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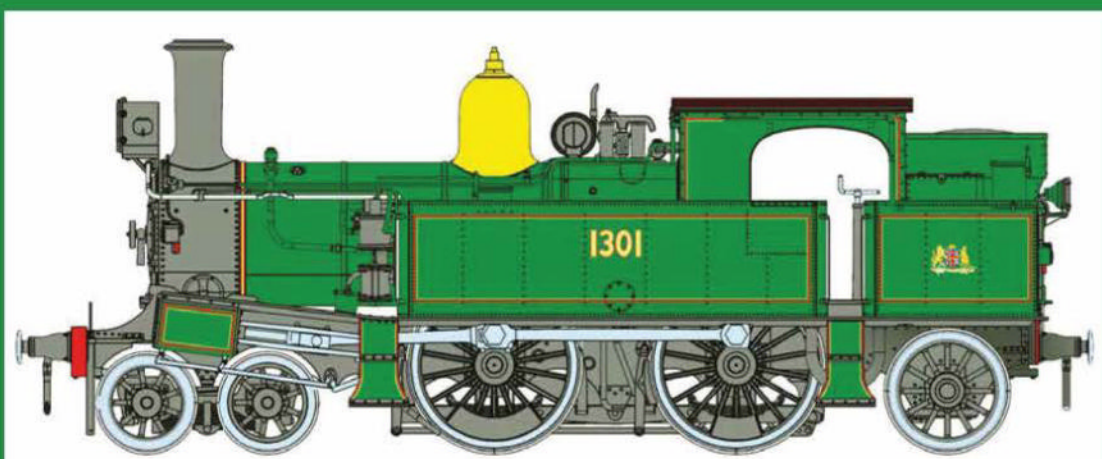


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The rural-interurban 'hybrid theory'

Currently, the most common layout design categories generally fall under the theme of:

- Industrial shunting layout
- Country branch line or mainline
- Suburban – interurban electrified – mainline and branch.

In this issue we feature Adamstown Model Railway Club's latest layout 'Otham Road'. Although 'Otham Road' is fictitious, it is a 'hybrid theory' layout, as it mixes the high-density traffic of an electrified mainline with rural scenery.

You get the best of both worlds – a great cross-section of Electric Multiple Units (EMUs) and electric locomotives, mixed in with diesel operations, interstate freighters, coal and grain all rolled into one. This wide cross-section of rolling stock is especially attractive to larger Clubs.

It is subjective as to whether rural scenery is more or less time consuming to produce than an urban scene, however it definitely presents well. For example, the scenery on the Up side of Lithgow is quite spectacular, but some sections might be a challenge to replicate.

It is easy to see why such modelling is attractive to modellers. A lot of modellers live in big city commuter belts, and commuting is a big part of their working day. The ride home can be a pleasurable experience, with simple things like the clunk of plug doors and the woop of a chopper-equipped set being an instant trigger to bring back happy memories. Maybe you spend your time staring out the window as backyards flash by, wondering what's going on in all those residences. It is not surprising that there would be a demand to model high-traffic electrified lines.

While there has been a fair few New South Wales (NSW) and Victorian prototype EMUs announced in HO scale for r-t-r production or re-run, EMUs alone don't make urban modelling. There is lots of railway furniture that needs to be modelled, with some of the more obvious being:

- **Urban rail infrastructure.** Overhead catenary, powerlines, signals, signal boxes, and stations.
- **The urban streetscape.** Streets and houses, shops and of course pubs.
- **Era-specific urban furniture.** Items to cement the era you are modelling, such as era-appropriate signage, phone boxes, advertising and importantly, vehicles.

Modelling a hybrid rural location can ease the modelling burden, allowing the modeller to concentrate on the railway-related items and less on the urban fringe. Urban sprawl is the byproduct of a commuter belt, however in the prototype there are still large sections of electrified lines in NSW that transit through National parks and by default they will remain frozen in time as rural locations. This is also a modelling advantage. Apart from signage and Work Health and Safety changes (platform markings etc), a lot of the infrastructure (in NSW at least) has also remained frozen in time. This means that you can model multiple eras with the one location without too much effort, however, it is probably a good idea to replace your 1980's commuters waiting patiently on the platform, with this current century commuters all looking at their phones!

Give us feedback at:
 amrmteam@outlook.com

► **Otham Road station with a U Boat set forming an Up local service. Photo by Scott Fitzgerald.**



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The Annual Membership Fee for SCMRA is \$80.00 from March to February, 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 \$40.00 (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

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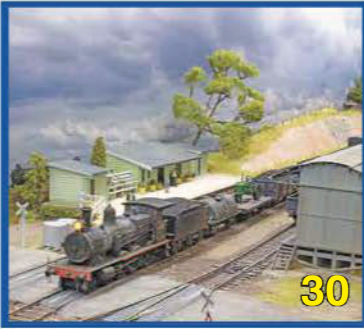
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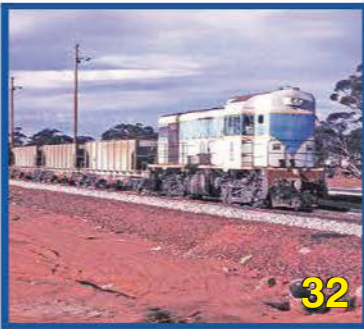
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A V set departs on the Down as a Tangara arrives with an Up service at Otham Road. Photo by Scott Fitzgerald.



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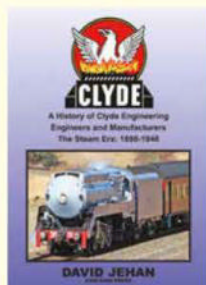
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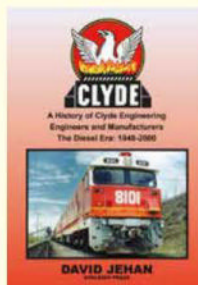
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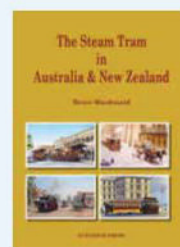
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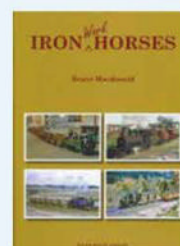
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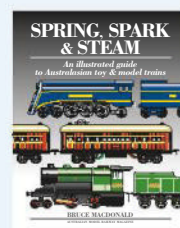
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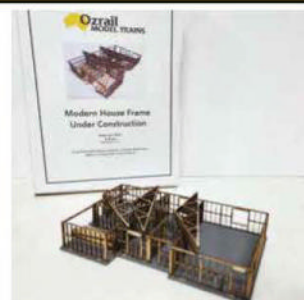


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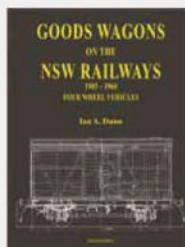





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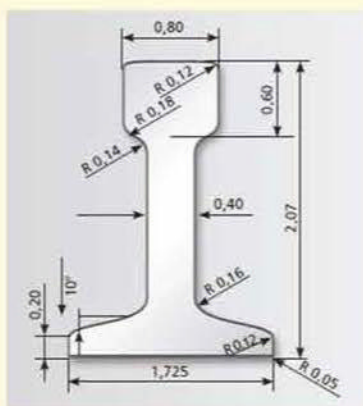
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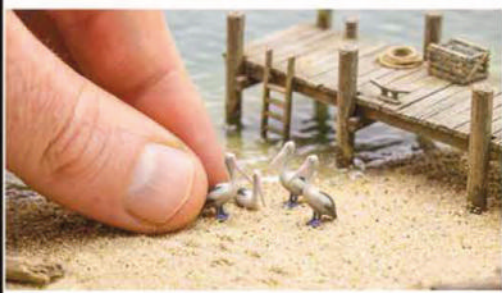
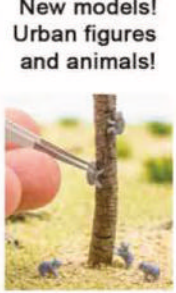
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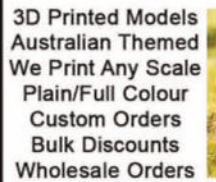
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Model code	Loco number	Livery	Configuration	No. of pieces
IX-R7-VLO-DC	RT 7	V-LINE Orange	12V DC	150
IX-R7-VLO-DCC	RT 7	V-LINE Orange	DCC Sound-fitted	150
IX-R15-VLY-DC	RT 15	V-LINE Yellow	12V DC	150
IX-R15-VLY-DCC	RT 15	V-LINE Yellow	DCC Sound-fitted	150
IX-R3-VRV-DC	RT 3	Victorian Railways (VR) Yellow	12V DC	50
IX-R3-VRV-DCC	RT 3	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R6-VRV-DC	RT 6	Victorian Railways (VR) Yellow	12V DC	50
IX-R6-VRV-DCC	RT 6	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R9-VRV-DC	RT 9	Victorian Railways (VR) Yellow	12V DC	50
IX-R9-VRV-DCC	RT 9	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R10-VRV-DC	RT 10	Victorian Railways (VR) Yellow	12V DC	50
IX-R10-VRV-DCC	RT 10	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R12-VRV-DC	RT 12	Victorian Railways (VR) Yellow	12V DC	50
IX-R12-VRV-DCC	RT 12	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R13-VRV-DC	RT 13	Victorian Railways (VR) Yellow	12V DC	50
IX-R13-VRV-DCC	RT 13	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R16-VRV-DC	RT 16	Victorian Railways (VR) Yellow	12V DC	50
IX-R16-VRV-DCC	RT 16	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R21-VRV-DC	RT 21	Victorian Railways (VR) Yellow	12V DC	50
IX-R21-VRV-DCC	RT 21	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R37-VRV-DC	RT 37	Victorian Railways (VR) Yellow	12V DC	50
IX-R37-VRV-DCC	RT 37	Victorian Railways (VR) Yellow	DCC Sound-fitted	50



Liveries available:

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- VR Yellow

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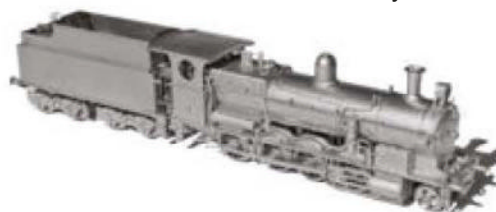
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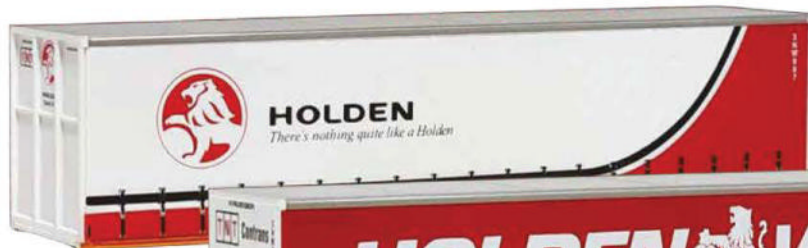
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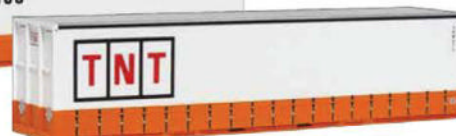
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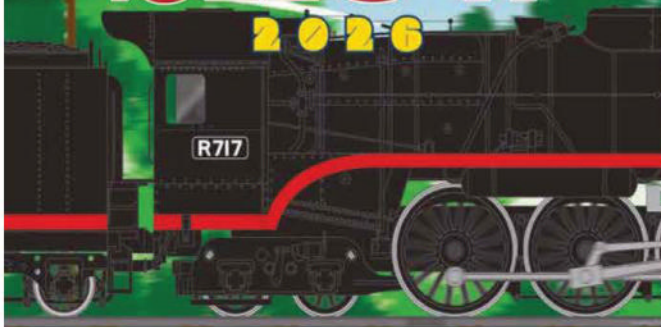
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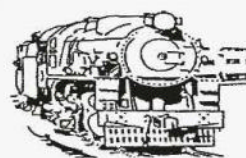
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Saturday, 12 September 2026

Lecture Theatre

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- Stock trains of the 1970s
- Whyalla Steel Works
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- 30 years of presentations

With additional articles in the notes on locos, wagons and more...

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 mid-June:

- as an on-line registration form, or form for downloading, from the Convention website at www.mrsac.com.
- from some hobby shops.

Forms should be available at the June Exhibition and will be emailed or posted to recent attendees in late June.

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- An expanded selection of vendors
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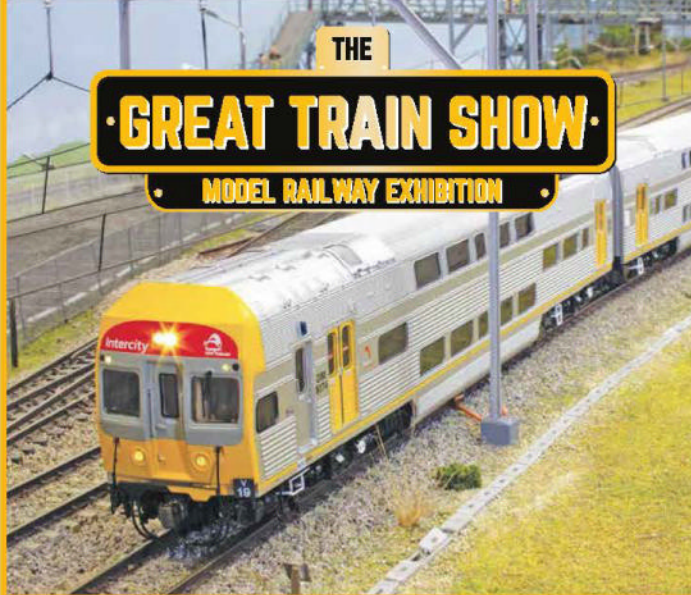
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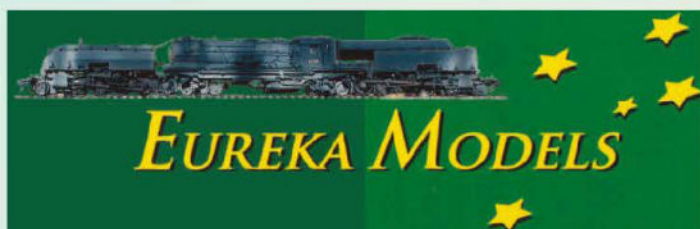
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THE NSWGR 38 CLASS RE-RUN



3830 in dark green at Werris Creek



3801 in light green at Werris Creek

3801 and 3830 above are decoration samples received from the factory which illustrate "light" and "dark" green. The factory has confirmed that the production run will be "on the wharf" in China before the end of April. When it will be "on a ship" will be determined by factors beyond the factory's control.

The following variations will be available:

3801	1946 green(light), 2021 green (dark), black, grey
3802	Special green (dark)
3803	Special green (dark)
3804	Black
3805	Black
3806	Green (dark) with black smoke box
3807	Royal Train pilot lined black
3809	Black, lined red
3813	1967 Streamlined Green
3815	Black, lined red

After delivery price

Factory weathering (light dusting)
Factory fitted sound
Postage

\$820.00

add \$50.00
add \$185.00
add \$30.00

3818	Green (dark) with black smoke box
3820	Black lined red
3822	Green (dark) with green smoke box
3827	1947 Special green (dark)
3830	Green (dark) with black smoke box



THE NSWGR AD60 CLASS BEYER-GARRATT LOCOMOTIVE RE-RUN

The following variations are in stock:

6001, 6007, 6016: Plain black with red lining, short bunker without sound tubes.

6020: "Centenary Colours".

6027, 6032, 6036: Plain black, long bunker with sound tubes.

6029: As preserved ACT ARHS with ACT Herald, City of Canberra and ARHS name boards OR as preserved Transport Heritage NSW, plain black, Transport Heritage NSW name boards.

Basic Unit	\$1275.00
Factory weathering	add \$50.00
ZIMO sound	add \$185.00
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ETA December 2026

R Class re-run

The first re-run of Eureka Models' popular R class model has commenced with testing of the tooling from the original run completed and the new tooling required for the WCR variations underway.

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Otham Road

Brett Kavanagh describes Adamstown Model Railway Club's exhibition layout, Otham Road. Photos by Scott Fitzgerald unless otherwise stated

On the Up is locomotive No. 8150 and 8178, as Train No. 4124 (which usually conveys cement and sugar) passing through the platform at Otham Road.



Introduction

Otham Road is a 9.5m x 2.5m purpose built exhibition layout constructed by interested members of the Adamstown Model Railway Club.

The track plan consists of an electrified double mainline with an island platform, an up refuge with a crossover at both ends and the connection to the heritage railway running along the back of the layout. This former industrial siding has been converted to a heritage railway workshop and museum, allowing club

members to run steam era locomotives and rolling stock other than current day mainline heritage trains on what is otherwise mostly an all diesel and electric layout.

The layout is wired to run either DC or DCC.

Otham Road is fictitious and does not represent a particular line, however the lineside details can be found on many sections of New South Wales (NSW) outer suburban double main line trackage from the 1980's to current day running.



Layout construction

The layout has ten boards sections; eight boards are 1800 x 750mm, four being display boards and four are fiddle yard boards. The fiddle yard has ten storage roads, five for each up and down mainline. Finally, there are two curved (banana) ends to join the fiddle yard with the scenic portion of the layout.

The board construction is of a ladder design, with a 90 x 19mm pine outside frame and 50 x 19mm pine ribs, topped with 3mm ply and 30mm styrofoam insulation board glued to its surface. The curved ends are constructed with 70 x 19mm ribs screwed and glued to a 12mm five ply deck, with the sides being two laminated lengths of 100 x 3mm Masonite. The sides are glued and clamped individually, and screwed in-situ. The width of the ends is 230mm and the two mainlines have centres of 34" (864mm) and 36" (915mm) radius. The eight boards have fold up metal tube legs, the ends have separate timber legs all with height adjusting feet.

The two ends have location bolts with tee nuts, whereas the boards have two location pins, and are pulled together with spring loaded clamps. All boards have a height location plate so the boards lineup correctly every time.

Electrical - Operation

Lighting for the layout consists of four 25mm sq. aluminium tube frames that

support two lengths of aluminium 'c' section with golden-white light emitting diode (LED) strips.

The layout can be operated as either DC or DCC, and is designed for one, two or three operators. The layout can be controlled from inside, or out, from one end or both, with power and point control located on both ends.

The point motors are servos operated by an 'Arduino' system.

Track and Scenery

PECO code 100 concrete sleeper track is used for the mainline, and code 75 wooden sleepers for the branch and heritage railway. After all the points were laid, track wiring completed and trains running, the club members discussed the visual aspect of what specific railway and lineside detail would be required to give a factual representation of the 80's era to now. Once this was finalised, detail work commenced.

Styrofoam was shaped, and the creek, billabong and BMX track were carved out. The total layout surface was painted with a thin layer of tinted (Indian ink and or No) Gyprock plaster. As the structures/items became available they were placed in situ and the area around was detailed to suit.

On the mainline at the down end we have a detailed kit-built signal box (now redundant) adjacent to a level crossing utilising Trainbuilder type 'F' lights, bells

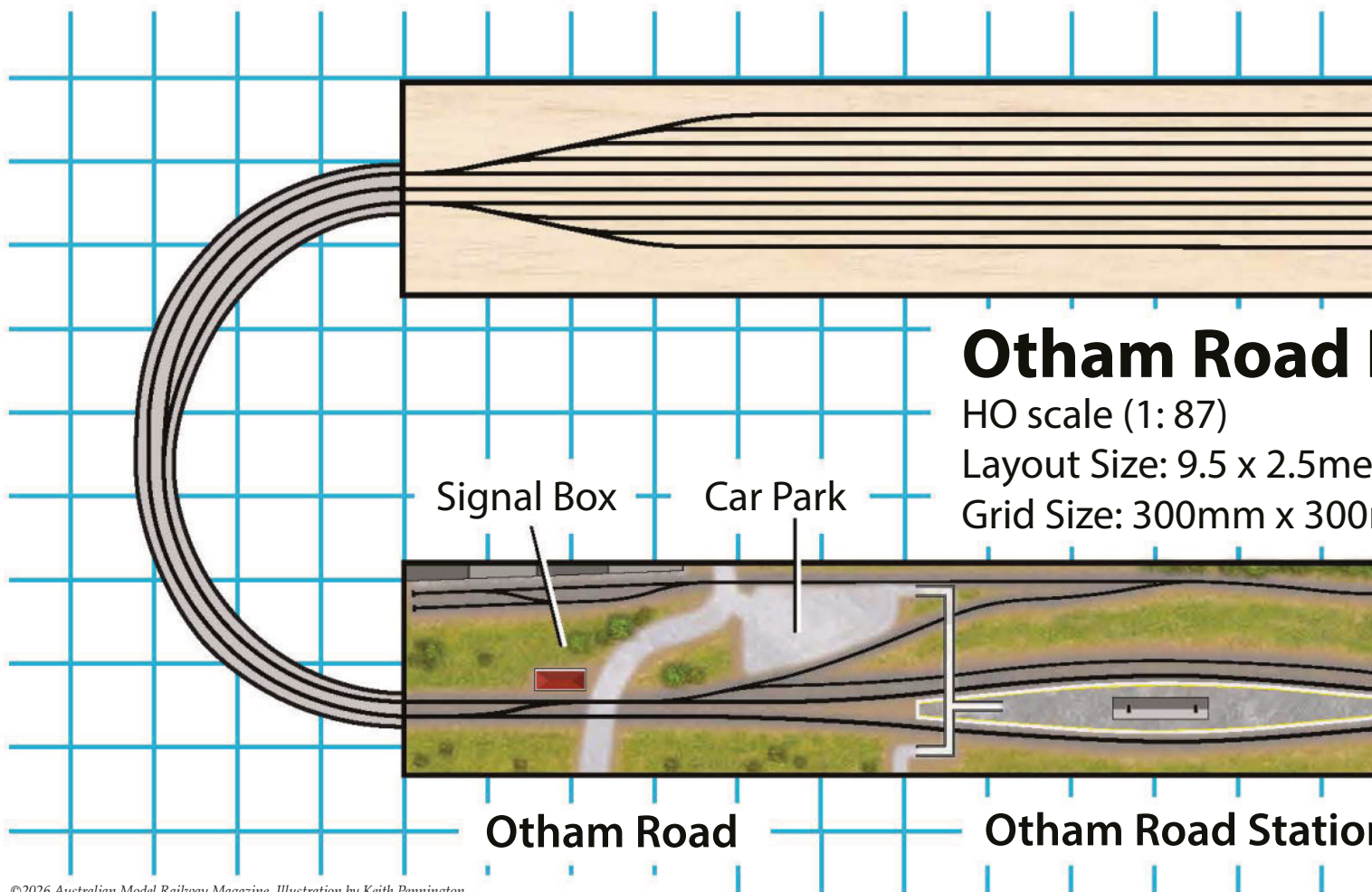
and booms, along with accurate signage and vehicles.

In the main station precinct, supporting a Bergs station building is a scratch-built platform, detailed with era-appropriate signage and colours acquired from Emu Models and Elcar Models. Figures, lighting and other detail items on the platform are from various other manufacturers. The platform surface is covered with 1200 grit wet and dry sandpaper to create the appearance of asphalt. A pair of Kibri footbridge kits (catalogue No. 9612) allows pedestrians to cross the main lines safely and access the car park and platform, the car park is detailed with Emu Models etch brass fencing.

Behind the station / level crossing precinct in relief is a scratch-built saw tooth roofed warehouse - building and platform. Constructed from styrene walls and aluminium roof sheeting, this represents a former industrial building that has become the Heritage Rail Museum.

