



THE TURNTABLE

Newsletter of the

PORT ELIZABETH MODEL RAILROAD CLUB

Every gauge welcome!

December 2021



Two DB BR01s on the Schiefe Ebene by Georg Trüb

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Bridges and Viaducts	Is Model Railway Art?	Rail fanning Namibia		
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*We wish our readers a Merry Christmas and
a Healthy and Prosperous New Year!*



PEMRC CALENDAR



Date	Time	Detail	
NO LAYOUT VISITS IN DECEMBER - JANUARY			
22	Jan 2022	10:00	PEMRC Annual General Meeting Roel van Oudheusden, 10 Wodehouse Street, Mount Pleasant
12-13	Feb 2022	All day	 The Festival of British Railway Modelling 2022 at Doncaster Racecourse The exhibits will feature N, OO, EM, O, 3MM, P4 and more.
12	Feb 2022		PEMRC Layout visit at: tba
12	March 2022		Layout visit at: tba
9	April 2022		Layout visit at: tba
14-21	Aug 2022		NMRA National Convention 2022 Birmingham, UK https://www.nmra2022uk.org/ 



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Clubhouse: JP Kruger

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Editor: Roel van Oudheusden

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'Shop': Graham Chapman

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Workshops: Mike van Zyl

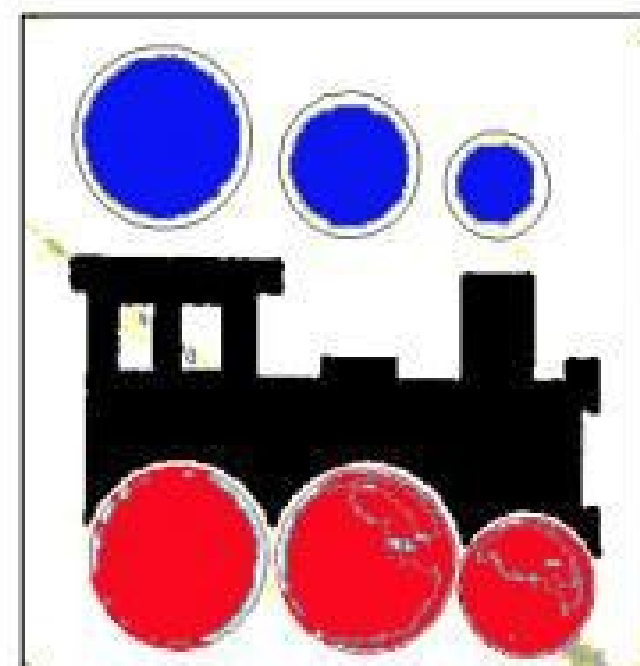
carpencab@gmail.com

Subscriptions for 2021 remain at **R300** for the year.

EFT is preferred, but the Treasurer may be persuaded to accept cash.

Bank account: Port Elizabeth Model Railroad Club

FNB Walmer Park, branch code 211417, Account no. 62386122057



Tell us about your

- ✓ railway interest,
- ✓ railway experience,
- ✓ railway layout or scale model etc.
- ✓ or any ideas, suggestions for the Club...



Write to: pemrailroadclub@gmail.com

Or via **SMS** or **WhatsApp** to +27 82 739 767



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Modeltrainshop can do it!



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Crafty Arts

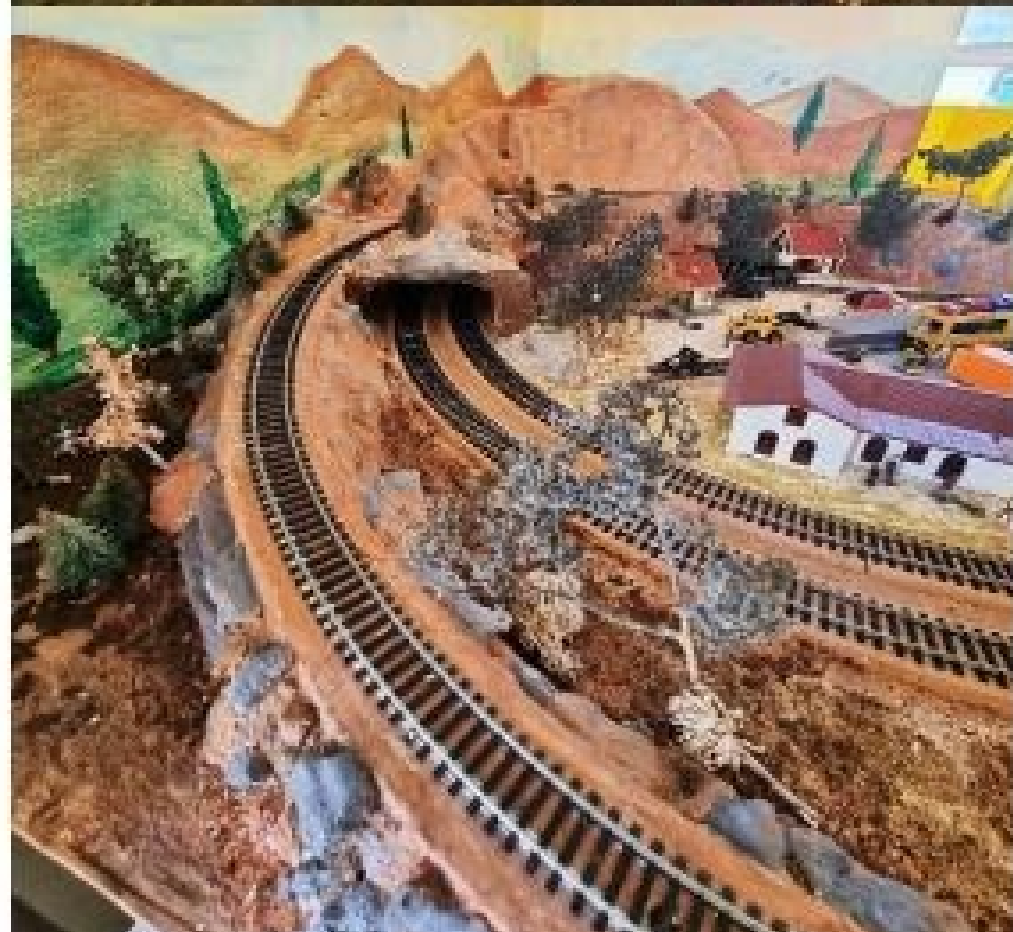
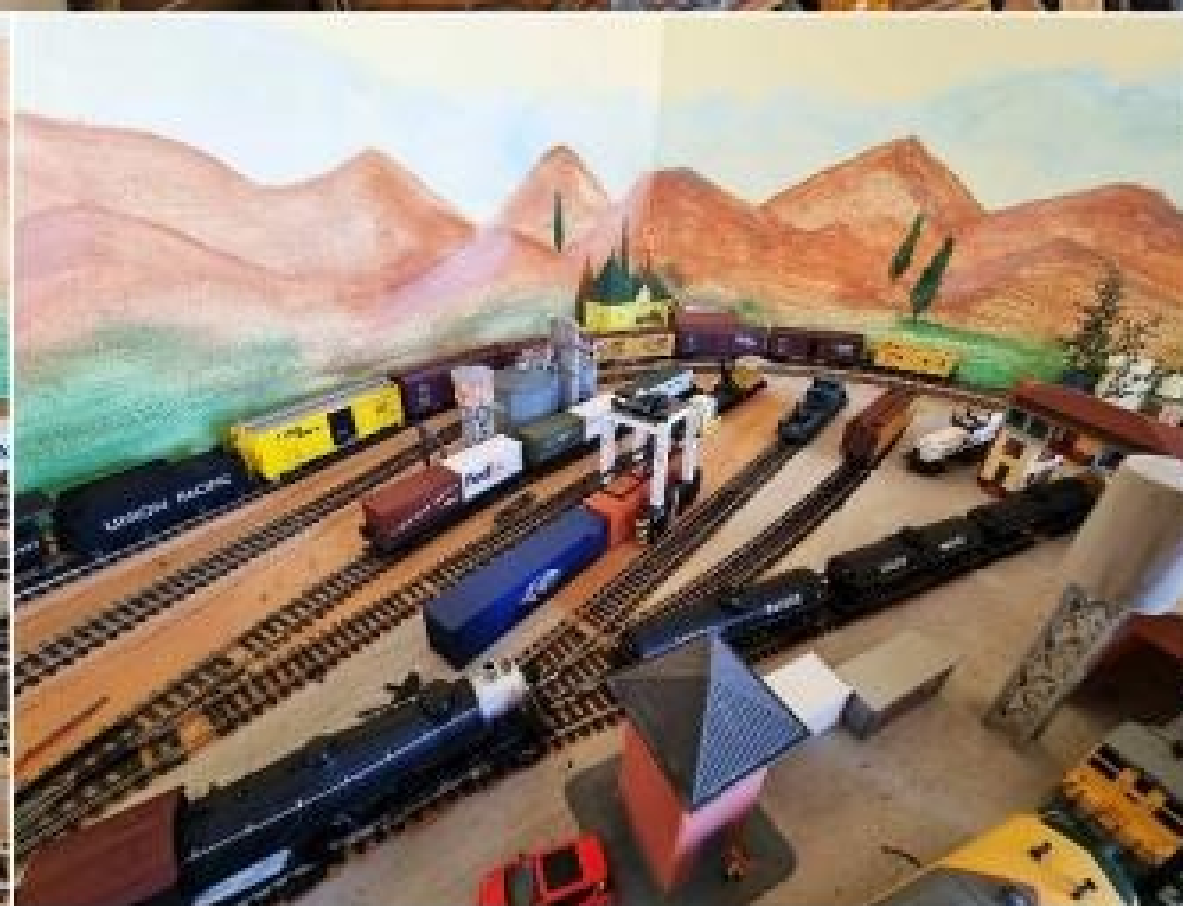
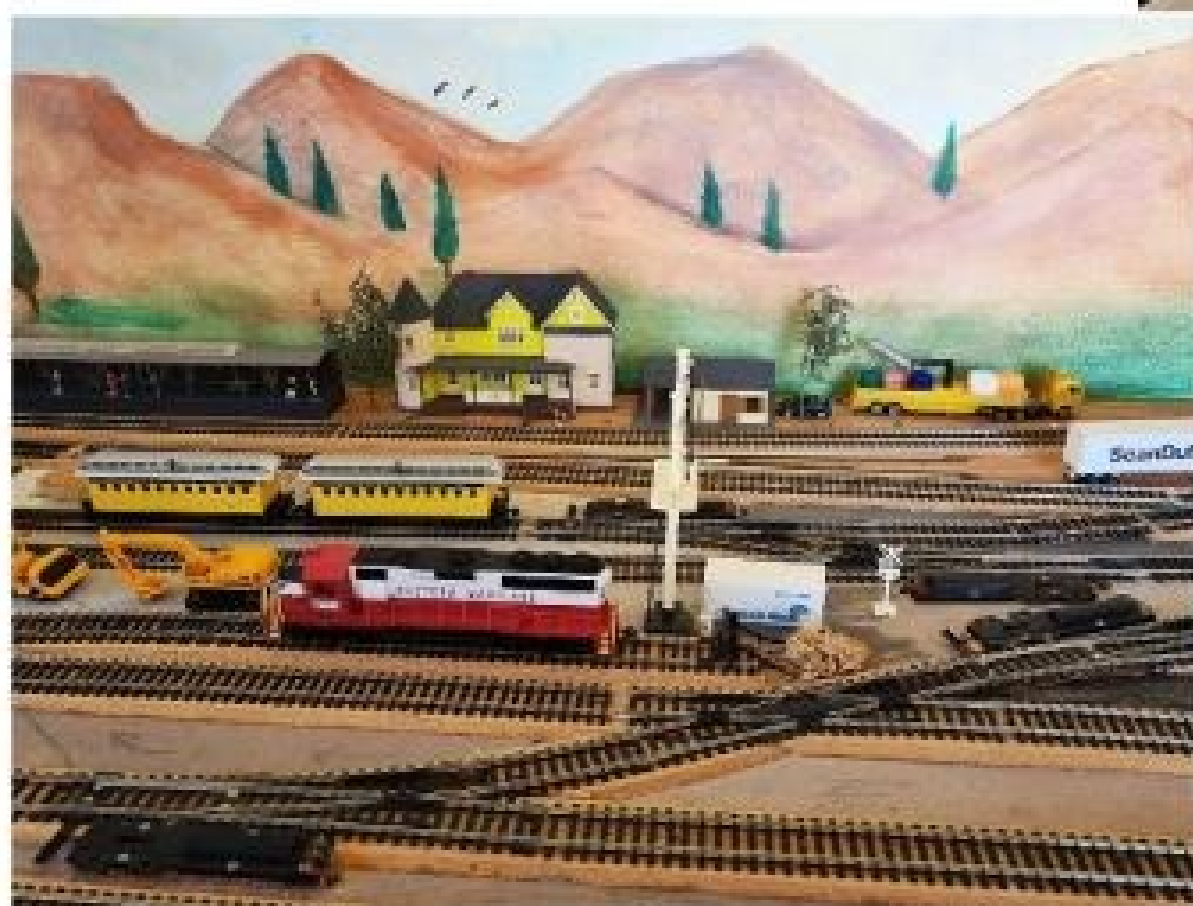
10% discount via their discount card scheme.
Collaborate with Aubrey de Chalain on building
dioramas and exhibits in their newly extended
premises.

