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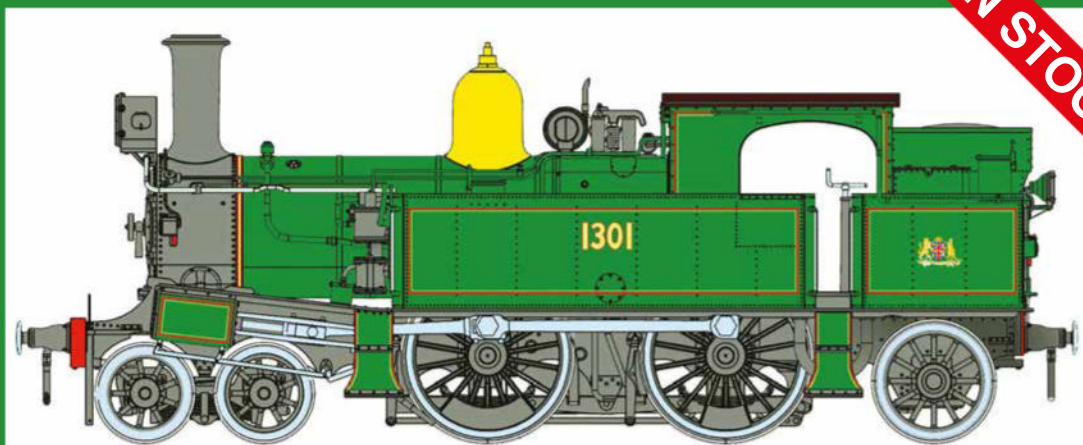
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AT ISSN 0045-009X

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Are r-t-r re-runs and smaller production runs the way forward?

The prevalence of r-t-r models has significantly changed the hobby. This has even created a whole new type of modeller, the collector, happy to display their models in a glass case and nothing much more.

However, the duration between announcement and final production can vary greatly, again this (generally) is out of the hands of the manufacturer, as there are so many variables that can occur which send a production run to the end of the line, delaying the original delivery date. When this occurs sometimes modellers overreact, and yell "what about me, it isn't fair..." (apologies to the band Moving Pictures).

Re-runs are a great way for manufacturers to get regular income from popular products. The Research and Development on these projects have been completed, investments have been paid for, and importantly, they know what the production timelines are.

Thus, the time between an announcement and the final delivery can be a lot shorter. This reduced timeline can make a lot of modellers happy.

Additionally, manufacturers have learnt the value of the smaller production run. Big production runs (lots of different versions of the same model) mean that the factory needs to store large numbers of models from the start of the production run while all variants are being produced. As models of a big production run are completed, they then sit in a warehouse waiting for the rest of the run to conclude. Depending on the size of the production run this can be a substantial amount of time.

There is a knock-on effect, where the factory needs to find the space to store these and slowly build up the inventory, incurring storage costs as they go. This growing production run awaiting shipment also means that they can't tackle new production runs when they run out of space. Once the big run is complete, they dispatch the models as one large shipment. Even worse, when the models arrive in Australia there is a big push to dispatch models out to shops and individual modellers etc. To do this the manufacturer needs a lot of labour to be on hand all at once.

It's clear that big production runs lead to longer production timelines and acute labour problems in Australia.

We are starting to see a change in this process with a particular model being produced in multiple smaller scheduled batches, usually grouped by era or livery. This means that the production run timeline at the factory is shorter, less storage capacity is needed at the factory and thus the shipping dispatch is sooner, and the whole system moves like clockwork.

Yes, for a smaller batch production run, actual transit cost per model will be a little higher, however this can be offset by a more consistent turnover, and the labour demand is better spread out over the year.

For a new model, recouping the production cost will be slower over a longer period. For a re-run model, every subsequently delivered re-run batch lowers the initial cost of production, which in turn bankrolls new projects.

Modellers are a strange bunch, as some turn up their noses on old stock. However, if you have stock being renewed in regular batches there is always something new in store (even if that is an earlier model in a new livery or number series), which is sort of the outcome you need to keep the hobby bubbling along.

Conversely, models that arrive and then disappear off the shelves in a few weeks mean that modellers must wait six years for a re-run, which also does not help the hobby.

Off the top of my head, I can think of about eight models I would love to see a re-run of, in small regular batches throughout the year of course!

To keep track of all the currently announced r-t-r initial production runs and re-runs, we developed a simple table to show modellers the overall status, refer AMRM news. We would like readers feedback on this.

Give us feedback at: amrmteam@outlook.com

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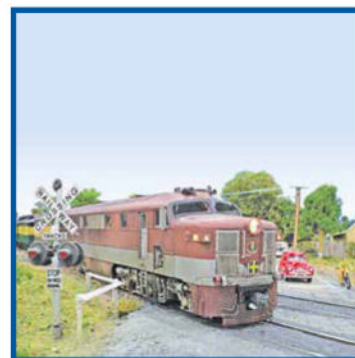
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ON THE COVER

Locomotive No. 905 crosses Strathburn Road on its approach to Strathburn station, on the feature layout 'Strathburn'. Photo by Scott Fitzgerald.



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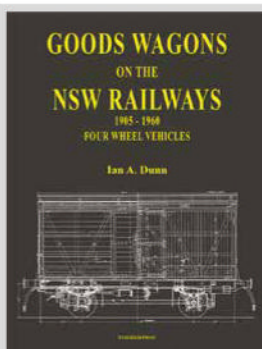
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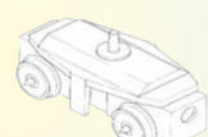
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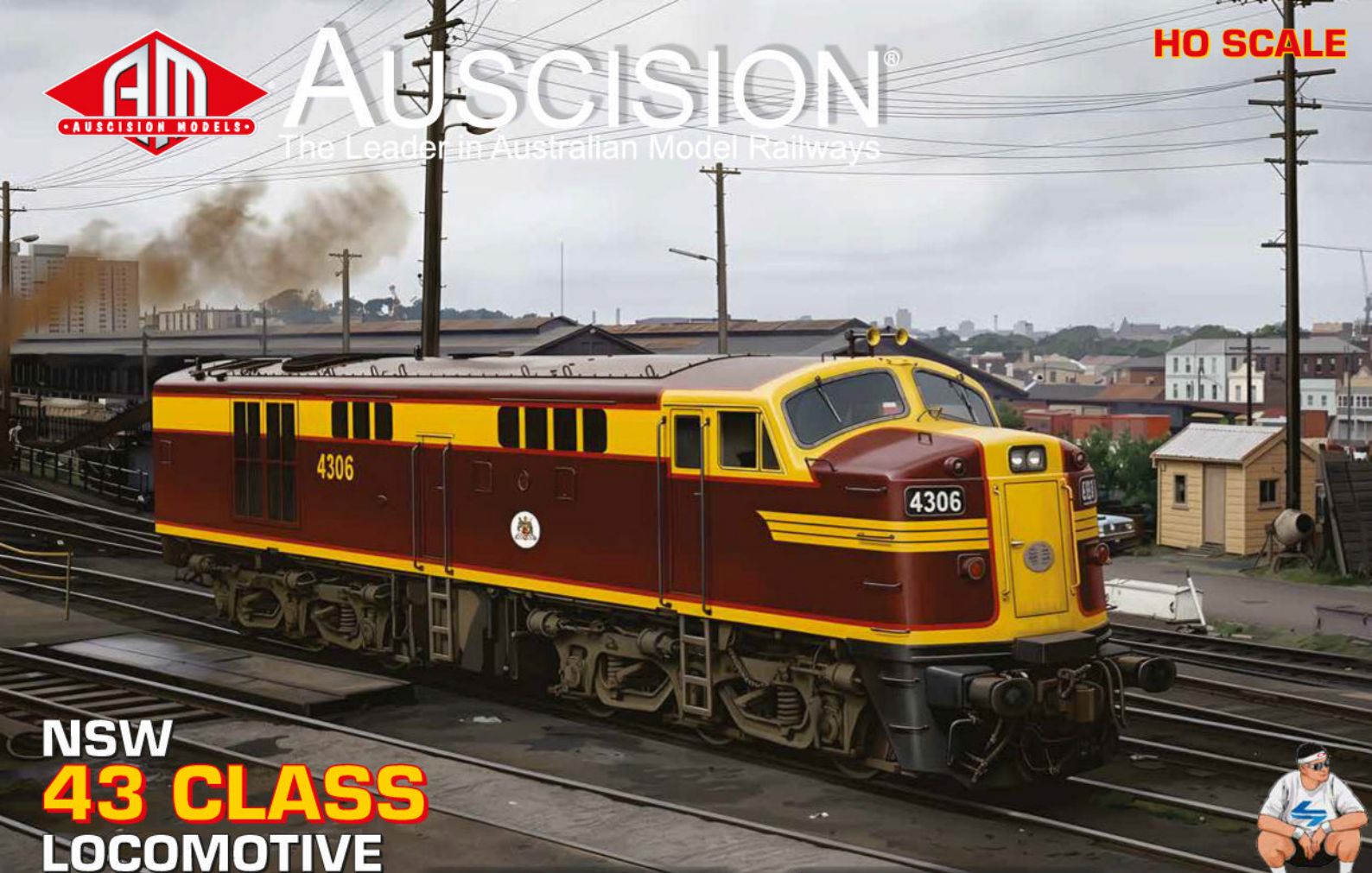
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43-3 4302 NSWGR - Indian Red with Coat of Arms (1959-1969 Era)



43-4 4304 NSWGR - Indian Red with Coat of Arms (1959-1969 Era)



43-5 4303 NSWGR - Indian Red with Silver Pilot & Duck Egg Logo (1969-1979 Era)



43-6 4304 NSWGR - Indian Red with Silver Pilot & Duck Egg Logo (1969-1979 Era)



43-7 4305 NSWGR - Indian Red with Black Pilot & Duck Egg Logo (1969-1979 Era)



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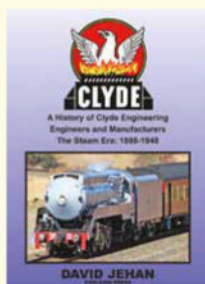
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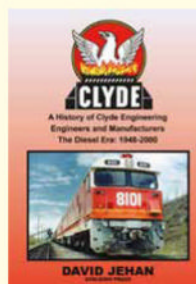
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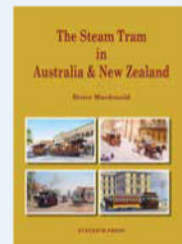
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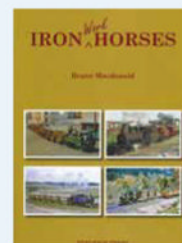
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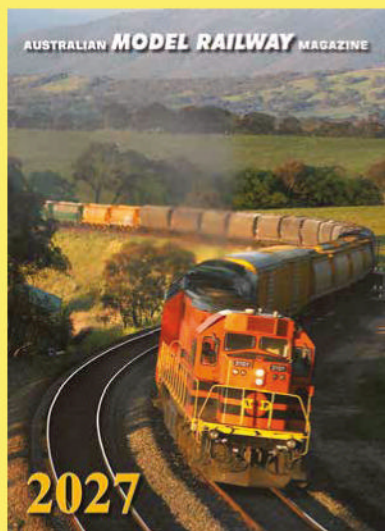
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The steam cover features Battling the 1 in 40 grades north of Fassifern, 6029/6018 struggle with No.911 loaded coal train. green-liveried H2 heads south from Devonport. AC16 221A approaches Ipswich with a long ballast train. Port Waratah-based Standard Goods engine 5408 is drafted to assist Beyer-Garratt 6039 to work No.625 goods, north of Warnervale. No.63 Down Mudgee Mail pauses at Craboon, between Gulgong and Dunedoo, behind Mudgee-based tender engine 3090L. Oil-burning R719 departs Glenorchy with No.86 goods. No.123 goods approaches Marangaroo, between Lithgow and Wallerawang, behind Standard Goods locomotive 5240. Weatherworn BB181/4 1034 climbs the grade between Toowoomba and Harristown with No.292 goods bound for Warwick. 5910 passes through Mittagong Junction with No.335 goods from Enfield yard to Goulburn. Oil-burning South Australian Railways 4-8-0 locomotive T44 between Wilson and Gordon on the Hawker to Quorn line. 3620 + 3646 commence the descent to Awaba with No.657 goods. No.55 Waggon goods, hauled by 5542 Bakewell.



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46-1 4601 NSWGR - Midland Red



46-4 4608 NSWGR - Indian Red with Signal Red Striping



46-6 4620 NSWGR - Indian Red



46-7 4623 NSWGR - Indian Red with Blue L7



46-8 4631 NSWGR - Indian Red with Silver Roof



46-11 4604 NSWGR - Indian Red Austerity with White L7



46-12 4626 NSWGR - Reverse



46-14 4607 SRA - Candy with Silver Roof & Yellow L7



46-15 4608 SRA - Candy with White Roof & Yellow L7



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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-VRY-DC	RT 3	Victorian Railways (VR) Yellow	12V DC	50
IX-R3-VRY-DCC	RT 3	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R6-VRY-DC	RT 6	Victorian Railways (VR) Yellow	12V DC	50
IX-R6-VRY-DCC	RT 6	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R9-VRY-DC	RT 9	Victorian Railways (VR) Yellow	12V DC	50
IX-R9-VRY-DCC	RT 9	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R10-VRY-DC	RT 10	Victorian Railways (VR) Yellow	12V DC	50
IX-R10-VRY-DCC	RT 10	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R12-VRY-DC	RT 12	Victorian Railways (VR) Yellow	12V DC	50
IX-R12-VRY-DCC	RT 12	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R13-VRY-DC	RT 13	Victorian Railways (VR) Yellow	12V DC	50
IX-R13-VRY-DCC	RT 13	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R16-VRY-DC	RT 16	Victorian Railways (VR) Yellow	12V DC	50
IX-R16-VRY-DCC	RT 16	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R21-VRY-DC	RT 21	Victorian Railways (VR) Yellow	12V DC	50
IX-R21-VRY-DCC	RT 21	Victorian Railways (VR) Yellow	DCC Sound-fitted	50
IX-R37-VRY-DC	RT 37	Victorian Railways (VR) Yellow	12V DC	50
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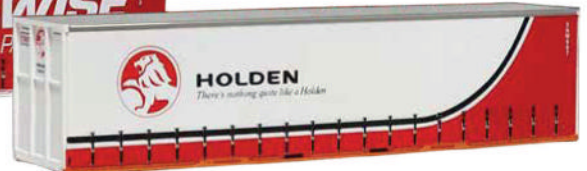
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Presentations

- Bruce McLean describes the many types of fences and gates associated with the Victorian Railways and shows modelling examples
- Andrew Maddicks shows us how he designed and constructed fiddle yards for his compact layouts
- David Goedecke catalogues Victorian Railways departmental housing and describes the construction of a model example.
- Adrian Ponton discusses the transport of superphosphate on the Victorian Railways
- Rod Roberts sets out the important aspects of preparing a layout for exhibition.
- Graham Fraser takes us on an illustrated tour of his extensive Mount Alexander Railway.
- John Boyle outlines his lightweight layout construction technique.
- Adrian Gunzburg covers the designing and organising of a layout for realistic operation.
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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
- 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



3830 in dark green with black smokebox at Werris Creek

38 Class after delivery price

Factory weathering (light dusting)

Factory fitted sound

Postage

\$820.00

add \$50.00

add \$185.00

add \$30.00

THE NSWGR AD60 CLASS BEYER-GARRATT LOCOMOTIVE RE-RUN

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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.

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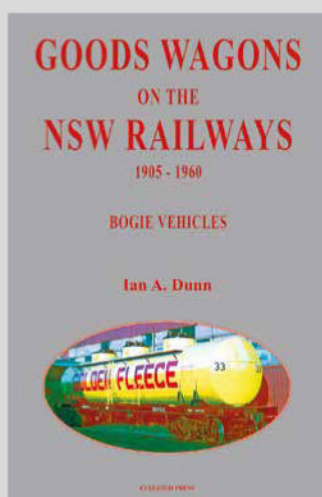
ETA December 2026

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.

The factory has set itself an ambitious target delivery date of March 2027.

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covered: design, construction methods, bogie types and development, construction materials, service history and external finish. The book is profusely illustrated and includes many NSWGR drawings. An included CD gives a listing of the in-service and withdrawal dates of most wagons covered in the book, and includes a large selection of official NSWGR drawings as well as ¼"/1ft diagrams of the private oil and other tank wagons. 352 pages, with colour and black and white illustrations, \$110 plus postage.

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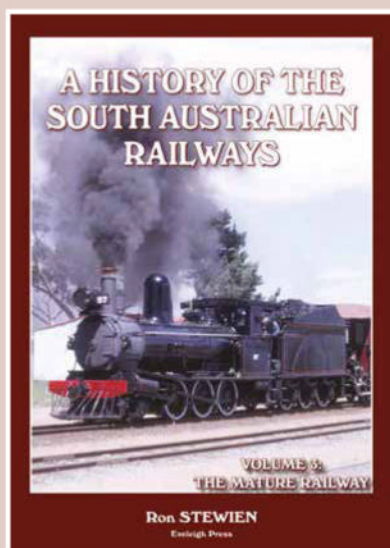
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422-1 42201 NSWGR - Indian Red with Duck Egg Logo



422-8 42218 SRA - Bicentennial



422-3 42216 NSWGR - Indian Red with White L7



422-12 42207 Freight Rail - Light Blue with FR Logo



422-5 42203 NSWGR - Reverse



422-13 42209 Freight Rail - Dark Blue with FR Logo



422-11 42215 SRA - Candy with Yellow L7



422-15 42220 NSWGR - Indian Red - Super Series

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STRATHBURN

Adam Dalzell and Keith Pennington describe how they breathed new life into the layout Strathburn.
Photos by Scott Fitzgerald.



Locomotive No. 905 approaching the level crossing for Strathburn Road.



Introduction

Strathburn is a proto-freelance layout set in South Australia.

The lower level of the layout represents the flavour of the South Australian Railways (SAR) southern main line around the Adelaide Hills, while the upper level depicts a typical SAR branch line scene roughly based on Strathalbyn, South Australia.

Layout early history

Strathburn was a landmark exhibition layout originally built by the South Australian Railway Modellers Association (SARMA), showcasing the SARMA members' craftsmanship. Conceived in the 2000's and developed over the years, initial operations were conventional DC block cab control, later converted to Digital Command Control (DCC). It was in this form that the layout was retired as the club shifted focus to new projects. Its legacy endures: many techniques, standards and operating philosophies developed on Strathburn influenced later SARMA projects. For generations of South

Australian modellers, it established SARMA's reputation for building large, detailed and operationally realistic exhibition layouts.

New ownership

The layout was initially purchased from SARMA by Adam Dalzell from Junction Models and Scott Ferguson.

This change of ownership marked an important turning point for the layout and with rebuilding allow it to re-enter the exhibition circuit. Sometime later, Scott Ferguson sold his share in the layout to Michael Broer, who continues to co-own it with Adam to the present day.

As an exhibition layout, Strathburn was designed to provide continuous train movements for the viewing public, as well as extensive shunting operations. This is achieved through its two-level design, with trains operating continuously on the double-track main line on the lower level with trains stopping at the island platform station. The upper level branch line is centred around Strathburn station yard. Both levels can interchange

in the scenicked fiddle yard.

Goods operations on the upper-level of Strathburn focus on shunting wagons between the station yard and several local industries, including the former Angus Mill, now renamed Brian's Mill as a nod to Brian Woods, the former owner of Junction Models. This is one of several references to Junction Models and friends of the business that can be found throughout the layout. See At a Glance rebuild team listings.

Grain wagons are regularly shunted between the yard and the mill, while other traffic serves the stockyards near the river scene, which handle both sheep and general livestock. Additional shunting movements take place at the British Petroleum (BP) fuel depot and the goods shed, helping to create a busy and varied branch line atmosphere for the operators. However, truth be told, other operators are only allowed to operate this section of the layout when one particular operator allows it!

Locomotive No. 905 pauses at Strathburn station to collect passengers and drop off mail while locomotive No. 959 enters the yard with its train. Watching on from the yard, locomotive No. 858 shunts goods wagons into the goods shed.



Scenery

During Strathburn's hiatus, the layout has undergone a significant scenic overhaul. The first task was to strip back areas and certain scenery elements and replace structures that had been reclaimed, as SARMA wished to retain and reuse some of the original buildings and scenic items.

The scenic renewal began with the river scene and its two bridges. Installing a fresh coat of static grass, ground cover, bushes, shrubs and trees. This gave the scene greater depth and a more natural appearance. Weathering was achieved via mixture of airbrushing and powders applied to desired areas of the scenery and trackwork to help blend the elements together and give the layout a more realistic, lived-in feel.

From there, work continued around the layout, with various areas touched up, refreshed, or reworked. Both station precincts have received new scenic details, helping to improve their overall presentation and character. On the upper level, Stobie poles and new structures have been added, while the lower mainline section has received a line of SAR-style telegraph poles.

These telegraph poles were built using the method described in Keith Pennington's article, 'Modelling 'Close Enough' South Australian Railways Telegraph Poles', refer AMRM issue No. 372 June 2025. In total, 30 telegraph poles

have been installed along the lower mainline section, adding another recognisable South Australian detail to the layout.

A range of both road signs and trackside signs have been added to the layout, including: speed limit, highway route, road warnings, stop and give way signs. Following the development of this new range of signs it was decided to make these available to South Australian modelers via Junction Models retail shop. Trackside signage has also been added in the form of wooden crossbucks (Road crossing signs), SAR yard limit and whistle boards, these add that extra bit of detail to our HO scale world.

Track plan

Strathburn is built over two scenic levels, with both levels connecting through the staging yard. The lower level is a relatively simple double-track main line, designed primarily for continuous running at exhibitions. Its main purpose is to keep trains moving for the viewing public, providing plenty of passing traffic and visual interest.

A small island platform station is now named Alexandra (named after Adam's better half Alex Dalzell) allowing suburban passenger trains to stop while main line services continue to pass through.

The upper level represents the branch line section of the layout and provides a greater range of operational interest. This

is where the main station of Strathburn is located, the yard also includes a goods shed, a former warehouse siding now used as a spare siding for maintenance-of-way trains or extra wagons, and a dead-end siding serving the BP fuel depot which can hold up to four fuel tank wagons of varying sizes.

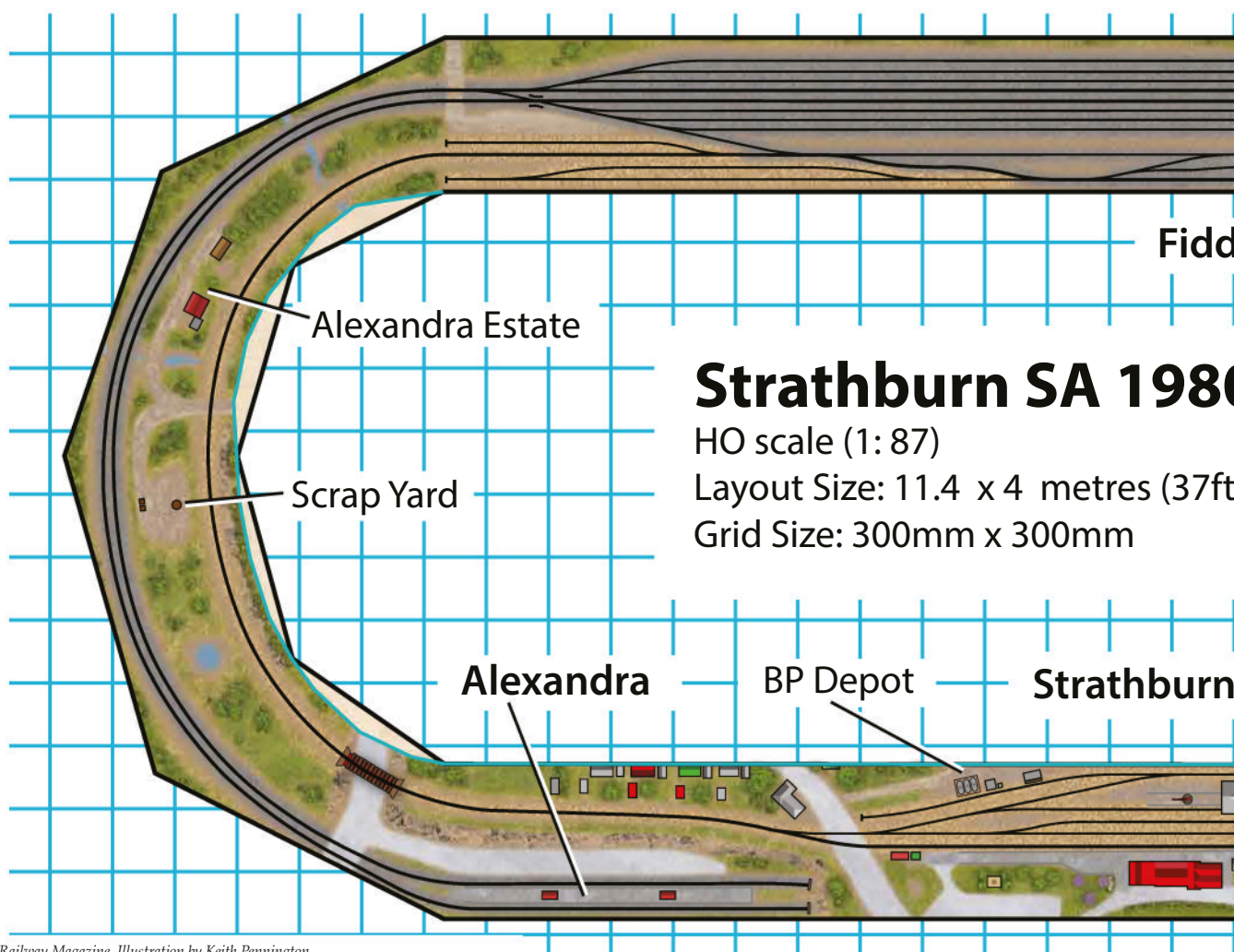
The station itself features one large platform serving the mainline, and a dock platform at one end suitable for railcars. A separate spur line runs from the station area to Brian's Mill and the stockyards, providing additional shunting movements and goods traffic.

There is also a small two road locomotive depot, one used for locomotive stabling, complete with an engine shed, water column with water tank and another leading to what was once a working 50-foot turntable. The turntable is now represented as disused.

Setting a new era

Adam has been keen to move the layout's operating period forward from its original SAR 1960s into the 1980s and 1990s. This era has a strong personal connection for Adam and the regular operating group, as it reflects the period in which many of them grew up while watching trains across South Australia and for Adam, New South Wales.