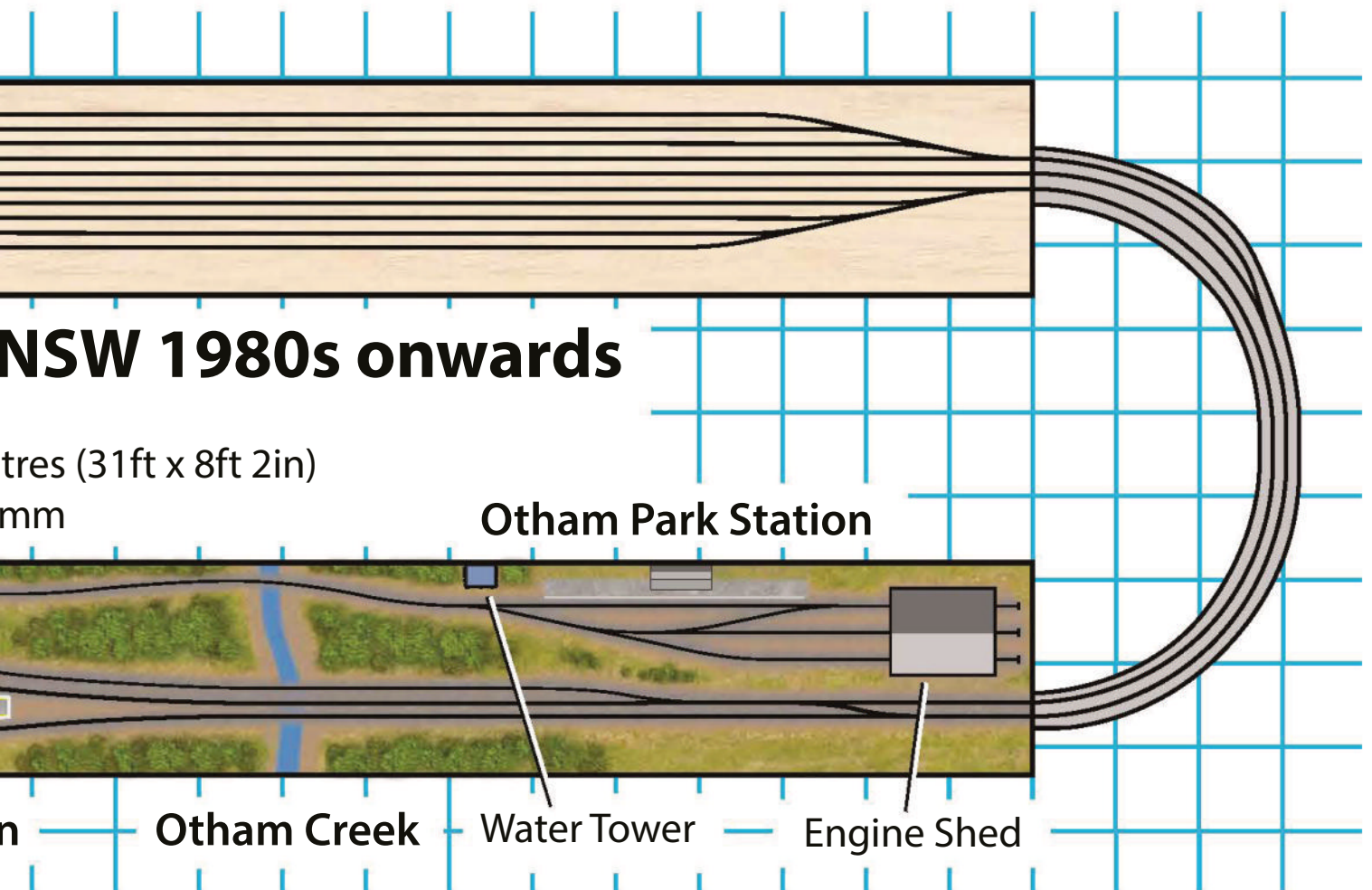
Moving across the layout in the Up direction we have the BMX/Motocross track, complete with a shack built by the local kids next to a billabong. This and a creek fills the centre of the layout. The creek features a single-trestle flood opening on the heritage line and a scratch-built brick and concrete culvert for the main lines and refuge. The water is made from a Woodlands Scenics product.

Following the scratch-built wire mesh fence we come to the Heritage station, the





Set U8 passes the signal box and over the level crossing as it brakes for a stop at Otham Road. The U Boat is forming an Up all stations service.





◀ Locomotive No. SCT001 and 007 haul 6BM9 past the former signal box at Otham Road.

▼ A U set approaches Otham Road on the Up passing over the level crossing and past the former signal box.



station is built from a Casula Hobbies kit sitting on a scratch-built platform detailed with various purchased detail parts. The station building was cut back at the rear due to space constraints.

At the Up end of the layout is the Heritage railway's three-bay engine shed which is made from a Walther's kit. With some modification, and added detail this completes the overall diorama. The shed is detailed with machinery items, inspection pits and internal lighting. The associated yard area is detailed with working yard lights and railway lineside items.

With positioning and general detail of the layout complete, the finishing details were added. This involved installing various trees, both ready to place and hand-made. The plaster base painted, with a

1:10 mix of Polyvinyl acetate (PVA) glue and water and coated with a number of coloured dusts to represent roads, paddocks or work areas. Static grass, ground cover, shrubs and bushes from various manufacturers were used to create the final result.

Catenary

A standout feature of Otham Road is the operational (but not powered) overhead catenary. Club members engage the pantographs on their models and it is satisfying to watch them move up and down on the electric locomotives and Electric Multiple Unit (EMU) sets as they traverse the display section of the layout. Brass 'T' beam was preferred for building the stanchions, unfortunately this was not availa-

ble, so code 100 rail was used instead. The rail was cut to length and assembled in a jig and soldered together. PECO, Sommerfeldt catenary, Keiran Ryan Models insulators and 0.8mm brass wire were used to complete the entire assembly. All these items were painted before installation. The difficult part of construction was getting the catenary positioned correctly over the crossovers. The 'pigtail' method is used over the module joints, where one side of the joint has a permanently soldered wire and the other side has a loose wire with a 'pigtail' to slide onto the stanchion located on the edge of the other module. The system is kept taut by structures at the beginning of the curved sections either entering or exiting the display boards. These structures are



Locomotive No. 4625 leading a Down freight comes to a stand at Otham Road for a crew change.



An 8 car V Set departs Otham Road on the Down, as Train No. 4124 (which usually conveys cement and sugar) led by locomotive No. 8150 passes over the level crossing, as it slows to take the Up Refuge at Otham Road. This will allow the passage of a couple of other Up services to 'run through' the slower freight train.



Locomotives No. 4625, 4607 and 4627 roll towards the platform at Otham Road with a down North Coast bound freight.



NT31 Brisbane XPT passes by the Heritage railway depot at Otham Park, where Locomotive No. 1210 can be seen arriving at Otham Park with a pair of end platform coaches.



Train No. 4124 conveying cement and sugar led by locomotive No. 8150 passes NT31 Brisbane XPT late one afternoon at Otham Road. There hasn't been any rain in a while, given the dry state of the creek bed, which is rather uncommon.



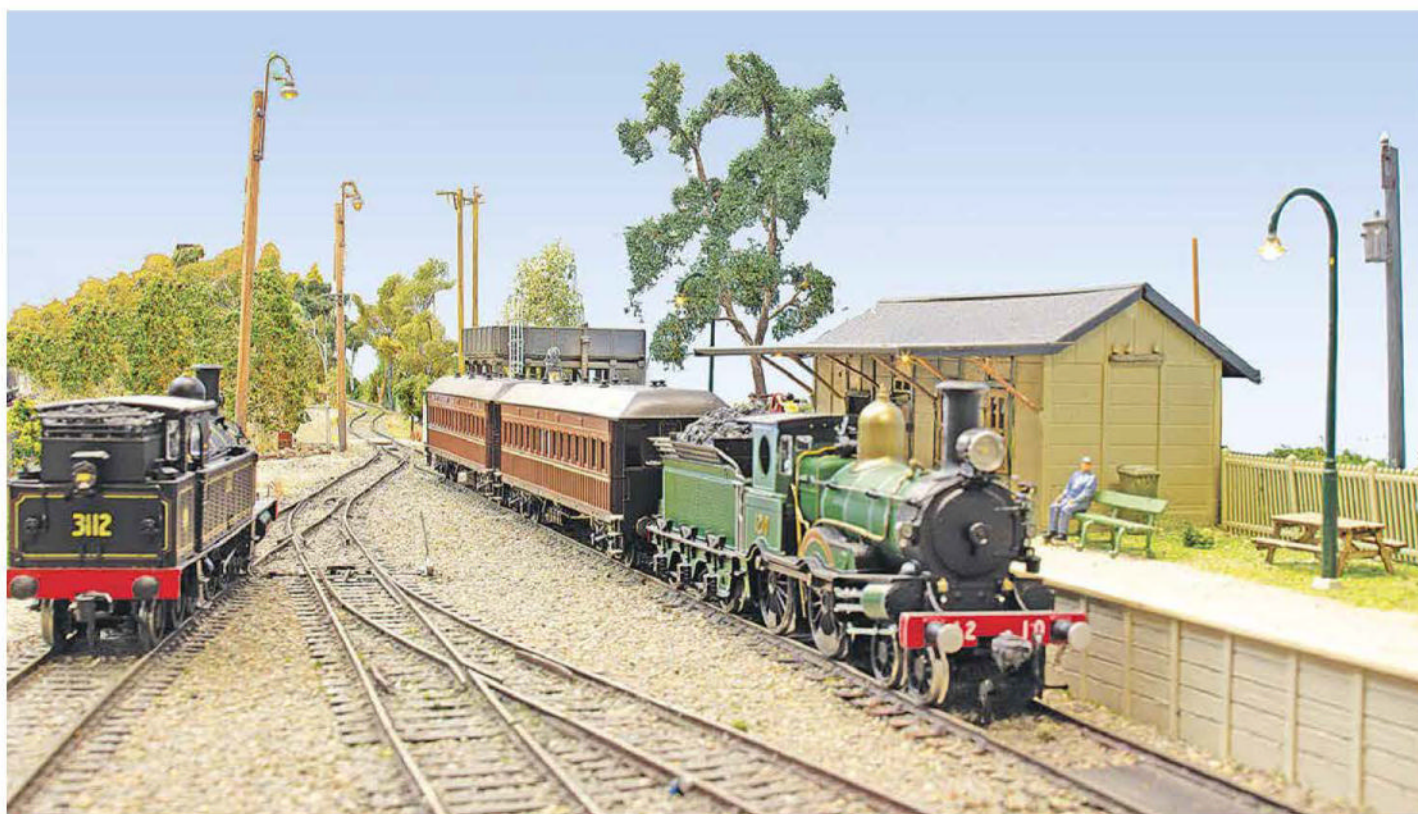
A V set is about to depart Otham Road on the Down as a preserved light engine 421 class locomotive zips by on the Up. Photo by Steven Hedrick.

Locomotive No. 3112 crosses the roadway near the Otham Road station carpark on the short section of the heritage railway.



◀ Otham Road station with an Up U Set having just arrived forming a local service.





Locomotive No. 1210 arrives at Otham Park platform whilst locomotive No. 3112 looks on from the yard and will soon take over duties on the heritage railway.

▼ *The smell of steam and coal is in the air as three C38 class 4-6-2 steam locomotives share roads in the Otham Park locomotive shed. Photo by Steven Hedrick.*



also designed to compress or release the pantographs to slide under the catenary as they either enter or exit the scenic area of the layout.

Rollingstock

The NSW and interstate locomotives and rolling stock that run on the layout belong to club members. Mostly these are r-t-r with some kit built. Trains from the 1980's to present day can be seen on the mainlines, whilst preserved steam, diesel, and railmotor consists feature on the heritage railway.

Exhibitions

Otham Road made its debut on the scene at The Great Train Show, held by the Epping Model Railway Club in May 2024. Unfortunately, the overhead wiring had not been completed for this exhibition, however by its second showing at the Goulburn Model Railway Expo in August 2025, this had been finished. Otham Road returned to Rosehill in October 2025. It is planned to exhibit the layout at various shows in NSW well into the future, and also alternate it with the club's other exhibition layouts downstairs in the clubhouse.

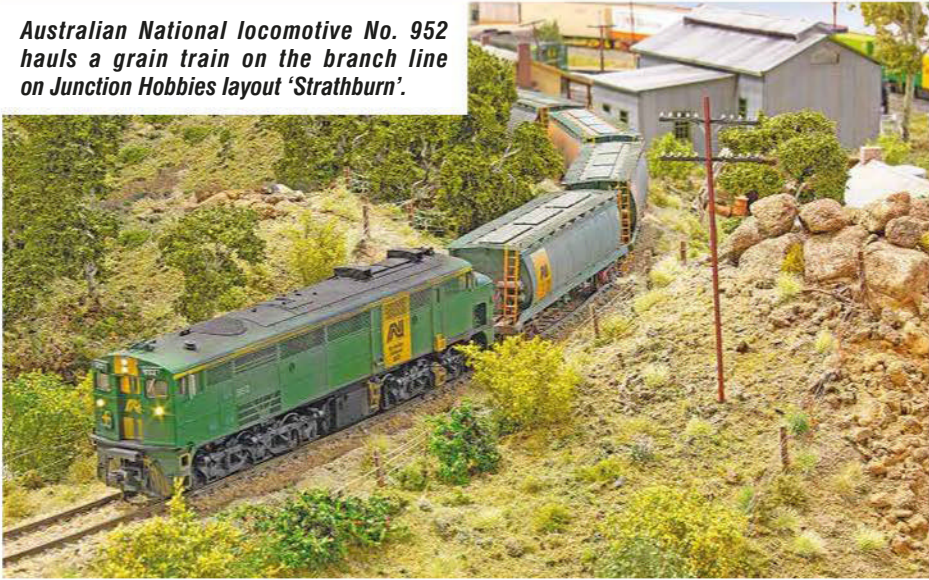
All in all, Otham Road has been an extremely satisfying experience for the club members involved in its construction, and we look forward to running trains on it and exhibiting it to the public for many years to come.

The Murray Railway Modellers

2026 Albury Exhibition gallery

Scott Fitzgerald presents a gallery of the layouts attending the Murray Railway Modellers 2026 Albury Exhibition. Photos by the author.

Australian National locomotive No. 952 hauls a grain train on the branch line on Junction Hobbies layout 'Strathburn'.

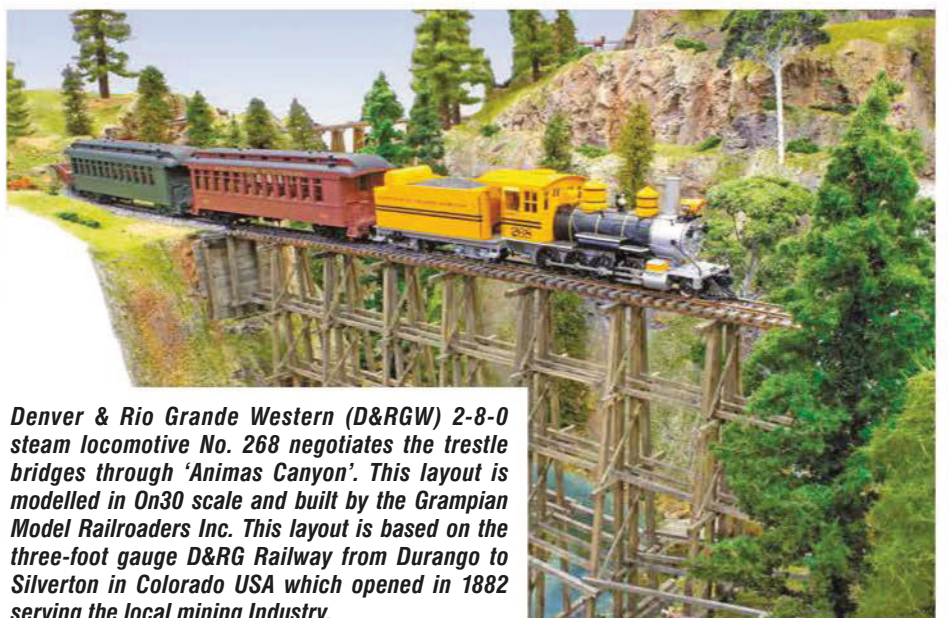


CSX GP38 locomotive No. 2046 and Florida East Coast Railway's GP38-2 No. 501 busy themselves on Gary Ruming's HO scale layout 'Down Town Spur'. This layout is based on locations around Allapattah, Brownsville and Gladeview which are suburbs of Miami (Florida) in the United States of America (USA).

Steam locomotive 4-6-0 No. 3008 leads a goods train towards Cowra NSW on Robbie Crouch's 'Wattamondara.' The structures etc. are all scratch built using styrene, and reflect the prototype location.



A streamlined New South Wales Government Railways (NSWGR) C38 class 4-6-2 locomotive crosses Cockle Creek bridge with a Sydney-bound passenger service, on the N scale layout 'Cockle Creek'.



Denver & Rio Grande Western (D&RGW) 2-8-0 steam locomotive No. 268 negotiates the trestle bridges through 'Animas Canyon'. This layout is modelled in On30 scale and built by the Grampian Model Railroaders Inc. This layout is based on the three-foot gauge D&RG Railway from Durango to Silverton in Colorado USA which opened in 1882 serving the local mining industry.



A LOCATION TO MODEL

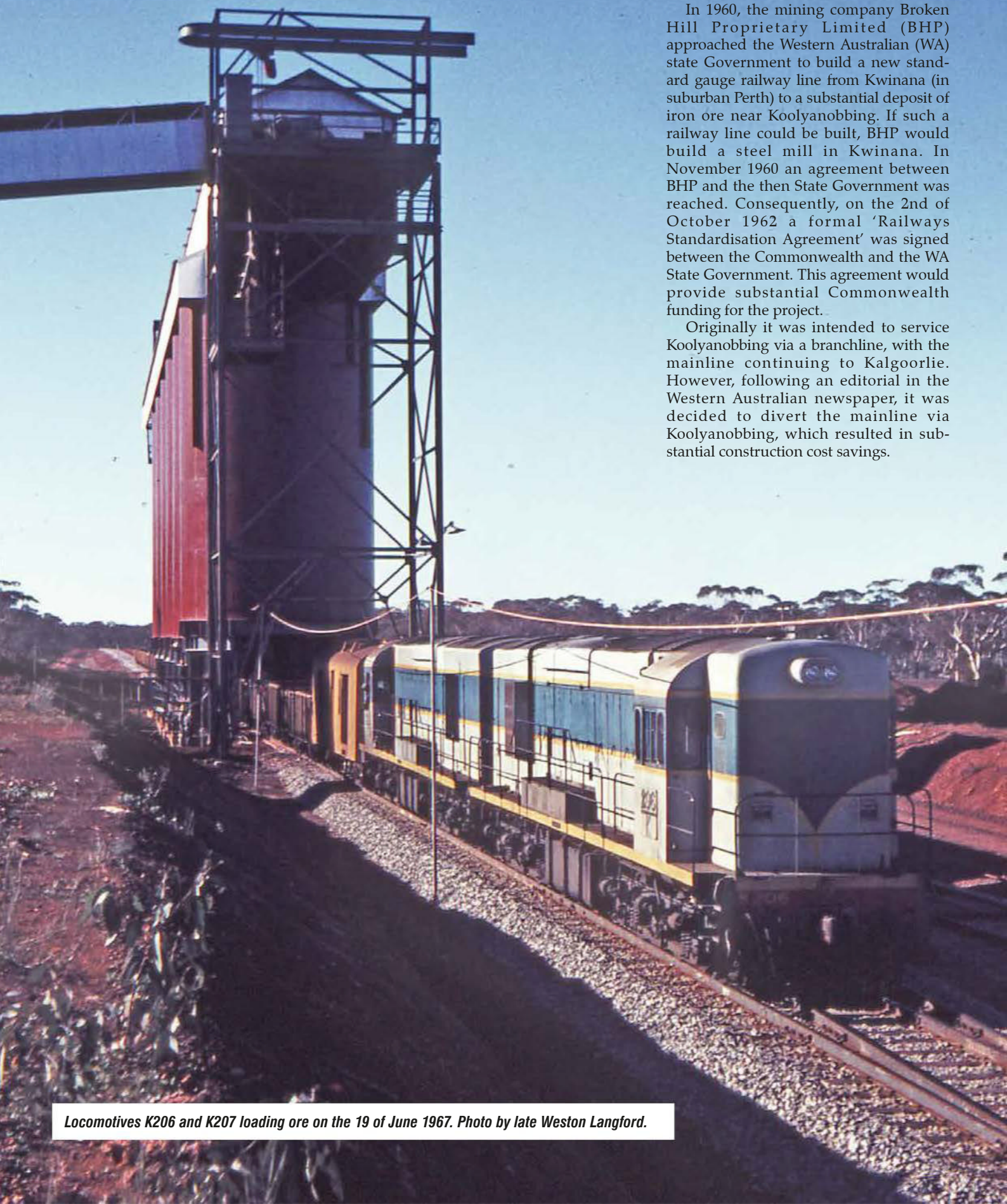
Koolyanobbing, Western Australia

Scott Fitzgerald presents a location to model, servicing an iron ore mine in Western Australia.

Photos by the author unless otherwise stated.

In 1960, the mining company Broken Hill Proprietary Limited (BHP) approached the Western Australian (WA) state Government to build a new standard gauge railway line from Kwinana (in suburban Perth) to a substantial deposit of iron ore near Koolyanobbing. If such a railway line could be built, BHP would build a steel mill in Kwinana. In November 1960 an agreement between BHP and the then State Government was reached. Consequently, on the 2nd of October 1962 a formal 'Railways Standardisation Agreement' was signed between the Commonwealth and the WA State Government. This agreement would provide substantial Commonwealth funding for the project.

Originally it was intended to service Koolyanobbing via a branchline, with the mainline continuing to Kalgoorlie. However, following an editorial in the Western Australian newspaper, it was decided to divert the mainline via Koolyanobbing, which resulted in substantial construction cost savings.



Locomotives K206 and K207 loading ore on the 19 of June 1967. Photo by late Weston Langford.

The Western Australian Government Railways (WAGR) completed all of the design and planning for the standardisation project with the Commonwealth Railways signing off on each revision of the 'Master Plan'.

At Koolyanobbing (the 284 Mile post) a yard was built, with a mainline, crossing loop and an arrival road (all yard trackage came off this road). A siding off the crossing loop (283 Mile and 22 chain) led to the iron ore load out, with the centreline of the bins being at 286 Mile and 50 chains. At the end of the siding there was a run-around loop, a loadout track and kick back siding. This short siding enabled the locomotives to run around the empty consist and stable the guards van while loading was in progress. Locomotives and guards' vans cannot proceed under the load out due to height restrictions.

The yard facilities which were serviced regularly by a roadside goods service consisted of:

- A goods shed – administration building which incorporates a station master's office and the local track control panel.
- A passenger shelter which was built adjacent the mainline. The crew barracks is walking distance from the shelter.
- On the down side of the goods shed, a standard WAGR crane with loading bank and a weighbridge.
- Gypsum and iron ore loading ramps with a capstan were provided at the Up and Down ends of the yard respectively.

WFW, later WFDY flat wagons were loaded with iron ore containers at the loading ramp, destined for Wundowie.

The first trial load of iron ore produced by the Dampier Mining Co Ltd (a subsidiary of BHP) departed on the 10th of April 1967.

Centralised Traffic Control (CTC) was installed from East Northam to Merredin (commissioned on the 12th of May 1968) and Merredin to Koolyanobbing (commissioned on the 24th of September 1968).

Initial iron ore trains consisted of 20 WO class iron ore wagons and a single K class locomotive. With the introduction of the more powerful L class locomotives in 1967 and 1968, these consists increased in tonnage exponentially; initial operations for the L class were two locomotives hauling 65 loaded WO iron ore wagons.

