

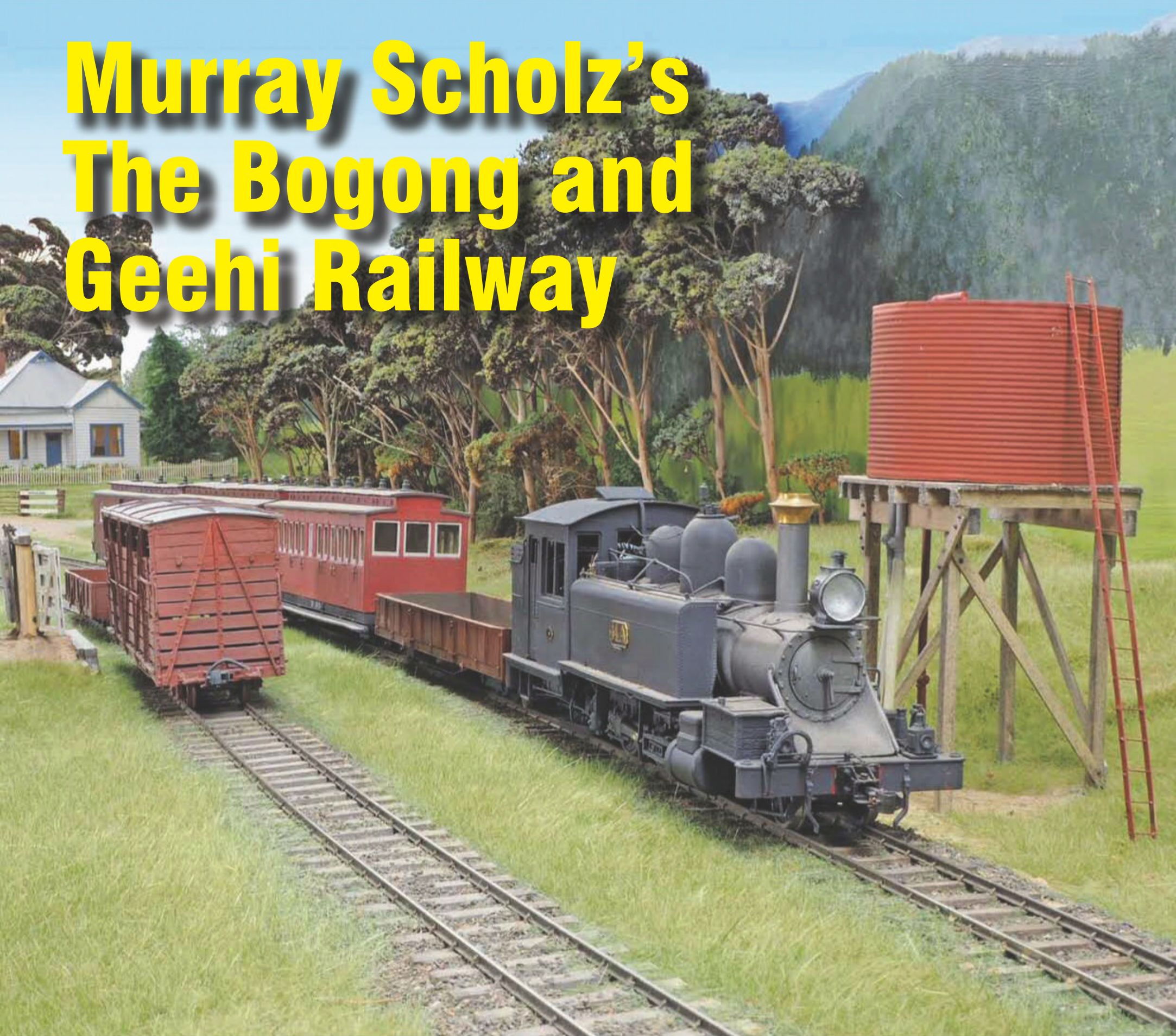
AUSTRALIAN

\$11.00
JUNE
2022

MODEL RAILWAY

MAGAZINE

Murray Scholz's The Bogong and Geehi Railway



- Build VR KF/KW car transporter wagons
- Location to model: Welsh Point
- Mt Newman Mining's C36-M
- Reviews • Mailbag • AMRM News

Issue 354 Vol. 30 No.9

ISSN 0045-009X



9 770045 009009

0 3 >



GAUGE
H0
1 : 87

Victorian Railways D3 Class Locomotive



In Stock

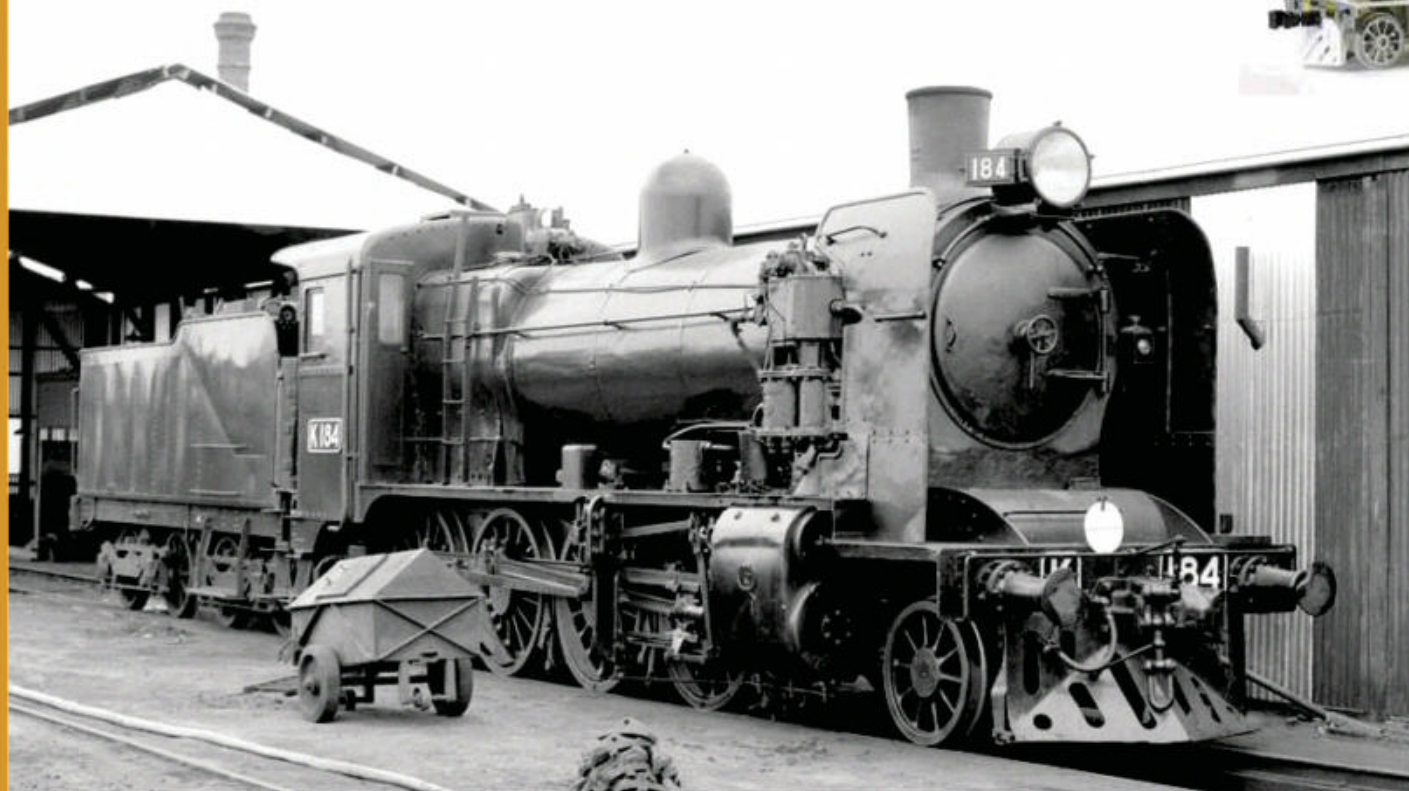
Featuring a diecast metal boiler, metal footplate, metal chassis and metal connecting rods. All wheel electrical pickup and a switchable keep alive capacitor for fault free DCC operation. Working headlight with red/white marker lights for realistic lighting control. Genuine Kadee scale head whisker coupler 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

GAUGE
H0
1 : 87

Victorian Railways K Class Locomotive



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 early 2022 and pending production availability, we anticipate delivery in Qtr3 2022.

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.

Eureka Models pre-order customers:
Please contact Eureka Models before 31.12.2021 to confirm K class running number selection.
These need to be finalised with the factory by January 2022. numbers.

DCC - SOUND
ESU LOKSOUND
V5.0 Sound Decoder

Phoenix Reproductions Pty Ltd - ACN 626606255
PO Box 804 Winston Hills NSW 2153 Australia - Email: sales@phoenixreproductions.com.au
www.phoenixreproductions.com.au

Minimodels

Sydney Suburban Electric Car series 1955 Commonwealth Engineering SPUTNIK sets

Sputnik with Single Deck Trailers (4-car sets)

☐ 572 – 4-car S-Set in Tuscan Red \$745.00

Sputnik Power Car with Tulloch Double Deck Trailer Car (4-car sets)

☐ 573 – 4-car S/W- Set in Tuscan Red \$745.00
☐ 574 – 4-car W-Set in Blue & White \$745.00
☐ 575 – 4-car W-Set in Indian Red \$745.00
☐ 576 – 4-car W-Set in Indian Red/ Beclawat windows \$745.00
☐ 585 – 4-car W3 set HET - Heritage Set \$765.00

Single Deck Trailers (2-car sets)

☐ 577 – 2-car set in Tuscan Red \$295.00
☐ 578 – 2-car set in Blue & White \$295.00
☐ 579 – 2-car set in Indian Red \$295.00

Tulloch Double Deck Trailer (2-car set)

☐ 580 – 2-car set in Tuscan Red \$350.00

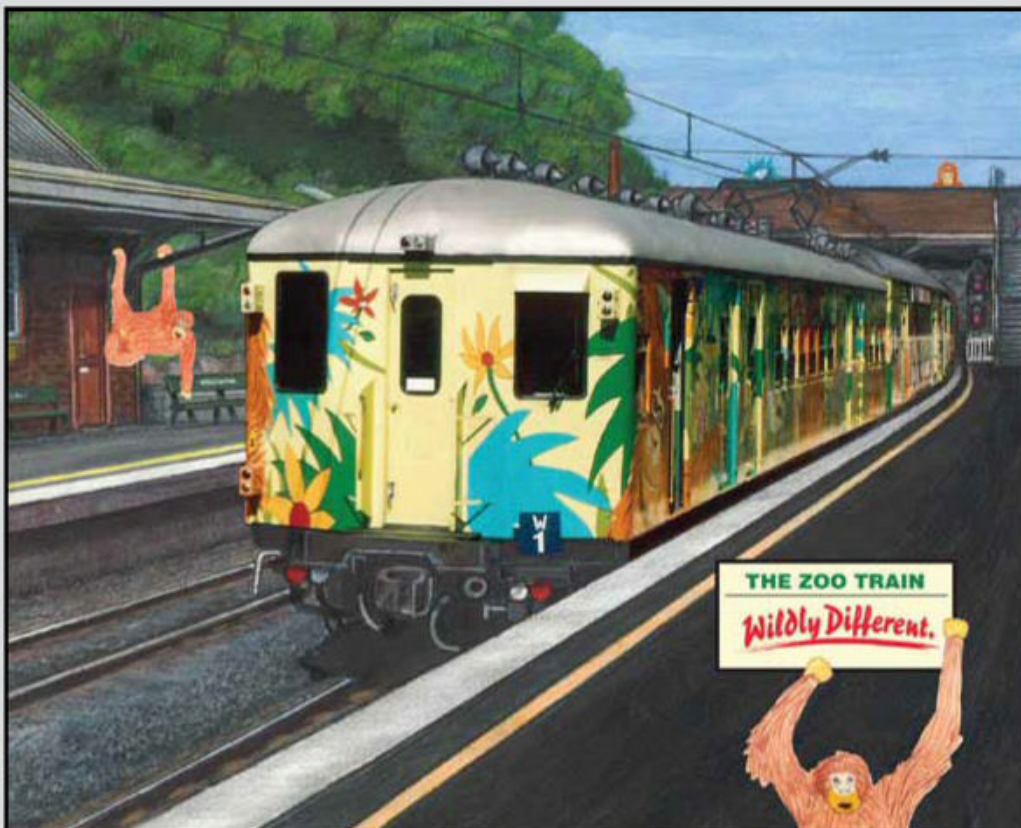
Sputnik Power Cars (2-car; 1 x Motorised & 1 x Non-Motorised set)

☐ 581 – 2-car set in Tuscan Red \$475.00
☐ 582 – 2-car set in Blue & White \$475.00
☐ 583 – 2-car set in Indian Red \$475.00
☐ 584 – 2-car set in Indian Red/ Beclawat windows \$475.00

Sputnik Power Cars with Tulloch Double Deck Trailer Car – Zoo Train (4 – car set)

☐ 586 – 4 car W-Set Orangutan theme \$950.00
☐ 587 – 4 car W Set Floral theme \$950.00

The Zoo Train - Wildly Different



Sputnik single deck trailer - Tuscan Red



Sputnik single deck power car - Tuscan Red



181 Church Street Parramatta, NSW 2150 • Phone : +61 2 9635 8618 • mail@bergshobbies.com.au • www.bergshobbies.com.au

POWERLINE

MODEL RAILWAYS OF AUSTRALIA

P.O Box 2100 Brighton, Vic 3186.
sales.powerline@powerline.com.au
<https://www.facebook.com/PowerlineModels>
www.powerline.com.au



PR481A-2-08 48 Class Mk1 SRA Candy 4808 DCC/SND
 PR481A-2-11 48 Class Mk1 SRA Candy 4811 DCC/SND
 PR481A-2-27 48 Class Mk1 SRA Candy 4827 DCC/SND
 PR481A-2-41 48 Class Mk1 SRA Candy 4841 DCC/SND

DCC SOUND version comes with ESU V5 Loksound with 48 Class sound files by DCCSOUNDS
 In stock & available, visit your local Powerline Retailer or email Powerline Direct

NSW BCH / NHDA (coal) & BWH / NGBA (wheat) Hoppers available.
Victorian S-Cars & Z-Cars (carriages) still in stock in VR & V/Line
Victorian T-Class series 3 in VR available as DC or DCC & Sound

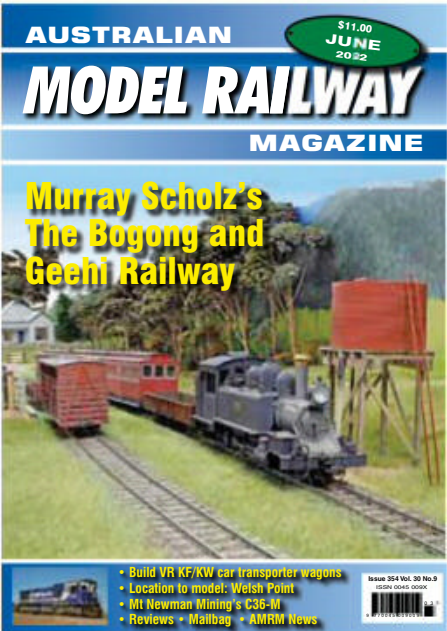
18 The Bogong and Geehi Railway

Murray Scholz outlines his On30 scale Victorian Railways narrow gauge inspired creation; *Bogong and Geehi Railway*.



28 Tail Disks: Will anyone notice

Les Fordham discusses the modelling of tail disks.



ON THE COVER:
Na14 is paused at Coolamine to take on water before continuing its journey to Mt Bogong on Murray Scholz's On30 Bogong and Geehi Railway.
Photo John Dennis.

30 Mt Newman Minings's C36-7M

Scott Fitzgerald outlines the Mt Newman Mining C36-7M.



39 Building Cameo Layout Boards

The AMRM team shares Reader's variations

40 A location to model: Welsh Point

The AMRM team presents an ultra-modern location to model, Welsh Point.

50 Modelling the KF/KW car transporter wagons of Victorian Railways

David Clark builds a Victorian Railways KF / KW car transporter wagon in HO scale.

OTHER FEATURES

- 5 Comment:
The Twenty Year Plan
44 Diamond Creek Exhibition
47 In the Loop:
Safety First
48 Canberra Exhibition
57 Dust Busting on Your Layout!
69 Vale:
John Buttsworth
Russell Merriman

REGULARS

- 58 Mailbag
59 Reviews
62 Recent Releases
63 AMRM News
69 Diary
74 Market Place
78 Advertisers' Index



Follow us
on
Facebook

The Twenty Year Plan

As modellers, our aspirations are sometimes beyond our abilities or available time which leads to despair as we can't achieve what we want. This is possibly, because we decided to replicate a big part of the prototype, and the complexity that goes with it.

When I started modelling, most of my rolling stock needed to be scratch built. I had a Twenty Year plan, I just didn't know it was a Twenty Year plan!

Reality came when only one locomotive and a couple of wagons could be scratch built in a year. I got depressed, I realised my end goal was going to take a very long time. I was not going to be able to scratch build all the locomotives and rolling stock I needed. I changed tack and cast some bodies and ordered custom built mechanisms in bulk, to try and speed up the process.

This was still an uphill battle. I got far, I even built initial layout boards.

Taking the advice of a mate, "Let's just build something and go from there!"

Barcoola was born from that discussion. I learnt important lessons from the initial building of *Barcoola* (and its two rebuilds). If I had waited until I had everything scratch built, I would never have learnt valuable modelling and construction techniques.

Diverging from my Twenty Year plan, meant I actually got closer to my Twenty Year plan by honing my skills. Other divergent projects helped as well, *A town like Alice*, *Murray River Bridge*, *Cheakamus Canyon*, *The Peterborough Line* and *Port Adelaide* (the latter are both works in progress).

Each time I diverged from my Twenty Year plan. I learnt more and more lessons, design improvements etc. I am truly learning by doing – developing my overall skill base, improving my logistic skills etc.

As modellers we all have that model that does not fit our scale, gauge or prototype. We have it because it is something we just wanted, either as a memento of a trip, or something we just liked. A little blip of inspiration.

Such a model can turn into a divergent project. This can be very satisfying; you no longer are afraid of making a mistake as its not your core modelling aim. You can relax and experiment, make changes, try different techniques etc, there is no fear of failure.

When you have completed your divergent project, you will have renewed vigour that you can apply to your Twenty Year project. It was not wasted time; it was a learning step up.

We have all been there, where an investment in time and energy has been dashed because of a flawed design or a botched technique, that yielded the wrong results. A divergent project mitigates against this.

Don't accomplish your first bit of weathering attempts on your scratch built locomotive, use a divergent project. Build up those skills, so that when you are confident, weathering your scratch built locomotive will be a cinch!

At the very least it will be fun, to turn up to an exhibition with your divergent project and see the looks of horror from your fellow modellers as they assume you have switched prototypes or scales!

Remember, Rembrandt's first painting was not a masterpiece, it might have taken years to hone those skills. Making your first layout a masterpiece is a very tall order.

When it comes time to finally tackle your Twenty Year plan, none of it is going to be difficult because, in one way or another, you have already gone through the learning process and you have had fun on the way. Then you can complete your Twenty Year plan with confidence.

Give us feedback at: amrmfeedback@tpg.com.au

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.

Secretary: Bob Gallagher

Membership Enquiries:

PO Box 345, MATRAVILLE, 2036
Phone (02) 9311 2036

DIVISIONAL REPRESENTATIVES

New South Wales:

Graham Windmill, Ph. 0423 527 951

Victoria:

David Brown, Ph. (03) 5986 2363
email: cigam41@gmail.com

Managing Editor **Scott Fitzgerald**
Editorial Assistants **Alan McKenna, Phil Knife**
Consultants **Chris Jones**
Office Manager **Melissa Cullen**
Subscription and Sales Coordinator **Karen Baldini**
Illustrators **Ian Thorpe**
Design **John Casey**
Computer Programmer **Grahame Davis**
Draughtsman **Roger Johnson, Mitch Campton**

SCR Publications – General Manager
Robert (Bob) Gallagher OAM

SCMRA PUBLICATIONS COMMITTEE
John Bevan, Fred Gooch, Ian Dunn,
Trevor Moore, Bob Gallagher, John Parker

AT ISSN 0045-009X

The official Journal of the Southern Cross Model Railway Association (SCMRA) in Australia.

Published bi-monthly by SCR Publications of PO Box 345, Matraville 2036 for the Southern Cross Model Railway Association. (ABN 70 000 558 574) All rights reserved and all editorial matter copyright.

Print Post Approved. Imaging by Imagination Graphics Pty Ltd. Printed by John Fisher Pty Ltd, Marrickville NSW. Most editorial and distribution tasks are carried out by voluntary labour on a non-profit basis.

EMAIL: amrmagzn@tpg.com.au

WEBSITE: www.australianmodelrailways.com



FACEBOOK: <https://tinyurl.com/y8oykqxx>



INSTAGRAM: [scott_amrm](https://www.instagram.com/scott_amrm)

DISTRIBUTION: Subscriptions, SCMRA members, hobby shops and Associations by SCR Publications; newsagencies and bookstalls by Ovato.

CONTRIBUTIONS in the form of articles, photographs, hints, Letters to the Editor, drawings or trade press releases are welcome for publication in this magazine. All items received will be acknowledged upon receipt. Contributions can be made as 'hard copy' and/or electronically. Contact amrmagzn@tpg.com.au before submitting electronically. Please pack photographs and diagrams between stout cardboard before posting. Indicate whether photographs/slides are to be returned.

PRINT & DIGITAL SUBSCRIPTIONS: Details on page 73.

ADVERTISING: Details available from SCR Publications, PO Box 345, MATRAVILLE, NSW 2036. Phone (02) 9311 2036 (9.30am-2.30pm, Mon-Fri).

ADVERTISING DEADLINE for all copy and **RELEASE DATES** are:

	Advertising Deadline	On Sale Dates
August 2022	16.6.22	21.7.22
October 2022	11.8.22	15.9.22
December 2022	6.10.22	10.11.22
February 2023	1.12.22	19.1.23
April 2023	9.2.23	16.3.23
June 2023	14.4.23	19.5.23

This publication accepts no responsibility for the accuracy or reliability of articles or advertising contained herein, statements made or opinions expressed in papers or discussions, nor do we necessarily subscribe to the views expressed or implied by contributors. Neither is any guarantee implied or expressed as to the good conduct or practice of advertisers herein. This publication reserves at all times the right to refuse acceptance of any matter considered unsatisfactory for publication. The Australian MODEL RAILWAY Magazine is published by SCR Publications, PO Box 345, Matraville, NSW 2036. Please address all correspondence to the Editor.



Ozrail
MODEL TRAINS
Pty Ltd
MANUFACTURER - RETAILER -
WHOLESALER

Shop 2, 1A LAWRENCE HARGRAVE WAY,
PARAFIELD 5106 SA
(Behind Bunnings & next to Foundation 1)

Scratch Building Supplies - Scenery - Controllers - Loco's &
Rolling Stock - Points & Accessories - Buildings & Building Kits
- Books - Slot Cars - Monthly Workshops - Decoder &
Repair Service - Layout Advice - Hire Shop - Slot Car Racing

**** WHOLESALE ENQUIRIES WELCOME ****



WHOLESALE!

MEHANO



**SAR, AN, ANR BOGIE SHEEP VAN
S, SBS, ASAY, ASAA**

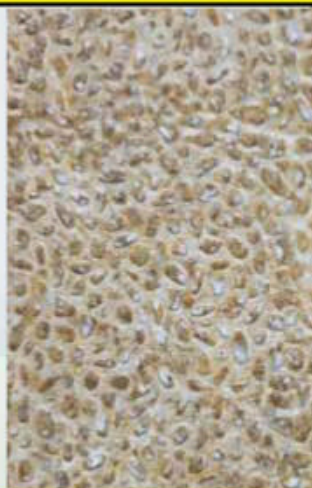
Brass shunter steps, Kadee
compatible couplers, arch bar & high speed
bogies, timber roof.

\$180 for Pack of 2

Red and Green and Gold — No Longer Available

REDUTEX

3D Textured sheets for Roofing, Brick Wall and Paving



MODEL RECTIFIER CORPORATION

Controllers, DC/DCC and Decoders

OZRAIL

Lasercut: SA Goods shed and Paint Stands for Tamiya,
Vallejo and Humbrol Paints



WE BUY MODEL TRAIN COLLECTIONS

Ask for a no-obligation free quote.

Large collections are our specialty. Will travel interstate.



TRADING HOURS: WEEKDAYS 9AM TO 5PM, THURSDAYS 9AM TO 6.30PM
SATURDAY 9AM TO 4PM & SUNDAY 11AM TO 4PM - PUBLIC HOLIDAYS—CLOSED
PH: 08 8258 7665

Website: www.ozrailmodeltrains.com.au / Email: info@ozrailmodeltrains.com.au

Like us on Facebook!



AUSCISION®

The Leader in Australian Model Railways

HO SCALE

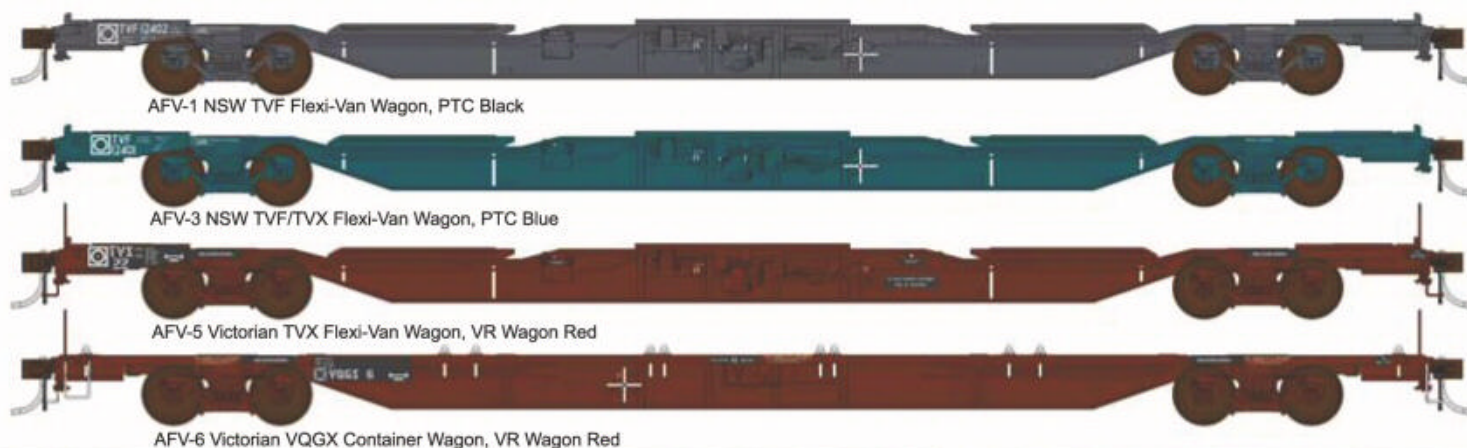


NOW ACCEPTING ORDERS
Delivery expected Early 2023*

AUSTRALIAN FLEXI-VAN WAGON & TRAILERS

• MODEL FEATURES •

- HO Scale 1:87 Ready-to-Run
- Heavy die-cast chassis
- Plastic wagon deck
- Scale size metal couplers
- 36" Metal disc wheels
- Detailed bogies
- Metal etch steps
- Wire handrails and piping
- Metal chain for the handbrake
- Factory painted & decorated
- Fits two Flexi-Van trailers
- Container wagon version available
- 23 different Trailer liveries across 4 different body versions
- NSW & Victorian wagons available with 3 different liveries



AFV-1 NSW TVF Flexi-Van Wagon, PTC Black

AFV-3 NSW TVF/TVX Flexi-Van Wagon, PTC Blue

AFV-5 Victorian TVX Flexi-Van Wagon, VR Wagon Red

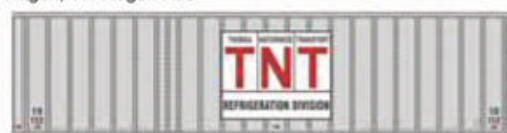
AFV-6 Victorian VQGX Container Wagon, VR Wagon Red



TRA-1



TRA-7



TRA-13



TRA-18



TRA-2



TRA-8



TRA-14



TRA-19



TRA-3



TRA-9



TRA-15



TRA-20



TRA-4



TRA-10



TRA-16



TRA-21



TRA-5



TRA-11



TRA-17



TRA-22



TRA-6



TRA-12



TRA-18



TRA-23

PRE-ORDER & SAVE \$\$\$

Save \$40.00 per 4 wagon pack and \$5.00 per trailer twin pack when you pre-order directly with Auscision. Pre-order price will finish shortly before models are shipped from our factory. Order early to avoid missing out on the model of your choice.

Artwork shown for livery reference only. Number fonts, body versions and some finer details may differ on the production models.



AUSCISION®
The Leader in Australian Model Railways

AUSCISIONMODELS.COM.AU

information@auscisionmodels.com.au

PO Box 1791, Castle Hill, NSW 1765 Australia

PH: 0425-866-442

Auscision Models Pty Ltd 2021 ABN 15 690 830 128

Scale Model Co.

Hobby Centre

Our new store is now open!

We are located at: **A4/ 2-4 Central Avenue Thornleigh NSW 2120** - just off Pennant Hills Rd Thornleigh (complex next to McDonalds), around 250m from Thornleigh Station.

Our opening times are: Thursday 12.00pm - 8.00pm
Friday 10am to 5 pm
Saturday 9.00am - 1.00pm

Visit our new website and online store at:
www.scalemodelco.com.au

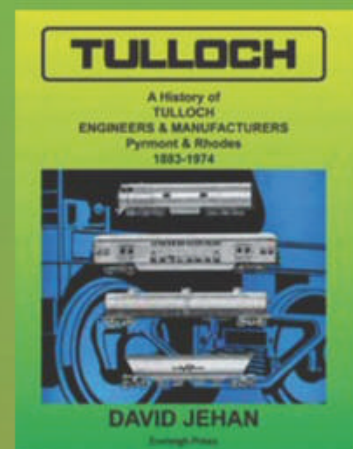
We can be contacted on sales@scalemodelco.com.au or by phone on **0404 935 663**

We are now stocking HO Australian, OO British and On30, as well as our extensive range of O scale and Modelling materials. Our brands include:

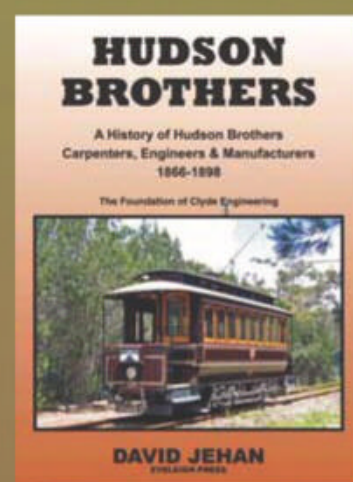


EVELEIGH PRESS
presents
**THE DAVID JEHAN
COLLECTION**

TULLOCH



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 owned company in 1883. Tulloch is 296 pages with colour and black and white photographs throughout. \$85.00 plus postage



HUDSON BROTHERS
William Henry Hudson arrived in Sydney in 1846 and started a family joinery business in Redfern which grew into one of the largest suppliers of rolling stock to the NSW Railways. The company also supplied agricultural equipment to farmers across Australia. Hudson Brothers is 256 pages with colour and black and white photographs throughout. \$75.00 plus postage

SCR PUBLICATIONS
PO Box 345 MATRAVILLE 2036
Telephone: (02) 9311 2036
www.australianmodelrailways.com

PAMAK HOBBIES

P 02 46842727 M 0408656446

www.pamakhobbies.com

info@pamakhobbies.com



**PIKO 52070 DIESEL RAILCAR Rh 5045
"BLAUER BLITZ" WITH INTERIOR AND
DIRECTIONAL LIGHTING \$694.00**

62 Moore Street
LIVERPOOL
PHONE (02) 9602 8640



Mail orders:
www.casulahobbies.com.au

Email:
sales@casulahobbies.com.au



Still the place for models of Australian Railways
TRADING HOURS: MONDAY-FRIDAY: 9.30am-4.00pm. SATURDAY: 9.30am-2.00pm. CLOSED SUNDAYS

Casula Hobbies is proud to announce the

Z12 Class 4-4-0

“Vintage Train” Steam Locomotive

SOUND VERSION ONLY AVAILABLE

\$750.00 each until 30 November 2022 then \$895.00 from 1 December 2022

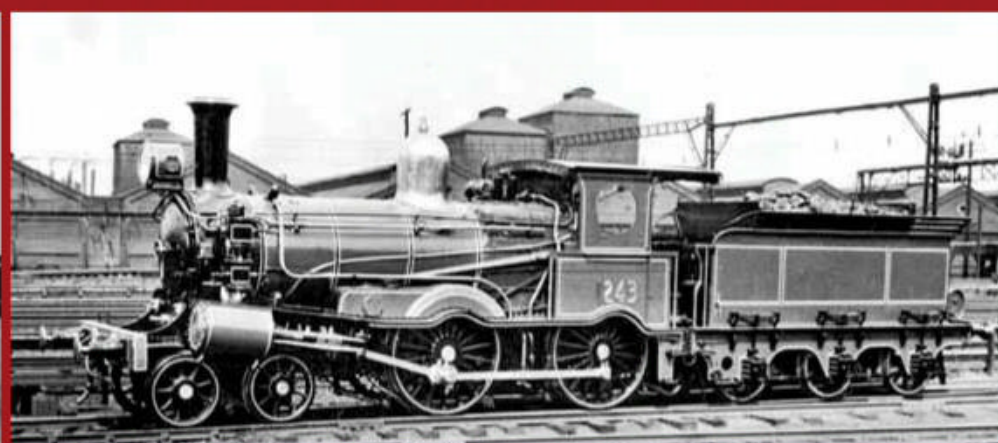
Lay-by facility available – call us
Projected delivery date: early 2023

DCC fitted with NextT18 ESU sound decoder
Directional headlight and marker lights on engine and tender
With and without cowcatcher; Baldwin or Beyer, Peacock tender
1930s–1940s lined Brunswick Green, 1955–62 Centenary and Vintage Train Green, and all black

Due to additional tooling costs we will not be doing 1243 in its later versions, nor 1219 with extended smokebox



1214, lined Brunswick Green, Baldwin bogie tender



1243, “Centenary” lined green, Beyer, Peacock tender

PRE-ORDER FORM Z12 CLASS 4-4-0 LOCOMOTIVE			
Quantity	Description and Numbers available (Please tick the appropriate number)	Price	Sub-total
	12-001 No cowcatcher, Beyer Peacock 6 wheel tender, Centenary Green ☐ 1210 ☐ 1243	\$750.00 ea until 30/11/22; \$895.00 ea from 1/12/22	
	12-002 Cowcatcher, Baldwin bogie tender, lined Brunswick Green ☐ 1214 ☐ 1245		
	12-003 Cowcatcher, Baldwin bogie tender, all black ☐ 1244 ☐ 1246		
	12-004 No cowcatcher, Baldwin bogie tender, all black ☐ 1218 ☐ 1235		
	12-005 Cowcatcher, Beyer Peacock 6 wheel tender, all black ☐ 1205 ☐ 1232		
	12-006 No cowcatcher, Beyer Peacock tender, all black ☐ 1209 ☐ 1226 ☐ 1231 ☐ 1248		
Your Name: _____			
Address: _____		Postcode: _____	
Telephone: _____		E-mail: _____	
Order/Lay-by No. FOR OFFICE USE ONLY		We will allocate the number after payment is received and will return to you the paid order form.	
AMOUNT ENCLOSED: ☐ Cheque		☐ Money order	
Please charge my Visa/MasterCard: \$		Name on Card: _____	
Card Number: _____ - _____ - _____ - _____			
CVV (on rear of card): _____		Expiry date: _____ - _____	
Model details and specification and price subject to change without notice. Revised order form as at 1 May 2022		Direct deposit to NAB Casula Hobbies BSB 082-356 Account No. 986668348	

ALL ABOARD

est. 1975

BOWRAL STORE OPEN 6 DAYS
202 BONG BONG ST BOWRAL
PH (02) 48712966
ONLINE STORE ALLABOARD.COM.AU

FLEISCHMANN **Roco** **TRIX** **märklin** **NOCH** **BRAWA** **kibri** **Z21** **Massoth** **SEUTHE**

SPEAK TO THE EXPERTS IN **DIGITAL** FOR OVER 40 YEARS



The Z21 "Digital Allrounder" information booklet has everything you need to know about each system and product in the Z21 range.

Contact us to receive a **FREE** copy of this z21 booklet valued at \$9.95*

- Z21 start - Basic Digital Set (2.5Amp)
- Z21 profi - Digital Set (3Amp)
- Z21 XL Series - Digital System (6Amp)



FREE SHIPPING ON ALL ORDERS OVER \$500

We carry all accessory decoders to these brands.

1. Marklin Central Station 3 Plus (3-6Amp)
2. Marklin Mobile Station (2.5Amp)
3. Trix Mobile Station (2.5Amp)
4. Massoth DiMAX 1210Z (12Amp)
5. Uhlenbrock Intellibox 2 (3Amp)



Digitally control your Trains / Routes & Turnouts / Layout Lighting / Signals & more...

märklin



1.



2.



3.

IDR MODELS



Coming soon NSW PTC CHS / NHVF coal hoppers.
 More details and order form are available on the IDR Models Website.