Shifting the layout into this era provides greater variety in the trains that can



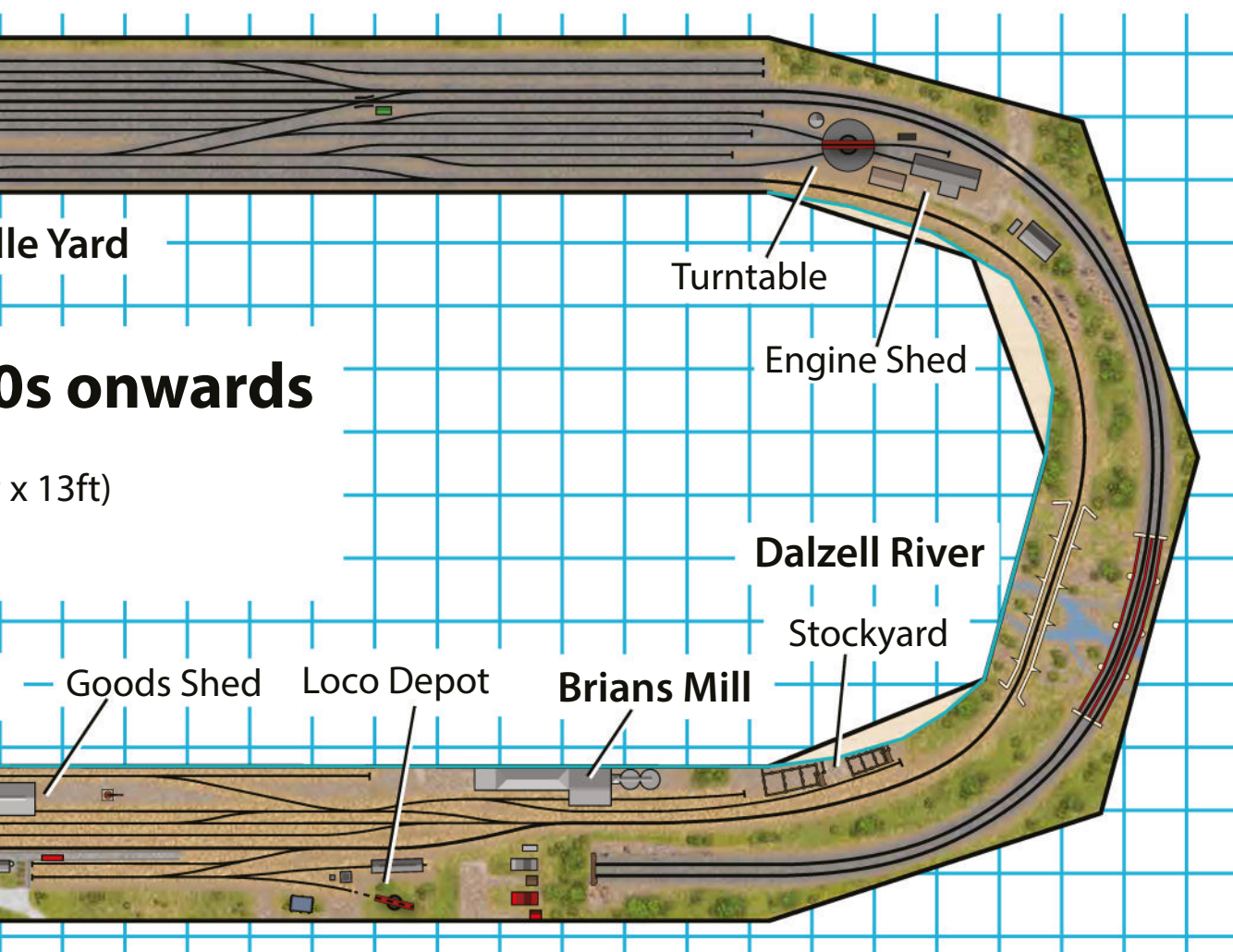
be operated. The layout can now host a mixture of late SAR, Australian National Railways (ANR), Australian National (AN), and selected interstate workings, including V/Line and State Rail Authority of New South Wales (SRA of NSW) trains where appropriate to South Australian operations.

On the lower-level main line, both standard-gauge and broad-gauge consists can be represented. This allows for trains such as The Overland and The Ghan, Thomas National Transport (TNT) express intermodal services, steel and mainline grain trains to be operated, giving the main line a busy interstate feel. The upper-level branch line, meanwhile, remains well-suited to broad-gauge South Australian operations, including SAR goods and passenger consists, the Penrice stone train, and compressed versions of larger goods workings such as the Peterborough goods.

Where has it been for the last couple of years?

Since new ownership, Strathburn has travelled beyond South Australia, making several interstate appearances during 2025 and 2026. In 2025, the layout crossed the border into Victoria, where it was

► *Locomotive No. GM20 and No. 602 hauls a grain consist upgrade towards Strathburn.*



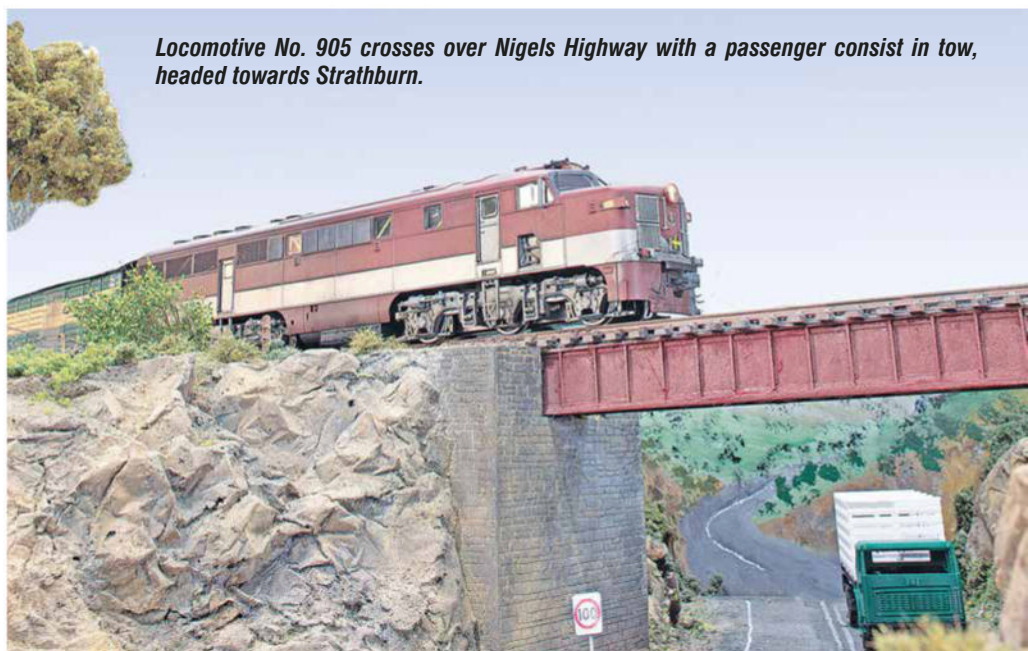
exhibited at the Yarra Valley Model Railway Club's Diamond Creek model railway show. It also appeared at the Australian Model Railway Association (AMRA) Victoria's 53rd Model Train Show at the Melbourne Showgrounds, before heading north to Sydney where it was displayed at The Great Train Show at Rosehill Gardens Racecourse hosted by the Epping Model Railway Club Inc.

In 2026 the layout returned to the Yarra Valley Model Railway Club's Show now in Lilydale, Victoria, before heading to New South Wales (NSW) for the Murray Railway Modellers Model Train Show in Albury, NSW (with thanks to the AMRM Editor for logistical support and when required, storage over this period). The layout returned home in time to allow additional modifications and (as it is with layouts that travel long distances, repairs) for its long-awaited re-appearance at the Adelaide Model Railway Show at Adelaide Showgrounds in the Ridley Centre.

Future plans

With most of the scenery improvements achieved, there are several major upgrades planned for Strathburn to improve its long-term reliability, operation, and ease of setup and disassembly at exhibitions. Like a lot of 'Legacy' layouts, it comes to the point where a complete rewire is required. Much of the existing wiring is still a mixture of the original DC wiring and straight DCC.

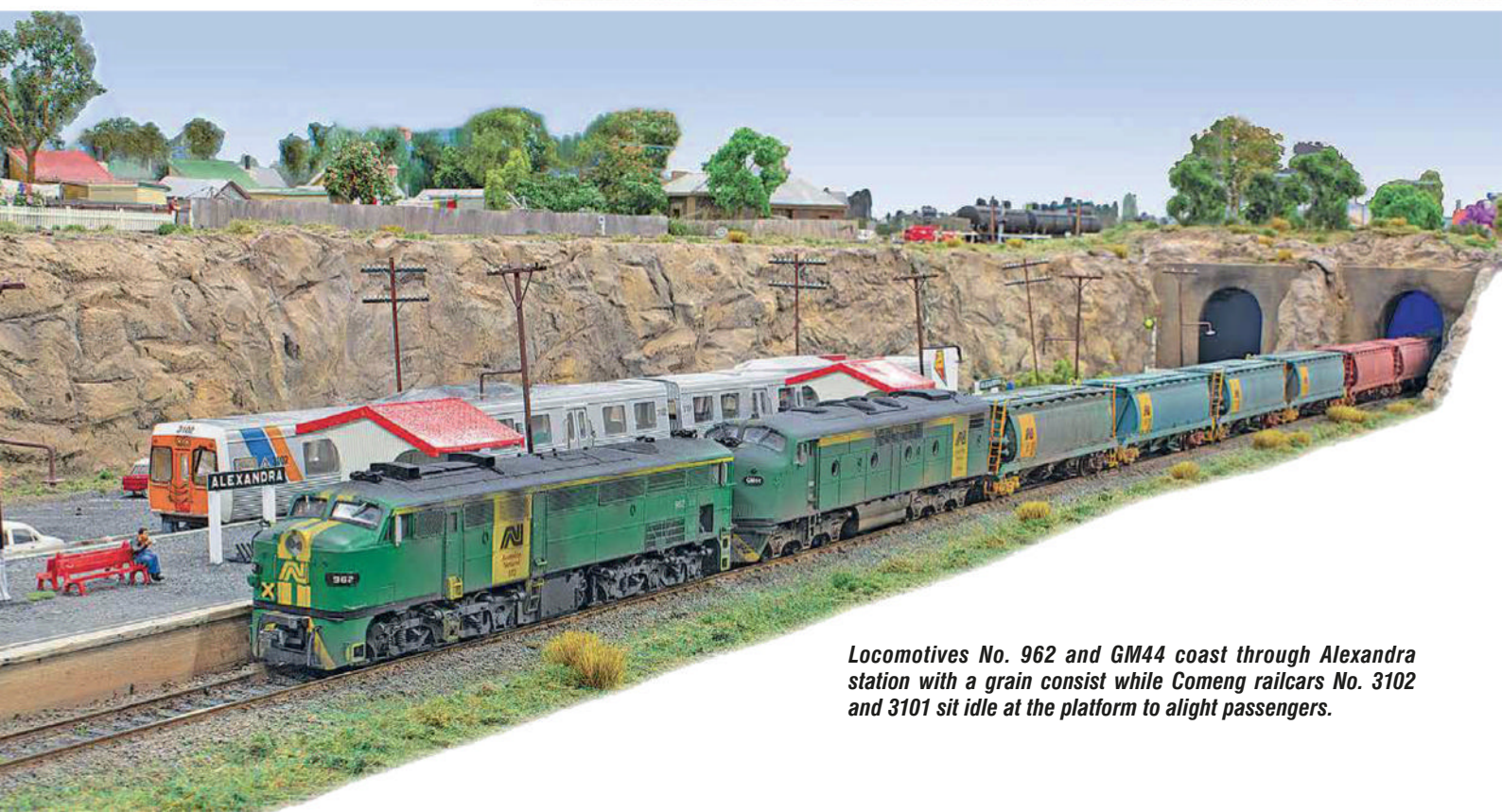
Another significant project in the pipeline is the rebuilding of the fiddle yard. The existing fiddle yard is made up of four 1.5-metre-long sections, which were repurposed by SARMA when Strathburn was first built. While these fiddle yard boards have served the layout well, the track arrangement is not efficient for the



Locomotive No. 905 crosses over Nigels Highway with a passenger consist in tow, headed towards Strathburn.

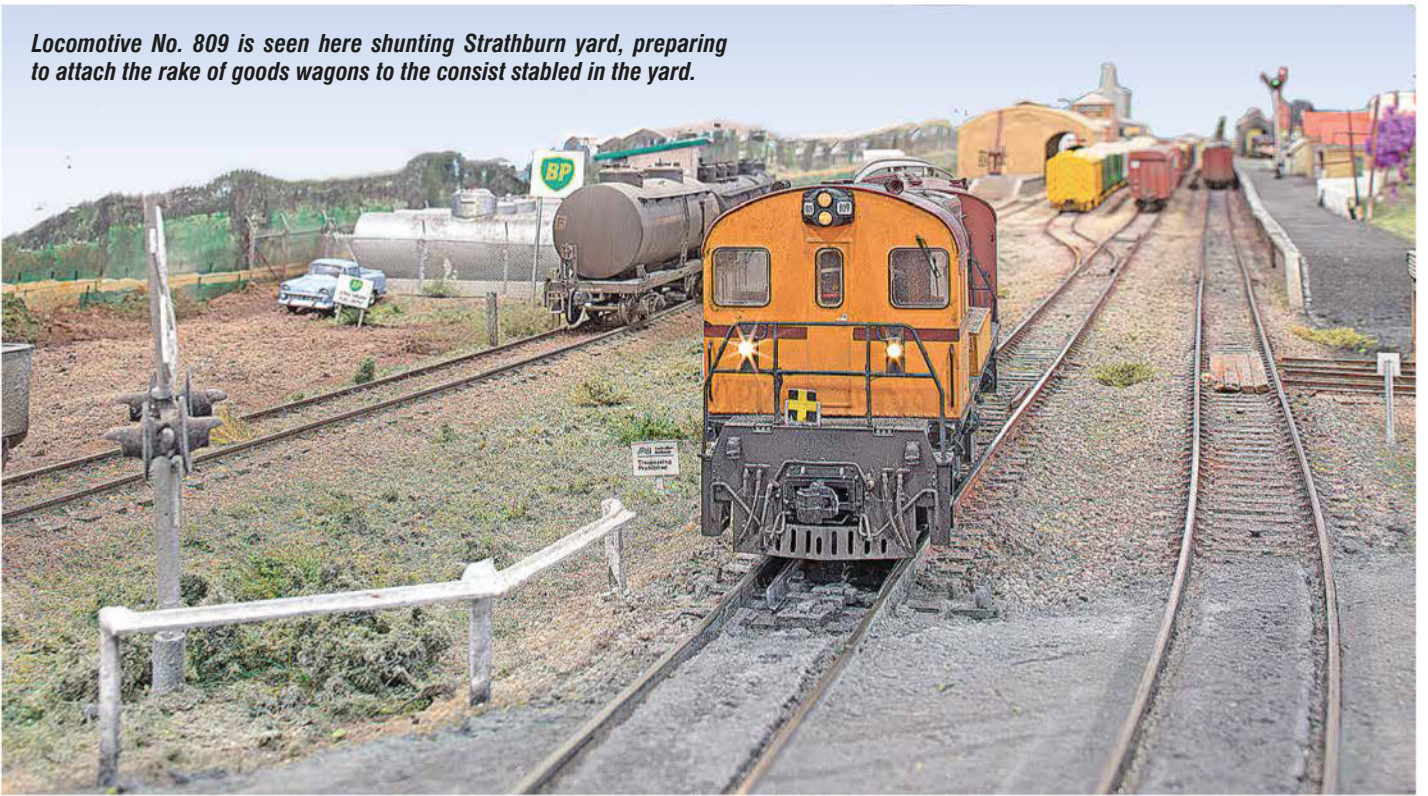


Locomotive No. 959 is entering Strathburn yard with its goods consist in tow while locomotive No. 946 sits idle waiting for its next train order.

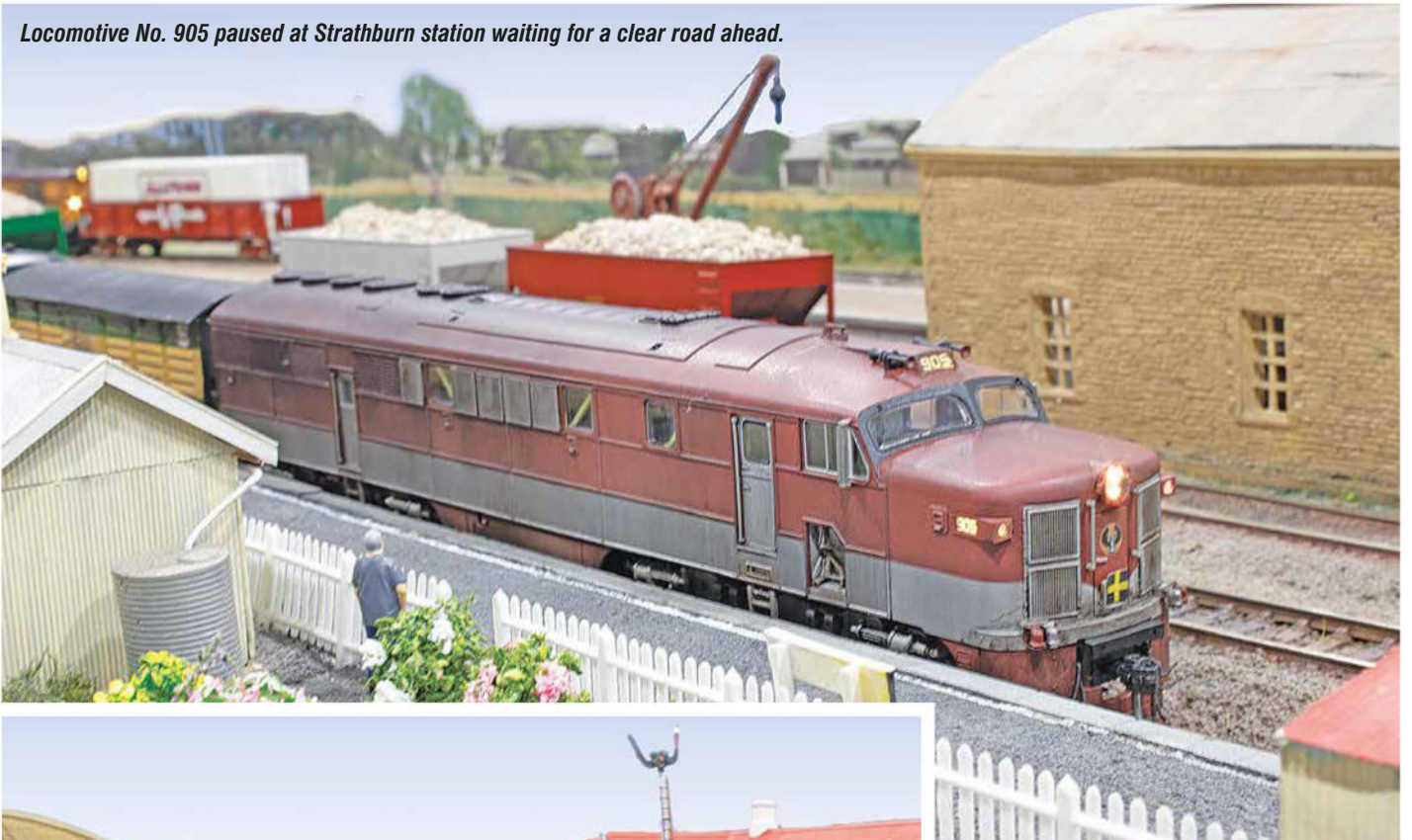


Locomotives No. 962 and GM44 coast through Alexandra station with a grain consist while Comeng railcars No. 3102 and 3101 sit idle at the platform to alight passengers.

Locomotive No. 809 is seen here shunting Strathburn yard, preparing to attach the rake of goods wagons to the consist stabled in the yard.



Locomotive No. 905 paused at Strathburn station waiting for a clear road ahead.



◀ *Locomotive No. 809 is about to attach an early 8300 brake van to the rear of a goods train and complete its shunting task for the hour.*

Locomotive No. 952 is working upgrade to Strathburn where it will drop off a couple of AHGX grain hoppers at Brians Mill.



available space. Rebuilding the fiddle yard will allow trains to be stored and managed more effectively during exhibitions, particularly when operating both the lower-level main line and the upper-level branch line at the same time.

The layout's engineering is also being reviewed as Strathburn is made up of 18 modules, many of which are constructed from heavy timber, making setup and pack-down a demanding process. The current legs are at the point of retirement and new support legs are needed, possibly with the addition of adjustable trestle-style legs, to make the layout easier to level and assemble at different venues. This would help reduce setup time, improve stability, and make the layout more practical to handle and move during regular exhibition use.

The trains of Strathburn

With Strathburn's operating era now moved forward into the 1980s and 1990s, we can operate a wide range of prototypical locomotives and rollingstock.

This has opened the opportunity to feature models from a broad range of r-t-r manufacturers. The layout also includes a small selection of kit-built and custom-built models, including kits from Kandu Workshop and models built by the prolific Dave Luketic.

As part of the new Strathburn team ethos, it is important to showcase manufacturer's new pre-production models. Having models in a case or on a shelf is fine, but it is far more attractive to modelers to see them operating and listen to the sound files etc. This process is effectively free advertising for manufacturers and overall, it is a better approach to the display pre-production models.

Strathburn has operated several pre-production models including:

Auscision Models' The Overland coach set, SDS Models' SAR 700 class steel passenger coaches, On Track Models' Victorian Railways L class four-wheel sheep vans, Ixion's Victorian Railways A2 class steam locomotive.

The locomotive fleet reflects the wide

range of broad and standard motive power that could be seen across South Australia during the late SAR, ANR, and AN periods including locomotives from Victorian Railways and the V/Line tangerine-era locomotives. In addition, a pair of State Transport Authority (STA) 3100 class railcars, built by Dave Luketic, add a distinctly South Australian passenger element to the layout.

Additionally, there is a wide range of wooden and steel-bodied coaches including: Glenelg coaches, Centenary coaches, 750 class steel-bodied coaches, V/Line N set coaches, and South Australian AN / Victorian The Overland coaches, and even the Ghan.

The goods rollingstock roster is equally varied with r-t-r, modified and kit-built rollingstock to match the particular era.

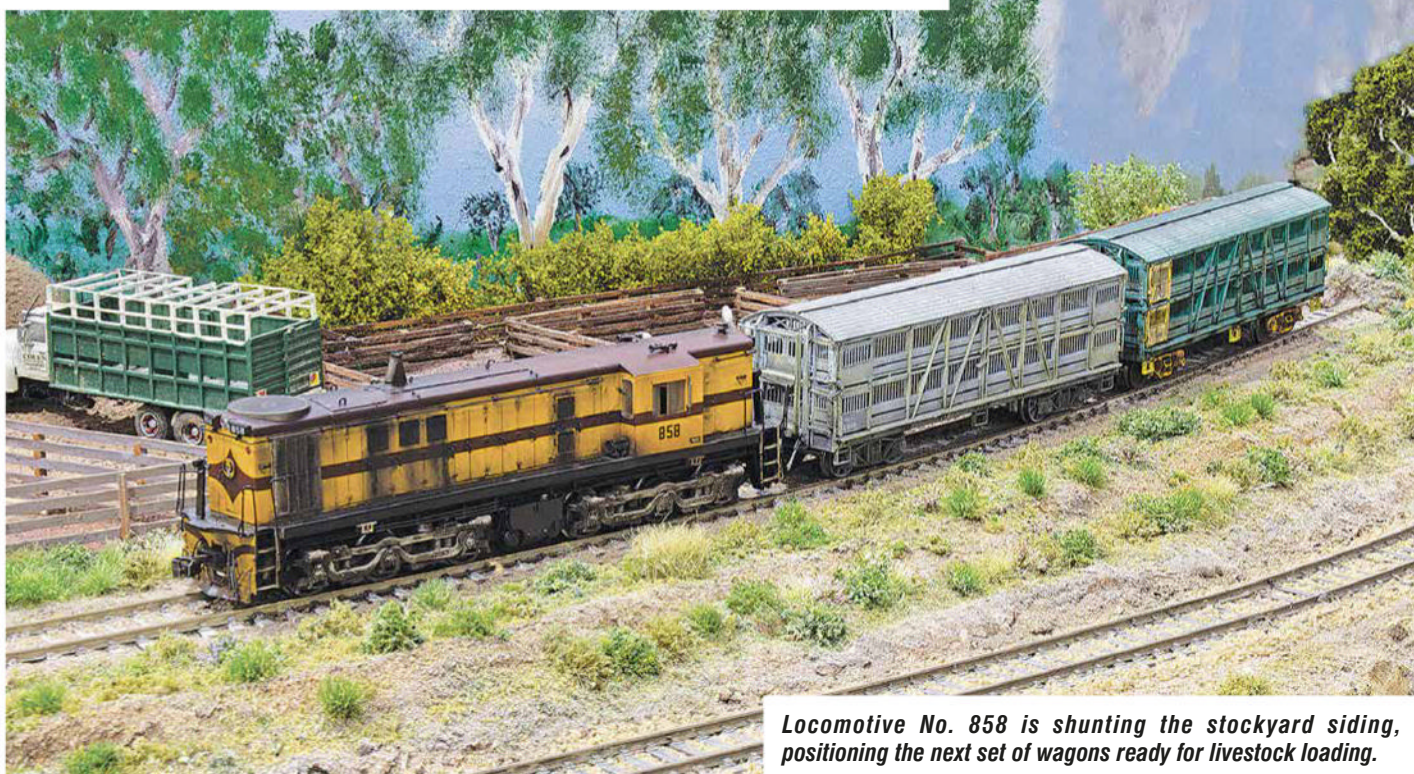
Together, the locomotive and rollingstock fleet gives Strathburn the flexibility to represent everything from small branch line movements through to larger interstate passenger and goods trains.



Locomotives No. 905 rumbles past a quiet family cottage.



Locomotive No. 858 is marshalling grain wagons at Brian's Mill.



Locomotive No. 858 is shunting the stockyard siding, positioning the next set of wagons ready for livestock loading.

Conclusion

From its two-level operating design and South Australian scenery, through to its interstate appearances and ongoing upgrades, Strathburn remains a layout with plenty of life ahead of it. As further improvements are completed, the aim is to keep the layout active so it can continue to be enjoyed by operators, exhibitors, and the viewing public for years to come.

Contributions

Thanks to James Gauci for providing some early history of Strathburn from South Australian Railway Modellers Association (SARMA).

At a Glance

- Scale: HO scale
- Layout Size: 11.4m x 4m with 18 modules.
- Baseboards: 750mm X 1.5m
- Track: PECO code 100
- Control: NCE DCC
- Scenery: Rock work plaster castings, ground cover is tile grout and static grasses.
- Builder: SARMA
- Re-build team:
 - Adam Dalzell (Owner)
 - Michael Broer (Owner)
 - Kristen Cann
 - James Pennington
 - Keith Pennington
 - Nikos Petersen Sperou

Unusual sidings for your layout

John Casey provides some prototype ideas for sidings on your layout.