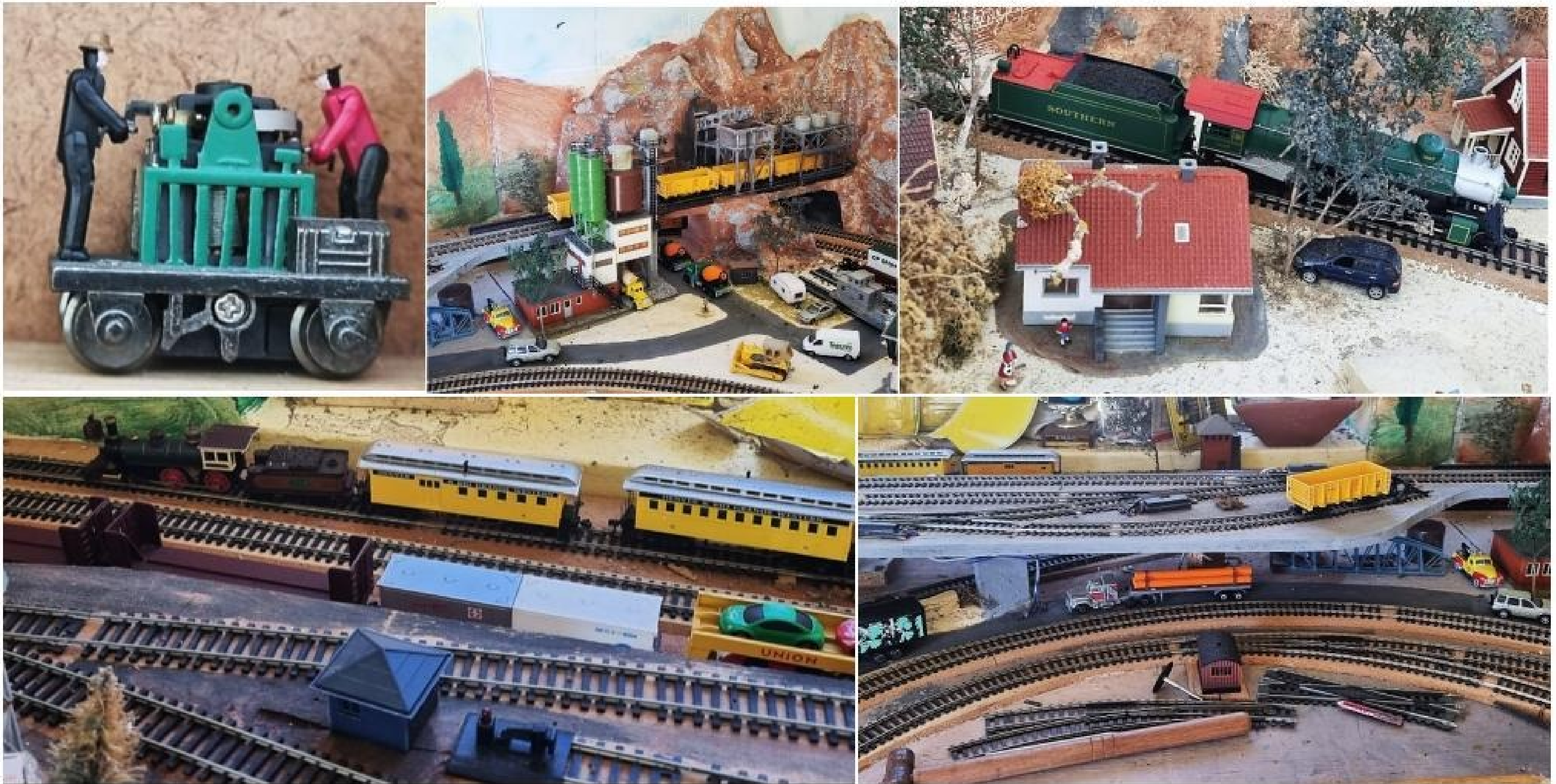
MARKET PLACE

Members can advertise their model rail related items here for free;
All others pay a 10% donation of the proceeds to PEMRC.

Still wondering what to get or hint what should be under the tree this year? Look no further...

Christopher is selling the model railway collection of his deceased dad **Mike Beling**.
Chris can be contacted at:
084 322 6538





There is plenty more, do give Christopher a call to arrange a viewing.

In the past few months we had advertised for: Robert Deacon (**HO**) 082 852 5119

Neil Viljoen (**HO, N and 5 inch**) 081 484 9616 John Lemon **G (LGB), O, S, HO and OO** 079 515 5823

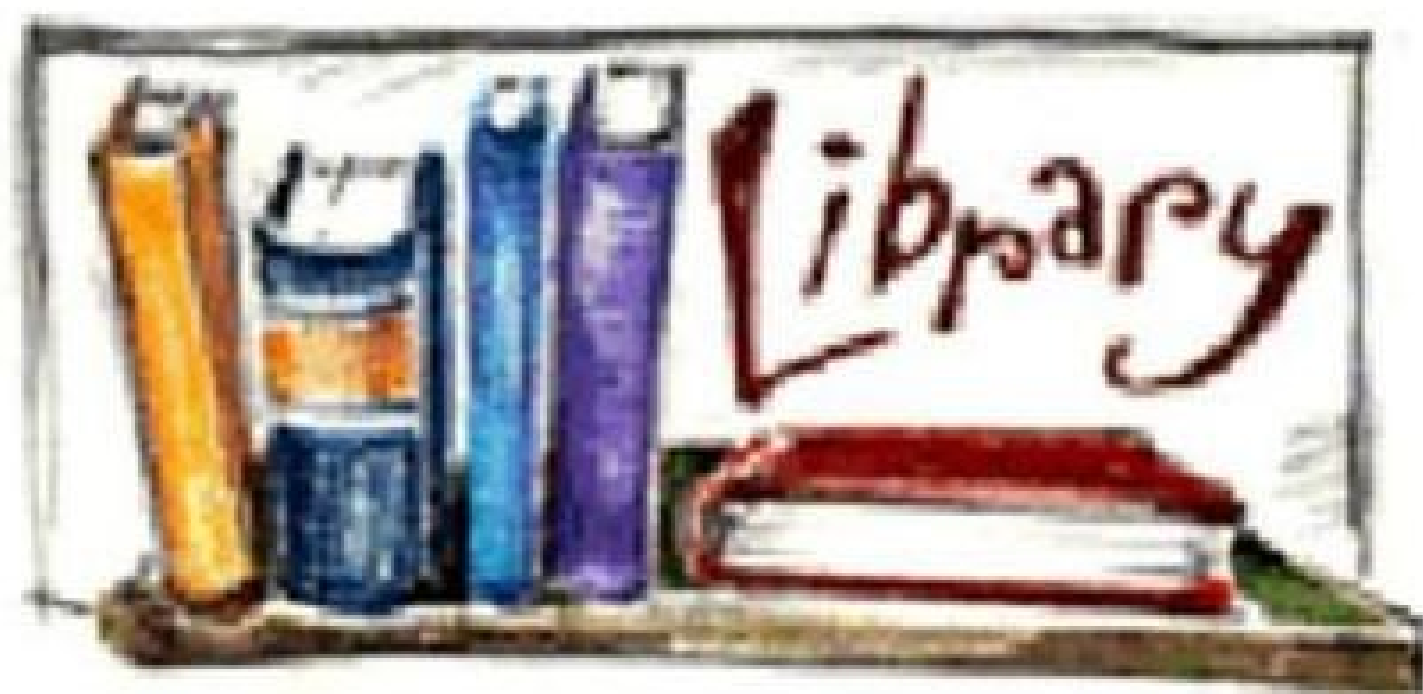
Albert Brown (**HO**) 083 242 9288 is selling the SAR Blue train and Lufthansa Airport Express:



Steven (**HO**) 072 474 9572 and Angelique came to my layout meeting to sell this Lima TEE:



Any of these modellers or our advertisers may/will still be able to assist you to fill your Christmas stocking or find that gift for someone!



ALL-NEW MAGAZINE!

OVER 130 NEWS
STORIES INSIDE

TRACKSIDE

—The Journal of Railway Preservation—

NEW ADVENTURES

Where preservation should go **NEXT**

Exclusive: lost British
engine **FOUND!**



INSIDE

- YOUR NEWS
- YOUR VIEWS
- YOUR PICTURES



SHEDMASTER
21st Century Roundhouse

HORSTED NEEDS HELP!
Repairs will cost £1.8m

FOR THE PEOPLE
The 'Moors Line' family



TRACKSIDE – YOUR NEW PRESERVATION JOURNAL

Welcome to **TRACKSIDE** – a magazine put together by preservationists for active enthusiasts. Between us, those writing in this first issue have decades of experience as volunteers and supporters of the railway movement.

As well as our guest columnists and authors, we're delighted that veteran preservation journalists and editors **Mel Holley** and **Tony Streeter** – who can both look back years to their first experience as volunteers – have taken up the writing for this issue.

As you'll see, we also have great writing from **Tom Ingall**, **David Keay**, **Paul Lewin**, **Jim Rees** and **Colin Tyson**. Plus, **Mervyn Allcock**, **Andrew Scott**, **Helen Smith** and **Toby Watkins** give us their thought-provoking views.

We're equally pleased that two more distinguished editors – **Nick Brodrick** and **Pip Dunn** – will be adding original content from next time.

In line with the collaborative nature we're trying to foster, Paul and the core team will act as our 'editorial collective'. But while we've a host of articles from around the country in this first issue, we want **YOUR** news, however big or small.

So please do take part. You can drop us a line at eds@tracksidemag.co.uk

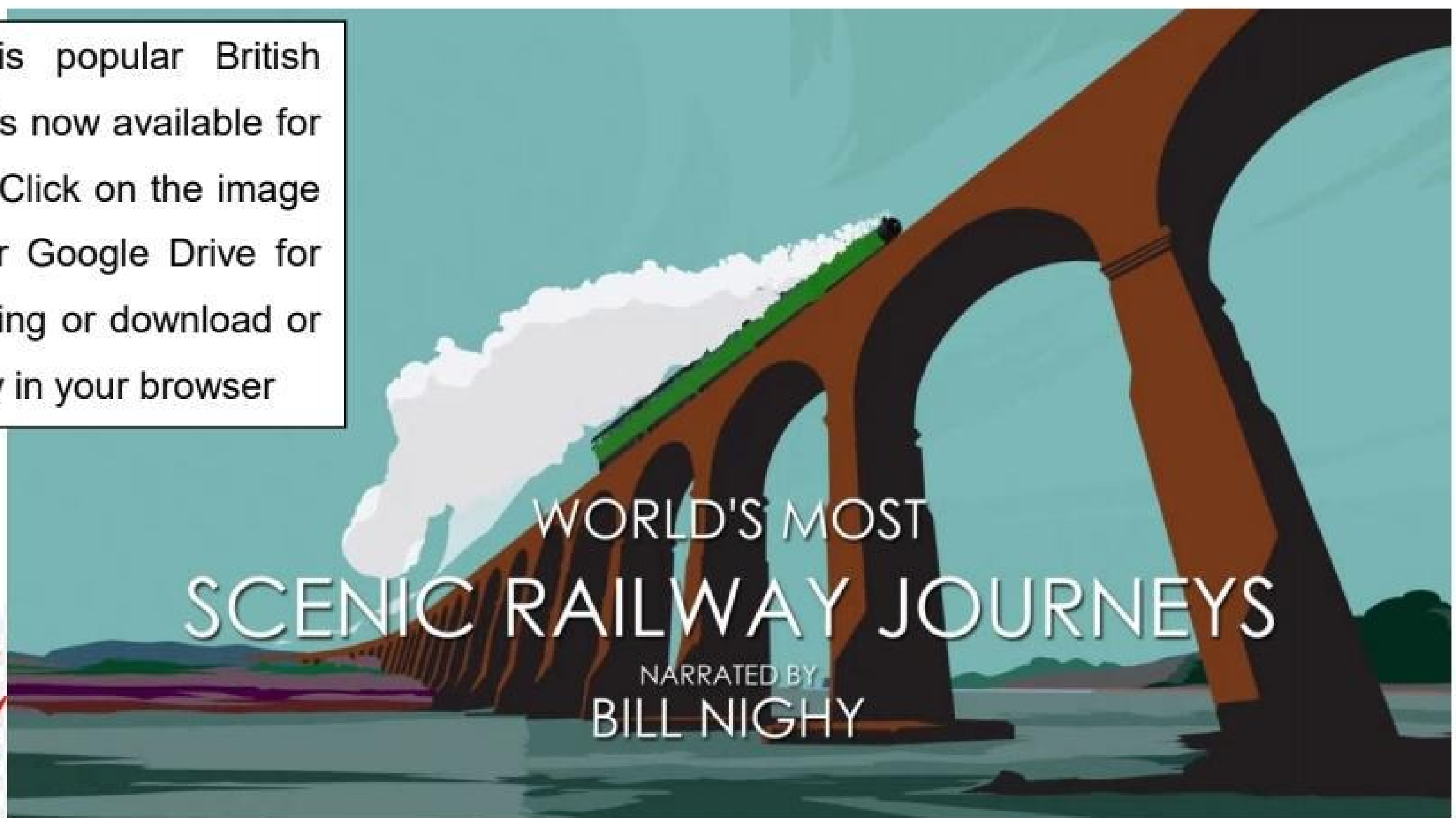


▲ What is preservation? Here's one answer at Cheddleton: 1956-built 'Derby Lightweight' railcar No. M79900 waits to pick up passengers heading for the town that built it, while BR '4MT' 2-6-4T No. 80098 sidles through with an evening goods. It's 'make believe'; this is actually a specially organised moment at the Churnet Valley Railway. Yet it's a powerful image of what we can achieve... *Gordon Edgar*

THE WORLDS MOST SCENIC RAILWAY JOURNEYS S04

Season 4 of this popular British Channel 5 Series is now available for you to enjoy; Ctrl+Click on the image to take you to our Google Drive for uninterrupted viewing or download or copy the link below in your browser

WATCH THIS
VIDEO NOW



<https://drive.google.com/drive/folders/1cfl1VFgQjiVnK1ExcBoGKVRi3UpJsBvM?usp=sharing>

Space does not allow us to keep files on Google Drive indefinite. Trust you all viewed season 3 in April.