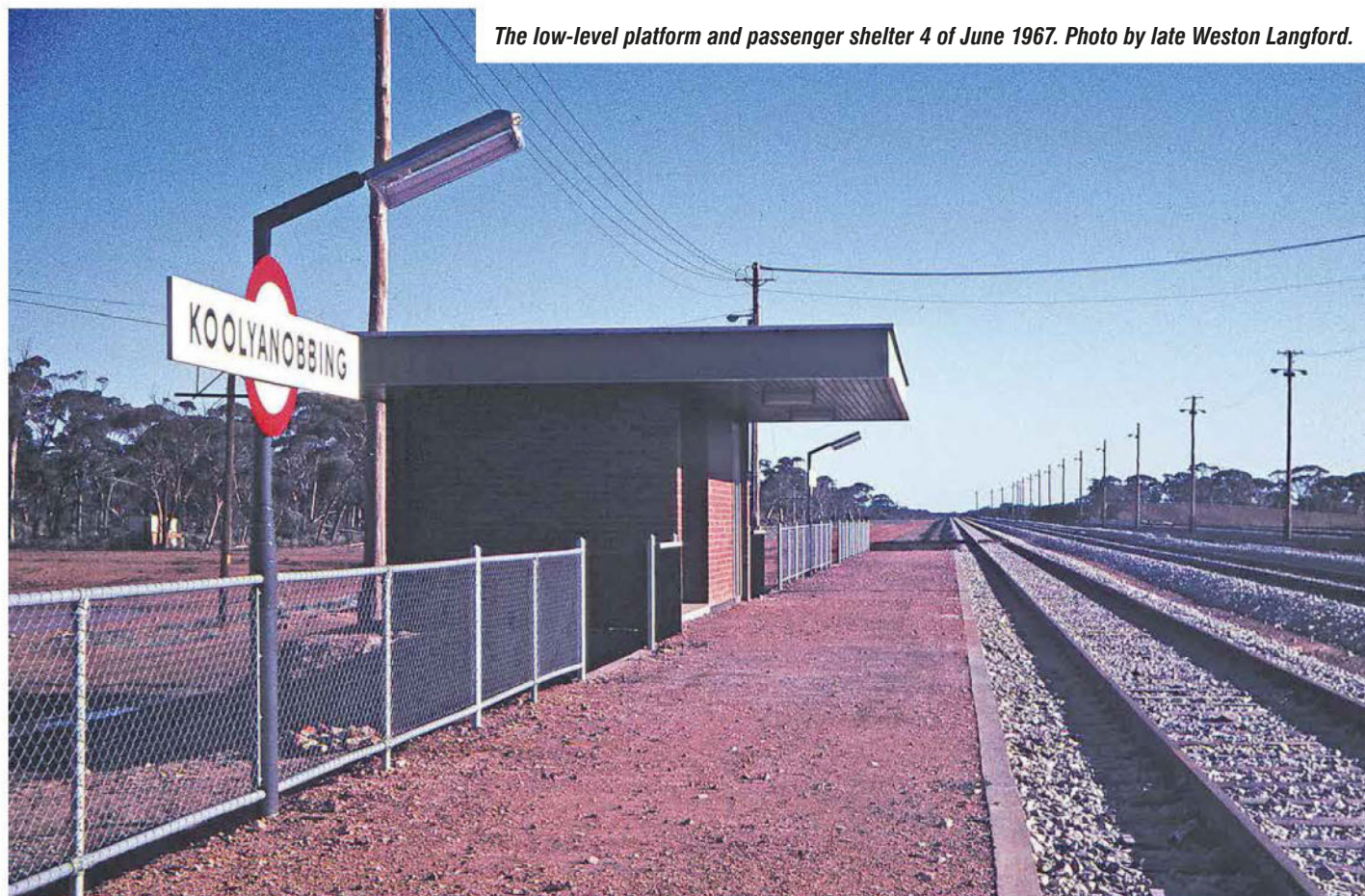
In 1972 the town was thriving, and a golf course (Hillside Golf Course) was being built. In an interesting case of resourcefulness, the club paid \$25 AUD to purchase the Yellowdine railway station, situated 61km southeast of Koolyanobbing. Club members borrowed trucks and cranes to relocate the station building to the golf course for use as the club rooms.

During initial scoping of the 'Railways Standardisation Agreement,' WAGR projected a mainline specification of 54kg per metre rail for 24t axle loads with plenty of rail life (they had done the calculations), however the Commonwealth would not budge and rail of 47kg per metre was laid.

WAGR's stop gap measure was to procure sleepers that were 10mm thicker, however the lighter rail led to reduced rail life. In 1981 the inevitable issue of rail life came to the fore, and Westrail embarked on a sleeper and rail replacement project. In 1981 and 1982 the mainline to Koolyanobbing was replaced with concrete sleepers and 60kg per metre rail.

Unfortunately, the iron ore-led prosperity was not to last, and following a rationalisation of BHP steel making facilities, the blast furnace at Kwinana was closed in 1982. Consequently, the mine at Koolyanobbing closed in 1983, along with the town of Koolyanobbing shortly afterwards.

By the mid-1990s the yard had been rationalised and some of the more complicated track work was removed. However, the roadside goods continued to operate, with salt being a major commodity, utilising WQCX container flat wagons and COR (roll top) and COT (open top) containers. The Westrail working timetable dated May 1998 notes three trains operating between Kwinana and Koolyanobbing each week, the down arriving early morning on Mondays, Wednesdays and Fridays (train No. 1073, 3073 and 5073) and the up departing the afternoon of the same day (train No. 2474, 4474 and 6474). The final salt train operated on the 1st of January 2015, as the salt traffic was lost to road transport.



The low-level platform and passenger shelter 4 of June 1967. Photo by late Weston Langford.

Portman Mining Venture - re-opening of the mine

In 1994 the mine under the then Portman Mining Venture (later Portman Iron Ore Ltd) was re-opened, and a new load out balloon loop was constructed, oriented so Up trains could enter a balloon loop, load and face the down direction. This was designated Koolyanobbing East at the 458 km post, with Koolyanobbing yard at the 455km post. This track arrangement was designed to suit the new purpose of the mine, which was to export Koolyanobbing iron ore to the global market.

The iron ore from Koolyanobbing is transported to the Port of Esperance for export, in the same year the Esperance line was upgraded to allow operation of L class locomotives.

Initial iron ore operations were two L class locomotives and 60 WO iron ore wagons.

Passenger service

A daily Prospector passenger railcar service between East Perth and Kalgoorlie commenced in November 1971, calling at Koolyanobbing in both directions. Koolyanobbing remains listed as a stop on the current timetable.

Modelling notes

Rolling stock wise in HO scale the modeller is spoilt for choice. In fact I doubt you could find a location in WA that is more well-catered for in r-t-r rolling stock.

SDS Models produce the WGX (ex WGX) gypsum traffic open wagons, and their WGX (WOAX) open wagons could

be used for salt traffic, up until containerisation.

For installing tarpaulins on these wagons, see John Miller's article Tarpaulins and Wagon Sheets Using Cartridge Paper AMRM issue No. 344 October 2020.

The WBAX van was produced by Auscision Models, and Haskell produce the WO iron ore wagons.

For the WF series of flat wagons refer AMRM issue No. 134 October 1985.

The only fly in the ointment is the WQCX flat wagon. Although these have been produced in kit form from three different manufacturers, they are not easy to procure.

Two manufacturers have produced the L class locomotive, Haskell and Southern Rail Models; the latter has catered more for the modern era in their production run.

In regard to railway furniture, the signals, goods shed and passenger shelter are from a simple and standard design and are currently still in-situ.

The proposed track plan

The plan is designed to use PECO code 83 track and points. For the mainline, crossing loop and arrival road, No. 6 points or greater are used. The yard has No. 5 points and this is simply to get the most out of the yard length. Appropriate distances have been provided between cross overs or facing and trailing points to limit the possibility of derailments.

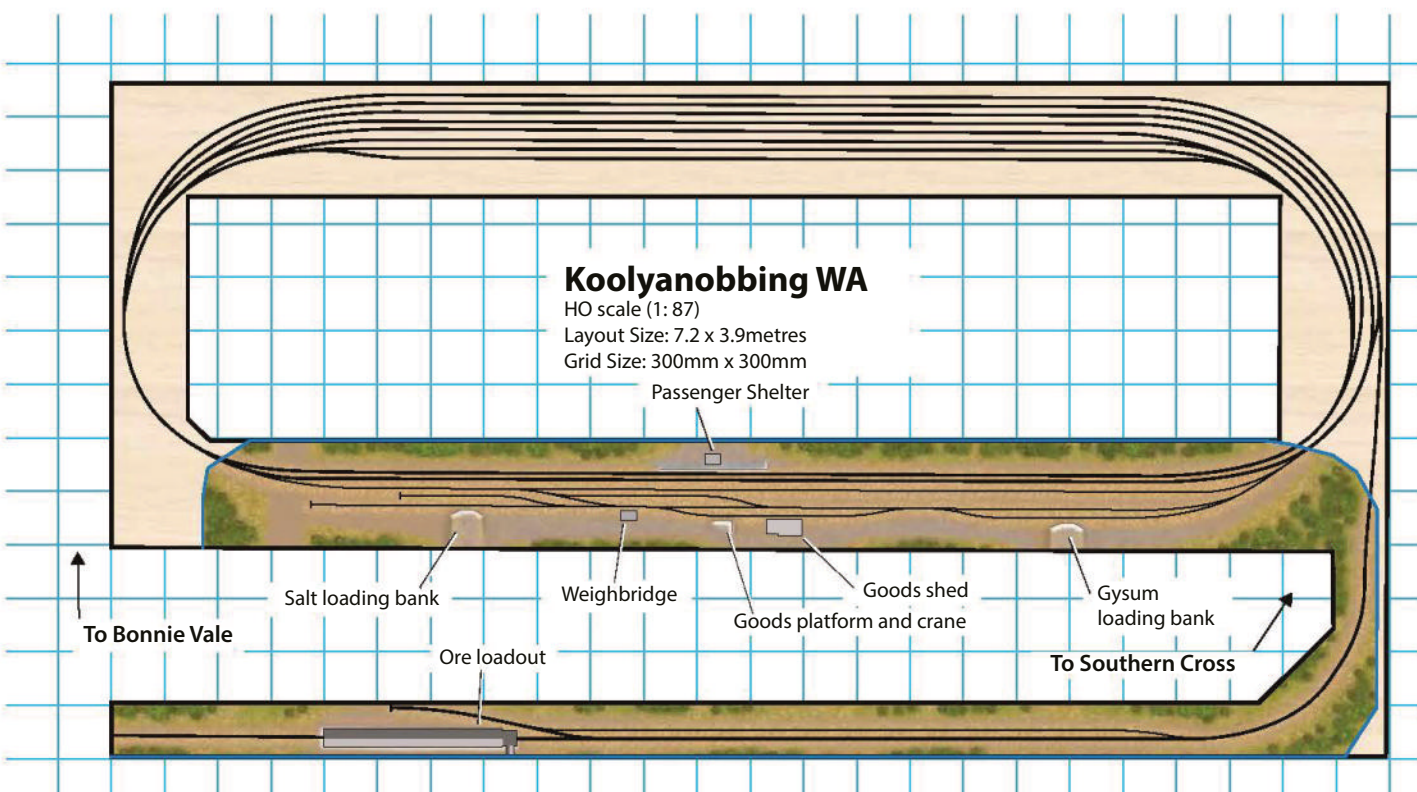
Sleeper spacings of PECO code 83 reflects North American standards. However, this track can be modified to make its appearance more Australian, see AMRM issue No. 356 October 2022,

Australian Track Work.

There is more than enough shunting potential for the modeller, and the design is orientated so that there is easy access to the yard. This not only helps with shunting but also ergonomics, as there is a string of yard light poles positioned between the arrival road and the yard trackage. Therefore, the modeller does not need to reach around the poles to accomplish shunting movements in the yard. Conveniently, this also means that the railway 'telegraph' communication lines are against the backdrop -well out of the way of operator's hands!

The yard effectively operates as a branchline terminus station, in that it is the terminating station for the roadside goods service from Kwinana. I am sure that 45 minutes would fly by, performing arrival shunting and remarshalling the consist for an Up departure. While gypsum and salt are usual commodities for the roadside goods (it's also worth noting there was a weighbridge at Koolyanobbing, as all that gypsum and salt might need to be weighed before dispatch), a little bit of creativity could see other adhoc traffic added to the mix such as:

- A WBAX to the goods shed full of beer from the Swan brewery. I would guess that the ore tonne production vs consumed stubby ratio at one stage might have been as low as 1:1, so Koolyanobbing might be an 'Emu Bitter' type of town.
- New mining equipment in open wagons, vans or flat wagons, such as haul pack tyres, portable generators, replacement reclaimer buckets, lubrica-





Looking in the Up direction, the remains of the gypsum loading bank is visible to the right of the yard trackage, 30 of May 2018.



Goods shed north side, 30 of May 2018.

tion greases and oils. In fact, anything that a mine might need and fits into the loading gauge is fair game. Additionally, used equipment no longer required might need to be dispatched to Kwinana for reuse.

While you are shunting, both the mainline and the crossing loop remain clear, so this is handy if you are contemplating an exhibition layout from this design.

The 1967 loadout is on a thin peninsula and could be removed for exhibition purposes, or this could be its own stand-alone shunting layout.

Given the configuration of the loadout, a removable load would work for the WO iron ore wagons, see Ian Barnes article Removeable Ore Load, AMRM issue 348, June 2021.

For the post-1983 era, the loadout peninsula is not required.

For the 1994 era onwards, if you have enough room on the other side of the fiddle yard, Koolyanobbing East could be modelled. Only the junction would be required, with a simple empties-in, loaded-out track configuration. If your finances can stretch that far, you could model two of the same train, one empty, the other loaded.

References:

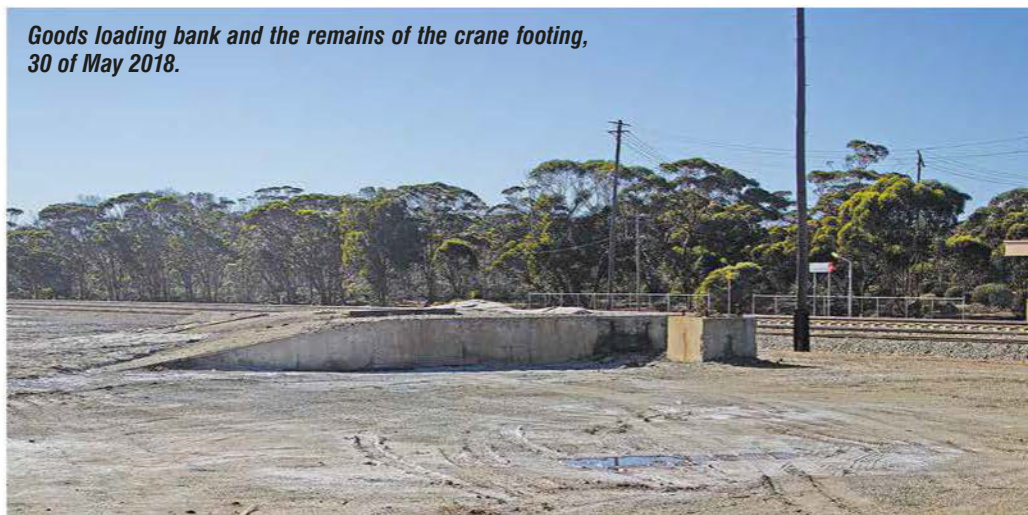
On Track Fred Afflick 1978

Railway Transportation various issues.

Koolyanobbing – Place of Large Rocks and Big Hearts – by Mike Duggan 2010



Goods shed south side, 30 of May 2018.



Goods loading bank and the remains of the crane footing, 30 of May 2018.



Goods shed and loading bank, 30 of May 2018.



Down end points to the yard, 30 of May 2018.



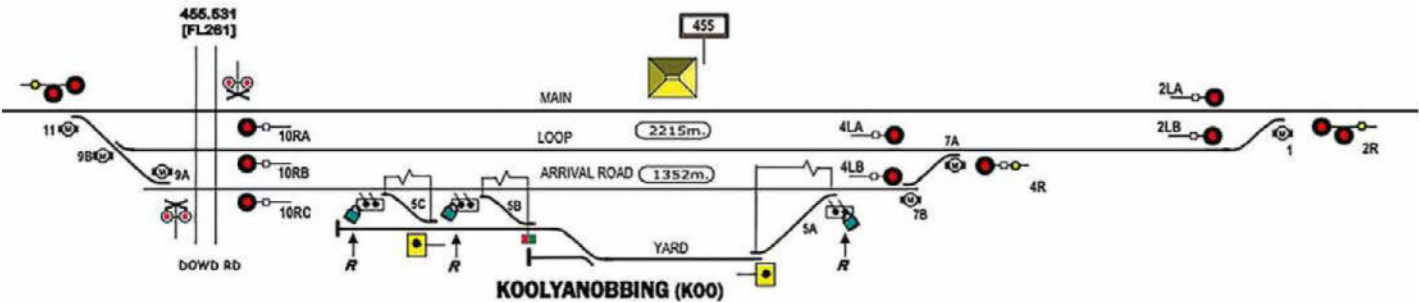
Yard throat, down end, 30 of May 2018.



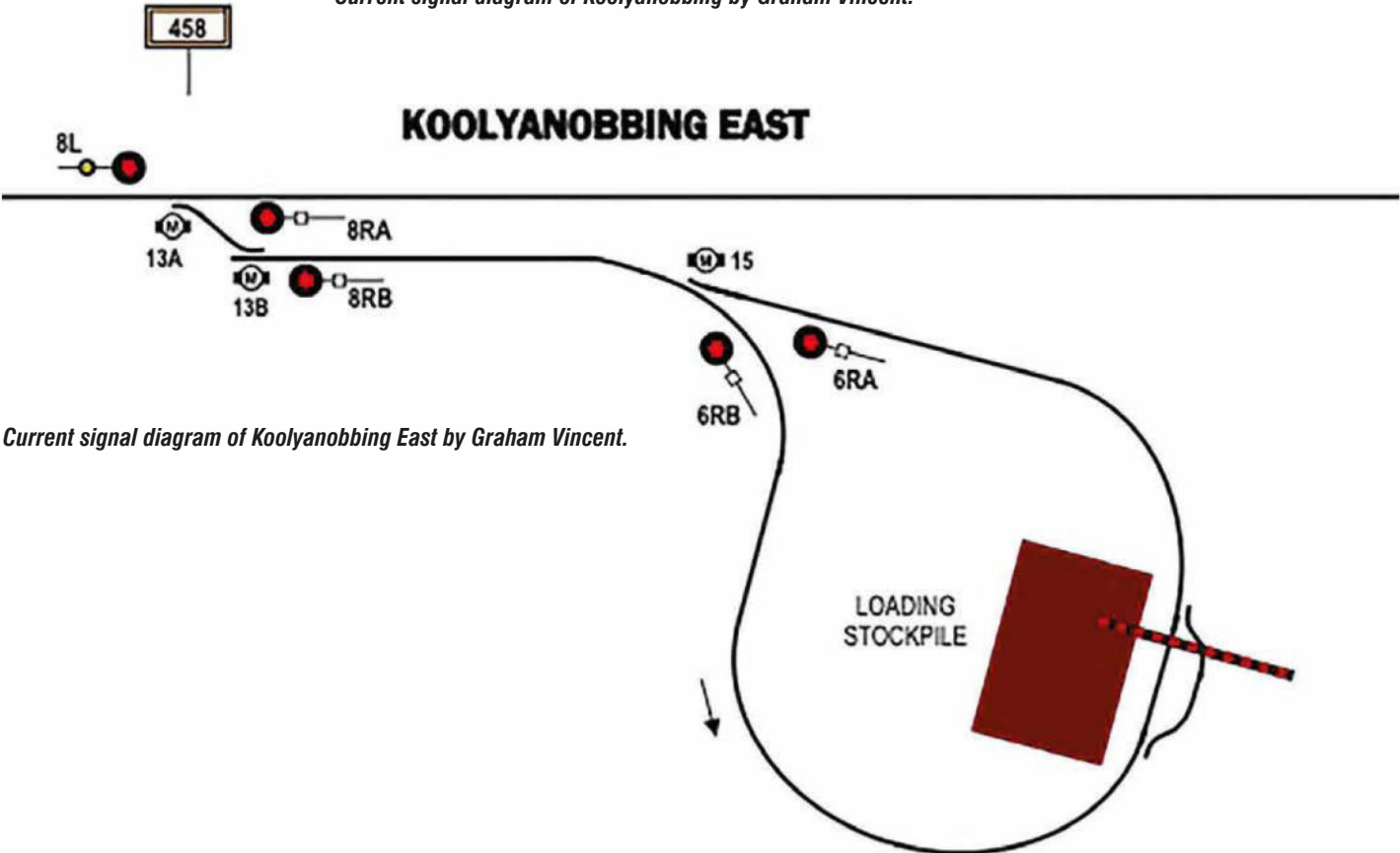
Down end of the yard looking in the Up direction, 30 of May 2018.



Locomotive H3 with WHS ballast hopper wagons stabled near the iron ore loading ramp, note lights are installed on the poles, 20 of May 1967. Photo by late Weston Langford.



Current signal diagram of Koolyanobbing by Graham Vincent.



Current signal diagram of Koolyanobbing East by Graham Vincent.



IN THE LOOP

A summertime diversion

Trevor Hodges. Photos by the author.

The reason my summertime diversion morphed into a layout project lasting almost into winter. This started with the aim of installing some signals, but turned out to be a lot more complicated than I'd imagined.

I had laid the track through East Maitland in January and had this wired up for a visit by some friends. After the track wiring was completed, I decided to make a control panel for this section and was very close to installing this when I started to do some thinking about the sequence of different tasks. This control panel includes spots for switches to allow for the operation of signals. But there's not much point in having switches for signals without the signals on the layout to connect them up to and for two of these signals I would need East Maitland's platform in place. Around the same time, I came to the conclusion that it would probably be a good idea to do at least a base shell of scenery on the far side of the track, as access was going to be a bit of an issue to reach after the panel was installed. Almost six months later the scene is probably 70% complete and the new control panel sits uninstalled on a section of cleared space on the adjacent storage sidings. So, what took so long?

When I built my new train shed, one of the scenes I wanted to include on the next version of the Morpeth Line was East Maitland Station. To be exact, I wanted to include the branch line part of this station, as there is an associated but quite separate main line East Maitland Station as well. Finding a spot for this scene was the easy part, actually getting it to fit into the available space turned out to be a lot more time-consuming than I'd anticipated.

I cut the plywood sub-roadbed for this section of the layout, and laid it on the floor in the spot where it would later be installed, placing some paper templates of the buildings' footprints next to this. I sat and looked at these, shifted them about and did a bit of thinking as I tried different combinations. I concluded I had plenty of space. So, I built the benchwork, laid some track and left things at this stage for a few months until I returned to it last summer. It was only after I started to construct the platform, the two buildings and the pedestrian tunnel entrance that leads to the mainline station that reality caught up with me.

The first complication came with the construction of the platform which is curved and made from brick. A curved platform pretty much rules out the use of kits or resin castings because the ones I've seen are mostly produced in short, straight sections. I suppose a brick-faced laser etched card would have worked because it could be pressed into the curve of the platform's face, but I haven't seen any brick platform facing available in card. I ended up using some plastic brick sheets I had on hand, and these worked reasonably well.

Probably the biggest complication arose when I decided to model the waiting room and the ticket office which sits about thirty meters (about 680mm in 7mm O scale) behind the waiting room. At first, I'd considered making just the waiting room, but the allure of the second building was too strong so the plan to keep things 'practical' and build just the waiting room got tossed aside. However, now I was confronted by a backdrop and track already installed and wired up. There was

no fudging and shifting things about on the floor anymore. I had to make everything fit into a defined space. No matter how I rearranged things there simply wasn't room to set the two buildings 680mm apart, so I had to be satisfied with about half this distance. I could have made the ticket office as a wedge-shaped structure so it sat hard up against the backdrop, but this still wouldn't have separated the buildings by the required amount. Anyway, being able to build a structure in its complete form is pretty rare when working in this scale so I was determined not to chop the back off.

Possibly the biggest complication was that these buildings could accurately be described as 'classic' New South Wales Government Railways (NSWGR) brick platform structures. Anyone who has travelled on the Sydney and Newcastle suburban systems will be familiar with the look and feel of these types of structures. I wanted them accurately detailed and this led me to finally buy a 3D printer. I can honestly say that without the use of my 3D printer I'd probably be still working on making the detail parts for the buildings. Both buildings have complicated window surrounds and masonry details that would have been a real challenge to make from styrene. Learning to use a 3D drawing program was also a challenge, however, it was worth it because I've developed skills I can now apply to future projects.