Stocks of Riveted BBW Ballast wagons are now low.
 Check the website for details. Pack of 3 is \$225.00.



VR DERM & MT Trailer in RTR. Orders form now on IDR Models website.



W Class Available with:

- DCC Non Sound
- Standard DC

All W Class include built in Stay Alive's & are DCC Sound Ready
 (An Australian scale model first)



Available direct from IDR Models
VISIT: www.idrmodels.com.au
 for more information and pricing

PO BOX 39, Galston, NSW, 2159
idrmodels@gmail.com

ABN: 64 123 138 661



Orient Express Model Railway Shop

miniatur[®]

Static Grass, Grass Tufts & Strips, Grass Mats, Foliage, Flowers, Trees & Bushes

Super realistic detail to bring every scene to life.



Visit our website to see the full range

orientexpressmodels.com.au

Ask for MiniNatur scenery at your local hobby shop or contact us directly

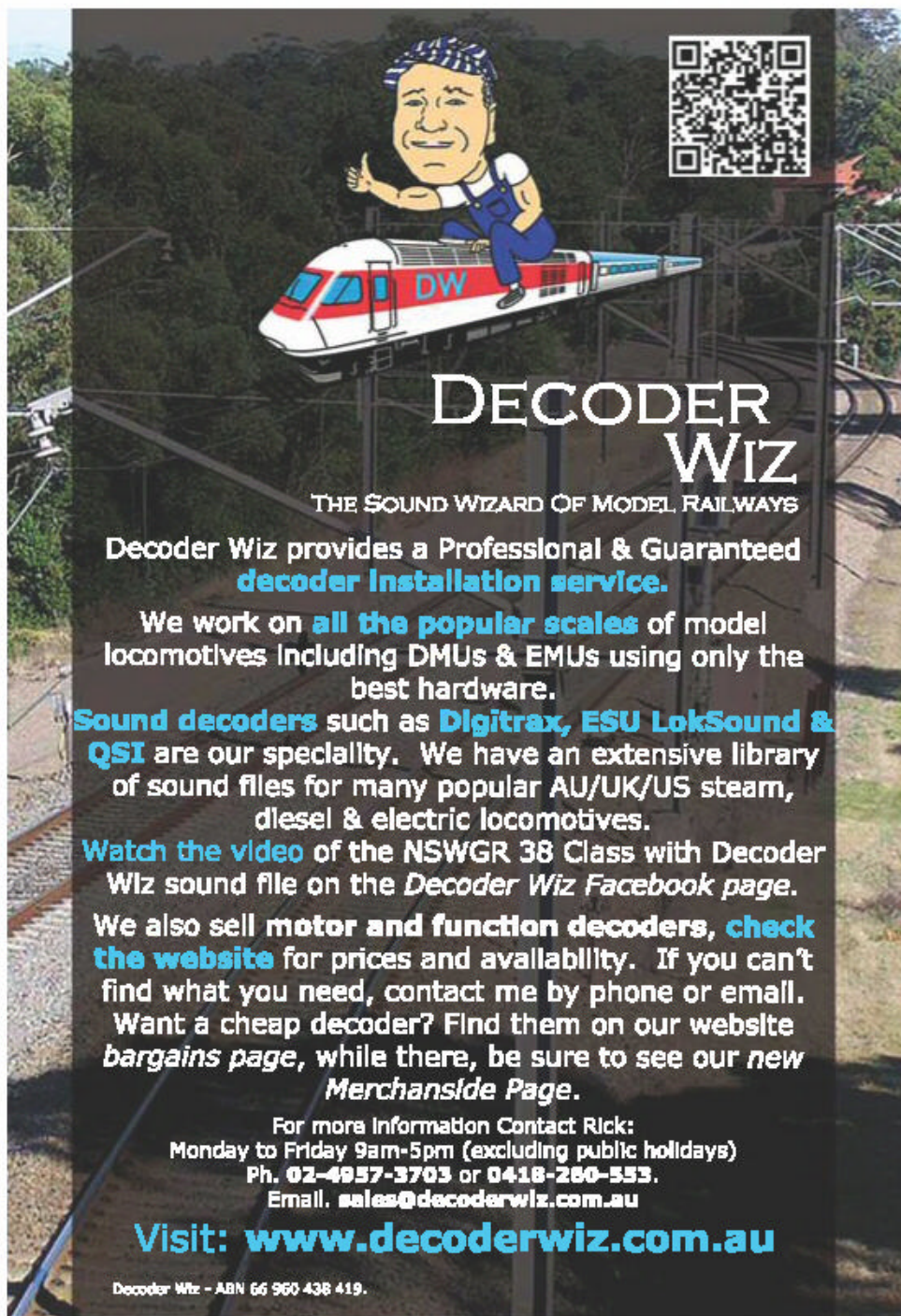
Orient Express Model Railway Shop

2 King William Rd, Unley SA, 5061

(08) 8271 7861

sales@orientexpressmodels.com.au

Your Model Railway Specialist!



DECODER WIZ

THE SOUND WIZARD OF MODEL RAILWAYS

Decoder Wiz provides a Professional & Guaranteed **decoder installation service**.

We work on **all the popular scales** of model locomotives including DMUs & EMUs using only the best hardware.

Sound decoders such as **Digitrax, ESU LokSound & QSI** are our speciality. We have an extensive library of sound files for many popular AU/UK/US steam, diesel & electric locomotives.

Watch the video of the NSWGR 38 Class with Decoder Wiz sound file on the *Decoder Wiz Facebook page*.

We also sell **motor and function decoders**, **check the website** for prices and availability. If you can't find what you need, contact me by phone or email.

Want a cheap decoder? Find them on our website **bargains page**, while there, be sure to see our **new Merchandise Page**.

For more Information Contact Rick:
Monday to Friday 9am-5pm (excluding public holidays)
Ph. **02-4957-3703** or **0418-260-553**.
Email. sales@decoderwiz.com.au

Visit: www.decoderwiz.com.au

Decoder Wiz - ABN 66 960 438 419.

On Track Models

Our Victorian 40'2" & 56' Louvre Van Re-Run is Coming in Late 2022




We will have 9 New Packs of Victorian 40'2" Louvre Vans




And 11 New Packs of Victorian 56' Louvre Vans

*Check our website for Pack details
Pre-Orders will open once these Vans have left the factory*

On Track Models Australia Pty Limited
Address: P.O.Box 5515, South Windsor NSW 2756 Ph: **0478 289 686 / 0478 BUY OTM**
e-mail: sales@ontrackmodels.com.au Online Shop: www.ontrackmodels.com.au

Track Planning Services

Prototype and Freelance Layout Design
Plans and Lists of Materials for all Gauges

www.trackplanningservices.com.au

0427 400 755
info@trackplanningservices.com.au



Plans for the finest layouts

mkn digital

Märklin Repairs ABN : 13693291720

H0 and OO 1947 to 2022, plus G1, Z & Trix.
Servicing, Digital Conversions and Advice.

Authorised Märklin Spare Parts Stockist.

From *800, 30*/31* to 36*, 37*/39* series locomotives undertaken. AC to MM2 or MFX formats with/without

sound. S/H Reverse Units. Extensive range of spares, mSD/3 & mDL/3 decoders, 5P motor kits, gears, tyres, globes, brushes, armatures.

P.O. BOX 40 BOWRAL NSW 2576 AUSTRALIA
Mobile : +61 (0)414 309 120 Telephone : +61 (0)2 4861 1761
Email : mkn_digital@bigpond.com Website : mkn-digital-train-repairs.com

Australia Wide Märklin Model Train Repairs



RW HOBBY

SCALE MODELS, COLLECTABLES & CLOTHING

Diecast, Scenery, Kits and Books
Diecast/Plastic H0, OO, N: BT-Models, Brekina, Artitec, Classic Metal Works, Oxford Diecast, Busch, Wiking, Aussie Road Ragers, Schuco
Scenery: Jarvis Scenery, Unit Models
Books: Osprey, Australian Army Campaign Series

B-T Models
JAVIS
UNIT MODELS
BoS
ARMORED TRAINS
Australian Bushrangers 1788-1880
SALAMAU
AUSTRALIA'S PALESTINE CAMPAIGN

OSPREY PUBLISHING
BREKINA MODELLSPIELWAREN GMBH
BUSCH
WIKING
Artitec
FIRST TO FIGHT

Roving Wolf Pty Ltd, ABN 55 160 524 176
PO Box 106, Lilydale VIC 3140
wolfstoreau@gmail.com
<https://rwhobby.vpweb.com.au>



AUSCISION®

The Leader in Australian Model Railways

HO SCALE

SOUTHERN AURORA

Sydney Express

Melbourne Express

NOW ACCEPTING ORDERS
Delivery expected Early 2023*

NSW & VR SOUTHERN AURORA PASSENGER CARS



NPC-6 PHN Power Van, Southern Aurora with Illuminated LED Sign - Single Car

SOUTHERN AURORA is a registered trademark and the Southern Aurora illuminated signboard script is a trademark owned by New South Wales Rail Transport Museum and used under licence by Auscision Models Pty Ltd

PRE-ORDER & SAVE \$\$\$

Save \$200.00 per 10 car set, \$80.00 per 4 car set, \$40.00 per 2 car set and \$20.00 per single car when you pre-order directly with Auscision. Pre-order price will finish shortly before models are shipped from our factory. Order early to avoid missing out on the model of your choice.

• MODEL FEATURES •

- HO Scale 1:87 Ready-to-Run
- Detailed bogies
- 36" Metal disc wheels
- Scale size metal couplers
- Metal chain for the handbrake
- Detailed interiors
- Operating diaphragms
- Factory painted & decorated
- Venetian blind details
- Aqua colour glass effect on windows
- 24" Recommended minimum radius
- 11 Different body versions tooled
- PHN, MHN & PHA all equipped with working LED red tail lights and 21 PIN decoder socket on PCB
- PHN/PHA power vans are sound ready
- Illuminated blue neon Southern Aurora rear sign available on some PHN/MHN

PHN/PHA Power Van DCC Sound Kit will be available early 2023*

LOK SOUND



NPS-62 Sydney/Melbourne Express with SMX Stickers, 1990-1993 Era - 10 Car Set

Artwork shown for livery reference only. Number fonts, body versions and some finer details may differ on the production models.



AUSCISION®
The Leader in Australian Model Railways

AUSCISIONMODELS.COM.AU

information@auscisionmodels.com.au

PO Box 1791, Castle Hill, NSW 1765 Australia

PH: 0425-866-442

Auscision Models Pty Ltd 2022 ABN 15 690 630 128

Ixion Model Railways

The HO scale VR J Class

1. A re-run of the VR J Class 2-8-0 has been commissioned and should arrive around the end of 2022. The recommended retail price is likely to rise. Examples of the first run can still be found in shops at the RRP of \$595.00.



2. Ixion's next models will be our first ever items of rolling stock - the **VR LL bogie sheep wagon** and **MM bogie cattle wagon**. Watch our Facebook page, website News page, and AMRM for updates.



(Photos courtesy of Peter Vincent - www.pjv101.net)

Next loco: HO scale VR A² Class

Ixion's next HO model after the bogie cattle and sheep wagons will be the VR A2 4-6-0 locomotive. All of Ixion's renowned features will be included. Variations are expected to include both coal and oil tenders, spoked and boxpok driving wheels and Stephenson or Walschaert's valve gear. For updates follow our Facebook page - see our website for the link.

Ixion Model Railways Australia Pty Ltd
Sales: 0412 574 151 Technical advice: 0433 646 393
Website: www.ixionmodels.com Email: info@ixionmodels.com

THE 2022 WORKSHOP ON MODELLING THE EARLY DAYS OF THE NSW RAILWAYS

will be held on
Saturday, 30 July 2022
at Dence Park Creative Centre
26 Stanley Road, Epping

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

Registration essential.

Details of the programme to follow.

SCR PUBLICATIONS

PO Box 345, Matraville 2036

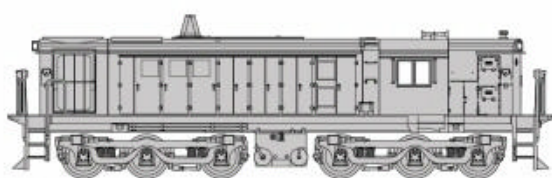
Phone: (02) 9311 2036

Email: amrmagzn@tpg.com.au

www.australianmodelrailways.com

Gopher Models

is proud to announce
a re-run of the
48/830 class locos in
6 new colour schemes



They should be available
in Q4 of 2022

The colour schemes
will be:

Indian Red
125th Anniversary
Bicentennial
Pacific National
South Australian Railways
Mustard Pot
150 units of each
&
Australian National
Green and Yellow
100 units
Expected price \$250

New South Wales Railways in Colour 1855-1957

by Garry Saunders
with drawings by Greg Edwards
\$145.00 plus postage

SCR PUBLICATIONS

PO Box 345 Matraville 2036

Telephone: (02) 9311 2036

www.australianmodelrailways.com

New South Wales Railways
in
Colour
1855 - 1957



Garry Saunders
Drawings by Greg Edwards

AUSTRALIAN MODEL RAILWAY MAGAZINE

ADVERTISING DEADLINE

August 2022 Issue

Advertising deadline is:
16 June 2022

The August 2022 issue should be available at the
normal outlets around
21 July 2022.



**Self Contained Drive Bogies powered
by Mashima 1220 or 1224 Motors**

Custom Assembled \$95.00

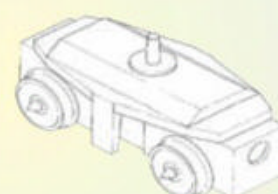
Black Beetle with matching dummy
Beetle \$122.00

Wheelbases from 25.5
to 40mm

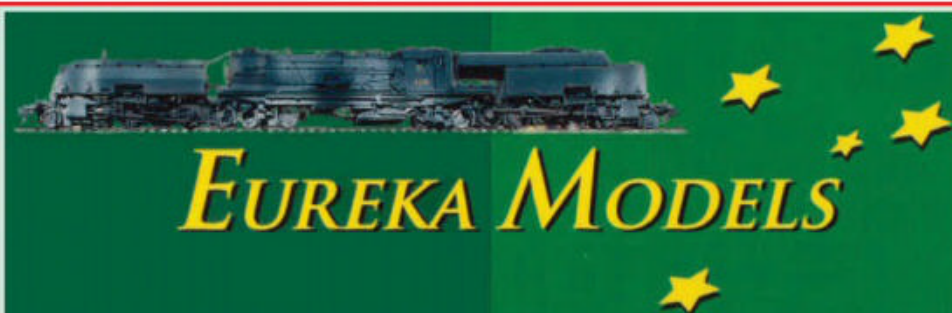
9.6mm disc
10.5mm disc and 10 spoke
11.08mm 9 spoke
11.6mm disc
12.0mm disc
12.25mm disc and 12 spoke
14mm disc

Most sizes available in
RP25-110 and RP25-88 profile
All prices include GST

Phone: (03) 5956 9389
Visa, Mastercard.



Steam Era Models
C/- PO Rhyll, Victoria, 3923.



PO Box 407 SANS SOUCI NSW 2219

• **Phone: (02) 9529 2235**

• **Email: eureka.m@bigpond.net.au**

• **Website: www.eurekamodels.com.au**

Eureka Models Pty. Ltd. ABN 50 828 362 868

IN STOCK NOW!

NSWGR 12 WHEELERS

MAL Sleeper, ACS Composite, AB Diner
in Indian Red livery

TAM Sleeper and MCS Sitting Car
in Indian Red and Candy livery

\$150.00 per car

Weathering add \$25.00 per car



THE NSWGR RSH 4 WHEEL HOPPER



Standard version

pack of 4 **\$165.00**

3 standard version + 1 fertiliser **\$165.00**

Weathering add \$35.00



THE NSWGR LCH & CCH 4 WHEEL COAL HOPPERS



Pack of 10 LCH

Pack of 10 CCH

Price

\$440.00

THE RH FOUR WHEEL CEMENT HOPPER

Southern Portland Cement



THE PRIVATE OWNER 4 WHEEL COAL HOPPER with timber underframe and size L hopper

Available in packs of 10

Pack of 10 hoppers **\$440.00**

THE CHG 4-WHEEL BRAKE VAN BACK IN STOCK

Price **\$80.00**

Postage add \$15.00



NSWGR 40 CLASS DIESEL ELECTRIC

In Green, Royal Blue and Indian Red

Price **\$330.00**

Factory Weathering add \$25.00

Sound add \$140.00



THE NSWGR CG ORE WAGONS

CG in Grey 3-pack **\$195.00**

NOEF in Blue or Red, 3-pack **\$195.00**

Weathering add \$35 per pack



THE NSWGR 50 CLASS

Price

Factory Weathering

Sound

\$680.00

add \$25.00

add \$99.00

THE NSWGR NCR SET

Four car set

\$550.00

Factory Weathering (light dusting)

per set add \$35.00



THE NSWGR BCW BOGIE CATTLE WAGON

1974 version

Packs of 3

\$165.00

Factory weathering

per pack, add \$25.00



THE VR BOGIE OIL TANK WAGON

Pack of 3 (2 Golden Fleece & 1 Fuel Oil)

\$180.00



NSWGR CPH/CTH RAIL MOTOR SET

Basic unit

Weathering

Sound

\$440.00

add \$25.00

add \$99.00



Postage: Add
\$15.00 per delivery

EUREKA MODELS
"The Leaders in Sound"



NSW SRA 81 Class Locomotive

Arriving
Early 2022



South Australian Railways SO / SOC Concentrate Wagon

Arriving
Early 2022



Queensland Railways 1460 / 1502 Class Locomotive

Arriving
Mid 2022



Available with either
H0 or H0n3.5 Gauge



South Australian Railways 700 Class Passenger Cars

Arriving
Mid 2022



We are please to offer the 700, 750 and 780 class passenger car in both original and modified versions covering their entire service.

South Australian Railways 900 Class Locomotive

Arriving
Mid 2022



We are offering 4 body versions covering from as introduced through to preservation.

Queensland Railways PCO / PCUY Container Wagon

Arriving
Mid 2022



For more details, see website.

Available with either
H0 or H0n3.5 Gauge



SDS Models P/L - ABN 86 628 053 529
PO Box 804 Winston Hills NSW 2153 Australia
Email: sales@sdsmodels.com.au

sdsmodels.com.au

THE BOGONG AND

**Murray Scholz outlines his On30 scale Victorian Railways narrow gauge inspired creation.
Photos by John Dennis.**

The On30 *Bogong and Geehi Railway* is a branch line running through a fictitious landscape that could (but does not) exist somewhere in the foothills of the Snowy Mountains. I have spent many years planning, researching, talking to friends in the hobby, modelling and remodelling to get

the layout to the point it is now. It represents many of the aspects I value most in the railway modelling hobby: building Australian scenery, modelling structures

that are a part of my history and heritage, researching in depth on real railways and the communities and industries they serviced.

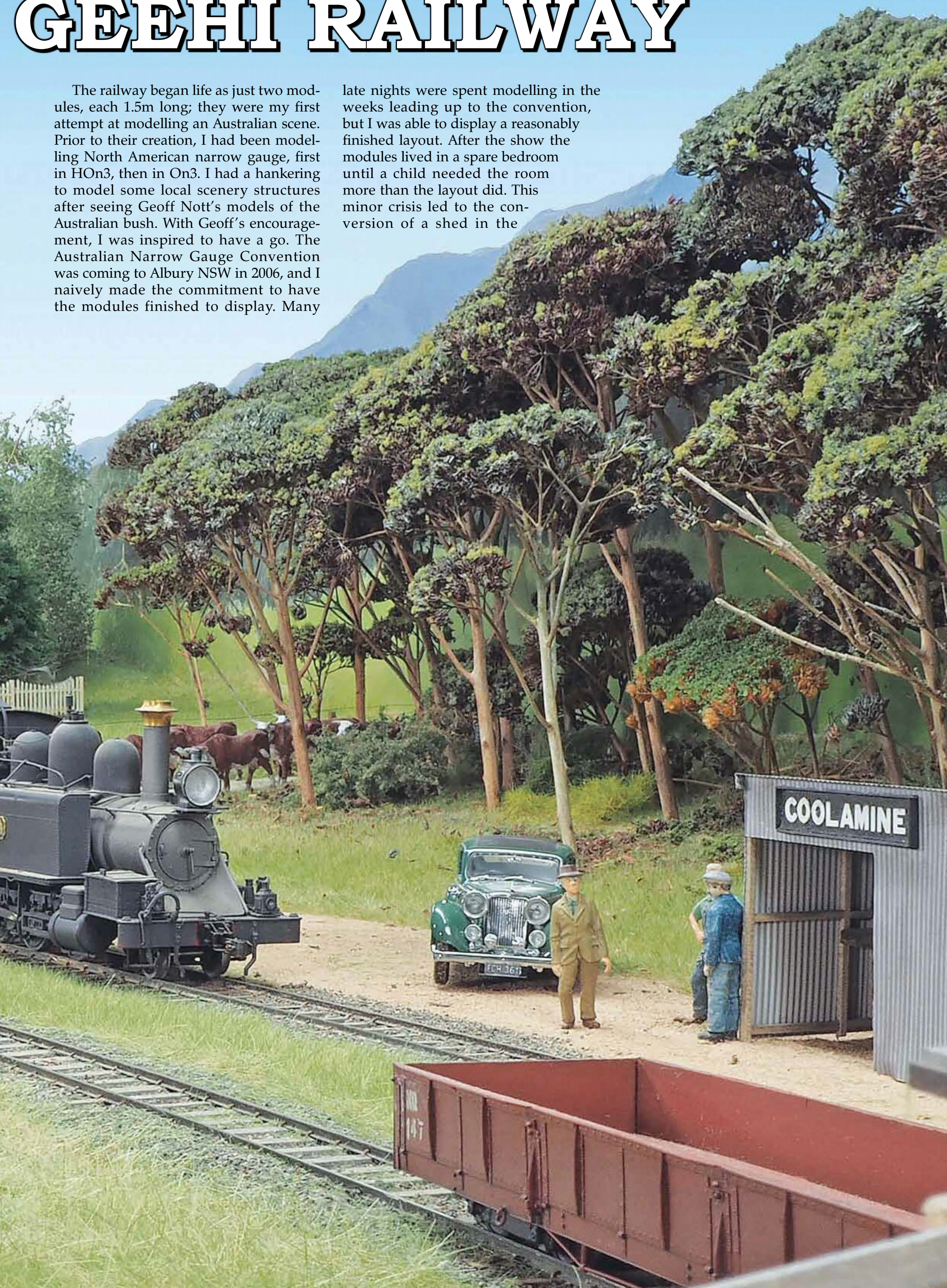


Na14 is leading today's mixed Down train into the halt at Coolamine.

GEEHI RAILWAY

The railway began life as just two modules, each 1.5m long; they were my first attempt at modelling an Australian scene. Prior to their creation, I had been modelling North American narrow gauge, first in HO_{N3}, then in O_{N3}. I had a hankering to model some local scenery structures after seeing Geoff Nott's models of the Australian bush. With Geoff's encouragement, I was inspired to have a go. The Australian Narrow Gauge Convention was coming to Albury NSW in 2006, and I naively made the commitment to have the modules finished to display. Many

late nights were spent modelling in the weeks leading up to the convention, but I was able to display a reasonably finished layout. After the show the modules lived in a spare bedroom until a child needed the room more than the layout did. This minor crisis led to the conversion of a shed in the



WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE • ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>



backyard. We insulated and lined the shed – we have hot summers and frosty winters, so a comfortable environment in the train shed is important.

About the layout

The *Bogong and Geehi Railway* occupies an 8.5m x 8.5m shed, with a narrow gauge mainline around 60 metres long. The layout is a point-to-point design with no staging. The track is Micro Engineering On30 code 83 flextrack and points. Control is DCC NCE radio control. The concept of the layout has evolved with time and experience. I initially started building a freelanced narrow gauge railway in the Aussie bush but, over time I have come to know more about the many diverse narrow gauge railways Australia

once had. I then decided I wanted to model a prototype and chose the 2'6" gauge Victorian Railways (VR) system. After considering each of the four lines, I decided to pick out the things I liked from each of the lines, making my own line linking the fictitious towns of Geehi and Mt Bogong. All the place names in the layout are from places that have special meanings for me. The layout is set in the late 1940's to early 1950's.

The first thing a visitor sees as they enter the door is the town of Majors Creek, where the narrow gauge interchanges with the broad gauge. There is a transfer shed and engine house modelled on the facilities at Colac. The line climbs quickly as it leaves Majors Creek, passing through countryside and forests to the

▲ *G42 has just crested the hill and is beginning its descent into Buckland with an Up goods train.*

► *A local farmer is droving a small mob of cattle to the yards at Coolamine. From here they will be taken by the narrow gauge to Majors Creek where they will be transferred to the broad gauge for a one-way trip to the sale-yards in Melbourne.*



village of Buckland. From there the line passes through farmland served by a small halt and passing siding at Coolamine. The line then drops down to cross a large river before arriving at the largest town on the line, Geehi. There are several lineside customers here and the railway interchanges with a logging tramway. Leaving Geehi, the railway passes through a swampy area before reaching the village of Gidginbung. The line then heads up a steep and narrow gorge with numerous bridges to arrive at the end of the line, Mt Bogong, which is based heavily on Walhalla, Victoria.

Locomotives and rolling stock

The pride of the fleet is the G class Garratt, G42, a heavily modified Badger kit, built by Bernard Snodyk. It is fitted with a YooChoos DCC Garratt sound decoder.

I have one each of the brass NA and Climax locos that Alco made many years ago. I also have 3 of the plastic Haskell NAs, all fitted with DCC sound decoders. These plastic engines are considerably cheaper than the brass models. They have made modelling the VR narrow gauge in On30 much more accessible. The freight car fleet is a mix of Haskell ready-to-run and the excellent kits produced by Ian Lindsay Models, which are unfortunately no longer available. The passenger fleet and guards' vans are a mix of kits from AMK models and Ian Lindsay. While I

don't regularly operate the layout, I do occasionally spend an enjoyable couple of hours running a train from one end to the other in a similar fashion to how the VR ran the narrow-gauge branches.

Scenery and structures

When I designed the layout, I made a conscious decision to limit the area of towns and to have a large percentage of the layout as farmland and forest. The prototype ran through areas that had small populations and limited development and my aim was to replicate that feel.

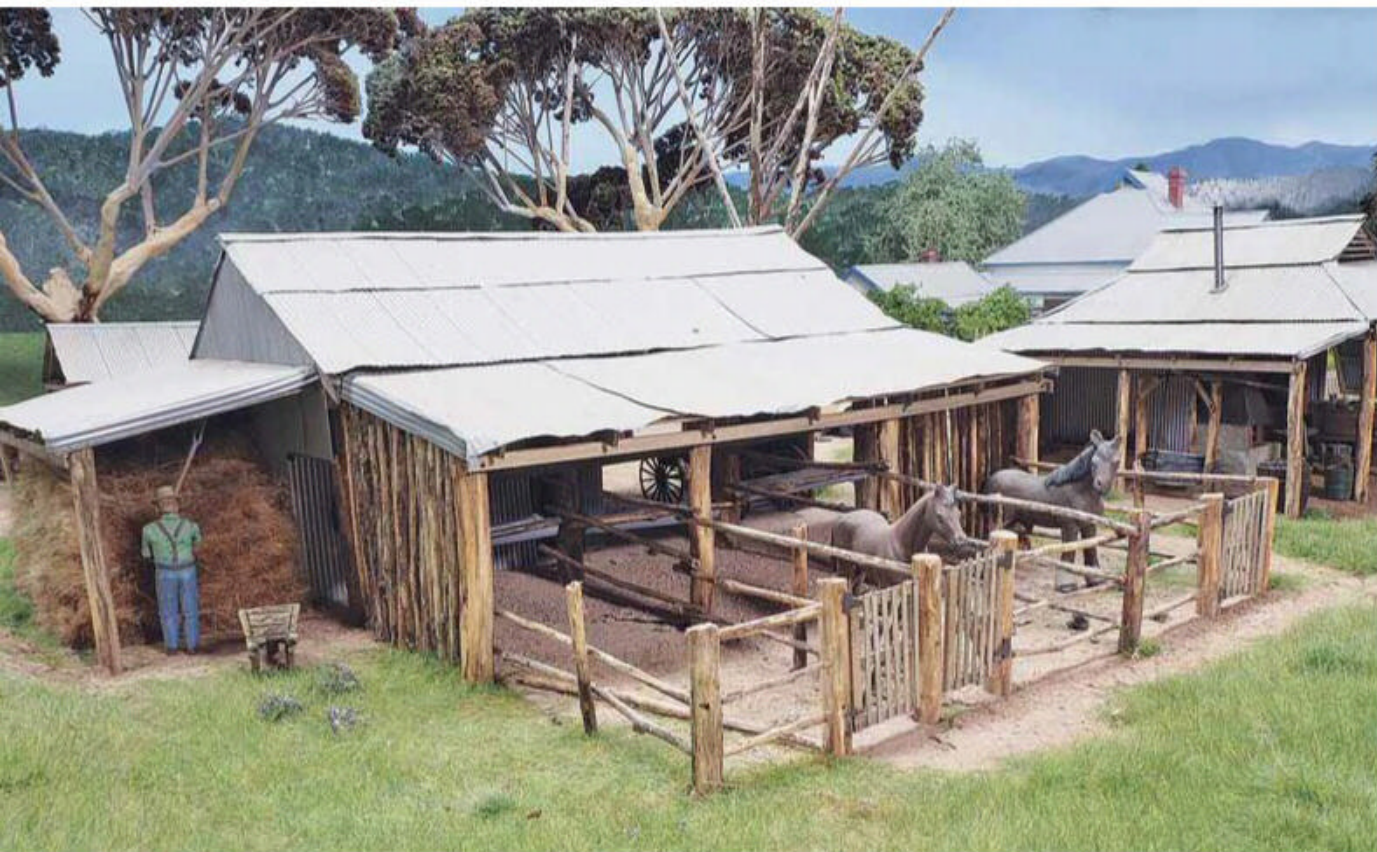
Technical aspects of the scenery include:

- Landforms are a combination of wire netting and Styrofoam, but I prefer the netting as the result is a more flowing and natural looking landscape. I then cover it with several layers of Chux super wipes soaked in white glue (PVA). Once this has dried, I add a layer of Sculptamold tinted with brown acrylic paint. I use dry tiling grout for soil, which has a number of advantages over natural soil: I can buy the same colour repeatedly and the colour is not changed by the addition of glue.
- Static grass, combining a number of colours and lengths in a blender before applying. In nature, nothing is ever a single colour or texture, so the use of just a single colour never looks quite





The only freight on today's Up train is a wagon of butter from the Butter Factory at Geehi. The train is crossing the Merri Meric River on a truss bridge that isn't at all VR prototypical. It is a relic of modelling American narrow gauge but is too nice not to use.



All the buildings in the farm scene are scratch built and are all models of actual farm buildings. This stable once existed on a friend's farm and I measured and photographed the prototype before it disappeared.

right. I also sprinkle fine ground foam amongst the grass.

- Trees from dried sedum flowers. The forests tend to be mass plantings of single stalks while the large individual eucalyptus trees use up to 30 or 40 sedum flowers mounted on a frame made of wire and dowel, covered in DAS clay. All the sedums are dipped in a white glue water mix, sprinkled with coarse ground foam and given a light spray of a suitable green.

Nearly all the structures on the layout are scratch built or heavily modified craftsman kits. I enjoy building both board-on-board style as well as super detailing. This is time-consuming, but the results are superior, and I have been fortunate enough to receive placings for several buildings on the layout in the competitions at Narrow Gauge Conventions.

As my skills have developed, I have tended to base my buildings on those that exist, either now or in the past. The farm scene is a good example of this, with all the buildings being models of real buildings. I wanted to recreate my childhood memories of growing up on a farm; at that time, many of the buildings from the era of the horse still existed, but they are now long gone.

Future plans

A move has meant that the layout no longer exists. A new room has been fitted out and is slowly being filled with a new On30 Victorian Railways narrow gauge branch. I have saved the structures and as much of the scenery as I could to reuse on the new layout. I also have quite a few rolling stock kits to put together and I want to super detail the Haskell locomotives. I am also wanting to build more broad gauge rolling stock for the interchange yard.

One of the best aspects of this hobby is the friendships that arise from it. I have been fortunate to make many friends because of model trains. I would like to thank two of those friends, Max Burke and the late Gary Waldon, who were regular visitors to the layout for their support, encouragement and advice. 

At a Glance

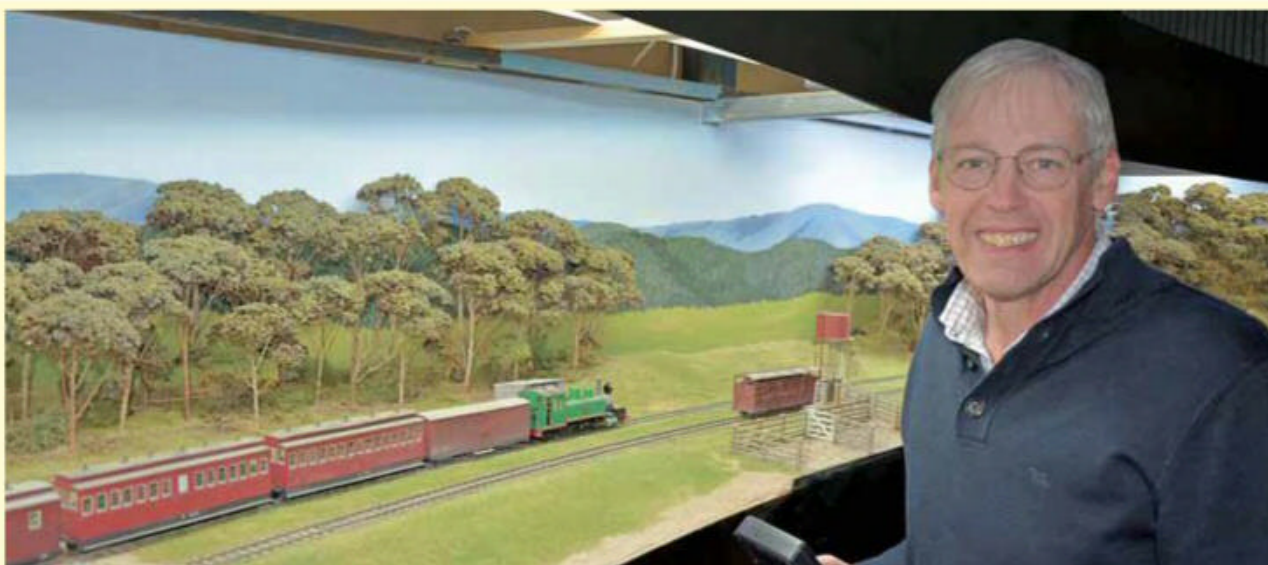
- **Scale:** On30
- **Period:** late 1940's to early 1950's
- **Layout type:** Point to point walk around, VR prototype Narrow gauge with broad gauge interchange.
- **Layout size:** 8.5m X 8.5m
- **Rail height above floor:** 1.3m to 1.5m.
- **Minimum radius:** 750mm
- **Baseboards:** steel frame with timber and spline roadbed.
- **Track:** On30 Micro Engineering code 83.
- **Control:** NCE DCC
- **Buildings and structures:** mostly scratch-built, or kitbashed.
- **Scenery:** mix of foam and chicken wire covered with Chux super wipes, Sculptamold and tile grout.
- **Locomotives:** R-T-R brass and plastic, fitted with sound.
- **Rolling stock:** R-T-R, kit built and scratch-built
- **Builder:** Murray Scholz.

Standing on the ridge you can see there isn't much to Coolamine. A farm, a mallee hut halt and a set of stockyards. The farm dog and bicycle against the wall of the farm house complete the scene.