While writing an article for another publication, I came across two branch lines in western Sydney that provided a wealth of ideas for layout sidings.

I don't imagine anybody will have the space to create a layout from this article but there are many sidings that could be added to your layout.

One of these branch lines was known as the Abattoirs line which ran from the Main Western Suburban line at Flemington Goods Junction and ran north towards the Parramatta River and crossed the Great Western Highway (Parramatta Road) on two bridges. It opened on the 31st of July 1911.

The line branched off via a triangular junction from the Main Western Line and was accessible to the Metropolitan Goods Line.

This line had several sidings for goods trains and a passenger service was provided for the public but was mostly used by workers in the various industries. The Abattoirs line serviced the industrial area which was located where the Sydney Olympic Park now resides. The branch serviced the State Brickworks, State Abattoirs and Homebush Saleyards. By the time construction for the Olympics

began, most of the industries in this area had already closed.

The first station after leaving the main line was Pippita which served the Commonwealth Aircraft Corporation factory. Access to the factory became restricted when Auburn Council sold Pippita Street to Dairy Farmers. Services beyond Pippita on the line were provided by CPH railmotors running from Sandown to Abattoirs until November 1984 when the line past Pippita closed. Following the closure, Pippita was served by a once per day service provided by a red single-deck suburban set.

The station was closed on the 20th of October 1995.

The next siding on the branch was the Metropolitan Meatworks platform which opened on the 11th of January 1915.

A siding for the Homebush Saleyards branched off the line and served the saleyards and a siding named Thorpes. The siding then rejoined the main branch about three kilometres further along. On the 27th of February 1968, the branch line to the saleyards and the siding were electrified so they could be serviced by 46 class locomotives. This allowed trains from the west and north to access the

saleyards. The saleyards loop was closed on the 22nd of June 1991.

The next station was Abattoirs, opened on the 17th of December 1926 and closed on the 9th of November 1984, followed by Brickworks, opened in December 1939 and probably closed in 1984.

Other sidings along the line served Dairy Farmers and the Ford Motor Company.

When the line closed, it became part of the Olympic Park facilities with a new line linking Olympic Park with the main line.

Sandown branch

A few kilometres west, the Carlingford line began at Clyde, crossed Parramatta Road on a level crossing and served communities to the north of Clyde. This line and the Sandown line have almost completely disappeared being replaced by the first stage of the Parramatta Light Rail. Stage two will take the light rail to Olympic Park.

The Sandown line branched from the Carlingford line just before Camellia Station and swung in an easterly direction along the southern bank of the Parramatta River. The line contained sev-



Locomotive No. 3207 with a set of end platform cars stand at Pippita Station on the 10th of January 1962. Photo by late Weston Langford.



Locomotive No. 3304 hauls a steam-era suburban set near Pippita Station on the 10th of January 1962. Photo by late Weston Langford.

▼ **This image, taken from the overbridge at Pippita, shows the track leading around the Abattoirs branch and return. Photo by late Weston Langford.**



A four car suburban set stands at Pippita on the 4th of December 1991. The set is ready to head back across Parramatta Road and onto the Main Western line to Clyde, photo late Weston Langford.



eral sidings that serviced the industries along the line. There were also five passenger platforms along the line transporting workers to the various factories.

Hardies Platform was the first station on the line and was adjacent to Camellia Station on the line to Carlingford. James Hardie and Sons produced asbestos based building products.

A siding known as the Asbestos Slate and Sheet Manufacturing Siding was provided to serve James Hardie. The siding curved north towards the Parramatta River. This siding was renamed Hardies Asbestos Siding, and had a capacity of 15 four-wheel wagons.

In 1944, an additional siding was provided off the Sandown line for James Hardie. It was named Hardies Asbestos Siding No.2 and was 251 metres long.

During 1949, the Hardies site was provided with a covered coal hopper and a covered sand hopper. In 1959, Hardies platform was replaced with a new one across Grand Avenue.

Fifield Magnesite Refractories Company was the next siding on the line and it curved to the south. The company manufactured firebricks for furnaces. The Fifield Siding was removed from service in 1974.

Goodyear Tyre and Rubber Company (Aust) Ltd, had its own platform which opened in January 1934. Prior to the platform being opened, railmotors provided a service for the works from late 1933. The railmotor would run into the company siding and then return to Clyde or to the Abattoirs branch. When the station was

completed, the morning railmotor was replaced from 1934 by a 30 class tank locomotive and two end platform cars which continued empty to Sandown for the locomotive to run around the consist. From early 1936, a late evening railmotor service was operated.

Goodyear owned the Wingfoot Siding which was located on the northern side of the line. The 152-metre siding opened in February 1927 and was later extended to 333 metres.

The original Goodyear Platform was replaced with a new one in 1948. It was on the southern side of the line — opposite the original. The Wingfoot Siding was disconnected in 1975 and the Goodyear factory closed in 1991. The station closed at the same time.

The Australian Cream of Tartar platform was just 200 metres from Goodyear and not only served the employees of Australian Cream of Tartar, but Wunderlich and West Coast Kalsomine Company.

In 1920, a siding was opened for West Coast Kalsomine on the southern side of the line. The name of the siding was later abbreviated to 'Wesco' and was extended by 40 metres to serve Australian Cream of Tartar.

Australian Cream of Tartar Platform closed in 1959 and the siding that served that factory and also Wesco, closed in 1966. The siding was disconnected from the Sandown branch from the main line in 1968.

Brothers Ernest, Alfred and Otto Wunderlich began importing zinc roofing

in the 1880s and took over W. H. Rocke and Company in 1893. Rocke was a metal-working firm in Redfern. The Wunderlich Siding curved southward across Grand Parade into the company site.

Wunderlich's Siding was extended by 229 metres in 1941 and a new 171-metre loop was provided in the grounds of the factory. A platform, known as Wunderlich's Platform, was opened in 1942. This platform was opposite the Atlas Siding.

When the loop at Sandown was extended in 1957, the Wunderlich Platform was moved from one side of the main line to the other and was sometimes referred to as Sandown (Wunderlich's) because passengers could no longer travel to the original Sandown Platform which had been closed.

The Grazier Meat Export Company made use of a siding near Sandown Station. Sandown Meatworks took over Grazier Meat in 1900. Two additional sidings were added in 1915 and another siding was added in 1920.

The Ford Motor Company of Australia Pty Ltd, opened a siding (Ford's Siding) in 1926. This siding was connected to the No.1 Meatworks Siding and crossed Grand Parade at the corner of Durham Street. A Shell facility is now located at this site. Ford moved to Parramatta Road, Homebush in 1936.

The siding was shortened in 1930 and taken over by Australian Portland Cement Pty Ltd in 1937 and in 1939 it became the Atlas Siding.

The Shell Company made use of a pri-



Locomotive No. 3818 in use as stationary boiler at the Homebush Abattoirs during the 1970s. Photo by late John Ward.



Railmotor CPH No. 8 stands in the platform at Abattoirs on a wet day in March 1984. Photo by Ron Preston, courtesy Eveleigh Press.

On the 27th of July 1963, locomotive No. 5610 and van from Homebush Abattoirs cross Parramatta Road. In the background is the Ford motor car facility. Photo by late John Ward.



vate siding that branched from the Carlingford line between Clyde and Rosehill, just north of Aston Street where the James Ruse Drive overpass is located. This siding had been opened as Fell's Siding in 1925 and was renamed Shell Siding in 1928.

The siding curved from the Carlingford line and ran east past Rosehill Racecourse and Granville Showground (later Parramatta City Speedway). The siding was 664 metres long.

There were three other sidings located off the Shell Siding; the Main Roads Board Siding opened in 1926, Australian Fertilisers Limited opened in 1935 which was a 240-metre dead-end siding with a capacity of 30 four-wheel wagons.

The Australian Aluminium Company Siding, opened in 1939 and had a capacity of 24 wagons. In 1957, the Australian Aluminium Company Siding was connected to the Shell siding.

The Main Roads Siding had 115 metres of standing space and was extended to 140 metres in 1928 and a second siding of 80 metres was also added. In 1943, another siding was added to the Main Roads Board Siding.

At Sandown, a loop siding with a

length of 74 metres was brought in to use in 1935.

During World War II, several changes took place along the Sandown line.

In 1941, the Plaster Siding was connected to the Atlas Siding and more sidings were added in April 1942 on the site of the former meat works. Boral Plasterboard was located on these sidings in later years. The Plaster Sidings were modified from the 24th of August 1964 with the removal of one of the sidings.

On land between Rosehill Racecourse and Durham Street, a military camp and storage area was established. The Atlas Siding was extended and a new yard was established for the United States Army. This siding known as Sandown Marshalling Sidings was between Grand Parade and Durham Street. There was a through road, two loop sidings and three dead-end sidings.

A 1916 vintage locomotive No. 1023 built by Vulcan Iron Works and an end platform car were hired by the army to use. The locomotive and carriage provided transport for military personnel from the wharf to base.

A war time single track loop connected the Sandown Marshalling Sidings with

the Shell Siding in Rosehill. Several sidings were also extended at the time and brought into use in May 1943. These additional sidings were known as Commonwealth Sidings. Trains travelled around the loop entering at Camellia and travelling to Sandown to the Commonwealth Sidings.

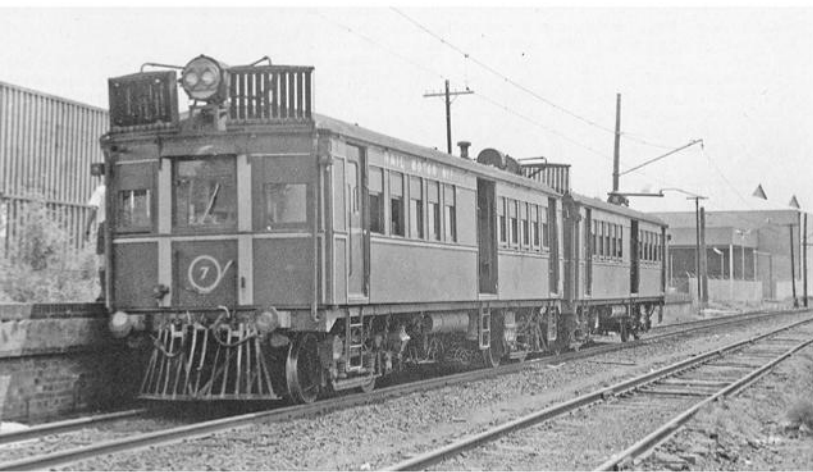
Two dead-end sidings known as the Chrome sidings (Number 13 and 14) ran off the main branch near the intersection of Colquohoun and Devon Streets paralleled Colquohoun Street. Sidings 10, 11 and 12 branched at the same location and ran parallel with the Chrome sidings.

Two of the dead-end sidings at Chrome were connected to the Commonwealth Sidings in 1943.

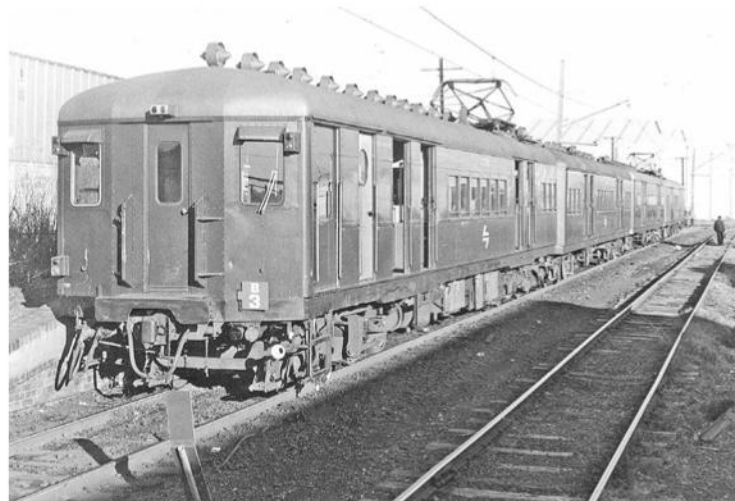
The war time connection from the Sandown Marshalling Yard to the Shell Siding was removed in 1953.

Electrification

The electrification of the Carlingford line was opened on the 9th of August 1959 and electric trains began running to Sandown a day later. No sidings on the Sandown line were wired, with the electric wires finishing just beyond Sandown platform to facilitate passenger services



Clyde depot retained several CPH rail motors for industrial services to Sandown, Carlingford and Enfield. During 1959, numbers 7 and 1 wait at Sandown before returning to Clyde. Photo by Ron Preston, Transport Heritage NSW collection.



Remotored 1950 Tulloch car No. C7501 at the head of set B3 at Sandown on the 17th of July 1985. Other cars in the set are T4790, T4662 and C7482. Photo by Stephen Halgren, courtesy Eveleigh Press.



On the 3rd of December 1991, three car single deck suburban set Y2 stands at Clyde before its next run to Sandown. Photo by late Weston Langford.



Two car set T21 stands at Sandown on the 29th of June 1986. Photo by Transport Heritage Collection.

operated by two- and four-car single deck suburban trains providing a shuttle service to and from Clyde.

On the 15th of October 1976, two-car double-deck suburban sets were introduced on the Carlingford line and were classified T sets (later L sets). The three-car sets commenced on the 12th of September 1988 and were classified Y sets. The last single deck electric train ran on the 22nd of January 1993. These three car electric trains also serviced the Sandown line.

Two-car diesel railcars (600 or 620 class) also provided services on the Sandown line to supplement electric services but were occasionally replaced by CPH railmotors. The railmotors were still providing Sunday evening services to and from Sandown into the early 1980s.

After World War II, the Commonwealth Sidings were taken over by several organisations — the Egg Marketing Board, the Housing Commission and the Barley Board. The Vacuum Oil Company took over two of the Commonwealth Sidings in 1950.

Seaton's Transport opened a siding in 1981 which crossed Grand Avenue and branched into three sidings of 204 metres in length. These sidings were inside the

company's container depot. Starting in 1996, Seaton's ran regular container trains to Port Botany for which Silverton Rail provided the motive power from 2004.

From March 1965, Australian Carbon Black, was situated between the railway and the Parramatta River, had a 115-metre siding which typically received and dispatched a single Victorian Railways ELX open wagon with distinct carbon black containers. The siding was decommissioned in May 1992.

The Country Timber Merchants Association occupied a siding near the original Sandown Station from March 1954. The organisation ceased operations in the 1980s and Sandown Transport took over the site. The firm were steel carriers for BHP and used the sidings to unload steel beams from railway wagons until 1996.

During 1959, the old Parramatta-based company Meggitts bought land on the banks of the Parramatta River to the east of Thackeray Street where they built silos and a vegetable oil processing plant in 1963. The original Country Timber Merchants siding was extended 200 metres to Meggitts in 1968. The siding was shunted by an Aresco Trak Chief diesel tractor. The plant closed in the 1990s

and the site was taken over by Concrete Recyclers.

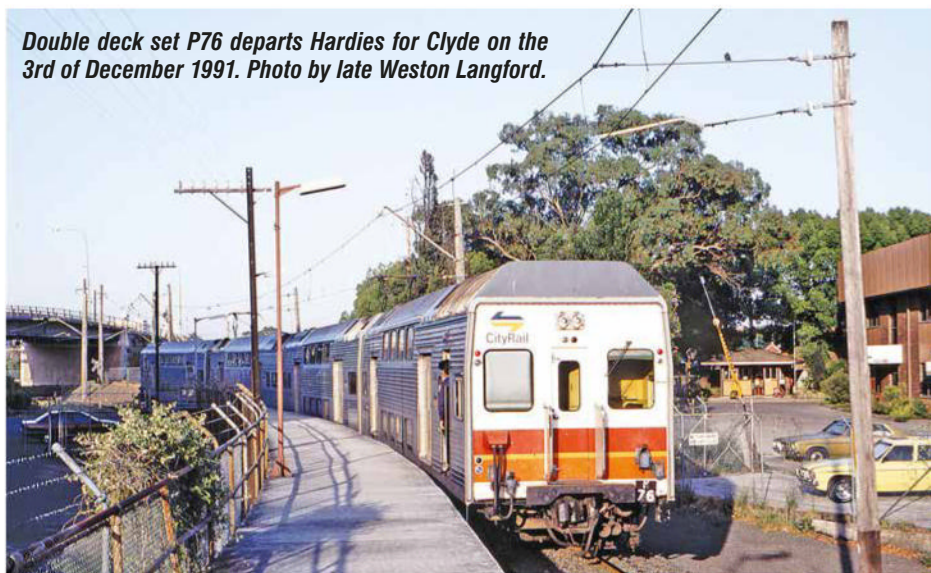
According to John Oakes' book Sydney's Forgotten Industrial Railways, Over 11,000 wagons carrying over 65,000 tonnes of inward goods were hauled along the Sandown line in the 1994–95 financial year and 366,000 tonnes were taken out. Inward traffic included steel from Whyalla and containers, while outward traffic included 8,000 tank wagon loads from the Shell refinery.

The Southern Cross Engine and Windmill Company took over part of the former Redbank Wharf Sidings from 1947. These sidings were also known as the Commonwealth Wharf Sidings. In 1949, more of the wharf sidings were brought back into use.

In 1955, the Redbank Wharf Sidings were taken over by the Vacuum Oil Company to replace the sidings on the abandoned wartime loop near Devon Street. These sidings were renamed Mobil Sidings when the company changed its name in 1962 and Atlantic fuel was loaded from the Mobil depot.

The Shell Company took over the Marshalling Sidings in 1958 and several changes took place in relation to the length of sidings and the location of load-

Double deck set P76 departs Hardies for Clyde on the 3rd of December 1991. Photo by late Weston Langford.



On the 3rd of December 1991, four car double deck set P76 stands at Sandown. Photo by late Weston Langford.



Hardies with the James Hardie building on the right. This photo looking towards Sandown was taken on the 1st of December 1991. Photo by late Weston Langford.



A 600/700 class diesel railcar set arrives at Sandown during 1987. Photo by Graeme Skeet.

ing points.

Mobil-owned Emoleum (Australia) Limited, a bitumen producer, was connected to the Mobil Siding during 1966. In 1972, the name of the sidings was changed to Emoleum Sidings as Mobil no longer used the site.

Trains of petrol tank wagons continued to use the Shell Siding which was also used by Caltex. Prior to introduction of private rail freight operators in NSW, trains usually consisted of about 12 tank wagons hauled by two diesel-electric locomotives from Sandown to Clyde yards, for marshalling into larger trains. The tank wagons were owned by the fuel companies and either Government locomotives and later private rail freight operators provided the motive power. In 2009, Shell decided to switch to road haulage and all railway fuel haulage ceased.

A siding for Prestressed Concrete was opened in 1955. This siding was connected to the Carlingford line close to Clyde.

The Shell Bitumen Siding closed in 1996. This siding was originally named the Shell Siding, Rosehill but was renamed in 1959.

The end of passenger trains to Sandown

The last regular passenger train to run to Sandown was on the 19th December 1991. With passenger numbers at an all-

time low (the average load in 1991 was less than 10 passengers per trip) and factories closing, there was no need for passenger services on the line to continue. In particular, Hardies platform, which backed onto Camellia Station, was deemed unnecessary.

The line retained its overhead wiring and the last movement under the wires was electric locomotive No. 4615 on the 20th of December 2002. The overhead wiring from Grand Avenue to Sandown was removed over the following two days.

These two branches not only provided passenger services with a variety of rolling stock and locomotives but also had a variety of sidings that most modellers could find a reason to include on their layout.

Each line and their sidings could be a complete layout providing plenty of shunting movements or one or more sidings could be included into a more extensive layout.

Modelling

While it is not suggested that the whole of either branch could be modelled, there are many opportunities to add a selection of sidings.

In the steam era, the locomotives in use would have been 30T and 30 tanks as well as the 19 class.

Most diesel-electric classes saw service on the lines.

Almost any goods or freight wagons could be used and shunted to any of the sidings.

Passenger services were provided by locomotive hauled end platform cars, CPH railmotors, 600/700 diesel railcars and suburban electrics ranging from single deck to Tangaras in compositions ranging from two, three and four car trains.

References

Sydney's Forgotten Goods Railways, John Oakes, published by ARHSnsw.

Sydney's Forgotten Industrial Railways, John Oakes. Published by ARHSnsw.

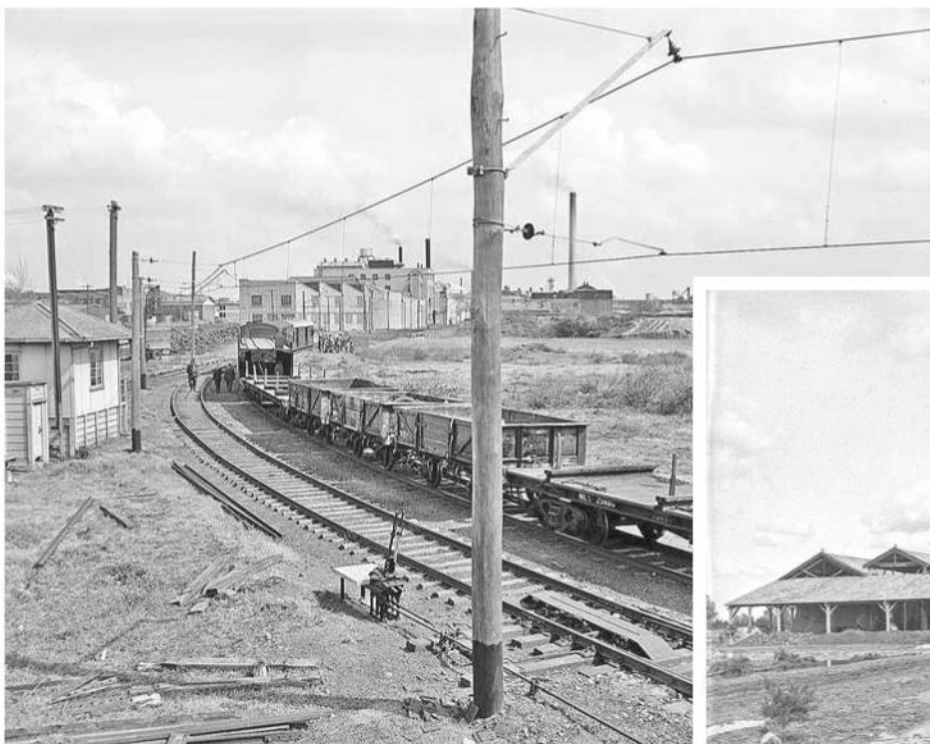
***Diesel-electric No. 4305 at No.6 Commonwealth Oil Siding at Sandown on the 8th of January 1964.
Photo by NSW State Archives.***



Locomotives No. 4417 and a 421 class, stress testing at Sandown on the 1st of September 1964. Photo by NSW State Archives.



◀ ***The rear end of the stress testing train at Sandown on the 1st of September 1964. Photo by NSW State Archives.***



▼ ***The Wunderlich tile factory in 1917. Photo by NSW State Archives.***





Locomotive No. 5910 on a special passenger service on the Sandown line in 1975. Photo by Bob Richardson.

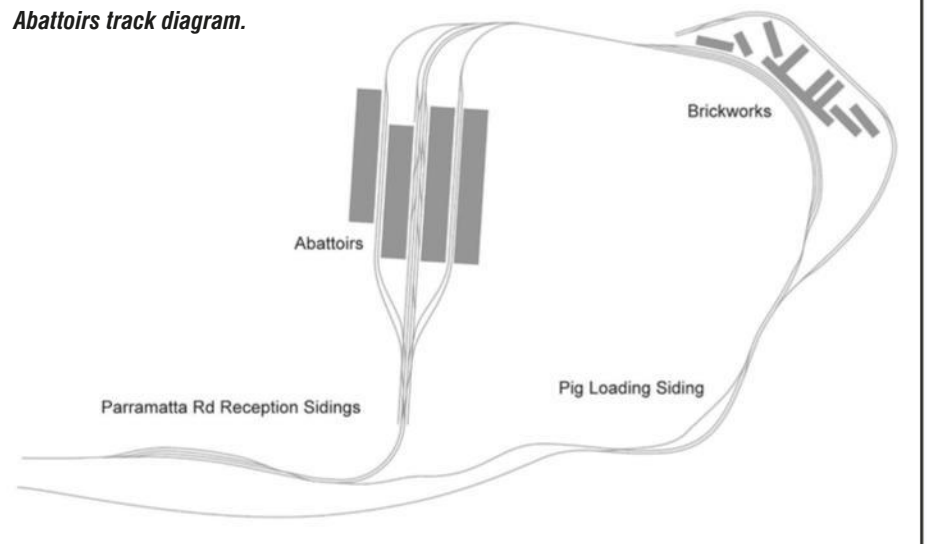


Locomotive No. 4615 was the last electric locomotive to use the overhead wire on the Sandown line on the 20th of December 1991. Photo by Hugh Burn.

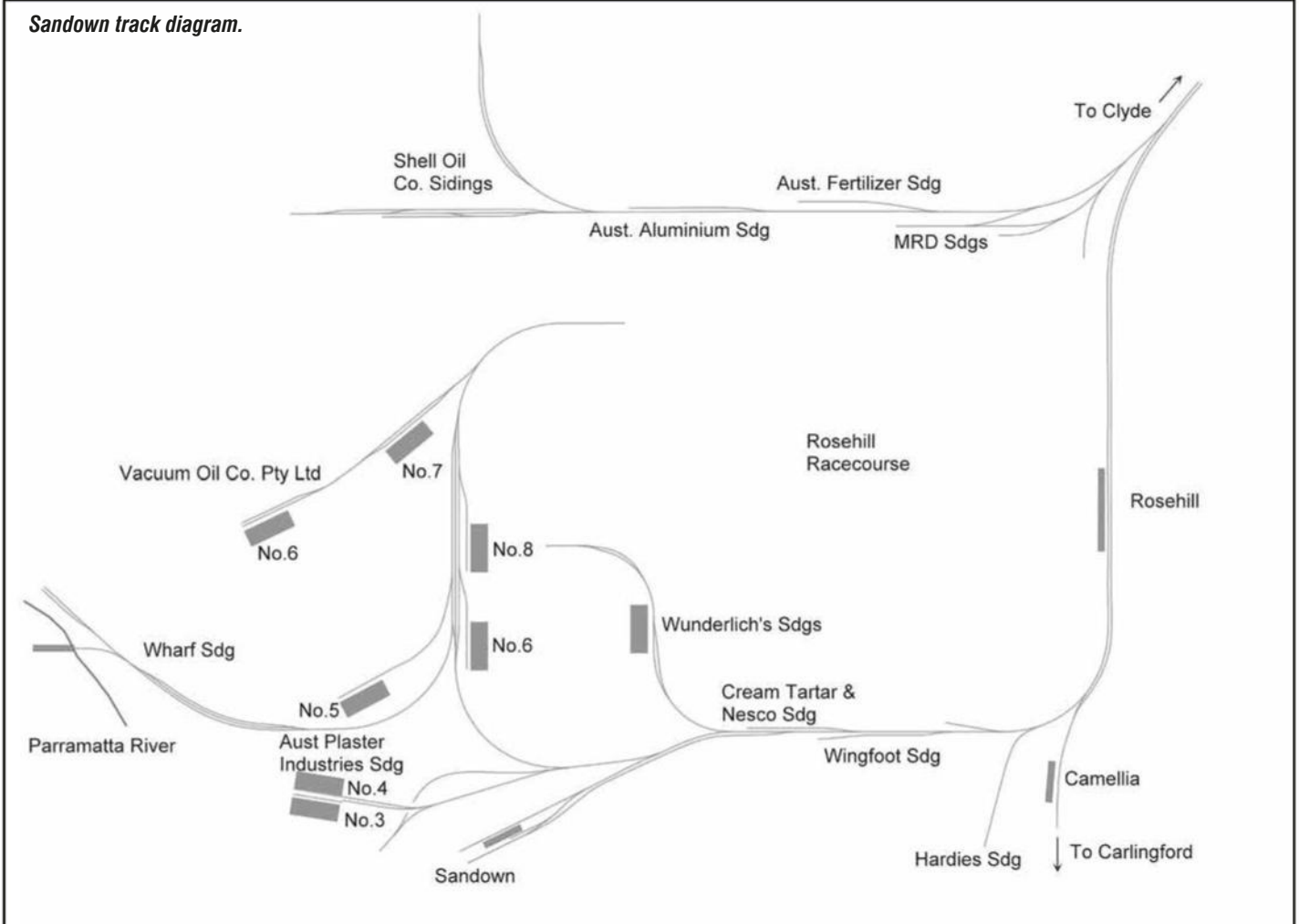


Diesel railcars 621/721 have reached the end of the line at Sandown on an ARHS tour on the 20th of November 2010. Photo by late Weston Langford.

