say is a 'game changer' HOn3½ flexible track with accurate sleeper dimensions for Queensland Railways with code 75 nickel silver rail and semi heat resistant sleepers. These will be available in boxes of fifteen 914 mm (three-foot) lengths.



Sample version of Wiske Models HOn3½ flexible track.

All Scales Gwydir Valley Models

Gwydir Valley Models has just become Australian agents for Dwarvin Lamplighters. These are a lighting without wiring unit by using high-intensity fibre optic. Also available are level crossing lights and a range of street lights, billboards and industrial building lights.

Gwydir Valley Models will also soon be the distributors of Morley controllers from the UK.

The AMRM Team

Behind the Fence 'Muckfest'

I refer to *Behind the Fence 'Muckfest'* article in the February 2021 issue of AMRM.

The first photo in this article describes the piece of machinery depicted as a traction engine.

This is not so. This machine is the 'remains' of a portable or travelling engine.

Portable engines were used by threshing contractors out in the bush to provide power to agricultural machinery in farmers' fields at harvest time.

The portable engine can not move itself, but would be drawn along the roads by a traction engine; the drawbar on the front axle is obvious in the photograph.

The portable engine would be set up next to the threshing machine in the field; a heavy leather endless belt would run between the two machines to drive the thresher.

My comment on the machine being the 'remains' of a portable engine is based on the facts that while this machine has a boiler, smoke box, fire box and chimney, and undercarriage and a single cylinder still in place, it seems to be without piston rod, slide bars, cross-head, connecting rod, crankshaft, valve gear and large belt pulley-flywheel.

If the boiler was operational, all it could do is to supply steam to the large hooter alongside the funnel.

But, at least it's nicely painted up in what might be VR Canadian Red.

*Bill Pearce
Melbourne, Vic*

Diary

Exhibitions & Expos

BUNDABERG – QLD. March 20-21, 2021. Model Train & Hobby Expo, Bundaberg Multiplex Sports & Convention Centre. Invitations to exhibitors have been sent. The club will monitor COVID-19 restrictions in the coming months to evaluate impact on expo. Australian Model Railway Association, Qld Inc.

BRISBANE – QLD. May 1-2, 2021. Australian Model Railway Association Qld Inc, at the Exhibition Building, Gregory Terrace, Brisbane Showgrounds Bowen Hills.

WODONGA – VIC. May 15-16, 2021. Murray Railway Modellers Annual Model Train Show. Nell Wilson Pavilion, Wodonga Show Grounds, Wilson St, Wodonga. 9am-5pm (Sat), 10am-4pm (Sun). \$10 adults, \$20 families \$5 concession. Grant 0417 538 700 or find us on Facebook. galamy@bigpond.com

CLAREMONT – WA. June 5-7, 2021. Australian Model Railway Association WA Inc. Model Railway Exhibition, Robinson Pavilion, Claremont Showgrounds, 1 Graylands Rd, Claremont.

GLEN WAVERLEY – VIC. June 12-14, 2021. Waverley Model Railway Club Annual Exhibition, Brandon Park Community Centre,

654 Ferntree Gully Road, Glen Waverley. 10am-6pm (Sat) 10am-5pm (Sun) 10am-4pm (Mon). Adults \$12, Children \$6, Family \$30. exhibitions@waverleymrc.org.au

ROSEHILL – NSW. June 12-14, 2021. Great Train Show, Rosehill Gardens Grand Pavilion, off Grand Avenue, Rosehill. Mike 0408 817 554. secondhand@eppingmodelrailway.org.au www.eppingmodelrailway.org.au

SEMINARS & CONVENTIONS

EPPING – NSW. April 10, 2021. SCMRA Seminar, Epping Creative Centre, Dence Park, 26 Stanley Road, Epping. Prior registration essential. ESMRA, PO Box 345, Matraville. (02) 9311 2036 or amrmagzn@tpg.com.au

EPPING – NSW. July 31, 2021. Modelling the Early Days of the NSW Railways Workshop 2021, Epping Creative Centre, Dence Park, 26 Stanley Road, Epping. Prior registration essential. PO Box 345, Matraville. (02) 9311 2036 or amrmagzn@tpg.com.au

ADELAIDE – SA. September 4, 2021. Modelling the Railways of South Australia Convention, Flinders Medical Centre lecture theatres, Bedford Park. 8.30am registration. 9am-5pm (Sat). Registration forms: MRSAC, PO Box 356, Parkholme SA 5043. Please check convention website for up to date

information. convention@mrsac.com
www.mrsac.com

OPEN DAYS

MARCH CANCELLED – BRISBANE – QLD. March 14 and Sunday September 12 subject to COVID-19 restrictions. Open 9am-2pm (Sun). Union Pacific Model Railroad Club welcomes visitors to view our large American model trains in operation at our Clubrooms, rear of Holland Park Sports and Community Club, 49 Abbotsleigh St, Holland Park. sec_upmrc@bigpond.com or 0439 435 366.