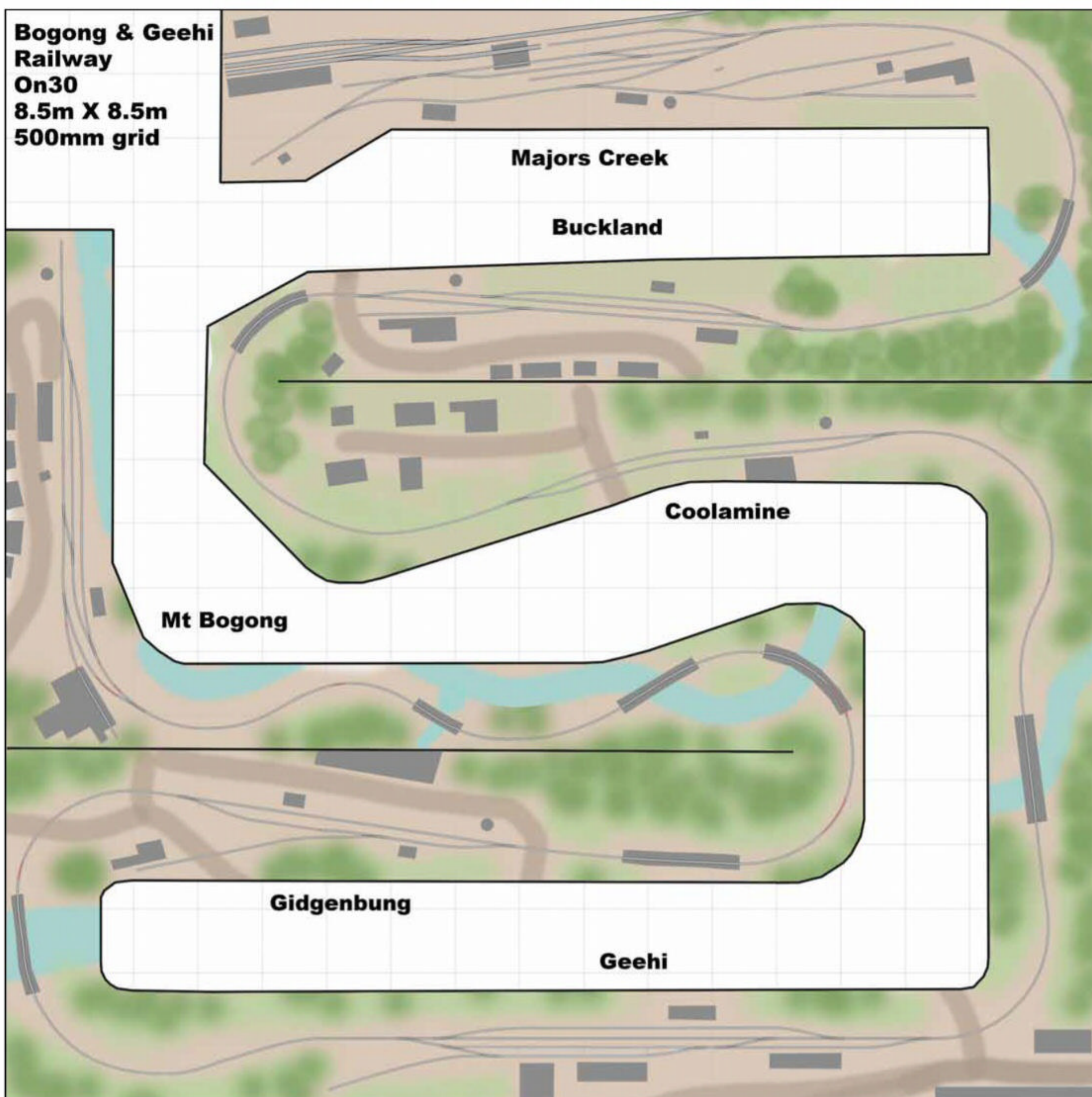
Meet the Author

Murray Scholz; happily married with three kids and farming in Southern NSW. I have always been a fan of railways, especially narrow gauge. I have been a narrow gauge modeller for most of my time in the hobby, first in HO and then moved to O scale in 2004. My favourite aspect of the hobby is building scenery and structures and I enjoy the detail I can add in the larger scale.



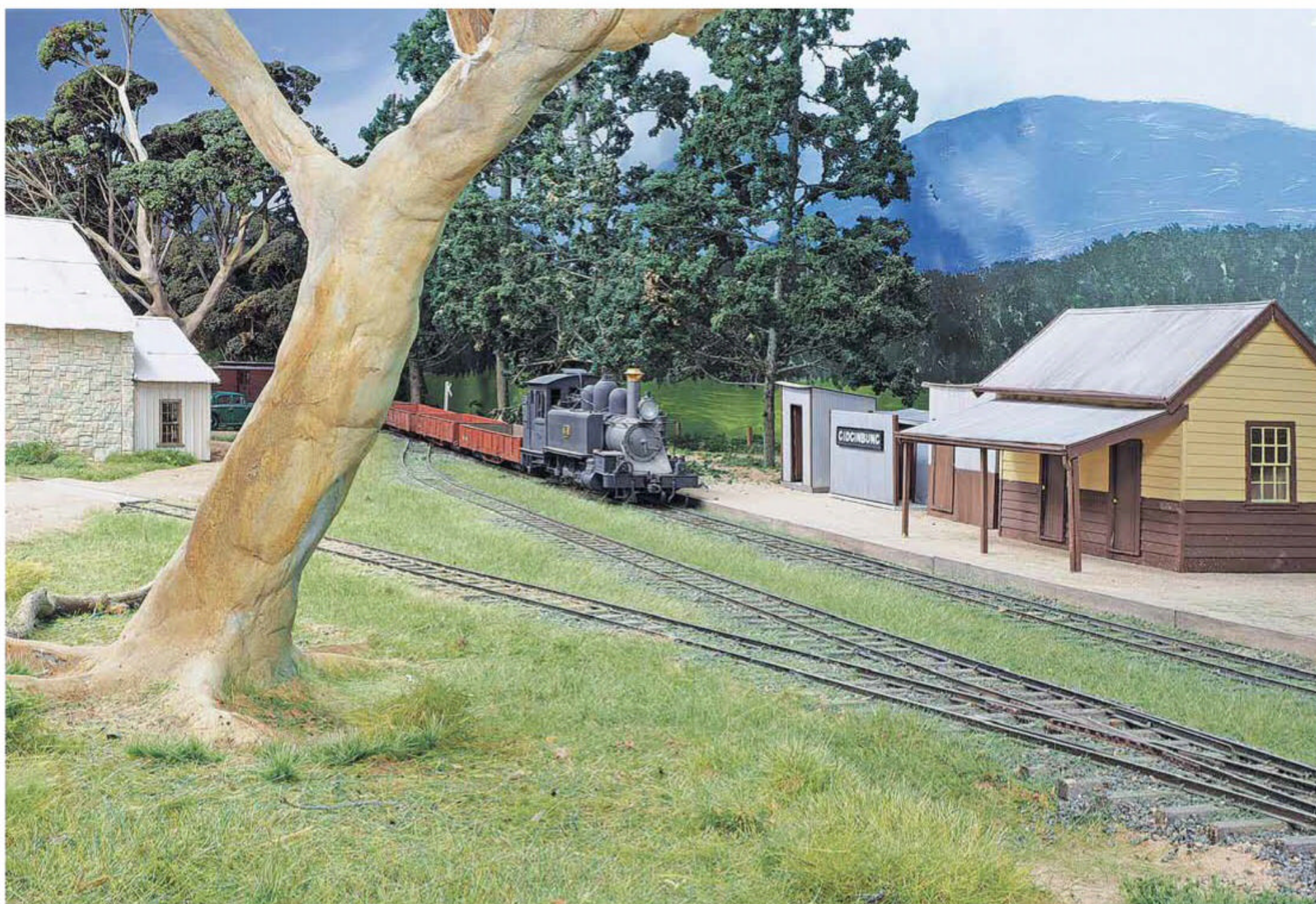
Murray in control of a special passenger service rolling through Coolamine, on his layout the Bogong and Geehi Railway. With Murray in shot it really shows the true scale of his creation, and attention to detail. Photo Murray Scholz

**Bogong & Geehi
Railway
On30
8.5m X 8.5m
500mm grid**





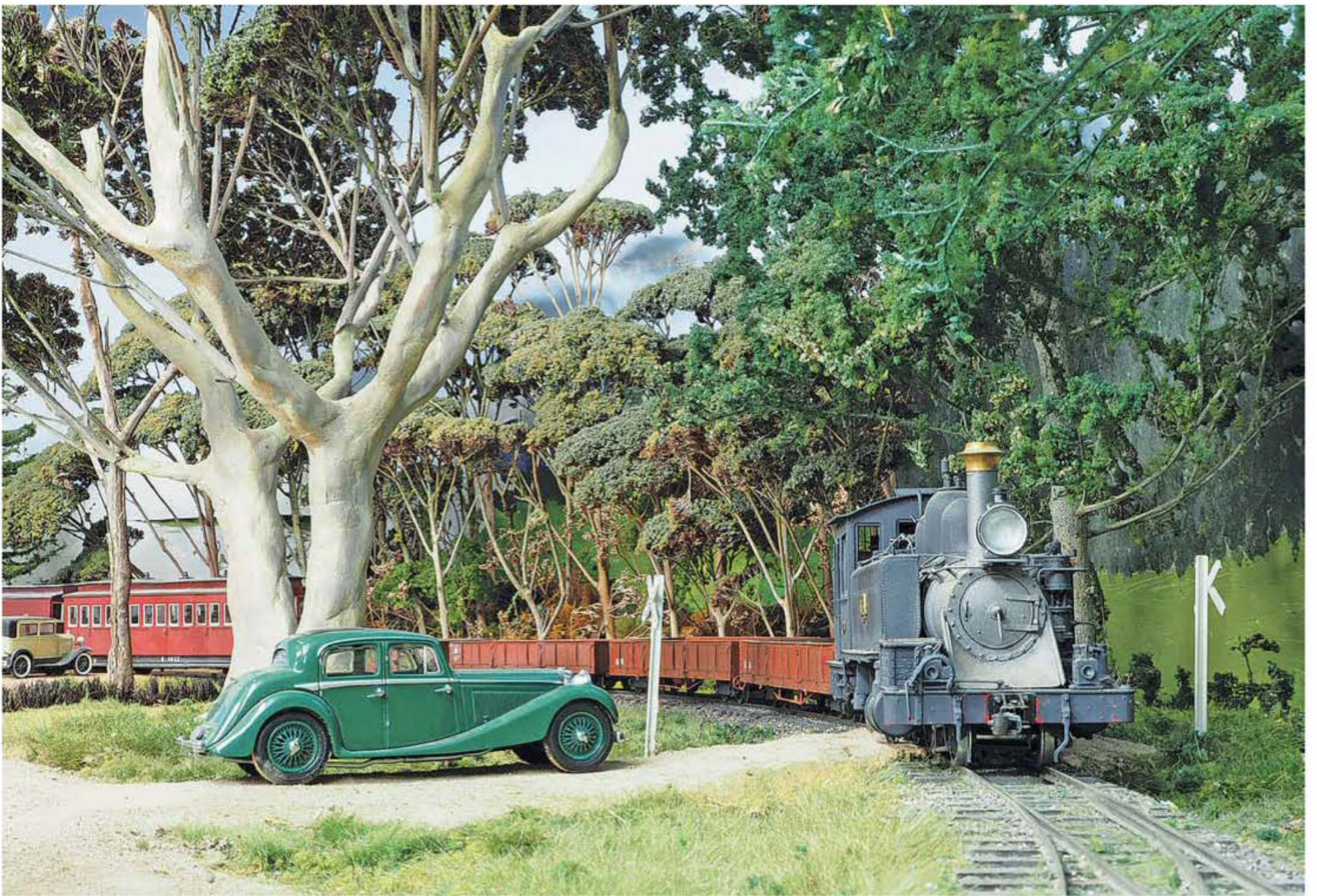
The station buildings at Gidginbung are models of the station at Erica on the Moe to Walhalla branch.



Gidginbung is the original two modules that started my adventure in modelling an Australian prototype in O scale.



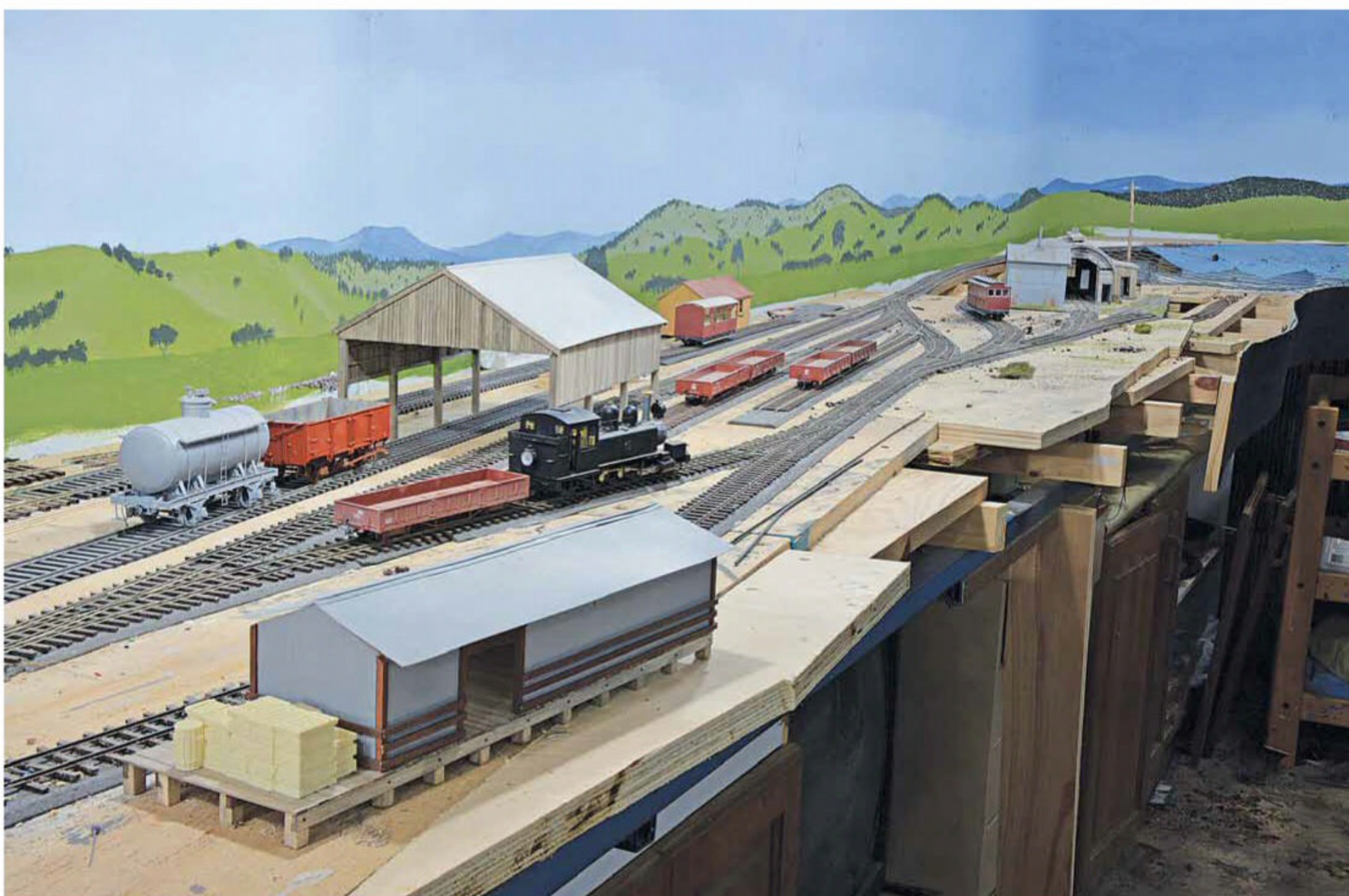
G42 powers out of Coolamine with an up goods train.



Our photographer has parked his car at the crossing and wandered up the line to catch this photo of a down train entering Gidgenbung.



An overview of the village of Gidgenbung, a nosey cow completing the scene.



The interchange yard at Majors Creek with the narrow gauge at the front and the broad gauge at the rear. The yard is based on the one at Moe, but with the engine shed that was at Colac. Photo Murray Scholz.

◀ AM models tail discs fitted to SDS Models NSWGR SHG 30ft brake van. Photo Les Fordham.



TAIL DISKS

Will anyone notice?

Les Fordham discusses the modelling of tail discs

There are many modellers who have the skills and the patience to detail their models. While we like to detail our models sometimes you wonder if anyone really sees the little things you add to your models. It is a satisfying thing to add some final touches to a model.

I looked at adding tail discs to some of the rolling stock on my small New South Wales Government Railways (NSWGR) layout. I decided to add a tail disc to one end of a guards vans, a CPH railmotor and the 600/700 diesel railmotor set.

AM Models produce brass etch NSWGR tail discs in HO scale with four round and four triangles in a set. I purchased these

from Casula Hobbies. I painted them white while they were still in the fret. After carefully cutting each disc out of the etch each one was ready to install. The instructions mentioned that round discs were used on single line sections and the triangular disc on lines with more than one track. Simple.

I didn't feel that I could manage to make the discs removable so that when the train reversed, I could move the tail disc to the other end of the van or railcar. It was a challenge to get this small fiddly piece of brass etch mounted without having to change ends, so they are only on one end of the vehicle.

However, you could add a tail disc at each end of a trailer car or brake van, so that the tail disc would show at the rear no matter what the direction of travel.

A small drop of super glue is all you need to mount whatever disk you are using on a model.

After the project was complete it was good to look at the train as it entered the station and see that small extra detail that had been added.

Tail discs on the NSWGR

In the golden years of the NSWGR we were more interested in what was at the front of the train than what was on the end. From discussions with a number of other modellers it appears that early tail discs were canvas, before the metal ones were introduced. The whole picture became more complicated after looking through a number of Train Hobby books. There seemed to be more triangular discs than round discs when you examine photographs. I found ten photos showing round discs and 32 showing the triangular discs. The round and triangular disc rule certainly did not apply in practice as a significant number of trains on rural branch lines had triangular discs.

In Ron Preston's book, 'The Day of the Goods Train' by Eveleigh Press there is a table on page 221 on the use of tail discs and lamps. As I am only concerned with tail discs, I have only listed the text on the tail discs:

- A white disc or triangle indicated that the train is complete.
- A red disc or triangle indicated that a special train will follow.
- A white disc or triangle with a black cross indicated that a special train is due to run in the opposite direction over the same line before the next ordinary train or special train. To be used on single line sections and branch lines.

CPH railmotors were the backbone of many rural branch lines and there is evidence of them using round and triangular discs. When you looked at the rear of a CPH the disc could be on the left side, the right side, in the middle and sometimes anywhere that they could hang it. There is a prototype for everything.

I found photos of round discs from 1957 up until 1983. The earliest photos of a triangular disc being around 1953 the latest in 1983.

Tail discs on the Victorian Railways

The Victorian Railways used a disc that was hinged across the centre as shown in the following photographs that were taken from the Museums Victoria website. When the disc was not being used to signify the last vehicle of the train the hinged por-



A round tail disc with a metal handle to hang the disc on the back of a vehicle. Note the uses of a round disc on double track! Photo Neville Gee



Railcar 402 is working the 1.15pm railmotor service from Inverell to Moree pauses briefly at Delungra on 27 July 1983, 402 is displaying a round tail disc. Photo Neville Gee

► Railcars 604 and 704 at Lake Cargelligo, await their 6.30am departure, on 22 November 1983. Railcar 604 is displaying a triangular tail disc. Photo Neville Gee



tion of the disc was lowered and the back portion of the disk that was then showing was painted red.

In the Train Hobby book on Victorian Railways (VR) railcars has excellent photographs of tail disks on various types of railcars showing disks open and closed. It appears that the VR took some pride in how their railcars appeared and the reverse side of many tail discs were painted so that where they covered the lining or stripes, this paintwork was replicated on the disc when closed.

There we have it, the train is complete, but will anyone notice it.

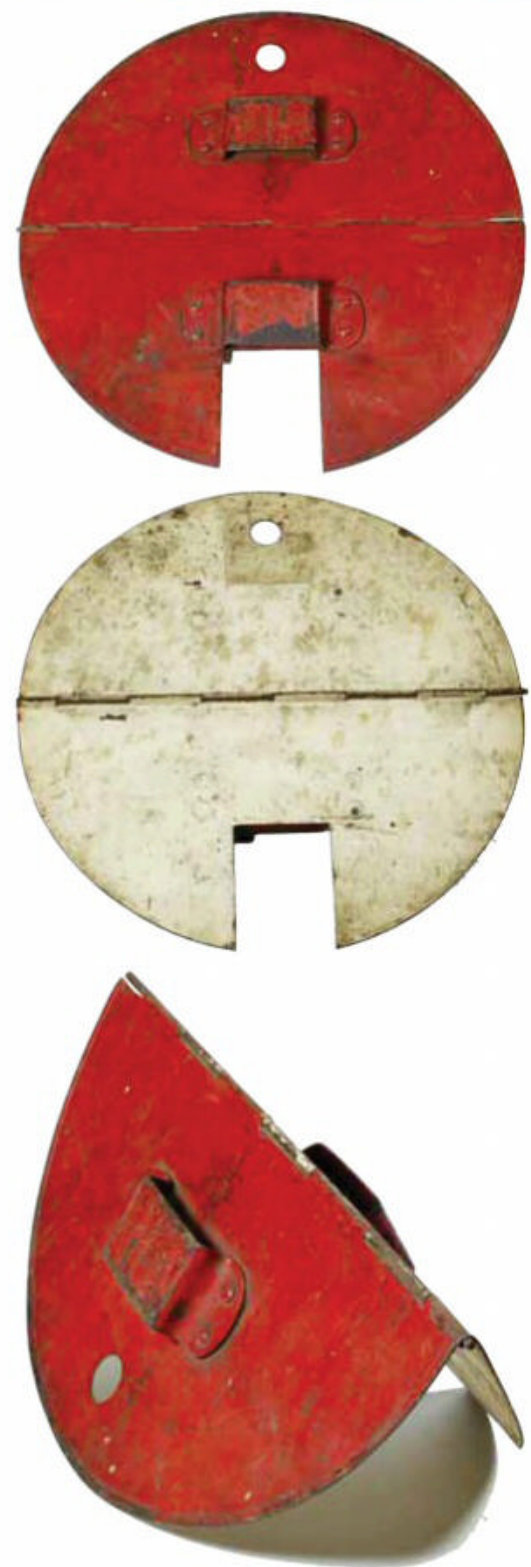
Thanks to Ray Love for information supplied and Neville Gee for photographs supplied for the NSWGR and Victorian Railways. 



CPH 1 is waiting to depart Oaklands NSW on the 7.10am Saturday service to The Rock 10 January 1970. It occupies the same platform as DERM 58 and BCPL 3 which had travelled overnight to make a connection. Photo Neville Gee



A B class locomotive heads this colourful collection of different classes of passenger rolling stock out of Bacchus Marsh towards Melbourne on 16 January 1984. When guards vans were removed from Victorian passenger trains, alterations were made on many carriages with the addition of a lamp bracket and a tail disc, thus allowing them to be used as a trailing vehicle. Photo Neville Gee



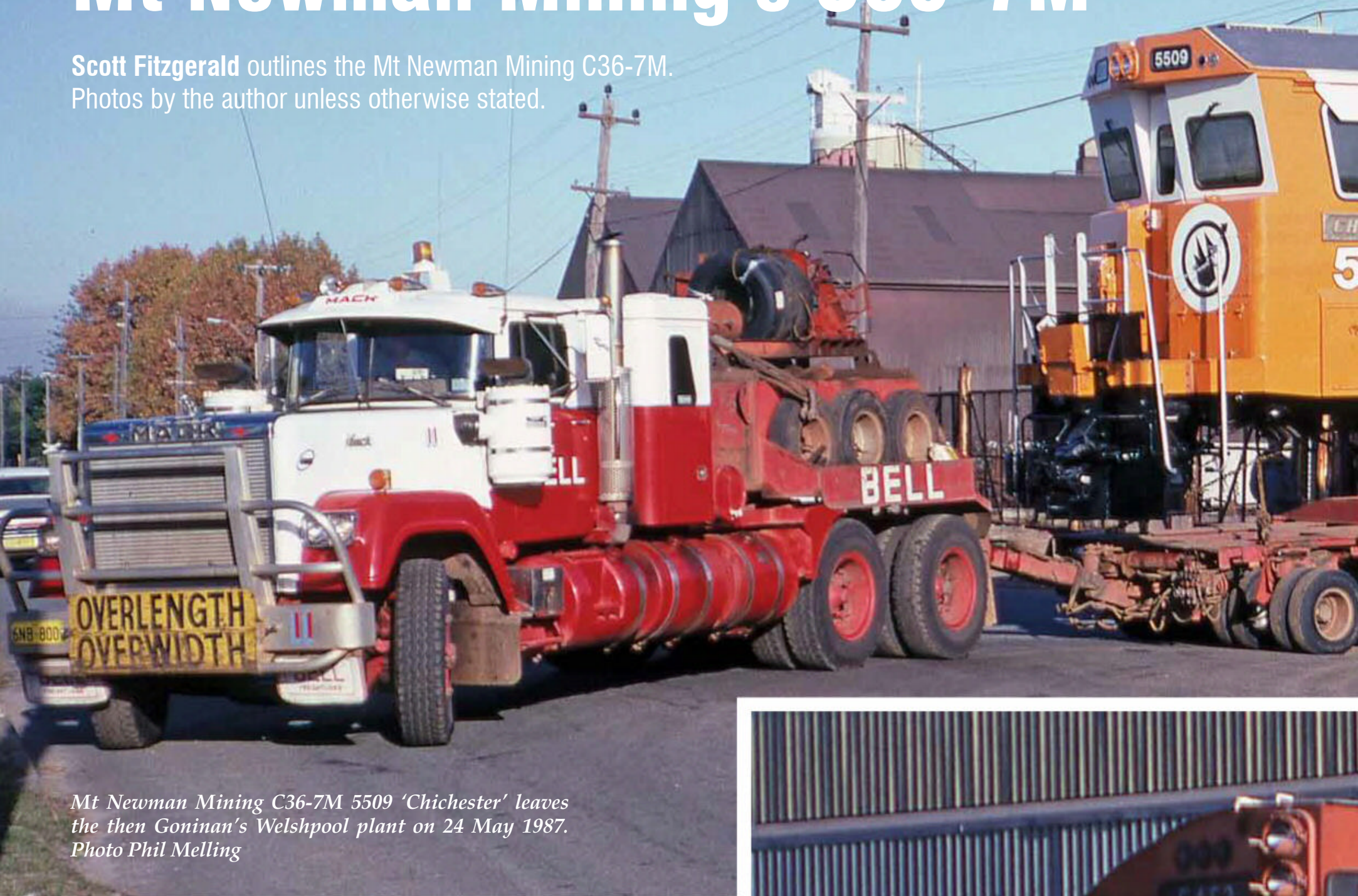
Samples of a Victorian tail disc in its various formations. All photos, Victorian Railways Tail disc, Museums Victoria



This ZL van brings up the rear of a lengthy train of GY wagons loaded with grain. Waiting to head south at Oaklands NSW on 21 October 1969. Photo Neville Gee

Mt Newman Mining's C36-7M

Scott Fitzgerald outlines the Mt Newman Mining C36-7M.
Photos by the author unless otherwise stated.



Mt Newman Mining C36-7M 5509 'Chichester' leaves the then Goninan's Welshpool plant on 24 May 1987. Photo Phil Melling

Like most heavy haul Pilbara Western Australia railroad operators Mount Newman Mining (Mt Newman) had heavily invested in the C636 Alco & M636 MLW type locomotives. This decision worked very well, as these types provided sterling service in these high demand and harsh conditions. By the late 1970's the C636s were needing a heavy overhaul. Mt Newman's competitor Hamersley Iron (HI) had also amassed a large fleet of Alco type locomotives and they initiated a heavy overhaul/rebuild program. HI commissioned Comeng (Commonwealth Engineering) to rebuild six C636 locomotives into C636Rs.

This rebuild would make the locomotives more user friendly and extend their operating life. The rebuild included the first application of the now famous 'Pilbara Cab,' a raked back front window design to reduce glare. This initial rebuild program spurred additional orders from HI with a total of twenty four locomotives rebuilt into C636R, CE636R and ME636Rs. Comeng rightfully thought they were onto a good thing, especially since Mt. Newman had yet to commit itself to any extensive rebuild program. Mt Newman explored all their options, and Comeng went as far as retouching a photo of a CE636R in Mt Newman livery and numbered it 5506.

However, Mt. Newman wanted to go a step further and in December 1985 Mt Newman Mining Co. placed an order with A Goninan & Co (Goninan) for six C36-7M locomotives (later an additional two C36-7Ms were ordered) to be built using the frames, bogies, fuel tanks and pilots from C636 locomotives.

This is essentially building a General Electric locomotive on top of an Alco designed frame and bogies.

A.E. Goodwin Alco C636 5453 at Goninan Welshpool on 24 May 1987, 5453 looks a little worse for wear, obviously sustaining some collision damage. It will be rebuilt into C36-7M 5513. Photo Phil Melling







Locomotive 5512 'Hesta' at Bing in September 1994. In BHP Mt Newman Joint Venture livery with blue and marigold symbols. Operator cab side mirrors are not installed.

The big Goninan selling point was the opportunity to take advantage of more technology advances, and efficiencies, with increased power output. Some of the features of this C36-7M model are listed as follows:

- Although designated as a C36-7M, the actual power available for traction was

3,750hp not 3,600hp as suggested by the designation. In the USA the first production run of this higher horsepower C36-7 was an order by Conrail which was built in June 1985.

- A boxed housing for dynamic brake equipment.
- Unitised Westinghouse 26L brake rack.

Goninan designed version of the 'Pilbara cab' incorporated the following features.

- Raked back front windscreens.
- Air conditioner housed in the roof section, the Comeng version was fitted under the floor
- Walk in toilet from the operator cab.



Locomotive 5509 'Chichester' at Newman on a supply train in September 1994. With ever increasing numbers of CM40-8M being available, the C36-7Ms were utilised on supply trains like this, along with infrastructure trains such as ballast and steel (rail) trains etc. The two steel plates at frame level resting against the operators cab are drop down hinged 'step flaps' designed to protect workshop staff from falling into the open (recessed step) area, when the locomotive is in the overhaul shop.

The C36-7M also incorporated features from the later Dash-8 series of locomotives including:

- GE SENTRY adhesion control system.
- GE Constant Horsepower Excitation Control (CHEC).
- Traction motor thermal protection.

With these technical advancements - features, Goninan calculated that three C36-7Ms would be able to haul 210 loaded ore cars from Newman to Nelson Point vs three Alco locomotives which could haul 180 ore cars.

To service this new rebuild contract, Goninan established a manufacturing plant in the Perth suburb of Welshpool.

Mt Newman transported six A. E. Goodwin-built C636 locomotives 5452, 5455, 5458, 5461, 5463 & 5466 by road to Perth for rebuilding into C36-7Ms.

Later Mt Newman returned to Goninan for an order for an additional two C36-7Ms. Goninan received C636s 5453 & 5465, for this order.

In service

With their superior cab amenities, the C36-7Ms were regularly rostered as a lead unit when in a consist, and had ‘Locotrol’ installed.

‘Locotrol’ is a control system that enabled locomotives to be positioned mid train (slaves) and these could be controlled remotely from the lead (master) locomotive. The master Locotrol equipment was removed from three of the ‘Locotrol’ equipped Alcos, and installed on 5511, 5512 & 5513

The BHP Iron Ore Era

BHP gained full control of Mt Newman in March 1986, however Mt Newman operations remained unchanged until BHP Iron Ore was formed in 1990 at which time new Blue and White (BHP Iron Ore) livery was introduced which included a Marigold and Teal BHP symbol on the front and rear of the locomotive as well as on each side of the long hood. 5511 became the first of the class to be repainted into the new livery in March 1991. The rest of the



Locomotive 5510 ‘Newman’. As this locomotive is allocated to the Goldsworthy line at this time, it is fitted with rear vision mirrors. Also note the MU cable holder fitted just under the pilot front walkway sill – anti climber.

class were progressively repainted likewise.

Goldsworthy Joint Venture

BHP acquired Goldsworthy Mining Limited (GML) in 1991.

At the time of acquisition, the Goldsworthy main line ran from Finucane Island to Shay Gap and was built to a standard of 20 tonne axle load.

BHP decided to upgrade GML to enable operation of the 190 tonne C36-7Ms. A part of this plan included abolishing the diamond crossing (Newgold Junction) near Port Hedland. Replacing the crossing with an interlocked junction that would enable easier interchange of rolling stock between the two mainlines and abolish

the 20km/h speed restriction over the diamond.

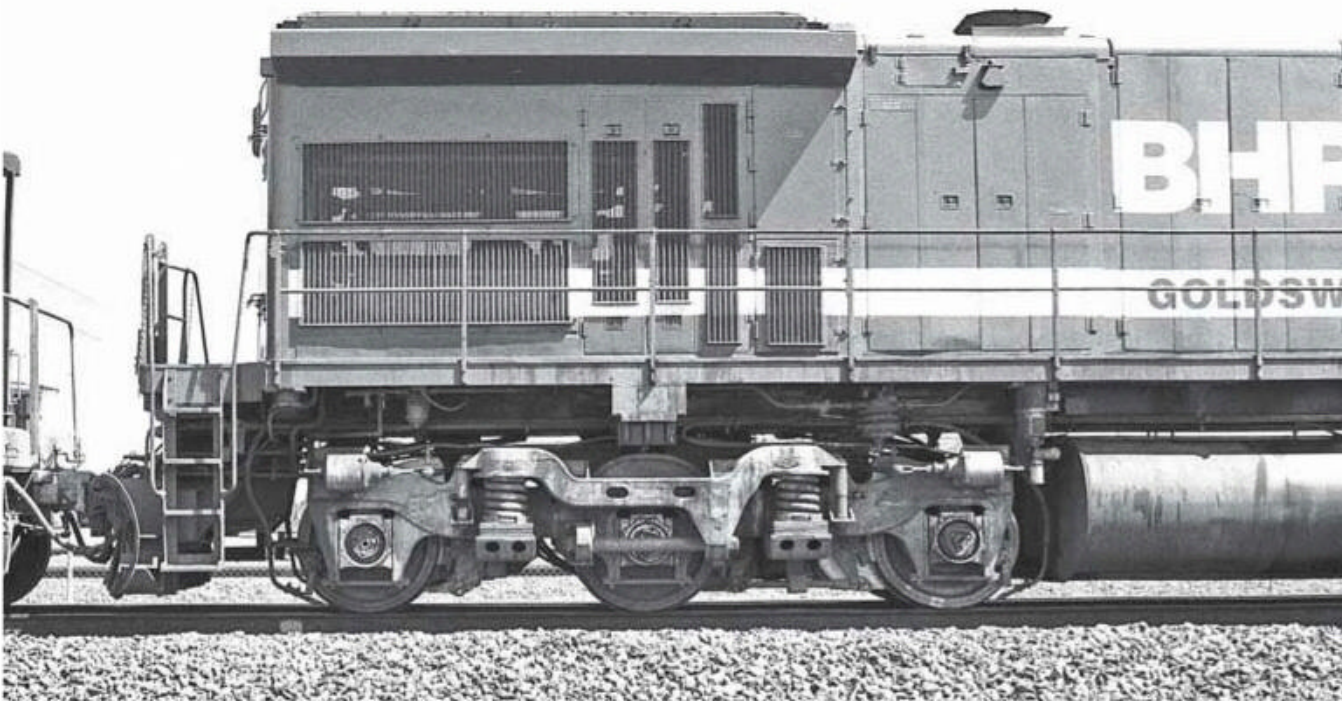
The first C36-7M test trip on GML occurred on 5 February 1992.

With the Goldsworthy line upgraded, the following C36-7M units were transferred to Goldsworthy Joint Venture operations:

- 5506 renamed ‘Mt. Goldsworthy’
- 5507 renamed ‘Nimingarra’, was the first C36-7M transferred on 05 February 1992.
- 5510 ‘Newman’.
- 5513 ‘Kalgan’.
- 5506, 5507 and 5510 had ‘Goldsworthy Joint Venture’ lettering applied, to clearly designate their use.

The displaced 20t axle load Goldsworthy locomotives GML3 to 9 were

Table 1. Details of Mt Newman Mining C36-7M Locomotives								
Road No.	Serial No.	Named	Previous Road No.	Build date	Delivery date	In service date	Date withdrawn	To Perth
5506	4839-01/87-071	1.Mt Whaleback 2.Ethel Creek 3.Mt Goldsworthy	5455	Jul-68	18-Jan-87	16-Feb-87	1999	29-Jun-02
5507	4839-03/87-072	1.Ethel Creek 2.Mt Whaleback 3.Nimingarra	5461	Dec-69	15-Mar-87	9-Apr-87	1999	11-May-02
5508	4839-04/87-073	Fortescue	5466	Aug-70	12-Apr-87	8-May-87	1999	25-May-02
5509	4839-05/87-074	Chichester	5452	May-68	25-May-87	16-Jun-87	1999	18-May-02
5510	4839-07/87-075	Newman	5458	Jun-69	4-Jul-87	12-Aug-87	18-Apr-99	July 02
5511	4839-08/87-076	Port Hedland	5463	Mar-70	13-Aug-87	9-Sep-87	09-Mar 98	22-Jun-02
5512	4839-01/88-077	Hesta	5465	Jul-70	31-Jan-88	5-Mar-88	1999	15-Jun-02
5513	4839-03/88-078	Kalgan	5453	May-68	27-Feb-88	2-Apr-88	August 1999	08-Jun-02



Locomotive 5510 'Newman'. Driver's side. The air dryer and cleaner can be seen mounted under the walkway. Additionally note the orientation of the radiator intake grilles., 5510 is the only C36-7M fitted with a Dash-8 Radiator.



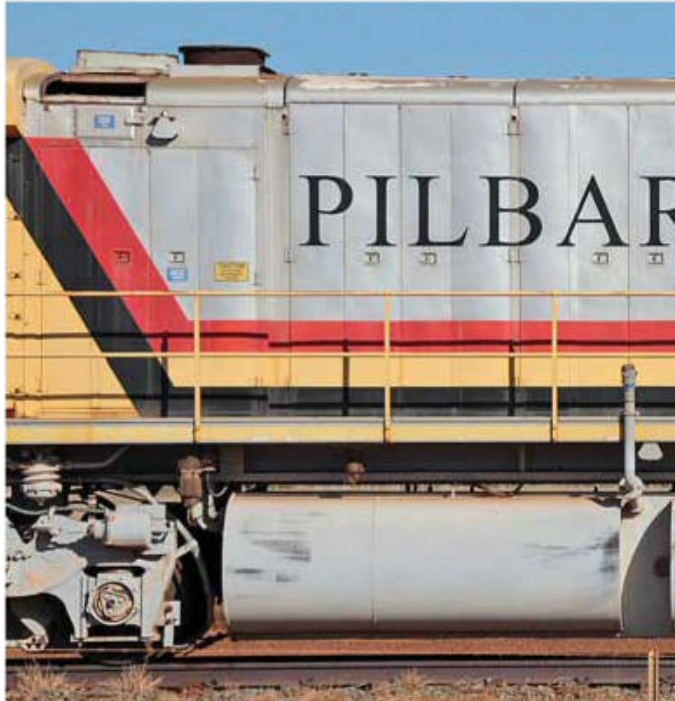
Locomotive 5510 'Newman'. Driver's side. The fire extinguisher bottles can be seen mounted under the walkway next to the frame. Note the positioning of the 'Goldsworthy Joint Venture' lettering in relation to the 'BHP Iron Ore' on each long hood door.