Abattoirs track diagram.



Sandown track diagram.



Rolling Roads

Les Fordham sets up a rolling road for running in his models.

Photos by the author.

At the Stawell Exhibition I was talking to Leon, the owner of Wombat Models, who explained why he used a rolling road to test and run in new models. As I currently have a compact layout consisting of a station and staging yard (without a continuous run) and a couple of recently repowered models, it made sense to take Leon's advice and purchase a rolling road.

I found three suppliers of rolling road systems with prices ranging from \$70.00 to \$250.00 AUD. For the average modeller the two lower-priced models (Hobbybox and Proses) would do everything required. The base Hornby system at \$250.00 would be very easy to setup, but out of the box this was limited to a locomotive with three sets of driving wheels. However, additional rollers could be purchased separately.

A little further research found that Proses make a range of useful accessories. There is one complete HO scale set with a base unit, wheel cleaning equipment and six sets of rollers. The rollers can be purchased separately in packs of four at \$84.00 or a six pack at \$126.00 AUD with the cleaning equipment included as well. The six-roller variant is suitable for all diesels produced for the Australian market and can be used with most steam locomotives that have been or will be produced of Australian prototypes. As illustrated

(see photo one) with a first series Bergs brass New South Wales Government Railways (NSWGR) 50 class steam locomotive, even a locomotive with four sets of driving wheels can be set up with only six rollers.

If you purchase just the roller packs, then you only need some flex track to set it up on to provide electrical current to the locomotive pickups. As shown in photo one, I mounted the track on a wooden base, so that I could do any adjustments to a locomotive at the workbench. I also mounted a plastic Kadee coupler height gauge at either end of the track, this enables me to check the coupler heights of the front and rear couplers without having to handle the locomotive. If you decide to add a Kadee coupler height gauge, make sure you buy the plastic version, as a metal one will cause a short circuit. A lead was soldered to each rail and alligator clips were fitted to each wire. If you are using DCC, you can use the alligator clips to connect the rolling road unit to a DCC source when programming a locomotive or to explore its various sound functions and running qualities.

I have an NCE power cab panel (PCP) attached to my workbench, and one on a computer desk with a piece of track linked to each. I only need to plug my NCE Powercab into the PCP and I can

then program locomotives on the track or on the rolling road unit.

Another rolling road unit I was interested in, is manufactured by Hobbybox.

Hobbybox sells a different design of rolling road with eight sets of rollers (see photo two). This unit has adjustable sliding roller sets and is available in HO and N scale. I purchased my unit from Casula Hobbies at the Sydney Exhibition for \$70.00 AUD.

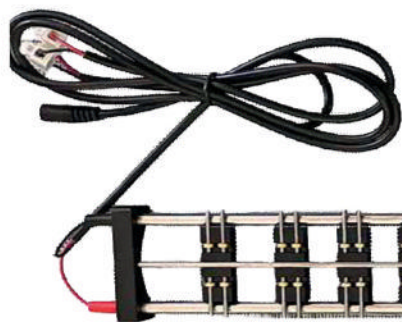
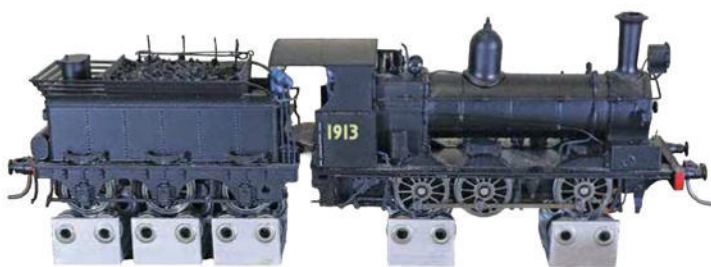
The unit is supplied ready to use and has eight sets of rollers that can be adjusted quite easily to suit the wheel configuration of the locomotive you want to run in. With eight rollers, this is the lowest price unit of the two. This is an interesting design at a reasonable price, and will cater for nearly every modeller's needs. However, at 500 mm long, the Hobbybox rolling road needs a lot more bench space than the Proses unit.

As I wanted to use the rolling road on the workbench or at the computer desk, I decided that the Proses system would be the best option. The largest locomotives I operate are no larger than the NSWGR 50 class steam locomotive. I found that the Proses rollers can be set up on a portable work station that can be moved around and used to check coupler heights, or as a convenient base to work on a model. 



◀ *My re-motored NSWGR Bergs 50 class locomotive, now about 60 years old, being run in after the installation of a new can motor and motor mount.*

▶ *NSWGR 19 class steam locomotive positioned on a set of rollers.*



Hobbybox rolling road with eight sets of rollers.

Wagon profile: AQEY two-pack articulated container flat wagon.

Mitchell Campton describes the Australian National AQEY two-pack articulated container flat wagon rebuilt from redundant 75ft vans.



*AQEY 1952 B at Wirrappa SA on Alice Springs goods No. 347
8 Oct 1991. Photo Scott Fitzgerald.*

Early days

The Australian National (AN) AQEY class of two-pack container wagons were re-built from LEX class steel louvered vans constructed in 1967 for the Commonwealth Railways. Forty of these 75ft long vans were built by Commonwealth Engineering to operate on both standard and broad-gauge networks. They were numbered LEX 1926-1965, and featured external side bracing, louvered panels on the upper section of the body sides and four large doors (two per side) for loading and unloading a variety of goods. Bogies are likely to have varied, but they appeared to typically ride on XC type bogies.

The LEX vans were enormous in length – even longer than the BFW wagons of the Victorian Railways, though they were supplanted as the largest vans in 1973 with the introduction of the VFX louver vans by the Commonwealth Railways. These vans were also 75ft in length but stood just over 200mm higher than the LEXs.

During the 1978 Railways of Australia wagon recoding scheme, they were simply allocated the letter 'A' For Australian National Railways, giving them the some-

what comical code of ALEX.

The vans continued in general goods service until the mid-late 1980s, with some receiving overhaul and repainting into the distinct AN green and gold livery.

With a reduction in the need for louver vans, and a growing demand for container flat wagons, the ever innovative AN embarked on a program to substantially rebuild and modify the ALEX wagons. This involved:

- Removing the body sides and roof.
- Cutting the frame at the mid-point, creating two halves.
- Fabricating a new end frame 1500mm long at the cut-end of each half, forming a 'skeletalised' end section of each half of the wagon.
- Installing a new articulated joint on each half and installing an Association of American Railroads (AAR) style, cast steel, ride control bogie, reference drawing No. 50466 AAR 2D.
- Joining of the two halves creating a two-platform articulated wagon.
- Reinforcement of the original frame in critical areas.
- Installing container twist locks, enabling each platform to carry two 20ft containers or one 40ft container. Each

articulated wagon could therefore carry two 40ft or four 20ft containers.

- Recoding of each wagon to AQEY, retaining their original numbers and [end] bogies.

The wagons were painted in AN green with gold code board and entered service in AN's general container wagon pool on interstate standard gauge services across Australia.

Interestingly, 'Not to enter Enfield NSW' lettering was applied to the side sill of the AQEYs; this is likely due to their irregular size and unusual (at the time) articulated configuration. Based on the geometry of the points and trackage in Enfield yard the chance of derailment may have been considered high.

One unusual but notable use of the AQEY wagons early in their service was a 20ft towing frame mounted on the outside of a platform, which was used to connect Australian National's RoadRailers. These were used from the start of AQEY operations in the early 1990s until around 1993, when RoadRailer 'Coupler mates' were used instead and the services taken over by National Rail (1995), and rebranded TraileRail.

ALEX 1930 – Enfield NSW 1983. Photo by Dominic Tarranto.

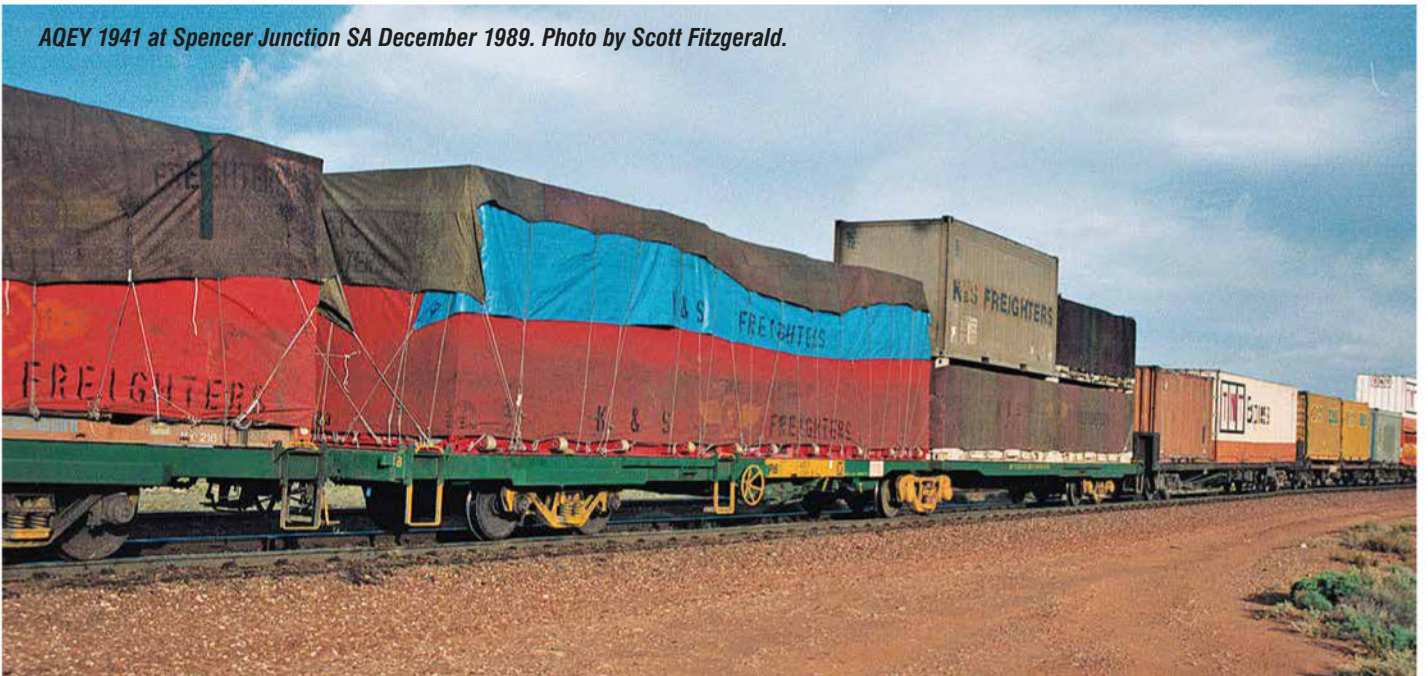


An empty AQEY on Train No. 260 passes through Port Augusta station SA in December 1989. Photo by Scott Fitzgerald.



AQEY two - pack articulated container flat wagon		
Wagon Numbers	Qty	Notes
LEX 1926-1965	40	Entered service March 1967 to August 1967
ALEX 1926-1947, 1949-1965	38	LEX 1948 damaged in a derailment January 1968 written off March 1968
AQEY 1927-1937, 1939-1944, 1946-1947, 1949-1951, 1953, 1955-1965	34	Rebuilt circa 1988 by AN

AQEY 1941 at Spencer Junction SA December 1989. Photo by Scott Fitzgerald.



AQEY 1927 W at Tarcoola SA, June 1993. Photo by Norm Bray.



AQEY 1961 A at Tarcoola SA, June 1993. Photo by Norm Bray.

Current operations

With the founding of National Rail (NR) in 1992, all of Australian National's interstate services were transferred to the new national operator, with this being finalised in 1994. The transfer included the active fleet of AQEY (re-coded RQEY) container flat wagons, and these were pooled with National Rail's wagons inherited from state operators or their own new builds.

When transferred most retained their AN livery until the late 1990s/early 2000s, when some were repainted in NR grey and marigold, and later just an overall grey with white code boards. Another change NR made early on is the removal of the AAR pattern centre bogie and installing refurbished Barber-type 70t bogies.

The wagons continued in service with NR on their standard gauge services across all states, and with NR being sold to create Pacific National (PN) in 2002, the wagons passed to the new owners and

continued in their intended role.

Some of the wagons continued in general interstate container traffic, however a large portion of them were transferred to NSW when Pacific National was awarded a contract to transport containerised garbage from Clyde (and later Banksmeadow) to the Woodlawn bioreactor near Tarago, NSW (about 70km from Canberra). The garbage is filled into specialised grey 40ft Tectainer containers at Clyde/Banksmeadow and loaded onto the container wagons, before being railed to the Crisp Creek intermodal facility. The containers are then transferred to road transport and delivered to the Woodlawn facility. The RQEY wagons are prominent on these services along with former ICX-type and NQYY wagons. They are also used on PN services from Kelso NSW 'Commonwealth Sidings' exporting containerised forestry products, refer AMRM issue No. 377 April 2026 Location to model: Kelso, NSW.

Some (not all) of the wagons have been

repainted with bright yellow side sills, whilst others retain their grey liveries with a heavy layer of road grime.

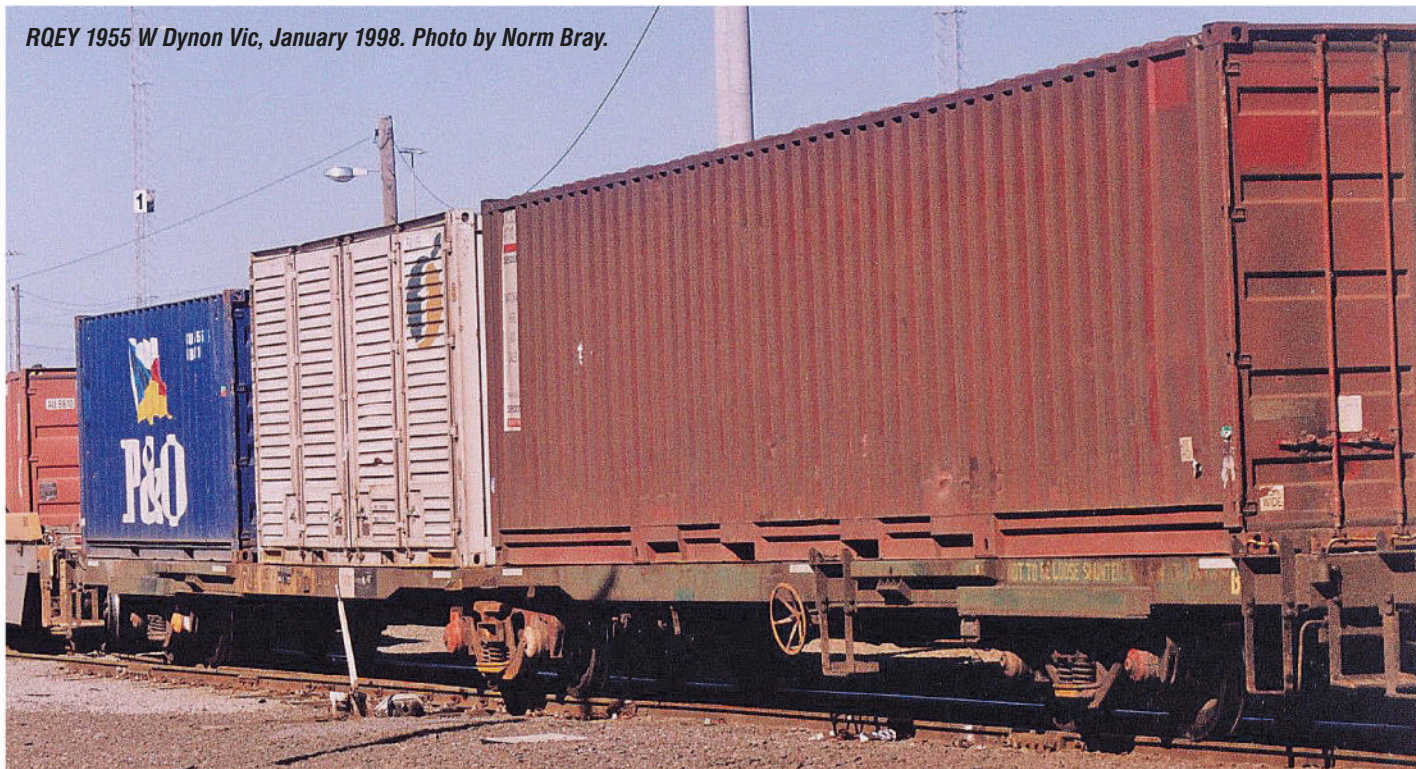
As of July 2026, the RQEY wagons continue to operate on these services with PN.

At least three wagons (1938, 1945 and 1952) were transferred to QR National and recoded QQOY whilst retaining their numbers and painted in a light grey/white livery like other QR rollingstock. They were seen on QRN's standard gauge container services across the country and continued with these services after QRN was rebranded as Aurizon.

Conclusion

The AQEY/RQEY wagons are yet another example of AN's innovation in the rail freight industry, recycling surplus wagons into efficient container flat wagons.

RQEY 1955 W Dynon Vic, January 1998. Photo by Norm Bray.

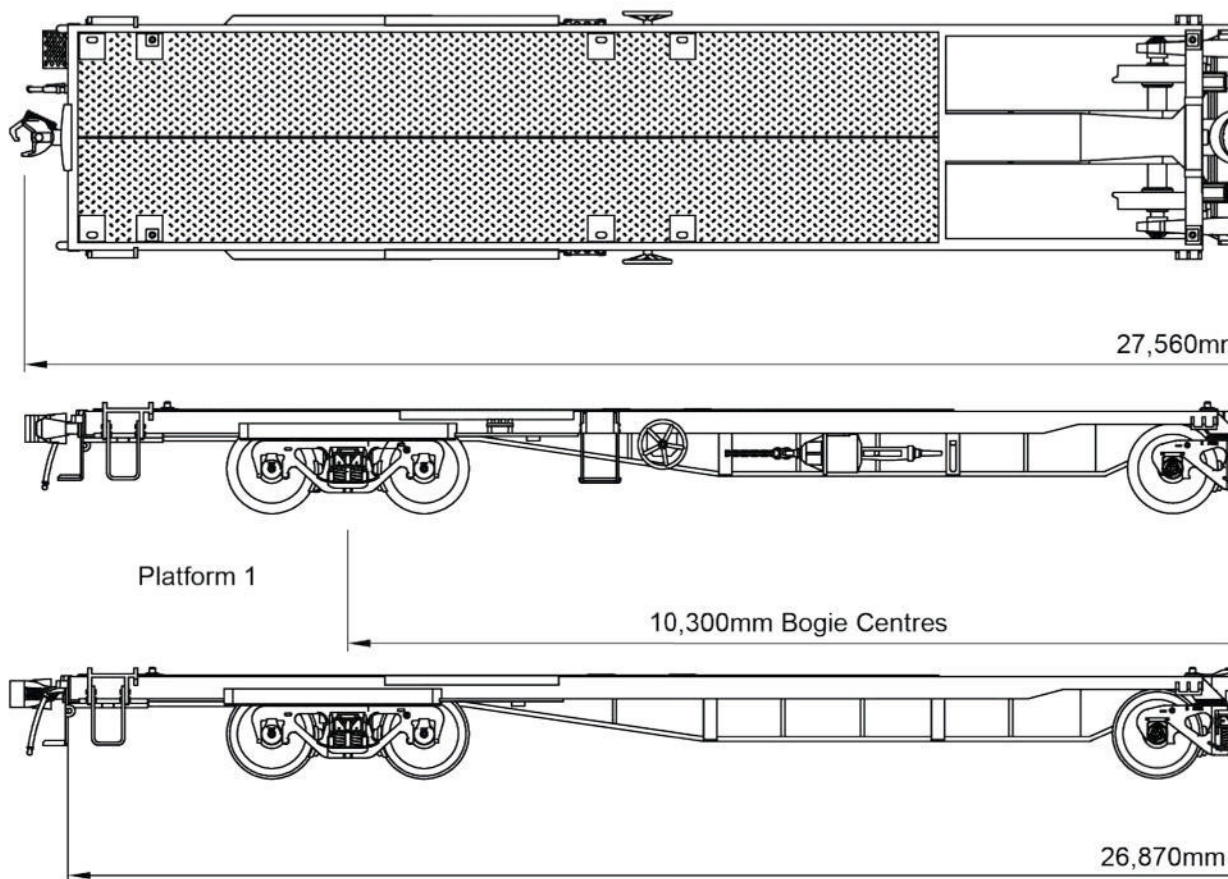
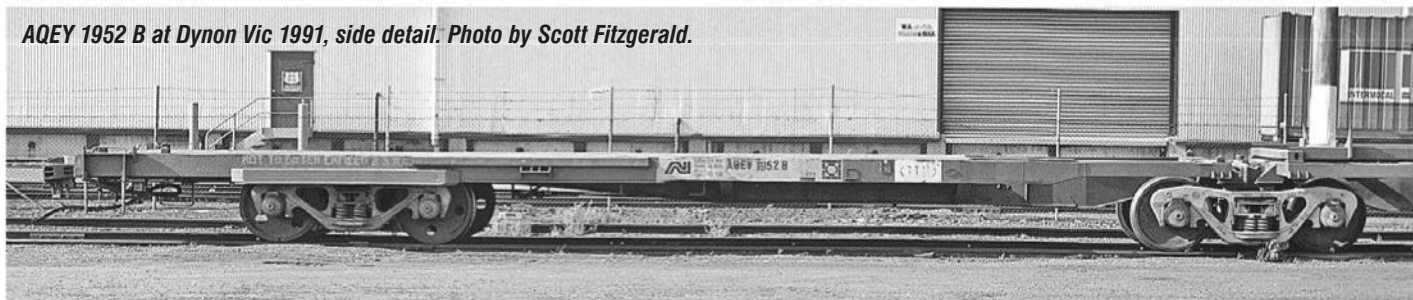


RQEY 1965 X – Middle Footscray Vic, January 1999. Photo by Norm Bray.

AQEY 1936 P – Goulburn NSW, July 2024. Photo by Mitch Campton.

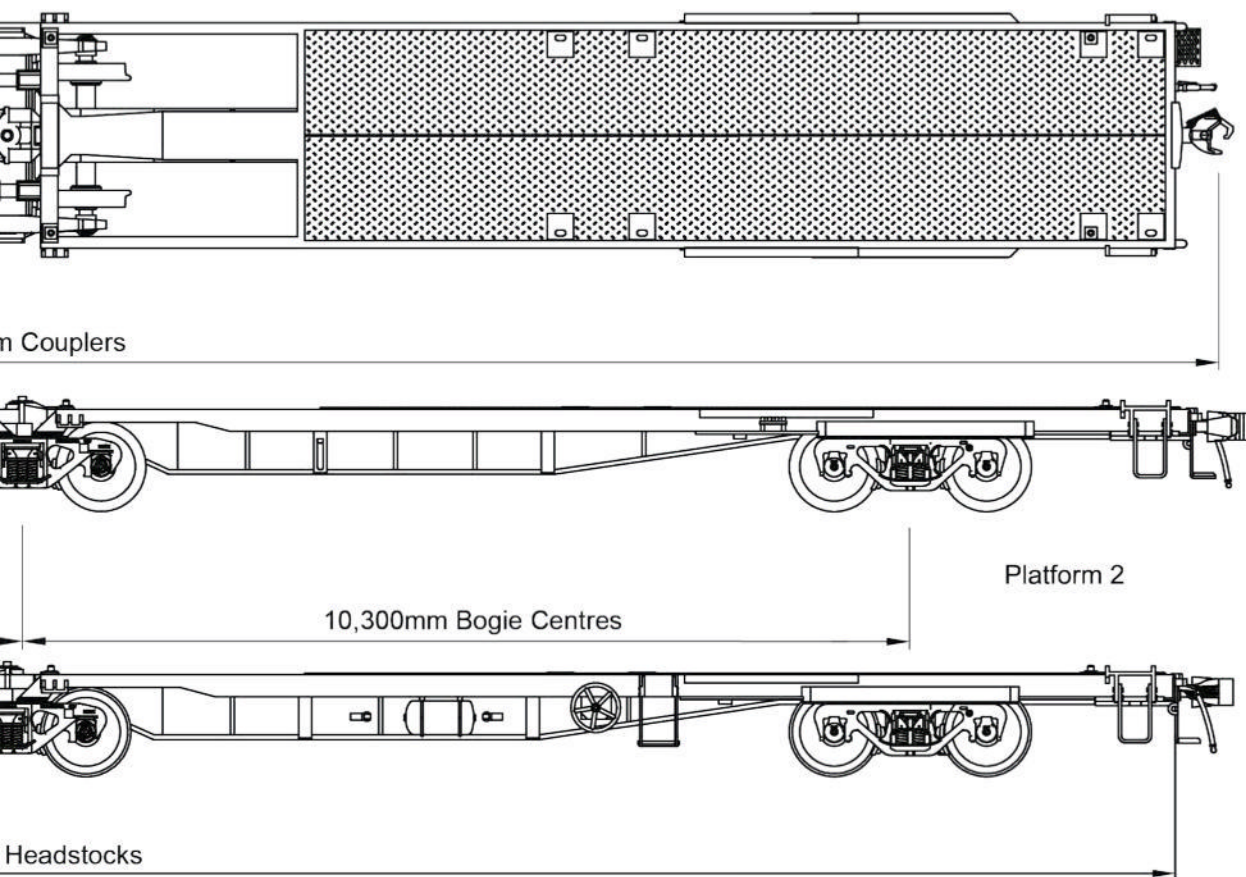


AQEY 1952 B at Dynon Vic 1991, side detail. Photo by Scott Fitzgerald.