CALOUNDRA – QLD. March, 27, 2021. Sale day and model train display, Uniting Church Hall, Queen Street, Caloundra. 8.30am-1pm. Covid19 protocols apply. Table bookings Terry (07) 5491 4617 Treasurer.cdmra@gmail.com.

SALE DAYS

BRISBANE – QLD. June 15 subject to COVID-19 restrictions. Buy and sell night (Tue). Union Pacific Model Railroad Club at our Clubrooms, rear of Holland Park Sports and Community Club, 49 Abbotsleigh St, Holland Park. Registrations from 6pm. Sale commences 8pm. 0439 435 366 or sec_upmrc@bigpond.com

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

More O Scale?

I just received the February 2021 issue of AMRM. I had to have a chuckle over Mr Gurnett's letter regarding N scale. I model NSWGR in O gauge 1/4-inch scale. I haven't seen many articles in that area! Keep up the excellent magazine.

*Paul Garrett
Chapman, ACT*

From Bag to Bulk

I read with much genuine interest, Wayne Hoskin's article about grain handling in South Australia, titled 'From Bag to Bulk' (February 2021 AMRM).

Unlike New South Wales and Victoria; the long, tortuous, bureaucratically and politically fraught affair for South Australia and South Australian Railways (SAR) to, well, 'catch up with the Jones's' is a major revelation to me.

Surely voters in South Australia deserved far better than what was spoon-fed to them, didn't they?

Why was South Australia state politics so wilfully blind for so long anyway?

However, what really got my full and undivided attention, is the minimal mention of rolling stock conversions (such as H wagons to HB covered grain hopper wagons).

There was a colour photograph of a BGB kit HB covered hopper in SAR grain haulage service in the August 2001 AMRM.

What does perplex me here, is why was there so very little mention of what was — for the former SAR — so crucial a technological watershed moment?

Especially so when one considers that the USA had developed the watershed *Big John* covered hopper only a few years earlier — in 1961.

With the overall review of multi-celled grain silos dotted across South Australia, why was so little at all mentioned of the SAR's efforts to catch up with NSW and Victoria?

Can AMRM publish an article on the SAR HB covered hopper, please?

The HB covered hopper may not be 'sending SA grain rocketing off to the stars', but those wagons did 'green light' South Australian bulk commodity innovation.

That's a fact inside and outside South Australia, that we should indeed be proud of.

*Derek Cox
Diamond Creek, Vic*

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Write for details. Regular attendees will be notified
by post or email.

Details of the programme to follow.

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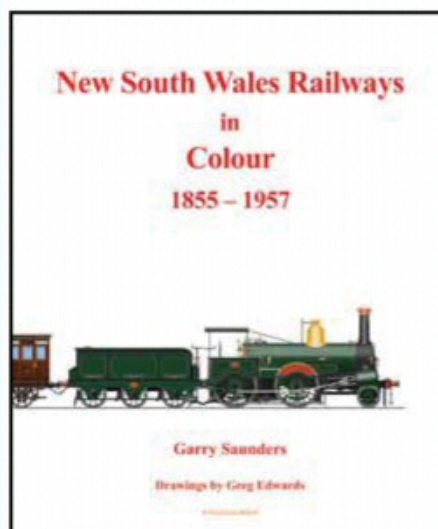
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Railways documents describing the paints and the pigments used to make them, newspaper articles describing the liveries of the time, Parliamentary notes, long lost archives files and interviews with some of the men who were apprentices at the Eveleigh Carriage Paintshops in the early 1950s. The results of this research have been used to create images of hundreds of items of rolling stock as they would have appeared, showing how their liveries evolved, influenced by the aspirations of the various personalities involved in the development of the Railways, the fashions of the time, evolving paint technology, wartime and social change.

Illustrator for this book, Greg Edwards, has interpreted the data uncovered by this research to prepare more than 130 colour drawings to bring this black and white world to life.