Episode 1 **Dunedin Railways, New Zealand**

A trip through New Zealand's scenic South Island on Dunedin Railway's trains - the Inlander and the Seaside.



Episode 2 **Taiwan**

A voyage around the island of Taiwan, starting in the eastern port city of Hualien, stopping at Taroko Gorge and continuing to Yilan Country.



Episode 3 **Norway**

Travelling from Bergen to Oslo, taking in the sights of the extraordinary Norwegian mountains on a super-fast train that travels to the capital daily.



Episode 4 **Austria**

Austria's railway offers an adventure from Graz, then the mountains and the lake of Zell am Zee, and finally to the engineering marvel of the Alberg tunnel.



Episode 5 **England and Wales**

A ride is taken aboard the Northern Belle in and out of England and Wales.





PEMRC DIGITAL LIBRARY

and

VIDÉOTHÈQUE



Members should acquaint themselves what is currently in the library and report any issues they have to get access.

An internet connection is required for the downloads and sufficient storage, unless you are viewing the books/magazines or videos online, in which case a fast connection will ensure a more enjoyable experience. The following are screenshots of what is available now.

[Overview of publications:](#)

Books

My Drive > Railway books and publications ▾	
Name	↑
	Books
	Magazines
	Manuals and Guides
	Plans
	Weathering
	Great Western Star October 2020.pdf
	Heritage Railway 285 South African Giants moved to Sandstone.pdf
	Moving Giants editors version V 1_compressed.pdf

A-Historical-Dictionary...

American passenger tr...

Around the World in 80...

Atlas_of_the_World's...

BNSF History_and_Leg...

Britain's Lost Railways...

Britain's Railway Disas...

Britain's Railways in th...

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Brunel and his rivals 2...

Garrett Locomotives o...

I_TRIED_TO_RUN_A_LI...

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My Love Affair With Ra...

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SAR Special Feature 1...

South African Railway...

South African Railway...

Steaming_Through_Sn...

The 50 Greatest Train ...

The Encyclopaedia of ...

The end of Steam 201...

The Railroad Photogra...

The Train Book_ The D...

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The-Iron-Road-An-illus...

Trains_around_the_wo...

Trans-Siberian Railway...

VGB Traumanlagen 2 ...

Vitznau-Rigi-Bahn, 150...

White Pass and Yukon ...

Magazines



British Railway Modellin...



Hornby Skills Guide 201...



International Railway Jo...



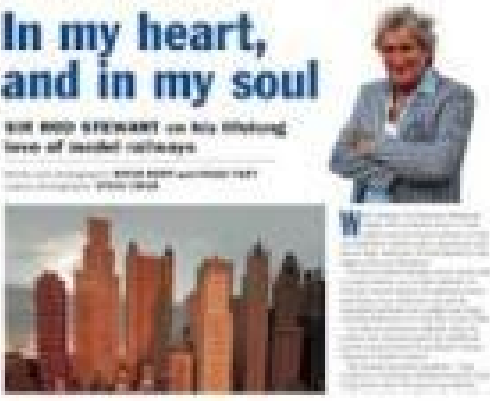
MIBA Sonderausgabe N...



Railway Modeller 2020-...



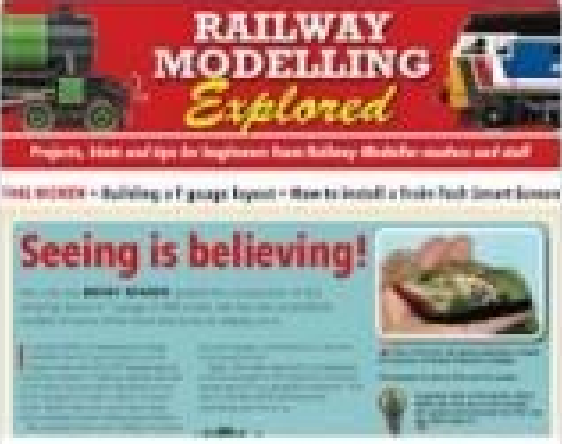
Restoring 9F Railways II...



Rod Stewart extract Rail...



Steam Railway 2020-12-...



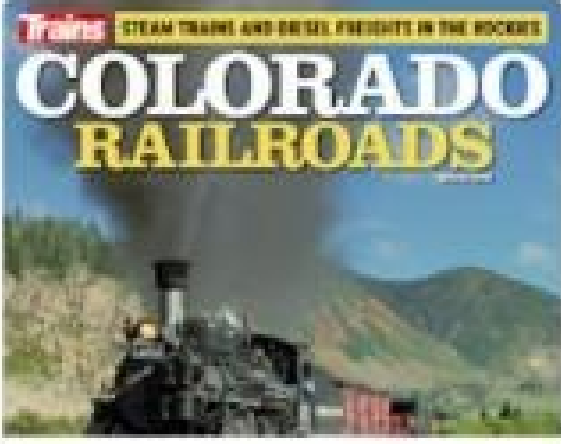
T-Gauge article Railway ...



The_Railway_Magazine_...



Trains Special - Big Boy ...



Trains Special - Colorad...

Manuals and Guides



Aspects of Modelling - ...



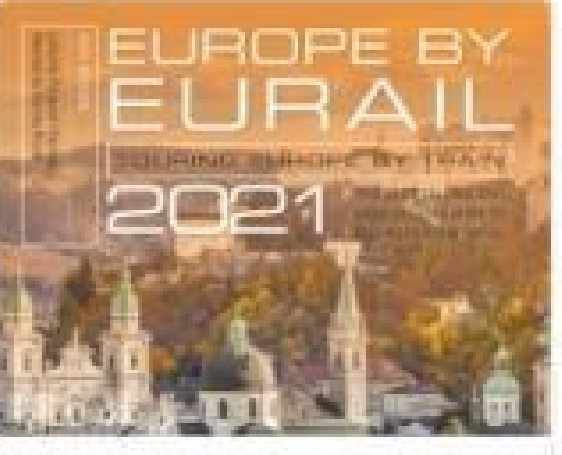
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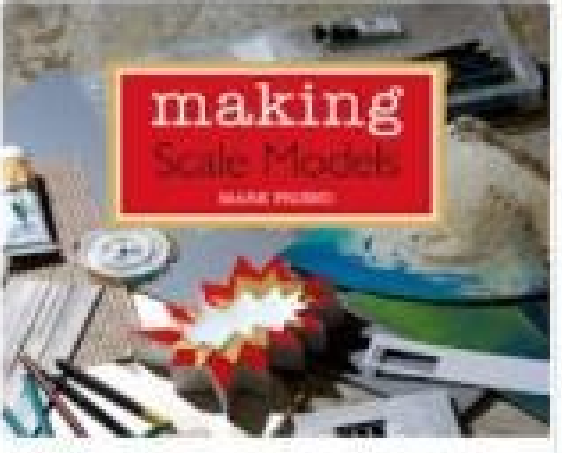
Europe by Eurail 2021 - ...



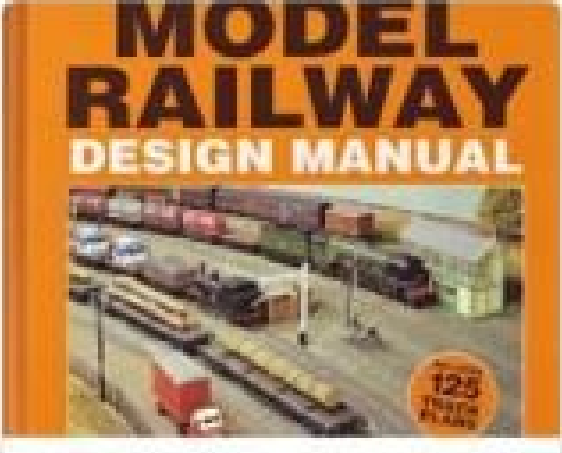
Hornby Magazine Loco...



Making Model Railway ...



Making Scale Models - ...



Model Railway Design ...



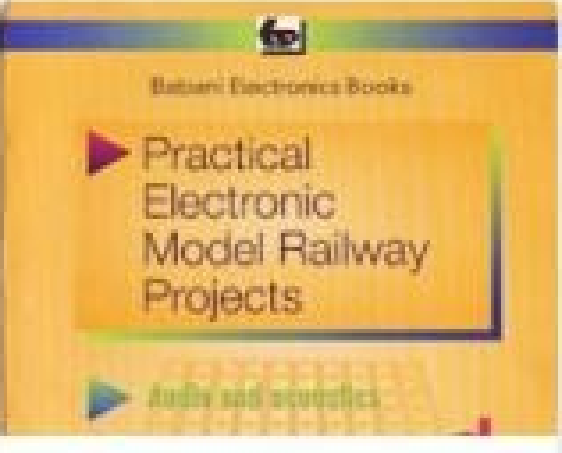
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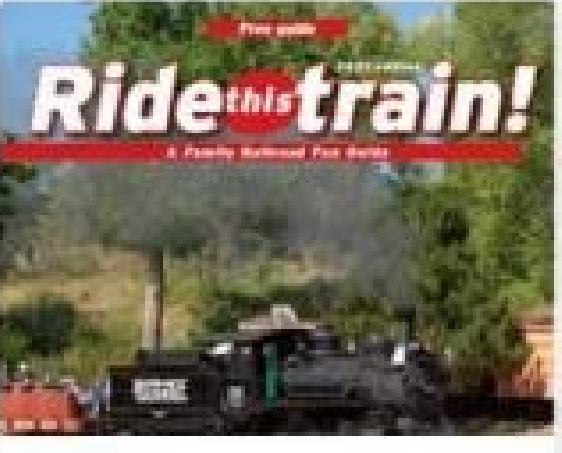
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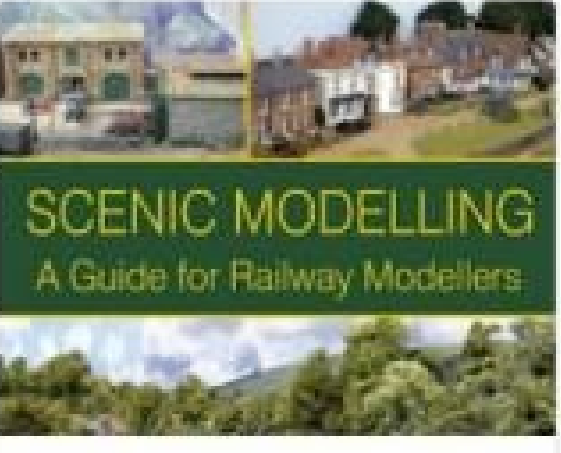
Railway Signalling.pdf



Railway_Technical.pdf



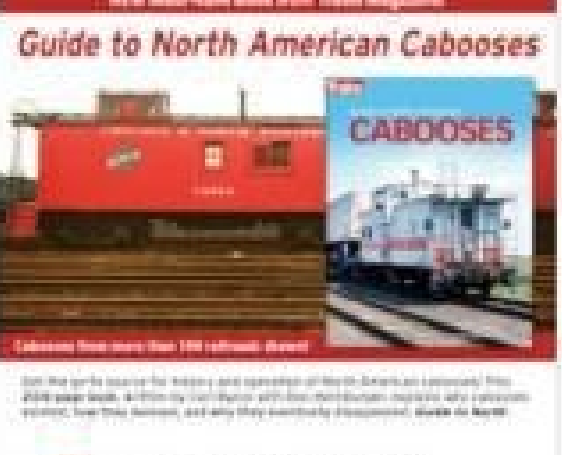
Ride this train! 2021.pdf



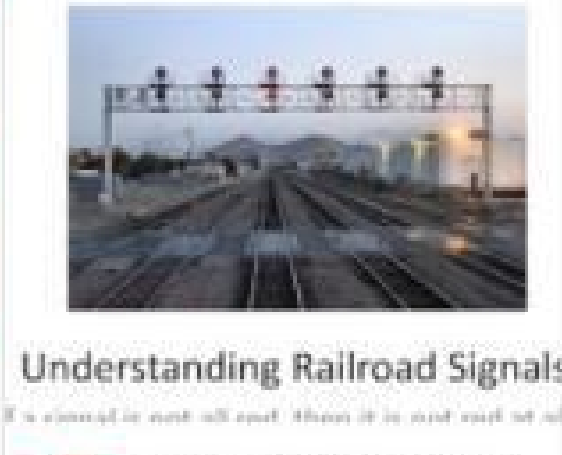
Scenic Modelling_ A Gui...