Locomotive 5510 'Newman'. Driver's side. Observe the location of the builder's plate and the nameplate, just above the builder's plate is an additional plate added after delivery, it sits directly on top of the original plate. This plate included the build date and the builder's number, as this was omitted from the original builder's plate. Refer photo 13 which has the original plate removed and additional plate is still installed. Aft of the operator's cab, nestled into the walkway, are the two battery boxes. Compare the battery box covers with the ones installed on 'Pilbara Rail' 5051 and 5052.



Locomotive 5051. Driver's side (radiator section).



Locomotive 5051. Driver's side (engine section). Compared with 5510, fire extinguishers have been removed from under the walkway. Fuel filler extension installed.





Locomotive 5051. Driver's side (operator's cab). Comparing with 5510, the builder's plate is missing, serial number plate still installed. Battery box covers have a grate instead of louvres. Cab sunshades installed, along with a slimline cab mirror. Sinclair antenna has been removed, and whip aerials installed.



Locomotive 5506 'Mt Goldsworthy'. Observer's side, with an array of access panels which allows access to air equipment racks and electrical equipment under the cab and walkway. The dynamic brake outlets are located behind the Operator's cab in the box assembly which sits above the long hood roof line.



Locomotive 5506 'Mt Goldsworthy'. Observer's side, the resistor grids are visible in the dynamic brake housing. The long hood air horn is mounted on the long hood just aft of the dynamic brake housing.



Locomotive 5506 'Mt Goldsworthy'. Observer's side, radiator.



Locomotive 5506 'Mt Goldsworthy'. The radiator end, items of note include double parker lights, coupler light and switches.

shipped from Port Hedland to BHP's Steel operations in Port Kembla NSW on 11 November 1992. GML10 was renumbered GML20 and was allocated to shunt operations in Nelson point yard. In 1994 GML20 was sold to Comalco for their operations out of Weipa, in Far North Queensland, to become their R1004. GML1 and 2 were retained to haul the occasional water or work train. Eventually GML1 was donated to the Pilbara Railway Historical Society in Dampier and GML2 was placed on static display at the Port Hedland Machinery Park.

Locomotive 5510 was involved in a shunting mishap with a 'loadout' on the Goldsworthy line at Nimingarra with extensive damage to the radiator section. The damaged radiator was removed and a Dash-8 type radiator assembly was fitted in its place, 5510 returned to traffic on 25 June 1993.

Roster changes

As BHP Iron Ore received more CM40-8Ms (For full description refer AMRM issue No. 212 October 1998 BHP Iron Ore CM40-8M, CM40-8ML and CM40-8MEFI) the

C36-7Ms found themselves relegated to secondary rosters, such as:

- The Newman Supply train
- Work trains (ballast, rail and sleeper trains etc)
- Nelson Point Yard shunters
- Ore trains on the Goldsworthy line.

Following a rebuild of Nelson Point yard, which effectively created two yards, an Arrival (this includes the Central and North yards) and a Departure yard (including the South yard) connected by a collection of curved dumper roads. The dumping operation was as follows; The loaded train came to a stand in the Arrival Yard and the lead units were detached. A single C36-7M was attached and the ore car rake was uncoupled at the remote locomotives. The first half (rake) would be hauled to the dumper and stopped short. Another C36-7M would attach a compressor set to the rear of the rake then uncouple and stand clear.

Note: A compressor set is two former ore cars with air compressors and air tanks installed. These sets are used to keep the air brakes pumped up and provide the correct amount of friction on the rake while moving though the dumper.

Table 2. Specifications of 5506 to 5513	
Model	C36-7M
Length over Couplers	21184mm
Length over Headstocks	19710mm
Bogie pin centres	12750mm
Overall Height from Rail	4675mm
Width over body	3055mm
Bogie wheel base	4140mm
Wheel diameter (new)	1032mm
Mass in Tonnes	190t
Nominal axle load	32.5t
Fuel capacity, Litres	18,600
Coolant capacity, Litres	1,380
Lube oil capacity, Litres	1,700
Sand capacity.	1.7 m3
Engine Model No.	GE 7FDL16
Engine power-in KW	
RPM max	1000
Traction	2800kW 3750hp
Bogies	ALCo Hi-Ad
Main Alternator	GTA-24-A2
Traction Motors X 6	GE752AF
Traction control	GE CHEC
Wheel Slip control	GE SENTRY
Air compressor	Wabco 3CWDL
Brake system	
Air Westinghouse	26L (unitized)
Dynamic	installed (unitized)
Gear ratio	83:20
Maximum Speed	112km/h
Tractive effort/starting	96,600lbs
Tractive effort/continuous	43,100daN

The lead C36-7M hauled the rake into the dumper and positioned in the dumper cells.

The C36-7M would then uncouple and move away from the dumper.

Each dumper is equipped with an indexing arm and thus doesn't need a locomotive to move the cars through the dumper. The empty rake is pushed into the Departure yard for empty trains. The compressor cars are removed and the C36-7M then moves from the Departure yard to the Arrival yard using a circular 'cut off' track. The C36-7M is then in position to haul another loaded rake through to the dumpers. Hence the prototype has found a use for what modellers have been doing for ages, making circles of track!

In November 1997, to assist with shunting operations, C36-7M 5510 was fitted with a Closed-Circuit Television (CCTV) camera and monitor. This system didn't prove as effective as expected.

Withdrawal

The arrival of the AC6000CWs meant the C36-7Ms were to be withdrawn.

The first locomotive to be withdrawn was 5511 in March 1998 on account of engine failure. The rest of the fleet was progressively withdrawn in 1999, until just 5512 and 5513 remained.

No.5512 ran the last C36-7M-hauled train to Yarrie on 3 August 1999.

No.5513 was the last active C36-7M, finally shutting down later that month.

No.5508 was the only member of its class to retain its BHP Iron Ore livery with the Teal & Marigold symbols, all other C36-7M's had their livery modified to the grey symbol version prior to withdrawal.

New built CM39-8s and CM40-8s took over C36-7Ms tasks on service trains on the mainline and operating the Goldsworthy line.

The fleet remained at Nelson Point stored in the disused provisioning shed until 2002, when 5507, 5508, 5509 and 5513 were sold to Goninan.

No.5509 was later transferred to Goninan's Broadmeadow NSW facility for use as an engine test bed.

Locomotives 5506, 5510, 5511 and 5512 were sold for scrap.

All of the class were then transported via road to Perth, 5507 being the first on 11 May 2002, and 5510 being the last in July 2002.

Locomotives 5051 and 5052 are just shy of Two Mile Yard with a rake of empty ore cars from Parker Point in August 2003.



Locomotive 5512 'Hesta'. Driver's side, from this angle the Locotrol antennas are visible mounted on the operator's cab rear wall.



Locomotives 5513, 5512 and 5511 sit at Nelson Point on 1 June 2002. The fuel tanks and snow ploughs have been removed in preparation for transportation. In seven days time 5513 will be the first of the trio to be transported south to Perth. Photo the late Jim Bisdee (Phil Melling Collection)



Locomotives 5051 and 5052 are stored at the apex of the triangle at Seven Mile yard in April 2013. At the time of publication both locomotives are currently stored at this location.



Locomotives 5051 and 5052 are about to depart the empty car line at Parker Point in August 2003. Observe the sand filler caps on the operator's cab roof, (these were installed by BHP after delivery from Goninan) the double skin roof and the positioning of the air-conditioner. Also visible is the dynamic brake air intake.

Pilbara Rail

Pilbara Rail had a requirement for shunt locomotives to work between Seven Mile yard and the dumpers at East Intercourse Island and Parker Point.

The mainline locomotives could bring the loaded rake to the dumpers. As soon as they were set up, the mainline locomotives would return light engine to Seven Mile yard for either servicing, or attached to the next empty rake and depart south for the mine.

A shunt crew and locomotives were required to retrieve empty rakes from the dumpers and bring them back to Seven Mile Yard.

Pilbara Rail were short of power as traffic increased. Therefore it would be worth getting any reliable power, in a short period of time, that could hold down this roster and release a pair of Dash-9s for mainline work.

In 2002 Goninan had purchased four of the ex BHP C36-7Ms and could quickly modify two C36-7Ms to meet Pilbara Rail's requirements.

Locomotives 5507 and 5508 were selected for re-activation, modification and repaint.

Goninan made a number of modifications including:

- Sunshades and slim line rear vision mirrors added to the operator cab.
- Battery box access panels replaced (they were probably corroded anyway)
- Fire suppression bottles removed from their position under the driver's side walkway.

- New radios installed.
- Full repaint in Pilbara Rail livery.
- 5507 was renumbered 5051.
- 5508 renumbered 5052.

In service

Locomotives 5051 and 5052 were paired together to haul empty ore car rakes between East Intercourse Island or Parker Point and Seven Mile Yard.

There was a limitation on the C36-7Ms as they were not capable of hauling a loaded rake from Seven Mile yard to the dumpers.

For a short period of time, the C36-7Ms were used to test a Global Positioning System (GPS) Speedometer. It is not known if this was successful.

As Pilbara Rail received more and more new locomotives, the C36-7Ms found themselves with less and less work. In 2009 they were both stored.

Both 5051 and 5052 remain stored at the apex of the triangle at Seven Mile Yard.

Refer Table 1 for build dates, serial numbers, etc. Refer Table 2 for type specifications.

References

- Personal observations.
- Goninan documentation, drawings and correspondence.
- BHP Iron Ore employees and internal documentation.
- *Motive Power* magazine various issues.
- *Rail Australia* magazine various issues. 📖



Locomotive 5052 driver's side.

Building Cameo Layout Boards – Reader's variations

The AMRM team illustrates Reader's design technique improvements to the original article.



Following on from the Building Cameo Layout Boards article (AMRM issue 348 June 2021). AMRM Readers have developed new construction techniques and improved designs for the Cameo Layout Boards based off the original article.

Craig Belcher has built a curved version of a Cameo Layout Board, Craig has incorporated several design improvements.

The C-frames have been spread in an array per the original article, however, Craig deleted back straps, and used the backdrop as the structural strap. This design change has simplified the construction process and saved weight.

To ensure squareness of the curved board, Craig used lengths of 42mm x 19mm temporarily clamped to the end D-frames. This is a simple method to ensure the ends are structurally square.



The original article outlines the use of the SAL Light Emitting Diode (LED) Slimline Seamless SL9706 series batten lights John Miller has used these series of batten lights for his new layout. To get a better spread of light, John added a 45° triangle wedge between the pelmet and the mounting points for the batten lights.



1 Looking south along the Welsh Point industrial branch, the siding to the right leads to Cargill's vegetable oil facility. In the distance is Australian Cement's silo.

A LOCATION TO MODEL

Welsh Point

The AMRM team presents a small industrial location to model in the ultra- modern era.

Welsh Point is an industrial area branching off Kooragang Island, Newcastle, in New South Wales.

The Welsh Point branch is a good example of a location to model that would lend itself well to a shelf layout and can be modelled in the ultra-modern era.

Situated at the south-eastern tip of Kooragang Island is the Welsh Point branch. The branch splits Heron Road, with sidings on both sides of the road. On the Western side of Heron Road, there are two sidings:

- Facing south is a Cargill's vegetable oil facility.
- Facing north is the Australian Cement siding. See photo 3.

While this part of the branch has only two sidings, this might look simple but operationally can be very complicated, as follows:

There is no run around road at this location, so each shunting manoeuvre will require either a propelling move or a shunt move with a locomotive at each end of the wagons.

The Cargill siding receives tank wag-

ons of cotton seed oil (Vegetable oil) from Narrabri West (thirteen NTOF were converted for this service in 2000). The Cargill facility is set up to take five wagons at a time. Propelling this distance would require protection across Heron Road, and each industrial access road, you could simulate this with a model Ute. Alternatively, you could roster a locomotive at each end of the shunt move.

The Australian Cement siding is very short, thus multiple shunt moves would be required to load each cement wagon. This could be very complicated as there are several level crossings in the area which would need to remain open and thus this would further complicate shunting moves. Again, two locomotives either end of the shunt move could be advantageous.

Both of these sidings are lever locked, so you could model the unlocking and locking of each siding, using working levers such as the ones offered by DCC Concepts.

Modelling notes

A further operational limitation is the length of the shunting neck, the remainder of this siding was used to store condemned rolling stock, and at one-point withdrawn stored locomotives. This would be a great modelling opportunity to model decrepit rolling stock or locomotives, and they add to the operational complexity.

The buildings are large industrial buildings, some of which can be lifted almost straight from a Walthers catalogue.

Large industrial buildings are simplistic in design, and thus it would be easy to either kit bash or scratch build large shed and such using a wooden frame and Evergreen styrene sheets.

Given the size of the actual location, there would be very little need to selectively compress the scene.

The streetscape gives a convenient edging to the layout if modelled from the street side. The branch has a gentle curve throughout, curves such as this are very pleasing to the eye (vs. straight track).

The Kooragang coal facility can pro-

2 Looking north from the same location as photo 1, to the left is the Kooragang coal handling facility. In the distance is a rake of AWB grain hoppers stored on the northern part of the branch. Heron Road crosses the branch at a level crossing and proceeds under the conveyer.

vide a simple photo backdrop, while the entry and exit can be hidden by trees just after the line crosses over Heron Road.

Semi-trailers and utes would look right at home on the layout and can be parked on the road without looking forced, plus they can make great photo props.

Both tank and cement wagons are closed wagons and thus they can easily pass for loaded or empty wagons.

Locomotives can be almost anything in the Pacific National roster. For example, BL, DL, G, 48, 80, 81 and 82 classes.

The Cargill NTOFs are not currently available as a r-t-r model. However, in HO scale SDS Models NTBF could be used as a stand in. If you're less picky, any generic short North American tank wagon could effectively deputise for an NTOF.

Australian Cement can be serviced with NPCE, VPCE, NPRF or NPRY pneumatic discharge cement hoppers.

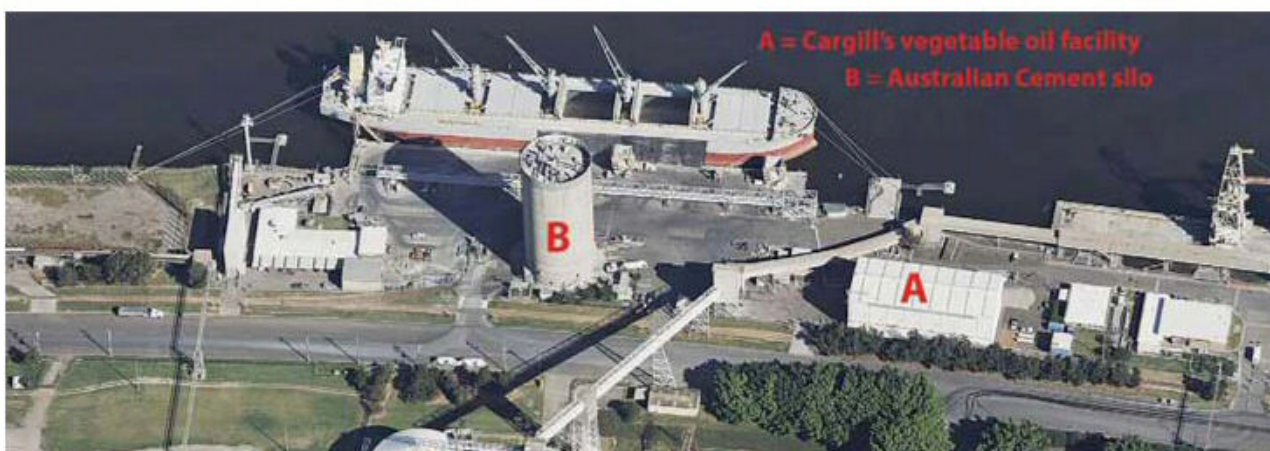
So, if you ever needed a good excuse to model a small slice of the ultra-modern era and you have limited space, or you don't want to spend a lot on rolling stock, then this location might just fit the bill.

References

<http://www.nswgoodsrollingstock.com/NTOF.htm>

4 An overall view of the Cargill facility, details of note include the siding has concrete stand offs, which create a bunded area in case of spillage. Bunded areas are rarely modelled, and this one includes track. Note the piping against the building to service the NTOF tank wagons.

5 Looking south, Chris Jones captured a single NTOF at the Cargill facility in the early 2000s.



3 This birds eye view from Bing Maps shows the proximity of the Cargill facility 'A' and the Australian Cement silo 'B', the Welsh Point branch can be seen nestled between Heron Road and these two industries. Observe how wide Heron Road is, the additional width of this road is to cater for operation of B-Doubles etc. Note also in this image there are no less than six level crossings.





6 NTOF 1292-D at Carrington complete with Cargill and FreightCorp signage, in the early 2000s. Photo Chris Jones.



7 Looking north and situated just south of the Cargill facility, is this conveyer which straddles Heron Road. Industrial structures such as this look like they are straight from a 'Walthers' catalogue. Improvisation and kit bashing can produce good results. Note the signage on the level crossing.



8 Looking south on the Welsh Point branch the slight curve on the branch can be seen, the Australian Cement silo can just be seen behind the structure to the right.



9 Looking north is the Australian Cement silo and siding, which enters the silo via the third roller door to the right. To build a model of this silo you could start with a section of PVC drainage piping.



10 Looking north is the point detail and lever leading to the Australian Cement silo. The buff-coloured shed could be built from Rix Kits sections.

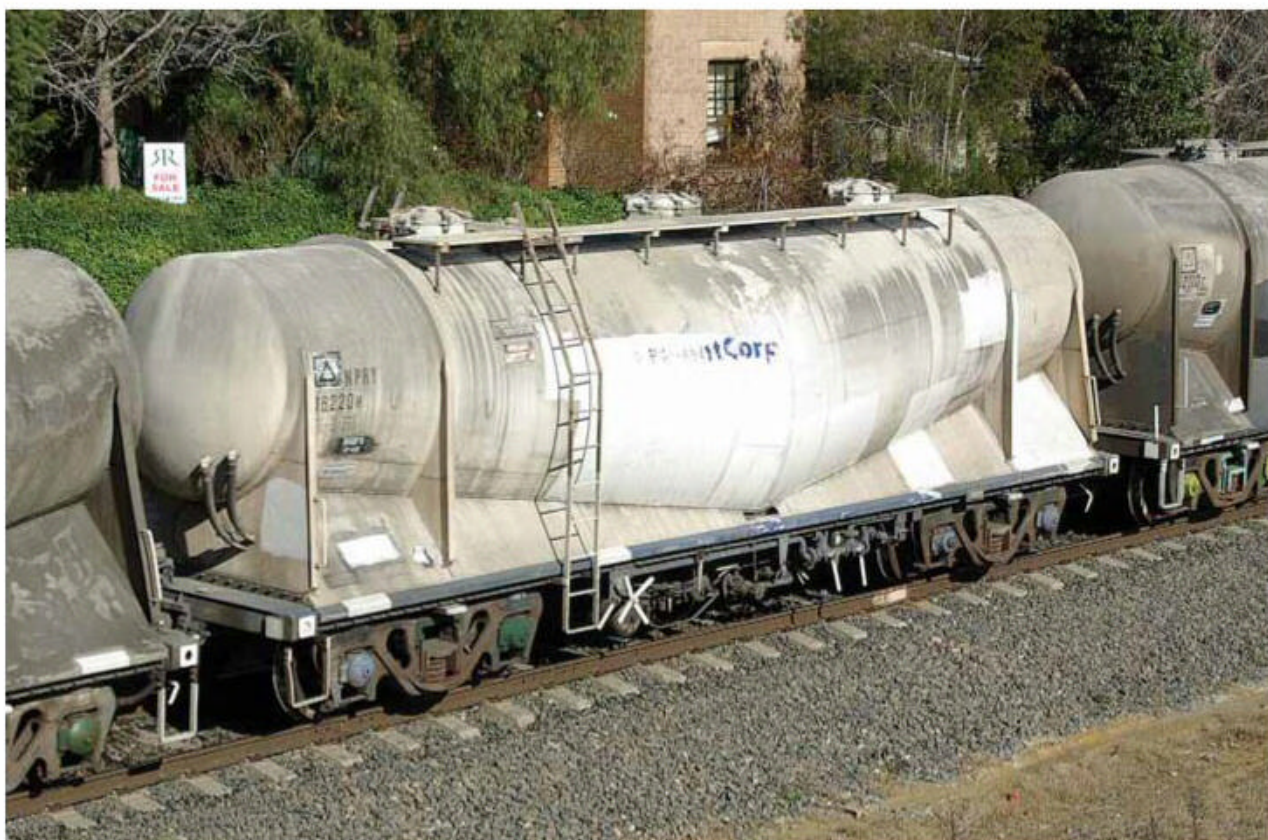
11 Looking south just after the Australian Cement siding point and lever is this curious tall and narrow building.



12 Looking north, in 2008 Chris Jones managed to capture a NPCF and a few VPCXs at the Australian Cement siding. PN painted a rake of VPCX hoppers light grey for a project that was going to start out of Walsh Point. At one point in time a few of these wagons were stored on the branch.



13 NPRY 18220-H pneumatic discharge cement hopper. Photo Chris Jones.



Yarra Valley Model Railway Club Exhibition

The AMRM team report on the Diamond Creek Exhibition.

On 16 and 17 April 2022, over the Easter long weekend, the Yarra Valley Model Railway Club held their annual Diamond Creek model railway exhibition at the local Community Bank Stadium.

Notably, attendance exceeded previous year's figures. It seems that modelers are out in force in 2022.

The layouts exhibited included four brand new layouts: *Gunnadoo* by Robert Popovski (of *Gunning NSW* fame), *Culcairn NSW* by Mark Jesser (N scale), *Grosvenor St* by Michael Braun (HO) and *Apple Cove* (On30).

Other layouts included *The Beechy* by the Sunbury Model Railway Club, *Herbert River* (Queensland cane tram, HOn2½), *Daraby*, British O scale, *The Valley*, Victorian N Scale Collective T Trak and *Murray River Bridge*.

Trade stands included Blue and Gold Models, Brunel Hobbies, Lyndon's Trains, Railmotor Models, San Mateo, SDS Models and Section 8.

▼ N scale modeler Mark Jesser has been building on a model of *Culcairn* in NSW. The buildings are impressive, and Mark has modelled *Culcairn* in the ultra-modern era, including removal of the pedestrian overpass. The correct modern control boxes have been modelled right down to the grille work. Photo by Mark Jesser.



Giving attendees a moving diorama view of the interior of the layout 'Melbourne Fish Market 1890', this layout was built by Matthew Winzenried in O scale. Matthew has worked hard to create the right atmosphere of the fish market. Sparse use of LEDs has created the right 'shaft of light' effect from the market roof. In this image D³ 631 shunts a T van around the market, while two market owners discuss prices (no doubt)!



► Michael Braun is at it again in his favourite format, a micro layout [Editor: see AMRM issue 351 December 2021]. Michael has built 'Grosvenor Street', being 1.2m long. W255 busies itself shunting Grosvenor Street. Well laid out by Michael, the layout has subtle curves and produces a very pleasing scene.

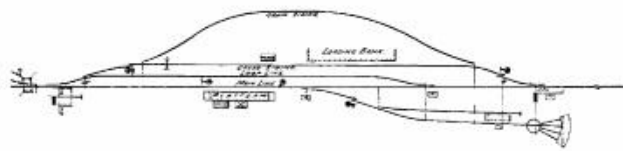




▲ 'Gunnadoo' is Robert Popovski's latest creation, a small Victorian country station. Robert built this layout in an incredible two weeks! It goes to show what you can do. Photo Mark Jesser.

▼ 'Billabong Flat,' exhibited by members of the Victorian N Scale Collective. B65 has just arrived at Billabong Flat with a short goods train, while J535 simmers near the locomotive shed. Photo Mark Jesser.





IN THE LOOP

Safety First

Trevor Hodges

About fifteen years ago I started working with a manager who wanted me to be on the Occupational Health and Safety (OH&S) committee at the school where I was employed. It was part of the job description for the role I'd taken on and one of the requirements was that I attend four days of OH&S training, something I'd managed to avoid up till that time. The first thing I discovered upon commencing this training was that the "powers that be" had recently changed the name to Workplace Health and Safety. Being a cynic, I grumbled that here was another example of pointless change that achieved nothing but made paperwork and documentation out of date which would cost a lot to replace. I can remember thinking at the time that I much prefer working in my own workshop – modelling bench where I set the rules and no one tells me what to do about safety.

However, recently a couple of things happened which forced me to take safety a bit more seriously. The first of these was a modelling friend who managed to mangle two of his fingers using a router table. This surprised me because he's a very deliberate person around his workshop. He is always very conscious of his own safety. He always wears overalls or a workshop apron, safety glasses and makes sure he doesn't have any clothing that might get caught by a spinning blade when he's working on a project. When I spoke to him after he got out of hospital and asked him what had happened, he replied that he wasn't sure, "it just happened so fast." One of the main areas of focus in workplace safety procedures is to think about safety before an accident and to try and avoid having to reflect on what went wrong after an accident occurs.

The other thing that happened was the acquisition of a couple of new machines. The first of these was a small Proxxon drill press for my modelling room. However, just because such tools are small doesn't mean they can't do you serious damage if you're not careful. They're just as capable of drawing your fingers into a spinning blade or drill chuck, as such they need to be treated with respect.

The other machine I acquired was at the other end of the spectrum in terms of size and power, a large metalworking mill that weighs in the order of 420kg. I'd outgrown the small mill purchased almost a decade ago to make models on and decided to move up to a more serious machine. After installation, I did my first test cut on a piece of mild

steel. This first test cut was wonderfully smooth and quick, and the quality of the surface finish was fantastic compared to my old machine. What I hadn't prepared for was the way this machine threw out a shower of extremely hot metal shavings (swarf) as it planned. The swarf was smoking as it shot off the cutting head and I had to stand well back to avoid them landing on myself. The problem is that if I stand well back, I can't see what's happening, I needed to be in close to keep an eye on things. If I used my cheap safety glasses, I can't see clearly and if I used my reading glasses these aren't adequate to protect my eyes. Something needed to change.

Thirty years involvement in this hobby has convinced me one of the most dangerous things we do as modellers is to use abrasive cut off wheels in a hand held motor tool. If you're holding something in your hand or a small vice that's being cut while you hold the motor tool with your other hand, your eyes are close to the cutting disk and it's natural to put your face closer to the work piece to see where you're cutting. My new machines convinced me I should finally get a pair of prescription safety glasses.

I've resisted acquiring a pair of prescription safety glasses for the roughly twenty years I've needed them because I don't like spending my money on anything not related to my hobby and I'd convinced myself they were going to cost a fortune. In addition to being cheap I'm also lazy and hadn't bothered to actually talk to my optometrist and ask what the costs were likely to be. When I finally got around to asking my optometrist, she drew out from a cupboard a box that contained the brand of safety glasses she sells from which I selected the style I liked. The glasses took about five weeks to arrive, and their actual cost was \$270 which I consider quite reasonable. I have private medical insurance and this reduced the cost down to \$70. When I got home and gave them a test run I was very

pleased with how clear everything looked and while they don't protect my fingers from spinning blades, I have a better chance of seeing where that blade might be, so all round I'm feeling a lot safer. I've now decided I need two pairs, one for the train room and one for the workshop.

I also have to ask myself: why did I leave this particular purchase for so long? It's probably the best \$70 I've ever spent on my hobby. ▴



The author's prescription safety glasses sitting on one of the machines that prompted their purchase.



◀ Ross Balderson's new layout 'Newcastle 1899' is a ten year project that is very much 'Museum quality'. A steam tram stops outside the Newcastle railway station and in the harbour is the costal vessel 'Polly Woodside'. Ross built everything in this intricate scene.

▶ The mainline is for the moment quiet at Goulburn, however there is always something happening, and a 48 class is busy shunting a rake of ballast hoppers in the yard. The Guildford Model Railway Group has worked hard producing a realistic feel that reflects the prototype location.

Canberra (Kaleen) Exhibition report

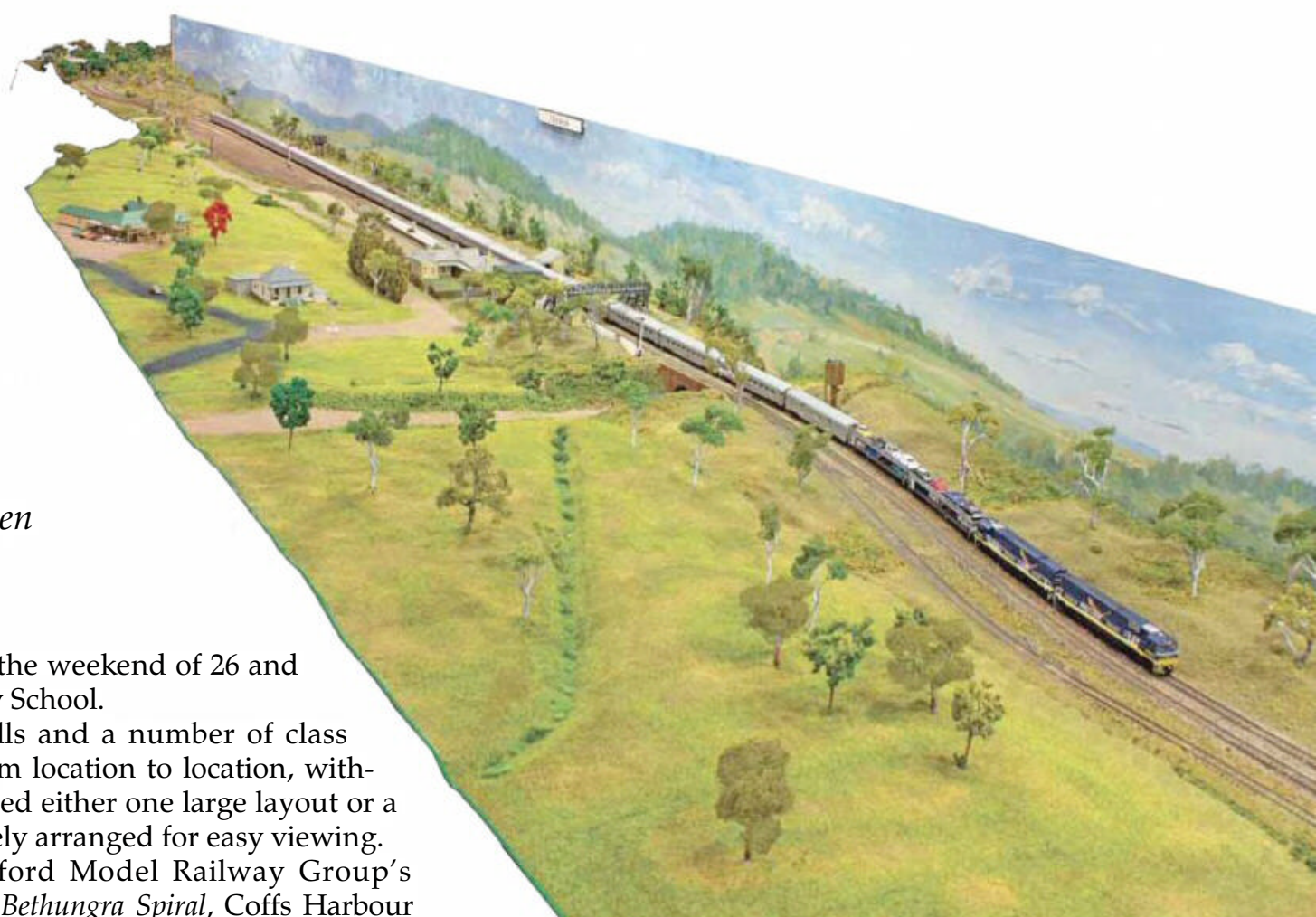
The AMRM Team report on the Kaleen exhibition. Photos by the authors.

The Canberra exhibition was held on the weekend of 26 and 27 of March 2022 at the Kaleen Secondary School.

The exhibition utilised two large halls and a number of class rooms. Attendees were able to move from location to location, without hassle. Some of the classrooms featured either one large layout or a number of displays that were appropriately arranged for easy viewing.

Layouts attending included, Guildford Model Railway Group's Goulburn, Epping Model Railway Club's Bethungra Spiral, Coffs Harbour Railway Modellers' extensive exhibition layout (it almost filled an entire hall) and ACT Model Railway Society's Yendys. N scale was well represented, including Robert Popovski's Gunning NSW, Ross Balderson's new layout Newcastle 1899, The Canberra Monaro N scale group exhibited their extensive modular layout, and Georges River Model Railway Club's Tarana.

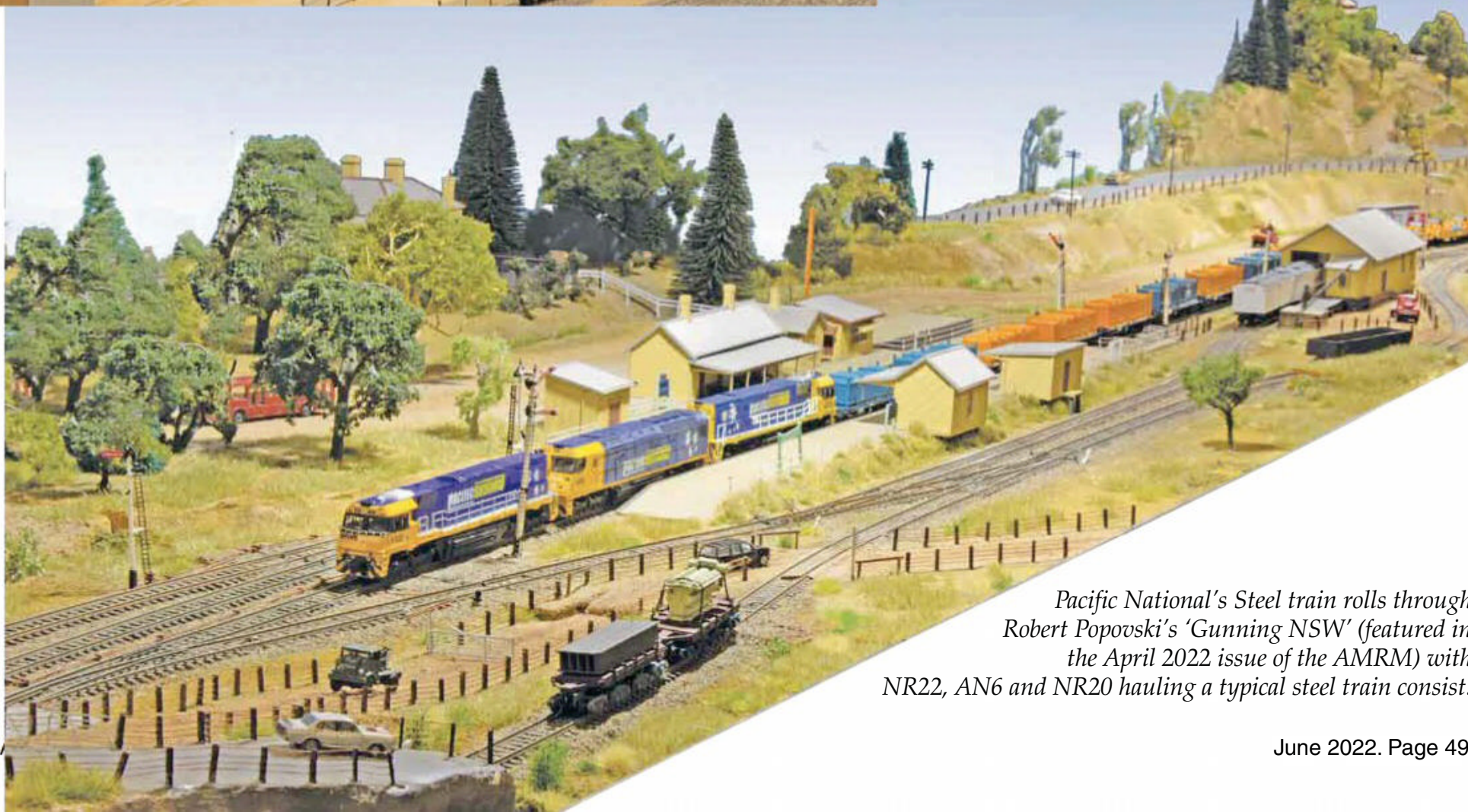
Trade stalls included, Casula Hobbies, Eureka Models, IDR Models, Kerroby Models, Lyndon's Trains, SDS Models and Trainworld. ▶



The Georges River Model Railway Club members working on their layout 'Tarana' have added a large scenic addition to the front of the layout, which included a model of the local pub. Showing the big advantage of N scale, a full size Indian Pacific consist, with two NR class locomotives (in Indian Pacific livery), passes through Tarana.



◀ 'Newcastle 1899' has a remarkable level of detail, Ross's layout design was influenced by diorama presentations at the Australian War Memorial. Ross has created a large curved backdrop for this layout which when viewed in person creates a very convincing and realistic forced perspective.



Pacific National's Steel train rolls through Robert Popovski's 'Gunning NSW' (featured in the April 2022 issue of the AMRM) with NR22, AN6 and NR20 hauling a typical steel train consist.