I'm happy with the overall result and after I took the accompanying photo, I realised that I've been building the various components shown over the course of something like twenty years. The coaches were built in about 2006, the locomotive in 2015/16 and the station buildings and platform in 2026. That might seem like a long while to wait to take a photo, but it was no less satisfying because of the wait. I'm yet to install the control panel or signals but they're on the to do list.



Locomotive No. 2002 simmers at East Maitland station after having run round and attached to the front of the FO and CCA coaches which make up the train. It will depart for Morpeth, stopping at Raworth and Queens Wharf on the way.

Building a Queensland Government Railways B18¹/₄ class steam locomotive

Ian Renshaw builds a Sn3¹/₂ B18¹/₄ class steam locomotive in brass.
Photos by the author, unless otherwise stated.



B18¹/₄ No. 877. Photo by Arthur Hayes.

Introduction

During 2020, I was looking at starting a modelling project and I wanted to build a model of a Queensland Government Railways (QGR) steam locomotive.

Being involved with my local model railway club, I decided the scale of Sn3¹/₂ was the way to go, modelling in S scale or 1:64th running on HO scale standard gauge 16.5mm track.

My next decision was which QGR steam locomotive to build. Many of the steam locomotive classes had already been built by various modellers in Sn3¹/₂, so I chose the Pacific class as the required HO scale mechanism and chassis were plentiful and easy to obtain at reasonable cost from the second hand market.

The most popular Sn3¹/₂ QGR Pacific locomotive at the club was the famous BB18¹/₄ class, I decided to model the earlier B18¹/₄ for something different and procured the relevant drawings and documents to help building a scale model.

For the mechanism I purchased a r-t-r Lima New South Wales Government Railways (NSWGR) C38 steam locomotive.

The next choice was the actual prototype road number to model. As luck would have it, the prototype B18¹/₄ No. 771 was stored at the back of Queensland Museum Rail Workshops Ipswich, however this road number had been modelled before, so I decided to model locomotive No. 877 as it had a different type of tender and cab details.

The choice of brass:

Brass seemed the way to go as it

offered plenty of additional weight which helps the tractive effort of the model on a Lima NSWGR C38 mechanism. Additionally, brass detail components were easily available and it would broaden my skill set in the build.

Gathering parts

Components purchased were two tender bogie kits with details, cowcatcher, leading pony wheels and headlight with all components in brass. Steam dome, sand dome, and chimney with capuchon were all 3D printed by Owen Coster. Detail parts in brass or white metal include Westinghouse compressor, air reserve, buffers, handrails, lamp holders, boiler steps, coupling hooks, tender filling cap, turbo generator, cross compound air pump, tender hand brake, and boiler steps (see parts list). The boiler front was made from turning brass detail into a 25mm disk. The rear end mainframe plates were also made from 0.5mm brass sheet.

Plastic parts included jacks for either side of the running boards, lunch box and tool box for the front buffer beam. These components were many of the main details visible off a copy of the original QGR blueprints of the B18¹/₄ being used.

A 3mm light emitting diode (LED) with a yellow tinge was also purchased for installing in the brass headlight. The yellow tinge replicates the incandescent glow of an incandescent light bulb rather than the harsh blue of a LED. Decals were especially made for No. 877 by Ted Freeman, scaled to Sn3¹/₂. Much of the

work involved using reference photos and sizing of real parts such as the builder's plate and running numbers with tender lining in red.

Please see parts list of a complete list of parts and consumables required for this build.

Commencement of the build

The first step of construction was the locomotive running plate fashioned from 1.6mm brass sheet which was soldered together with 45% silver solder with the special flux and propane burner. The tender also has a shim of 25mm x 1.6mm brass installed underneath, soldered together with normal 60/40 tin – lead solder.

Next was the 25mm brass boiler tube cut to length and mounted onto the running plate for the boiler. The cab and tender were constructed out of 1/4mm brass sheet, and soldered together with flux core and Bakers soldering fluid and soldered to the rear of the running plate. Rear end mainframe plates were also added under the cab.

The tender bogies were a flat brass sheet kit which I cut out and folded into shade with soldered fittings and white metal bearing covers and springs.

With the basic construction of the B18¹/₄ finished, next was assembly of the components and the adding of the detail. The boiler end smoke box door was added to the brass tube end, the cab was added and then details like Westinghouse compressor, boiler steps, air reserve tube, cross compound air pump, boiler steps

Parts List

- Mechanism HO scale Lima NSWGR C38 pacific with trailing bogie
- Westinghouse compressor from North Yard - brass
- Air reservoir (large) made from 6.5 mm brass rod cut to length
- Boiler 25mm brass tube cut to length
- Buffers Long shank Queensland Sn3½ brass manufacturer unknown
- Couper Kadee No. 5 Centerset shank coupling
- Brass sheet used thickness, for the tender 0.5 mm and cab construction 0.25mm.
- Locomotive running plate, 1.6mm brass sheet
- Rear frames under cab, 0.5mm brass sheet
- Handrails and boiler handrails, 0.5mm wire
- Other handrails, North Yard - brass
- Steam pipes to clack valves 1 mm copper wire and sand dome
- Steam dome, sand dome and chimney with capuchon were all 3D printed by Owen Coster
- Lamp holders, hand made – brass
- Boiler steps, Southern Cross - brass
- Three link coupling, From Southern Cross - brass
- Tender filling cap, Southern Cross – white metal
- Turbo generator, North Yard - brass
- Cross compound air pumps, North Yard - brass
- Sn3½ scale 20 inch headlight, North Yard - brass
- Cowcatcher with bars, Southern Cross - brass
- Brass bogie four-wheel kit x 2, Southern Cross - brass
- White metal tender axle box x 8, Southern Cross – white metal
- White metal tender springs x4, Southern Cross – white metal
- Tender brake handle, North Yard - brass
- Stanchions for wire boiler, North Yard – brass
- Brass boiler bands, North Yard boiler bands 0.25 x 1.5mm
- Spoke wheels for tender North Yard (originally) 13 x 9mm spoke wheels
- North Yard pony wheels 10.5mm x 8 Spoke
- Front B18 scale pony made from 12.7 mm wide x 6.35 mm thick brass block x 30 mm long with wheel centres drilled 25.35 mm apart
- DVD five pole can motor with pinion to suit Lima
- Yellow 3mm LED
- Plastic front toolboxes on the buffer beam and jacks on both running boards hand made from styrene sheet

Consumables

- Silver solder 45% with the special flux and propane burner used to make locomotive running plate
- 60/40 rosin core solder; 60% tin 40% lead for everything else
- Superglue used to glue detail to smoke box door for dressing. Also used for fitting all non-metal parts such as 3D printed chimney, steam dome, sand dome and front buffer beam plastic toolboxes
- Two-pack epoxy for sprinkling coal onto putty pile painted black on tender load.
- 200 wet dry sandpaper used for sanding boiler, tender and general cleaning up post soldering.
- Grey etch primer spray-can
- Anchor Bond touch-up paint spray-can for pre-painted metal surfaces: No. 58034 Hawthorne Green
- Decals waterslide custom made by Ted Freeman
- Tamiya weathering powders including rust along with Valejo rust, Tamiya dry brushed silver and Tamiya black panel liner used for weathering
- Finished and sealed by clear satin Humbrol spray-can

and front buffers were soldered onto the locomotive.

The tender was assembled with ¼mm sheet brass using normal sheet metal techniques with an 80-watt soldering iron. Detail such as rear buffers, filler cap and hand brake were then soldered on.

The 1:64th scale 20-inch headlight was soldered to the boiler front after fitting the LED with wires passing through a 3mm dia hole drilled into the tube boiler. It was then tested and taped up before painting the model. The boiler front was dressed by glueing on two hinges, eight clips and nuts and cut from thin plastic sheet.

On the top of the boiler were superglued the 3D-printed details of the sand dome, steam dome and chimney. Extra brass detail like the whistle, snifter valves, clack valves and turbo generator were soldered on after drilling 1.5mm dia holes to help with position. Handrail posts were fitted into 0.8mm holes drilled into the 10 and 2 o'clock positions on the boiler so that handrails could be threaded through the full length of the boiler.

On the front step of the locomotive were glued a plastic locomotive tool box and driver's tool box. Then a brass front coupling hook was soldered on the front buffer beam along with the cowcatcher.

The last stage of locomotive construction was installing the steam and sand pipe work onto the boiler.

Final construction of the tender included fitting the bogies which were screwed on with a spacer with rear hook and buffers being soldered on to the rear buffer beam. The filler tank for the water tank was soldered on along with handrails and lamp holders (see photo 3).

The painting of the model:

Firstly, the brass locomotive and tender were sanded with 200grit wet and dry sandpaper to remove excess solder and provide a good surface for the paint to adhere to, before being carefully cleaned.

Etch primer was sprayed on in three coats with a light sand between coats (see photo 4).

Enamel paint was bought from the local hardware chain tinted to the colour Hawthorn Green, which was supposedly

the correct colour for the B18¼ locomotives (see photo 5). Using an airbrush, I sprayed several coats but once the paint dried it became the wrong shade of green. Luckily, I was given a spray can of the correct shade of Hawthorn Green (see parts list) and this was sprayed with several thin coats.

With the overall locomotive body and tender painted, the boiler bands were scraped back to bare brass as B18¼ locomotives had unpainted brass boiler bands.

The cab roof was then brush-painted a mix of brown representing canvas. The buffer beams were brush-painted signal red on the locomotive and tender, with the red continuing on the edge of the 1.6mm thick running board and tender base. The buffers were then painted silver.

The smoke box, the chimney and top of the locomotive running boards were brush painted in black. Small details all over the locomotive and tender were painted black, see photo 1 and 8. The hungry boards on top of the tender were painted a wooden brown colour.

Once detailing was completed the locomotive and tender had the custom waterslide decals applied (see photo 1, 6 and 8). They slid on perfectly into place except for the number 877 one of which I broke when applying to the rear of the tender. Luckily, I had a spare number 876 so I used this instead with a possible story being the locomotives swapped tenders at one stage. However, in regard to these particular road numbers there are no records to confirm this happened. The transfers really bring this model to life and I thank Ted for the accuracy and quality of his decals.

The model was then painted matt clear to seal the decals, then Tamiya weathering powders were applied to the finish. I then applied Tamiya black panel liner and Vallejo rust which was let run by capillary action into the crevices and corners of the model. I dry brushed silver on areas which may have been subject to the paint wearing on the prototype B18 $\frac{1}{4}$ such as steps and handrails. I used black and white photos of No. 877 in service and these provided a guide on how to and where to weather my model.

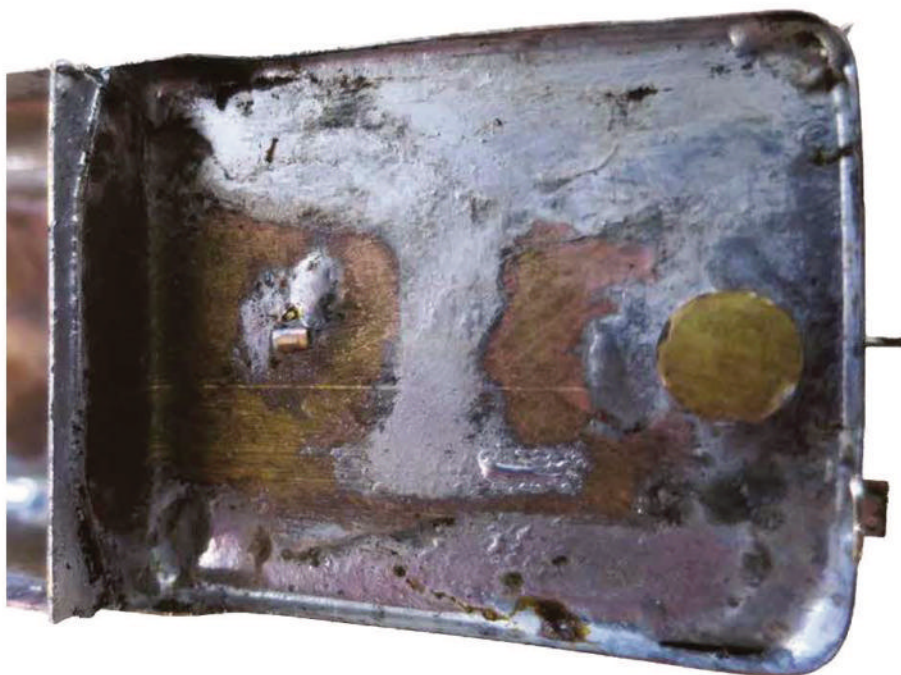
Finally, a coat of semi-clear was spray painted to seal the weathering on the model before final assembly (see photos 1 and 8).

Final Assembly

The C38 mechanism was screwed onto the body after wiring the LED headlight onto the chassis (see photo 7). The correct front brass pony truck with spoke wheels properly spaced was made by another Sn3 $\frac{1}{2}$ modeller and the stock Lima rear bogie with correct wheels was also added to the chassis after gluing on the appropriate brass detail.

As the Lima chassis is tender pick-up, a brass drawbar was made to connect it to the tender. This meant tender bogies were fitted with correct spoke wheels with correct isolation polarity observed. The coal load was created to complete the tender and made from a plastic plate with putty built into a pile and painted black. Then real coal in scale pieces was sprinkled onto epoxy to stick onto the load and the coal load was added to the tender.

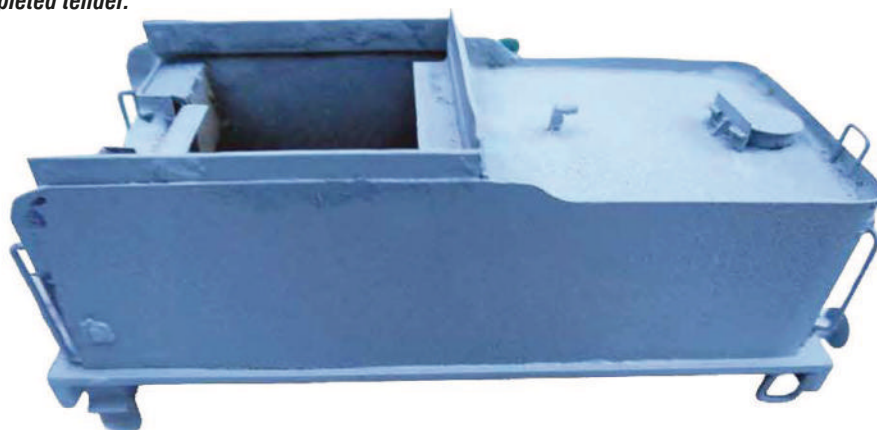
A test run was undertaken to check for correct polarity of components including the headlight/ This did show however, that the original Lima three-pole motor was showing its age. In it's place, a modern five-pole DVD can motor with pinion was purchased and installed at the suggestion of Aaron Simpson. The new motor was glued onto the plastic chassis with some filing required here and there to clear the rear driving wheels. This improved the model's performance considerably in terms of pulling power and smoothness of operation. Additionally, the fitting of Kadee No. 5 Centre set shank couplings harnessed this power when coupling to consists.



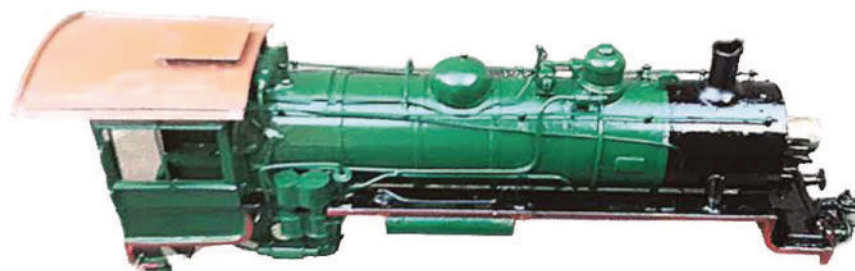
Initial soldering of the tender.



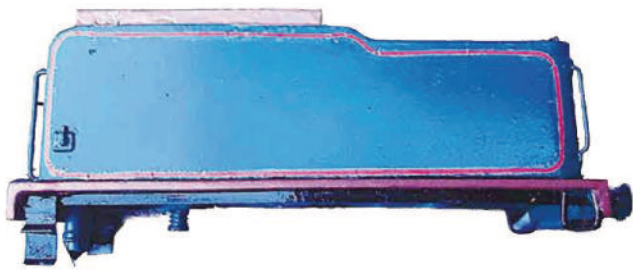
Completed tender.



Tender in Etch primer.



Locomotive body with the initial 'incorrect' livery colour.



Tender lining.



Working headlight.

The Box

In 2023, my B18¼ was finished but it was missing something, a box to transport and store the locomotive. Then, my lady was given a bottle of wine and after it was consumed, I noticed the pine wooden wine bottle box it came in. They were widely available in liquor stores at the time and were complete with hinges and a metal clasp and were the perfect dimensions to hold a Sn3½ steam locomotive with tender, so after explaining what I planned to do with the box, it was gifted to me.

The model fitted perfectly with some additional padding. I now had a locomotive box: I decided to do something special with it. So, I thought I could write a summary of the service life of the real QR locomotive No. 877 and ask a modeller (who wishes to remain anonymous) to laser etch this information onto the lid of the wine box.

The basic info on 877 (entry to service and writing off) came from the following reference publications and documents: John Armstrong, *Locomotives in the Tropics*, Volume 2 (Queensland Railways 1910-1+58 and beyond), Australian Railway Historical Society Queensland

Division (ARHSQLD), Brisbane, 1994. Information on the locomotive depot allocations 1949-1976 was provided by Robert Ward and gleaned from the Statistics of QGR Secretary. This document was given to Greg Cash by John Armstrong who then kindly shared the information with me so I could compile the box information (see history break out box). This etching came out really well, except the grain of the pine box did interfere with the clarity of the text, but I feel this added to the old world charm effect obtained by accident. A flat, grain-free wooden surface like MDF would have been preferable for the laser to etch on for clarity but I loved the way it turned out with artwork cleverly created by the owner of the laser etcher.

Finally, the raw pine box was painted Hawthorn Green in acrylic and the box lid coated with clear to protect the information and etched artwork.

Conclusion

Due to the weight of its brass body, my B18¼ can easily pull a five-coach 3D printed SX set with CMR Refrigerated van (3D printed by B.Z.) around a 1:100 grade spiral as at the local train club layout. This is consistent with the passenger loads the prototype B18¼ hauled in the 1960s.

The box adds to appeal of the working model and I am very happy with the overall result. I am so grateful for those at the local model railway club for their practical assistance and information whom without I could never have built my B18¼.

Would I do this three-year project again? Probably not as 3D printing and QGR HOon3½ r-t-r models are now the way to go, but there is something about working in, painting and feeling the weight of brass which is satisfying. 🛠️

Locomotive history

- Queensland Government Railways B18¼ Locomotive no.877
- Built: June 1940
- Location: Ipswich Railway Workshops, Queensland.
- Build no.171

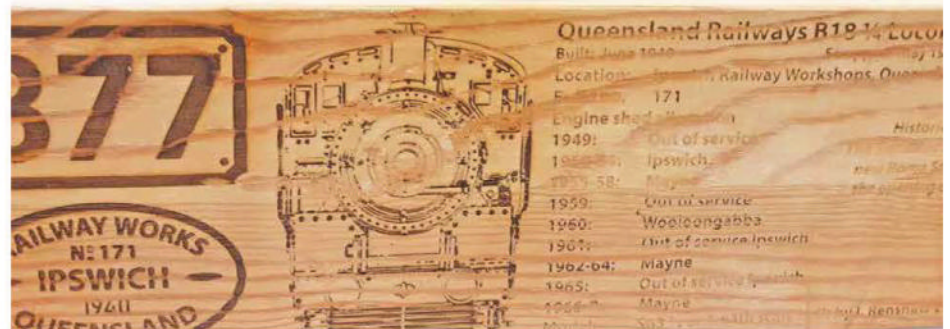
Engine shed allocation

1949: Out of service, 1950-54: Ipswich, 1955-58: Mayne, 1959: Out of service, 1960: Woolloongabba (Note: this is the railway spelling of Woolloongabba with one L), 1961: Out of service Ipswich, 1962-64: Mayne, 1965: Out of service, Ipswich, 1966-7: Mayne. Scrapped: May 1968.

Historical items of note:

No. 877 hauled The Sunshine Express from the new Roma Street station for the opening on the 30th of November 1940.

Model: Sn3½ 1:64th scale built by Ian Renshaw 2020-23

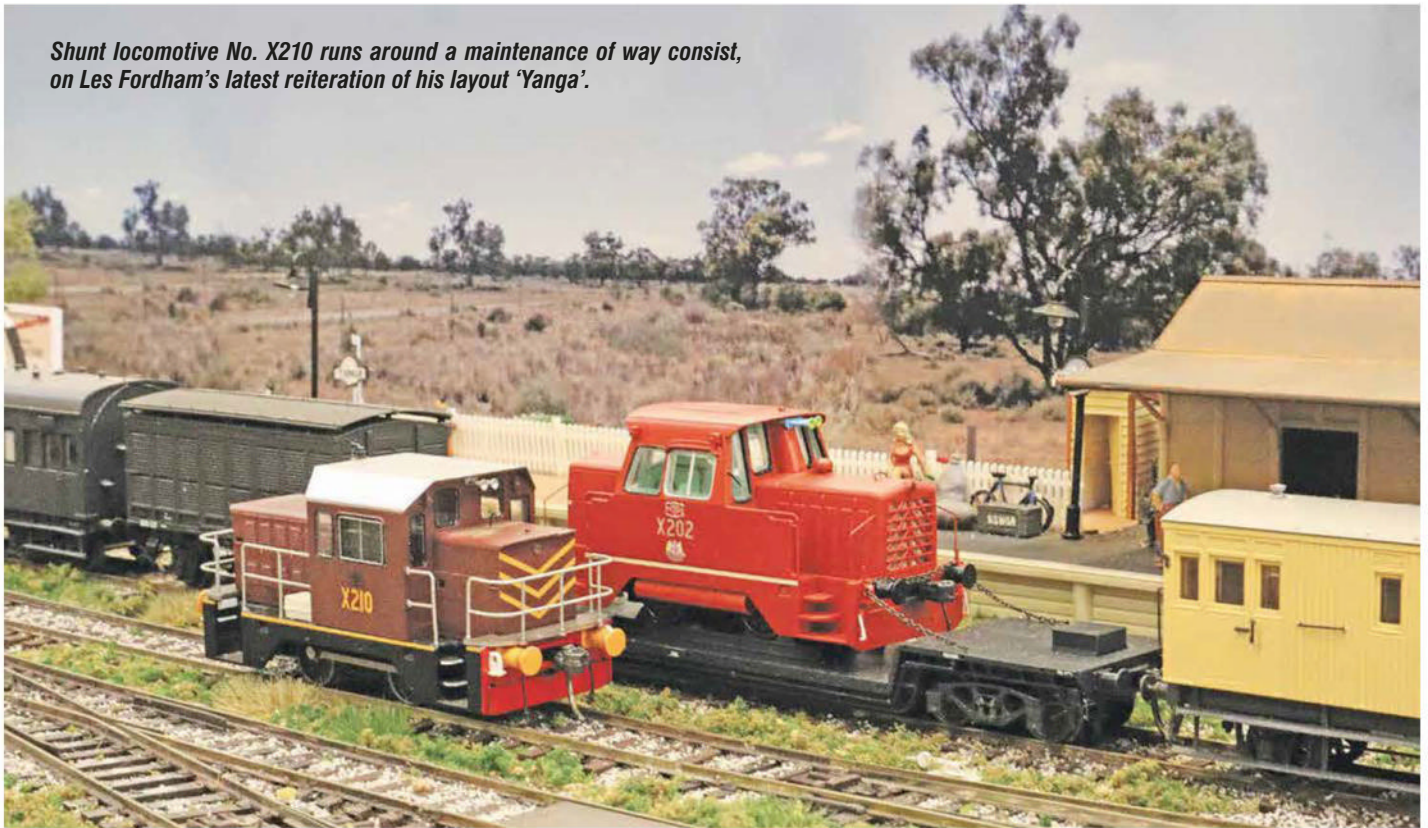


Completed model with box.

Make your own backscenes

Les Fordham outlines how to make your own backscenes. Photos by the author.