RQEY Drawing scale 1:87 by Mitchell Campton.

AQEY 1952 B at Dynon Vic 1991, note the internal bracing arrangement. Photo by Scott Fitzgerald.



RQEY 1965 X – Middle Footscray Vic, January 1999. Photo by Norm Bray.



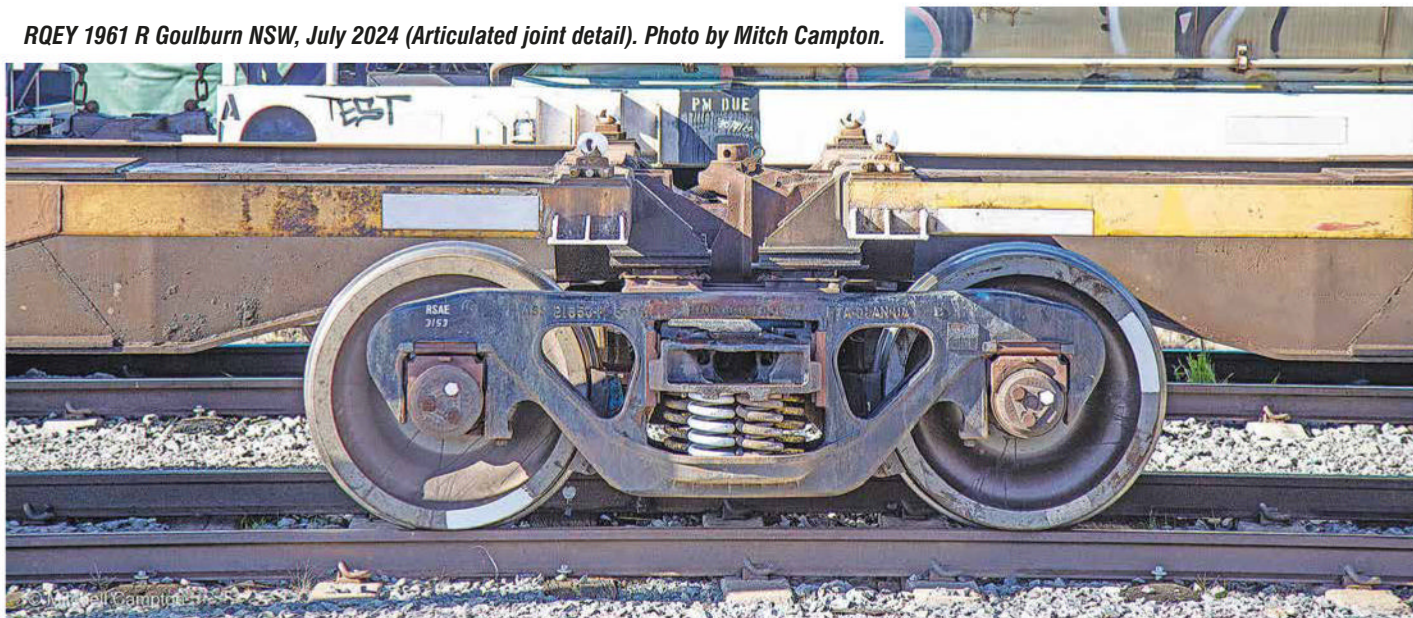
RQEY 1949 E – Goulburn, June 2026. Photo by Steven Pracy.



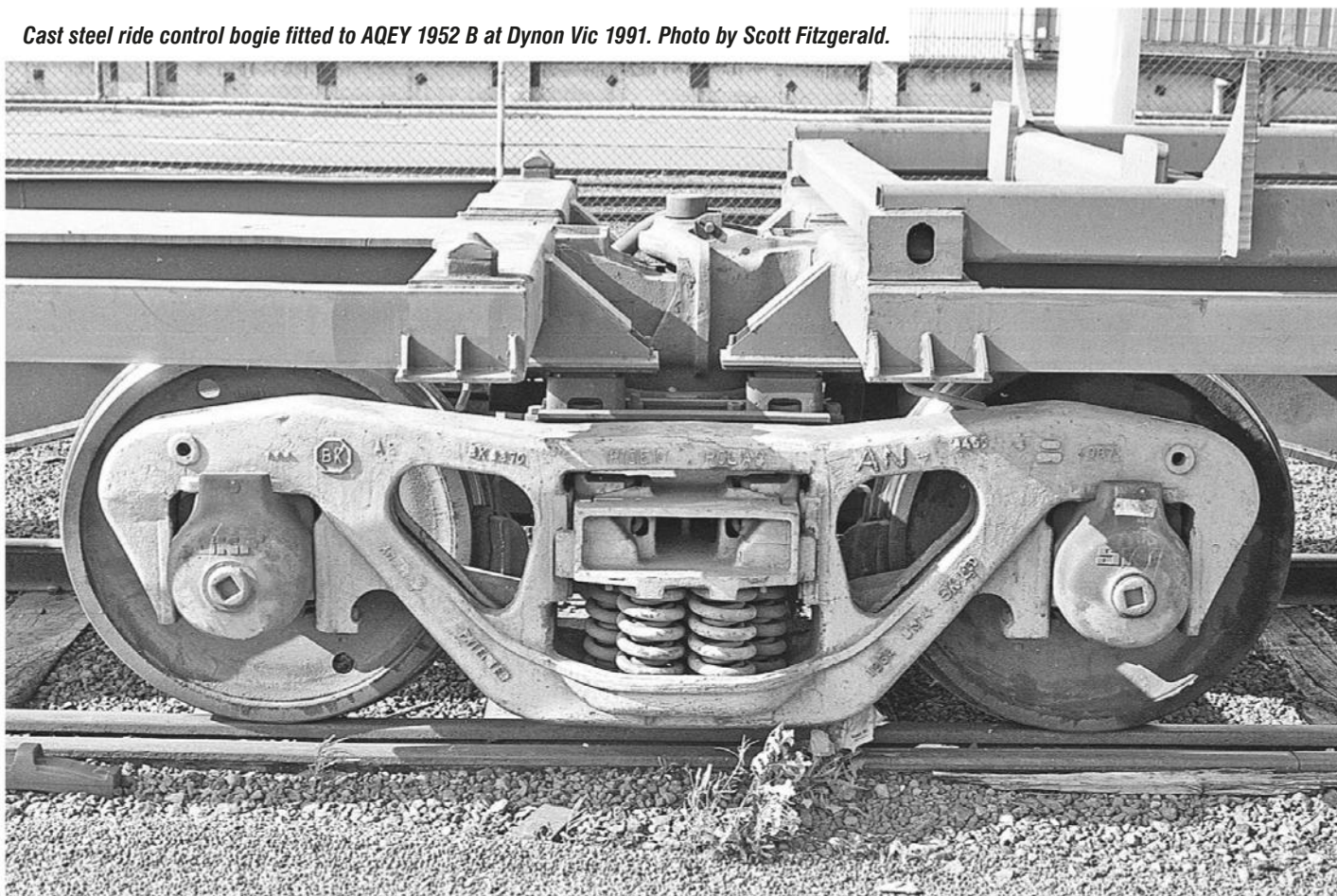
RQEY 1961 R – Goulburn, July 2024. Photo by Mitch Campton.



RQEY 1961 R Goulburn NSW, July 2024 (Articulated joint detail). Photo by Mitch Campton.



Cast steel ride control bogie fitted to AQEY 1952 B at Dynon Vic 1991. Photo by Scott Fitzgerald.



RQEY 1961 R – Goulburn NSW, July 2024 (Mid-wagon detail). Photo by Mitch Campton.

Designing and building a space-efficient staging yard.

Les Fordham outlines his techniques for designing and building a space efficient staging yard, which meets his layout's operational requirements. Photos by the author.



Photo 1. An overall view of the staging yard. There is some railway memorabilia mounted on the backboard and a copy of the operating sequence.

If you are like me and remember goods trains with guards vans, then sometimes this modern tool, the computer, does not always make life simpler. Over the last eighteen months I have been designing and building my final layout. The computer was ideal for putting down thoughts and listing what features were required on the new layout, but when it came to layout design software, I hit the buffers.

On my compact layout; i.e. a dimensionally challenged layout, a well-planned staging yard was as important as the station scene itself.

I had already decided on the basis for the station yard, but the staging yard required a lot more careful planning. How many layouts do you see with the staging yard represented by a group of dead-end sidings? I wanted to be able to remarshal trains in the staging yard without the need to run into the station yard, moreover, I wanted to ensure there was no need to manhandle locomotives or rolling stock.

My lack of carpentry skills and the release of a number of new models led to the decision to completely rebuild the layout. My earlier layout appeared in AMRM issue No. 348 June 2021 'Small Layouts' and was enjoyable to operate so that track plan formed the basis of the new station yard. Some design changes were made including: the addition of a longer station

platform, a platform loop and a turntable. As I investigated the operation of the revised layout, I decided that tender first running would not have been a feature of the prototype, so a turntable was required for the station yard as well as the staging yard.

In the model press I have seen many references to software designed for planning your model layout. Learning computer software is not as important to me as building the layout. I am not very patient learning new software and after a couple of days pounding the mouse and keyboard, I decided that my current method was the best way for me to design my new layout. I use PECO code 75 OO/HO track, so the first task was to download the PECO templates for the points I planned on using. During this process, I ended up incorporating one more addition into the plan, that being a carriage siding.

I enlisted the help of a local cabinet maker to make the new baseboards. Both sections are 1700mm by 470mm. The DCC Concepts alignment dowels were used where the baseboards join to avoid one of the main problems with the existing layout. As the real estate size was now fixed it was time to see where everything would fit. I find I can better visualise how everything fits and will operate on the actual baseboard by laying out different track arrangements.

I cut some timber sections into different lengths to represent different trains that I planned to operate. A Dymo label was printed for the different trains and these could be laid out to represent some complete trains. This way I can visualise where different trains would go and ensure the loops, and sidings were long enough. It also helps to make sure that an engine release track is long enough as well as ensuring that there is enough clearance around points and curves. The measuring sticks also meant that there was no need to use models that could be damaged as planning progressed.

With a good assortment of the PECO Templates, some lengths of flex track and my measuring sticks, I started to see how everything would be laid out (see Photo 2 and 3).

At the same time as the baseboards were being made, I also had a shorter section built with a sliding transfer table. The overall length is 850 mm with the sliding table section 720mm. Each track is long enough to stage a complete goods train, locomotive and brake van. The short 130mm connection allows a goods stable track connection to the station baseboard. This meant that if we downsized our home then I could have a shorter layout, see Photo 4.

The planning for the staging area took several hours as various track arrangements were laid out. I found that after I

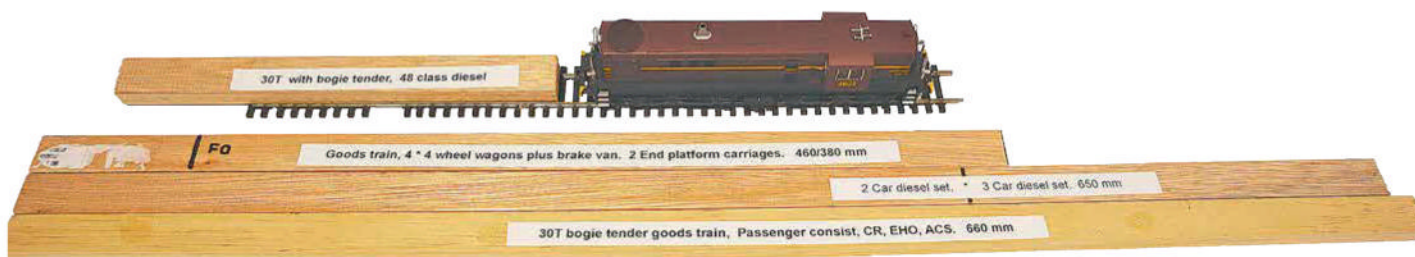


Photo 2. A selection of the various measuring sticks representing different train consists.

Photo 3. The staging yard baseboard with PECO code 75 track and points, plus measuring sticks, as planning proceeds. At this time, I have installed a panel to plug in NCE controllers plus a pocket to hold a controller mounted on the front fascia.



set out everything it was a good time to break for a coffee and leave it for an hour or so and then have another look at it all again. I wanted trains to be remarshalled within the confines of the staging yard as much as possible. There are five sidings allocated in the staging yard for use by goods trains, plus two locomotive sidings and the turntable.

All points in the staging yard, with the exception of the ones along the front of the baseboard are operated with DCC Concepts slow-motion point motors while the front points are connected by a wire in a tube to a double pole double throw (DPDT) slide switch for power switching to the point frogs.

From the yard throat (Location A, Figure 1) form the sidings for the spare passenger coaches, diesel railcars and assembled passenger trains are operated from a small group of DPDT miniature toggle switches mounted in a small electronics project box. DPDT switches are used to change the position of the points, because the slow-motion point motors operate when the polarity is reversed.

There is a scale 50ft turntable in the staging yard and another in the station yard. These were built using a PECO N scale turntable as the base (refer AMRM issue No. 376 February 2026 'Build an inexpensive NSWGR 50ft turntable'), see Photo 6. A head shunt provides somewhere to store the X200 shunting tractor



Photo 4. The shorter six-track sliding transfer table that was built if a shorter more compact layout was required.

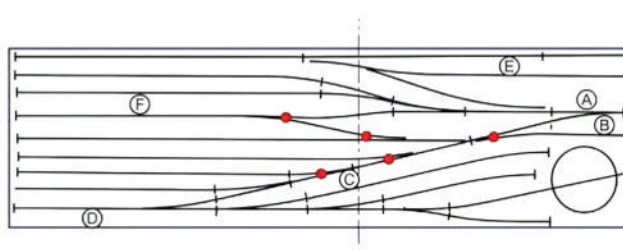


Figure 1.

- E. spare carriage sidings
- F. passenger train & railcar sidings



Photo 5. A small panel of DPDT toggle switches is used to operate the slow-motion point motors in the goods train section of the staging yard; these are marked with a red dot on Figure 1. It is possible to operate both points that form a crossover with the one switch. The wiring to one motor needs to be the opposite way around to the other set used to form the crossover.

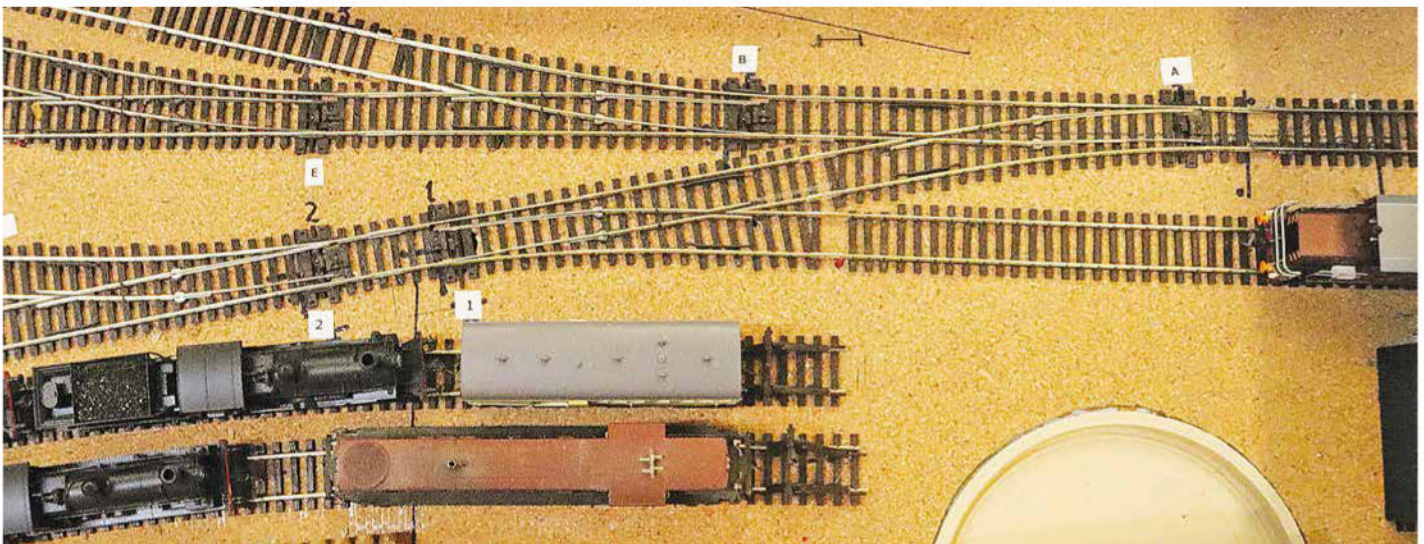
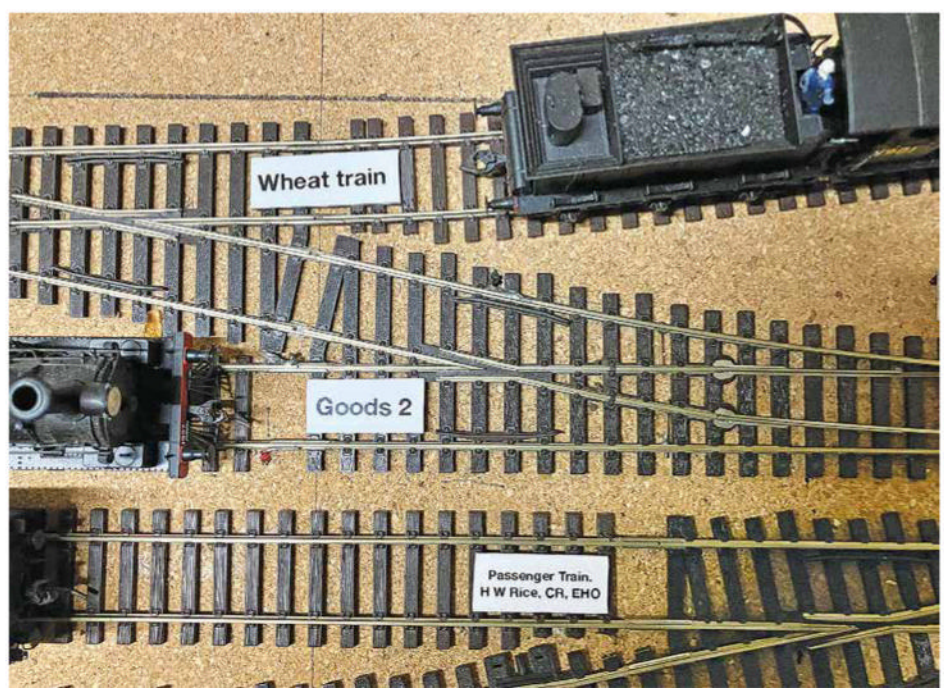


Photo 6. A view of the entrance points to the staging yard. Points are numbered to correspond with the switches on the control panel. To the upper right is the X200 allocated staging yard shunter.

NSWGR 2	
Steam locomotives on arrival at Yanga must be turned, coaled, watered and ash cleaned	
GSV	CW
S Oil drums	ABV
S Sheet Iron	S Building sheets
S Timber	S Sleepers
Goods Brakevan	Goods Brakevan

▲ *Photo 7. A typical goods train card. Wagons are listed according to their loads and not their wagon number.*

► *Photo 8. Staging yard tracks are labelled detailing which tracks are used for different trains.*



which is then used to remarshal the incoming goods trains, see Photo 6. The layout is operated to a sequence timetable, and there is a card for each goods train. The card lists two wagon consists, refer Photo 7. If for this exercise we assume the train in staging consists of the four wagons on the section on the left-hand side of the card; when the train arrives in the station yard, those wagons need to be shunted into the appropriate siding. The returning train is assembled from wagons detailed on the right-hand side of the card. While the shunting is being carried out, the incoming locomotive is turned and serviced ready to take the goods train back to the staging yard. It can take an operator ten to fifteen minutes to shunt a goods train. At my age, wagons are listed as per their load, so operators can easily see what wagons are required, instead of having to read small identification numbers on each wagon. This simple system works very well without the need for individual wagon cards.

The first set of points (Location A in Figure 1, also see Photo 6) on the right-hand side's position is fixed, as this is the

connection to the station yard. The first set of points (Location B in Figure 1) in the goods sidings, is for the headshunt where the X200 diesel rail tractor is stabled (See Photo 6). The next four sets of points are for the sidings where the goods trains are staged. Arriving goods trains run down this diagonal track, (Location D, Figure 1) Once the train has cleared points marked (Location A, Figure 1), they are then changed so that the station yard operator has a clear track to use if required. The X200 shunter then removes the brakevan from the train and shunts it into a vacant siding. It then removes the four wagons from the locomotive and places them into the siding with the brakevan. The train locomotive can then be turned on the turntable and then stabled or reattached to the goods train it brought in. The goods train is ready then to have a locomotive added and then despatched again when required. This is all carried out without shunting into the station yard.

There are three tracks at the top of Figure 1 for passenger trains as well as two tracks (Location E, Figure 1) shown

on the top right for spare passenger coaches. The operating sequence does not require passenger trains to be remarshalled during an operating session. The two-car and three-car diesel railmotor sets only require tracks free to be stabled on, but normally the three car (Deb) set is stabled on track (Location F, Figure 1) while the two car set is boxed away to free up some space on the layout.

As the siding space is limited you need to carefully plan what trains you will want to run and stage. To assist visitors when we operate the layout, each siding has a label set in the track with the details of what train will be staged on that track. Each label is printed on a Dymo labelling machine and then mounted on a piece of 0.020 thou styrene which is then glued onto the sleepers between the rails, refer Photo 8.

I hope that this presents a few ideas that might assist you as you plan your layout, and more importantly your staging yard.



◀ Photo 9. The carriage shed with an ACS branch line sitting and sleeping coach stabled in the shade.



▼ Photo 10. Shunter No. X210 with shunters float, is preparing to shunt locomotive No. 4801's goods train.

Victorian Railways F class

The AMRM team's detail hound presents modifications and details of the Victorian Railways F class shunter. Photos by Bob Richardson.

F class No. 207 at a gloomy Spencer Street station in May 1980. F207 is missing its headlight and mounting assembly. Other features include cut down buffers (as delivered) and dual three-link - auto coupler. Also note the two different style marker lights.



F class No. 212 in VR livery and F211 Little Trimer in V/Line livery. Its worth comparing the cab ends between both locomotives - F212 has now lost its headlight but retains the mounting and F211 retains it's lamp holder. F212's buffer beam seems to have incurred some damage and as a result shows a substantial repair. Dynon 13th of Oct 1985.



DETAIL HOUND



The Victorian Railways (VR) F class diesel shunter was built by English Electric in the United Kingdom by the Dick Kerr and Co. Ltd works in 1951. Production models were allocated works No. 1754 to 1763 (date 1951), road numbers F310 to F319 (later renumbered F201 to F210).

The State Electricity Commission (SEC) of Victoria ordered the same model for shunting their power generation facilities. Built at the Dick Kerr and Co. Ltd works, these models were allocated works No. 1806 to 1808 (date 1951), road numbers SEC1 to SEC3, and a final order with works No. 1915 to 1917 (date 1953), road numbers SEC4 to SEC6.

The SEC shunters were slowly sold to the VR; SEC 3 in 1958 to F211, SEC4 to

SEC6 to F212 to F214 in 1959 and finally SEC1 and 2 to F215 and F216 respectively in 1971.

Liveries:

All VR F class shunters entered service in engine black with red buffer beams.

Later liveries included red with yellow stripe, VR blue and gold and for F211, V/Line orange and grey.

SEC class shunters entered service in Hawthorn green, then blue and gold with tiger stripe ends.

Modifications:

Added post-delivery and prior to entry into service were straight cowcatchers (riveted and welded), motion gear protection boards, radiator air deflectors installed near the shunter's steps, and

dual three-link/auto couplers.

Later, angled cowcatchers, and auto couplers were installed and buffers were removed (not all class members had buffers removed).

Replacement marker lights were added over the years, in three different versions.

Installation of three chime airhorns.

V/Line liveried F211 was fitted with sealed headlights and revised radiator grilles with a V/ symbol.

References:

Rodger P Bradley, GEC Traction, Oxford Publishing Co. 1993.

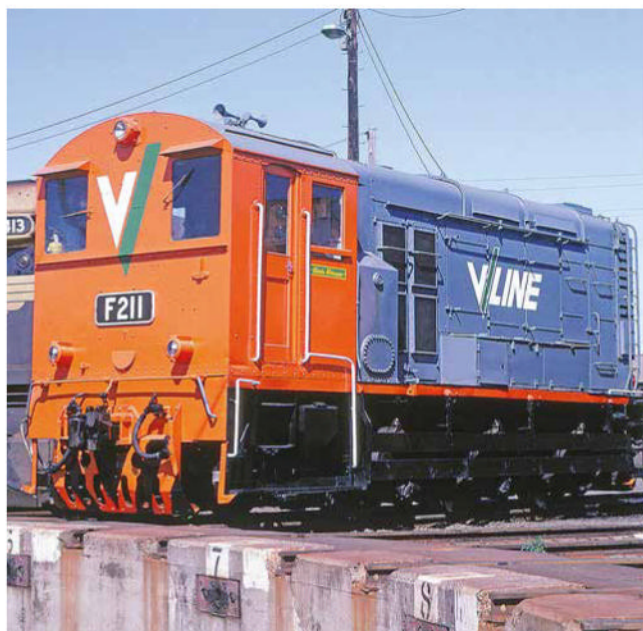
► *F class No. 208 Dynon Donk sits between assignments at Dynon, it's namesake location. The headlight and mounting assembly have been removed, and both marker lights are of the same design. Other items of note are the red buffer beam and sill, yellow handrails, absence of buffers and the addition of a three-chime air horn. 8th of Jan 1985.*



F class No. 203 shunts Spencer Street station in May 1980.



F class No. 208 Dynon Donk at Dynon 13th of Oct 1985, at the cab end is a revised version of a headlight fixture. Additionally, the left-hand side marker light has been 'modified'.



F class No. 211 Little Trimer is stabled around the Dynon broad gauge turntable. F211 is the only member of the class to be repainted in V/line tangerine and grey livery. Compare the headlight and marker light design to that of locomotive F208. Dynon 13th of Oct 1985.