Severn Valley Railway G...



Trains 2021-06.pdf

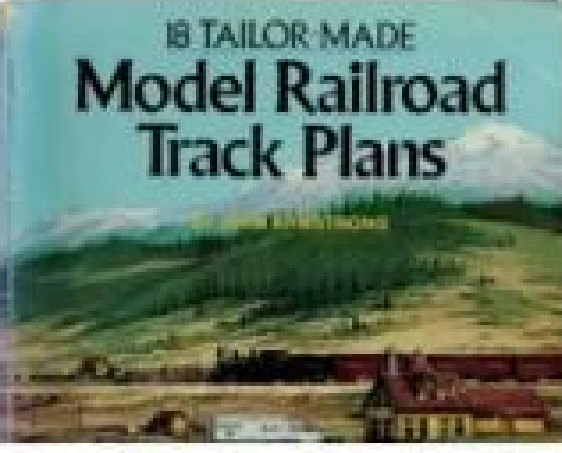


Understanding Railroad Signals

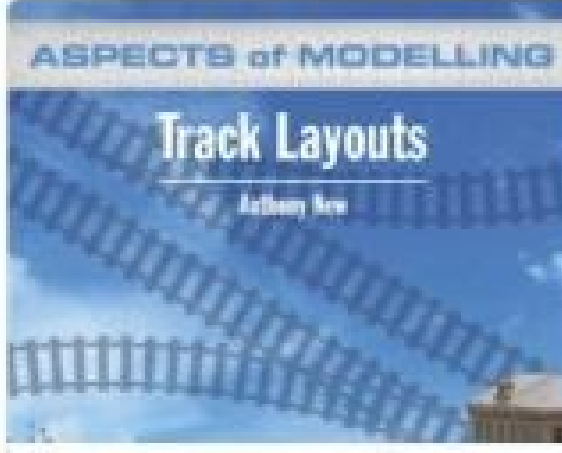


Understanding US Signa...

Track Plans



18 Tailor-Made Model R...



Aspects of Modelling - T...

Weathering



WEATHERING GUIDE (G...



The video library

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Name ↑



Ian Hislop: Trains that changed the world



Kathy Millat



Luke Towan



The Great Model Railway Challenge 1 & 2



Liverpool Lime Street-720p.mp4 👤



The UK's Biggest PUBLIC 12 Gauge Ride on Railway!.mp4 👤

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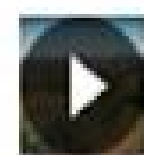


The Architecture The Railways Built



The Worlds Most Scenic Railway Journeys S04

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The.Worlds.Most.Scenic.Railway.Journeys.S05E03.Alaska.mkv



The.Worlds.Most.Scenic.Railway.Journeys.S05E04.Far.North.Scotland.mkv



The.Worlds.Most.Scenic.Railway.Journeys.S05E05.North.East.mkv

Collection 1

Collection 2

Collection 3

Show & Tell

During railway projects, when I am waiting for glue or paint to dry, I sometimes attempt projects around the house. One of these is to assist Freda with her small fairy garden. I recently scratch-built a small bridge from cardboard and egg boxes, to add to this garden.

The design and techniques can be used in model railroading as well, and I hope that the pictures will inspire guys to build their own bridges.



Painting was done by using old paint brushes and ordinary artist's water-based paints.



Antonie Wentzel





THE GREAT LITTLE TRAIN COMPETITION

aka “De Grote Kleine Treinencompetitie”

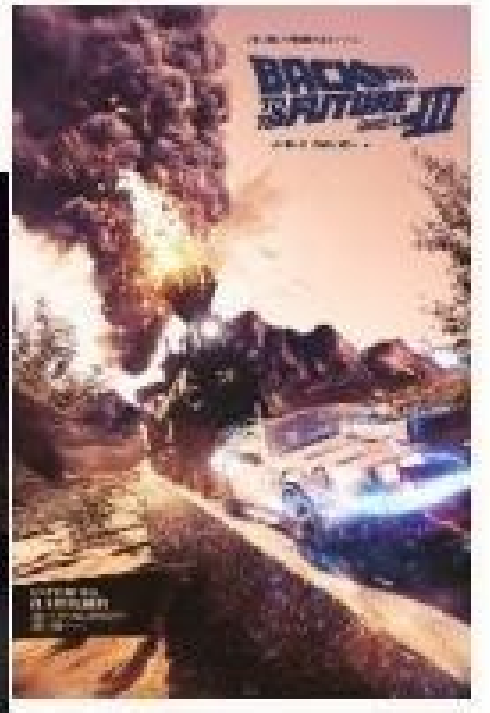
6 weekly broadcasts started 14 Oct on BVN (DSTV Channel 431) or live on the internet at: <https://www.bvn.tv/bvnlive/>

Holland is now back to normal time and SA is now one hour ahead.
The broadcasts are now at 21:30 SAST.

Episode 1

The challenge is to create a working layout within 3 days based on a movie. The three teams chose to compete with “Unstoppable”, “Back to the Future 3” and “Harry Potter”.

Which team impressed the judges and who went home?



Episode 2



The task now is to recreate an historic event.
The teams chose:

- the accident at Montparnasse in 1895
- the world's first nuclear power station in 1954
- the fall of the Berlin wall in 1989

Episode 3

Today 4 teams are competing (2 from each of the previous episodes). The theme is “Power of Nature”.

The teams chose:

- Meteorite crash
- Sink Hole
- Volcano
- Avalanche



Episode 4 – three teams advanced to this stage and one went home the previous week.

The theme is “Hollands Glorie” – i.e. typical Dutch.

The teams chose: Team Pink: - typical polder landscape
Orange team: - Tilburg Fair
Blue team: - Dutch breakfast table



Episode 5 (Semi Final)

The Blue, Orange and Pink themes compete. The theme: ‘The Sky is the limit’. An operational layout with significant height with detail and a story.

The Orange team builds a layout based on the 1920's movie “Metropolis”



Team Blue includes a zeppelin in their Swedish mountain layout and feature a small screen with a LED Zeppelin video playing “Stairway to Heaven” and special effects creating the Northern Lights!

Team Pink’s “Travel through Life” portrays an Alpine landscape with the team couple’s own life history illustrated with old photographs, suitcases etc. culminating on snow-capped mountains and a big surprise at the end!



Episode 6 (Final) aired on Thursday 18 November.

An exciting final, in which the 2 teams face an extra big challenge. They get one day less to finish the track and in addition they have to connect all previously made layouts and ensure that a train runs over it. Above all, the biggest train fan in the Netherlands, Erik de Zwart is the guest jury member in this episode with the theme 'future'. The last layouts to be made are a moonscape and one in which two future views of the world are shown, including two aquariums.

And the winner is....

SPONSOR



It seems as if the Dutch national team is playing a football match during a European championship. This is how **Rob de Kleine**, director of **De Kleine Benelux**, describes how things went recently on a Wednesday evening in eatery De Beurs in Meppel.

But no, football is not on the screens in the cafe that evening.

Management has set up the TV program **De Grote Kleine Treinen Competition of Omroep Max**. Because there are a few special guests at the table. Including **Rob de Kleine**. His company **De Kleine Benelux** is located in Meppel. "Everything you see on that program comes from us."

De Kleine Benelux is the importer for the entire Benelux when it comes to miniatures. The company supplies everything in the field of miniatures to more than a hundred stores. And thus also the Great Small Train Competition. In the TV program, presented by André van Duin, Omroep Max is looking for the best model train builder in the Netherlands. Every episode the model train builders compete against each other in teams and every episode one team is eliminated.

Audience of millions

"We did not know beforehand how big it would be. Will it attract 20,000 viewers, a few hundred thousand or one and a half million? Nobody knew," says De Kleine. In the first episodes it has become slightly more: two million and more. Only the eight o'clock news does better on Wednesday evenings. "André van Duin is doing great. He has a real feeling for it. I doubt whether half of the viewing figures will be achieved without him," he compliments the presenter.



Rob de Kleine (R) hands a Märklin trainset to TV presenter André van Duin. Left a representative of the De Kleine Benelux

De Kleine proudly turns on his television every Wednesday evening. "I used to see interviews on television about new programs, which quickly turned to viewing figures. Is that really necessary, I thought. But I am now immediately looking up how the viewing figures were every Thursday morning," he laughs. "You step into a completely different world."

Recently, the television was not turned on at home, but in cafe De Beurs. A representative of Märklin - a large German model train manufacturer - came to visit the company in Meppel. On Wednesday evening. "Then we have to watch that show. But we also have to eat something." So the iPad goes to the diner to watch the episode while eating. It's a little different. The bar owner realizes what they are watching and turns on two television screens in the bar. Suddenly the whole cafe is watching De Grote Kleine Treinen Competition.

Cost item

It is an expensive 'assignment' for De Kleine Benelux. De Kleine estimates that it cost his company between 60,000 and 70,000 euros - and a lot of time. "Can we get this back? No idea." He doesn't lie awake about it either. "How much do you have to pay for a commercial for a program with two million viewers?" Although it is not clear to the general public that the Meppel company is providing all the materials.

"It is the public broadcaster. We are not allowed to do anything commercially with it." And so, for example, you won't see any company logos during the broadcast. "On the credits you only see briefly: 'thanks to De Kleine Benelux'."

That should not spoil the fun, says De Kleine. It provides him with a completely new experience and a very nice story, as he describes it himself. And there is something else that comes into play. "We do this for the entire industry. Then people just buy stuff from a competitor. The industry benefits."

The popularity for miniature trains at the moment is not just because of the program. "It's the season for it again. It's getting dark earlier. Christmas is coming too. The idyllic image is to run a miniature train under the Christmas tree. This program really comes at the right time."

Second Season?

De Kleine says that talks are now underway for a second season. If there's a second season, it'll probably be faster than the first season setup. Two years ago, De Kleine Benelux was first approached by a production company, and John de Mol was also interested in the program. After it was quiet for a while about the plans, Omroep Max stepped forward. This summer was the shooting.

By the way, no cheers tonight from eatery De Beurs for the Great Small Train Competition. Rob de Kleine watches the fourth episode at home.

UITZENDING GEMIST (Broadcast missed)

You can still watch some of the episodes online by going to:

Episode 5 11 Nov 2021 https://www.bvn.tv/programma/de-grote-kleine-treinencompetitie/POW_05057116/

Episode 6 18 Nov 2021 https://www.bvn.tv/programma/de-grote-kleine-treinencompetitie/POW_05057117/





Port Elizabeth Model Locomotive Society

A fun outing was had on the first Saturday in November 2021 when the PEMLS prepared for their first public running since COVID Lockdown!

We witnessed the dedication and maintenance which is required to bring a few hours of joy to the public. Vandals

had stolen some of the water pipes and were replaced; lot of cleaning, pruning and finding the fault on the signalling system etc.

Gerhard du Preez succeeded after various setbacks to get “Nellie” back to steam and operational. It is a beautiful 5 inch gauge 4-6-2 SAR Class 16 DA #877 built by Wessie in 2008.



Whilst Justin Woods and an assistant were attending to “Joy” built by Brian Simpson, also a SAR Class 16 DA 4-6-2 model # 879, Mark Viviers was having fun driving the Sheltam Diesel powered by a lawnmower petrol engine.

Hilarity and frustration ensued when dogs chased a rabbit in the trainshed causing wagons to derail!