Shunt locomotive No. X210 runs around a maintenance of way consist, on Les Fordham's latest reiteration of his layout 'Yanga'.



Over the last few years, I have gradually been downsizing to a compact layout that is easier to maintain and I can operate by myself. The transition from a larger layout to a compact layout has not been as stressful as some people say and the final outcome has been very enjoyable.

My baseboard building skills are not the best, and after much searching, I found a cabinet maker who could make some new baseboards for my compact layout build. These baseboards included a 150mm backscene.

Note: The previous version of my layout 'Yanga' was featured in the article 'Small Layouts' in the AMRM issue No. 348 June 2021. On that layout I had used commercially available backscenes which looked good on the layout. Additionally, I also authored an article on installing commercial backscenes in the AMRM issue No. 357 December 2022.

As Yanga is based on the premise that the New South Wales Government Railways line from Hay was extended west to near Balranald, I decided to see if it was possible to have a backscene featuring the landscape of the area. On one of our visits to Hay, I stopped and took some photographs of the scenery in the area (see photo 2).

Most modern cameras have a Panoramic setting which was ideal for my requirements (I used a Sony DSC-WX5

12,2 megapixel camera with 5X optical zoom). I took a number of these panorama photographs, trying to take them with the horizon basically in a similar position on each image capture.

With the backscene being 150mm high, I decided that the horizon should sit about 50mm above the baseboard level. A local print shop had previously printed a photograph of Hay station for me on an adhesive backed vinyl (see photo No. 3) so I decided to use them again for this job.

The graphic designer at the print shop was able to blend two of my photographs together and set the horizon to the 50 mm height required, using the images directly from my camera. I then had three matt finish prints made at a length of 650mm each.

As past experience demonstrated how difficult it was to apply the backscene straight onto a vertical surface. With the help of an assistant, I applied the finished vinyl sheets onto sections of heavy artboard (about 600mm wide and 0.5mm thick), which I purchased from a local artist supply shop.

The backing paper attached to the vinyl is peeled back and the sheet is lined up on the backing card. As the printed vinyl sheet is rolled out and the backing paper is removed, ensure that your capable assistant is running a steel ruler along the printed backscene to ensure there are

no creases and bubbles left behind. For the best results it is recommended that this process is accomplished slowly. If the backscene is longer than the artboard, then where the two pieces of artboard join, add a strengthening strip behind the join and glue (using Polyvinyl acetate PVA) the two sections of artboard together.

Once the backscene has been mounted on the card using a craft knife it can be cut to size.

A good application of PVA glue should be made where the backscene is being mounted and it should be carefully placed into position. The artboard is flexible and as such it can be glued around corners, but do not make the bend too sharp. I then clamped pieces of scrap medium density fibreboard (MDF) to the backscene board of the layout and the backscene to ensure it adhered properly and was flat. The clamps and pieces of MDF were removed once the glue had fully cured.

Finally various types of ground covers from supplies such as Woodlands Scenics were used then to blend in the vertical backscene to the baseboard (see photo 4).

I am very happy with the result and it is great having a backscene depicting the actual area where the layout is set. 

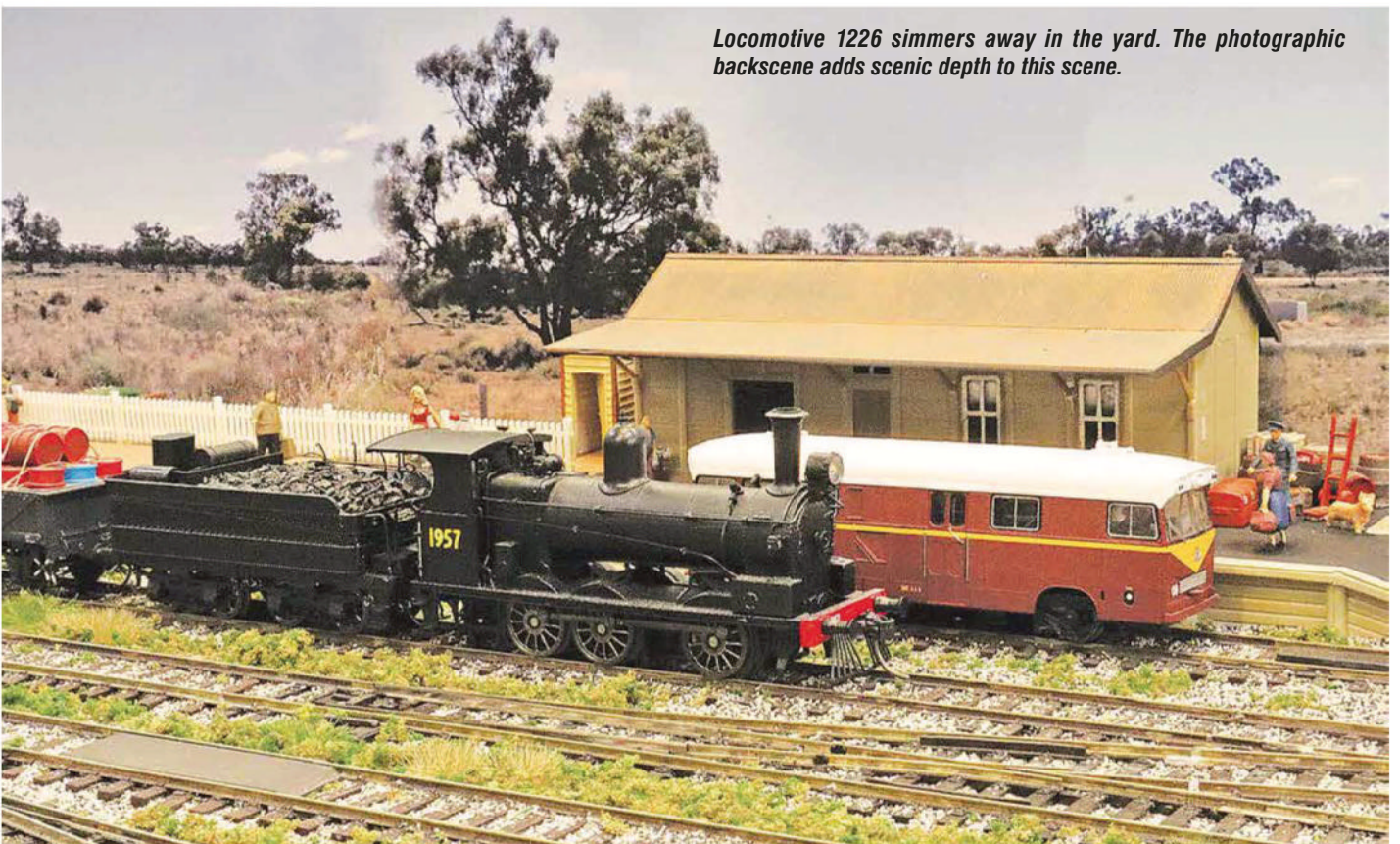
Scenery depicting the flat landscape west of Hay, NSW.



► I required a photograph of Hay station for a diorama; I wanted to build for a display at their annual agricultural show. I supplied the graphic designer with a JPEG file from a photograph I had taken many years ago. I asked that the verandah awning posts should be approximately 40mm high. Once this was printed and mounted on artboard (as per the instruction in this article), a small timber platform was added and afterwards track was laid. A coach looked the part in front of the station.



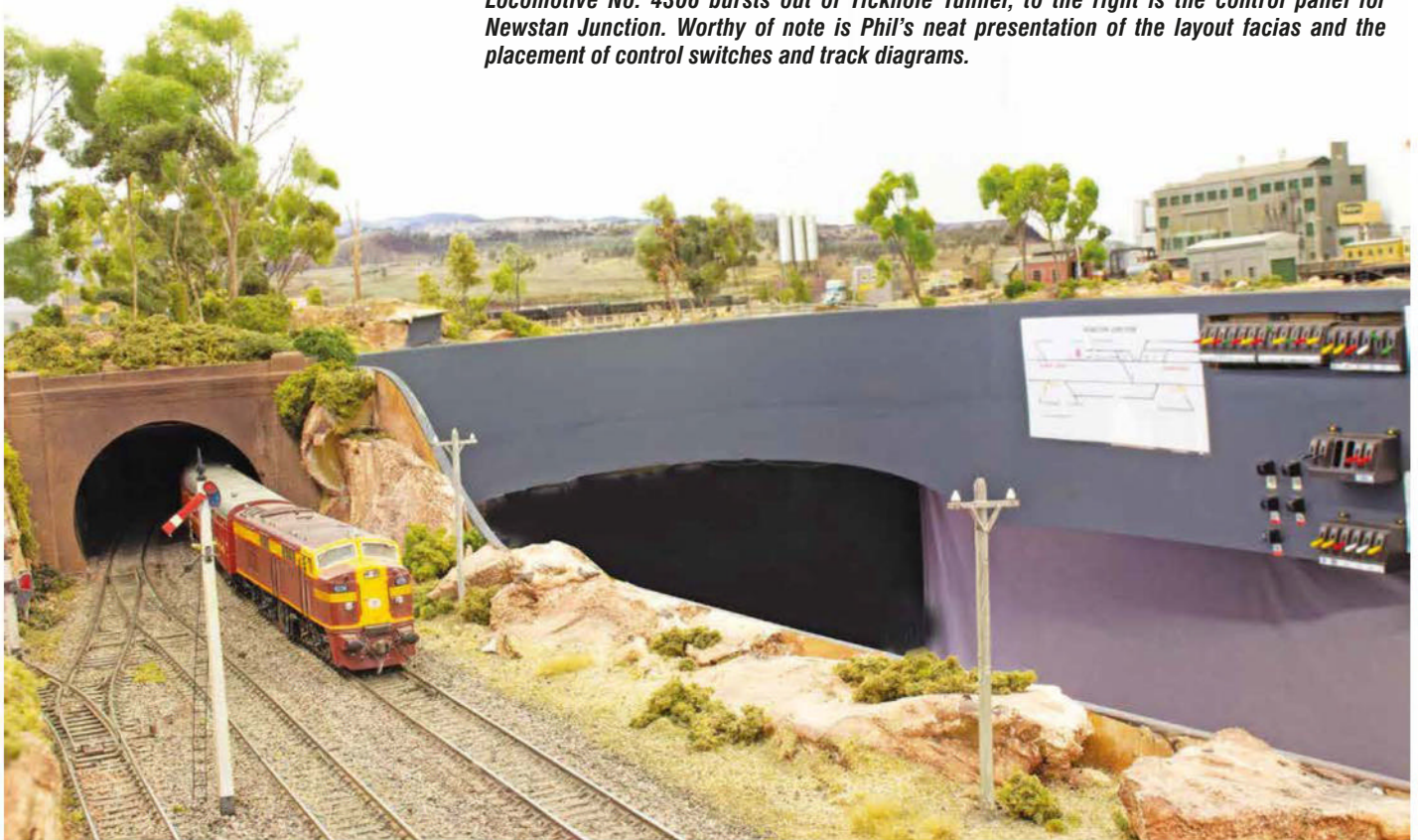
Locomotive 1226 simmers away in the yard. The photographic backscene adds scenic depth to this scene.



Introducing working timetables on your layout

Phil Nadin outlines the operating system he developed for his layout Northmeadow Lines, based on published working timetables. Photos by Scott Fitzgerald

Locomotive No. 4306 bursts out of Tickhole Tunnel, to the right is the control panel for Newstan Junction. Worthy of note is Phil's neat presentation of the layout facias and the placement of control switches and track diagrams.



When I started developing a plan for my new model railway layout, I had one main goal in mind. That was to produce a track plan that would allow me to run a lot of trains in a realistic setting. I chose the Main Northern line in New South Wales during the late 1960's when the predominantly steam working of goods and passenger trains between Sydney and Broadmeadow enjoyed what many have come to regard as something of a 'golden age'. That's certainly the way I like to remember it.

A double-track main line revolving around a major rail centre, the equivalent of a very scaled down Broadmeadow, and a branch off to an important terminal, another scaled down equivalent of, Newcastle, were to become the focus of the layout. With enough locomotives and rolling stock to sustain a level of service that would do justice to a layout of this size, my next task was how to organise the actual running of trains – I repeat, lots of them.

My starting point was, of course, the NSWGR Northern Division Working Timetable, dated the 5th of May, 1968. Here was most of what I needed to know about which trains ran on the lines I was replicating and when. Obviously, it would be impossible to model every train on such a busy stretch of track, so like just about every modeller I selected those that together represented a realistic sample of the prototype. Almost all goods trains in a timetable are conditional so that provides the license we need to pick and choose and then you can cheat a little. For example, in 1969 Broadmeadow Locomotive depot had an allocation of 24 AD60 Garratts. I only have one. Also, rather inconveniently, by 1968 most of the local passenger services between Gosford and Newcastle had been reduced to two-car diesel railmotor sets. I have nothing against these myself, but they hardly compare to the variety of steam hauled coach sets that served the line for so many years. So, we'll just pretend that

change never occurred.

On the other hand, the Working Timetable is full of detailed information needed to get the most realism out of our trains. Take goods trains, for example, which in the steam days reflected an almost infinite variety of wagon types and locomotives. But which wagons went on which trains? Sure, we have our coal trains, seasonal wheat trains, stock trains and express goods, but the more usual trains reflected enormous variety. For a number of goods trains, the Working Timetable provides useful guidance, such as:

"Train Nos. 323/623 – One LV is to be attached for lifting 'out-of' traffic, from stations Gosford to Awaba inclusive"

"Train No.419 – Conveys from Enfield traffic for Main Northern line, lifts stock, milk vats and refrigerator vans as required. Preference in despatch to be as follows:-

1. Main North and Waratah stock.
2. Main North refrigerator vans, Main

Goods train storage roads with boards clearly displaying the Train number of each goods train yard, simple but effective.



North milk vans.

3. North Coast milk vans"

As there are seven days in every week, it comes as no surprise to learn that different trains run on different days of the week. We're not just talking about week-ends here. Think of country passenger trains that only run Mondays, Wednesdays and Fridays, or Tuesdays, Thursdays and Saturdays. The Working Timetable will of course explain it all. How many of us realise that stock movements revolve around market days on Mondays and Thursdays? So Up stock trains run Sundays and Wednesdays, Down trains Tuesdays and Fridays. Oh, and don't forget the fortnightly rail pay bus – your workers certainly won't! Trains have to run clear of this important event.

The other guide to what our trains might look like is of course photographs, and there is no shortage of such material for the lines I'm modelling. This also applies to the locomotives working these trains. So, between the Working Timetable and railway press, I can be reasonably confident that my trains look like 'the real thing'.

While dealing with train consists, I also should mention that I don't use a card system for making up trains. The layout has very few sidings, so there is little to no shunting. Most trains travel over the layout from one fiddle yard to another or to/from the main central station Northmeadow (See AMRM issue No. 378 June 2026 page 22 for reference to the Northmeadow Lines track plan). Consequently, trains are marshalled to look like the prototypes in the photos we see.

Building operations around a prototype timetable is one thing, but adopting the real timing of trains is another. I long ago abandoned any desire to run a 'fast

clock' operation. To import the actual timings of trains on the Short North would mean performing such mental gymnastics as how to accommodate the difference in train running times between, say No. 401 express goods, which covers the distance between Enfield and Broadmeadow in just on three hours, and the much-loved No. 269 Pick Up goods, timed to complete the same journey in a staggering 14 hours 44 minutes! On my railway I run trains in a sequence which is based on the prototype timetable rather than adhering to the actual timetable itself. With a double track main line I can afford to be less concerned about trains that might be running late or even out of sequence than would be the case with single line working and its dependence on crossing loops or refuge sidings at stations.

Finally, the sequence carries over the full 24 hours in the timetable day. To do otherwise would deny me the chance to run the nightly procession of Down and Up mail trains and other assorted goodies. The fact that these night trains are running in broad daylight doesn't worry me. But if you were keen enough to install lighting in coaches and across your layout, so much the better.

So, these are the main principles behind the establishment of the operating sequence. The sequence was printed up to show:

Direction of travel / Origin / Destination / Train No. and description / Time of arrival / Locomotive class * / Notes **

*Locomotive class is a guide only

**Notes for passenger trains shows the coach set number and the return working for terminating trains. For goods trains any relevant information taken from the Working Timetable is included.

This printout is followed during each operating session.

As the layout was designed with a high volume of traffic in mind, the provision of ample track storage was important for passenger and goods trains. In fact there are ten hidden sidings for passenger trains, nine for Up goods trains and eight for Down goods trains. The main central station (Northmeadow) can accommodate three Up and three Down goods trains at any one time, and the main terminal station (Honeysuckle) has four platforms.

Below each set of hidden goods train storage yards there is a sequential list of the trains that commence their runs from the storage yards. Not every train will run every day.

The question arises: how do I find the train I am going to run? The passenger trains look after themselves – they tend to be stabled in the same sidings between runs and they display a huge variety of coach and train types that are easily identified. But what of the goods trains? To some extent, many of them look the same – a somewhat shabby collection of black/grey wagons behind often shabbier looking black steam locomotives! As with the Main North prototype, rarely do the same locomotives find themselves on the same trains. And because there are so many trains to be run, I may have marshalled the trains days ago, so I certainly don't remember all the different goods trains' identities.

The simple answer is to place a small board with each train's number in the front of each train, the boards being stored below the storage yards when out of use. As a final back up, I write the number of each train being run on a board beside my control panel – one for Down trains and one for Up. It's an idiot proof system I can attest to.

Historical buildings of Ganmain NSW

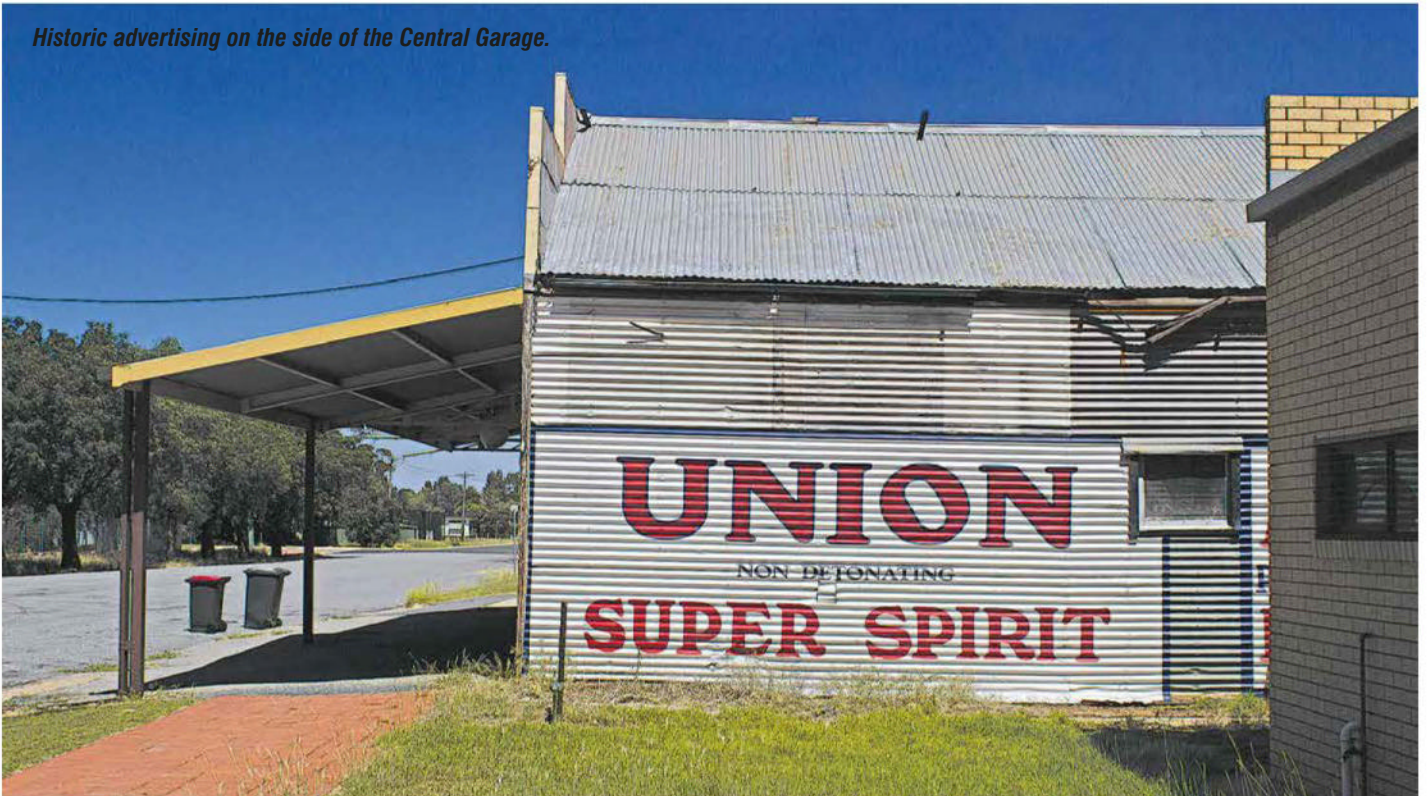
Scott Fitzgerald presents some historical buildings and advertising that can be added to your layout regardless of era. Photos by the author.

A visit to Ganmain New South Wales on the 3rd of March 2025 found a number of historic buildings that have been repainted with historic signage and advertising. If you model an older era, it is worth looking at using these modern recreations for inspiration. Moreover, even if you are an ultra-modern modeller, modelling a town with historical signs and advertising such as those applied to buildings in Ganmain can be an easy justification for painting and applying older advertising to specific sheds and buildings in a town.

Historically sympathetic Central Garage. The phone number is correct for the modern era but could be backdated by dropping the first digit.



Historic advertising on the side of the Central Garage.





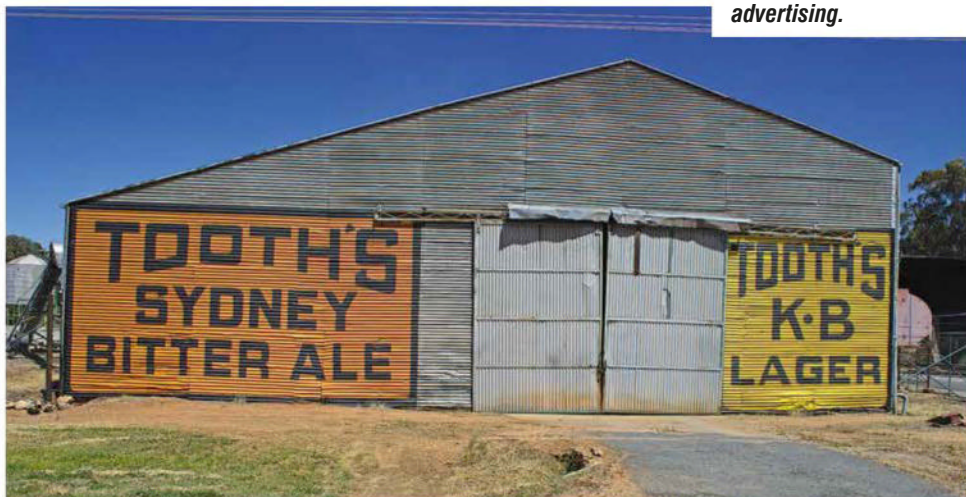
The majestic Royal Hotel. Modelling the roof in the process of being repainted might make an interesting modelling detail.



On Lake St facing the railway corridor is this shed with lean-to, painted with historical advertising.



It's important to have buildings in different states of repair to make a scene believable. This simple shed shows just the right level of decay that would make a great modelling project to replicate, with the curve in the sloped section of the roof, and the dented corrugated iron sheeting separating from the frame. All complete with historical advertising.



▲ *This shed is on Lake St and displays two beer advertisements painted over dented corrugated iron sheeting. The disrepair of the sliding doors and the dents in the runner flashing is worth considering for modelling purposes.*

► *The junction of Ford St and Waterview St shows this very traditional street scene. Note the different verandah heights and the centre sinking on the Museum. It's worth contemplating adding some of these odd features to your layout.*



Making large rolling stock boxes 2.0

Scott Fitzgerald shares his techniques for building high-capacity transit boxes for your rolling stock.
Photos by the author.



A 77-litre Christmas tree box with seven rolling stock trays installed, ready for transit.