F class No. 211 Little Trimer in V/line livery and F212 in VR livery are stabled around the Dynon broad gauge turntable. Both members are fitted with a three-chime airhorn and had the buffers removed. F211 is fitted with a revised design headlight. Dynon 13th of Oct 1985.



F class No. 216 (Ex SEC 2) at Newport 25th of May 1984 in a rather ratty SEC blue and gold livery, with a three-chime airhorn fitted to the cab roof, as well as a straight cowcatcher.



F class No. 212 in VR livery is stabled at Geelong locomotive depot. This locomotive is fitted with an original style headlight and the handrails have been painted yellow. 1st of Feb 1982.



F class No. 215 in VR livery at Seymour 27th of Jan 1980, the locomotive retains its original style headlight and a straight cowcatcher is installed.

Readers Gallery - Andrew Collier

Andrew Collier presents a selection of his bespoke models built for his interwar suburban layout 'Glenburn' and other prototype 'distractions'. Photos by Scott Fitzgerald.



This Victorian Railways (VR) re-built V class is converted from a Roundhouse 2-8-0, the last members of which were just hanging on into Glenburn's era. The modifications were material with considerable reduction in the boiler casting to a much narrower clean metal tube, new cab and all new fittings on the boiler including all domes and chimney. Similarly, the footplate, pilot and below footplate detail is all scratch-built. To represent the prototype slide valves, I stripped down the mechanism to base level, modified the motion plate to the V Class style and added thin strips outside the motion so it appeared to be sliding within the motion frame. Only the centre of the tender was retained with rivets, new bogies, flared lip, toolboxes and all other fittings being added. The Roundhouse mechanism in the V regularly hauled loads of all sizes smoothly over many years. Sincere thanks to Phil Dunn and Geoff Baxter for an amazing amount of prototype information that allowed a detailed rendition to be made.



I managed to acquire one of Train Hobby – Precision Scale Models' (PSM's) E Class locomotives with great provenance during 2010, a lucky find. The quality, detailing and finish of this model is outstanding. This was the first brass locomotive I owned and took quite a few years savings to afford, so it took a few years to acclimatise enough to have the courage to backdate it to a proper appearance for 'Glenburn's' era. The changes weren't too significant but made up for it in pure fear! With only 100 of these models made, I didn't want to get it wrong. I even found and bought a second one for 'insurance'! I removed the horns, leaving the whistle/squeegee. I then removed the extended/halved buffers, the housing for the auto-coupler and the coupler lift bar, then filed/sanded down the headstock flat. I formed a coupler strike plate from brass sheet in accordance with VR plans for the same (with thanks to Phil Dunn and Brett Whelan for provision of the plans), and added this along with screw link couplings, then added new buffers (Steam Era Models with the backing plate removed). I also added a brake activating rod and MV lenses to the marker lamps before painting the model black and applying light weathering.



The MU is a very special wagon suitable for just this era. Converted from livestock wagons while the U vans were undergoing conversion to autocouplers, they were reconverted back to original use once that program was done, so they had a life of just a few years. The model is scratch-built in styrene by noted rolling stock specialist Peter Ennis for 'Glenburn'; my only additions were the couplers.



An O hopper wagon was scratch-built using modified SEM Tommy Bent sides and SEM 10'6" chassis (6" too short for the O but retained as is for rigidity), the remainder being built up in styrene and wire, with the usual Glenburn accessories and detailing – buffers, hoses, some brake rodding, three-link or screw couplings.



◀ *This model is of a van that may not have existed. Phil Dunn kindly supplied a 1920 general arrangement (GA) drawing detailing conversion of one of the old style K flat wagons into a Tool Van for one of the overhead trains via addition of a box body, peaked roof and working platform. For night work, the plan has an acetylene powered lamp included - hence the small tank on one end, and pipework. This looks convoluted as the lamp is folded down for transit, as is the end roof platform extension. The GA was for the conversion of K157 - Peter J Vincent's (PJV) very helpful records show this K as having been converted to a water tanker or like, however later Ks of the same time may have had these changes done, as they are listed by PJV as having been converted to Overhead use. So, it may be a 'what if' or a prototype model. There were very similar if not same wagons in the overhead trains. The model is built up in bass wood with SEM W irons/ axleboxes, wheels (mounted in MJT fold up axleholders given the unusual chassis length), buffers and cut down brake lever workings. Other details are made up from the scrap box.*



This steel IB wagon was converted from a SEM 'Tommy Bent' IA wagon by slicing and reducing the side height. Sheeting is per the guidelines for a less-than full height load. The white smudges seen on many of my wagons were added to represent the shunters chalk markings which are apparent in many photos of the era - the previous destination being rubbed out and a new one written, not removed until the next rain!



One of my earliest wagons for Glenburn was this other IB wagon, again converted from a SEM 'Tommy Bent' IA wagon. I used the decals on Steam Era's Imperial decal sheet to show the correct tonnages per wagon at this time while buffers were still in use, as such, many of Glenburn's wagons had to have decals adjusted from those supplied – Phew!

Reader's Gallery



OT No. 8 was one of the very early VR oil tank wagons and was quite special as it was allocated to Jolimont and used for meeting the oiling requirements of the substations as part of the electrification of the Melbourne suburban Network. As such it is very appropriate to the layout and I set about backdating the exquisite later-configured model of this tank made by PSM. Changes were removal of the later additions (ladders, platforms, presumed breathing pipe on top, couplings), and fabrication of the hose box and supporting struts below chassis (styrene), switch box (styrene), pump (modified spares and chopped up machine guns from my misspent youth modelling war subjects), valves (chopped up aircraft landing gear from that same misspent etc.) and screw link couplings, before a respray and very light weathering. With thanks to members of the then Victorian Railways forum (now defunct) for detail on operations of this wagon, and Phil Dunn for accurate information on the changes.



One of my regular distractions is more modern Australian rolling stock. This is a HO scale model of the Electricity Trust of South Australia (ETSA) MDH diesel hydraulic shunter as used by them for the (now demolished) Playford Power Station near Port Augusta built using Comrail Models' 3D Prototyped body and a Hollywood Foundry mechanism with detailing. I have packed quite a bit of weight into the spare spaces and this locomotive both runs and pulls very well. Thankfully Hollywood Foundry was around to supply this asymmetrical chassis!



Z Van (ex D van). All three Glenburn Zs are a bit different from their better known cousins of the later decades of the 20th century but this Z is the most different from the 'standard' model. Peter J Vincents' excellent picture collection shows two D/Z vans with strapping and seemingly less prominent vertical boards than the later type. I haven't been able to verify whether these features were part of the early Z vans prior to the more plain vertical board style becoming dominant, or whether the strapping is the remains of these vans being rebuilt from earlier strapped D vans. PJV's rollingstock records show some of the D vans with plain board siding and outside strapping do not appear to have been rebuilt, however were fitted with Westinghouse braking and lasted (some for quite a few years) into Glenburn's era. To try and build one of these earlier Z vans, I started by trying to sand down as much of the board detail as possible, which of course removed all other detail so items like the steps and lamp brackets had to be scratch-built and re-added. I also used SEM's split pan chassis on the assumption of a new chassis being added, though admittedly the pictured vans have a slightly different and earlier style that may have lasted until withdrawal. Other differences are the single lower shunters board with just two short boards adjacent to the doors on each side, some different handrail lengths and positions, and the double roof. Detail work is a mixture of styrene and card (corrugated roof). Of note also is that these vans had black backing to their class/number etc. stencils in this era.



For one of Broken Hill Proprietary Ltd (BHP) Whyalla's DEs in their last days before rebuilding or sale, I used Bendigo Rail Models (BRM) VR T413 as a base (as it had the dynamic brake housings and fan grid) with modifications including cab roof extensions, footplate reduction, new pilots and shunters steps, exhaust silencer and air conditioner, new handrails and decaling and myriad smaller details.

◀ *I may be one of very few people who find the Morrison-Knudsen Australia rebuilds of the BHP Whyalla DEs attractive, especially in their early livery! For this HO model I modified a BRM VR T Class with the body being primarily a CAD/Rapid Prototyped shell with styrene and brass detailing. Decals were my own design, produced by Signs of All Kinds which is based in South Australia.*

**A History of the South Australian Railways
Volume 3. The Mature Railway.**
By Ron Stewien. Published by Everleigh Press.
Website: <https://eveleighpress.com.au/>
Contact: <https://eveleighpress.com.au/pages/contact>
Price: \$90.00 AUD

The book comprises a substantial 312 pages and contains mostly black and white images (which is expected for the era). Published in A4 size hardcover vertical format, this volume covers the growth period of the South Australian Railways (SAR) including the South Line, the Victor Harbor line and the South-Eastern system. There are 28 chapters covering everything from the railway engineers, the Melbourne Express, accidents and runaways through to the introduction of time zones, with this volume covering the years roughly from 1876 to 1890. About half of this volume covers the early locomotive fleet of the SAR. Each class is outlined in detail with appropriate images and importantly, detailed drawings. Most of these drawings are of a single side view, but invaluable

for the modeller, covering the broad gauge and narrow-gauge classes, roughly I through to Y classes.

Outlined in chapter 15 is a full tabulated list of these locomotives including the date in service, date condemned etc. as well as historic notes such as when they were cut up or modified.

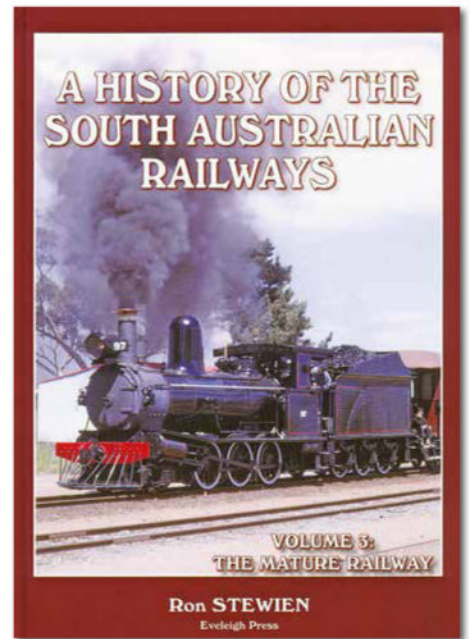
Chapter 21 covers American type locomotives, and it's entertaining to see whether they were 'bang for their buck' at this early time in history.

Chapter 5 includes detailed track diagrams of the South Line, Victor Harbor Line, Milang branch and the South-Eastern System – again, for modelling this era, invaluable.

The quality of locomotive drawings and station plans alone should be very attractive to the average modeller.

Overall, this volume is recommended as an interesting, informative and entertaining read, able to transport the reader back to the early days of the SAR, and outlining the challenges faced by settlement pioneers, much of which we now take for granted.

The AMRM Team.



Victorian Railways Echoes of the Blue and Gold by Nick Anchen.
Published by Sierra Publishing.
Website: <https://www.sierraaustralia.com/>
Email: sierra@netspace.net.au
Price \$99.95 AUD

Nick Anchen's latest book is exactly as it states, Echoes of the Victorian Railways (VR) blue and gold era. Most of the images are in the VR era, centred on the 1960s and the 1970s. A smattering of images are taken post the existence of the VR, however the image echoes back to the VR era.

Presented in a landscape format with over 200 full colour Kodachrome images, the book is segmented into nine chapters covering a particular location of the VR starting with suburban Melbourne, and then rural districts including the Yarra Valley, South West, Western, Central, Northern, North East and Gippsland. The 240 pages are very satisfyingly arranged, on generously-sized pages 306mm wide and 246mm high, with a sturdy hardcover.

Each chapter has an informative description and overview, which is further broken down into individual descriptions. For example, in the Melbourne Suburban chapter, each suburban passenger train type has an individual description.

Reviewing the presentation of the book there are some clear observations to be made:

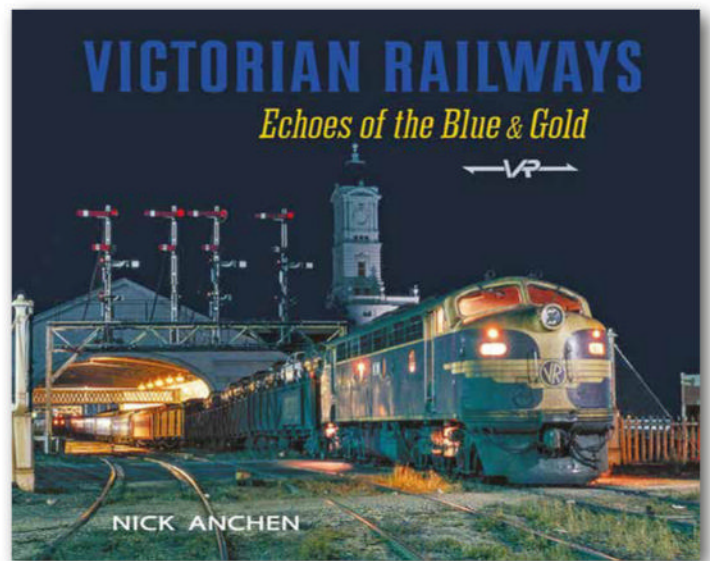
- The large size of the images, enabling the reader to immerse themselves into the era, with all the peripheral 'railway furniture' visible.
- Perfect colour balance and fine grain in the images. Clearly the GSM of the paper used, helps with this printing process.

There are some images at Flinders Street station that can put a shiver straight through you. As the images, at least for me, bring back memories of standing on the wind-swept platforms in the middle of winter, wrapped up as best you can (There were no North Face puffer jackets back then) hoping for a 'Silver' to be rostered on your train, only to get a door-jiggling 'ice cube'-equipped Harris set!

There are lots of impressive panoramic shots showing VR trains in their landscape, which is a great help for modellers to see what needs to be modelled past the 'fence'.

Nick also captured what at the time was commonplace, which again helps with era modelling.

VR locomotives are usually covered with a dusting of what could be



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

called VR grime; it has a slight red tint to it and is easy to see from the image on page 78 with a T, Y and F class locomotive in grime and a W class without. As with the rest of the book, this image is clear enough to show the different colours of rolling stock weathering in the background and the colours of tarpaulins.

Not only is this book a great modelling reference (for example colour-matching of locomotives, wagons and yards) but it will also please railfans with the variety of locations and consists.

Nick's presentation style is pleasing and the header font seems to be reminiscent of VR advertising materials (a nice touch).

It's a testament to Nick's work that there is not one 'marginal' image in this publication. Each image has fine grain, good focal length, and the large format really makes the images 'pop'. This book does not disappoint.

The AMRM team.

Queensland Railways – 1620 Class Diesel Electric Locomotive in 1:87 HO_{N3½} & HO Scale

by SDS Models in partnership with CGL Models

Website: www.sdsmodels.com.au - Phone 0431 423 878

Email: sales@sdsmodels.com.au

Website: www.cglmodels.com.au - Phone 0407 559 086

Email: info@cglmodels.com.au

Price: \$ 335.00 AUD DC - DCC ready. \$ 485.00 AUD DCC with sound.

Prototype

In 1965 Queensland Railways (QR) had 139 diesel locomotives, consisting of 97 mainline 90-ton units and 42 light branch line units, with over 613 steam locomotives still on the books. The 90-ton, 15-ton axle load (TAL) diesel electric locomotives (DEL) were doing the lion's share of mainline operations. A large section of the QR network was laid with 10 TAL track, this consisted of main regional lines in Western Queensland and branch-lines all over the state including the Brisbane suburban network. The advantages of diesel hauled trains were very clear at the time; the average steam hauled train was 262 tons compared to 557 tons for diesel hauled. Bigger trains lead to cheaper running costs, less staff and faster services. To dieselise the state's network there was a great need for more 10 TAL locomotives.

In late 1965 QR awarded two manufacturers contracts to supply more 60-ton locomotives: Clyde Engineering to supply 24 locomotives and English Electric to deliver 12. The Clyde units were like their earlier 1700 class in body shape, except the 567C prime mover was replaced with the 645E prime mover generating 746 kW of power for traction and became known as the 1720 class. The English Electric contract on the other hand, was a rounded corner hood type unit with a front hood like their recently delivered New Zealand Railway (NZR) Di class. Some would say it was the best-looking locomotive on the QR network. The EE 6CSRKT prime mover was the same engine type installed in the earlier EE built 1600 class, with a couple of added improvements, and it was claimed to have some extra power. The class were fitted with Delta type bogies and automatic couplers. This new locomotive was designated the 1620 class, and was assigned the same loads as the 1600 and 1700 class DEL's. Over the following years, follow-on contracts were awarded for additional locomotives from both manufactures.

The first contract of 1620 class locomotives (1620 – 1631) entered service between January and May 1967. They weighed 62.5 tons, carried 700 imperial gallons of fuel - 100 gallons more than the 1600's. The second contract (1632 – 1641) followed on, entering service between June 1967 to February 1968. The third contract (1642 - 1653) entered service between September 1968 to May 1969. During trials in the Brisbane area, the class could not maintain



▲ Locomotive No. 1632 at Mayne, changing crews in 1968. Photo by Arthur Hayes.

▼ Locomotive No. 1620 is in the Brisbane area for an overhaul, is seen returning from Beaudesert with an empty sheep train, in 1987. Photo by Arthur Hayes.



the timetable when rostered on Northside suburban trains. The first nine locomotives were sent to Cairns and Townsville, the next 10 were allocated to Rockhampton. Some were based at Alpha with their sister 1600's where they could be found in multi-unit operations with each other. A common sight was on the 'Midlander' between Emerald/ Alpha and Winton. The rest of the class remained in Brisbane for a short period before being sent north to work the Atherton Tablelands, Kuranda tourist trains and Mackay sugar trains.

In their respective depots the class worked all types of trains. The locomotives had a big impact on the way things were done. In the Mackay area PB15 steam locomotives were hauling 450 tons on sugar trains from the Mirani mill to Mackay, where as 1620 class DEL load was 1330 tons. Each year a special passenger train would run from Mackay to Finch Hatton and return for the local Finch Hatton show, and two 1620 class DEL's in multi-unit configuration would work a train of Sunshine coaches.

Members of the class were frequent visitors to Redbank Workshops for overhaul and major repairs, and thus the class could be observed working goods and shunt trains around the Brisbane area for a few weeks before returning north.

Following electrification of the Brisbane

suburban area, the 1720 class DELs were no longer required for suburban passenger working, and thus they spread their wings statewide replacing the earlier 60-ton locomotives and some of the 1620's. With many branch line closures and upgrading of track to 15 TAL in western areas there was little work for the 1620's. Coupled to this was QR's decision to withdraw all English Electric locomotives. Their last days were working shunt trains in Brisbane and the Toowoomba area. Mass withdrawal of the class occurred in the mid-1990's. No. 1624 was involved in an accident at Cloncurry in 1982 and not repaired. In 1995/97, eight of the class were sold to J. Holland Construction and shipped to the Philippines and Malaysia. A couple stayed around for a little longer as the Redbank Workshops shunter. No. 1620 was hired to Mt Isa Mines for a few months in 1995. Three locomotives (No. 1632, 1639, 1649) were sold to the Mary Valley Railway in 1997. No. 1650 was purchased by the Australian Railway Historical Society (ARHS), No. 1651 is in storage. 1620 was retained by QR Heritage and was restored to full working order in 2008. This locomotive worked various heritage and tours trains and at times would do a run to Gympie for coal, it was finally placed into storage in 2021 awaiting repairs.

The Model.

The manufacturer has supplied the model to run on both 12mm (HO $\frac{3}{2}$) and 16.5mm (HO) track, in DC and DCC with sound, in the following liveries listed in the table on the right.

In a future release, are scheduled the following liveries:

- 1632 MVHR 1996 – 2016. MVHR on side.
- 1632 RRC 2016 onwards.
- DMIA 8007 (Malaysia) red livery.
- DMIA 8008 (Malaysia) yellow livery.
- RE 7001 EM Rail (Malaysia) blue livery.

The models are packed in a stiff cardboard box lined with foam; the model sits in a moulded plastic cradle, similar in design to that provided by other manufacturers in recent years. A parts list and instructions are included.

Weight and dimensions.

In removing the model from the cradle, you could feel the model has some weight, 211 grams to be exact. For a comparison, my Far North Hobbies 1170 class 'Paw Paw' with a K & M mechanism weighed in at 216 grams.

The back-to-back on the wheel sets were checked and found to be 10.18 mm, all were within 0.01 mm. The genuine KadeeTM scale head whisker coupler was found to be compliant with the KadeeTM coupler height gauge at 9.9 mm. This was the same height set as on SDS/ CGL Models earlier 1460/1502 locomotives, which I did not change, nor did they cause any uncoupling issues on the layout. This setting allows the locomotive to be placed on the track and run on the layout without the need to make adjustment to the coupler trip pin. The coupler box has one set position; it's not a height adjustable type that was fitted to the earlier 1460/1502 locomotives.

The overall dimensions of the model reflect the prototype, using a A4 general arrangement drawing with basic measurements, the following observations were made listed in the table below.

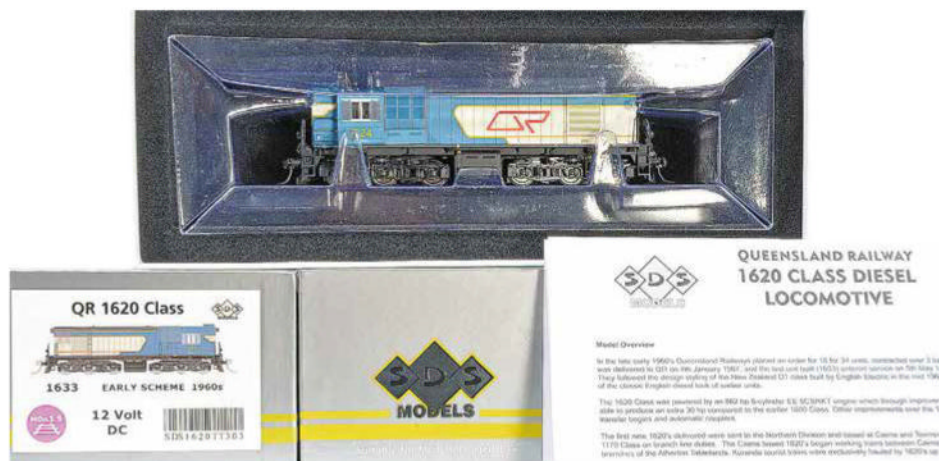
Overall, I feel all are well within acceptable tolerances for a working model designed to run on 18-inch radius track.

Queensland Government Railways 1620 Class Locomotive

Road Numbers	Livery
1620, 1633, 1645	Early 1960s (no QR logo)
1624, 1631, 1639, 1647	With QR logo 1970 - 1980s
1651	With QR logo 1970 - 1980s CGL Models exclusive road number
1628, 1635	With QR logo 1980 - 1990s
1620	Preserved



Model No. 1624, right hand side.



Box, box ends, locomotive cradle and instructions.

Drawing	Scale	Measurement
Over headstocks - 42 ft	147 mm	146.9 mm
Cab width - 9 ft	31.5 mm	31.6 mm
Width over footplates - 8 ft 6 ins	29.75 mm	29.8 mm
Wheel Dia. - 3 ft 1½ in new / 2 ft 9¾ in min	10.8/9.6 mm	10.7 mm
Distance between bogie wheel centre - 10 ft	35 mm	36 mm
Wheel Spacing (long) - 6 ft	21 mm	21 mm
Wheel Spacing (short) - 5 ft 6 ins	19.25 mm	19.15 mm
Rail level to jacking pads - 3 ft 11 ins	13.7 mm	13.5 mm
Height - 12 ft 7½ in	33.15 mm	44.2 mm

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

To remove the body, undo the two coupler screws and the body shell can be removed. The locomotive lighting is part of the main mechanism.

DCC installation.

DCC equipped locomotives are fitted with ESU Full Throttle Diesel Loksound V5 21 MTC pin motherboard. Exclusive sound by 'DCC Sound' was recorded from an operational locomotive on the Mary Valley Rattler. The instruction sheet lists the various functions available, which include headlight – direction, horn, drive hold, locomotive brake, front number board lights, prime mover, rear number board lights, coupler, coast, heavy load, shunting mode, sound fade, sanding valve, compressor, wheel handbrake and curve squeal.

The model is packed with detail from end to end including: working head and number lights, hinges, catches, louvers, lifting lugs, windscreen wipers, window protectors, anti-slip footplate detail, distribution valve, steps, ladders, radiator overflow pipes, radiator/engine water drain/fill cocks, etc. as per the prototype. On the roof, the radiator fan is visible through the grille, water fillers, lifting rings, ventilators, horns, hatches, grab handles.

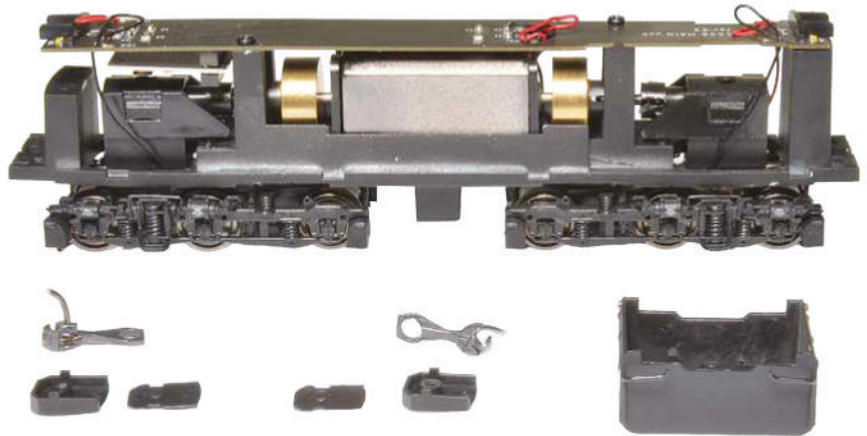
Some locomotives received modifications during their working life, such as the fill/drain radiator/engine cocks under the radiator louvers, which were relocated and the area was blanked off. This has been captured on the relevant models.

To see all the detail on the bogies you will need a magnifying glass. The name of the bogie manufacturer and builder of the locomotives is embossed on the main frame with other markings. Plus, there are air pipes to the brake cylinders, linkages between the brake blocks, sand boxes, lifting lugs, various suspension springs and hangers. The bogies are fitted with blackened wheels, giving a great looking bogie.

The front and end of the locomotive have not missed out on detail: finely detailed cow catchers, full size buffers, brake and Multiple Unit (MU) air pipes and hoses, coupler release lever and MU socket. The handrails are a Delrin type material with some flexibility, should they be knocked with your hands. The end handrails contain the destination board holders, walkway platform and gates for multi-unit operations, and the unique English Electric marker lights fitted are with lenses.

Livery

The early QR diesel locomotive livery, as good as it looks, it's not the best livery to paint. Depending on the era, there could be eight or nine different colours that need to be applied to the model. If you were to ask a group of modellers what they think of one of the colours, no two will agree. Coupled to this is the variation of film colours over the years, the light on the day, and the lighting in our train room, all sending different tones and shades. Having painted one or two QR locomotives, I feel the



1620 class mechanism, fuel tank and draft gear.