You can view a video on our own

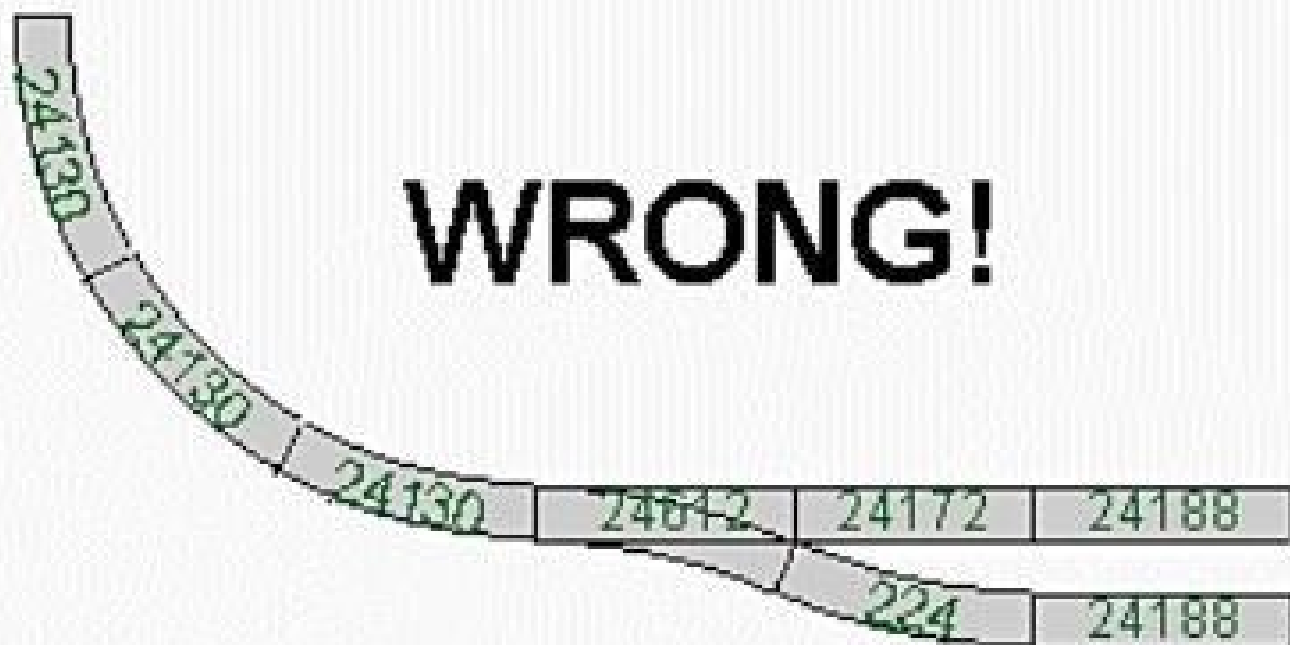
YouTube channel [here](#) of our ride around the track with "Joy" and Gerhard's testing of "Nettie"



RAILROAD DESIGN TIPS & TRICKS by [Henrik Høxbroe](#)

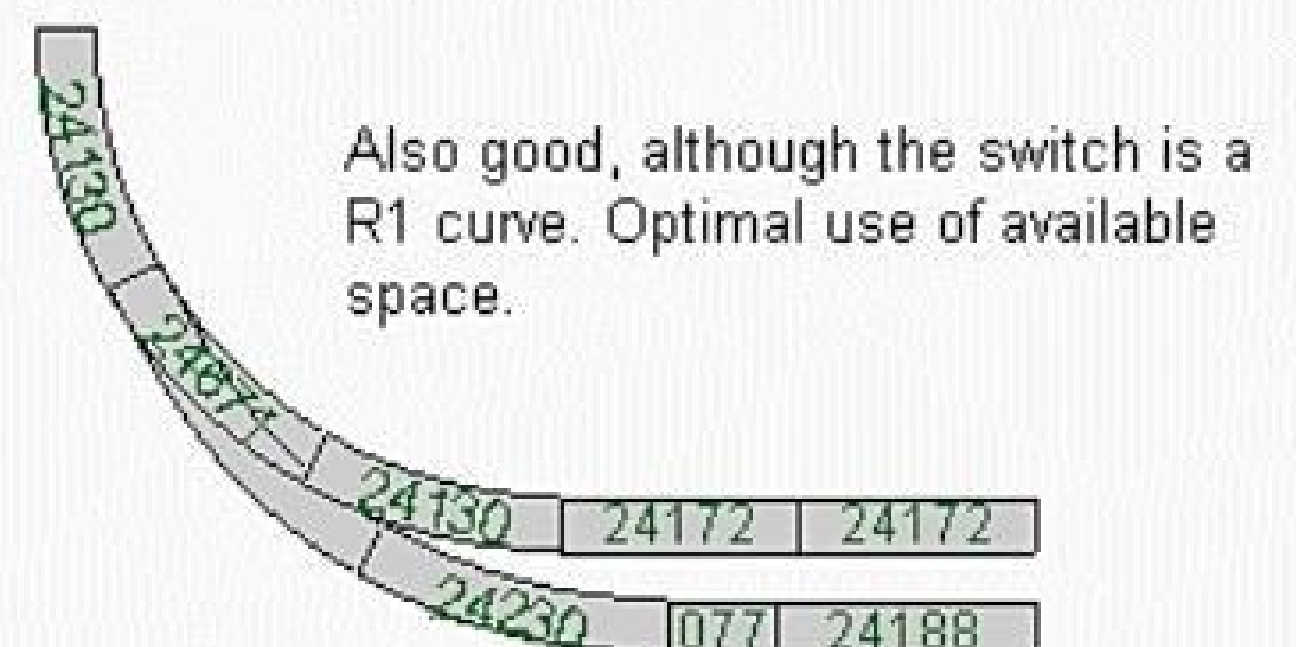
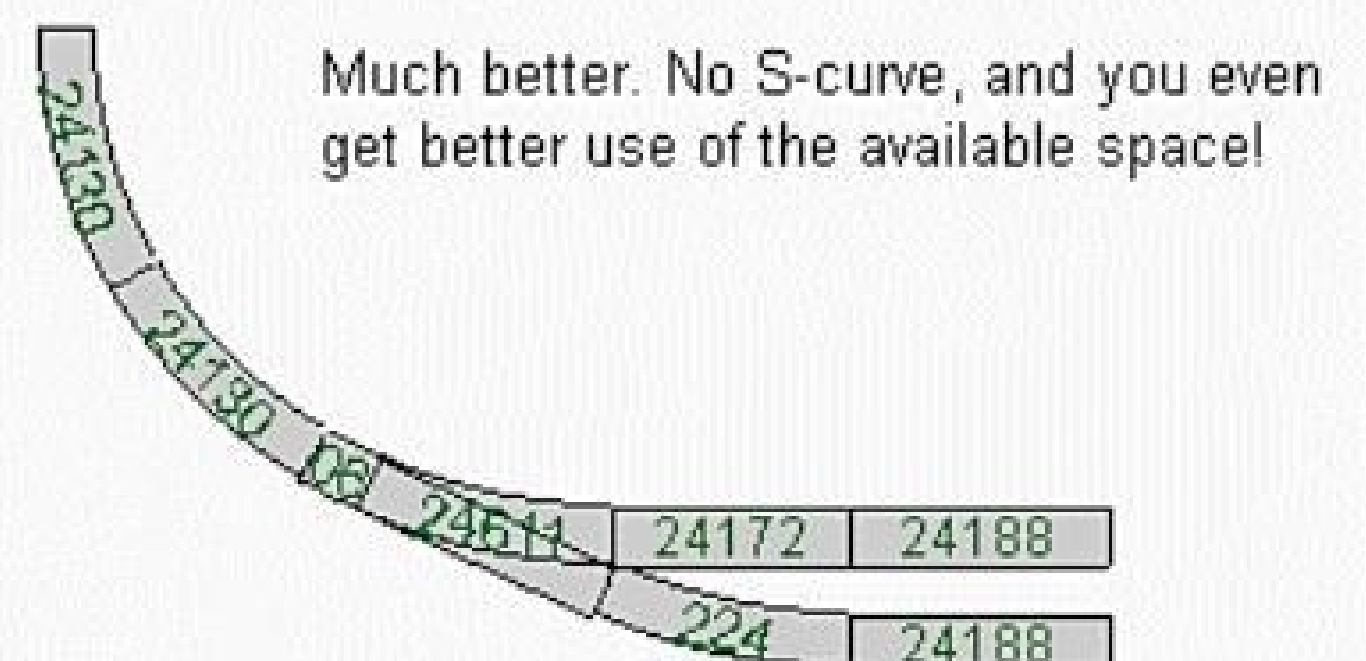
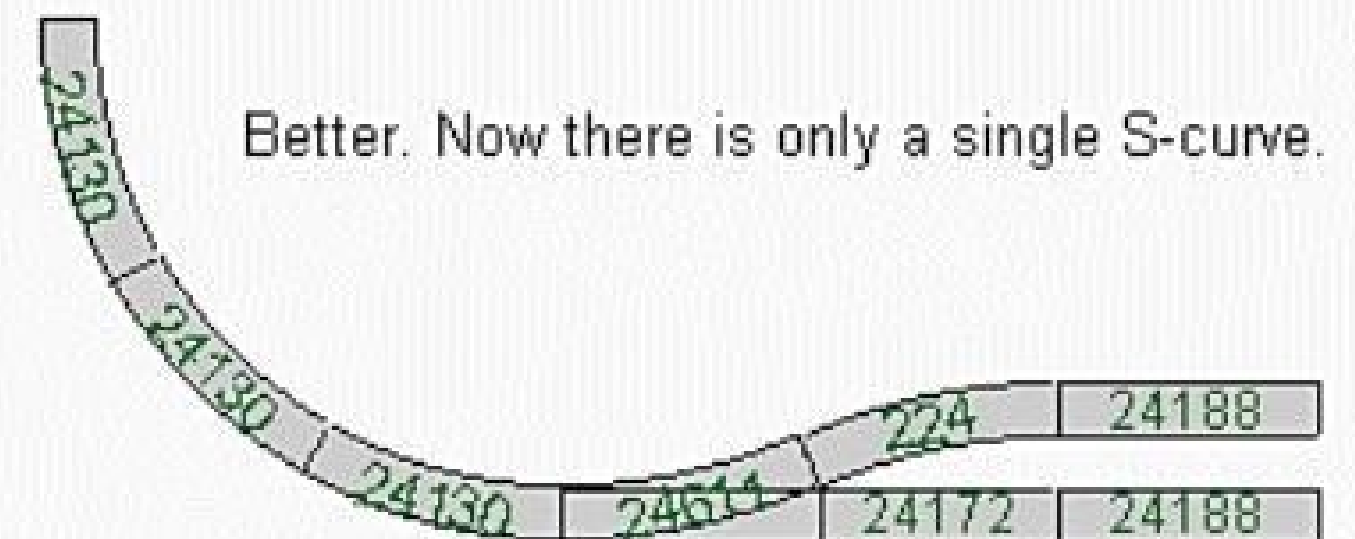
Here is a collection of some of the things I have learned over time. The examples and comments are my opinion about Märklin sectional track geometry and aesthetic design

The dreaded S-curve The S-curve should be avoided, although with very soft curves (like with flex-track) it can be quite a nice visual detail.



A very typical beginner-error. Here the poor train will have to deal with a double S-curve, prone to cause both de-railing and/or decoupling.

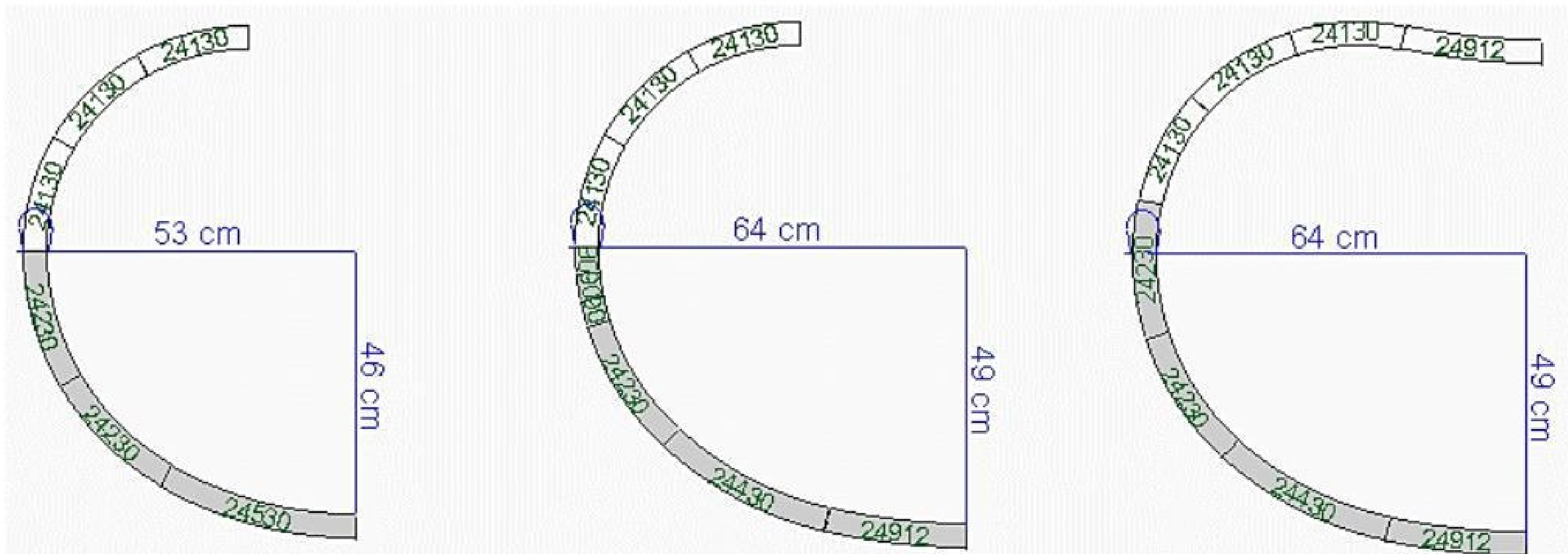
Note: It is un-prototypical to have a mainline going through a switch on the CURVED string. (Although exceptions exists) Its not extremely important, just a thing to keep in the back of the head...