Over the years I have developed many ways to transport rolling stock to exhibitions. I shared some thoughts on this subject in an article 'Exhibition tips and tricks' AMRM No. 359 April 2023.

However, I think it is time to share the details of how I store and transport my rolling stock for big layouts to exhibitions.

A couple of caveats I need to state before we continue.

- There is nothing wrong with off-the-shelf rolling stock storage solutions, in fact, for smaller layouts (such as my layout 'the Peterborough line'), I use off-the-shelf solutions such as Barry's boxes and accompanying tote bag. There are lots of other local brands on the market and they do their job well. They are competitively priced and are a convenient and manageable size.
- I must confess that I have an unhealthy obsession with reducing exhibition layout set up and take down times. I really dislike wasting time, thus I strive for time efficient solutions and therefore bulk solutions, whenever I can.

Layouts like 'Brigadoon', 'Murray River Bridge', 'Barcoola' etc. absorb large quantities of rolling stock: the larger the box, the more rolling stock I can take, and

the less individual boxes I need to get the job done.

The biggest box

Really Useful Boxes based in Melbourne Victoria market a large 77-litre Christmas tree box. It is made of opaque plastic with a strong lid that is stackable, the dimensions are as follows: external length 1201mm, width 270mm and depth 355mm, the internal dimensions are 1135mm x 232mm x 340mm respectfully. Unfortunately, this box is too big for them to ship. If required, you can probably get a mate to pick it up for you.

I have even seen this box being used in the United Kingdom to store and transport a layout! These boxes comfortably fit in the tray of my ute, and if push comes to shove, I can fit three length-wise and one east-west.

The trays

My initial versions (for my layout Murray River Bridge) were made from 19mm x 42mm pine sides and 3mm medium density fibreboard (MDF) bases. When you lay HO scale rolling stock on its side it works out at a good width. I used strips of foam to create individual wagon 'boxes' and covered the whole

thing with material from a fleece blanket. For the next tray iteration, 9mm acoustic pinboard replaced the foam and I replaced the fleece material with non-slip drawer liner. However, I found that over time, the draw liner would stick to the wagons that were hand painted, and the paint could be damaged. They don't seem to have the same effect on my weathered r-t-r models.

Trays 2.0

On completion of my new layout 'Brigadoon', I wanted to create a better version of the rolling stock tray.

The sides were replaced with ripped sections of 12mm ply. This means I gained an additional 14mm of internal width of the trays vs using 19mm pine. The non-slip draw liner was replaced with Wonderwall Deluxe fabric grey in 140cm widths. This material is available from Spotlight and will reduce the possibility of details being snagged.

Building the trays

Step 1. Rip (cutting a board lengthwise parallel to the natural grain of the wood) the 3mm MDF tray bases, with 45mm high trays you can get seven trays to each box, however for the top tray the width

Parts & Tools

Parts

Really Useful boxes large 77-litre Christmas tree box (refer <https://www.reallyusefulboxes.com.au/>)

- 3mm MDF sheets as required
- 12mm five ply as required
- 12.7mm dowel as required
- Wonderwall Deluxe fabric grey 140cm as required
- 9mm acoustic pinboard grey as required. Note: other colours are available

Tools

- C1 brad nailer and compressor
- Drop saw and or saw table
- Ceramic glue gun 12mm (I used a DeWalt model No. DWHT70419-3)
- Utility knife
- Steel ruler
- Combination square and marking pen
- Drill and 13mm drill bit
- Consumables
- Polyvinyl Acetate (PVA) glue
- 12mm x 254mm glue sticks 1kg pack, as required. Note one pack will make 13 trays
- C1 series brad nails 25mm 18 gauge

needs to be a little thinner.

Cutting dimensions are: 230mm (220mm for the top tray) x 1130mm

Step 2. Rip the 12mm five-ply sides. As I made the previous trays using 42mm thick pine, I kept the same width, 42mm and 1130mm long. Two are required per tray.

Step 3. On the five-ply sides mark the centres of the handles, using a combination square set at 25mm. Then drill a 13mm hole from that centre point. Two holes are required at each end of the five-ply sides.

Step 4. Cut the 12.7mm dowel to length at 230mm or 220mm as required. To accomplish this I set up a drop saw and a fence for consistent cuts.

Step 5. glue and nail the five-ply sides to the 3mm MDF base. Lay the 3mm MDF on to two lengths of 42mm by 19mm pine, this will support the MDF while you fix the 12mm five-ply sides. Apply PVA glue to the faying surfaces (meaning the contact or mating surfaces), and nail in place using the 25mm brads. Note: use eye and hearing protection when using any type of nail gun.

Alternatively, you could use small screws if you don't have access to a brad nailer.

Step 6. Apply PVA glue to the ends of the 12.7mm dowel and insert into the holes in the five-ply. Secure with 25mm brads using the brad nailer. Allow the PVA to cure, give it a couple of days (see photo 2).

Step 7. Cut the Wonderwall Deluxe fabric grey to 140cm for as many trays as

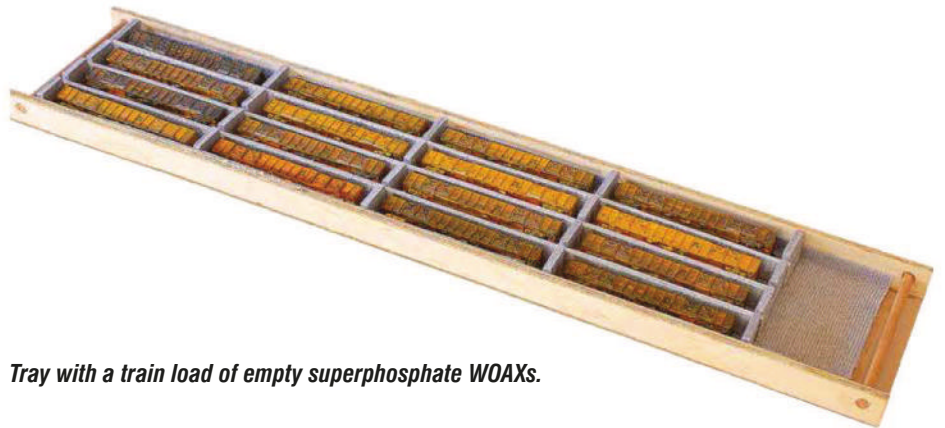
'Naked' rolling stock tray.



Tray with Wonderwall Deluxe fabric hot glued into position.

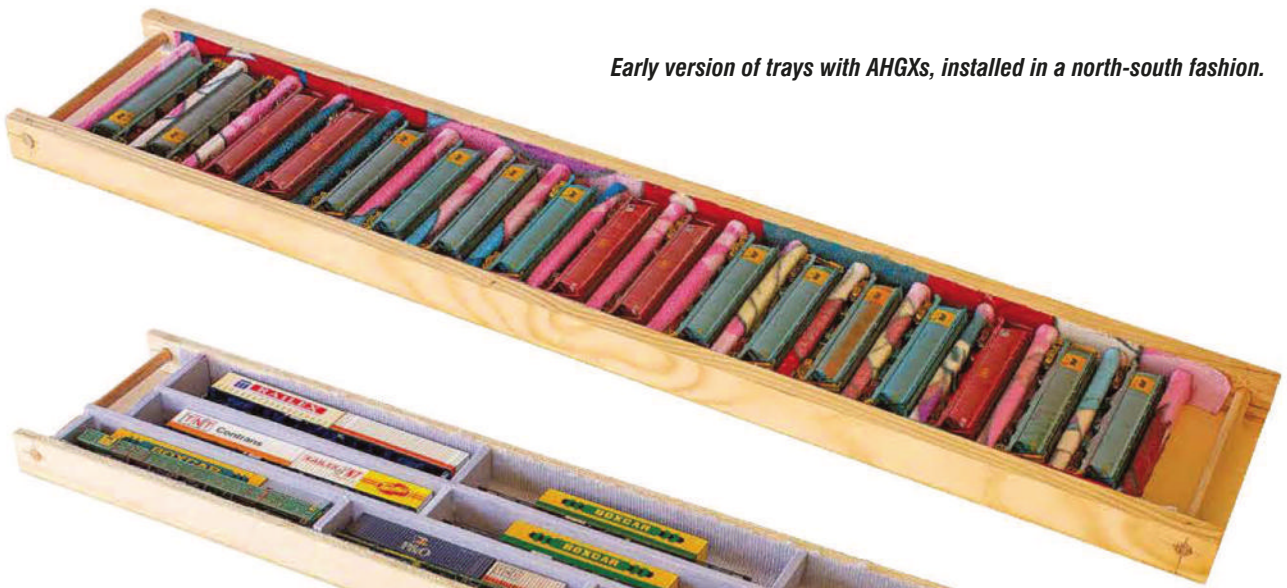


Tray with AQYY five-pack well wagon with Boxcar container. To enable this wagon to fit into the tray, two wells were placed inverted as shown. Blocks of 9mm acoustic pinboard material were installed to hold the containers in place.

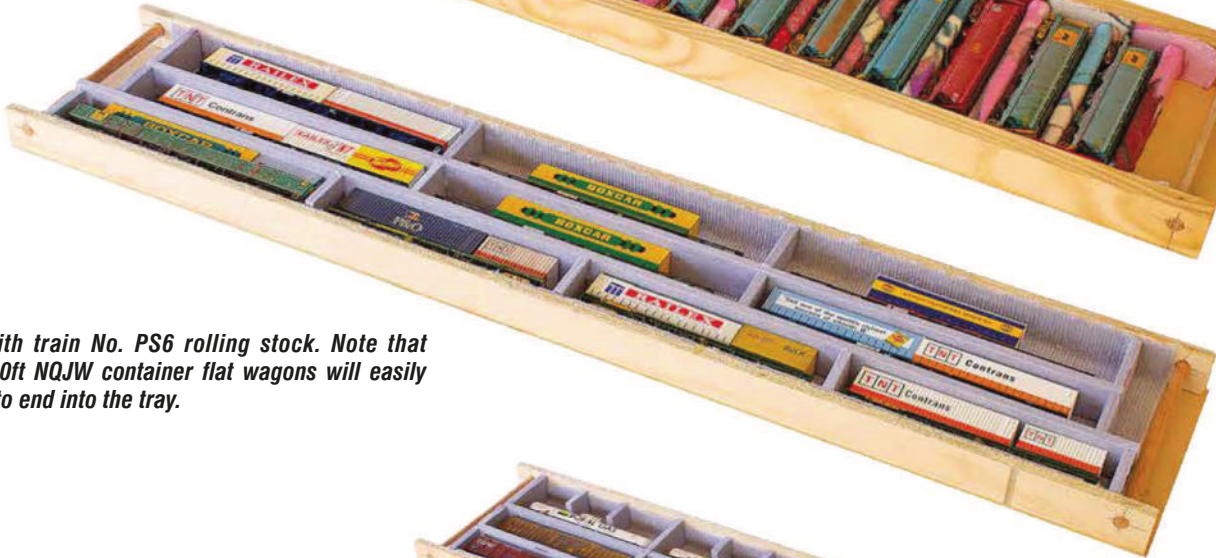


Tray with a train load of empty superphosphate WOAXs.

Early version of trays with AHGXs, installed in a north-south fashion.



Tray with train No. PS6 rolling stock. Note that three 80ft NQJW container flat wagons will easily fit end to end into the tray.



Tray with train No. PS2 rolling stock. Note the stand offs installed to hold the NTHF LPG tankers in place and protect the handrails etc.



are required. To help with sizing I brought a tray to my local Spotlight store, explained what I needed, and thankfully I was able to get the material cut to width (a bit less than 290mm) but retained the 1400mm length. This was later cut down to 1040mm.

Step 8. Install the Wonderwall Deluxe fabric grey material to one corner, and place it next to the wall of the tray and smooth it to the floor to confirm the width of the material. The DeWalt glue gun comes with three different nibs in the kit. To get the best results from the hot glue gun, replace the installed nib with the wide flat nib. To release the nib, back off the hex head bolt with a spanner. Warm up the hot glue gun. It will take about two minutes to activate the glue stick. Wear a pair of second-hand riggers gloves, this will protect your hands from the heat of the glue. Start applying glue against the wall of one corner of the tray and apply the material over the glue while still hot. Press the glue into the material, until you are happy. The glue will cure quite quickly so work in small sections at a time. Work your way around one side of the tray, then across the floor of the tray, and follow up with the other side of the tray.

Step 9. Using the steel ruler and the utility knife cut the 9mm acoustic pinboard to the maximum length of the ends of your rolling stock plus 18mm for the ends. For my requirements the length worked out at 1040mm. Cut the fabric to the same length. Then cut multiple 37mm wide strips of the 9mm acoustic pinboard. For the sake of expediency, I cut up one entire sheet at a time.

Step 10. Lay the rolling stock out as how you want it to be stored in the tray. I use a minimum of two trays per train. For wagons that are a stack and a half, you can arrange the wagons in a 'Tetris' fashion to maximise space, and the number of wagons each tray can hold (see photo 4). Additionally, if length is an issue, orientating wagons upside-down can reduce the space between wagons, as the couplers are no longer aligned together. Its easy to size things up by placing sections of the pinboard in between the wagons to confirm that everything fits correctly.

Step 11. Measure the distance between each of the horizontal sections of the pinboard, and cut sections of the pinboard to separate each wagon into a little enclosure. Dry fit all the pinboard sections with the rolling stock in position, making sure everything fits properly.

Step 12. Remove the rolling stock, and using the hot glue gun, glue the pinboard into position. It is easier to start at one side of the tray and then work across the tray to the other side.

Step 13. When the glue has cured, install the rolling stock into the completed tray (see photos 4 to 8).

Other notes:

I completed steps 1 to 5 in a bulk fashion and made 21 trays in one session. These will fill three Christmas tree boxes.

As the sides of the boxes are transparent, so you can annotate the types of trains in the tray on the side of the tray, e.g. 'Ghan' etc., enabling the trays to be identified before they are removed from the box.

Setting out trays in a logical order makes it easy for the uninitiated to unload and load the trays. If given clear instructions to, 'please load the Ghan trays onto road two,' this can be achieved with confidence.

Pinboard material is available in different colours, so you could match the base material to these colours. Using colour can be a useful method to differentiate either ownership of rolling stock from a Club member perspective or train type. 🐶

Brett Watson Weathering Part Three

Brett Watson displays a selection of his collection. Photos by Scott Fitzgerald.



Trainorama No. 4201. This locomotive was weathered to represent the look she wore during 1982 to 1984. Again, Tamiya panel line is the hero here. Then the underframe and bogies etc were airbrushed with Outlaw Paints British sleeper grime, followed by an application of panel line to help the detail on the bogies pop. I airbrushed SMS Carc black on the roof grilles and rear of the locomotive.



Trainorama No. 932. Growing up in the 80's in Melbourne was a dream for the young railfan. 930's were a favourite for me and upon seeing 932 behind X47 in V/Line I had to model it. Polly Scale grime was used on the roof and grilles undergear and the bogies were painted with Humbrol earth sprayed. I will be revisiting this model to update the weathering. It needs some panel line applied.



Haskell Co No. L252 Haskell L class. The 1980's were great times to railfan. I fell for the Westrail L class when they were on hire to V/Line. The Haskell model has its issues, but the weathering with panel liner from Tamiya and a bit of patience, provides a good representation of the L class. Earth colouring airbrushed at around 15 PSI gives control and panel line later lifts the bogie detail. I airbrushed SMS Carc black on the roof and plays its part in hiding the undersized fans.



Austrains No. X52 is an Austrains 3rd series (new) X. The model was enhanced with bogie side frames from Trainbuilder and an Ian Wilson X class dress up kit with air conditioning was applied. Then my usual methods of muddy earth were applied to the underframe and bogies, along with the fuel tank and thinned earth mix sprayed onto the roof and nose. Then, I airbrushed SMS Carc black to give the model an in-service look. Black panel line then was applied with a small brush to bring out the door details and grille work. It looks great at the front of the Overland with 932 in AN green.

Adelaide

Model Railway Exhibition 2026

Scott Fitzgerald presents a gallery of layouts attending the 2026 Adelaide Model Railway Exhibition (AMRE). Photos by the author.



Set in Lincolnshire United Kingdom is the OO layout 'Spirsby', which is based on the location of Spilsby, a rural market town.



(Large Image). Locomotive No. Rx 217 simmers at Port Elliot.



The 2026 AMRE was held in the Riley Centre located in the Adelaide Showgrounds, resulting in a significant number of attendees on all three days. Thankfully the Adelaide Metro has also re-instated the Adelaide Showgrounds station, which also improved visitor access to the show.

Award winners: Rob Burford trophy (best judged)

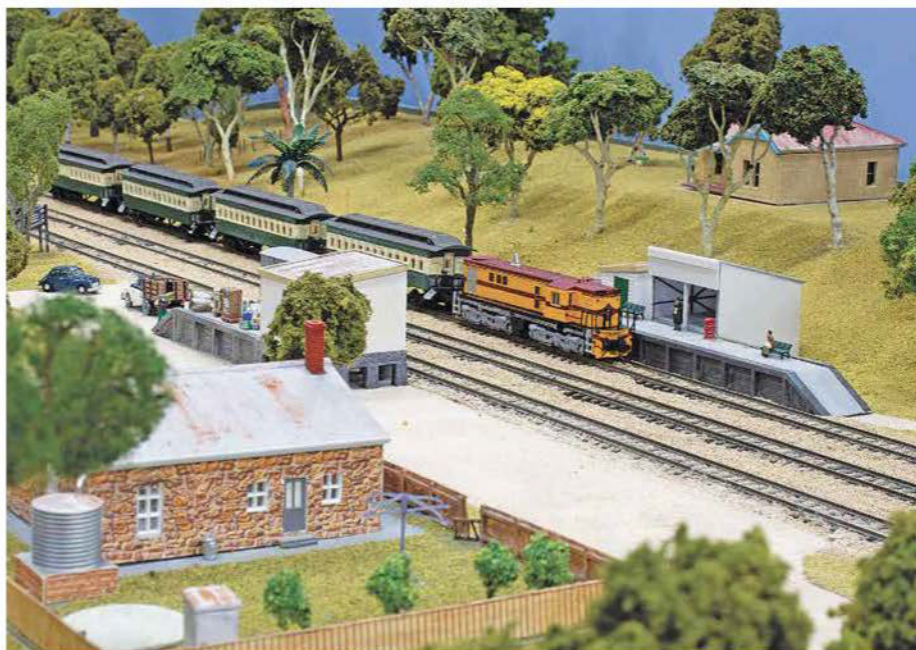
- 1st place 'Glasson' 7mm O scale.
- 2nd place 'Animas Canyon' On30 scale.
- 3rd place 'Port Elliot' HO scale and 'Spirsby' OO.

Public votes:

- 1st place 'Beaumont on the Thames' OO.
- 2nd place 'Terowie North' HO and HOn3 scale.
- 3rd place 'Animas Canyon' On30 scale.

Convener's Choice:

Kretch Hill.



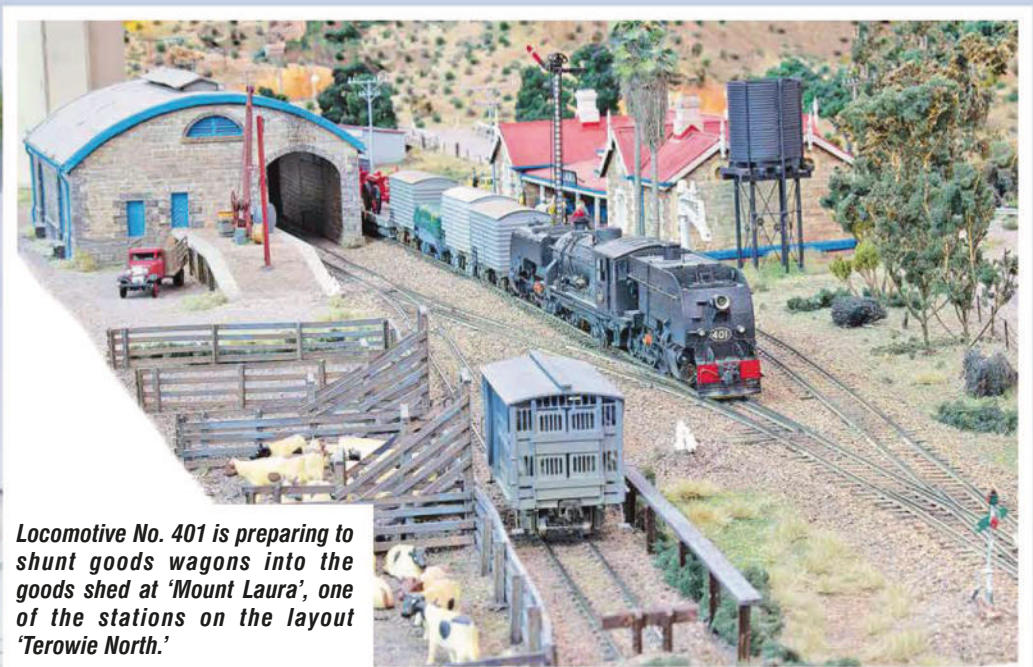
An 830 class locomotive leads a passenger service into Bugle Range.



(Large Image) With power to spare, AD60 Garratt locomotive No. 6009 leads a small goods service into Glasson.



Locomotive No. 905 coasts into 'Strathburn' with a short passenger service.



Locomotive No. 401 is preparing to shunt goods wagons into the goods shed at 'Mount Laura', one of the stations on the layout 'Terowie North.'



MRW Models

Email: mrwmodels@gmail.com

HO scale Super B-Double quad axle trailers.

Over the years I have always been on the lookout for Australian prototype models of semitrailers for my layouts.

Whilst there have been several models produced in the past that represent Australian vehicles they have been in the most part repaints of North American prototypes. Some were fitted with tri-axle frames or kit bashed into B-Doubles, but they were not quite correct for Australian prototypes. Consequently, I have kit bashed some models into closer looking Australian trailers, but once again these were never quite correct. Thankfully, a new company MRW Models, is producing 3D-printed Australian trailers and truck and trailer parts in 1/87 scale.

They have a very good range of trailers available including some super B-Double quad axle trailers (See AMRM recent releases issue No. 378 June 2026), I placed an order with MRW Models for several super B-Double kits and a tri-axle dolly.

History

I did a bit of research on the history and use of super B-Doubles quads and found that they have been around since 1994 being introduced by Krueger Transport Equipment and launched by the Victorian Government at the Port of Melbourne for the transport of containers between ports and terminals. They are typically made up of a prime mover towing two trailers with quad axles and a gross mass of up to 117 tonnes and are up to 30m in length.

Other uses for these trailers include:

- General freight-high volume transport with curtain side options.
- Heavy duty transport, with the transportation of large and or heavy containers.

There are several operators of these vehicles around Australia including both large and small companies with numerous variations.

The model

For this review I am building a set of Super B-Double quad/quad drop deck trailers.

The kit came in a plastic bag that contained the major parts and two small bags that are identified as A and B containing the smaller parts (refer photos 3 and 4). There were no instructions other than some general comments regarding the parts and not to eat them. There is not a lot of parts that make up the model but as always, I examined the parts to identified what



Photo 1. Displaying the full MRW models Super B-Double quad axle trailers in the IPEC livery.

they were and how they go together. There is almost no clean up required and being 3D-printed kits, there is some layering on the body but it is not excessive. However, the roof showed some evidence of orange peel effect. To fix this issue I sanded the roof with a bit of wet and dry sandpaper. I then applied some Tamiya putty to fill in the divots and then sanded it smooth with some more wet and dry sandpaper (I started with 800 grit and finished off with 1500 grit). I don't consider this to be a big issue as it is part of the 3D printing process. I also lightly sanded the sides with some 1500 grit wet and dry sandpaper but it is not really necessary. Before assembling the kit I painted the parts which is the most time-consuming part of the job.

I decided that I wanted to have a model that would stand out a bit on the layout and add a bit of colour. I chose to paint the model in the old IPEC Parcels yellow livery as I had some old Mnj IPEC decals in my decal collection. I painted the frames with Tamiya rubber black, the roof with Tamiya undercoat grey, the sides with SMS paint trainer yellow and highlighted the side rails with Tamiya gloss aluminium.