Model left hand side.



With fill cock installed version.



Blanked off version.

finish on the model is excellent. The true spirit of the locomotive has been captured, the separation of the colours is good. The white section on the prototype locomotive is actually 'Dove Grey', and this has been applied exceptionally well. The golden yellow lining, one of the most difficult colours to apply, is sharp and conforms to the prototype. Markings and signage on the locomotive is excellent, clear and in some locations is very small and still readable. Piston brake travel is shown on the brake cylinder, along the footplate side is bogie isolation, lube oil drain, dead eng. device. On the headstocks you will find the air hoses are identified, unit length and drawgear strength is shown. Under the cab number you will find lettering stating, 'English Electric' and 'Designed & Built in Queensland'.

Operation

On the layout the locomotive operation was smooth and quiet, especially when running over track joints. Operating on PECO HOm track and points there were no issues, and the transition over points was smooth as if they were not there. Checking in with other modellers with both PECO and Shinohara points on their layouts, again they were very happy with the way the locomotive travelled over the points. On a slight grade, the locomotive was able to haul a train of 12 bogie loaded sheep wagons (60 grams each) comfortably at a steady speed; a good branch-line train. The locomotive was coupled to various items of rollingstock, including r-t-r models from other manufacturers, kits from various manufacturers and scratch-built wagons. There were no uncoupling issues during the operational evaluation period.

Summary.

In taking the locomotive out of the box, you know you have a model that is a dead ringer of the QR 1620 class locomotive in all aspects. The model is superdetailed and superbly fits the 'look' of the prototype from front to back. The model can be handled with ease and without fear of damaging the detail. The finish has captured the true spirit of the prototype and is excellent. On track the model runs well and looks great on a train sneaking around the layout. Overall, a first-class model for all modellers regardless of their status in the hobby. If you are looking for a branch-line, -comeshunt-engine for the layout, or you want to be following the prototype practice and allocated a section of the layout to EE locomotive operations, this model is for you.

Hats off to the SDS/CGL Models team for an outstanding model, a locomotive that fills a gap from the late steam era for the 1960's to the diesel days of the late 1990's.

I'm sure most modellers would not understand the processes involved in the manufacturing world of today, following the COVID-19 pandemic, the issues and pain it brings. Thank you for an awesome model. I am sure many modellers will truly appreciate SDS/CGL Models efforts and will find many hours of enjoyment operating them on their layouts.

Arthur Hayes



Model roof and walkway – footplate detail.



Long hood and bogie detail.



▲ The road number font and location changes to reflect the different eras.

▼ No. 1624 left hand side.



Recent Releases

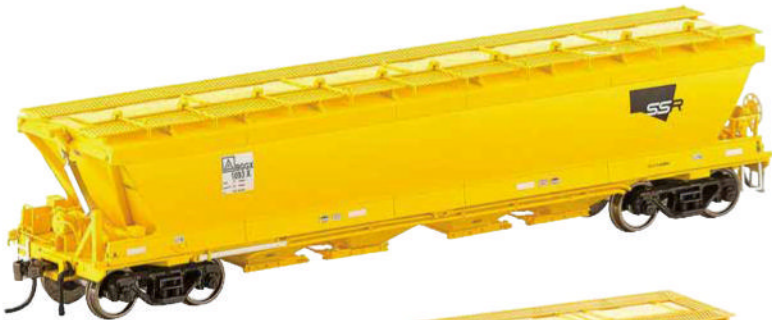
Auscision Models HO and N scale

Has released the HO scale r-t-r Victorian Railways (VR) GJF - VHGY grain hopper wagons, V/Line VHGF and Southern Shorthaul Railroad (SSR) BGGX - BGGY.

Available in four wagon packs and liveries as follows:

► BGGX in SSR livery.

VHGY, BGGX & BGGY Liveries	Code	Packs
VR	GJF	2
VR	VHGY	2
V/Line Grain	VHGY	1
V/Line Grain	VHGF	1
V/Line Freight Carton & United	VHGF	1
V/Line ABB Tangerine and grey	VHGY	1
ABB green and yellow	VHGF	1
Freight Australia	VHGF	2
Pacific National	VHGF	2
SSR yellow	BGGX	1
SSR yellow	BGGX BGGY	1



VHGY in VR livery.



VHGF in PN livery.

Has released the HO scale r-t-r Aurizon QHCH coal hopper wagons.

Available in four wagon packs in configurations as follows:

Aurizon QHCH Liveries	Code	Packs
Aurizon un weathered	QHCH	4
Aurizon weathered grime	QHCH	4
Aurizon silver - grey weathered (unannounced premium model)	QHCH	4



Aurizon QHCH weathered coal hopper wagons .

Has released the HO scale r-t-r Victorian Railways Harris suburban Electric Multiple Unit sets with and without DCC and sound, in VR blue and gold 1975 – 1988 livery.

Note: Each pack as one powered M car. DCC and sound equipped models two M cars are fitted with a LokSound 5 Fx decoder and speaker.

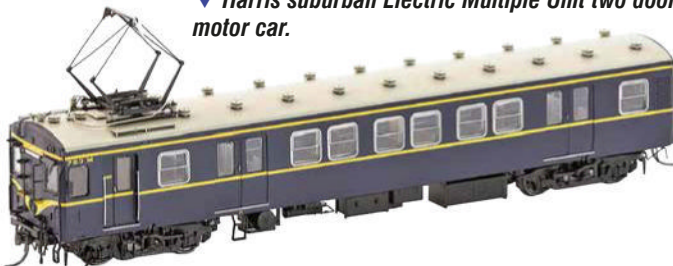
Available in four car (M-T-T-M) and seven car (M-T-T-M-BT-T-M) packs, in configurations as follows:

Harris Livery differences	Configuration	Packs
Trailer cars with blue window frames	3 door 4 car	2
Trailer cars with sliver window frames	3 door 4 car	2
Trailer cars with sliver window frames	2 door 4 car	2
Trailer cars with blue window frames	3 door 7 car	1
Trailer cars with sliver window frames	3 door 7 car	1
Trailer cars with sliver window frames	2 door 7 car	1

▼ Harris suburban Electric Multiple Unit three door motor car.



▼ Harris suburban Electric Multiple Unit two door motor car.



Auscision Models HO and N scale - Continued

Auscision Models has also released the N scale r-t-r Public Transport Commission (PTC) of New South Wales KLY - NLKY louvre van

Available in single wagon packs and liveries as follows:

NSW KLY - NLKY louvre van Liveries	Code	Packs
PTC blue	KLY	2
PTC blue	NLKY	2
SRA of NSW red	NLKY	2
SRA of NSW wagon grime	NLKY	2
Sadleirs - National Rail green and yellow	RLUY	2
Sadleirs Transport green and yellow	RLSY	2
Sadleirs Transport green	RLSY	2
Sadleirs Logistics green	RLSY	2
National Rail grey	RLUY	2
Pacific National blue and wagon grime	RLUY	2



NLKY in PTC blue livery.



RLUY in Sadleirs Logistics green livery.

Also released in N scale r-t-r are the PTC of NSW KLY - NLKY louvre van. Available in single wagon packs and liveries as follows:

PTC of NSW KLY - NLKY louvre van Liveries	Code	Packs
PTC blue	KLY	2
PTC blue with R logo	KLV	2
PTC blue	NLKY	2
SRA of NSW red	NLKY	2
SRA of NSW red R logo	NLKY	2
SRA of NSW red with L7 logo	NLKY	2
National Rail wagon grime	RLSY	2
Sadleirs Transport green	RLUY	2
Sadleirs Logistics green	RLUY	2
Pacific National blue and wagon grime	RLSY	2

Ballantyne Designs HO scale

Has released a range of detail packs as follows:

Clyde builders plates in the round style as seen on C38s, D50s and other steam locomotives. These have been produced to scale as far as possible and are 0.3mm thick. There are six plates in each etch, this will cover one locomotive plus spares. Also released is a detail pack for the Australian Railway Models (ARM) C38 steam locomotive, along with a replacement close couple drawbar.

A detail pack for the Auscision Models Tangara suburban Electric Multiple Unit. Disc brake etches (20), and modern Emergency Cutting Access plates (6) which were installed on the roof of sets from 2016. This etch is enough for a four-car set with some spares.

Contact: ballantynedesigns13@gmail.com



ARM C38 class locomotive with builders plates.



Tangara model fitted with disc brakes.



Tangara model fitted with emergency cutting access plate.

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amrmteam@outlook.com

AMRM Team

Recent Releases

Iron Rail 3D models HO scale

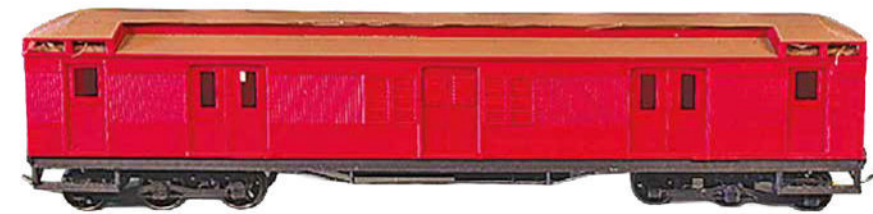
Has released a New South Wales Government Railways (NSWGR) two bay relay hut kit. Also available are single bay and three bay versions, along with other detail parts such as Australian Mailboxes and payphones. Refer: <https://ironrailmodels.com/>



NSWGR two bay relay huts.

Paul's 3D prints HO scale

Has released a VR CW joint stock guards van kit. Available in green with yellow and black lining or red with brown roof. Refer: <https://pauls-3d-prints.square.site/>



CW guards van in red with brown roof.

SDS Models HO, HO_N3½ scale

Has released the r-t-r PTC of NSW OCY - NQOY 63ft container flat wagon. These are available in four-wagon packs and liveries as follows:

63ft NSW OCY - NQOY flat wagon Liveries	Code	Packs
PTC teal	OCY	2
PTC teal	NQOY	2
SRA of NSW red	OCY	2
SRA of NSW red	NQOY	2
Road grime	NQOY	2
Road grime	NQOF	1
Sunrice and grime	NQPY	1
National Rail	RQSY RQBY	1
National Rail	RQBY	1
Pacific National	NQOY	1
Pacific National	RQBY	3

Pilot model NQOYs in a sample version of a proposed 'Flat Faded Finish'.



RHGF aggregate hopper wagon in National Rail livery, pilot model shown.

SDS Models has also released the r-t-r National Rail RHGF aggregate hopper wagons. Available in four wagon packs and liveries as follows:

National Rail RHGF aggregate hopper liveries	Code	Packs
National Rail	RHGF	4
Pacific National blue	RHGF	2
Pacific National faded blue	RHGF	2

In conjunction with CGL Models, SDS Models has released the r-t-r Queensland Government Railways 1620 class locomotive. Refer: <https://sdsmodels.com.au/> Available in HO and HO_N3½ with and without DCC and sound in the following liveries:

Queensland Government Railways 1620 class locomotive	
road numbers	Liveries
1620, 1633, 1645	Early 1960's (no QR logo)
1624, 1631, 1639, 1647	With QR logo 1970 - 1980s
1651	With QR logo 1970 - 1980s CGL Models exclusive road number
1628, 1635	With QR logo 1980 - 1990s
1620	Preserved



Locomotive No. 1651 in Queensland Railways livery, operating production pilot model shown.

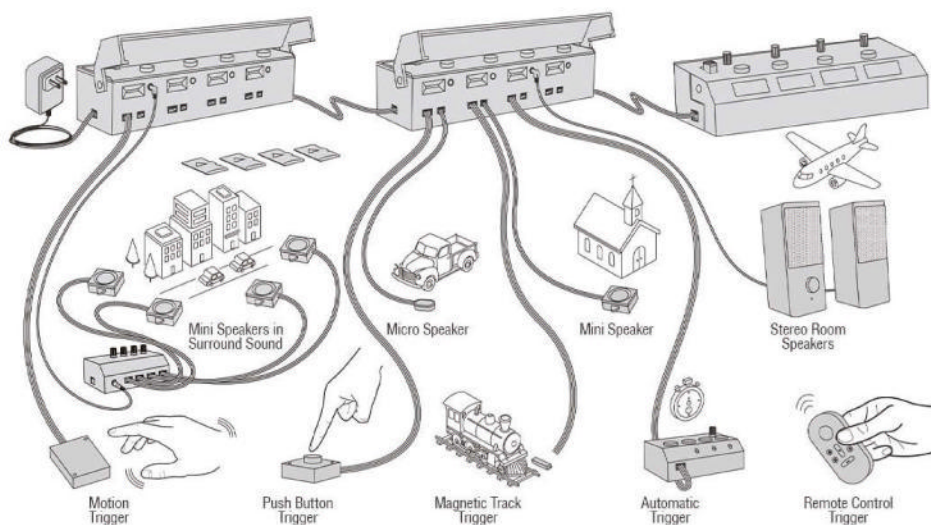
Woodland Scenics - All scales

Has released a Sound Hub starter kit for their Just Plug® Sound System. This system is pure plug and play, simply connect the power supply to the sound hub, insert the sound cards, and plug in the mini speakers.

You can use their pre-recorded sounds or create your own and transfer them to a sound card with the included card reader. You can utilise up to four sounds, and regulate volume and sound operation with built-in controls.

This system is expandable and you can create multiple effects when combining them with a variety of triggers, speakers and other sound system accessories, see diagram.

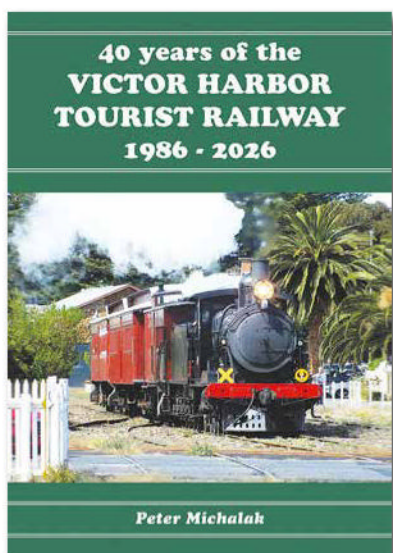
► Sound system contents.



◀ Example of expanded sound system with speakers and triggers.

40 Years of the Victor Harbor Tourist Railway 1986 - 2026 - Book

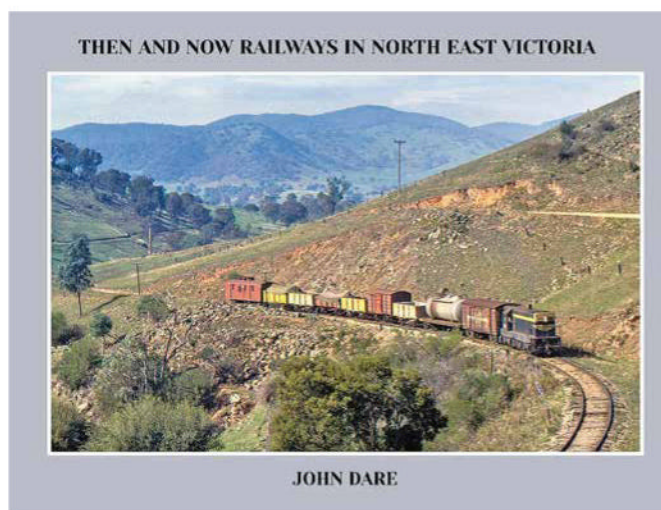
40 years of the Victor Harbor Tourist Railway 1986 – 2026, published in conjunction with Railmac Publications. Author Peter Michalak has produced an A5, vertical-format, 116-page book populated with almost 200 images, celebrating 40 years the Victor Harbor Tourist Railway. Refer <https://railmac.com/> and <https://www.steamrangerheritagerailway.org/>



Then and Now Railways in North East Victoria - Book

Then and Now Railways in North East Victoria, is a self-published book-by the author John Dare. This publication is a hard cover, 80-page book in landscape format, with 200 colour and monochrome photographs. The book includes detailed captions and history of railways in North-East Victoria. This publication is available at select model railway shops and book shops in Melbourne and Sydney suburbs, refer the AMRM Hobby Shop Directory for details.

Alternatively, modellers can contact the author directly at: gunzeljohn@gmail.com



Auscision Models HO scale

Have received the unpainted pilot model of their r-t-r Freight Rail pilot model. Features of this model will include:

- Headlights, marker lights number board lights, ditch lights, coupler lights (front and rear), cab lighting, ground lighting above the bogies, with three lights above front bogie and two lights above rear bogie on both sides of the locomotive.
- Coreless motor with twin brass flywheels
- Etched metal steps, sanding pipes, all airlines and cables plus traction motor blower ductwork
- Etched metal see-through grilles on body side, and metal lift rings
- Full radiator and detailed dynamic brake detail visible through top roof fans and side grilles
- Full detailed cab interior with seating and all control stand details included.
- Magnetic muffler cover for ease of accessing the DCC 21 pin socket.
- Brass airhorns, and etched metal windscreen wipers and cab side mirrors.
- DCC Sound models will have twin large speakers for optimum sound and power capacitors for trouble free running

Painted pilot models are expected to be completed in coming months.

The production run is scheduled for late 2026.



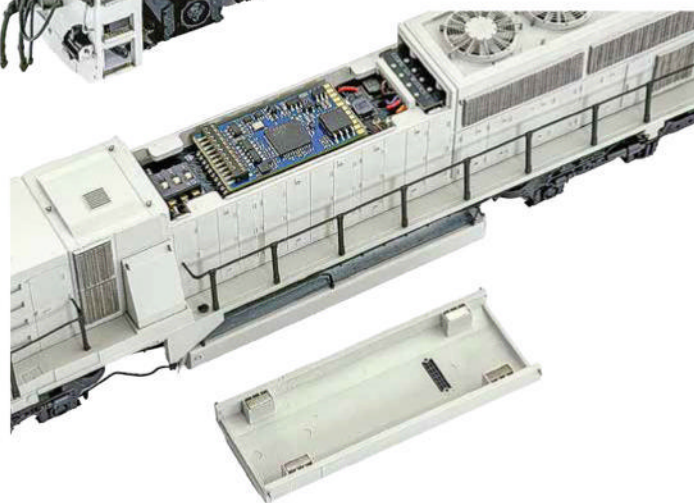
▲ Unpainted pilot model Freight Rail 90 class locomotive.

▲ Unpainted pilot model Freight Rail 90 class locomotive dynamic brake and radiator detail.



► Unpainted pilot model Freight Rail 90 class locomotive with muffler section removed showing the position of the 21-pin socket.

▼ Unpainted pilot model Freight Rail 90 class locomotive showing the installation of bogie lights.



► Unpainted pilot model Freight Rail 90 class locomotive cab.



Want to be published in the AMRM?

Do you have an article idea, or would you like to see your layout in AMRM?

Contact the editor at:
amrmteam@outlook.com

AMRM Team

Auscision Models HO scale - Continued

Have announced the following locomotive re-runs r-t-r with and without DCC sound and power capacitors, delivery is expected in 2027.

NSWGR 43 Class & 46 Class	
Road Numbers	Livery
4301, 4306	Indian Red (1952 to 1959)
4302, 4304	Indian Red with coat of arms (1959 to 1969)
4303, 4304, 4305, 4306	Indian Red with silver pilot and duck egg logo (1969 to 1979)
4601, 4611, 4616	NSWGR Midland Red
4608, 4629	Indian Red with signal red striping
4620, 4634	Indian Red
4602, 4631	Indian Red with silver roof
4623	Indian Red with blue L7 logo
4604	Indian Red austerity with white L7 logo
4626, 4635	PTC of NSW Reverse
4607, 4611, 4625	SRA of NSW Candy with silver roof and yellow L7 logo
4608	SRA of NSW Candy with white roof and yellow L7 logo
4632	SRA of NSW Candy with reds roof and white L7 logo
4639	SRA of NSW Red Terror
4627, 4630	Freight Rail blue and yellow

Have received unpainted pilot models of their Victorian Railways AX double deck car carrier wagon, Great Southern Railway AMRZ or AMPZ MotoRail wagon with mesh sides and Australian National Railways AMNX open sided double deck car carrier wagon.



▲ VR AX MotoRail double deck car carrier wagon, unpainted pilot model.



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



Locomotive No. 4301 in Indian red livery.



Locomotive No. 4616 in Midland red livery.



Locomotive No. 4612 in Indian red livery.



Locomotive No. 4632 in SRA of NSW Candy livery.

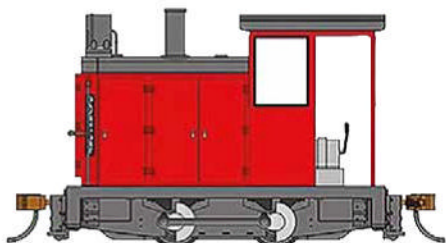


▲ AMNX Australian National Railways open sided double deck car carrier wagon.

Bachmann Trains On30

Has announced a re-run of the r-t-r Davenport 0-4-0 gas mechanical locomotive, with DCC and sound, in four different liveries.

- Bethlehem Steel orange livery, Sumpter Valley Railway No. 101.
- Painted unlettered, black with orange stripes and red and black.



Davenport 0-4-0 gas mechanical locomotive in red and black livery, digital rendering.

Ballantyne Designs HO scale

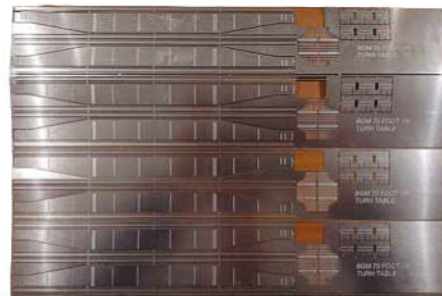
Has developed a NSWGR 79 Class, Australian National Railways DE class cab designed to fit a Bachmann 44Ton shunt locomotive. This 3D print includes the correct vents and steps. Refer: <https://ironrailmodels.com/>



NSWGR NSWGR 79 Class, Australian National Railways DE class 3D printed cab.

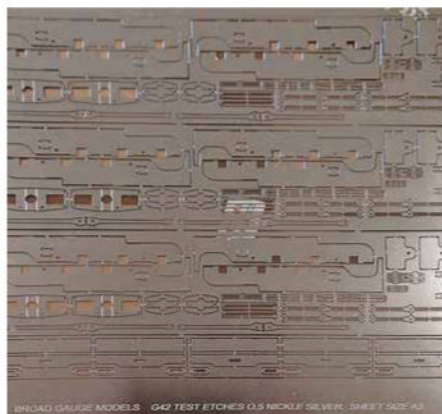
Broad Gauge Models On30 and HO scale

Have received test frets of their On30 G class locomotive and their HO scale VR 70ft turntable kits.



▲ **VR 70ft turntable kit test fret.**

▼ **VR On30 G class locomotive kit test fret.**



IDR Models HO Scale

VR F class shunter r-t-r project update: The ESU sound decoders (the final piece of the project puzzle) will not be delivered to the factory until mid-August.

Unfortunately, this means production has been delayed and delivery of the F class shunter models is now due in September, after the AMRA Caulfield Exhibition.

However, F class shunter final production pilot models will be on display at the AMRA Caulfield Exhibition, giving modellers the opportunity to see them in person.

IDR Models would like to sincerely thank all modellers who placed a preorder for the VR F class shunter. Additionally, thank them for their patience, continued support and understanding throughout this project.

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

Ixion Model Railways HO scale

Have received painted pilot models of their r-t-r VR RT Rail Tractor. The pilot models will be on display at all the exhibitions that Ixion Model Railways attends. During tests on various layouts, the pilot model has shown smooth, slow running and greater-than-prototype hauling ability.

Preorders for the RT are available on the Ixion website (where the models have proven very popular) as well as at all good models shops that stock Ixion models. Refer: <https://ixionmodels.com.au/>



▲ **Painted pilot model of the VR RT Rail Tractor in V/Line tangerine livery.**



▲ **Painted pilot model of the VR RT Rail Tractor in V/Line tangerine livery.**

▶ **Painted pilot model of the VR RT Rail Tractor in VR gold livery.**



▲ **Painted pilot model of the VR RT Rail Tractor in VR gold livery.**

On Track Models HO scale

Have received the initial engineering pilot model of their r-t-r Pacific National 94 class locomotive, this model is currently in review. There is a delay of six to eight weeks for ESU to produce the PCB board, once this is delivered, the factory will produce painted pilot models for final evaluation.

Features include:

- Genuine Kadee™ metal couplers.
- Highly detailed cab interior including blinds.
- Operational cab light, headlights, ditch lights and marker lights.
- Brass air horns and multiple etched metal grilles.
- Magnetic roof section for easy access to the mother board and 21 pin socket.

Pre order for the 94 class will open in January 2027 with delivery expected after the Chinese New Year period 2027.

▼ *Drivers (cable) side of 94 class unpainted pilot model.*



▲ *Observers (pipe) side 94 class unpainted pilot model.*



▲ *94 class unpainted pilot model cab detail.*



▲ *No. 1 end 94 class unpainted pilot model.*



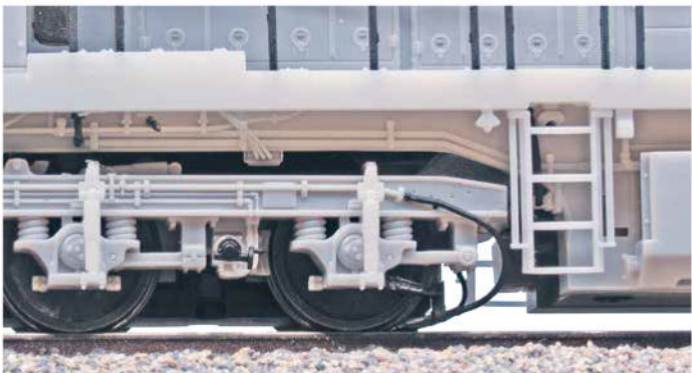
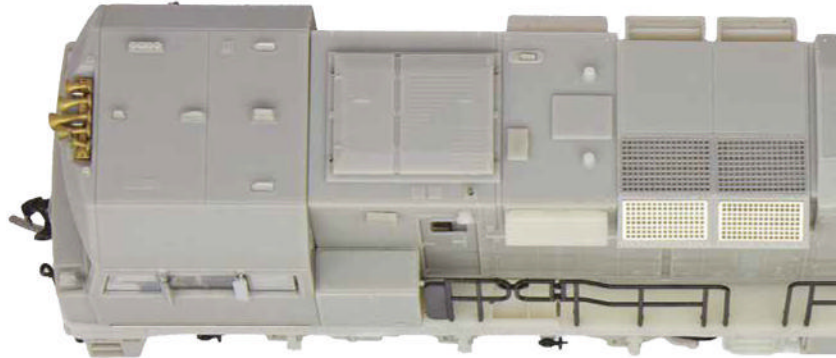
▲ *No. 2 end 94 class unpainted pilot model.*

On Track Models HO scale - Continued

▼ 94 class unpainted pilot model radiator grille detail.