Transition curves.

First hide all R1 curves in tunnels or whatever.

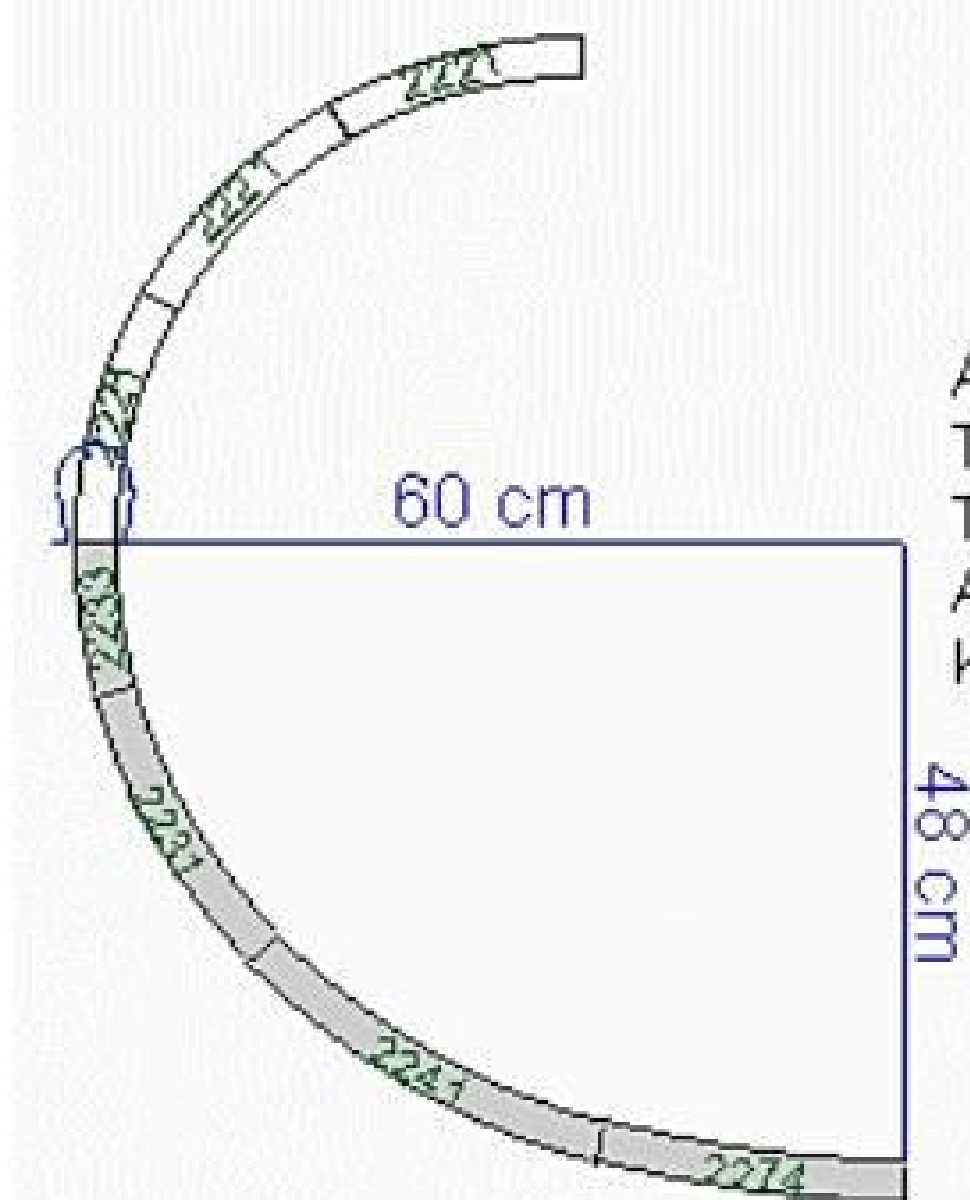
Next transition the curvature of the track with gradually softer curves. Apart from being nice to look at, it's actually also the prototypically right thing to do!



Some simple transition, keeping within the standard track geometry.

A transition using the R9 curve. Geometry is broken; the curve still needs 0,8° more to be full 180°.
This is of no practical importance though, and is a perfectly valid construction!

If-for some reason- you MUST reach an exact angle, a contra-curve can be installed somewhere else down the track.



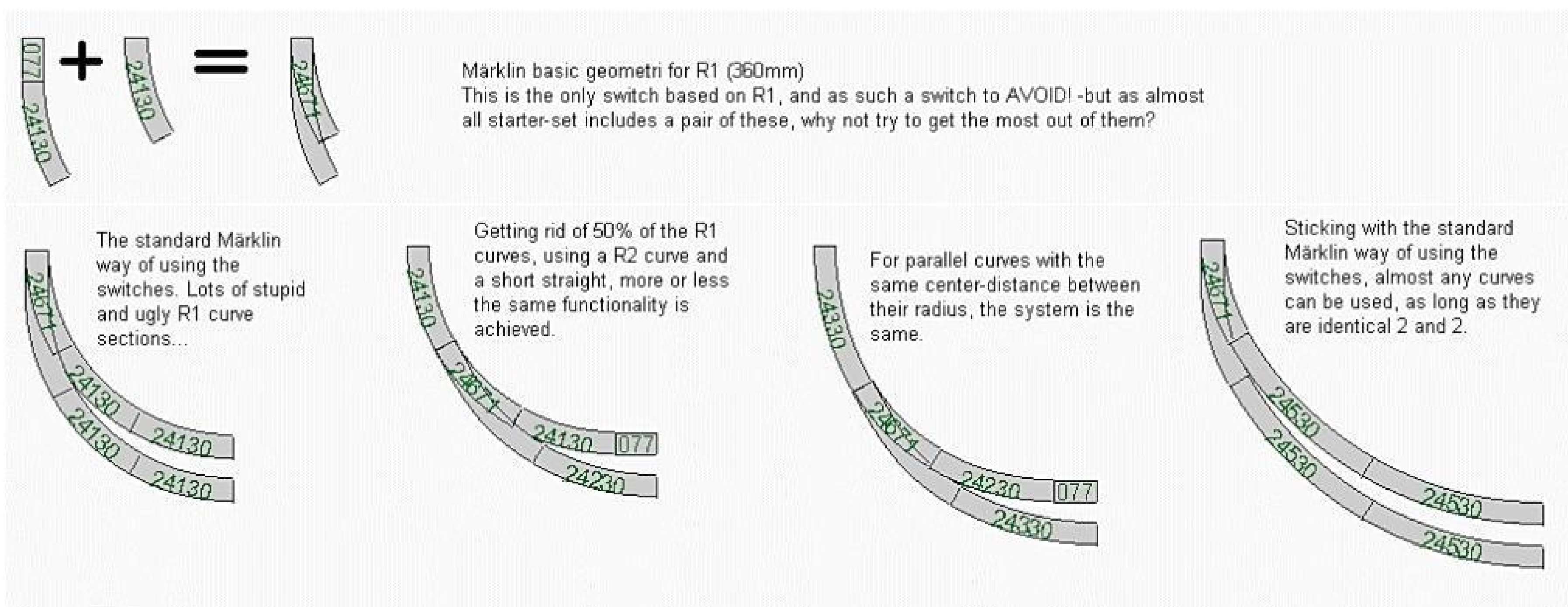
An example using K-track:

The geometry is broken a little, and the curve is missing $0,6^\circ$.

This is of no practical importance what so ever!

Actually one can use any 15° curve as contra-curve to the slim K-switches, thereby achieve very small distances between tracks.

The curved switch. Apart from the standard switches, which are based on R2, and the slim switches (R9), there is the strange R1 curved switch.



Märklin basic geometri for R1 (360mm)

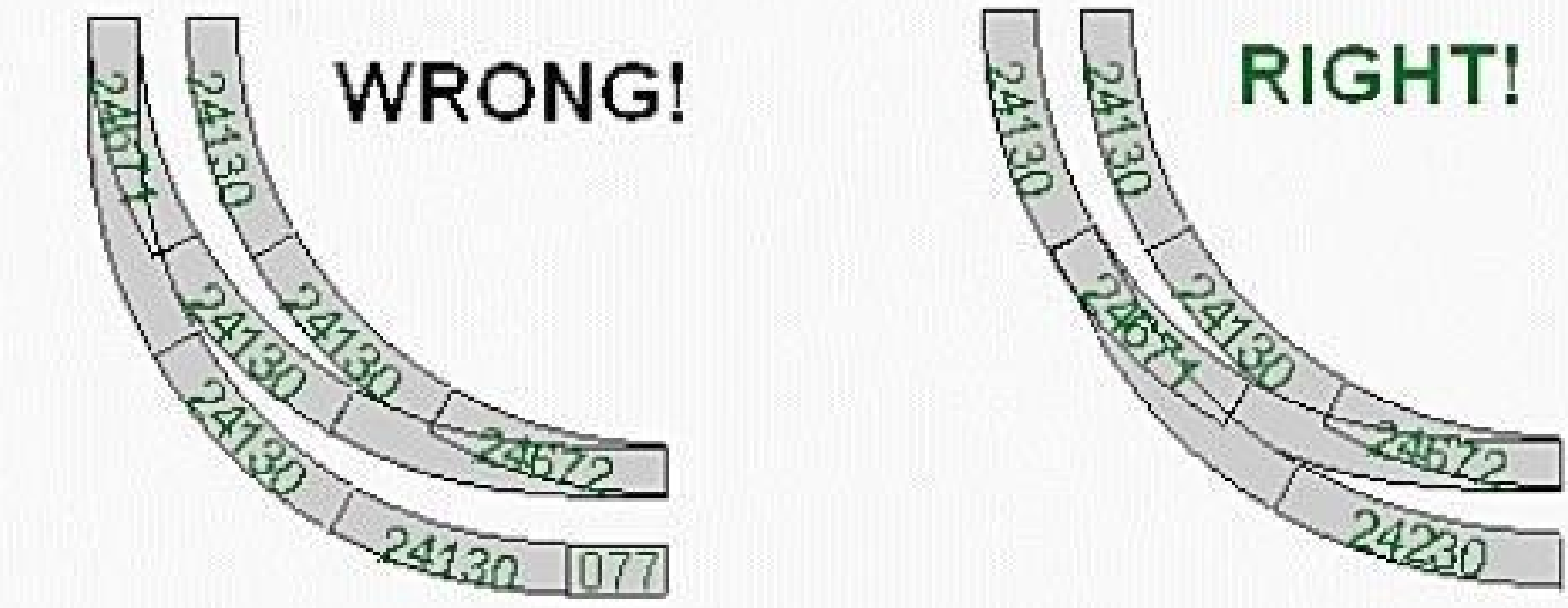
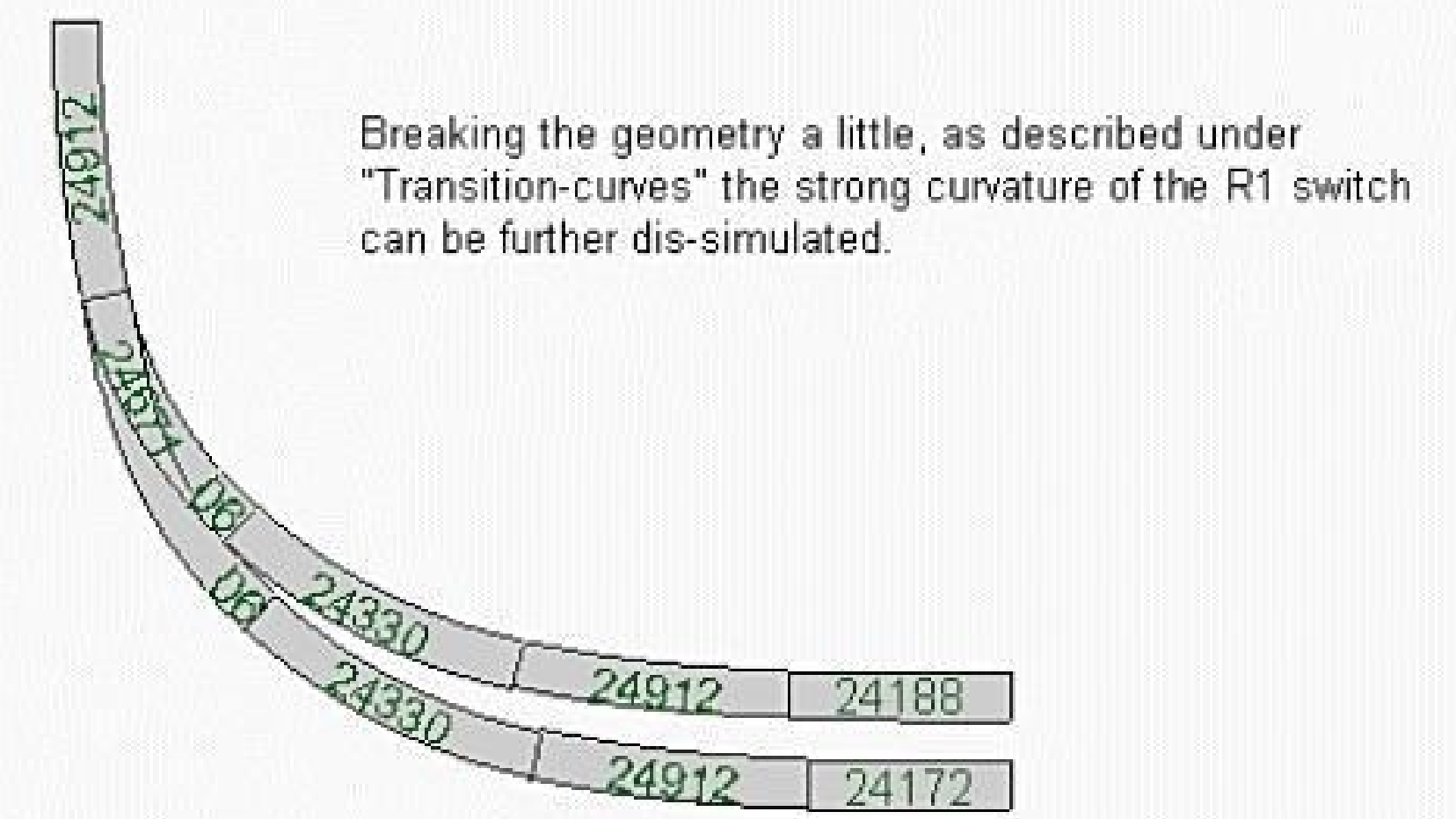
This is the only switch based on R1, and as such a switch to AVOID! -but as almost all starter-set includes a pair of these, why not try to get the most out of them?