David's KF / KW wagon completed ready for final details and painting.

Modelling the KF/KW car transporter wagons

David Clark builds a model of a Victorian Railways car transporter in HO scale. Photos by author.

The project

We are modelling the Victorian Railways (VR) KF / KW Car Transporter Wagons with 11'6" wheelbase for which, unfortunately, there are not many photographs. However, refer [Editor note: for Photos 1 to 21 refer to AMRM issue 353 April 2022] Photos 13, 14 and 15 of the prototype wagon KF 1 which is empty and shows the framework and posts. Photos 16, 17, 18 and 19 show KF 1 with Fairlane 500 Ranch Wagons being craned on at the Ford factory Geelong.

The only two drawings I have located are a VR line drawing titled "KW" on www.pjv101.net and VR's GA Drawing No. 15230 KF Wagon of 2July1959, either available in PROV Victoria. Both these drawings give the dimensions of the top and lower frames that car bodies are mounted on and placement of on the wagon.

We therefore can model four variations of these VR 'four-wheel' wagons for transporting cars and bodies as follows:

Note: The main focus though of this article is the first variation (a) below:

- (a) Geelong to Broadmeadows (Upfield) KF / KW wagons – with framework for:
 - Type A – 2 Bodies double stacked and one truck cab on floor.
 - Type B – 2 Bodies only double stacked.

Note: These mainly ran as dedicated Ford trains. However, in the first couple of months of this Ford traffic, or if loading was not sufficient, then the wagons were marshalled into the Geelong to Melbourne goods and then from Melbourne yard into the Coburg-Upfield goods, see Photo 1.

- (b) Broadmeadows (Upfield) to Albury KW wagons – with framework as in (a) above but only one complete car (on wheels) or body, on the wagon floor. The other variations (c) and (d) below are briefly mentioned at the end of this KF / KW article [Editor note: the conclusion, part two], as they only need minimal kitbashing for (c) and none for (d) :
- (c) Broadmeadows (Upfield) to Albury KW wagons – no framework, but doors removed only one complete car (on wheels) or body
- (d) Broadmeadows (Upfield) to Albury or Adelaide: I/IA (11'6"), IZ, GY, HY – (doors were not removed) – only one complete car (on wheels) or body

HO Scale Cars

As can be seen from the above, there are a number of Ford cars that were transported on these specially converted wagons. Fortunately, of the few examples of suitable HO scale model Ford cars which were in use from 1959 to 1964, there are some suitable close to prototypical Australian HO cars produced by Classic Metal Works of USA, as follows:

The Ford 1959 Fairlane 500 and its lower level Custom 300 were released in Australia in 1959. (There are no HO models yet of the Ranch Wagon version).

The Ford 1955 Customline and the Mainline sedans with the new enlarged body. In America, the 1955 top level 'Customline' sedan was called a Fairlane and the low end called a Mainline, but externally both virtually the same. For the sedan, only the middle level Customline sedan was released in Australia in 1956/1957 year and produced until 1959. There were a small number of Mainline

Utilities released in Australia around this time.

In 1959–1962 Ford also used KF/KW wagons to transport raw metal body shells such as Zephyrs, Consuls and Zodiacs, see Photos 1, 10, 11 & 12 where, to be prototypical, I would have much preferred these but unfortunately, they are not made in HO scale as yet.

A United Kingdom model manufacturer has produced a Zephyr, but it is in OO scale and thus too large for this project.

Materials Required

- SEM I/IA 11'6" wagon Kit
- Custom Hobby Decals: decals for KF / KW Wagons
- Various sizes of Styrene from Evergreen Styrene – see text.
- If choosing Option (a) with Brass:
 - 1.00mm Angle Brass
 - 1.50mm Brass U Channel
 - 0.80mm x 0.80mm Brass Square

Tools

- Sharp craft knife with No.11 scalpel blade
- North West Short Line "Chopper" (if required)
- Vernier callipers would help
- Dremel or similar drill or jewellers saw
- Soldering iron for option (a) with brass
- Consumables:
 - Your favourite styrene adhesive.
 - Super glue.
 - Solder 188 degrees/60/40

Also, it is the later model Mark Three or Four. In Australia, only a few Mark Threes were released to order only and the Mark Four was never released, as Ford had decided in favour of the Falcon!

Therefore, modellers licence comes into play, and one will have to partly improvise with other makes / brands of cars of a similar time period. Also as per above, some of the British cars, such as the British Motor Corporation's (BMC), could be used in the Variations (c) and (d) where some are possibly available in HO but with the majority in OO.

I am therefore using the HO Ford Fairlane 500 and Custom 300, which were transported as complete bodies but without the chassis, the Customline and Mainline (the latter as a quasi Customline) which were transported as completed bodies, but only to the firewall and without the chassis. These are all made by Classic Metal Works USA. Also for the raw metal bodies, the HO 'Road Ragers' Ford Falcon XK 1960 sedan and the Falcon XL 1962 Station Wagon will have to deputise as quasi "Zephyrs" etc, even though Falcons were never transported from Geelong to Broadmeadows, either as body shells or completed cars, modellers licence again! Being diecast, when the paint is stripped off, these Falcons will give a very close representation of raw steel bodies.

HO Scale truck cabs

Fortunately, HO models of a 1960 Ford F100 are made by Classic Metal Works USA and a Ford Thames trader truck of the 1960s is made by Toyeko of Spain, for which both of these will have the cabs cut out for transport in the KF/KW wagons with the car bodies.

To begin

For variations of use (a) and (b):

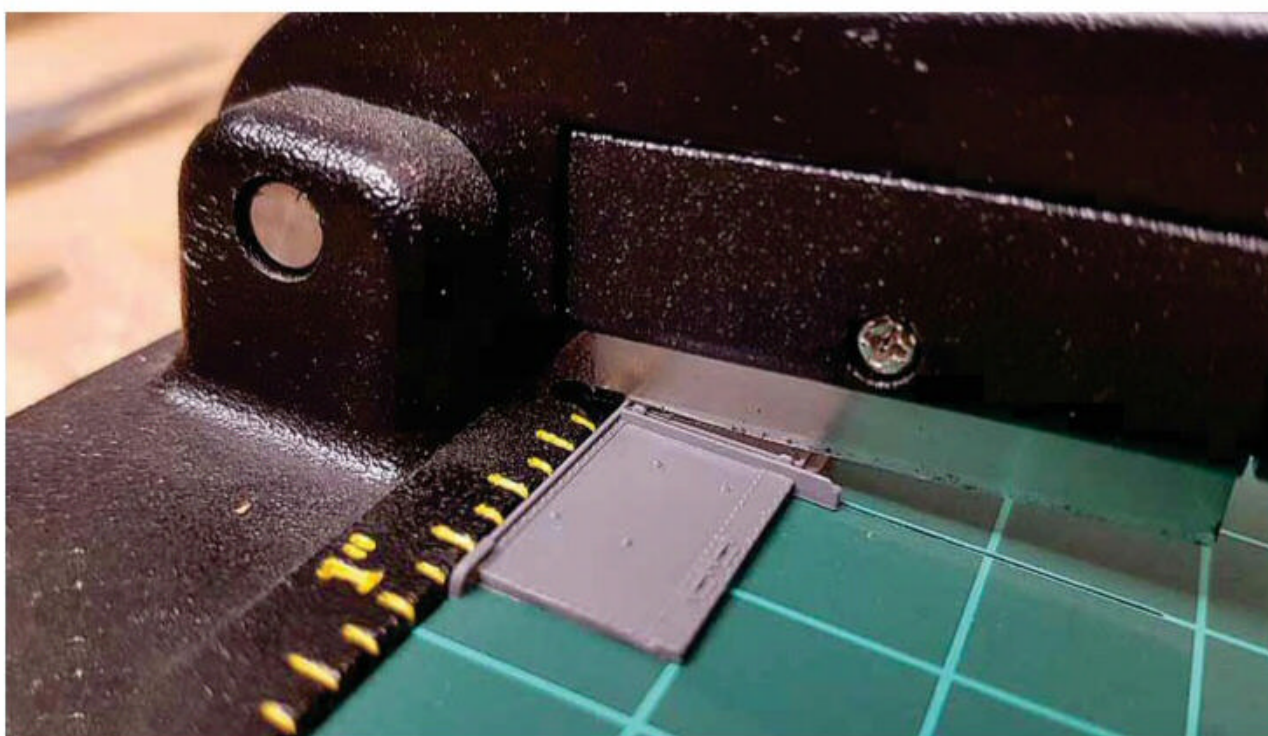
- (a) Geelong to Broadmeadows (Upfield) – KF/KW wagons – with framework for:
 - Type A – 2 Bodies double stacked and one Truck Cab on floor
 - Type B – 2 Bodies only double stacked
- (b) Broadmeadows (Upfield) to Albury – KW wagons – with posts and framework as (a) above but only one completed car (on wheels) or Body on wagon floor, see Photos 20 and 21.

Follow the instructions in the SEM I wagon kit **but** with the following changes:

1. Remove both doors on each of the wagon sides:

This is more easily achieved by using a North West Short Line 'Chopper' Alternatively, a sharp craft knife with e.g. No.11 blade can be used.

(a) Cut off the Doors immediately behind the raised framing to leave, respectively, on both remaining ends of each side, the two hinges on the top and bottom. Then accomplish a light filing if required and set these aside. See Photos 22 and 23.



22 Cutting doors from wagon sides with chopper.



Stanchion Brackets

23 Side with doors cut off and stanchion brackets.

(b) From the removed Doors in the bottom middle, with a craft knife, remove the two 'Stanchion brackets' (see photo 23). When cutting the stanchion brackets off, include a small piece of the door so that the two stanchions are connected as one piece. Later on, this will make attaching them back to the model easier.

2. Wagon Floor:

This Step is optional but will give a far more prototypical look. The thickness of the floor on the model is, by necessity 1.3mm, far too thick for this project com-

pared to the prototype and the removal of the wagon doors will vividly expose this. The wagon floor can be reduced in thickness to approximately 0.5mm to 0.6mm by using a belt sander with 180 grit sandpaper, see Photo 24.

WARNING

Safety glasses should always be worn when cutting any material.



24 Thinning wagon floor on belt sander.

After



Before

25 Comparison of thinned wagon floor vs original thickness.

See Photo 25, showing the new thin floor and Photo 13 of the prototype KF 1, then proceed as follows:

Clamp the belt sander upside down in a sturdy vice. With both hands, hold the wagon floor firmly but evenly, not too hard, moving the wagon floor slowly around the sander and check regularly to

ensure an even finish on each side and end down to about 0.5mm to 0.6mm thickness.

Note:

- (i) Whilst the floor will be quite thin, the ribs of the underframe, will ensure that it is still quite sturdy and rigid and will be even more so when the

cut down sides are cemented to the floor!

- (ii) The above procedure, at the worst, might sand the top of your finger very slightly if one slips off. Only a few such instances happened to me after doing some 40 for these and other projects! **[Editor note: remember safety first, while the Author is very adept at doing this task, others may not be as confident, thus you may wish to create a jig to hold the frame while sanding consider wearing safety glasses and or wearing leather riggers gloves, and this might cause a loss of fidelity but that might save your finger tips]**

(3) Assembly:

(a) The cementing of the shortened sides to their respective ends will result in two 2 x 3 sided 'boxes'. Once these have gained some strength, ensure they are square and also a snug fit around the floor ends and sides. Then cement these three sided 'boxes' respectively to the wagon floor. This will be fiddly and check for squareness. Once both have set, the wagon will be sturdy and rigid.

(b) Cement the two 'Stanchion Brackets' respectively on each underside of the wagon floor on the two gussets **[Editor note: these gussets are part of the SEM kit, also see photo 26 and 26a for guidance.]** with the top below and just slightly back from the edge of the wagon floor. (Having in (1) (b) left the very thin piece across the top, will make this step much easier).

(c) Add the wagon 'Floor reinforcements' under the edge of the wagon floor of which, for each side, there will be two, a short and long one as per below:

(i) Check first with Vernier callipers that the lengths below are correct for your wagon, as the placement of the 'Stanchion brackets' can cause a variance in these lengths.

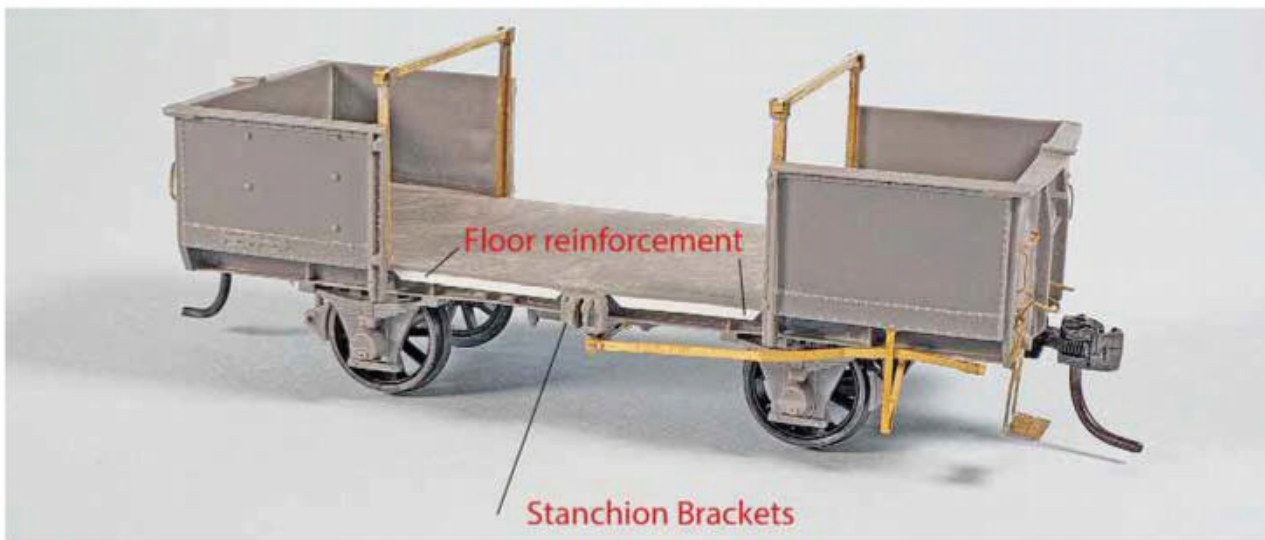
(ii) Cut these from Styrene 0.75mm (0.030") x 1.00mm (0.040") which will be:

two lengths x 13.7mm approx.

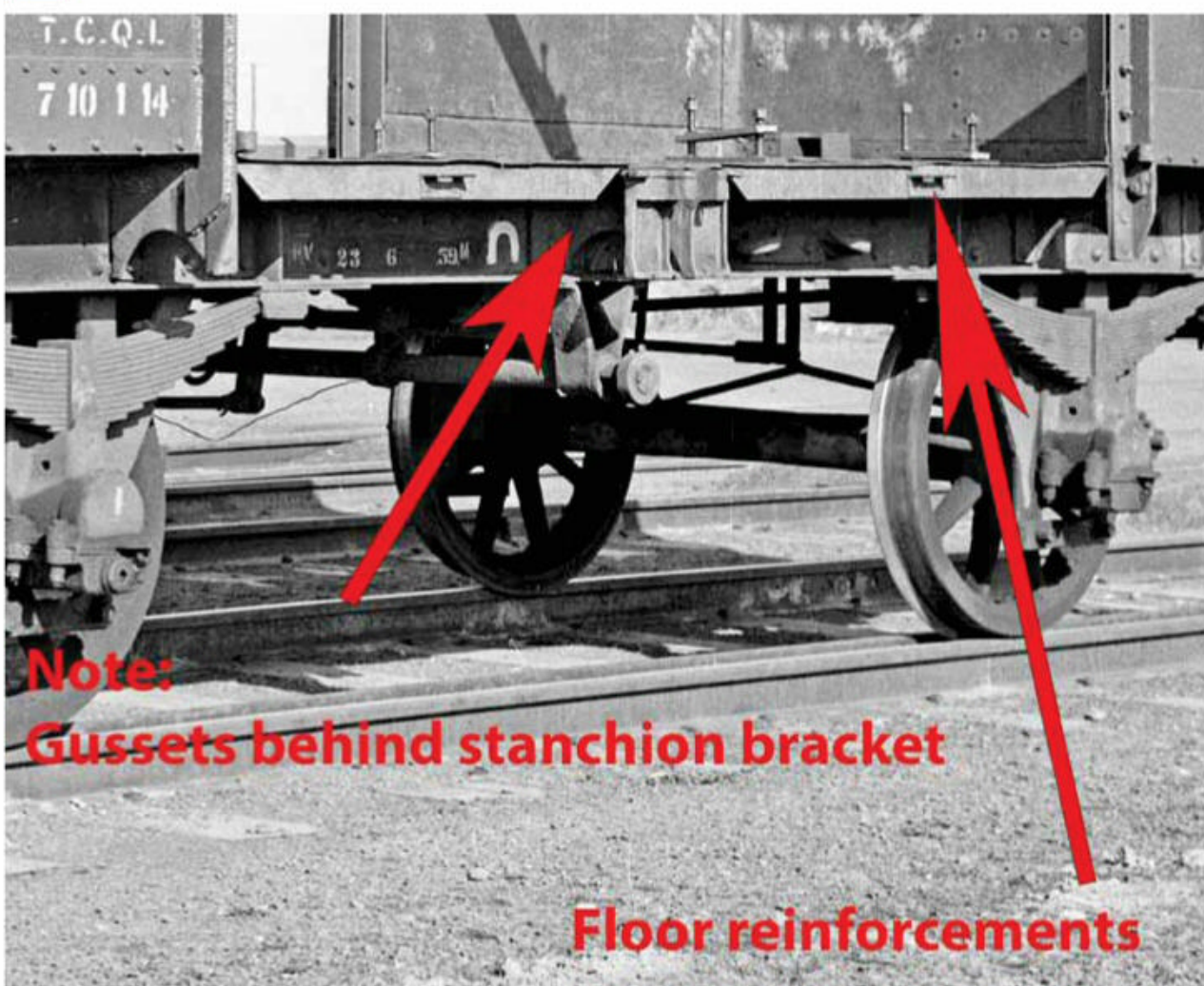
two lengths x 17.3mm approx.

Cut each end at 45 degrees across the 1.00mm face and cement these to the undersides of the wagon floor for the respective length ensuring they are very slightly set back from the edge of the floor, see Photo 26 and prototype image 26a.

(d) Then add brake rigging, handrails etc. as per SEM instructions and any other desired detail. I super detailed the wagons by removing all the moulded-on handrails and un-coupler bars etc. and replaced these with brass fittings. Time consuming, but the results make a superior wagon! Luckily though, SEM are to release a fully upgraded Kit of this I/IA wagon with more separate etched detailed parts to replace those previously moulded on, making most of the above super detailing unnecessary!



26 KF Wagon with Floor reinforcements installed, also note the fitted brass posts and cross beams.



26a KF 1 showing locations of the gussets behind the stanchion brackets positioning of the floor reinforcements. August 1959 (PROV RS 1447)

(4) Framework and posts for the wagons:
Refer Photos 13 to 15 and 16 to 19 of the prototype KF 1.

Here I have provided two options: (a) using brass posts and cross beams for a finer more prototypical look, which I have used, or (b) a simpler construction method using styrene instead.

Option (a) – Brass posts and cross beams:

The total height of the posts plus 'U' channel needs to be 17.5mm (5/16" in HO scale) from the wagon floor of the prototype, see also Diagrams 1, 2 and 3.

Posts: From 1.00mm angle brass cut 4 x 16.0mm lengths.

Using around 188 degrees solder, (not low melt), solder the ends of the four posts at right angles to the underside of the brass 1.5mm 'U' Channel.

Important: You need to make 2 x **left** and 2 x **right** posts with the angle Brass i.e. so that the 'U' on the top of the posts when glued to the wagon sides, will be across the width/parallel to the ends of the wagon for the cross beams to be inserted into.

Note: The use of a simple jig will make the above much easier, particularly as you can initially solder all four posts or more onto the one length of 'U' channel, see Photo 27.

Then with either a jewellers saw or cut off disc in a Dremel tool or similar, cut off each post around the 'U' channel so as to be able to trim / file the 'U' channel to 1.7mm length i.e. that side that is to be parallel to the wagon ends. This will give a slight overhang on one side of the post on the outside of the wagon. See Photo 28 of the posts before and after the above processes and Photo 14 of the prototype KF 1.

Before gluing the posts to the wagon sides, see below, the inside of the U channel will need to be enlarged by careful filing with a small thin (needle) file having one blank edge and test fitting the cross beams as per below.

Cross Beams

From 0.80mm x 0.80mm brass cut 2 x 33mm lengths. Test fit these cross beams

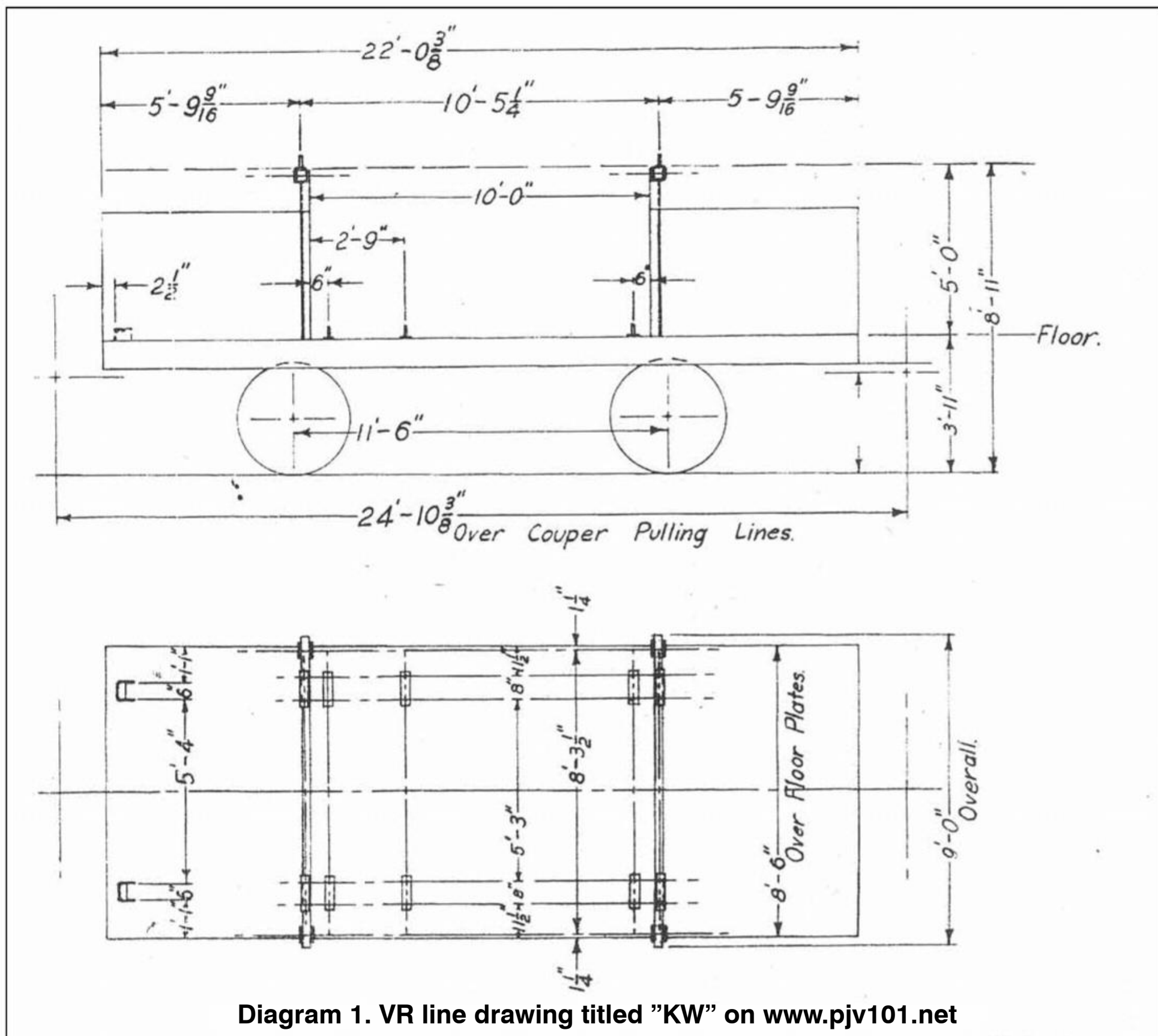
in the U channel to have a firm but not overly tight fit so that the cross beams will stay fixed, albeit these could be glued into place later if desired, then set these aside until later.

Gluing posts to wagon sides

Refer first to the prototype photos 13, 14 and 15 for exact positioning and placement of posts. Then using super glue attach the posts to the very edge of the wagon sides, being careful that the left and right posts are on the appropriate side i.e. so that the 'U' for the cross beams is across the width of the wagon / parallel to the ends. To ensure the posts are vertical, use a small totally square block of wood approx. 12mm x 20mm x 60mm being laid across the wagon floor against the wagon sides and the post being glued, see Photo 29.

Note:

- (i) Due to the face of posts being only 1.00mm angle for gluing and the vertical accuracy required, ensure that you have fresh super glue as once



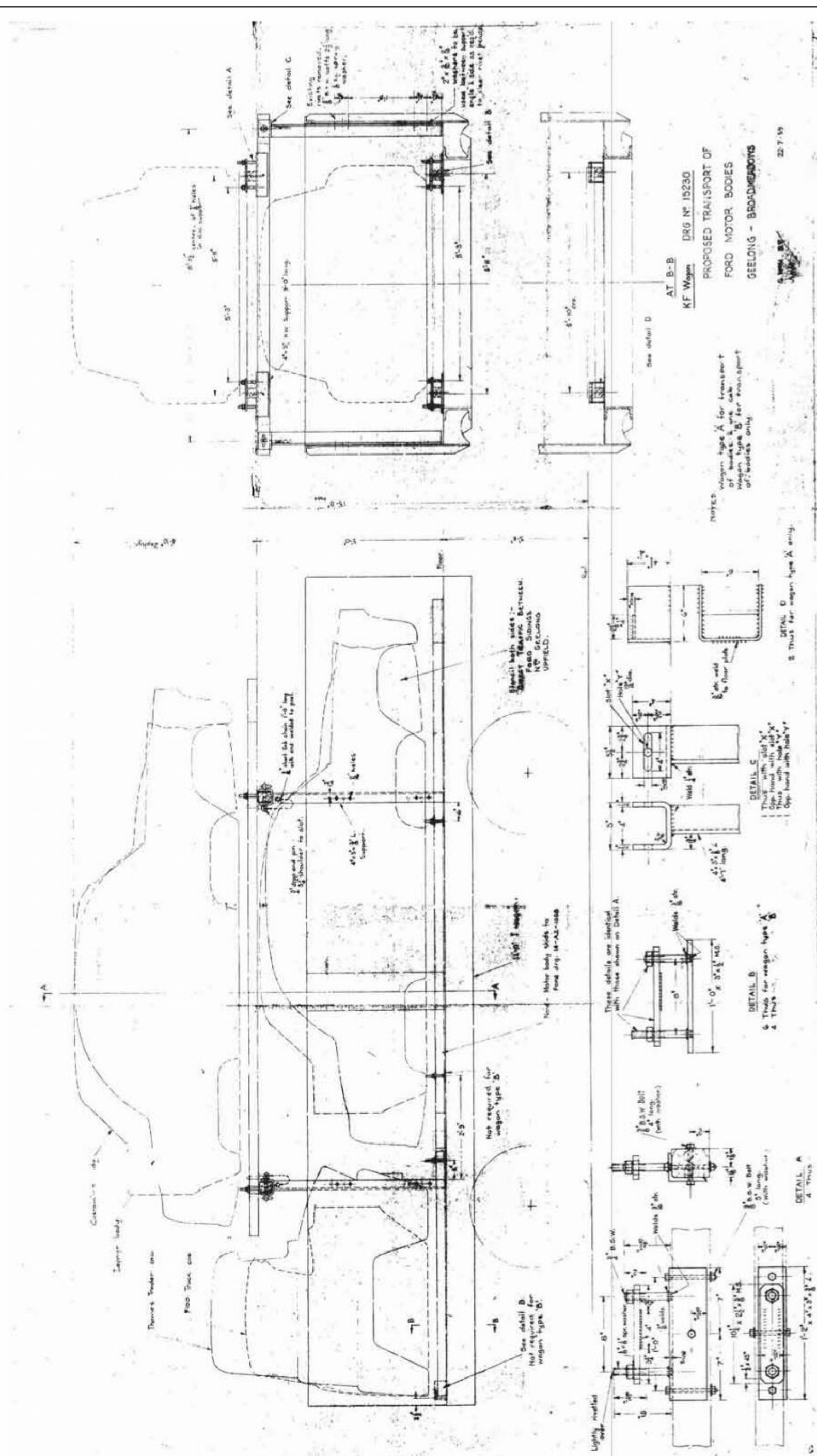


Diagram 2.
VR Drawing 15230 KF Wagon of framework and fittings with outlines
of Ford Customline & Zephyr, Truck cabs F100 & Thames Trader.

opened it can lose its strength after a few months, particularly if it hasn't been stored in the fridge. I fell for this trap on the first few wagons, accidentally knocking some posts off very easily!

- (ii) Given the fineness of the posts and the need to be very accurate when gluing, and to give yourself more working time, use medium CA+ superglue.
- (iii) Immediately after gluing, check that the posts are totally vertical and flush with the wagon sides. If not, then quickly with a sharp craft knife carefully slice off the post before the glue has really set. Then scrape off all the glue from the brass post and wagon side and attach again as per above. (I had a couple of these)!

Once the posts have firmly set, then check the length of the brass cross beams to allow a small overhang of approx. 0.5mm on each side and trim / file if necessary. See Photos (26) of model and 13, 14 and 15 of the prototype.

Note: DO NOT yet glue the cross beams into the U channels as the lower frame with car body has to be first cemented to the wagon floor, see Step (11) to be in Part two

27 Jig for soldering 1.50mm brass U channel on top of 1.00mm angle brass.

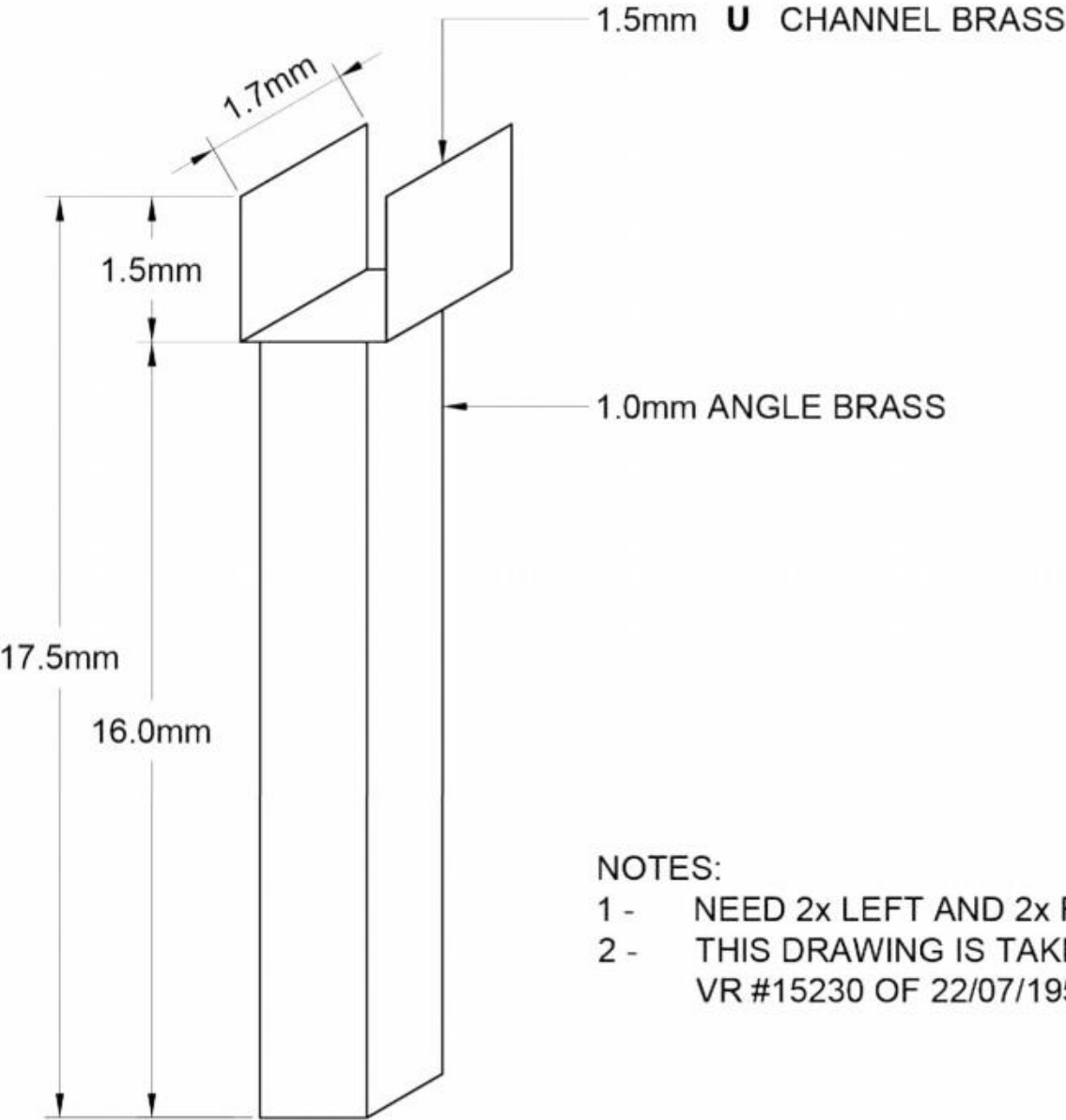
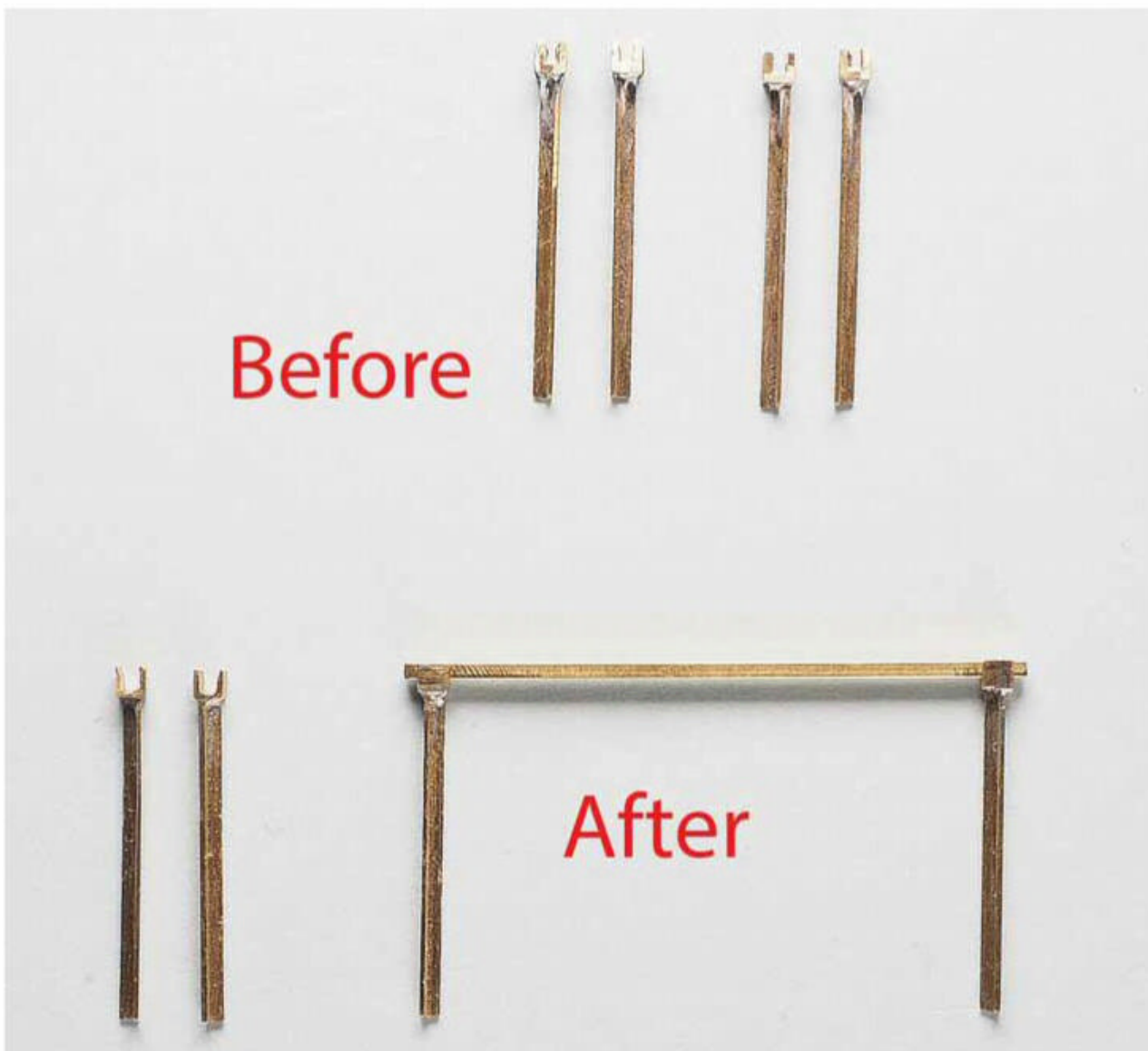
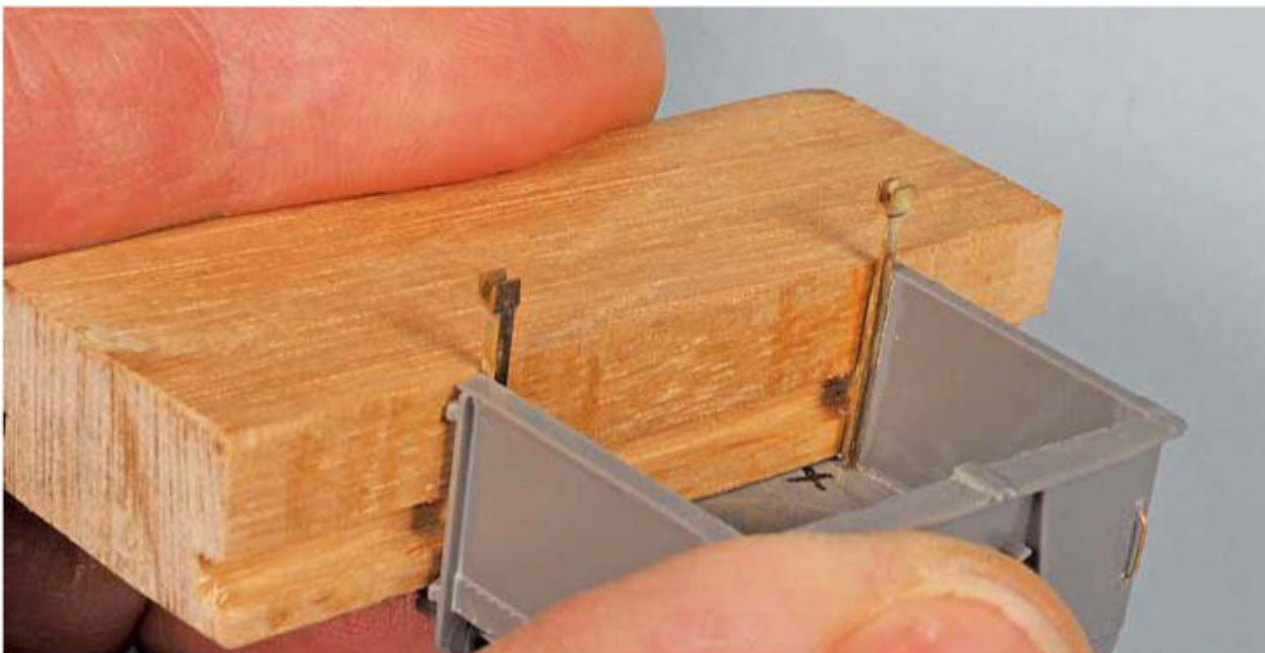


DIAGRAM 3 - BRASS POSTS FOR CROSS-BEAMS - OPTION (A)

AMRM-014 - VR KF Wagon
NOT TO SCALE
Drawn: Mitchell Campton



28 KF/KW Posts for framework – showing before and after cleaning and filing.



29 Gluing posts to wagon using block of wood to ensure they are square.



Option (b) – styrene posts and cross beams

For those not so endeared to brass and soldering, this is an easier and quicker option.