The kit went together very well with all the parts fitting together without any work at all and I had it finished in less than an hour. The wheels supplied with the kit are from Herpa. These are of a high standard and finish off the model nicely.

A prime mover is not included in the kit. However, I did find an old prime mover in my

parts box. I have had it for a long time and I am not sure of its origins, but it fitted the era nicely. This was painted the same trainer yellow to match the trailers.

Cost

The cost of this kit was \$91.95 AUD. At the time I ordered my kits MRW Models was offering free postage if you ordered more than \$200 of merchandise.

Conclusion

If you are looking for some Australian prototype trailers for your layout, I would recommend checking out MRW Models as they have a very good range of different prototypes. They are easy to put together, with the actual painting being the biggest job to complete. I am not sure of the type of material they are printed in but they are very robust (I managed to drop one of the bodies on the floor and it did not shatter into a million pieces). All the parts were straight and square and fitted together properly without any major filling or sanding, other than cleaning up the roof there was not much else to do.

As with all kits the final product will reflect the time and care that you put into building it.

I have ordered some more kits from MRW Models to help me get a more Australian feel on my layout.

I highly recommend these kits.

Gary Lamb

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



Photo 2. Rear view with a close up of the full MRW models Super B-Double quad axle trailers showing the detail on each of the trailers.



Photo 4. Close up on the trailer frame.

Photo 3. The parts included in the kit to assemble the trailers.

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Photo 5. The underneath view of the complete trailers.



Recent Releases

Auscision Models HO scale and N scale

Have released a re-run of the HO scale r-t-r New South Wales Government Railways (NSWGR) 45 class locomotive with and without DCC sound in the following road numbers and liveries:

NSWGR Indian red 4501, 4505, 4510 (with L7 logo), 4513, 4525, 4526, 4532 and 4540 (eras as applicable).

Public Transport Commission Reverse 4502 and 4508.

State Rail Authority of New South Wales (SRA of NSW) Candy 4517, 4519 (grey roof), 4522 and 4533 (red roof).

SRA of NSW red terror 4509 and 4511.

SRA of NSW Marlboro 3505 and 3513.

FreightRail light blue 4520.

FreightRail dark blue 4501.

Patrick red and black 4503.

Silverton yellow, blue and grey 45s1.



▼ No. 4509 in SRA of NSW red terror livery.

▼ No. 45s1 in Silverton livery, with cab roof air-conditioner and large capacity fuel tank, pilot model shown.

► CHS coal hopper wagon in PTC livery.

Have released the N scale r-t-r Public Transport Commission of New South Wales (PTC) CHS coal hopper wagon, available in single wagon packs in the following liveries:

CHS PTC blue and wagon grime, two road numbers each.

SRA of NSW wagon grime and faded with patch, two road numbers each.

FreightRail red with and without B logos, two road numbers each.

FreightCorp red with and without B logo, two road numbers each.

Pacific National blue (and faded) with and without B logo, two road numbers each.

▼ BGVF in SSR black livery.

► ATN XGAY grain hopper wagon.

Have released the N scale r-t-r Southern Shorthaul Railroad (SSR) BGVF grain hopper wagon, available in single wagon packs in the following liveries:

SSR black, two road numbers.

SSR black with graffiti 17 different versions.

► AWB WGBY grain hopper wagon.

Have released the HO scale r-t-r Australian Transport Network (ATN) XGAY grain hopper wagons and later derivatives in four wagon packs, available in the following liveries:

XGAY Australian Wheat Board (AWB)

ATN, two different numbered packs.

WGBY in AWB light blue, two different numbered packs.

WGBY in AWB dark blue, four different numbered packs.

BGSY George Weston Foods SSR yellow, in five different packs one with large logo.

Refer: <https://www.auscisionmodels.com.au/>



BGSY GWF SSR grain hopper wagon.

DCM Models HO and O scale.

Has released several new decorated containers in HO and O scale (1:48).

Refer: <https://www.dcmmodels.com/>

► SCF corrugated sided 48ft container.



SCF 20ft tank container.



Hoyer 20ft tank container.



Cronos 20ft tank container.



Eurotainer 20ft tank container.



MSC 40ft container in O scale.



P&O and Maersk 20ft containers in O scale.

Kando Workshops HO scale

Have released a kit of the iconic South Australian Stobie pole, available in packs of five poles. Refer: <https://kanduworkshop.au/>



Completed Stobie pole kit.

Lyndons Trains HO scale

Have released the following kits:

- Argyle Hotel, a low relief craftsman kit, footprint dimensions 180mm x 45mm.
- Victorian Railways (VR) gatekeepers hut with outside toilet and fences.
- VR - V/Line VHJA gypsum hopper wagon.

Refer: <https://www.lyndonstrains.com/>



Argyle Hotel, a low relief craftsman kit, completed kit shown.



VR gatekeepers hut with outside toilet and fences, painted kit shown.



VR - V/Line VHJA gypsum hopper wagon, completed kit shown.

Recent Releases

Piping Shrike Models HO and HO_N3½.

Have released a series of South Australian Railways (SAR) narrow gauge wagon kits, Cfn four-wheel cattle van, and Sfn four-wheel sheep van (in two wagon packs). These kits are 3D printed, and include weights, decals and screws etc. Not included are couplers and wheelsets.

Also, in their current range are:

HO CF four-wheel cattle van and SF four-wheel sheep van (in two wagon packs).

Late and interstate version 8300 brake van.

Also in their current range are a series of railyard details, including:

Set of eight SAR switch stands.

SAR railyard details containing two switch stands, four switch motors and six industry switch stands.

Passenger shelter.

LCL wooden container (five pack).

SAR Suburban Carriages (Centenary Cars)

in HO and N Scale.

Contact via: pipingshrikemodels@gmail.com



HON3½ Sfn four-wheel sheep van and Cfn four wheel cattle van unpainted kit shown, shunters steps and couplers not installed.



SDS Models HO scale

Have released the NSWGR EHO brake van r-t-r in four different single van packs:

EHO No. 645 navy dressing roof 1960s

EHO No. 627 and No. 645 (with L7 logo) weathered roof 1960s.

EHO No. 627 malthoid roof with L7 logos 1970s.

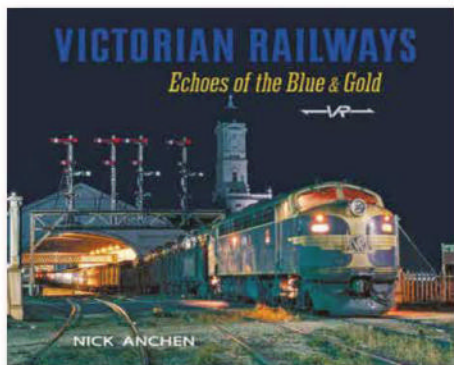
Refer: <https://sdsmodels.com.au/>

EHO No. 627 Malthoid roof with L7 logos 1970s.



Sierra Publishing

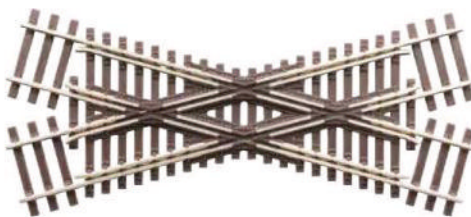
Has released their latest publication, Victorian Railways 'Echoes of the Blue and Gold' by Nick Anchen.



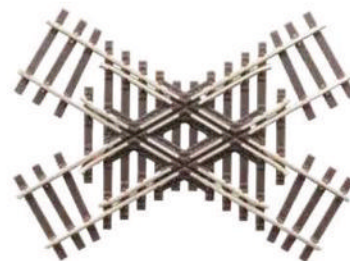
Victorian Railways 'Echoes of the Blue and Gold' by Nick Anchen.

Walthers Trains HO scale

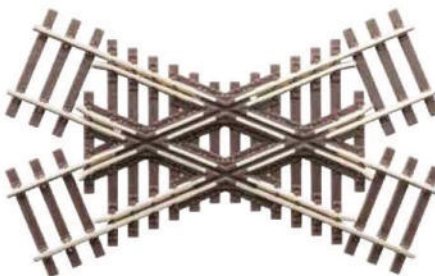
Has released three new diamond crossings as part of their Code 83 track range in 30° 45° and 60° angles. Available through your local Walthers Trains stockist.



Code 83 30° diamond crossing.



Code 83 60° diamond crossing.



Code 83 45° diamond crossing.

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Auscision Models HO scale

Have announced a re-run of the V/Line A class locomotive r-t-r with and without DCC sound and will be available in the following liveries and road numbers:

V/Line tangerine and grey, A60 'Sir Harold Clapp', A71 'Dick Reynolds' A78 (V/Line Freight), A66 (Olympics for Melbourne), A62 and A66 (preserved).

V/Line bicentenary green and gold A66.

V/Line pass MkI red, white and blue A62.

V/Line pass MkII red, white and blue A70.

V/Line pass MkIII red yellow and grey A66.

Freight Victoria green and yellow A81, A73 and A78 (Freight Australia), A71 and A77 (Pacific National patch).

Southern Shorthaul Railroad (SSR) yellow and black A70 'Nico'.

This re-run is expected to be shipped in August 2026.

▲ **No. A66 in V/Line tangerine and grey livery, pre production model shown.**

▼ **No. A70 'Nico' in SSR yellow and black livery, pre production model shown.**

► **No. B60 'Harold W. Clapp' in VR livery, model shown is from the original run.**

Have announced a re-run of the Victorian Railways (VR) B class locomotive r-t-r with and without DCC sound and will be available in the following liveries and road numbers:

Early VR blue and gold B60 'Harold W. Clapp' B62 '1,000,000 Miles' B74 and B85.

Modified (later) VR blue and gold B60 'Harold W. Clapp' B67, B72 and B75.

VicRail 'Tea Cup' tangerine and silver B68 and B83.

V/Line tangerine B84, tangerine and grey B63, B74 and B82.

West Coast Railway blue and grey B61.

Murraylander yellow and grey B80.

Chicago Freight Car Leasing Australia (CFCLA) blue silver and grey B76.

Auscision Models red and silver B65.

Southern Shorthaul Railroad (SSR) yellow and black B61.

Expected delivery date is 2027.

Have announced a re-run of the New South Wales Government Railways (NSWGR) 422 class locomotive r-t-r with and without DCC sound, available in the following liveries:

NSWGR Indian red with duck egg logo 42201 and 42205 with white L7 logo 42216 and 42219. Post rebuild with super series 42220.

Public Transport Commission (PTC) Reverse tuscan 42203, 42212 and 42217.

State Rail Authority of New South Wales (SRA of NSW) Candy with white L7 logo 42202 and 42213, with yellow L7 logo 42215.

SRA of NSW Bicentennial 42218.

Freight Rail light blue 42207, dark blue 42209 and 42211.

Expected delivery date is 2027.



No. B80 in Murraylander livery, model shown is from the original run.



No. 42220 post re-build in Indian red livery.



No. 42213 in SRA of NSW Candy livery.

Have announced a re-run of the NSWGR 48 class locomotive r-t-r with and without DCC sound, available in the following liveries:

NSWGR Indian red 4835, 4833 (3801 Limited), 4859 (with Magpie), 48100 and 48134.

NSWGR 125 years green and yellow with no logos 4836.

PTC Reverse tuscan 4832 and 48111.

SRA of NSW Candy 48125 (grey roof) 4808 (red roof) 4846, 48157 (with scrubber) 48159 and 48163 (with FreightCorp patch logo).

SRA of NSW red terror 4866 and 4873 (with FreightCorp patch logo).

SRA of NSW Bicentennial 48165.

Freight Rail blue and yellow 4803, 4849 (with scrubber) 48147 (with FreightCorp patch logo) 4889 (with Pacific National patch logo).

Pacific National blue and yellow with handrails No. 48144, 48152 and 48164 (without handrails).

Diesel Electric Maintenance Centre (DEMC) light blue and white 4827.

Rail Services Australia (RSA), Chullora DEMC green and white with scrubber 4827.

RSA teal and yellow with scrubber 4819 and 4827.

RailCorp orange and grey with scrubber 4819 and 4827.

GrainCorp blue and yellow with handrails 48205 'Wiradjuri Warrior' 48212 'Murrwarri Ngurrumpaa' Silverton yellow and blue 48s36.

June Railway Workshops 4836.

John Holland 48s34 and 48s36.

Coote Industrial green and yellow with 'broken spanner' logo 48s35.

Expected delivery date is 2027.

Have announced the re-run of the r-t-r NSWGR BKX double deck car carrier wagon available in four and (MotoRail) two wagon packs in the following liveries:

NSWGR BKX and NMKX in gunmetal with and without metal sides without logo.

BKY PTC blue without logo.

NMKX SRA of NSW red without logo.

WMX open sided Western Australian Government Railways (WAGR) yellow.

NSWGR MBY MotoRail with silver or Indian red (with and without NSW logos).

SRA of NSW Indian red with Candy L7 and MotoRail logo.

Expected delivery date is 2027.

Have announced the re-run of the r-t-r Victorian Railways (VR) ALX double deck car carrier wagon available in four and (MotoRail) two wagon packs in the following liveries:

VR ALX sheet metal sides or fluted sides in wagon red with small or large VR logo.

ALX or VMBX open sided in wagon red without logos.

VMBX sheet metal sides or fluted sides in wagon red with large VR logo or V/Line logo.

RMBY sheet metal sides or fluted sides with V/Line and National Rail logos.

ALP/VMBP MotoRail open sided in regal red 'The Overland' with and without nameplates.

Expected delivery date is 2027.



No. 48205 'Wiradjuri Warrior' in GrainCorp livery, digital rendering.



No. 48s36 in John Holland livery, digital rendering.



No. 48s35 Coote Industrial green and yellow with 'broken spanner' logo, digital rendering.



MBY double deck car carrier wagon in SRA Indian red with L7 and MotoRail logos, digital rendering.



VMBP double deck car carrier wagon in Regal red with 'The Overland' nameplates, digital rendering.



RMBY double deck car carrier wagon with fluted metal sides in wagon red with National Rail and V/Line logos, digital rendering.

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Auscision Models HO scale - Continued

Have announced the production of the r-t-r VR AX double deck car carrier wagon available in four and (MotoRail) two wagon packs in the following liveries:

AX in wagon red with small or large VR logo.

VMAX in wagon red with large VR logo or V/Line logo.

AX or VMAY MotoRail VR blue with large VR and MotoRail logo.

VMAP MotoRail in orange with V/Line and MotoRail logo.

Expected delivery date is 2027.

Have announced the re-run of the r-t-r South Australian Railways (SAR) ALX double deck car carrier wagon available in four and (MotoRail) two wagon packs in the following liveries:

ALX or AMBX sheet metal sides or open sides in SAR grey with red SAR logo

AMBX sheet metal sides Australian National Railways (ANR) in grey with red ANR logo or in maroon with yellow ANR logo or Australian National (AN) in green and gold.

GNX open sides Commonwealth Railways (CR) in maroon with CR logos or ANR logos.

AMNX open sides in maroon with yellow ANR logo or in AN green and gold.

AMRZ MotoRail open sides in AN green and gold.

AMBP MotoRail open sides in Regal red with 'The Overland' nameplates.

AMRZ or AMPZ Great Southern Railway MotoRail with mesh sides in wagon grime / yellow or black and yellow.

Have received painted pilot models of their r-t-r PTC NHBF ballast hopper wagon. These models will be available in the following liveries.

PTC blue with blue L7 logo, with and without fade.

PTC wagon grime with faded L7 logo.

RSA teal with RSA logo, with and without fade or logo removed.

RSA wagon grime with and without RSA logo.

RailCorp orange with logo.

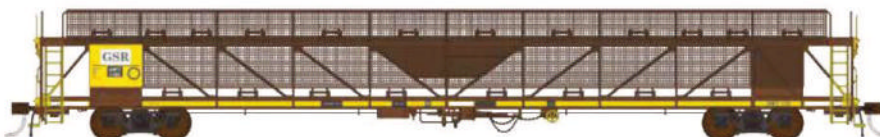
Transport RailCorp with 'Waratah' logo.

Transport for NSW orange with Sydney Trains logo.

Expected delivery date is 2026.



AX MotoRail double deck car carrier wagon in blue with large VR and MotoRail logo, digital rendering.



AMPZ AMRZ Great Southern Railway MotoRail with mesh sides in wagon grime / yellow livery, digital rendering.



NHBF in PTC blue livery.



NHBF in Transport for NSW orange livery.

Casula Hobbies HO scale

Have received two painted pilot models of their r-t-r NSWGR Z13 class 4-4-2T tank locomotive and are now available to view in their store.

Road numbers are No. 1301 in green livery with red and cream lining and No. 1307 in black livery with red lining.

These models feature factory-fitted DCC Sound.



Painted pilot model Z13 class locomotive No. 1307.



Painted pilot model Z13 class locomotive No. 1301.

IDR Models HO scale

The Victorian Railways (VR) F class diesel electric shunting locomotive production is well under way. The models are expected to be completed around late July. However, at the time of publication it is doubtful that the production shipment will be available in time for the 2026 AMRA Caulfield exhibition.

Have received the first unpainted pilot models of the VR CW van and ABW coaches, these models will be on display at the 2026 AMRA Caulfield exhibition.

Ordering information for the VR CW van and W series of coaches will be soon added to their website. Refer: <https://idrmodels.com.au/>

Livery	Version	Road Numbers
VR Black	Version 1	311, 317t
SEC Green	Version 2	SEC 3, SEC 6
SEC Blue	Version 2	SEC 1 / 215, SEC 2 / 216
VR red thin line	Version 1	319, 201
VR red thick line	Version 2	212, 206
VR Blue	Version 2	201, 204, 207, 214
VR Blue	Version 3	212, 215
V/Line	Version 4	211
VR Blue	Version 5	208



▼ Unpainted pilot model VR ABW coach (foreground) and CW van (background).



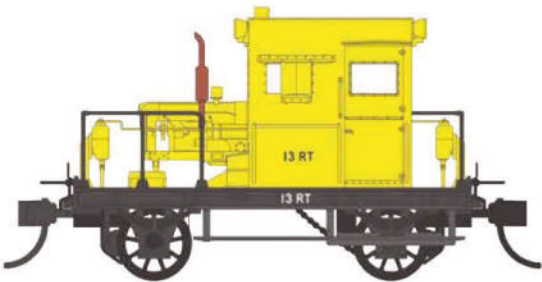
▲ Unpainted pilot model VR CW van.

Ixion Model Railways HO scale

Have finalised the road numbers and liveries for their r-t-r Victorian Railways RT rail tractor with or without DCC sound as follows:
VR gold RT 3, RT 6, RT 9, RT 10, RT 12, RT 13, RT 16, RT 21 and RT 37.

V/Line yellow RT 15, V/Line tangerine RT 7.

Refer: <https://ixionmodels.com.au/>



VR gold livery digital rendering.



V/Line tangerine livery digital rendering.

Lyndons Trains HO scale

In development with Junction Models are producing an exclusive range of South Australian structures. First in the range in development is a masonry based water tank.



Preproduction masonry based water tower kit.

Mountain View Workshops HO scale

Have in development the Electricity Commission of New South Wales TW 530 and the NZZA 800 Transformer wagon kit. This kit is 3D printed and is expected to be released for sale at the 2026 Goulburn Model Expo, please see Diary for more details.

Electricity Commission of New South Wales TW 530 (foreground) and the NZZA 800 Transformer wagon kit (background).



OnTrack Models HO scale

Have started initial tooling shots of their r-t-r Pacific National 94 class locomotive, production is scheduled for 2026. Production of their latest run of 40ft curtain-sided containers is in progress and delivery is imminent.

Tooling shot of the long hood, cab and frame of the model 94 class locomotive.



Production model of the Team Global Express 40ft curtain side container.



Production model of the Darwin Express 40ft curtain side container.



Production model of the CEVA 40ft curtain side container.

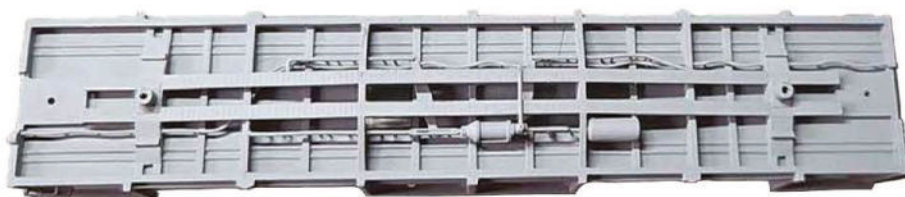
Piping Shrike models HO scale

Have in development r-t-r models of the Australian National AKKL and AKKF steel wagons.

These wagons are originally cut down South Australian Railways O or OB open wagons with doors and or sides removed and bolsters added to the floor.

They were initially introduced in the mid 1990s for transporting billet feed stock from Whyalla SA to Dynon Vic via NSW.

Unpainted pilot model of the AKKL steel wagon.



SDS Models HO scale

The r-t-r Queensland Government Railways (QGR) 1620 class locomotives with and without DCC sound are expected to arrive at time of publication.

The r-t-r National Rail RHGF aggregate wagons should arrive at the end of June.

The r-t-r PTC OCY container flat wagons re-run will be split into two delivery runs with the first run in June and then the second run later this year.

Other rollingstock arriving later this year will include the r-t-r NSWGR RU, TPK and UT four-wheel wagons, along with a re-run of the r-t-r PTC ICX wagons and containers and oil company fuel tank wagons of the 50s/60s/70s period.

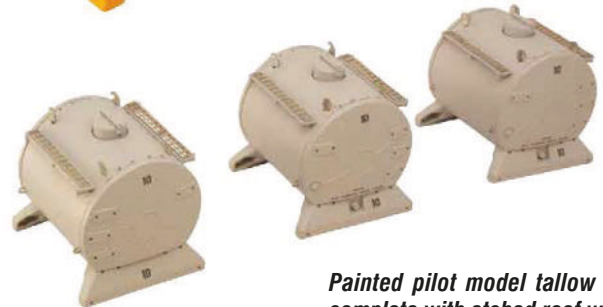
The VR KC four-wheel container flat wagon includes a new deck moulding and utilises the underfloor detail from their previous KQ/GY/RY/IZ four-wheel wagon range. The tallow tank is an all-new tooled model and will feature an etched metal walkway either side of the filler dome, and separately applied handrails.

The LCL containers are ostensibly a previous Austrains product however this production run will include additional variants including a roof filler hatch and small release doors at the front. These additions allowed for the transportation of small quantities of bulk grain, like barley for malting.

The 20ft containers are also a previous Austrains product, however suitably adjusted to correctly locate on Australian outline wagons and precisely match the twistlock positions.

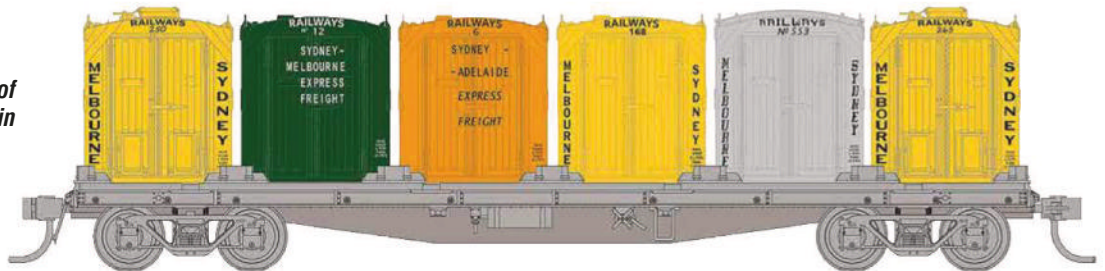


Painted pilot model LCL containers.



Painted pilot model tallow tanks complete with etched roof walks.

Digital renderings of the range of LCL containers to be produced in the first run.



Painted pilot model VR KC four-wheel container flat wagon fitted with three pilot model LCL containers.



Unpainted pilot model of the forthcoming ribbed and smooth sided 20ft containers.



With the release of the latest version of the NSWGR EHO brake van, SDS Models has completed an impressive array of eras for modellers, left to right. EHO as built, 1940s, 1950 – 1960 and finally 1970s.