▼ 94 class unpainted pilot model No.1 cab end.



94 class unpainted pilot model cable side close up detail.



▲ 94 class unpainted pilot model cable side No. 2 end bogie and radiator detail.

Powerline Models HO scale

Has received the first unpainted pilot models of their re-tooled r-t-r V/Line second series G class (G2) locomotives (G516 to G525) in HO scale have been received, and factory painted pilot models are expected to arrive at time of publication. Features of this model include:

- Separately applied details.
- An all-new heavyweight chassis with five-pole motor, flywheels and all-wheel drive and pickup.
- Available with and without DCC sound installation, lighting controls including the ditch lights (as applicable).

Below is a list of the road numbers and liveries are planned for production.

V/Line Series 2 G Class Locomotive	
Road Numbers	Livery
G517, G518, G520	V/Line as delivered
G516, G523, G524	V/Line as modified with ditch lights
G521, G525	V/Line Freight
G522	Freight Victoria
G519	Freight Australia
G519	Pacific National blue and yellow
G521	SCT red, white and black
G521	SCT red, white and black, patched El Zorro
G516	Freight Australia with QR National patches
G520, G523, G524, G525	Freight Australia with Pacific National patches



Powerline Models unpainted pilot model V/Line G class locomotive series 2.



Scale Trains HO scale

Has announced the production of the General Electric Dash 8-40C, Available in various North American railroad liveries. Some of the features of this model include:

- 24 individually applied etched metal see-through radiator intake and exhaust grilles on the sides and top of the radiator compartment
- Tall, forward radiator compartment door with latches
- Original, as-built radiator configuration
- Low-mounted rear sand fill
- Accurately profiled frame with separately-applied plumbing and traction motor cabling
- GSC trucks with rotating Timken bearings; separate brake cylinders, centre axle shock snubber, brake lines, and handbrake chain detail; and separate sanding lines and brackets.

Of note in this initial run is CSX No. 7572 this model is fitted with the early version of the dynamic brake intake, radiator and rear sand filler. Making this model version a good candidate for kit bashing into at Mount Newman Mining CM39-8 or a BHP Iron Ore CM40-8, refer AMRM No. 209 April 1998 Modelling the Pilbara CM39-8 and CM40-8 Locomotives.

This is the initial run of models so hopefully there is a Conrail version in a future run which will include marker lights, as fitted to the CM39-8 and CM40-8 locomotives. Refer: <https://www.scaletrains.com/>



Pre-production painted pilot model Dash 8-40C.

Tangent Scale Models HO scale

Has announced the production of the North American Car Corporation (NACC) 1963 design 33,000 gallon (US) dual diameter flammable gas tank car, Class ICC-112A-340-W. This North American prototype model could be kit-bashed into a Western Australian Government Railways (WAGR) WJ series fuel tank wagon.



Unpainted pilot model of the NACC 33,000 US gallon tank car.

TrainWorld HO scale

First engineering pilot models of the Train World Country Lines r-t-r V/Line H coaches are expected to arrive at time of publication, along with factory painted pilot models of the Victorian Railways Z, C and ZLP guards vans. All going to plan, the guards vans will be promptly lined up for production.

The VR 64ft W coaches will also be entering the tooling phase, with engineering work completed and approved. Production plans and pre-order forms will be available soon, and are expected to include packs of coaches in the Spirit of Progress blue and gold for standard gauge '2nd division' services, 'MT' railmotor trailers, as well as the passenger red livery suitable for various timeframes, plus preserved Steamrail Victoria coaches.

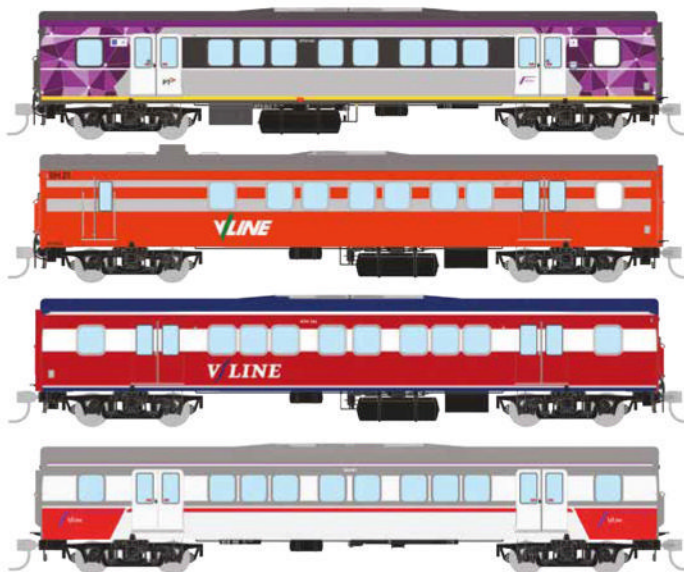
TrainOrama HO scale

Are awaiting the 'Production Run' painted pilot models for the r-t-r NSWGR 42 class and VR S class locomotives, these are scheduled for delivery in September.



3D print of the V/Line H series coach, with a touch lighting feature.

◀ **Powerline Models V/Line G class series 2 digital renderings of liveries planned for production. Left to right top to bottom. G21 V/Line tangerine and grey, G516 Freight Australia with QR National patching, G519 in Pacific National blue and yellow, G523 Freight Australia faded livery with Pacific National patching. These prefaded models feature authentic 'damage' to the various yellow stripes to reflect their appearance in service, and include details like mismatched component colours from locomotive swaps in service, faded stripes and even old Freight Australia branding peeping through the patching-over - allowing current-day modellers to have a genuine representation of the current operating condition of these workhorses.**



Production run liveries of the V/Line H series coaches.

Vale for December 2026 issue

A vale for Neil Cram will be published in the December 2026 issue of the AMRM.

AMRM new email addresses

We have new emails for the following:

info@amrm.net.au

orders@amrm.net.au

subscriptions@amrm.net.au

Tabulation of current r-t-r projects

Manufacture	Prototype	Date announced	CAD design	In tooling	Pilot model	Painted pilot model	In production	Due date
Auscision Models	Freight Rail 90 class	Nov-22						2026
	NSWGR 422 class	Jun-26	Re-run					2027
	NSWGR 43 class	Jul-26	Re-run					2027
	NSWGR 44 class MkII & MkIII	Oct-24						2026
	NSWGR 46 class	Jul-26	Re-run					2027
	NSWGR 48 class	Jun-26	Re-run					2027
	NSWGR 49 class	Jun-25						2026
	V/Line A class	Jun-26	Re-run					Aug-26
	VR B class	Jun-26	Re-run					2027
	NBHF ballast hopper	Sep-25						2026
	NSWGR BKX NMKX car carrier	Jun-26	Re-run					2027
	Coil and coil containers	Oct-25						TBA
	CR AN ROX container wagon	Nov-24						2026
	SAR ALX AMBX car carrier	Jun-26	Re-run					2027
	SQSY container wagon	Oct-25						TBA
	VR AX car carrier	Jun-26						2027
	VR ALX car carrier	Jun-26	Re-run					2027
	N scale FR NPHH cement hopper	Jan-26						2026
	N scale SRA NQIW container flat	Jan-26						2026
Casula Hobbies	NSWGR Z13	Jul-26						TBA
Gopher Models	N scale NSWGR 422 class	Jan-26						TBA
Ixion Model Railways	VR RT shunter	Dec-25						TBA
IDR Models	VR F class shunter	Aug-25						2026
	VR W class coach	Mar-26						TBA
On Track Models	PN 94 class	Dec-24						2027
	NSWGR MH coach	Jun-26						TBA
Powerline	V/Line G class series 2	Aug-26						TBA
SDS Models	AN DL class	2024						TBA
	MRWA F class	-						TBA
	QR 2800 class	Jul-26						Late-26
	QR 1460 1502 class	Jun-26	Re-run					2026
	TGR Y class	-						2026
	VR T class (series 2)	-						TBA
	VR Y class (series 1)	-						TBA
	NR RHGF Aggregate wagon	N/A	Re-run No. 2 batch					2026
	NSWGR RU four-wheel grain wagon	2023						2026
	NSWGR TPK Tinplate open wagon	2023						2026
	NSWGR UT four-wheel open wagon	2023						2026
	PTC OCY container wagon	Jun-26	Re-run No. 1 batch					Mid-26
	PTC OCY container wagon	Jun-26	Re-run No. 2 batch					Late-26
	PTC ICX container wagon	Jun-26	Re-run					2026
	QR PCO container wagon	N/A	Re-run					TBA
	Private owner tank wagons 50 - 70s	N/A	Re-run					TBA
	VR GY & KQ four-wheel wagon	2026	Re-run					TBA
	VR KC with LCL and Tallow tank containers four-wheel container wagon	2026						TBA
	SAR 700 class coach	-						2026
	20ft containers	Feb-26						TBA
TrainOrama	NSWGR 42 class	-	Re-run					2026
	VR S class	-	Re-run					2026
Train World	VR C van	May-26						2026
	VR Z van	Jan-26						2026
	VR ZLP van	May-26						2026
	VR W coaches	May-26						2026
	V/Line H coaches	May-26						2026

Vale

Bernie Baker

13th of January 1963 to 30th of June 2026.



Bernie is comfy in the right hand (Engineer) side of Portland and Western GP39-2 No. 2304 'Corvallis' on the 20th of September 2006. Photo by Scott Fitzgerald.

I first met Bernie around the mid-1980s during the Corio Model railway exhibition, where Bernie was an active member of the Corio Model Railway Club. Bernie was a diesel locomotive driver rostered out of Geelong and I marvelled at what he had achieved in model form. Even at a young age Bernie was larger than life, a real entertainer. In the mid to late 1980s the Corio Model Railway Club was a powerhouse of modelling, almost on the cutting edge, and Bernie was a true and active believer. They had capacity and the members were all highly skilled. I always marvelled at their big layout, with long strings of rolling stock and brass locomotives, it was a sight to be seen. The Corio club was like one big railway family.

An accident in the early 1990s while photographing changed the course of his life, he was lucky to survive and lost his right leg below the knee.

This incident made him less blasé, but in true Bernie fashion he bounced back.

Bernie was always a very active railway photographer, properly trained; his composition skills were exemplary.

The late 1990s Bernie was back on the footplate, working for Great Northern Railway (Vic).

In the early 2000s he took a post with the Australian Railroad Group, employed working Alice Springs to Darwin (Berrimah) construction trains. His career with the Australian Railroad Group continued after construction was complete, and some of his assignments included Driver Coordinator Forrestfield (Western Australia) Dry Creek (Adelaide) and Parkes New South Wales (NSW).

It was while in Parkes during a fateful meeting with a neighbour and sharing a pizza, he met his future wife, Patrisha (Trish).

In 2006, a group of friends including Bernie and myself travelled to the United States and Canada, this being Bernie's first trip to North America. His passion for photography was as sharp as ever and being such a target-rich environment with so many opportunities, it was like a drug addict discovering a whole new drug. However, what was quite clear to all of us was his love for Trish, and Trish was all in. She clearly knew it was going to be a wild ride!

In November 2006 Bernie and Trish were on the 'Wedding Express' from Parkes to Bribbaree, complete with headboard fitted to locomotive No. 4908.

In 2010 they became a family when Trish gave birth to twins Stuart (Stu) and Megan (Megs), and two years later Matilda (Tilly).

Ever the promotional figure head, Bernie starred in various episodes of the television series Railroad Australia, two seasons in 2016 and 2017 while working for Southern Shorthaul Railroad (SSR).

Not to be outdone, the Bakers also organised the first 'Streamliners' event in 2016. With locomotive No. B61 outshopped in a 'Streamliners' special livery, and appropriately named 'Bernie Baker.' Although clearly exhausted from the toll of bringing together such a wide and unique variety of streamlined diesels from across Australia, there was Trish, ever supportive of Bernie's 'wild ride.'

Bernie also worked in the background with many model manufacturers providing details and advice on modifications and differences etc. In addition, authoring articles and contributing to the AMRM.

Bernie's health caught up with him, and in 2020 he finally had to give up the footplate.

He continued to be an advocate for railways (including saving the former Commonwealth Railways locomotive No. CL17 from the scrappers torch), charitable organisations, photographing trains and help out the AMRM, even if this was achieved with a slower paced lifestyle.

It's hard to separate the 'railway' personality of Bernie from the man, but they are not one and the same.

As a friend, he always loved to have a deep and meaningful (DM) chat, DMs as he called them. I'll miss him and those calls; the world is just a little greyer without him.

Our condolences go out to the Baker family.

Scott Fitzgerald



Locomotive No. B61 Bernie Baker and GM10 haul an Lachlan Valley Railway special into Parkes NSW, for 'Bernie's last ride' to Manildra on the 17th of July 2026. Photo by Glen Thomson.



Bernie's appropriately adorned casket, awaiting the departure for his 'last ride', Parkes NSW 17th of July 2026. Photo by Glen Thomson.

V/Line 'G' Class Locomotives

2nd order ('G2') in H0 Scale

From the 2nd Clyde (Rosewater, SA) G class order, numbers G516-G525, built 1985-86

**Coming
early
2027!**

Pre-production, hand-assembled samples shown, representing a modern-era locomotive with uncoupling lever mounted on the anticlimber.



Heavyweight chassis with all-wheel drive/pickup

High-quality DCC sound system

Separately fitted etched metal details, metal horns and wire handrails

18 different models available across 9 liveries, with prototype-specific details and decoration to suit operations between 1986 and today

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DCC Sound Fitted
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HO SCALE



VIC B CLASS LOCOMOTIVE



LOK SOUND

Pre-order price
Standard DC \$310.00
DCC Sound \$445.00
Including free shipping*

Pre-order now!
Delivery expected 2027*

PRE-ORDER & SAVE \$\$\$

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

DCC SOUND FEATURES.

- ESU LokSound 5 21-pin decoder
- Auscision Vandersound speaker enclosure with twin speakers
- Auscision power capacitors with isolating switch on fuel tank
- Prototypical sound files
- EMD 16-66TBC engine (start-up, shutdown, idle & running)
- Dynamic brakes
- Wabco A & B 2 chime air horns
- Brake & flange squealing
- Coupler (release & crash)
- Sanding valve
- Compressor (cut-in, run & cut-out)
- Radiator cooling fans
- Handbrake (applied & released)



MODEL FEATURES.

- HO Scale 1:87 Ready-to-Run
- 5-Pole skew wound 12v motor with twin brass flywheels
- All wheel drive and pickup
- Scale size metal couplers
- Die-cast metal chassis
- Plastic body and parts
- See-through metal grilles
- Under chassis piping details
- Brass air horns
- Operating LED headlights, number board lights and marker lights
- Manual switches for lighting on chassis
- Factory painted and decorated in 9 different liveries over 16 body versions
- Detailed cab interior with driver figures
- Etched metal cab wipers and mirrors
- DCC ready with 21 pin socket on PCB



B-5 B67 Victorian Railways - Modified Blue/Gold



B-15 B80 Murraylander - Yellow/Grey



B-8 B68 VicRail - TeaCup Orange/Silver



B-16 B61 SSR - Yellow/Black



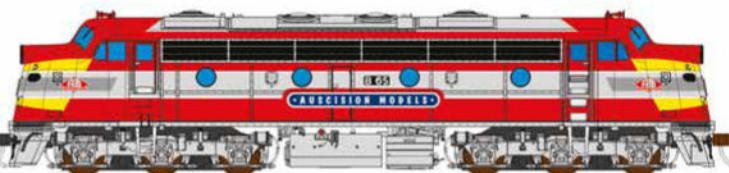
B-11 B63 V/Line - Orange/Grey



B-17 B76 CFCLA - Blue/Silver/Grey



B-14 B61 West Coast Rail - Blue/Grey



B-18 B65 Auscision Models - Red/Silver

*Free Australian shipping. Model details, delivery dates & prices subject to change without notice. Please refer to our website for the latest information.

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



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PH: 0425-866-442

Auscision Models Pty Ltd 2026 ABN 15 690 630 128

Mailbag

Modelling your own 'Red Rattler'

I would like to give a big thank you to Bergs Hobbies who I found from an advertisement in AMRM. Their outstanding service has resulted in a very well detailed HO model to match the full-size 'Red Rattler' I have in my backyard.

My story starts over 30 years ago when my teenage daughter needed her own space, as she had outgrown our small home. I did not know what I was going to do until I went to a garage sale where I saw a large red railway car. It was not really for sale, but when they gave the price, I jumped at it. A good Mate helped move the car with his two cranes and an extendable tray truck.

Thankfully, there was no under floor equipment installed which made the move easier. I was given copies of maintenance sheets and some documentation along with a bit of history on the car, but it went in one ear and out the other. I was just happy to get some peace at home. Later my daughter moved on, so it became a spare room for visitors and then a forgotten storage space.

As I have reached retirement age, I have decided to turn it into a playroom complete with a HO scale layout. The car still has the original interior with some seats. It was not gutted because the insulation is wool rather than the

more common asbestos. On a whim I thought it would be cool to have a 'red rattler' in my rolling stock collection and so I started searching the car number and was blown away with what I found. My particular car was built by Tulloch Limited in 1940, and historically it was known as the 'Carlingford Shuttle'. So, it is a bit special.

Thanks to Bergs Hobbies, I will be able to run my new HO scale car No. C7474 in my actual No. C7474. I think that is very special!!

Chris Ryan
Dubbo NSW

Diary

EXHIBITIONS & EXPOS

LOXTON – SA. October 4-5, 2026. N Gauge Society Inc. (SANGS) will be at the Loxton Show. Loxton Oval, Bookpurnong Terrace, Loxton.

Open: 8.30am. Loxton Show Tickets available from www.events.humamnitix.com/loxton-show-2026 Website: www.sangs.asn.au Facebook: South Australian N Gauge Society.

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.

MILLICENT – SA. October 31 – November 1, 2026. Limestone Coast Model Railway Exhibition. Millicent Civic & Arts Centre, Ridge Terrace, Millicent SA. Open: 9am–5pm (Sat), 9am–4pm (Sun). Adults \$15, Concession \$10, children 12–16 \$5, Family \$25. Ph: 0456 086 262. Email: milmenshed@gmail.com Facebook – Limestone Coast Model Railway Group.

WARRNAMBOOL – VIC. January 9–10, 2027. Warrnambool Model Railway Exhibition. St. Joseph's Primary School Hall, Botanic Road, Warrnambool. Open: 10am–5pm (Sat), 10am–5pm (Sun). Contact: Exhibition Manager Corey 0438 839834.

COWES – VIC. January 16–17, 2027. Senior Citizens Hall, Lions Court, Cowes, Vic. Open: 10am–5pm (Sat), 10am–4pm (Sun). Adults \$10, Children U/15 \$5 (U/5 no charge), Families \$25. Contact: Martin Murden 0416 186 589.

SEMINARS & CONVENTIONS

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.

BRENDALE – QLD. October 10–11, 2026. RMCQ Model Train & Hobby Exhibition. South Pine Sports Complex, Cribb Road, Brendale. Open: 9am–4pm (Sat & Sun). Adults 12, Senior/Concession \$8, Children under 15 with adult free. Emergency

Services & Military personnel gold coin donation. Free parking. Enquiries: rmcqevents@gmail.com Event Coordinator: Luke Brouckaert 0414 352 937.

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 Pre sold tickets only. A full day of prototype railroad models, displays, learning stations, hands-on demonstrations, hear from select manufacturers and more at the Concorde Community Centre, NSW.

More information at www.SydneyRPM.com

FORUM

RINGWOOD EAST – VIC. November 8, 2026. Ringwood Training, 3 Hill Street, Ringwood East. Open: 9am (Sun). Light lunch provided, all day tea and coffee. Cost \$85.00. Registration and payment via website <https://vmrs.net>

SALE DAYS

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: club President Terry Hicks on 0434 541 915 Email ghicks4@bigpond.com

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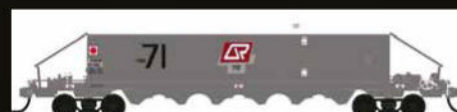
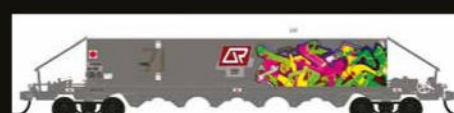
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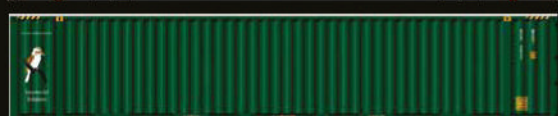
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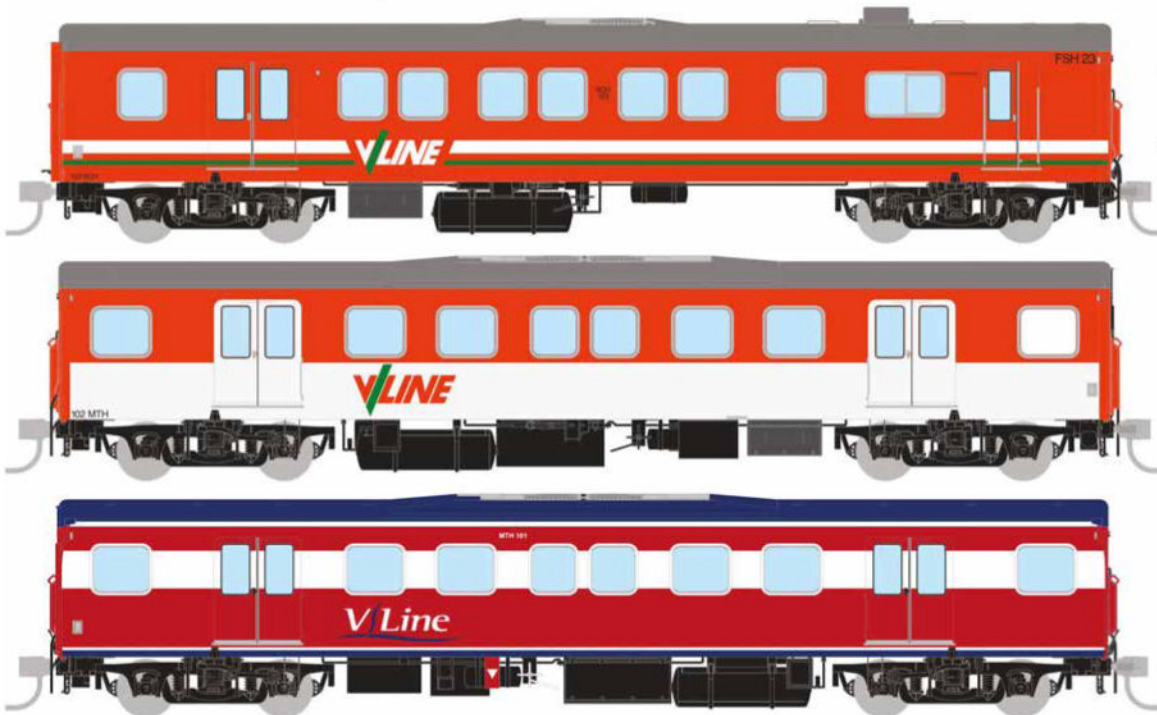


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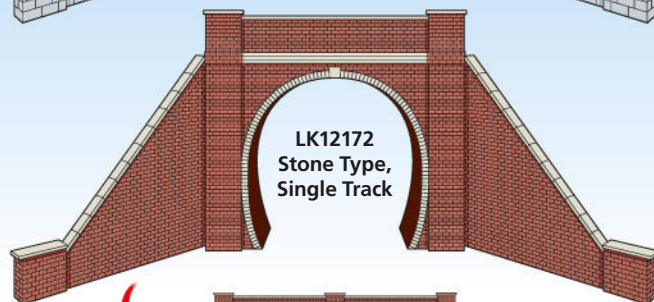
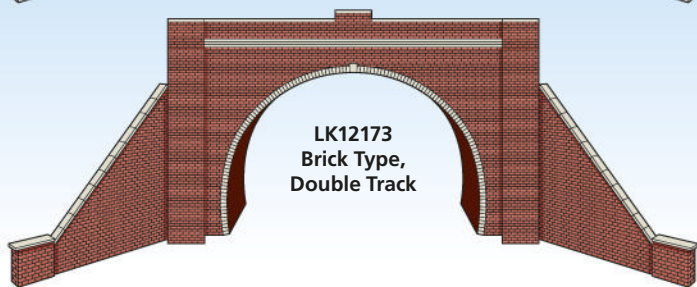
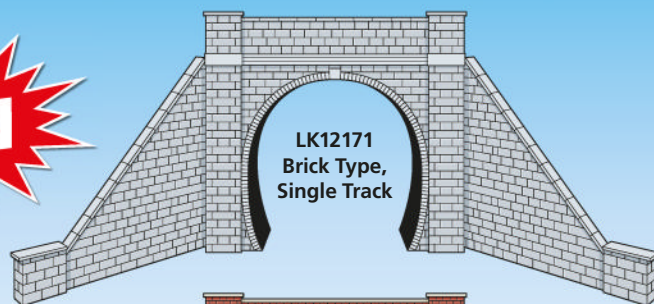
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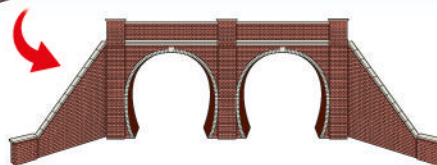
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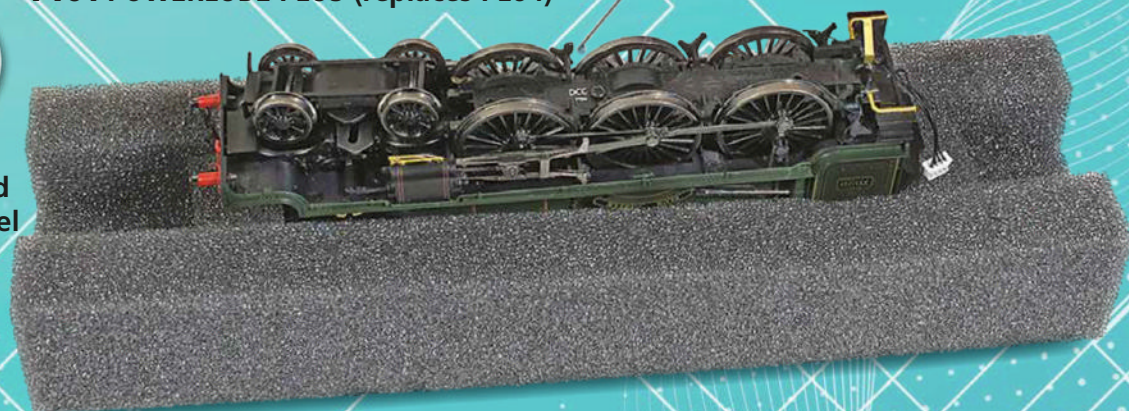
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