Similar to the brass option, the total height of the posts and cross beams needs to be 17.5mm (i.e. 5'0" in HO scale) from the wagon floor of the prototype.

Posts: From 1.32mm ($\frac{3}{64}$ ") Angle Styrene, cut 4 x 16.5mm lengths.

With appropriate styrene cement (it would be preferable to use a slower setting cement such as Limonene due to the fineness and vertical accuracy required), attach the posts in the same manner as per above procedure Option (a) brass.

Note: Immediately after cementing, check that the posts are totally vertical and flush with the wagon sides. If not, then remove as per procedure in brass (iii) above.

When set, from 0.75mm (0.030") x 0.75mm (0.030") styrene cut 4 x 2.00mm lengths. Then cement these on the inside of the angle at the top of the Posts. This will provide a broader base, though hardly noticeable, for the styrene cross beams to be cemented onto, see below.

Cross Beams

From 1.00mm (0.040") x 1.00mm (0.040") Styrene, cut 2 x 33mm lengths and checking against the posts glued to the wagon, trim / file to have a 0.5mm overhang on each side, then set these aside until later, See Photos 30 of model and 13, 14 and 15 of the prototype.

Note:

- (i) These may appear a little flimsy but are strong enough and look far more prototypical than the next size up of 1.6mm square!
- (ii) DO NOT yet cement the cross beams to the tops of the styrene posts as the lower frame with car body has to be first cemented to the wagon floor, see (11) in Part two

Next issue: David Clark concludes his article on building KF/KW car transporter wagons.

Erratum

I have been advised that in the prototype article published in AMRM No.353 April 2022, Photo (5) that the Utility Bodies are actually 1948 Chevrolet 'Fleet Master' built by Holden, and not FX utility bodies as stated. 

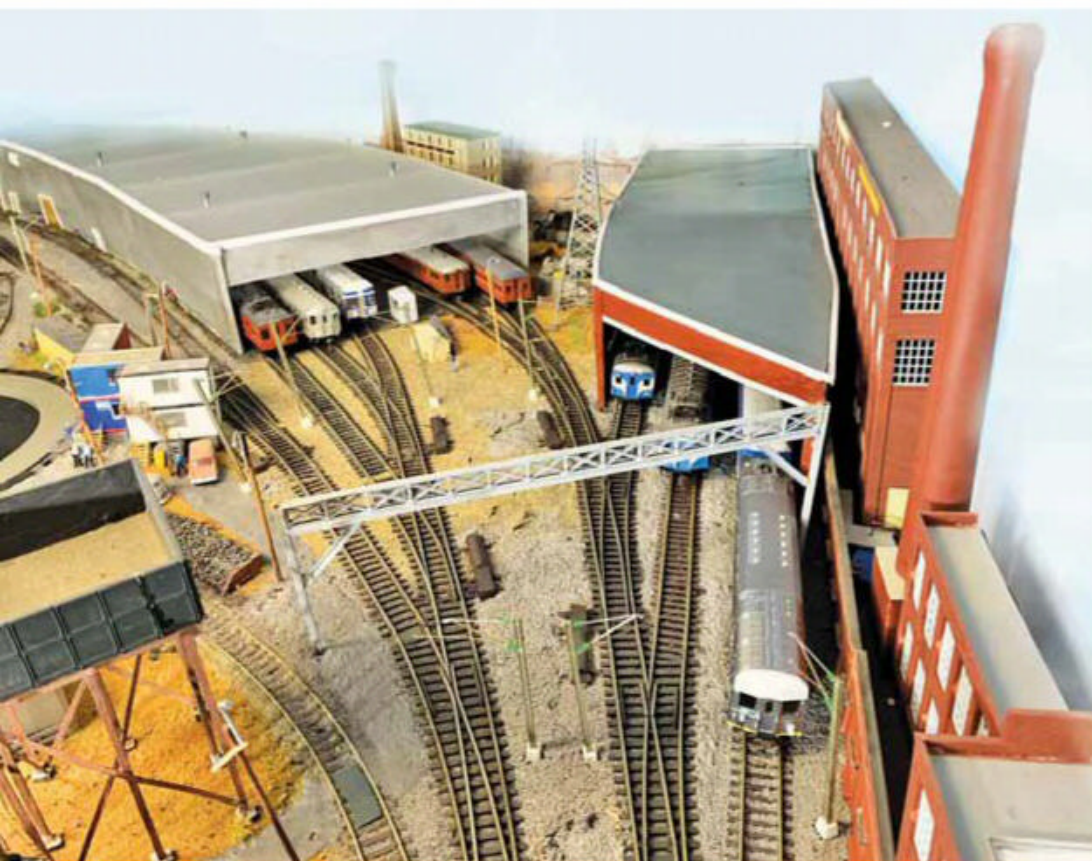
30 KF wagon fitted with styrene posts & cross beams (not glued yet) also with car body frames (Note: the inside has been masked for painting.)

Busting the dust on your layout!

Jonathan Majer outlines techniques for busting the dust on your layout. Photos by the Author



1 A Sputnik set in Zoo Train livery emerges from a tunnel beneath the line to Keating. Few problems with dirty track are encountered in this tunnelled area.



2 The two electric running sheds, which jointly house eight electric multiple units. Unfortunately, they could not be made longer as there is a structural beam running behind this part of the layout.



3 Carriage shed showing the Perspex cover, and with the clean-up crew working to remove the vandal's work of art.

Dust! The bane of my modelling life! Unless you have space in your house, you may well have to use the garage, shed or loft for your layout. I too am in this position, with my Paterson-Keating Lines (AMRM Issue 333, December 2018) layout being in an unlined loft. The house has a tile roof that is lined with fiberglass/ aluminium foil Sisalation insulation. This helps keep the dust out but not completely, a situation that is worsened by the fact that we live in a coastal suburb where wind-blown sand is a fact of life.

Part of the layout features a double oval, with the rear of the oval disappearing beneath an upper level line to Keating station, see photo 1. After many hours of track cleaning at fairly frequent intervals, I noticed that the sections of track beneath the upper level did not require cleaning nearly as often. This observation has been pointed out by others in the literature and partly results from the track being protected from falling dust particles. It is also possible that the cover over the track provides a microclimate that lessens the possibility of organic condensates settling on the track.

This led me to consider whether this beneficial set-up could be extended to other parts of the layout. Obviously, a continuous tunnel was not the answer, but other possibilities spring to mind. I wanted to maximize cover over the track without compromising the prototypical appearance of the layout. This was not a problem with the loop connecting the upper level to the main part of the layout, as this part of the layout is 'behind the scenes' in an un-scenicked part of the layout (see the track plan in the original article). All I did was to build a wall along each side of the track and cut some Perspex sheets to shape and place these on the walls, forming a roof over the track. These can be lifted off for track maintenance and occasional track cleaning. This set-up has proved to be most effective and the dust that settles on the Perspex provides a graphic reminder of what threat there is to your track.

Another part of the layout features sidings for my roster of suburban and interurban electric multiple units. Not only did the cars accumulate dust, which tended to 'bake on' with time, the dirt on the track caused frequent bouts of grief for me. I have overcome this problem by building two sheds over the sidings in the electric's depot, see photo 2. The largest shed on the left was built out of stiff card, painted silver to resemble metal sheeting. The other was built out of plastic and card brick material. The large walls were furnished with doors, drainpipes and graffiti in order to provide detail. To use a motoring term, I adopted a monocoque method of construction so that the buildings can easily be lifted off for maintenance purposes.

The final dust excluding area is the carriage sidings. Once again, plastic and card brick sheeting were used and the whole structure is of monocoque, removable construction. I used clear plastic for the roof as I needed to see inside in case I had forgotten what was parked inside, see photo 3. As before, the extensive expanse of wall was broken up with drainpipes and graffiti, complete with a clean-up crew attempting to remove these works of art.

These devices have not completely resolved the problem, but have reduced the exposed areas of track by about twenty five percent, allowing me to concentrate my track cleaning in vulnerable areas. They have also greatly improved my ability to keep rolling stock clean. There are naturally numerous ideas on track cleaning devices and chemicals, but that's another story that has been extensively written on already. ▀

Building NSW overhead catenary.

I was pleased to see the article on the NSW overhead catenary in the April 2021 issue of AMRM. Having lived at Valley Heights for over 39 years, not far from Faulconbridge, I am aware of the arrangement of the unique overhead wiring throughout the Blue Mountains. I must say that Matthew Joiner has captured the feel of the overhead remarkably well. Nevertheless, his reference to ‘double-contact’ catenary is incorrect. The correct terminology for the three-wire overhead catenary used in the Blue Mountains is ‘Supplementary third wire double hung’ catenary as ‘double-contact’ catenary is where two wires are placed adjacent to each other at the base of the overhead wiring to allow the train’s pantograph to contact both wires simultaneously. This type of catenary is widely used elsewhere in the electrified area of NSW.

From the pictures in the magazine, I couldn’t tell if Matthew has modelled the ‘Centenary Bridge’ over the Great Western Highway as he says that his layout is modern era. I seem to make out that he has modelled the Highway as four lanes and this is correct for post 1995 when the Highway widening was completed. I was the Roads & Traffic Authority (RTA) Project Development Manager for that project. As such I was responsible for the pedestrian bridge being implemented in the first place! I would like to see more of this remarkable layout as I also used that bridge on many occasions for train photography, sometimes being mistaken by passing motorists as a speed camera operator!

Garry Kahler
Moss Vale NSW

[Editor’s Note: *The reference to ‘double contact’, may have been an editorial error, not an Author error. We agree with you, we would like to see Matthew’s layout ‘Faulconbridge’ in AMRM.*]

Comment – Vehicles – Setting the era

I have just received my AMRM April 2022 and I have just read the Editor’s Comment on Vehicles – Setting the era. So, I would like to share with readers my list of my collection of HO scale Australian model vehicles (Road Ragers). I have mainly bought these through my local hobby store.

I hope this helps you with your feedback.

Doug O’Loughlin

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

Product Number	Make and Model	Year	Colour
8669	Ford Falcon XK Sedan	1960	Merina White/Koala White
8652	Ford Falcon XK Sedan	1960	Pacific Blue
9772	Ford Falcon XK Sedan	1960	Acacia Yellow/Black Roof
8676	Ford Falcon XL S-Wagon	1962	Casseea Yellow
9789	Ford Falcon XL S-Wagon	1962	Woomera Red/Merino White Roof
8706	Ford Falcon XM Coupe Sedan	1964	Red Satin
8690	Ford Falcon XM Coupe Sedan	1964	Turquoise Mist
9796	Ford Falcon XM Coupe Sedan	1964	Alpine White/Onyx Black Roof
8713	Ford Falcon XR Sedan	1966	Russett Bronze
8720	Ford Falcon XR Sedan	1966	Zircon Green
9840	Ford Falcon GT XR Sedan	1967	Russet Bronze/Black Vinyl Roof
9642	Ford Falcon XY GTHO Sedan	1971	Quicksilver
9277	Ford Falcon GTHO Sedan Phase III	1971	Yellow Ochre
9253	Ford Falcon XC Sedan Cobra	1978	Snow White/Blue Stripes
9635	Ford Falcon XC GS Coupe Sedan	1979	Gold Dust/Black Vinyl Roof
8577	Holden FX Sedan	1948	Glacier Green
8973	Holden FJ Panel Van	1954	Moss Green
9345	Holden FC Sedan	1958	Taxi Yellow Cab
8607	Holden FC Sedan	1958	Skyline Blue/India Ivory
8614	Holden FB Sedan	1960	Colleen Green
9352	Holden EK Sedan	1961	Twilight Turquoise
8959	Holden EK Ute	1961	Seagull Grey
9369	Holden EK Ute	1961	Wedgewood Blue
8645	Holden EH Sedan	1963	Raw Umber/Ivory
8911	Holden EJ Ute	1963	Katherine Beige
9376	Holden EJ Ute	1963	Silverton Grey
9383	Holden EH Panel Van	1963	Ambulance White
8935	Holden EH Panel Van	1964	Fowlers Ivory
9666	Holden HG Monaro Sedan GTS	1970	Indy Orange
9284	Holden HG Sedan GTS	1970	Silver Mist
9239	Holden LG Torana GTR XU1	1972	Salamanca Red
9659	Holden LJ Torana GTR XU1	1972	Cyan Metallic
9543	Valiant S Sedan	1962	Gambier Blue
8836	Valiant S Sedan	1962	Black
8850	Valiant AP5 Sedan	1963	Bow White
9567	Valiant Regal AP5 Sedan	1963	Alpine White/Black Vinyl Roof
9574	Valiant Regal AP5 Sedan & Caravan	1963	Alpine White/Black Vinyl Roof
8881	Valiant Pacer Sedan	1969	Thar She Blue
8874	Valiant Pacer Sedan	1969	Hot Mustard
9536	Valiant Regal VG Sedan	1969	Citron Gold/Black Vinyl Roof
9581	Valiant Regal VG Sedan & Caravan	1969	Citron Gold/Black Vinyl Roof
9550	Valiant Charger R/T Sedan	1971	PMG Red
8904	Valiant Charger R/T Sedan	1971	Vitamin C



SDS Models 8115 Mk I and 8171 Mk II.

State Rail Authority of New South Wales (SRA of NSW) 81 class diesel electric locomotive in Candy livery r-t-r in HO scale by SDS Models, PO Box 804, Winston Hills NSW 2153. Phone: 0431423878. Email: sales@sdsmodels.com.au Web Site: www.sdsmodels.com.au Price: \$335.00 for powered – DC, DCC ready.

Prototype

With the formation of the SRA of NSW on 1 July 1980, it took responsibility for the state's Rail, Bus and Ferry networks. One of its main goals was to modernise the NSW rail system. The 81 class locomotive and a new paint scheme were born in this time of modernisation and rationalisation. The SRA of NSW at its formation was reliant on several classes aging 1800 and 2000 hp locomotives. The horsepower at the time was restricted by the traction control systems available.

The previous New South Wales Government Railways (NSWGR) had trialled various 3000hp locomotives from other state operators during

the late 70's but were not convinced that traction control systems of the time could make full use of that amount of horsepower. This is where Clyde Engineering, under licence of EMD USA, lobbied its new 'Super Series' traction control system to the SRA of NSW. Locomotive 42220 was offered up as a 'Super Series' test bed and sent to Clyde's Rosewater plant in South Australia for installation of 'Super Series' traction control system and associated modifications etc. On completion it was made available for trials in late 1980. The resulting testing led to an order for 80 JT26C-2SS model locomotives from Clyde Engineering, to be built at their Bathurst NSW Assembly plant (Kelso).

The first of the 81 class, 8101 was delivered in October 1982. Outshopped in the new SRA of NSW livery designed by Phil Belbin, this livery consisted of a red body with silver roof and white underframe with yellow and orange lines along the lower section of the body. This became known as the 'Candy' livery.

The 81 class featured a number of innovations. It has an integral frame as such and does not rely

on a truss car body. This allows sectional body covers to be used that can be easily lifted off to provide easier access to internal components for maintenance. This makes the 81 class stand out as the frame extends out to be visible on the sides of the loco.

Internally the 81 class is fitted with a turbo charged two stroke EMD 16-645E3B Prime Mover and coupled to an EMD AR16 Alternator powering six EMD D77 traction motors.

This was a well proven design in the United States and the 81 class has certainly proven reliable. Construction continued until 8180 came off the production line in February 1986.

[Editor note: In 1991 Clyde Engineering built locomotives 8181 to 8184 for the then named 'Freight Rail' using spare parts as a recommendation from the Booze Allen report.]

There were two modifications initiated during construction. The first was to move the main air intake from the mansard roof section to the body side of the loco. It was found that when travelling through tunnels on grade, hot exhaust gases were being ingested causing overheating issues. The



SDS Models 8115 Mk I.



SDS Models 8171 Mk II.



The radiator detail on the SDS Models 81 class.



The Mk I main air intake and exhaust detail.

REVIEWS

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

Editor

first of the class to be delivered with this modification was 8128. 8101 to 8127 were later retro fitted with this modification. The other modification was the addition of a removable plate on each side of the mansard roof to provide access to a newly fitted exhaust silencer near the turbo charger. This provided easy access without lifting off the engine room cover. This plate was first added during construction to 8153 onward and then retrofitted to the rest of the class.

There is a bigger story to tell about the 81 class. All class members except for one remains in service with Pacific National, and with 8101's 40th birthday looming later this year. This review is only covering the Candy years till the last example received its 10-year CCO rebuild in 1995 and repainted into the Freight Rail blue livery. During this time the 81 class sure did revolutionize rail freight haulage in NSW; haulage of 8400 tonne coal trains in the Hunter Valley by quad 81's; grain trains all over the state and priority intermodals to Melbourne and Adelaide and also to Brisbane under lease arrangements to National Rail during 1994/1995. The last of the candy 81's were to be seen in Queensland.

Models

SDS Model's 81 class diesel electric model in Candy livery. There are two body versions available as labelled by SDS, SRA Mk I – As Built and SRA Mk II. The Mk I version represents the first 27 units as built before any modifications. The Mk II version represents the 'As Built' 8153 – 8180 and all units after being retrofitted with modifications post 1986. This production run is available as DCC ready, with a 21-pin mother board and sound ready with two speakers fitted. The numbers available in the Mk I as built are 8101, 8104, 8115 and 8123. The numbers for the modified Mk II version are 8109, 8111, 8136, 8142, 8159, 8163, 8171 and 8176. The models reviewed are Mk I 8115 and Mk II 8171. When this model was first advertised there was an option for custom factory numbering on pre-orders, but this option has now ended as production is under way for the Mk III and Mk IV

body versions and also Candy versions with Factory fitted DCC and Sound.

The Model features

The model comes in a well presented traditional styrofoam lined card box. The 81 class comes wrapped in a soft plastic sheet. There are provisions made with finger holes placed mid box for easy loco removal. Included in the box are two pages, one is an exploded view of the model to show the various parts and the other is an overview explaining various aspects of the model. These include maintenance, installing a DCC decoder, spare parts, and warranty. Body removal and the lighting switches are explained on the reverse side of this form.

On inspection both models had arrived without damage. A quick inspection showed the models to be free of any flash or obvious over spray on the paint work. All parts were in place, and nothing was missing or had come off the model. I thought it would be a good start to go to the SDS website, go to the products page and open up the 81 class model page. I then went through the brief of model features. I checked off the points that were relevant as follows.

- Highly detailed r-t-r HO scale.
- Precisely tooled (ABS) Body. (Upon inspection the body comes as two pieces with the main frame and pilots and a separate piece for the top body. These are held together with four screws on each side and a clip at each end. This works well to hold it all together straight and true.)
- Solid diecast chassis with dual sound enclosed speakers fitted.
- Chassis fitted with 21-pin mother board.
- 18" minimum radius recommended. (In operation I found no issues and they easily negotiated Peco Number four point work)
- Genuine Kadee Scale Head Whisker Couplers. (The couplers appear to be No.158 Kadees)
- Blackened semi-scale metal wheels. (They measure out as the 110 size and were in gauge)
- Separately applied steel handrails. (These include the front and side of cab hand rails and the grab irons in the foot treads leading to the roof. All done very well)
- Separately applied metal detailing parts. (This includes the mirrors, foot treads under the anti-climber and the eye bolts on the roof. These should prove to be very durable over time)
- Brass Horns. (Looking at the exploded diagram the brass air horns are two pieces. The top row of horns appears to be sitting a little low when compared to prototype photos)
- Highly detailed bogie frames and separately applied brake parts. (The side frames and all the detailed plumbing is a fine representation of the prototype)



The Mk II main air intake and exhaust detail.

- Five -pole skew wound electric motor and dual flywheels.
- LED headlights, marker lights, number boxes and ditch lights. (Head lights and marker lights are bright but the ditch lights are duller by comparison. I did note a little light bleed around the number boxes)
- Detailed cab interior. (There is the dashboard as such and the driver's and observer's

seats. The interior of the body in the cab is painted in the light green, which is a nice touch)

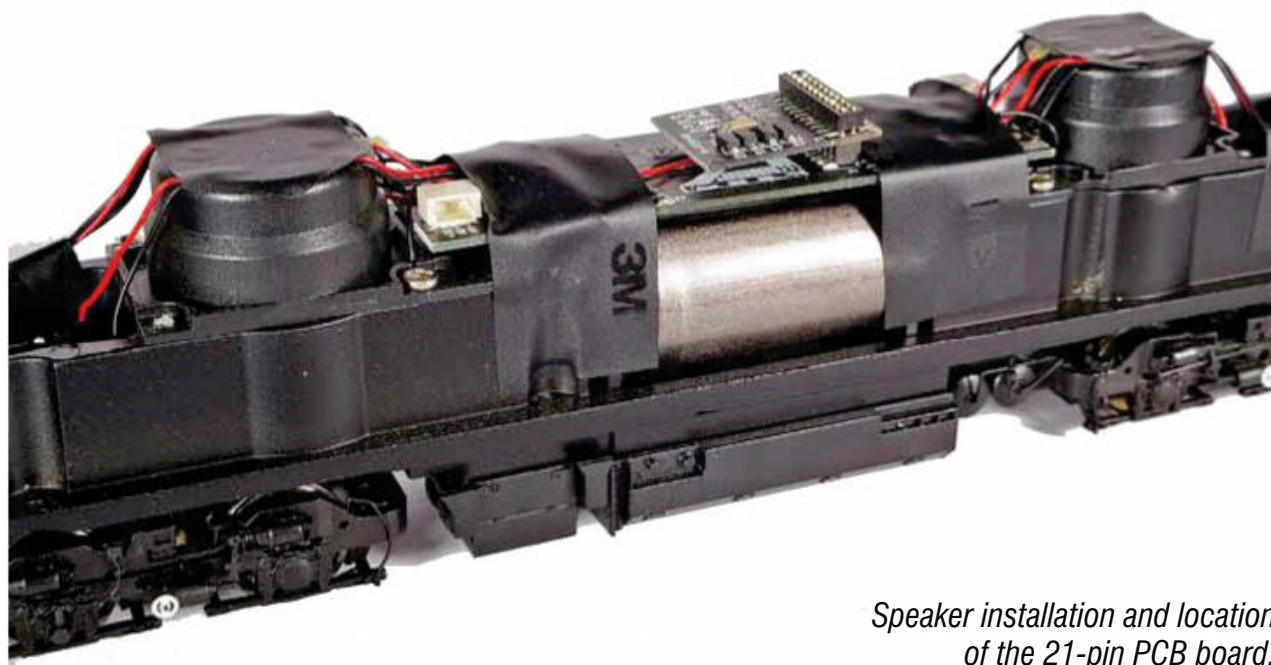
- Separately applied air hoses.

The body and details

When I look at these models there is a lot to like. They look like the 81 class was intended to look,



Body removed, note the loom locations.



Speaker installation and location of the 21-pin PCB board.

ready for work. Although I do not have a set of plans, comparing it with photographs and other models as such, the overall dimensions look spot on. I had a good look at the shapes involved and where detail points are located. This is where these models have excelled. Cross examining with photos every aspect of the model looks good. The detailing points, such as the body ribs, porthole locations, step locations are spot on.

There were a couple of details that I really wanted to look at closely, due to previously available models being more creative with this shaping. One was the shape of what I call the headboard. This is where the head lights and number boxes are located. I am glad that this shape looks spot on. This then transitions back to the correct shape of the cab roof. The other major one was the shape and angle of the step down in the frame on the side of the body about the fuel tank. The angles and shape look really good. This doubles back to getting the shape and height of the fuel tank and battery boxes right. It is very well executed and a big tick from me. The only small point to let it down was small cut outs at the bottom of each side of the pilot. This looks to be done this way for a better fit of the chassis.

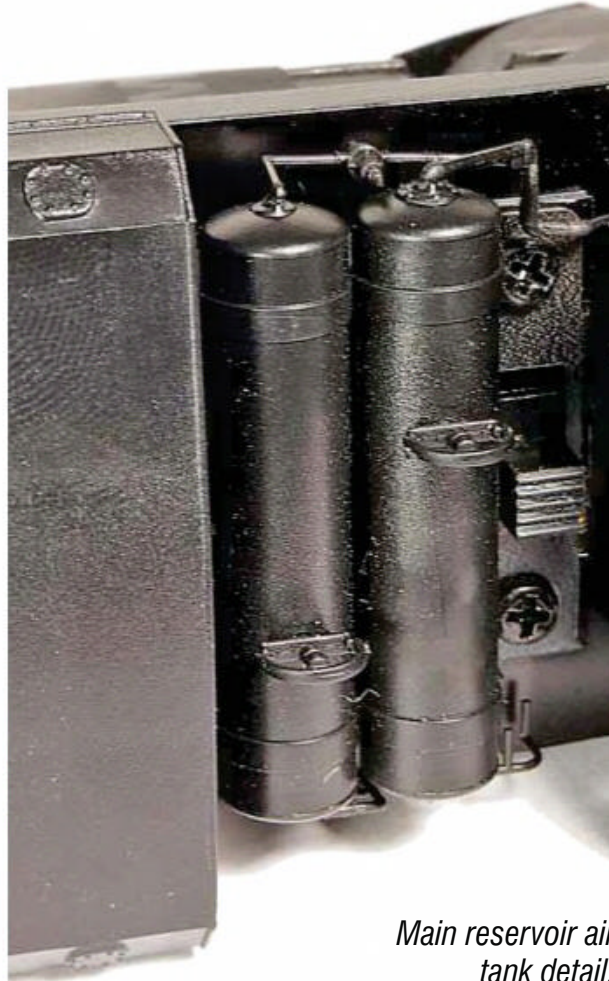
The main engine air intakes and dynamic brake cooling intake grilles are moulded with the ABS body and are see-through. The main radiator grilles and fans have been moulded in tinted POM Acetal, which is the same material used on much of the mechanism and detailing parts, such as the air hoses and pipes. It is a great material for a good 3D representation of these parts. It is, however, very hard to tint silver. They have come off with a light grey appearance. It is very hard to get paint to stick to this material. With models of liveries such as Freight Rail Blue, there will be no issues with tinting. The 3D appearance of these items is well done, especially with the radiator space behind the main cooling grilles.

Livery and paint work

The livery and paint work on the model is excellent. The colours are spot on and placement of the Candy Stripes, the L7's and numbering are accurate. The yellow line on the fixed MU hose box on the front of the cab is a little misaligned high on both models.

Operation

Both the models have run faultlessly when I placed them on the tracks. The mechanism looks the same as that used in the SDS NR class locos, other than a shorter wheelbase. So, I have no doubt the 81 class will have a similar performance to the NR's. Under the model at each side of the fuel tank is an on/off slide switch corresponding to the lighting on that end of the loco. For DC use, the lighting can be turned off on either or both ends, which is useful if the loco is not leading in a combination. These

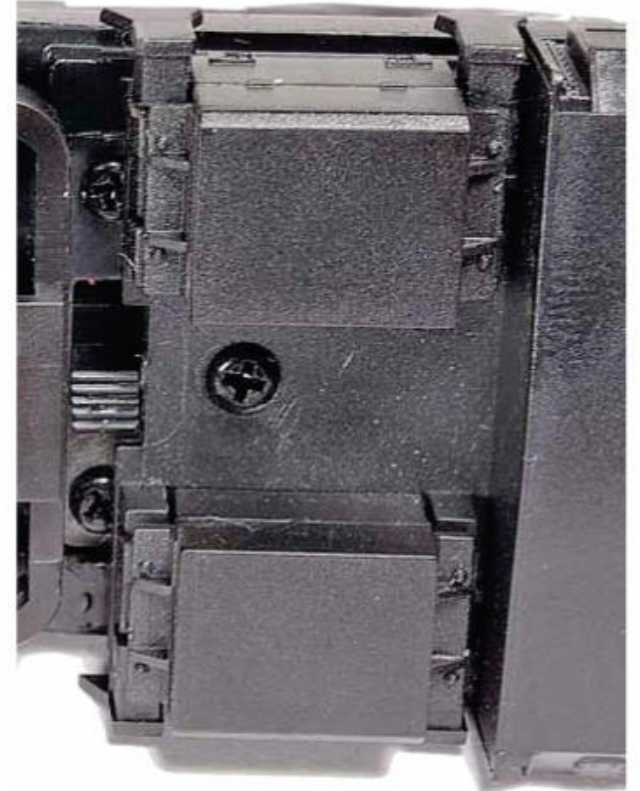


Main reservoir air tank detail.

switches are large, but out of the way. They look to be durable.

Disassembly and DCC installation

It is easy to remove the body. Following the instructions provided, I first removed the screw holding in the couplers and removed them. The next step was to remove two screws at each end placed each side of the couplers. Once done it just took a little bit of jiggling to get the body off. It felt solid and I didn't fear any damage or finishing up with a hand full of loose parts. The body is connected to the chassis by the head light wiring which could be unplugged for full



Battery box detail.

body removal. These locos come DCC sound ready, so all that is required is to pull the 21-pin dummy plug out and plug in your chosen decoder. It seems simple enough. I will leave that review to someone that knows something about DCC after the future runs are released!

Summary

In conclusion, after casting a very critical eye over these models, I give the model a rating of 9.5 out of ten. They will make a great addition to anyone's 80s or 90s SRA of NSW fleet.

Justin Moy

Recent Releases



SDS Models has released a rerun of the South Australian Railways (SAR) Australian National Railways (ANR) Australian National (AN) and National Rail (NR) SOC, SO AOQF, ROQF, each pack contains five wagons, this run includes:

- *The SAR SOC, SO and AN AOQF are available in four different packs (two with re-run numbers and two with new numbers)*
 - *Two ANR maroon packs and a CR pack.*
 - *Two packs in AN livery with NR patch and ECOFAB covers.*
 - *And six NR packs, two with re-un numbers four with new numbers.*
- Additionally, ECOFAB covers are available separately in a five pack.*

Auscision Models have received an undecorated factory pilot model of their future release of a C44ACi diesel electric locomotive in N scale. The model will be released in the following liveries: ARG AC class, Pacific National 92 and 93 class, QR National 6000 class, Aurizon 6020 class, Xstrata Rail XRN class, Genesee & Wyoming Australia GWU class, Centennial Coal/SSR CEY class, CFCLA CF class, Fletcher FIE class and Mineral Resources MRL class.

Models will be available in standard DC and with the option of factory fitted ESU LokSound 5 DCC and sound.

Auscision have also received an undecorated pilot model of their future release of a State Rail Authority of New South Wales (SRA of NSW) 80 diesel electric locomotive in N scale.

The model will be released in the following liveries: SRA of NSW Indian Red, Reverse, Bicentennial, Candy, Freight Rail, FreightCorp and Pacific National.

Models will be available in standard DC and with the option of factory fitted ESU LokSound 5 DCC Sound.

Both the C44ACi and 80 class projects don't have any firm delivery dates, at time of publication.

Auscision Models has tooled up a total of eight N scale locomotives, including the NR class, 80 class and the C44ACi, so the future for Australian N scale looks very bright.



Auscision Models factory undecorated pilot model r-t-r N scale C44ACi, next to a HO scale model for sizing.



Auscision Models factory undecorated pilot model r-t-r N scale C44ACi.



Auscision Models factory undecorated pilot model r-t-r N scale NSWGR 80 Class, next to a HO scale model for sizing.



Brunel Models has added to their On30 scale product line of kits, with this recently released water tank kit.



Railmotor models has released their VHQF aggregates hopper wagon in r-t-r HO scale, in VR, V/line and Pacific National liveries.

Auscision Models have received painted pilot models of their HO scale r-t-r Pacific National NHEH, NHH and NHH, Xstrata/Glencore/Genesee Wyoming Australia (GWA) PHEH, PHYH and AHAH and Whitehaven PHWH coal wagons.

Auscision Models has also announced a re-run of their *Southern Aurora®* passenger ten coach sets r-t-r in HO scale. This includes 1962 to 1973 era, 1973 to 1986 era, *Sydney/Melbourne Express* 1986 to 1990 era, and 1990 to 1993 era.

Four coach add-on sets will also be available, including the *Brisbane Limited* 1961-1990 era,

a two coach add-on pack and single coach packs including:

- BCS lounge coach with and without *Americas Cup Car* headboard.
- RMS dining coach in *Southern Aurora®* and West Coast Railway livery
- MHN Parcels Van, *Southern Aurora®*, with and without Illuminated sign, and XPT Demonstration train livery.
- PHN Power van, *Southern Aurora®*, with and without Illuminated sign.

Finally, Auscision Models is offering a DCC Sound kit for the PHN/PHA Power vans.



Pilot model of Auscision's HO scale r-t-r AHAH coal wagon in GWA livery.



Pilot model of Auscision's HO scale r-t-r NHH and NHHs in Pacific National livery.



Pilot model of Auscision's HO scale r-t-r PHEH and PHYH in Xstrata, GWA patch and Glencore livery.



BCS lounge coach in 'Southern Aurora'® livery r-t-r in HO scale.



MHN Parcels Van, in XPT Demonstration train livery r-t-r in HO scale.



MHN Parcels van, 'Southern Aurora®', with Illuminated sign, r-t-r in HO scale.



Digital rendering of the Auscision Models 'Sydney/Melbourne Express' 1990-1993 era, r-t-r in HO scale.

CGL Models

CGL Models in conjunction with SDS Models have formally announced the Queensland Railways 1620 class diesel electric r-t-r in HO and HO $\frac{1}{2}$ locomotive project.

CGL Models has been involved with the research and development of this project for Queensland Railways (QR) modellers, and the third QR locomotive model produced in partnership with SDS Models.

The 1620 project comprises 15 versions available DC or factory fitted DCC with sound. Liveries include paint schemes from the 1960s to the mid 1990s, as well as preserved heritage operations and service in Malaysia.

The 1620 class models are expected to be available in 2023.

CGL Models will be offering an exclusive of 1651 model from the 1970's to 1980's era. This model will only be available direct from CGL Models.

IDR Models

The Victorian Railways DERM and MT r-t-r in HO scale are in production and the CHS coal hopper final pilot models should be completed and sent for review shortly. Once IDR Models has reviewed the samples, production of the CHS coal hopper will commence.

Ixion Model Railways

Work on the CAD drawings for the Victorian Railways LL and MM bogie stock wagons r-t-r in HO scale, and the second run of the J class



CGL Models/SDS Models undecorated pilot model of the 1620 class diesel electric r-t-r in HO and HO $\frac{1}{2}$ locomotive project.