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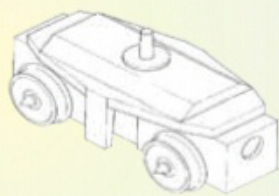
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June 2021 Issue

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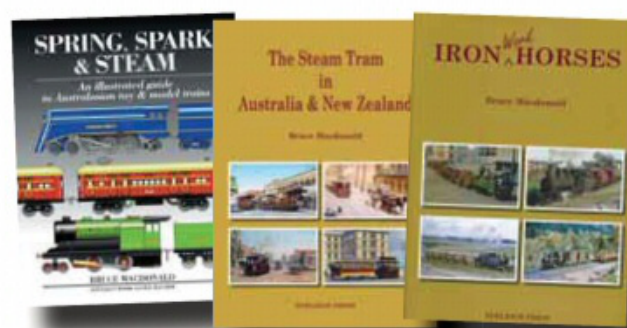
*The June 2021 issue should be
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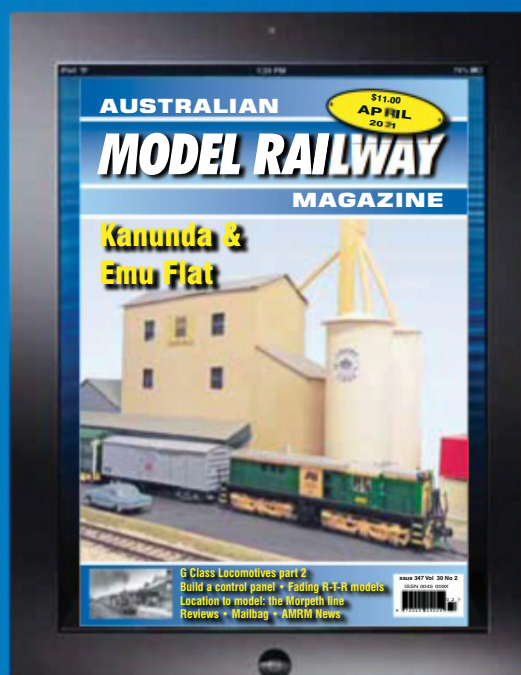
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No.266 - October 2007

No.268 - February 2008

No.270 - June 2008

No.272 - October 2008

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The 2021 AMRM Calendar



The 2021 diesel calendar features VR C509 at Ballarat station on the cover. Inside Mount Newman Mining 5500 leads 5462 and 5472 on an iron ore train in Chichester Rangers, Pacific National NR28/NR53 and 8117 between Parkes and Condobolin, ANR locomotives 865, 869 and 851 on an Eyre Peninsula wheat train, QR Sunlander between Cairns and Innisfail, Tasrail locomotives D2021, DQ2003 and ZP2100 near Penguin in northern Tasmania, 4303 and 4301 on a steel train near Port Waratah, VR X52 and SAR 931 on the Overland on Bank Box Loop, NSWGR 4421 on the Canberra-Monaro Express north of Michelago, WA X1030 and steam engine W904 on a goods train between approaching Balingup, SSR 48s35, 4911, 4904, 4917 and C510 on a grain train at Binalong, QR 1256 on a goods on the outskirts of Stanthorpe, C503, 847 and S313 on an express freight near Eden Hills,

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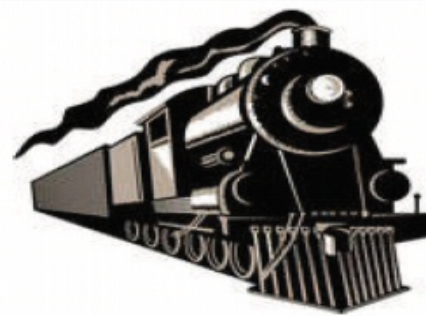
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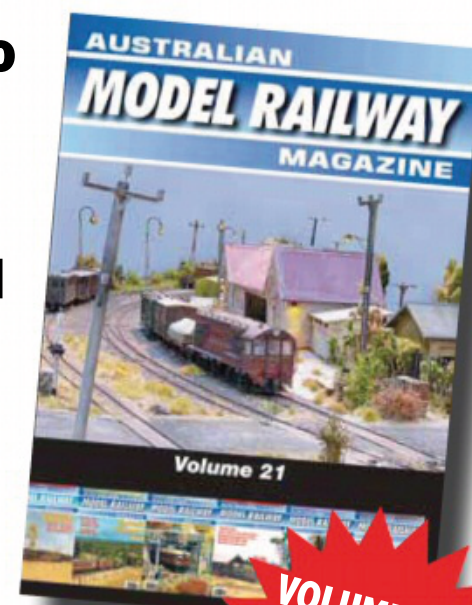
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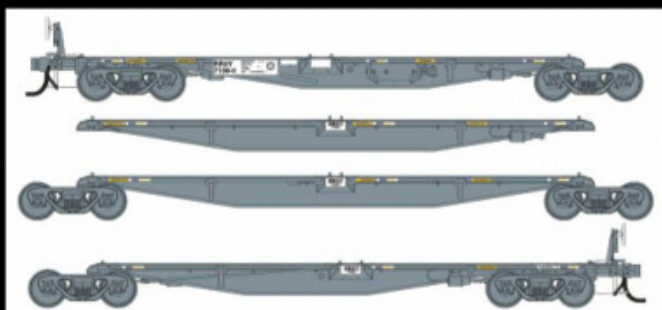
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Auscision	7, 13	Eveleigh Press	8, 63, 64	On Track Models	12	SCR Publications	66, 67, 68
Australian Model Craft Co	72	IDR Models	10	Orient Express Wholesalers	11	Steam Era Models	64
Berg's Hobbies	10	Ixion Model Railways	14	Ozrail Model Trains	17	SDS Models	3
Casula Hobbies	9	Kadee Quality Products	16	Pamak	8	Southern Rail	69
Decoder Wiz	14	Models 'N More	14	Phoenix Reproductions	2	Track Planning Services	14
Epping Model Railway Club Exhibition	64	Model O Kits	8	Powerline	12	Train World	71
Eureka Models	15	Morley Controllers	12	Roving Wolf	16	Early Days of the NSW Railways	63