Traction Scale Models HO scale

Are producing a custom-built Sydney Baldwin steam tram motor in HO scale.

These steam trams existed in several different configurations across their working life and in preservation, this production run will include multiple liveries and configurations including:

Early two-man configuration (headlights below the canopy), Later one-man configuration (roof-mounted headlights) and preserved.

Each model can be supplied with your choice of running number and destination sign.

These models are expected to be a limited run of around 10–15 models. They are scheduled to begin production in August 2026 and a 50% deposit will secure a model.

Following this production run, they will be developing a range of steam tram trailers, including both single deck and double deck types and variants.

Refer: <https://model-trams.com/>



Painted pilot model Sydney steam trams.



Painted pilot model Sydney steam trams.

Trainworld HO scale

To be produced under their Country Lines brand, have received unpainted pilot models of their r-t-r VR four-wheel and six-wheel Z series, bogie C and ZLP series brake vans. A few corrections are required, and they expect to receive a second run of pilot models at the time of publication. Additionally, have received 3D prints of their VR W series coaches.

Have announced the production of the r-t-r VicRail V/Line H series coaches. These coaches are rebuilt from former 'Harris' Electric Multiple Unit suburban sets.

This production run includes the BCH, BH, BIH, BTH and MTH coaches. These coaches will be available in three and four coach sets and the MTH series coaches will be available in single coach packs.



End detail of the unpainted pilot model of the six-wheel VR Z series brake van.



Unpainted pilot model of the six-wheel VR Z series brake van.



Side and end detail of the Unpainted pilot model of the bogie VR ZLP series brake van.



Unpainted pilot model of the four-wheel VR Z series brake van.



Unpainted pilot model of the bogie VR C series brake van.



Painted pilot model 3D print of the VR W series coach.



3D print of the frame and bogies of the H set series coaches.

Trainorama HO scale

Are expecting delivery of production pilot models of their r-t-r VR S Class and NSWGR 42 class locomotives in July 2026. The production run of these models is expected to be delivered around late September / early October 2026.

The working arrangement with wholesale and retail distributor Alco World (located in Ingleburn NSW) is progressing well, and sales of the latest release Commonwealth Railways GM class locomotive model remain strong.

Wuiske Models

Have relaunched their website, and purchases can be made through their website. <https://www.wuiskemodels.com/>

Corrections

AMRM issue 378, page 25, middle page image caption should state Giesl Ejector, not Giel. Page 72, the 81 class Pacific National captions are reversed.

Vale

Doug Blunden

1938-2026



Doug Blunden. Photo by Trevor Moore.

Doug Blunden passed away in May 2026. Doug had a lifelong interest in railways and model railways. Doug's grandfather was a steam locomotive driver until he retired in 1943 and then was a test driver for Clyde Engineering. The young Doug would talk to his grandfather for hours about his experiences on the railways. Doug's early modelling included visits with his father to O Gauge House at Ashfield. Doug and his father bought castings for a C38 class steam locomotive and made different model locomotives and rollingstock. Doug also enjoyed his trips to Searle's Hobbies on Pitt Street to purchase parts for scratch building of wagons.

Doug's interest in model railways continued after his marriage to June and his first family home which had an extended garage to house his model railway layout. Doug moved to Epping in 1976 and set about building his train room. This room was located in the basement level of their split-level house. Doug excavated under the house footings to create the basement and installed steel beams, concrete block walls and a concrete floor. His layout was built to be very reliable, however, for many years there was very little scenery.

In 1979, Doug was a foundation member of the Epping Model Railway Club. He was also a member of the Southern Cross Model Railway Association (SCMRA) and enjoyed the Australian Model Railway Magazine. Doug helped in the construction of layouts for the Epping Model Railway Club including: Mt Wilson, East Matelend and Brisbane Waters. In later years Doug became interested in scenery and finally added impressive scenery to his home layout, including many rock castings using rubber moulds.

Doug was an active supporter of the Epping Model Railway Club and its exhibitions at Birkenhead Point, Meadowbank TAFE, Epping Boys High School, Thornleigh Brickpit Stadium and Rosehill Gardens Racecourse, supporting the administration work including the second-hand stall at these

events. Doug also supported taking the Epping Model Railway Club layouts to other exhibitions in Sydney, Newcastle, Canberra, Wagga Wagga, Brisbane and Melbourne. He did these trips with another Epping Model Railway Club foundation member – Michael Lambert. Doug was always available with helpful advice both at the front of the layout and behind the scenes.

For a number of years Doug was the editor of the SCMRA 'Booster' newsletter. Doug's professional career in education culminated in being a school principal before retiring, and used this experience in putting together words to explain our model railway skills and knowledge. Doug assisted me, by proof reading and correcting various grammar issues on my book 'Australian Railway Signal Reference Book,' as well as providing guidance to ensure that the technical terms were easy to read and understand. This also assisted with the logical flow of the text.

Doug was a keen modeller with kit building, kit bashing and scratch building. Before the mass-produced r-t-r models of New South Wales (NSW) prototypes were available, Doug built many kits for his NSW trains. He also converted North American locomotive mechanisms for operation under NSW diesel locomotive bodies. Doug scratch built the brass chassis prototype models for the RRAY five pack container wagons that were used by Southern Rail Models as the basis for their production in China. Doug would always talk about the correct weight for wagons, so that you could run long trains at prototypical speeds. He shared his passion for model railways with his sons and grandchildren.

Doug was a fine modeller, a gentleman and always had a kind word to help any person who was interested in model railways. He will be remembered for the many great times he has shared with his fellow railway modellers.

Trevor Moore

Trains for Breakfast

I was interested to read Warren Miller's article about the toys once included with Kellogg's Cornflakes. I was in the early years of primary school when these trains appeared and I was very disappointed to never find a tank wagon in any of the packets we consumed at the time! What may be of more interest to readers, is that two toolmakers involved in the production of these toys, (from the trains to the little animals that would 'walk' across the table, towed by a little plastic bucket on a string), were also involved in producing the tooling for several kits aimed at Victorian Railway modelers. These were the T van body, I wagon, M wagon, W coach, Z van, FQX and SFX kits for the original Broad Gauge Models, as well as several projects for Rod James of AR Kit Co for the New South Wales Government Railway (NSWGR) modelers. There was John Leonard, who made the die blocks, runner system and ejector plates, together with Peter Meyers who engraved all the cavities for these toys using a Dekel 3D ratio pantograph.

David Foulkes, Vic

Victorian Modelling Juggernaut

I have pondered the question relating to the popularity of Victorian Modelling, here are my thoughts.

1. Historical, i.e. 125 years ago. I believe that because Federation was formalised in Melbourne in 1901, there were some interesting consequences. To me, the main one was the setting up of Commonwealth department's headquarters in Melbourne. One notable establishment was the Head Quarters (HQ) of the Post Master General (PMG), renamed Telecom and later Telstra (for whom I worked for 29 years), and its stayed in Melbourne ever since. Some of the Telstra staff that I knew well were engineers and model railway buffs, who had come from interstate posts to promotions in Telecom HQ. One was John Sinnatt, probably the best-informed man about Victorian Railway (VR) signalling. Over the years he had a numerous layouts, and gathered interested modelers to have timetable operating sessions on his layout. Another engineer came from Western Australia (WA), and was a prolific modeller, as well as being a keen club member.

Other Government departments were also head quartered in Melbourne for long periods, not all of them went to Canberra.

2. The reach and the strength of the Victorian

Model Railway Society (VMRS) over many years. Information on some of its major achievements gradually got lost in the mists of time. A prime example would be the 'Hobsons Bay Railway', a huge O scale layout under the house of the late Alan Goode, in Murrumbidgee. The 'HBR' even published a regular (often fortnightly) newsletter. As far as I know, the only remaining complete collection of HBR newsletters is now in the VMRS library. These ran from about 1948 to 1959, by which the building of Alan's layout was complete.

There was an 'inner circle' of O scale modelers that worked with Alan on his enormous layout. This had about 15 members, and was virtually a closed group - you could only join if you were invited. As you can imagine, this restriction caused some grumbling amongst other modelers. Key members of 'The Group' included Alan Shorter, Chalmers Watt (a notable signal model builder and operator, he was also a VR Signals Technician). Like many others in the VMRS, he was always ready to advise and to help other modelers. Also, in 'the Group' was my cousin, the late Bob Dunn, who was a VR works inspector. Other superb modelers in The Group included Ford Niquet and Harry Bender.

3. Willingness to help other modelers. My experience, starting from joining AMRA when I was 14, was that the adult members were always approachable and helpful. I recall when I was about 15 asking Tim Dunlop about building VR overhead catenary and pantographs. He immediately referred me to Geoff Lormer and Ern Mainka. Both of these gentlemen invited me to their homes, instructed me on how to build pantographs and overhead catenary, and answered most of my questions. I am still not sure if I would have ever built successful overhead catenary on my layout without their instruction and encouragement.

Modelling of Victorian prototype was greatly facilitated by the production of the 'BPR' wide range of white-metal castings by Ken ('Bill') Lowry in 1/4 inch (O) scale. Bill began producing castings before 1940, and they sold strongly through the 1940s, 1950s and 1960s to modelers like me. The Model Dockyard always had a full range in stock. Bill eventually sold his dies to the Dockyard, who then had the casting done by a local firm. They continued this until the dies wore out.

The Dockyard also retailed O scale blueprints of VR locomotives and rolling stock, produced by Alan Houston. This included most steam

locomotives as well as many items of passenger and goods rolling stock.

The VMRS was so well known and highly regarded that the VR had them make all the models for the 1954 VR Centenary Anniversary layout. In fact, the supervisor of the building and running of the layout was Chalmers Watt, the VR signals technician.

4. Encouragement of scratch building. I believe that scratch-building of models was regarded widely as the main activity of Victorian modelers. For example, the VMRS has a 'Models for Display' segment in every monthly meeting; it seeks to promote scratch-building and kit-bashing. When I was a young man in AMRA Vic branch, there was a similar segment in each monthly meeting. And in the 1960s, when the Flinders Model Railway Society was formed, we wrote a constitution that included a requirement that membership was only available to people who could show a model that they had built. (Rightly or wrongly, we were determined to keep 'armchair modelers' out). And over the years, Frank Kelly led club members in constructing VR Y class steam locomotives. Russ Siddall and Jim Blainey led a series on building a VR T class diesel locomotive. So, we had plenty of models to display at the annual AMRA exhibitions!

Ian Weickhardt, Vic

Long Time AMRM Reader

I have an unbroken (since my school days) collection of AMRM, from issue No. 14 to the present day, Issue 378, and I have read every issue cover to cover. I should add here that I receive my issues of the AMRM through our local Newsagent because he looks after me in other business matters, so I look after him. I believe in fostering small business.

I have been modelling Victorian Railways in HO scale utilising; r-t-r, kit-built and scratch-built rollingstock, and r-t-r and kit-built locomotives. My layout is jokingly titled 'Plywood Junction and Pine-board Gap' as there is not much in the way of scenery.

My daydream wish list inclusions for your feedback are the following steam locomotives, (r-t-r or kits): New A class or AA class 4-4-0, DDE/D4 4-6-2T, Stephenson valve gear A2 class 4-6-0 and C class 2-8-0.

Best wishes and thanks for a great job the team is doing with the AMRM.

Ken Marshall, Vic

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EXHIBITIONS & EXPOS

DEE WHY – NSW. July 25-26, 2026. Sydney North Shore Railway Modellers Annual Exhibition at PCYC, 40 Kingsway, Dee Why, NSW. A wide range of exhibitors and trade stands.

Contact: exhibition@nsrma.com

Website: www.nsrma.com

BRAYBROOK – VIC. August 1-2, 2026. Sunshine Model Railway Club Annual Model Train Exhibition. Braybrook Secondary College Sports Stadium, Burke Street Braybrook, VIC. 9.30am-5pm (Sat), 9.30-4pm (Sun). Adults \$10 Kids Free. Free parking. Contact: Ted 03 9311 8389 or Phil 0402 314 537.

Website: www.sunshinemrc.org.au or find us on Facebook.

THORNLEIGH – NSW. August 8-9, 2026. Marklin Modellers of Sydney Exhibition. Thornleigh Community Hall (Next to Bunnings). Corner Phyllis and Central Avenues, Thornleigh, NSW. Open: 9am-5pm (Sat), 9am-4pm (Sun). Large Bring & Buy stall. Many gauges and prototypes represented. Contact: Rolf 0429 992 353.

GOULBURN – NSW. August 29-30, 2026. The Georges River Model Railway Club 3rd Goulburn Model Expo, Veolia Arena, Braidwood Road, Goulburn, NSW. Open: 9am-5pm (Sat), 9am-4pm (Sun). Adults \$15, Concession \$10. Children under 12 free.

Website: www.goulburnmodelexpo.com.au

CAULFIELD – VIC. September 12-13, 2026. Australian Model Railway Association. Vic Branch. At CAULFIELD Racecourse, Station Street, Caulfield, VIC. Open: 9am-5pm (Sat), 9am-4pm (Sun). Enquires: Clubrooms telephone: (03) 9885 7034. Email: exhibitionamravic@gmail.com

ROSEHILL – NSW. October 24-25, 2026 Great Train Show, Grand Pavilion, Rosehill Gardens Racecourse, Entry from James Ruse Drive or Grand Avenue, Rosehill, NSW. Open: 9am-5pm (Sat), 9am-4pm (Sun). Adult \$20, Senior \$16, Child \$10, Family \$50. Contact: Mike 0408 817 554.

Email: exhibition@eppingmodelrailway.org.au

Website: www.greattrainshow.com.au

Facebook: The Great Train Show Sydney.

SEMINARS & CONVENTIONS

ADELAIDE – SA. August 21-23, 2026 The 19th National N Scale Convention is being held in Adelaide, SA in August. This three-day event will be at the Hopgood Theatre, located in the southern suburb of Noarlunga. For delegate and exhibitor registrations, partner program and merchandise information see Convention.

Website: www.nscaleconventions.au

ADELAIDE – SA. September 12, 2026. Modelling the Railways of South Australia 30, at the Flinders Medical Centre lecture theatres, Bedford Park, SA. Registration at 8.30 for 9am start (Sat). Registration forms: will be available late May 2026 by downloading from www.mrsac.com; from selected hobby shops; Adelaide Model Railway Exhibition in June 2026; or by email request to either mrsaconvention@gmail.com or convention@mrsac.com

EPPING – NSW. September 26, 2026 Modelling the Early Days of NSW Railways, Dence Park Creative Centre, 26 Stanley Road, Epping, NSW. Registration essential. Phone: 02 9311 2036.

ARMIDALE – NSW. November 21-22, 2026. New England Convention. Armidale Bowling Club, Dumaresq Street, Armidale, NSW. Open: 9am-5pm (Sat), 9am-3pm (Sun). Contact: Chris 0407 313 587. Website: www.nemrc.net

CONCORD – NSW. April, 10 2027. Sydney Railroad Prototype Modellers Meet. Concorde Community Centre. Optional opt-in activities available to attendees during the week before event. Pre-sold tickets only. More information at www.sydneyrpm.com

SALE DAYS

EPPING – NSW. July 25, 2026. Model Railway Market Day, Epping Creative Centre, Dence Park, 26 Stanley Road, Epping, NSW. Open: 9.30am-1pm. Table rental: contact@eppingmodelrailwayclub.org.au

CALOUNDRA – QLD. October 3, 2026. Uniting Church Hall, cnr Queen St and Ulm St South, Caloundra. Open: 8.30am-1pm (Sat). Adults \$5, kids free. Food, tea, coffee and soft drinks available. Contact: Terry Hicks on 0434 541 915. Email ghicks4@bigpond.com

SLACKS CREEK – QLD. November 1, 2026. Logan District Model Railway Club will be having a sale day at 76 Springlands Drive, Slacks Creek, QLD. Open: 8.30am-1pm (Sun). Adults \$5 Kids under 12 free. No cost to sellers. Please pre book by emailing your details to president@ldmrc.com. Seller's setup from 7am.

OPEN DAYS

GLEN IRIS – VIC. October 11, 2026. AMRA Vic Branch Inc Clubrooms, 92 Wills Street Glen Iris. 3146. Open: 10am-4pm (Sun). Free Entry. Enquires: Clubrooms (03) 9885 7034.

ZILLMERE – QLD. October 17, 2026. AMRA Qld. Inc. premises, 20A Murphy Road Zillmere, QLD. Just before the railway overpass. Disability parking only in grounds. Open: 8am-1pm.

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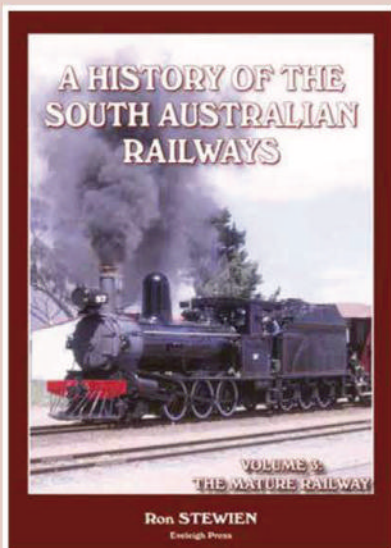
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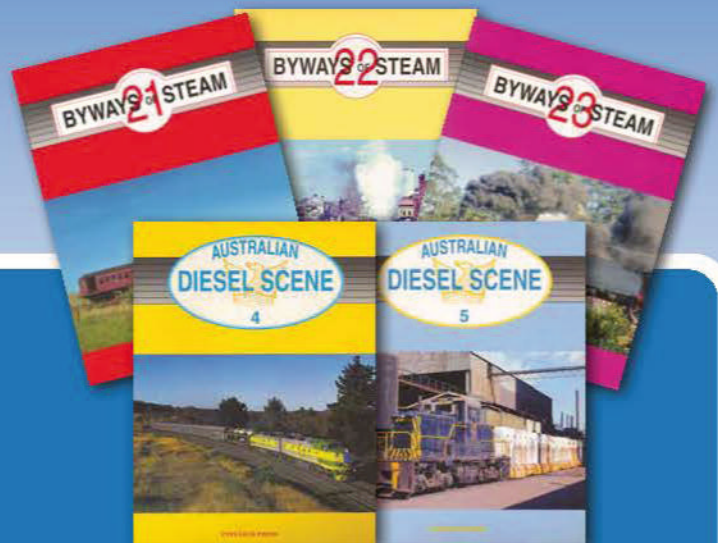
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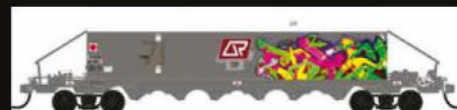
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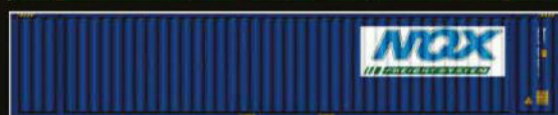
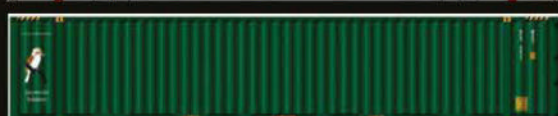
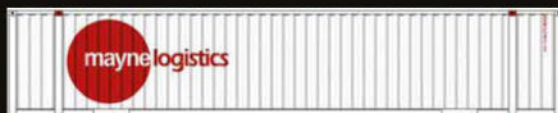
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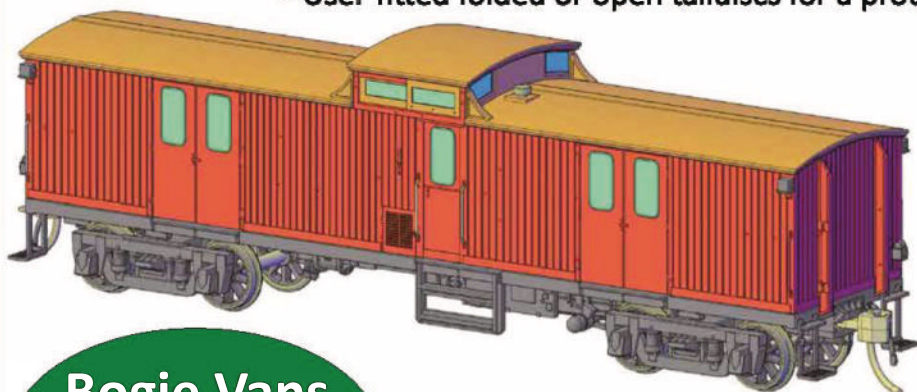
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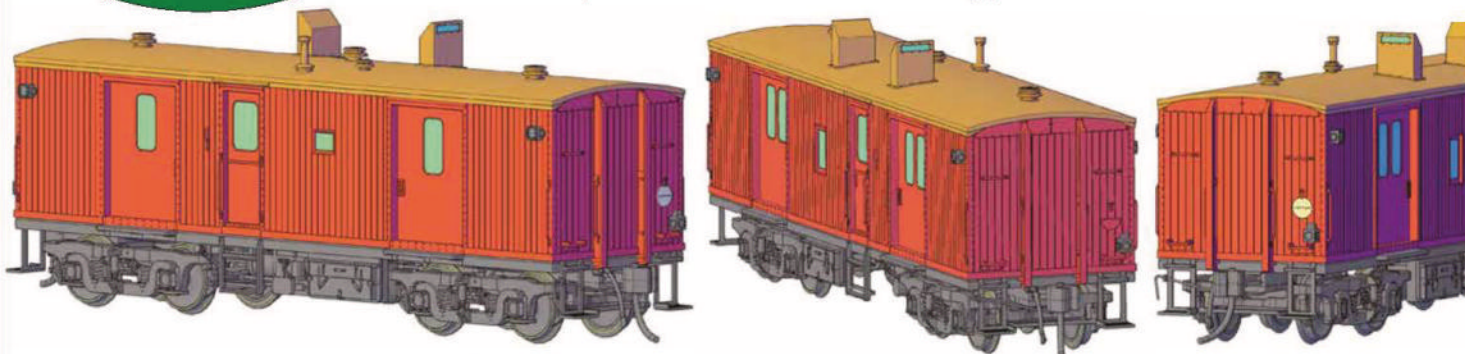


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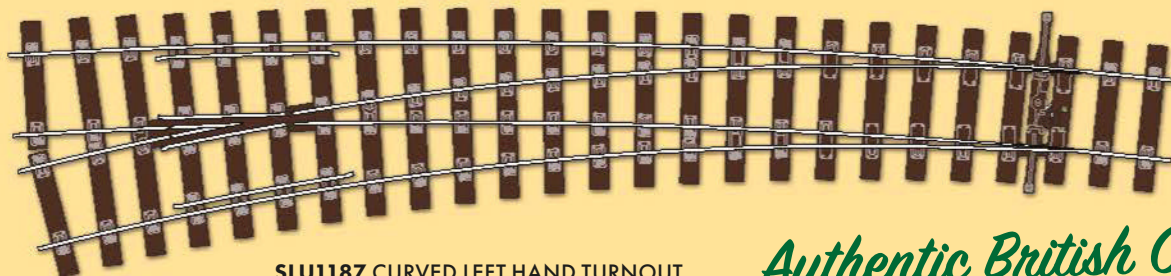
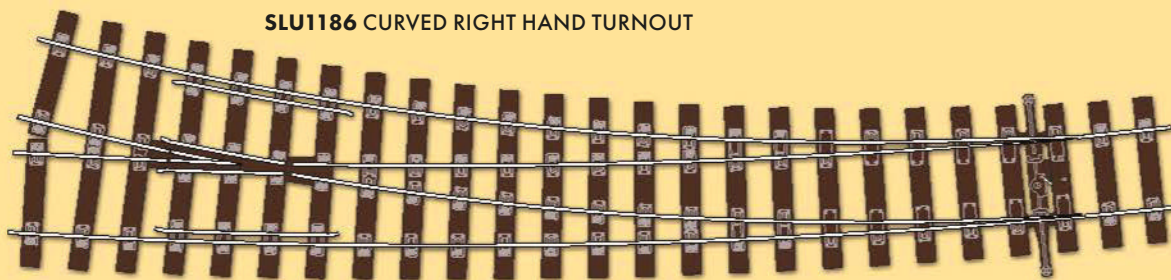
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