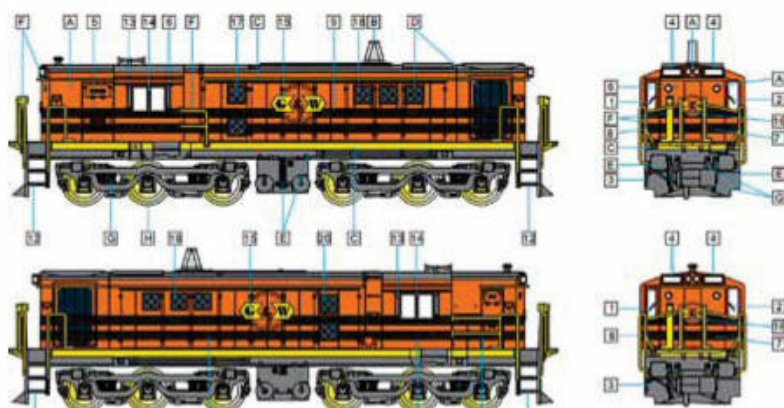
A2 884 arrives at Sunshine hauling the 07:1 Up passenger service from Bacchus Marsh on 20February1962. Late Weston Langford.



Lyndons Trains initial 3D print of a HO scale cane tramway locomotive.



Lyndons Trains 3D print of a On30 toast rack coach.



Digital rendering of Lyndon Trains GWA r-t-r N scale 830 class locomotive.

◀ *Lyndons Trains 3D print of a Queensland cane tramway locomotive, with an Australian one dollar coin for scale.*

Lyndons Trains

Lyndons Trains has been working on some Queensland cane tramway locomotives in HO $\frac{1}{2}$, and On30 toast rack coaches.

Following some late night contemplation, Lyndon Trains has taken the plunge and is offering a Genesee and Wyoming Australia (GWA) 830 class diesel electric locomotive in N scale.

Produced in partnership with Gopher Models, it will be available exclusively through Lyndons Trains.

Expected delivery is Q4 2022. Pricing is not firm at this time and Lyndons Trains is not currently taking orders until pricing has been confirmed. Only 150 are being produced initially.

An adventurous modeller could contemplate modelling the Port Lincoln Division in N scale by modifying a Lyndons Trains GWA N scale 830 and installing a Z scale mechanism?

2-8-0 steam locomotive r-t-r in HO scale have been affected by staffing issues at the factory, this has now been resolved and work has resumed. The Victorian Railways LL and MM wagons are expected in early 2023 and the re-run of the J Class could be here by Christmas 2022.

Ixion has announced that their next new locomotive model will be the Victorian Railways A² 4-6-0 steam locomotive r-t-r in HO scale. All of Ixion's features and accessories will be included. Variations of the A² are expected to include both coal and oil tenders, spoked and boxpok driving wheels, and Stephenson or Walschaert's valve gear.

On Track Models

On Track Models next re-run following the VLEX, will be the Victorian Railways VLX, V/line, Freight Australia VLCX r-t-r in HO scale. Pack numbers to be advised.

Railmotor Models

Railmotor models has released their VHQA aggregates hopper wagon in r-t-r HO scale, in VR, V/line and Pacific National liveries. Competitively priced Railmotor Models has taken a 'small batch' approach to production.

Currently in production are the VR/V/line JAF/VHFF Soda Ash hopper wagon and the V/line VHDX dolomite wagon in r-t-r HO scale.

Railmotor Models has received the pilot model of their timber over bridge kit in HO scale.

Finally, in development is a HO Scale 40' Pantech semi-trailer with three axles.

Stephen Johnston Models

After a long hiatus some more work has been done on the HO scale NSWGR six-wheel gin kit. All the parts have been finalised and the taps have been sent off to be cast in brass. It's taken a while to finish it off, but the end is in sight.

Steam Era Models

Are currently working on retooling the I truck body and floor to bring the 22' I/A and IY kits up to the same standard as the riveted IZ kit in HO scale. The aim is to have new kits available for sale at the AMRA Caulfield exhibition in August this year.

AMRM on instagram

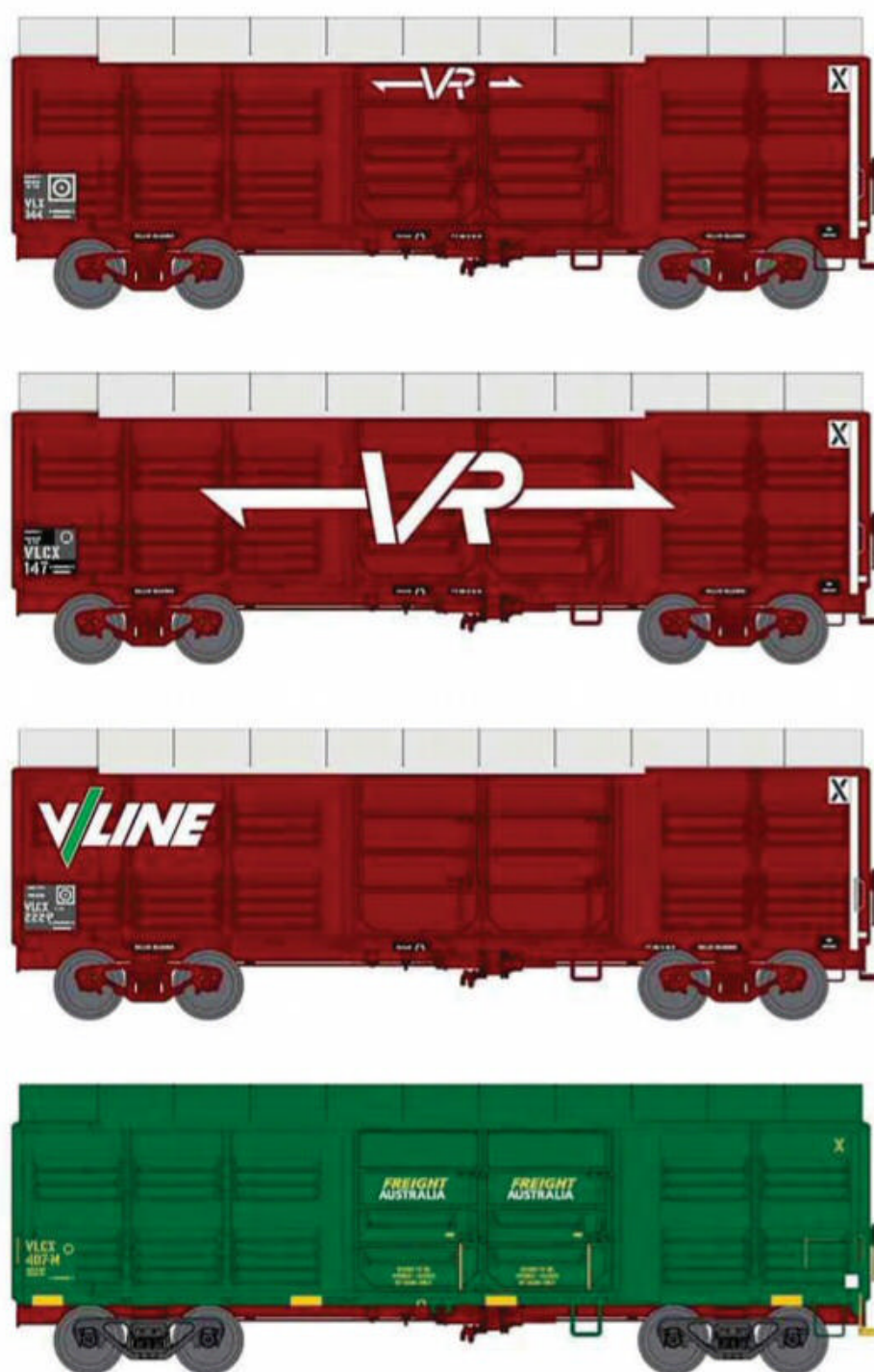
If you are an AMRM reader and you are on the social media platform Instagram, you can now follow the AMRM at [scott_amrm](#).

Submitting articles

AMRM readers, if you are submitting an article for publication can you please include your phone number. We have had issues contacting some authors and sometimes a phone call can resolve multiple issues.

Corrections

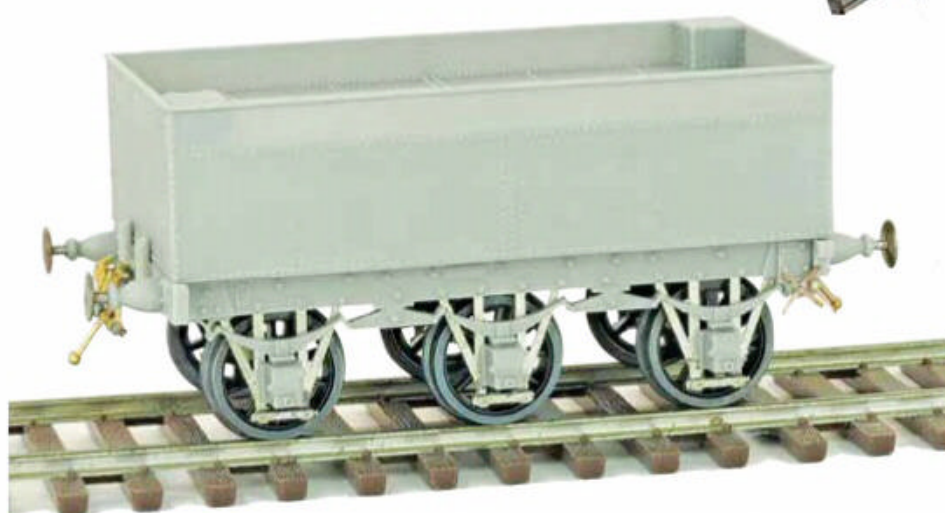
In AMRM issue 353 April 2022 the Casula Hobbies NSWGR Z19 Class 0-6-0 steam locomotive review, stated the negotiated radius as 30cm, this was in fact 30 inches.



Digital rendering of On Track Models re-run of Victorian Railways VLX, V/line, Freight Australia VLCX r-t-r in HO scale.



Railmotor Models pilot model of their timber over bridge kit in HO scale.



Stephen Johnston Models HO scale NSWGR six wheel gin kit.



Phoenix Models pilot model of the VR K class 2-8-0 steam locomotive r-t-r in HO scale.

Phoenix Models

Phoenix Models Victorian Railways (VR) D³ 4-6-0 steam locomotive r-t-r in HO scale re-run is currently in assembly and should ship around mid year. These models will be DCC and Sound equipped with an improved speaker assembly.

The first factory pilot models of their improved VR K class 2-8-0 steam locomotive r-t-r in HO scale arrived days prior to the recent Diamond Creek Exhibition. Opportunity was taken to run these models at AMRA Vic clubrooms during the weekend. These factory pilot models were a combination of old and new parts, Phoenix Models expect full pilot models in coming weeks.



Phoenix Models pilot model of the VR K class 2-8-0 steam locomotive r-t-r in HO scale.



Phoenix Models pilot model of the VR K class 2-8-0 steam locomotive r-t-r in HO scale.



Phoenix Models pilot model of the VR K class 2-8-0 steam locomotive r-t-r in HO scale.



SDS Models—CGL Models undecorated pilot model of their r-t-r HO and HOn3½ Queensland Railways 1620 class diesel electric locomotive.



SDS Models undecorated pilot models of their r-t-r HO and HOn3½ Midland Railway of Western Australia (MRWA) F class diesel electric locomotive.



SDS Models undecorated pilot models of their r-t-r HO and HOn3½ Midland Railway of Western Australia (MRWA) F class diesel electric locomotive.

SDS Models

Latest run of the r-t-r SAR/ANR/AN/NR SOC AOQF ROQF concentrate wagons in HO scale has arrived in Australia and will be ready for distribution very soon.

The second run of the State Rail Authority of New South Wales (SRA of NSW) 81 class diesel locomotive r-t-r in HO scale is nearing completion. The vendor has started to mould and paint the Mk III and Mk VI versions for their next assembly project.

The SAR ANR 900 class diesel locomotive r-t-r HO scale model is progressing with all the chassis parts assembled and now waiting for the final paintwork to be completed. These will be ready to ship to Australia just after mid year.

The Queensland Railways (QR) 1460/1502 diesel electric locomotive r-t-r HO and HOn3½ models are in production with the plastic parts moulded, most body parts painted and the chassis are partially assembled. Delivery is planned for late third Qtr 2022.

SDS Models have received undecorated pilot models of their QR 1620 class diesel electric locomotive and Midland Railway of Western Australia (MRWA) F class diesel electric locomotive.



SDS Models undecorated pilot models of their r-t-r HO scale AKEX and RCEX steel coil wagon.

VALE

John Buttsworth 1947–2022

It is with sadness we advise of the passing of John Buttsworth (big John) on 8 April 2022 at the age of 75. John has been a member of the Southern Cross Model Railway Association for decades and the Epping Model Railway Club since 1979. Like many, he has been a valued behind the scenes person, over the years holding numerous committee positions in both organisations and has helped with their activities. He has worked on the Epping Club Exhibition second-hand stall for the past 20 years.

While John modelled the New South Wales Government Railways (NSWGR) in HO scale, in recent years he has used CAD and 3D printing to build O scale models of four-wheel freight wagons and CUB coaches of the NSWGR. John was well read on the railways of the United Kingdom and New South Wales. He was always willing to share his modelling experience with other modellers. Despite his bad legs, John always had a smile for everyone that he met and a kind word for their modelling efforts. He will be greatly missed by his many friends in model railways and his cousins in the North Coast town of his birth.

Trevor Moore

Russell Merriman 1946–2022

Sadly, we advise the death of Russell Merriman on 23 February 2022. Russell was the third editor of Australasian Model Railroad Magazine [*Editor note, 'Australasian' was changed to 'Australian' early in the AMRMs life*], leading the team for a short period.

Russell was born 2 April 1946, raised and schooled in San Souci NSW with secondary education at James Cook Boys High School, finishing about 1962. He then studied engineering at Sydney Technical College and worked for the NSW Department of Main Roads, the construction of the F3 highway through Waterfall being one of his projects. In the 1960s he

was conscripted into the Australian Army, serving in Vietnam with the army engineers. After working with the Main Roads Department, he became a customs officer before retiring in Oberon, where his home included a lined shed which housed his model railway.

For a period, he resided in Hazelbrook on the Lower Blue Mountains escarpment, where he raised a family and was an active member of the Warrimoo Model Railway Club until it ceased about 2008. After which he joined the Upper Mountains round robin group.

During this period, he was also a member of the local Rural Fire Brigade where he served for 45 years, receiving many awards.

In the late 1960s into the '70s, Russell was a member of the Eastern Division of the Southern Cross Model Railroad Association and helped with the Australasian Model Railroad Magazine when Peter Woolley, as editor, led the team. When, in the early 1970s, Peter stepped aside from his role, Russell took over the task of leading a team of youngsters, including John Bevan and Bob Kable, to produce the magazine. John Bevan remains active, being the chairman of the committee that oversees the management of the magazine and Eveleigh Press.

Although Russell's role covered a short period in the life of AMRM, it was a very important time as the printing industry was moving from solid type to offset printing. This demanded a change in pre-press preparation and led to the era when the use of photography was financially less expensive. Russell handed the role of editor on to Ray Wurlod.

During the latter part of his life, Russell was often seen on the exhibitor scene assisting Steve Wright with his Galong and Boorowa layout and devoting time to the Christian Life Centre ministries where, among other duties, he was an 'Official Visitor' in the local prison system.

His contribution to AMRM and his promotion of modelling the Australian railway scene was an extremely important step to where the Australian model railway hobby is today. Russell willingly encouraged the local manufacturing scene which was then seeing the release of the NSWGR and VR brass crafted locomotives and the HO kit scene.

Russell is survived by daughter Alison and son Darren.

Rest in Peace, Russell.

Bob Gallagher

Diary

EXHIBITIONS & EXPOS

LAVINGTON – NSW. May 21-22, 2022. Murray Railway Modellers Train Show. Mirambeena Community Centre, 19 Martha Mews Lavington 2641. 9am-5pm (Sat), 10am-4pm (Sun). Grant Myers 0417 538 700. galamy@bigpond.com

MT CLAREMONT – WA. June 4-6, 2022. AMRA WA Inc 2022 Model Railway Exhibition at the Robinson Pavilion, Claremont Showgrounds, Mt Claremont. 9.30am-4.30pm (Sat & Sun), 9.30am-3.30pm (Mon).

ANGLE PARK – SA. June 11-13, 2022. Adelaide Model Railway Exhibition. Greyhound Park, Cardigan Street, Angle Park. Find us on Facebook. www.modeltrainshow.org.au

BALLARAT EAST – VIC. June 11-13, 2022. Ballarat & District Model Railway Club Inc. Annual Exhibition, Queen's Birthday Weekend, Woodman's Hill Recreation Centre, Fussell Street, Ballarat East. 10am- 5pm (Sat/Sun), 10am-4pm (Mon). Family \$25, Adult \$10, Child U/16 \$5, under 5 free.

GLEN WAVERLEY – VIC. June 11-13, 2022. Waverley Model Railway Club Annual Exhibition, Brandon Park Community Centre, 649 Ferntree Gully Road, Glen Waverley. 10am-6pm (Sat), 10am-5pm (Sun), 10am-4pm (Mon). Adults \$12, Children \$6, Family \$30. exhibitions@waverleymrc.org.au

MORWELL – VIC. June 11-12, 2022. LVMRA Morwell Exhibition. Kernot Hall, 50-70 Princes Drive, Morwell. 10am-5 pm (Sat), 10am-4pm (Sun). Family \$20/Adult \$10/Child \$5. President: 0400 011 066 Secretary: 0447 882 593

CALOUNDRA – QLD. June 25, 2022. Sunshine Coast Model Railway Club, Uniting Church Hall, cnr Queen and Ulm Streets, Caloundra commencing at 8.30am. Terry Hicks (07) 5491 4617. ghicks4@bigpond.com

BRISBANE – QLD. July 9-10, 2022, 9am-4pm (Sat & Sun). The Railway Modellers Club of Qld presents the Pine Rivers Model Railway and Hobby Expo, South Pine Sports Complex, Cribb Road, Brendale. rmcqevents@gmail.com http://rmcq.org.au/home/calendar/rmcq-exhibitions

STAWELL – VIC. July 9-10, 2022. SES Hall Sloane Street, Stawell. 9.30am-5pm (Sat) & 10am-4pm (Sun). Stuart 0438 545 233. Grampian Model Railroaders Inc. www.gmrinc.org.au

CANBERRA – ACT. August 6-7, 2022. Malkara Model Railway & Scale Model Exhibition, Malkara Special School, Wisdom Street, Hughes. 9am-5pm (Sat) and 9am-4pm (Sun). Gavan Bennett 0401 308 926. malkara@actmrs.org.au

CAULFIELD – VIC. August 20-21, 2022. Caulfield Racecourse, Station St, Caulfield. (Melway Map 68 Ref E). 9am-6pm (Sat), 9am-5pm (Sun). Vince Battiato 0418 544 700. Clubrooms (03) 9885 7034. exhibitionamravic@gmail.com

COWES – VIC. September 17-18, 2022. Phillip Island and District Railway Modellers Inc Model Railway Exhibition, rear Cowes Senior Citizen's Club, Lion Court, Cowes. 10am-5pm (Sat), 10am-4pm (Sun). Adults \$8, Child \$5, Family (2 adult + 3 child) \$20.

DIARY continues on page 72



SELL YOUR PREOWNED RAILWAY

- Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •



Use our self-service tools to list your collection quickly and easily online!

We purchase all manner of items:

LOCOS &
ROLLING
STOCK

GARDEN
RAILWAYS

DIECAST
VEHICLES

UNBUILT
PLASTIC
KITS

So why choose Hattons?

- More than 70 years of experience
- Offering you the best prices in the industry
- Valuations made by experts
- Free quotes with no obligation to trade
- We can arrange delivery – no collection too big or too small
- Fast, secure payment • Store credit available

**WE PAY
STRAIGHT AWAY!***

*Same day payments apply for collections received Monday to Friday before 2pm. Any collections received after 2pm will be paid on the next working day. Please note: In the unlikely event that we revise our offer price for your collection, you will be paid after responding to our offer. For full Terms and Conditions, visit [hattons.co.uk/preownedterms](https://www.hattons.co.uk/preownedterms)

Get cash for your items in just four easy steps...



Start your trade in today at:

RE-OWNED MODEL ITEMS FOR CASH

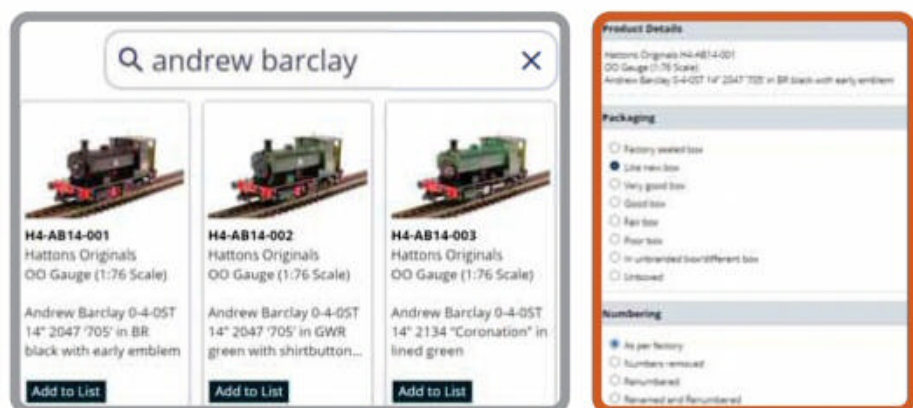


We purchase a wide variety of brands, including...



The easiest way to put your list together...

Utilise our extensive product
database and preset item
conditions to quickly
and easily compile your list.



Take our 60 second quiz and immediately learn if
we can make an offer on your collection!

www.HattonsModelMoney.com/quiz



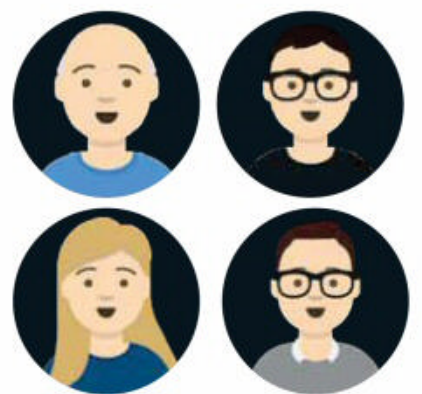
Get in touch with our friendly team...

Call us on: **+44 151 305 1755**

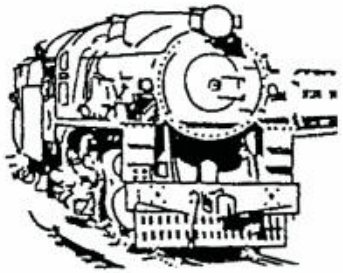
Phone opening times: Mon to Sun 9:30am - 5:30pm (UK time)

Email us at: **preowned@hattons.co.uk**

International collections accepted



www.hattonsmodelmoney.com



MODELLING THE RAILWAYS OF SOUTH AUSTRALIA CONVENTION

Saturday, 3 September 2022

**Lecture Theatre
Flinders Medical Centre
Bedford Park**

The following talks are planned:*

- Minnipa Layout on the Eyre Peninsula
- The Henley Beach Line
- Train Control on the AN and under ARTC
- The 300 and 400 class Garratts
- The South Coast Line
- SAR Large Scale Modelling
- Military Trains
- with additional articles in the notes on locos, wagons and more...

* Last minute changes may be necessary.

Displays of these and other topics will also be on hand, lunch and comprehensive notes on all presentations will be provided as usual.

Registration forms will be available in late June from:

- www.mrsac.com
 - Hobby shops
 - SAR Convention, PO Box 356, Parkholme SA 5043
- or email at convention@mrsac.com

Forms will be posted to previous attendees in late June.

*Sponsored by the
Australian Model Railway Magazine*



ADVERTISING DEADLINE

August 2022 Issue

Advertising deadline is:
16 June 2022

*The August 2022 issue should be available at the normal outlets around
21 July 2022.*

Diary

Continued from page 67

SEMINARS & CONVENTIONS

EPPING – NSW. July 23, 2022.

Modelling the Early Days of the NSW Railways Workshop. Dence Park Creative Centre, 26 Stanley Road, Epping. Registration essential. Regular attendees will be notified by post. amrmagzn@tpg.com.au

ADELAIDE – SA. September 3, 2022.

Modelling the Railways of South Australia Convention 26, Flinders Medical Centre lecture theatres, Bedford Park. Registration from 8.30am for a 9.00am start. Registration forms MRSAC, PO Box 356, Parkholme SA 5043; www.mrsac.com; or selected hobby shops. convention@mrsac.com

GOULBURN – NSW. October 7-9, 2022.

National N Scale Convention. Viola Stadium, 45 Braidwood Rd, Goulburn. Workshops, layouts and friendly enjoyable time. \$160 includes registration, clinics, all meals, morning and afternoon teas. Extra activities will include trike rides at Crookwell Railway Museum and guided tour of Goulburn roundhouse. Phil on 0433 646 393 or badgerbits@gmail.com. Greg grgsldr@gmail.com

OPEN DAYS

GLEN IRIS – VIC. September 24, 2022

at the Clubrooms of the Australian Model Railway Association, Victorian Branch Inc, 92 Wills Street, Glen Iris. (Melway Map 59 Ref J8). 10am-4pm (Sun). Free Entry. Clubrooms Telephone (03) 9885 7034.

BRISBANE – QLD. November 6, 2022. The Railway Modellers Club of Qld Open Day at clubrooms, 20 Terrence Road, Brendale. 10am-1pm. rmcqevents@gmail.com. <http://rmcq.org.au/home/calendar/buy-sell-days>

SALE DAYS

CALOUNDRA – QLD. June 25 & October 8, 2022. Sunshine Coast Model Railway Club. Uniting Church Hall Cnr Queen and Ulm Streets, Caloundra at 8.30am. Terry Hicks (07) 5491 4617. ghicks4@bigpond.com

ZILLMERE – QLD. July 16 & October 15 2022. AMRA Qld. Inc. 20a Murphy Road (Dunsford Street lights) Zillmere. 9am-1pm. Layouts running, sausage sizzle, BBQ soft drinks, tea and coffee. Enquiries and table bookings President Bruce Meiklejohn 0433 440 031. email: amraqld1@gmail.com

BRISBANE – QLD. July 31 & November 27, 2022. All Gauge Model Railway Club at Queensland Rifle Association (QRA) Restaurant, 1485 Old Cleveland Road, Belmont. Ron Parker 0420 597 460 rlp39@yahoo.com.au

BRISBANE – QLD. November 6, 2022. The Railway Modellers Club of Qld will hold a Buy & Sell Day, at clubrooms, 20 Terrence Rd, Brendale. 10am-1pm (Sun). rmcqevents@gmail.com. <http://rmcq.org.au/home/calendar/buy-sell-days>

EVELEIGH PRESS

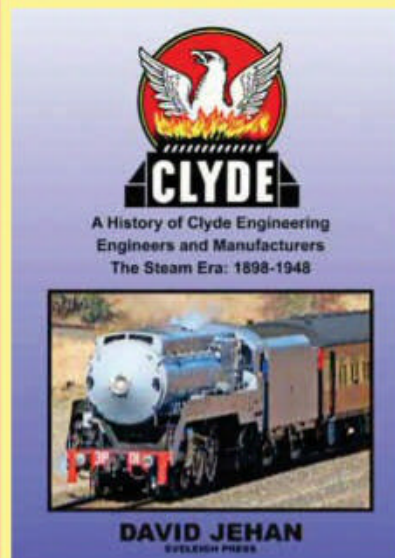
is proud to announce the follow up volume to Hudson

Brothers by author

DAVID JEHAN

CLYDE

**A History of Clyde Engineering
Engineers and Manufacturers
The Steam Era: 1898–1948**



This 336 page hard-cover volume also includes a listing of all tramcars, wagons, coaching stock and steam locomotives built in the period covered.

NOW AVAILABLE
Clyde is \$90.00 plus postage from

SCR PUBLICATIONS

PO Box 345 MATRAVILLE 2036

Telephone (02) 9311 2036

www.australianmodelrailways.com

AUSTRALIAN MODEL RAILWAY MAGAZINE

The best in Australian railway modelling
direct to your screen



Why you should subscribe?

It really does make sense. We know it is sometimes difficult to find AMRM at the newsagent or hobby shop. We are working to improve that, but a subscription makes it so much easier to ensure that you never miss a copy. Your copy of the *Australian Model Railway Magazine* can be delivered to your mailbox and now also ***direct to your screen!***

Yes, your favourite magazine is now also available online, the same subscription rate applies to either the print or digital copy, but the best choice is to select both, which only adds \$9.95 to the normal subscription price.

Overseas subscribers who select only the digital version will now pay the same as Australian subscribers, ie no additional postage costs.

SUBSCRIPTION RATES

Australian Subscribers

One Year (6 issues) Print **or** Digital \$66.00
One Year (6 issues) Print **and** Digital \$75.95
Two years (12 issues) Print **or** Digital \$127.00
Two years (12 issues) Print **and** Digital \$145.90
Three years (18 issues) Print **or** Digital \$188.00
Three years (18 issues) Print **and** Digital \$217.85

Overseas Subscribers

Asia-Pacific

One Year (6 issues) Print \$105.00
One Year (6 issues) Digital \$60.00
One Year (6 issues) Print **and** Digital \$114.95

Rest of the world

One Year (6 issues) Print \$132.00
One Year (6 issues) Digital \$60.00
One Year (6 issues) Print **and** Digital \$141.95

**All overseas print copies are sent by airmail.
Please highlight or circle the option required.**



The digital version using Zinio Reader can be viewed on PC and Apple computers, iPad and Android tablets.



Order Form (Feel free to copy to preserve your magazine)

Name.....
Address.....
Postcode.....
Phone.....
Email.....
Please start/continue my subscription from Issue

I enclose a cheque payable to SCR Publications,
PO Box 345 Matraville NSW 2036 for \$..... or charge
\$..... to my Visa/MasterCard

Expiry ____ / ____
Current Membership No.
Name on card
Signature.....

You can also subscribe online at www.australianmodelrailways.com

HOBBY SHOP DIRECTORY

NSW

AM
AUSTRALIAN MODELLER

We stock over 6000 Australian Outline Model Railway Products

Australian Modeller
Unit 68/45 Powers Road
SEVEN HILLS NSW 2147
Phone: (02) 9620-9035
Fax: (02) 9620-6695

Open every Saturday 10am - 4pm

Come and visit our brand new Sydney showroom. We carry all major brands including: SDS Models, Austrains, Eureka Models, Trainorama, On Track Models, Bendigo Rail Models, Powerline, Southern Rail Models & Auscision. Huge range of scenery, track, scratch building materials, DCC systems & decoders available both in store & online. Visit our online store for full product listing with images of every single product we sell.

Website: www.australianmodeller.com.au
Email: information@australianmodeller.com.au

Australian Modeller is part of the AUSCIBION GROUP

We have shifted shop!
202 Bong Bong Street,
Bowral 2576
Open 6 days, 9.30-4.30
Closed Sunday, Pub Hols
Sales and Service
Analogue, Digital Sound
sales@allaboard.com.au
Ph: 02 4871 2966

ALL ABOARD
est. 1975

46 years in the model railway business!

Shop online: www.allaboardexclusive.com.au

YOUR SPECIALIST MODEL RAILWAY SHOP
No cars. No planes. Only trains!

QLD

HOBBYRAMA
EVERYTHING IN MODEL TRAINS, - ALL SCALES
BEGINNERS OR EXPERTS, CONSULT US FIRST
FREE PARKING - OPEN 7 DAYS
PH 07 3352 3333 FAX 07 3352 3300
MAIL ORDERS - All major Credit Cards & EFTPOS welcome
Cnr Stafford Rd & Shand St, Stafford 4053

M&K MODEL RAILWAYS

- ▲ For all model trains and accessories
- ▲ New and second hand (licensed dealer)
- ▲ All gauges and leading brands
- ▲ Mail orders welcome
- ▲ Indoor and outdoor model train tourist attraction
- ▲ Retail shop, ride-on train, tea room, groups welcome

50 Old Maryborough Road, Pialba 4655
Phone: (07) 4124 1979. Fax: (07) 4124 3623
www.mkmodelrailways.com Email: mkrail@bigpond.net.au
Facebook: M & K Model Railways

VIC

BRANCH LINE

Suppliers of Fine Model Railway and Constructive Hobby Equipment
490 Dorset Road, Croydon 3136
Ph: (03) 9723 1211
Fax: (03) 9723 5432 Website: www.branchline.com.au
Email: trains@branchline.com.au
Hours: Mon.-Fri. 10am-5pm, Sat. 10am-4pm
Phone, Fax, Mail & Credit Card Orders Welcome.

THE MODEL EMPORIUM HOBBY STORE
New, Used & Obsolete Model Railways and Hobby Supplies
Open Tuesday to Sunday
131 Station Street, Ferntree Gully
Directly across from Ferntree Gully Railway Station
0413 926 857
<https://www.facebook.com/themodelemporium/>

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
Railway Bookshop
5 Henderson Road Alexandria 2015
Open Monday to Saturday 9.00am to 3.00pm
www.arhsnsw.com.au email: sales@arhsnsw.com.au
Very fast mail order service or order securely online
Phone 02 9699 4595
COME AND VISIT OUR NEW PREMISES AT ALEXANDRIA WHERE WE HAVE AN ENORMOUS RANGE OF SECOND HAND BOOKS

WOODPECKER MODEL RAILWAYS
www.woodpeckermodelrailways.com.au
Shop 8/7 Joyce Street, PENDLE HILL 2145
Open Tuesday - Friday 10am - 5.30pm
Saturday 9am - 2pm
Phone (02) 9636 3855

SA

JUNCTION MODELS
Your Model Railway Specialist
Bankcard/Visa/Mastercard/Eftpos Accepted
MAIL ORDER WELCOME
OPEN TUESDAY TO SUNDAY EXCEPT PUBLIC HOLIDAYS
SHOP 4/449 MAIN NORTH ROAD ENFIELD S.A. 5085
Phone: (08) 8349 7464 brian@junctionmodels.com.au
www.junctionmodels.com.au

ORIENT EXPRESS
2 King William Road, Unley SA 5061
Trading Hours: Mon-Fri 10am-6pm Sat 10am-4pm
Ph: (08) 8271 7861
orientexpressmodels.com.au
sales@orientexpressmodels.com.au

TRAIN WORLD PTY LTD
290 Bay St, Brighton, Victoria 3186
Ph: (03) 9596 6342 or Fax: (03) 9596 3917
internetsales.tw@trainworld.com.au www.trainworld.com.au
[facebook.com/trainworld](https://www.facebook.com/trainworld)
OPEN 7 DAYS, 360 Days per year
Monday to Thurs 10am - 6pm Friday 10am - 9pm Sat 9am - 5pm
Sunday & Public Holidays 11am - 4pm
We do: orders, back orders, holds, lay bys, mail orders, phone orders, service and advice.
We accept: Eftpos, Visa, Mastercard, money orders or cash.

When you attend, tell them you saw it in AMRM!

MARKET PLACE

COMMERCIAL: \$9.00 per line, minimum of \$21.00. Continuous or Advance insertions not guaranteed.

PRIVATE: 60 cents per word - name, address and phone number free. Minimum \$6.00 per insertion. Continuous insertions not guaranteed.

All monies must accompany copy, which must be written clearly on paper or emailed to amrmagzn@tpg.com.au. Phone insertions not accepted.

Send all copy and payment to SCR Publications, PO Box 345, MATRAVILLE, 2036. All copy must be received by advertising deadline for the issue required. (Advertising Deadlines listed on page 5.)

FOR SALE

COMMERCIAL

HANDMADE BASEBOARDS & RAILMATCH ACRYLIC PAINTS
Sleeper Grime & 56 other paint variations
Promo Code **AMRM-22**
Order online at
www.gamenterprises.com.au
Custom baseboard sizes -
Email info@gamenterprises.com.au

BRASSTIC KITS

By popular demand, the *Australian Model Railway Magazine* is once again stocking the brass castings for the BRASSTIC NSW 45 class, SAR 600 class and NSW 48 class modifications, as described in articles in AMRM.

Cost is:

45 Class	\$35.00
48 Class	\$35.00
600 Class	\$35.00

posted in Australia

Orders to:

SCR PUBLICATIONS

PO Box 345, Matraville 2036
Telephone: (02) 9311 2036
www.australianmodelrailways.com

COMPETITION AND CONSUMER ACT 2010

The above act contains strict regulation on advertising. It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication. In case of doubt, consult your legal adviser.

SCR Publications
PO Box 345, Matraville 2036

HOBBY SERVICES DIRECTORY

DATA SHEETS

Highly detailed drawings to HO scale with photographs and information describing NSWGR locomotives and Lineside Data Sheets, drawings and information describing NSWGR buildings and structures. New sheets produced regularly.

12 WHALAN PLACE, KALEEN, ACT 2617

Email: datashet@grapevine.com.au

Website:

http://members.iinet.net.au/~datashet_vdsl/

SAN MATEO LINE

Searchlight Signals for VR and SAR in HO and N.

Colour Light Signals for QR and NSW in HO.

Upper Quadrants for VR and SAR in HO.

VR Somersault Lattice Mast Semaphores. RTP

Etched brass kits with LEDs or fully assembled and painted models, made to order.

Available from hobby shops or

San Mateo Line, PO Box 2205, Mildura 3502

www.sanmateoline.com.au

sales@sanmateoline.com.au

Ph. 0428 236 055



B-T Models Trucks and Buses
Artitec Fine Scale Accessories
Brekina HO Vehicles, NEO, Schuco
Oxford Diecast, Aussie Road Ragers
Classic MetalWorks, Busch
Also selling:
Javis Scenery Items, Books, Model Kits
Club enquiries welcome.
Please email for full catalogue or download
off our web page.