The standard Märklin way of using the switches. Lots of stupid and ugly R1 curve sections...

Getting rid of 50% of the R1 curves, using a R2 curve and a short straight, more or less the same functionality is achieved.

For parallel curves with the same center-distance between their radius, the system is the same.

Sticking with the standard Märklin way of using the switches, almost any curves can be used, as long as they are identical 2 and 2.



Finally a short note about how Märklin normally promotes the use of two curved switches as connection between parallel tracks.

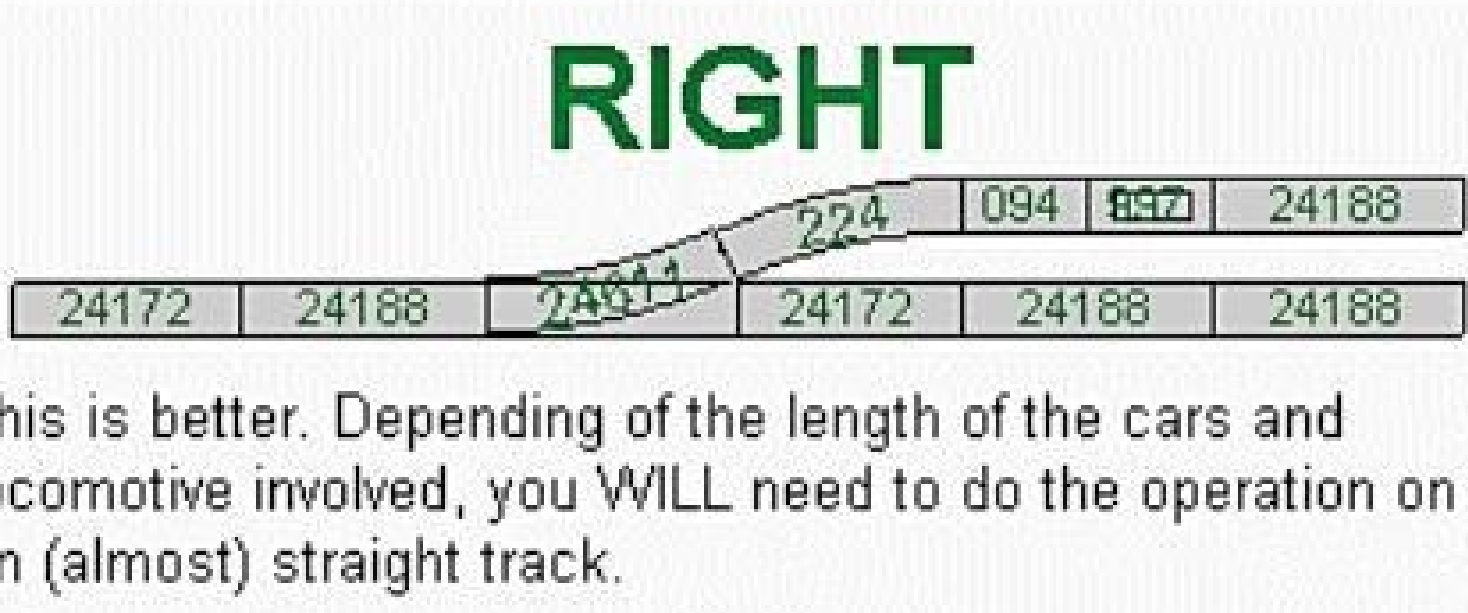
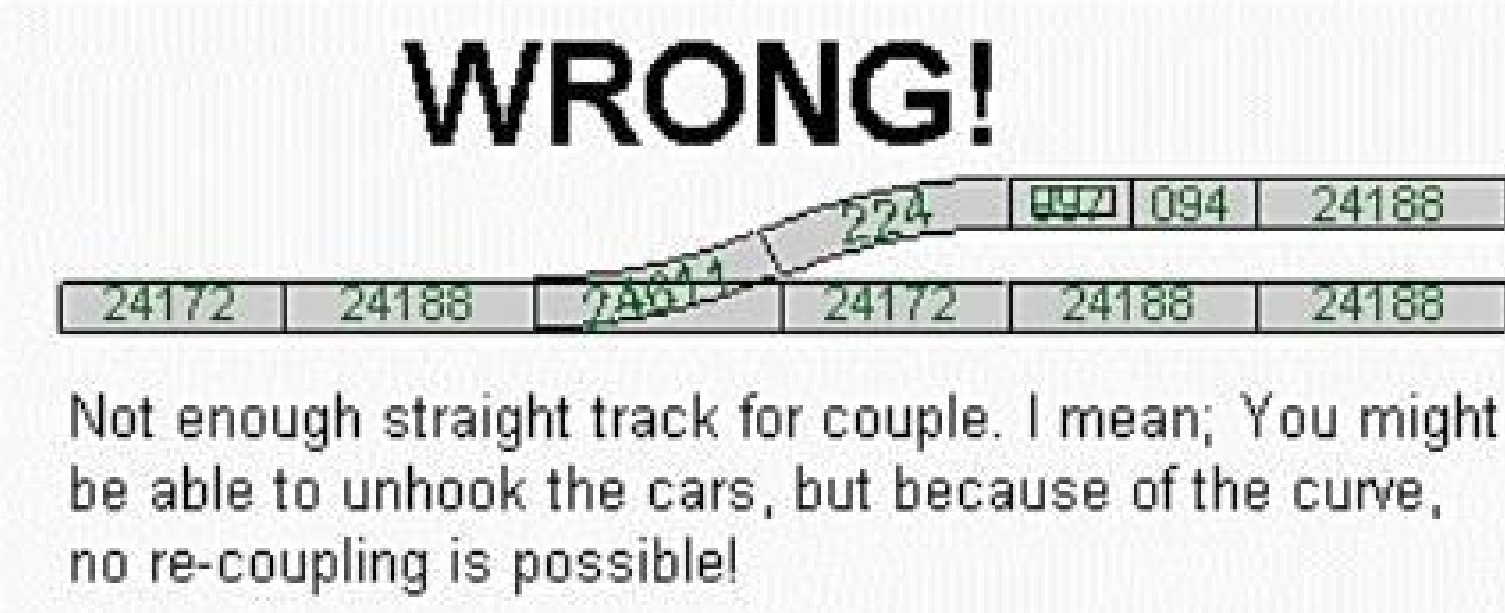
That is absolut rubbish!

Removing two of the 5(!) R1 curves, and adding just one R2 curve EXACTLY the same effect and geometry is achieved. (And for less cost and better visual aspect, I might add!)

Note: I know that some of these combinations are indeed shown in the standard catalog, but nevertheless the "wrong" combinations are promoted in the C-expansion-sets!

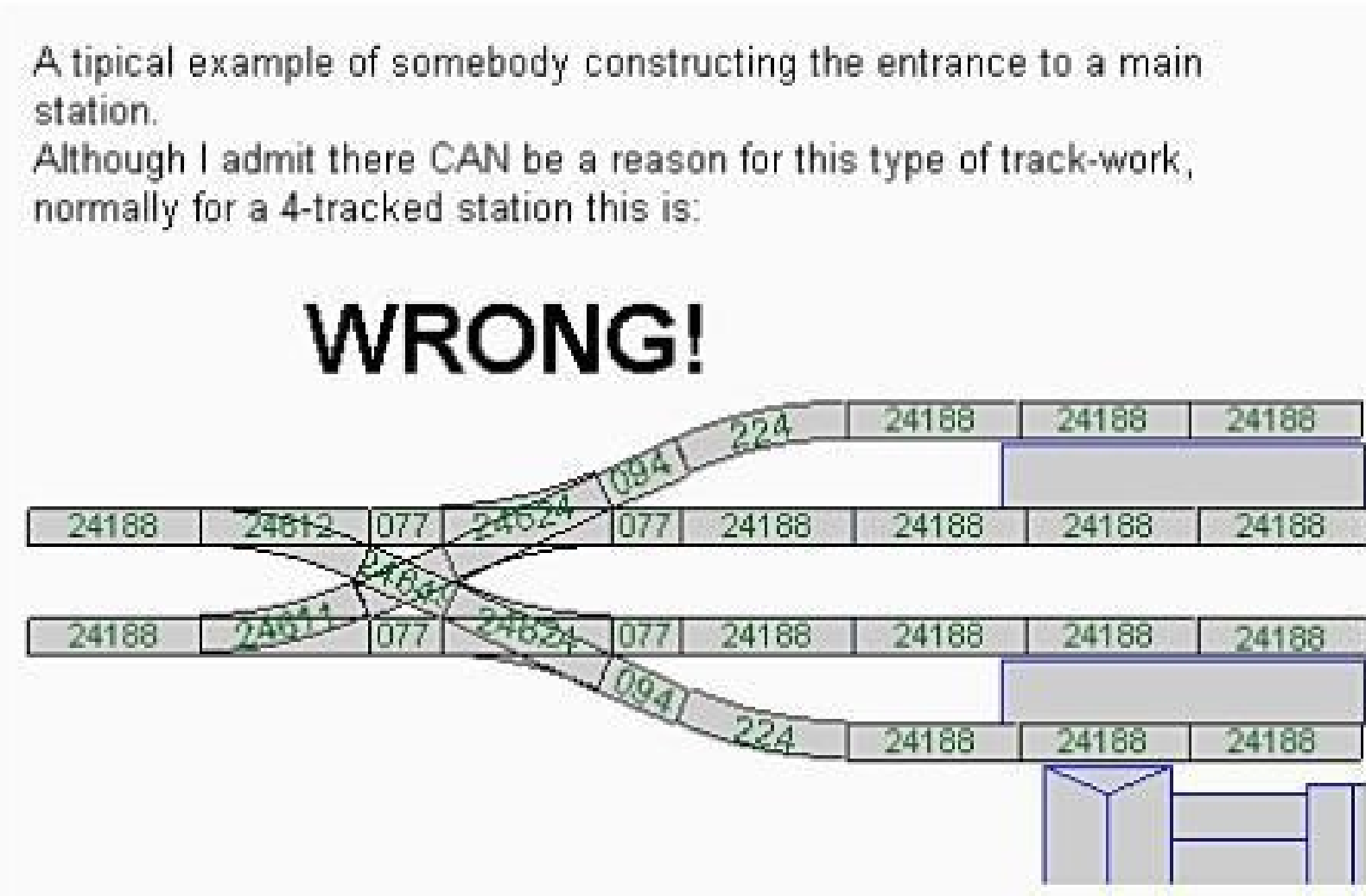
The un-coupling track.

A short note about wrong use of the un-coupling track.