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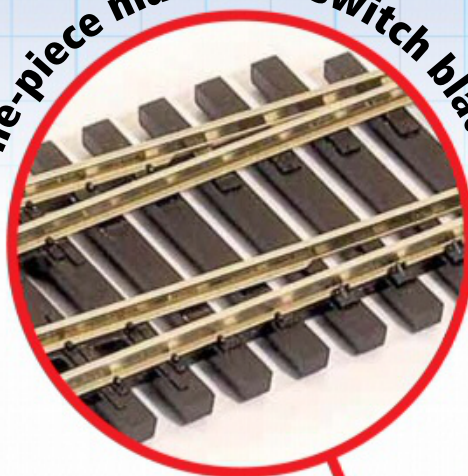
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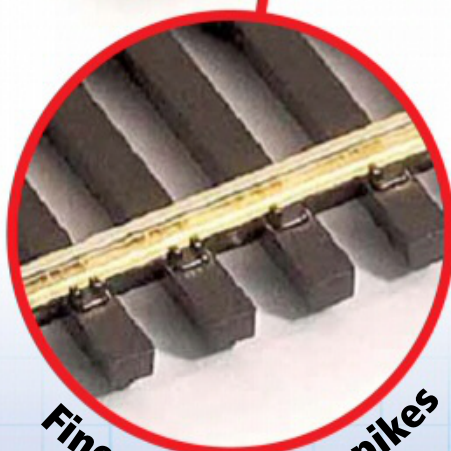


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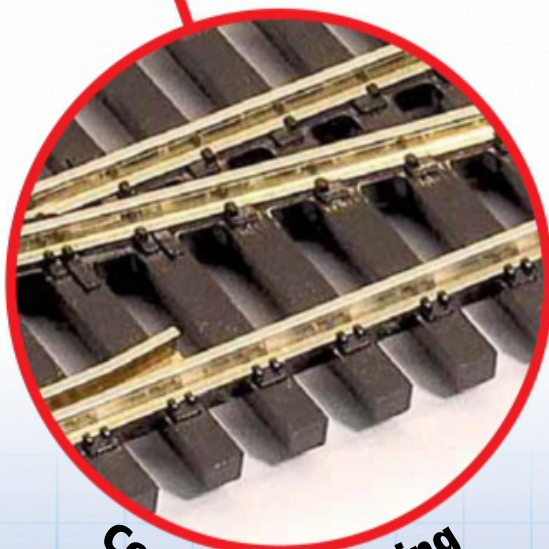
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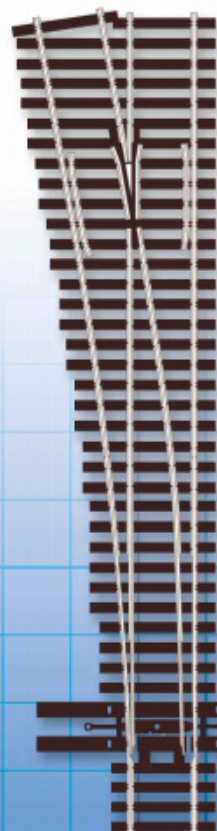
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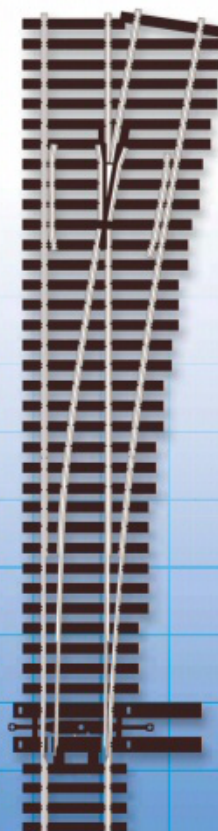
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