RW Hobby (Roving Wolf Pty Ltd)

PO Box 106 Lilydale VIC 3140

wolfstoreau@gmail.com

<https://rwhobby.vpweb.com.au>



RW HOBBY
SCALE MODELS, COLLECTABLES & CLOTHING



REDFERN WORKS

HO scale kits for pre-1900 NSWGR

using 3D print, urethane & brass castings/etches

1855 A, 1858 D (10) & 1878 Gun Powder goods wagons

1st & 3rd 1855 Sydney Railway Company Cars

16 Green St., Kogarah, 2217 0432 882 593

<https://redfernworks.com.au/>



THE track underlay for HO/OO, HOm and N Gauge flex track.

Available in various profiles to suit your layout needs.

Designed and manufactured in Australia from long life XLPE.

Ask your local Hobby Supplier for TRACKRITE Flexible Track Underlay
or contact us for more details

J & K Hobbies PO Box 28 Albury NSW 2640

Ph: 02 6041 4098; Fax 02 6023 2824; E-mail: jkhobbie@draget.com.au

EZI KITS

Now producing quality NSWGR "early days" loco. kits (HO), including the Class 1, M40, A93, B55, B205, T14, D334, D261, J522, J131, Q158 Tank and Z16.

All kits are complete with motor, gearbox, wheels, etc.

Email bj48@grapevine.com.au

or phone 02 6254 2526 (6pm-9pm)



We offer a

Custom Decal Service
FREE QUOTES

Printers & Designers of Quality Decals for all Scales & Models

Email: signsof1@bigpond.com Phone: (08)8280 9117

Gwydir Valley Models



► EasyDCC Command Control

► FastTracks Point Jigs

► TCS & Soundtraxx Decoders

► IRDOT Infrared Detectors

Ph: 02 6732 5711

www.gwydirvalleymodels.com



Quality Laser Cut

Australian Buildings

O, HO & N Scale Buildings & Scenery

Custom Buildings Are Our Speciality

0400736488

stuart@modeltrainbuildings.com.au

www.modeltrainbuildings.com.au

SCMRA SERVICE DIVISION

The Southern Cross Model Railway Association offers AMRM readers a number of services.

Photocopies of out of print issues of AMRM are available at a cost of \$1.10 a page. A minimum charge of \$5.50 is applicable plus postage. Payment can be made in \$1.10 stamps for orders under \$7.70. Just check the indexes for the article you require and write to the SCMRA Service Division, with (estimated) payment. Extra payment, if needed will be advised.

Magazine Binders for AMRM and other similar sized magazines are available in blue vinyl and are equipped with twelve wire holders. Each binder costs \$16.00, plus \$11.00 postage within Australia. A name sheet showing the magazine's title and volume number for insertion in the plastic pocket on the binder spine is included with each order.

AMRM indexes: Indexes for Volumes 13-28 are available at a cost of a \$1.10 stamp per single order or 2 x \$1.10 stamps for multiple indexes. To obtain these, send the stamp/stamps and a stamped self addressed 95mm x 225mm envelope (for a single index) or larger 230mm x 320mm envelope stamped \$3.30 for multiple indexes with a request detailing the indexes required. Indexes are also available to download from www.australianmodelrailways.com

For further details on service items write to:

SCMRA

PO Box 345, MATRAVILLE, 2036

www.australianmodelrailways.com

BACK ISSUES

No.208 - February 1998 No.214 - February 1999
No.209 - April 1998 No.215 - April 1999
No.210 - June 1998 No.216 - June 1999
No.211 - August 1998 No.217 - August 1999
No.212 - October 1998 No.218 - October 1999
No.213 - December 1998 No.219 - December 1999

The above issues are priced at \$5.50 a copy, plus postage.

No.220 - February 2000 No.221 - April 2000

No.222 - June 2000

The above issues are priced at \$5.90 a copy, plus postage.

No.223 - August 2000 No.224 - October 2000

No.225 - December 2000 No.226 - February 2001

No.227 - April 2001 No.228 - June 2001

The above issues are priced at \$6.50 a copy, plus postage.

No.229 - August 2001 No.235 - August 2002

No.230 - October 2001 No.236 - October 2002

No.231 - December 2001 No.237 - December 2002

No.232 - February 2002 No.238 - February 2003

No.233 - April 2002 No.239 - April 2003

No.234 - June 2002 No.240 - June 2003

The above issues are priced at \$7.00 a copy, plus postage.

No.241 - August 2003 No.247 - August 2004

No.242 - October 2003 No.248 - October 2004

No.243 - December 2003 No.249 - December 2004

No.244 - February 2004 No.250 - February 2005

No.245 - April 2004 No.251 - April 2005

No.246 - June 2004 No.252 - June 2005

The above issues are priced at \$7.50 a copy, plus postage.

No.253 - August 2005 No.254 - October 2005

No.255 - December 2005 No.256 - February 2006

No.257 - April 2006 No.258 - June 2006

No.259 - August 2006 No.260 - October 2006

No.261 - December 2006 No.262 - February 2007

No.263 - April 2007 No.264 - June 2007

No.265 - August 2007 No.266 - October 2007

No.267 - December 2007 No.268 - February 2008

No.269 - April 2008 No.270 - June 2008

No.271 - August 2008 No.272 - October 2008

The above issues are priced at \$8.00 a copy, plus postage.

No.273 - December 2008 No.274 - February 2009

No.275 - April 2009 No.276 - June 2009

No.277 - August 2009 No.278 - October 2009

No.279 - December 2009 No.280 - February 2010

No.281 - April 2010 No.282 - June 2010

No.283 - August 2010 No.284 - October 2010

No.285 - December 2010

The above issues are priced at \$8.50 a copy, plus postage.

No.286 - February 2011 No.287 - April 2011

No.288 - June 2011 No.289 - August 2011

No.290 - October 2011 No.291 - December 2011

No.292 - February 2012 No.293 - April 2012

No.294 - June 2012 No.295 - August 2012

No.296 - October 2012 No.297 - December 2012

The above issues are priced at \$9.00 a copy, plus postage.

No.298 - February 2013 No.299 - April 2013
No.300 - June 2013 No.301 - August 2013
No.302 - October 2013 No.303 - December 2013
No.304 - February 2014 No.305 - April 2014
No.306 - June 2014 No.307 - August 2014
No.308 - October 2014 No.309 - December 2014

The above issues are priced at \$9.50 a copy, plus postage.

No.310 - February 2015 No.311 - April 2015

No.312 - June 2015 No.313 - August 2015

No.314 - October 2015 No.315 - December 2015

No.316 - February 2016 No.317 - April 2016

No.318 - June 2016 No.319 - August 2016

No.320 - October 2016 No.321 - December 2016

No.322 - February 2017 No.323 - April 2017

No.324 - June 2017 No.325 - August 2017

No.326 - October 2017 No.327 - December 2017

No.328 - February 2018 No.329 - April 2018

No.330 - June 2018 No.331 - August 2018

No.332 - October 2018 No.333 - December 2018

No.334 - February 2019 No.335 - April 2019

No.336 - June 2019 No.337 - August 2019

No.338 - October 2019 No.339 - December 2019

The above issues are priced at \$10.00 a copy, plus postage.

No.340 - February 2020 No.341 - April 2020

No.342 - June 2020 No.343 - August 2020

No.344 - October 2020 No.345 - December 2020

No.346 - February 2021 No.347 - April 2021

No.348 - June 2021 No.349 - August 2021

No.350 - October 2021 No.351 - December 2021

No.352 - February 2022 No.353 - April 2022

The above issues are priced at \$11.00 a copy, plus postage.

POSTAGE:

Australia: \$3.30 (250g); \$5.50 (500g)

Overseas:

New Zealand: \$8.10 (250g); \$12.00 (500g).

Asia/Pacific: \$8.80 (250g); \$13.10 (500g).

Rest of World: \$13.50 (250g); \$20.00 (500g)

Larger parcels - by surface mail

No. of Copies	Base rate for 3-4 copies	Plus for each additional 4 copies
New South Wales	10.00	0.50
Victoria, South Australia, Queensland	11.00	1.00
Tasmania & Western Australia	12.00	2.20
Northern Territory	13.50	3.00
Overseas	Rates on application	

Please list issues required on a sheet of paper separate from any other matter, complete with printed postage instructions (i.e. name and address). Please allow at least 21 days for the delivery of goods.

Post your order and payment to:

SCR PUBLICATIONS

PO Box 345 MATRAVILLE 2036

Cheque, money order or credit card accepted

Orders can also be made online at www.australianmodelrailways.com

BTVR
ESTABLISHED 1999
MADE IN THE UK

MORLEY CONTROLLERS

Experience the ultimate in controller technology!

VANGUARD ZERO ONE

- 1 x 12V DC accessory • 0 gauge
- Twin track
- 2.5 A per track
- 2 x 5mtr hand held controllers



VECTOR ZERO THREE 'CRAWLER'

- Slowest speeds ever • 1 x 12V DC accessory
- OO/HO/N/OO9 gauge (1 amp per track) • Twin track
- 2 x 2.5mtr hand held controllers



VESTA ZERO TWO 'CRAWLER'

- 1 x 12V DC accessory • N gauge
- Twin track
- 2 x 2.5mtr hand held controllers



VORTRAK ZERO TEN 'CRAWLER'

- OO/HO/N/OO9 gauge • (1 amp per track)
- 2 x 12V DC accessories
- Four track
- 2 x 5mtr hand held controllers



Crawlers are the perfect companion for all the small shunter type locomotives being manufactured **PLUS** slowest speeds ever with full normal fast speeds.

Each controller has state-of-the-art design, offering very best performance capability. Slow and fast speeds are superb. Internal separate transformers for each track from 220/240 AC mains.

CDU FOR POINT MOTORS ON-BOARD ON ALL MODELS

Our controllers do not have any type of feedback and not PWM therefore fully suitable for all coreless motors.



FAN ASSISTED COOLING

MORLEY CONTROLLERS at Gwydir Valley Models

www.gwydirvalleymodels.com

PO Box 740, Glen Innes NSW 2370, Australia. Tel: 02 6732 5711



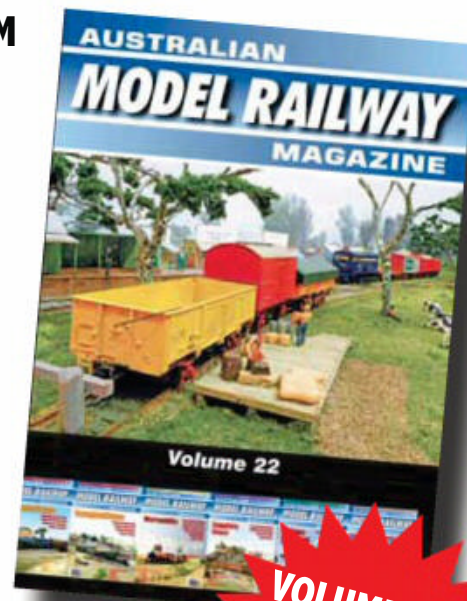
Are You Missing Copies of AMRM?

Volumes 1 to 22 of AMRM are now available on DVD to complete your collection

Each issue is searchable and the disk contains an index to Articles and Authors. A copy of MagIndex for issues 1-100 is also included.

The files are in PDF format and articles can be printed for easy reading.

A copy of Adobe Reader is also provided on the DVD.



VOLUME 22 NOW AVAILABLE!

UP TO 2 DVDs ORDERED TOGETHER \$25.00 EACH
3 OR MORE DVDs ORDERED TOGETHER \$23.00 EACH POSTED

Discount not available online

SCR PUBLICATIONS

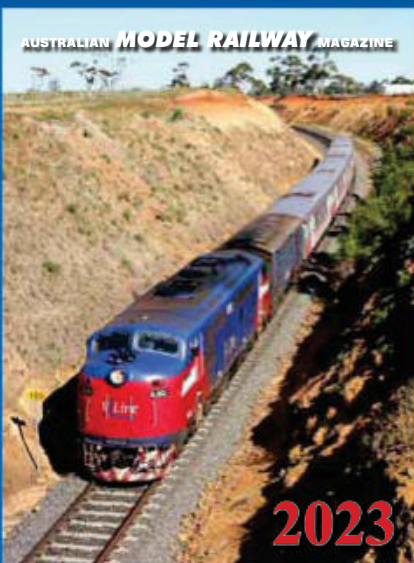
PO Box 345, Matraville 2036. Phone 9311 2036

www.australianmodelrailways.com

The 2023 AMRM Calendar

Two Calendars in One – Twice the Value

DUE FOR RELEASE JULY/AUGUST



2023

The diesel cover features V/Line A60 on a commuter train to Bacchus Marsh. Other photographs include: John Holland 48s34 and 48s36 on the Tottenham branch; NT67/NSU62 in Darwin Yard with the Larrimah mixed; NSW 42106/42203/4203 at Yass Junction; a cane train north of Mossman; GM23/42217 haul a northbound freight through Kilmore; Australian National DL36 on a coal train at Leigh Creek; 4431/4485/8044 on a freight between Wallerawang and Marrangaroo siding; S303/T357/T333/T378/B74 haul an El Zorro grain train between Ballarat and Warrenheip; Southern Shorthaul Railroad grain train hauled by RL306/4917/B61/C504/BRM001 between Quirindi and Murrurundi; Queensland Railways 1620 with a maintenance train on the Brisbane Valley branch; Hamersley Iron 3010/4035/4055 cross the steel arch bridge spanning Spring Creek, between Paraburdoo and Tom Price; V13 shunting the sidings along the Tamar River at Launceston

26 Colour Photos
Simply flip for your favourite

\$20.00

From your local hobby shop or usual supplier or \$25.00 posted direct from

SCR PUBLICATIONS

PO Box 345, Matraville NSW 2036

Telephone 9311 2036

www.australianmodelrailways.com

TRADE ENQUIRIES WELCOME



2023

The steam calendar cover features 6018 hauling a coal train from Awaba State Mine to Wangi Wangi Power Station. Other photos include: Victorian J class on a goods near Nhill; NSW 3245 returns to Galong from Boorowa with No.92 mixed; NSW 3135 departing Marayong on the Richmond branch; South Australia 524 at Adelaide station; NSW 3665+3651 haul a goods train near Borenore; Victorian R719 on the turntable at Ararat; NSW 3528+6002 on an express freight near Lisarow; Tasmanian MA4 works a goods from Herrick to Launceston; NSW Beyer-Garratt 6018 climbs McDougall's Hill, north of Singleton with an empty coal train; Queensland BB18 1088 hauls a coal train near Bundamba; 3825 leads No.20 Southern Highlands Express from Goulburn to Sydney Terminal; Western Australian W937 hauls No.52A goods.

Queensland 2400 Class & 1550 Class
in 12mm and 16.5mm

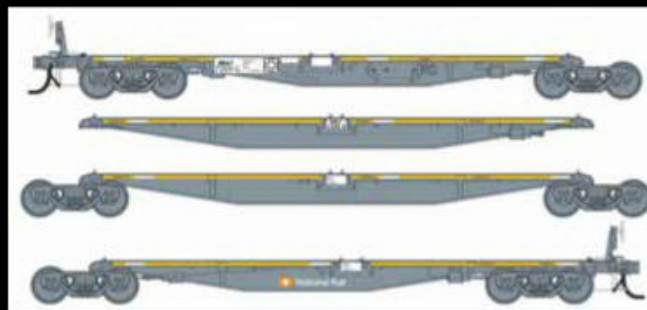
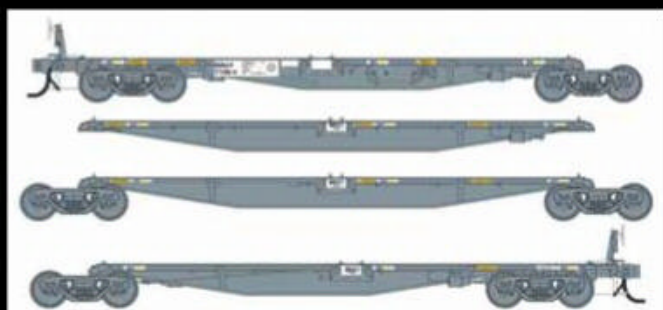
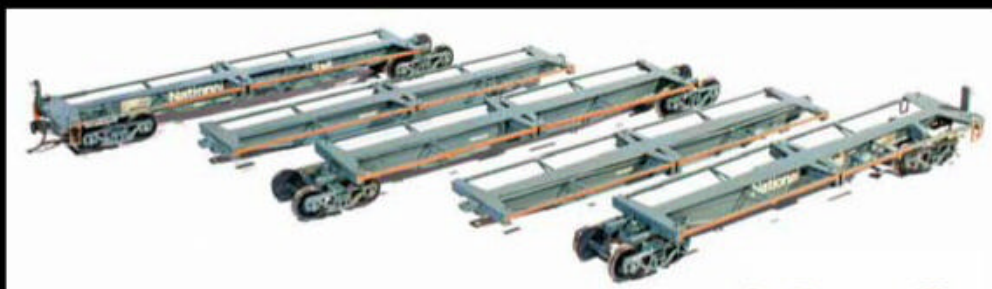


IN STOCK



RRAY/RRBY/RRGY - 5 CAR ARTICULATED CONTAINER WAGON

Updated Tooling completed, Production sample delivered and approved. **Coming 2022**



TS7 - SANDING TOWER



TS5 - CEMENT WORKS



TS8 - STOCK RACE

**HO TRACKSIDE
WITH SOUTHERN RAIL**

XGAY, WGBY, WGSY, BGSY Special price \$195 for box of 3 hoppers



AVAILABLE NOW

ADVERTISING INDEX

All Aboard Modellbahn	10	Eveleigh Press	8, 14, 72, 78	On Track Models	12	SCR Publications	73, 75, 76
Auscision	7, 13	Gopher Models	14	Orient Express Wholesalers	11	Steam Era Models	14
Australian Model Craft Co	80	Hattons Model Railways	70, 71	Ozrail Model Trains	6	SDS Models	16, 17
Berg's Hobbies	3	IDR Models	10	Pamak	8	Southern Rail	77
Casula Hobbies	9	Ixon Model Railways	14	Phoenix Reproductions	2	Track Planning Services	12
Decoder Wiz	12	MKN Digital	12	Powerline	3	Train World	79
Early Days of the NSW Railways	14	Modelling Railways of SA	72	Roving Wolf	12		
Eureka Models	15	Morley Controllers	76	Scale Model Co	8		

Eveleigh Press Publications

If your local hobby shop does not stock Eveleigh Press books, then order direct from SCR Publications.

Unless specifically stated in the price, items posted incur a packaging and postage rate of \$11 plus \$1 for each additional item up to a maximum of \$15.00 and must be added to the order total.

2023 AMRM Calendar (\$25.00 including postage)	☐	\$	.	Byways of Steam: 23 (\$38.00 plus postage)	☐	\$	.
38 – 2016 Reprint (\$70.00 plus postage)	☐	\$	.	Byways of Steam: 24, 25 & 26 (\$40.00 plus postage)	☐	\$	.
44 – The World Down Under (\$65.00 plus postage)	☐	\$	.	Byways of Steam: 27 (\$45.00 plus postage)	☐	\$	.
46 – Portrait of a Classic (\$70.00 plus postage)	☐	\$	.	Byways of Steam: 28 (\$45.00 plus postage)	☐	\$	.
A History of Clyde Steam Era (\$90.00 plus postage)	☐	\$	.	Byways of Steam: 29 (\$45.00 plus postage)	☐	\$	.
A History of Hudson Brothers (\$75.00 plus postage)	☐	\$	.	Byways of Steam: 30 (\$45.00 plus postage)	☐	\$	.
A History of Tulloch (\$85.00 plus postage)	☐	\$	.	Byways of Steam: 31 (\$50.00 plus postage)	☐	\$	.
Alco DL541: NSW 45 & SAR 600 Classes (\$30.00 plus postage)	☐	\$	.	Byways of Steam: 32 (\$50.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 1 (\$25.00 including postage)	☐	\$	.	Byways of Steam: 33 (\$50.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 2 (\$25.00 including postage)	☐	\$	.	Byways of Steam: Encore (\$35.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 3 (\$25.00 including postage)	☐	\$	.	The Fourth Byways Collection (\$100.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 4 (\$25.00 including postage)	☐	\$	.	The Fifth Byways Collection (\$100.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 5 (\$25.00 including postage)	☐	\$	.	The Sixth Byways Collection (\$115.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 6 (\$25.00 including postage)	☐	\$	.	The Seventh Byways Collection (\$115.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 7 (\$25.00 including postage)	☐	\$	.	The Eighth Byways Collection (\$115.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 8 (\$25.00 including postage)	☐	\$	.	The Ninth Byways Collection (\$115.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 9 (\$25.00 including postage)	☐	\$	.	The Tenth Byways Collection (\$115.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 10 (\$25.00 including postage)	☐	\$	.	The Eleventh Byways Collection (\$130.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 11 (\$25.00 including postage)	☐	\$	.	Clydes Among the Cane: Fiji's Sugar R'way (\$20.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 12 (\$25.00 including postage)	☐	\$	.	Coaching Stock of the NSW Railways 1 (\$100.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 13 (\$25.00 including postage)	☐	\$	.	Coaching Stock of the NSW Railways 2 (\$120.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 14 (\$25.00 including postage)	☐	\$	.	Coaching Stock of the NSW Railways 3 (\$110.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 15 (\$25.00 including postage)	☐	\$	.	Coaching Stock of the NSW Railways 1-3 (\$300.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 16 (\$25.00 including postage)	☐	\$	.	Conquering the Blue Mountains (\$50.00 plus postage) LOW STOCK	☐	\$	.
AMRM on DVD, Volume 17 (\$25.00 including postage)	☐	\$	.	Day of the Goods Train (\$60.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 18 (\$25.00 including postage)	☐	\$	.	Essays in Steam (\$15.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 19 (\$25.00 including postage)	☐	\$	.	Gerald Dee (\$60.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 20 (\$25.00 including postage)	☐	\$	.	Goods Wagons of the NSW Railways 1855-1905			
AMRM on DVD, Volume 21 (\$25.00 including postage)	☐	\$	.	(\$110.00 plus postage)	☐	\$	.
AMRM on DVD, Volume 22 (\$25.00 including postage)	☐	\$	.	Green Diesels – 40 and 41 Classes (\$30.00 plus postage)	☐	\$	.
Australian Trains:				History of the SAR, Volume 5 (\$70.00 plus postage)	☐	\$	.
Newcastle Express (\$22.00 including postage)	☐	\$	.	History of the SAR, Volume 6 (\$70.00 plus postage)	☐	\$	.
Central West Express (\$22.00 including postage)	☐	\$	.	Iron Work Horses (\$54.00 plus postage)	☐	\$	.
Southern Highlands Express (\$22.00 including postage)	☐	\$	.	Kicked Out Like A Dog –			
Diesel Spectrum:				The Turbulent Career of Thomas Midelton (\$40.00 plus postage)	☐	\$	.
Victoria – Blue & Gold Era (\$12.00 including postage) LOW STOCK	☐	\$	.	NSW Railways in Colour 1855-1955 (\$145.00 plus postage)	☐	\$	.
NSW – Reverse Livery (\$12.00 including postage)	☐	\$	.	O.B. Bolton's Engine Portraits (\$45.00 plus postage)	☐	\$	.
Qld – The Blue and White Era (\$12.00 including postage)	☐	\$	.	Ray Love's Days of Steam (\$50.00 plus postage)	☐	\$	.
NSW – Candy Livery (\$12.00 including postage)	☐	\$	.	Shale & Shays (\$78.00 plus postage)	☐	\$	.
Private Operators – Part 1 (\$12.00 including postage)	☐	\$	.	South Australian Steam Memories (\$65.00 plus postage)	☐	\$	.
Australian Diesel Scene: 3 (\$25.00 plus postage)	☐	\$	.	South Maitland Railways (\$30.00 plus postage)	☐	\$	.
Australian Diesel Scene: 4 (\$25.00 plus postage)	☐	\$	.	Spring, Spark & Steam (\$60.00 plus postage)	☐	\$	.
Australian Diesel Scene: 5 (\$25.00 plus postage)	☐	\$	.	Standards in Steam: 53 & 55 Class Soft cover (\$50.00 plus postage)	☐	\$	.
Australian Diesel Scene: 3, 4 and 5 (\$75.00 including postage)	☐	\$	.	Steam Across the Border (\$28.00 plus postage)	☐	\$	.
Byways of Steam: 9 (\$27.00 plus postage)	☐	\$	.	Sydney Suburban Steam (\$30.00 plus \$7.20 postage)	☐	\$	.
Byways of Steam: 10 (\$30.00 plus postage) LOW STOCK	☐	\$	.	The Steam Tram in Australia & New Zealand (\$70.00 plus postage)	☐	\$	.
Byways of Steam: 11 & 12 (\$33.00 each plus postage)	☐	\$	.	Time of the Passenger Train – 1st Division	☐	\$	.
Byways of Steam: 13 (\$38.00 plus postage)	☐	\$	.	Time of the Passenger Train – 2nd Division LOW STOCK	☐	\$	.
Byways of Steam: 14 (\$34.00 plus postage)	☐	\$	.	Time of the Passenger Train – 3rd Division	☐	\$	.
Byways of Steam: 15 (\$35.00 plus postage)	☐	\$	.	(\$60.00 each plus postage)			
Byways of Steam: 16, 17 & 18 (\$38.00 each plus postage)	☐	\$	.	AMRM Binders (\$16.00 plus postage) SOLD OUT	☐	\$	.
Byways of Steam: 18 (\$40.00 plus postage)	☐	\$	.				
Byways of Steam: 19 (\$38.00 plus postage)	☐	\$	.	Plus Postage		\$	.
Byways of Steam: 20, 21 & 22 (\$40.00 plus postage)	☐	\$	.	Total		\$	.

Cheque or Card Payment only. Cheques payable to SCR Publications. Allow at least ten working days for return of order.

SCR PUBLICATIONS

PO Box 345, MATRAVILLE 2036 • Phone (02) 9311 2036

Name
Street.....
Suburb Postcode.....
Phone.....

Card Number ☐ Mastercard ☐ Visa

----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------

Expiry date...../..... Signature.....

BOOKS CAN ALSO BE ORDERED ON LINE AT www.australianmodelrailways.com



TRAIN WORLD PTY LTD

ONLINE 24/7

www.trainworld.net.au

Australia's Premier Model Train Shop, ONLINE



OR IN-STORE.
Shop with confidence

On-line sales:

www.trainworld.net.au

Email orders:

internetsales.tw@trainworld.com.au

Phone orders:

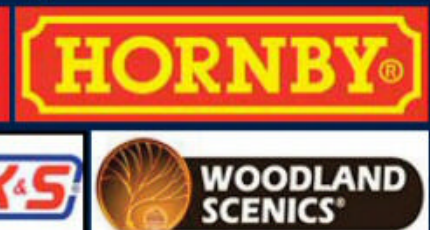
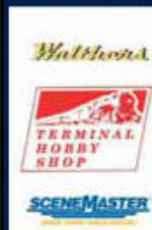
(03) 9596-6342

Mail orders:

290 Bay Street, Brighton Vic 3186

Open hours:

Monday to Thursday 10am-6pm, Friday 10am to 9pm,
Saturday 9am to 5pm and Sunday & Public Holidays 11am to 4pm

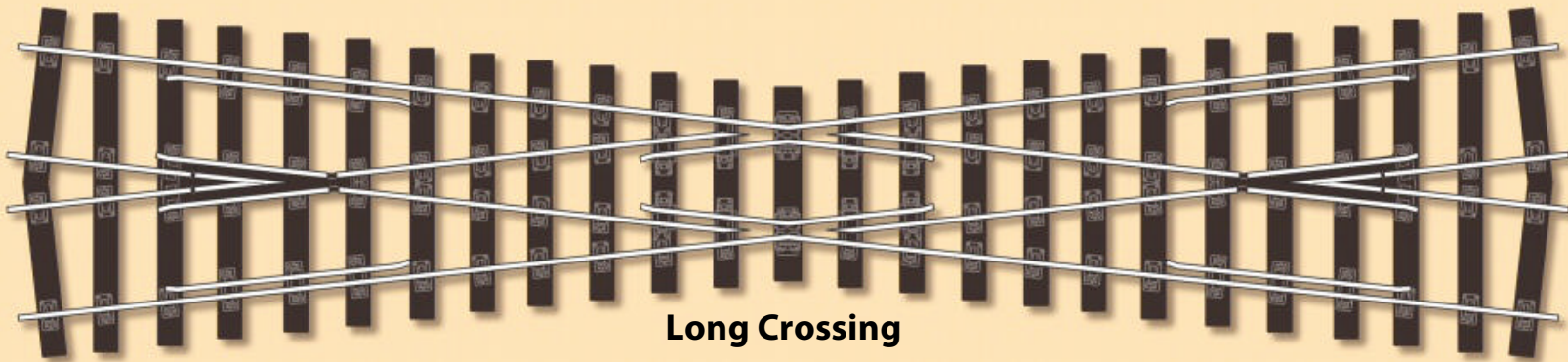
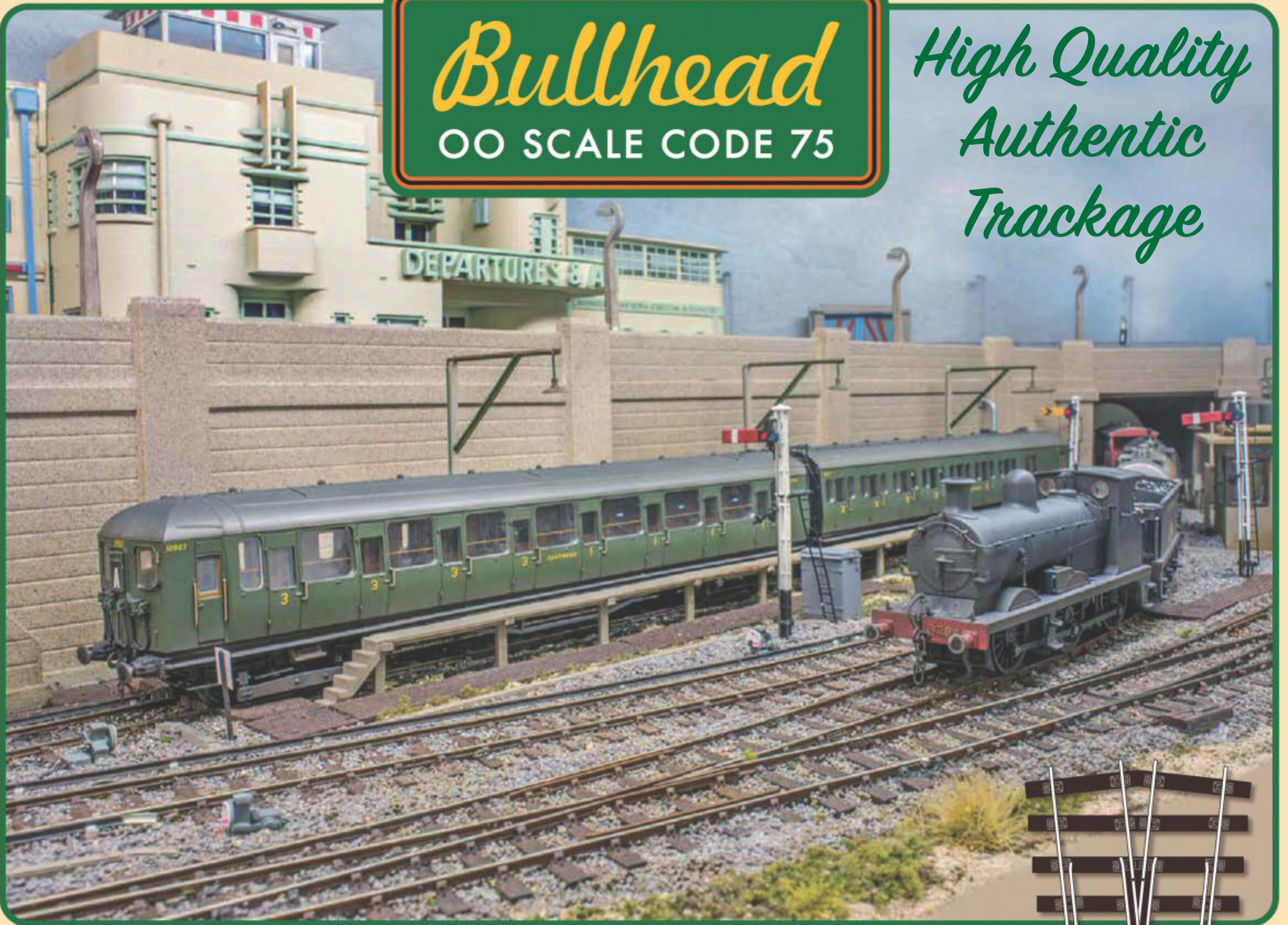


www.trainworld.com.au / www.facebook.com/trainworld

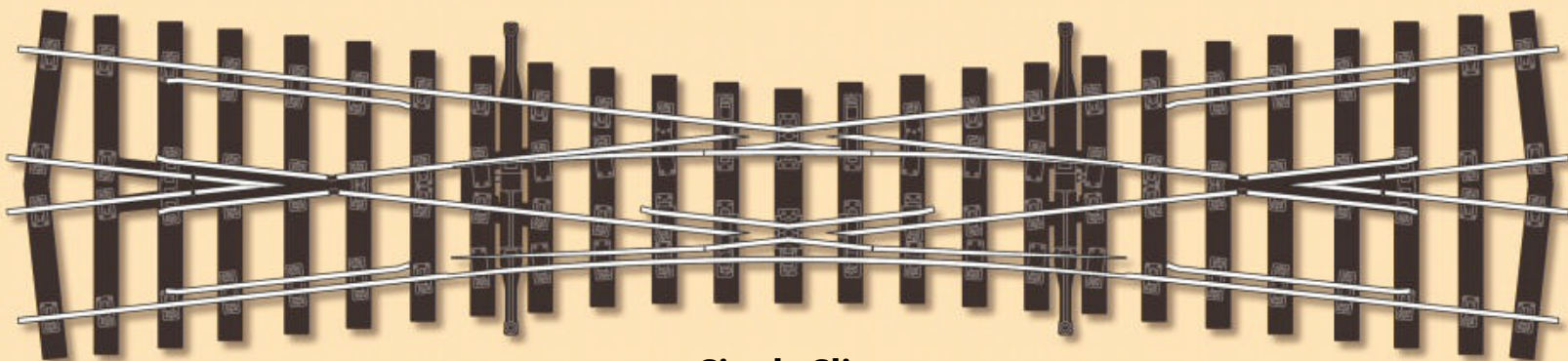
See us at Exhibitions & order 7 days before, for pick up at exhibitions.

Bullhead
OO SCALE CODE 75

*High Quality
Authentic
Trackage*

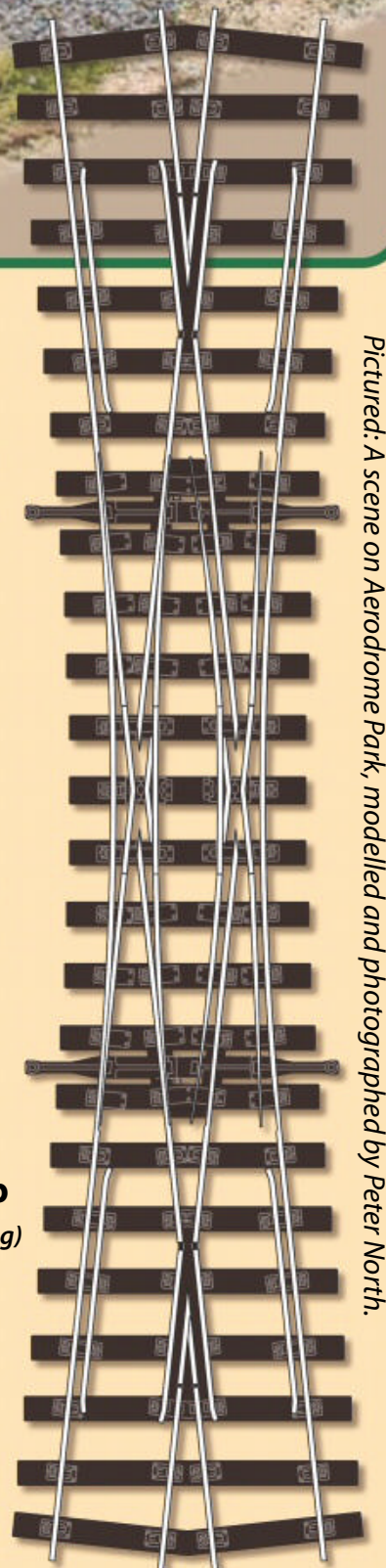


Long Crossing
SL-U1194 (Unifrog)



Single Slip
SL-U1180 (Unifrog)

Double Slip
SL-U1190 (Unifrog)



Pictured: A scene on Aerodrome Park, modelled and photographed by Peter North.

PECO **STREAMLINE**

Made in Great Britain by PRITCHARD PATENT PRODUCT CO. LTD.



Distributed by:

AUSTRALIAN MODEL CRAFT CO.

P.O. Box 245 Arundel, QLD 4214 (Trade enquiries only)

*For the full range
see the Catalogue*

If you cannot obtain any PECO product, contact us on the PECO HOTLINE 07 5528 9686 for a list of AMC PECO hobby shops.