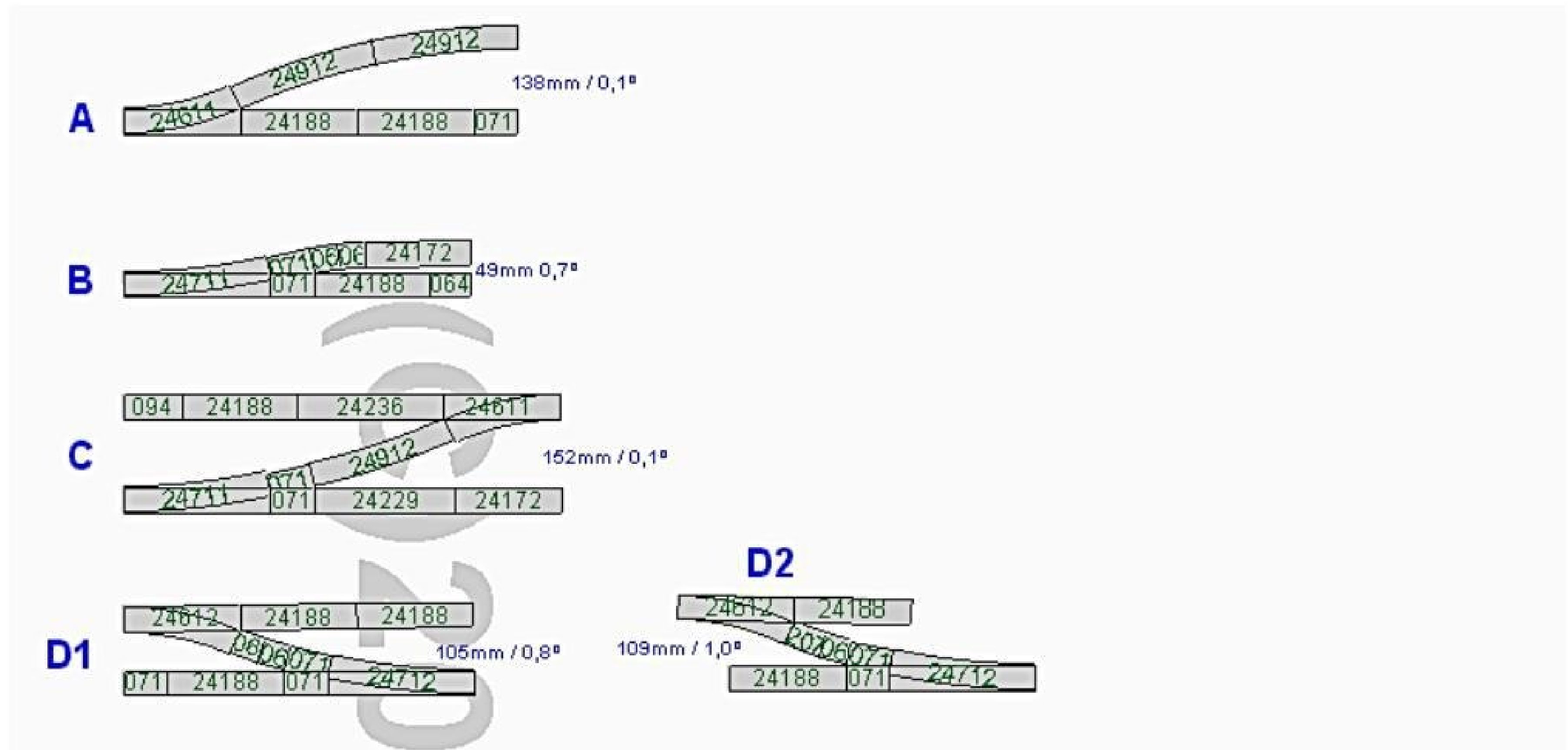
Station (4 tracks).

Here is a general way to layout a 4-tracked station. -And an example of the most common design-error.



By stretching the Märklin C-track geometry a little, the nice R9 curve (actually a contra curve for the slim switches) can be more useful! This means -however- NOT arriving to exact angles in curves, as the necessary track-pieces does not (yet) exist in the C-track system. The GOOD news is, that the missing angles are usually so small that they have no practical importance!!! (As mentioned for the transition-curves)

The basic trick lies in that $2 * 24912$ equals roughly a 24224 (the curve of the normal switches)



A) The basic combination.

B) Can be useful for packing tracks close together.

C) Basic combination and mix of slim - and normal- switches.

D1 and D2) Same combination, except using a 24207 instead of a 24206. D1 is definitely the combination to use, but the other CAN be used also.

E1 and E2) Interesting mix of slim- and normal- switches. 77mm is the normal sectional track-distance for the C-track system but as the 90mm distance is useful for a lot of these combinations, the E1 version might be equally interesting!

F) Nice combination of slim curves and normal DKW.

This image is also important for showing how to reach the 90mm distance with a single slim switch!

G1 and G2) The "Hosenträger". Okay, this is NOT really possible without surgery.

There are two alternatives;

G1 if you don't want to cut the plastic-ballast of the track-pieces. The 24172 track pieces are much too short, so this combination would probably only work if you are screwing the tracks firmly down!

G2 work within the 90mm track distance, but there is no way to combine existing track-pieces to form a 179mm length. -and anyway the plastic-ballast doesn't fit in this tight combination. Solution: Shorten a 24188 (or longer) piece down to size, and cut the plastic-ballast off where needed. (The 24640 crossing might need some trimming of the ballast also, but the switches themselves remain intact!). Alternative solution; Use a standard 2200 K-track, and ballast it with ballast imitation.

I think modifying two 24188's to achieve this beautiful hosenträger is not such a bad deal really... ;-)



BRUSH PAINTING AND OBSERVING BRIDGE AND VIADUCT DETAILS FOR YOUR MODEL RAILWAY

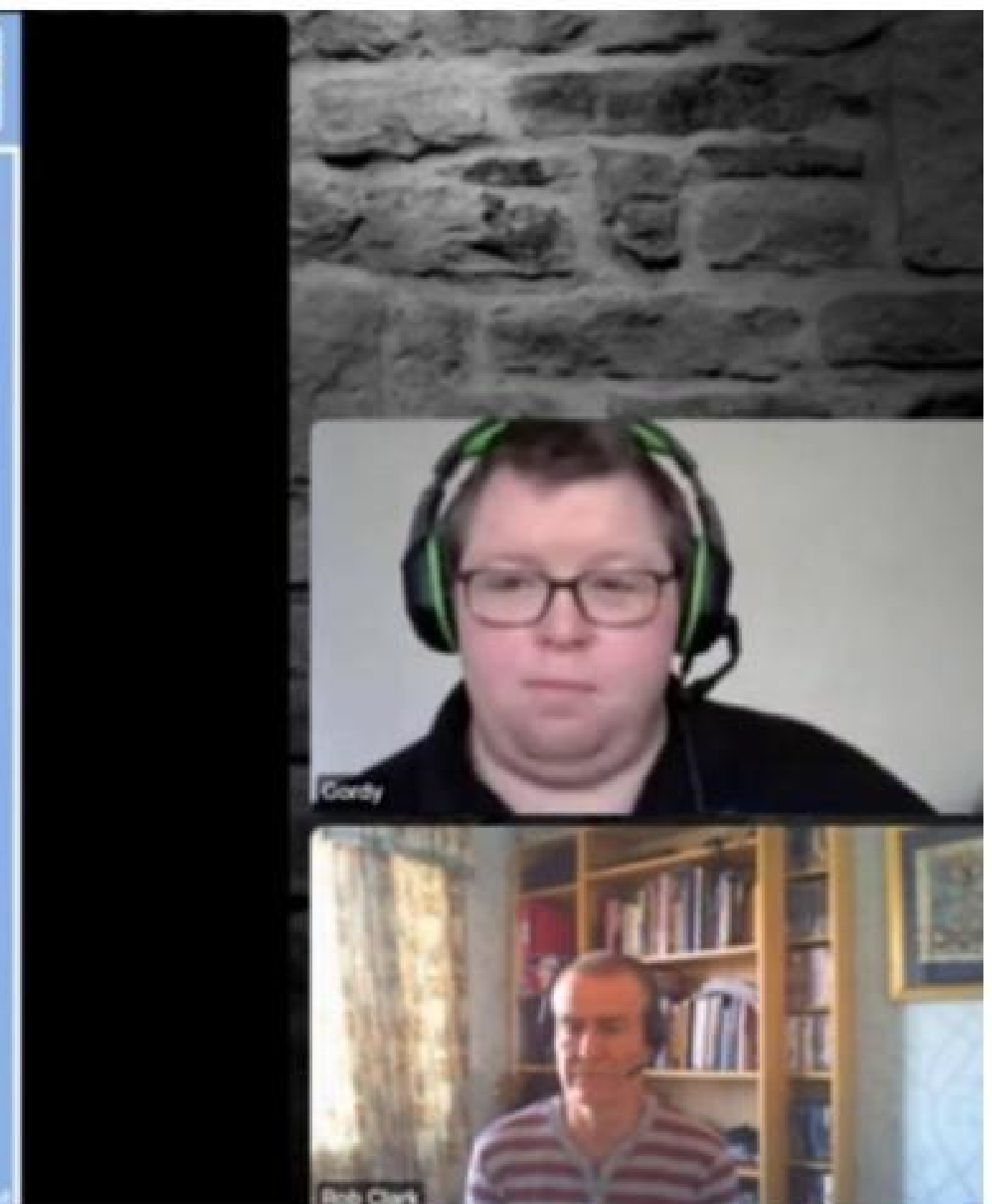
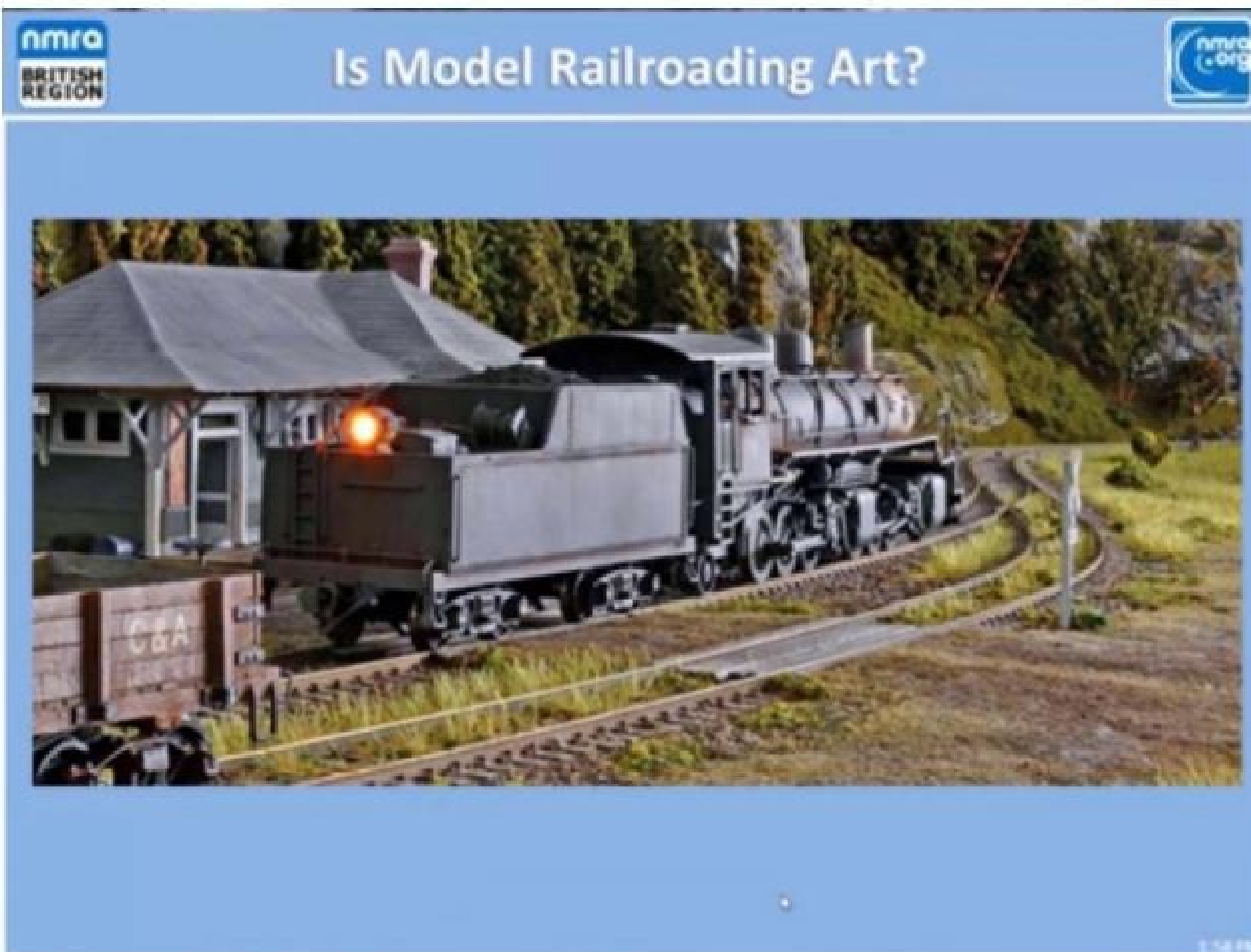
Touring bridges and viaducts, culminating in a visit to the UK's longest masonry viaduct in Rutland, Howard Smith shares ideas to help make your model structures more accurate and interesting.



Watch British Railway Modelling magazine's Howard Smith demonstrate brush painting techniques for you to try on your model railway layout.

See more videos like this at www.world-of-railways.co.uk

ROB CLARK - IS MODEL RAILWAY ART?

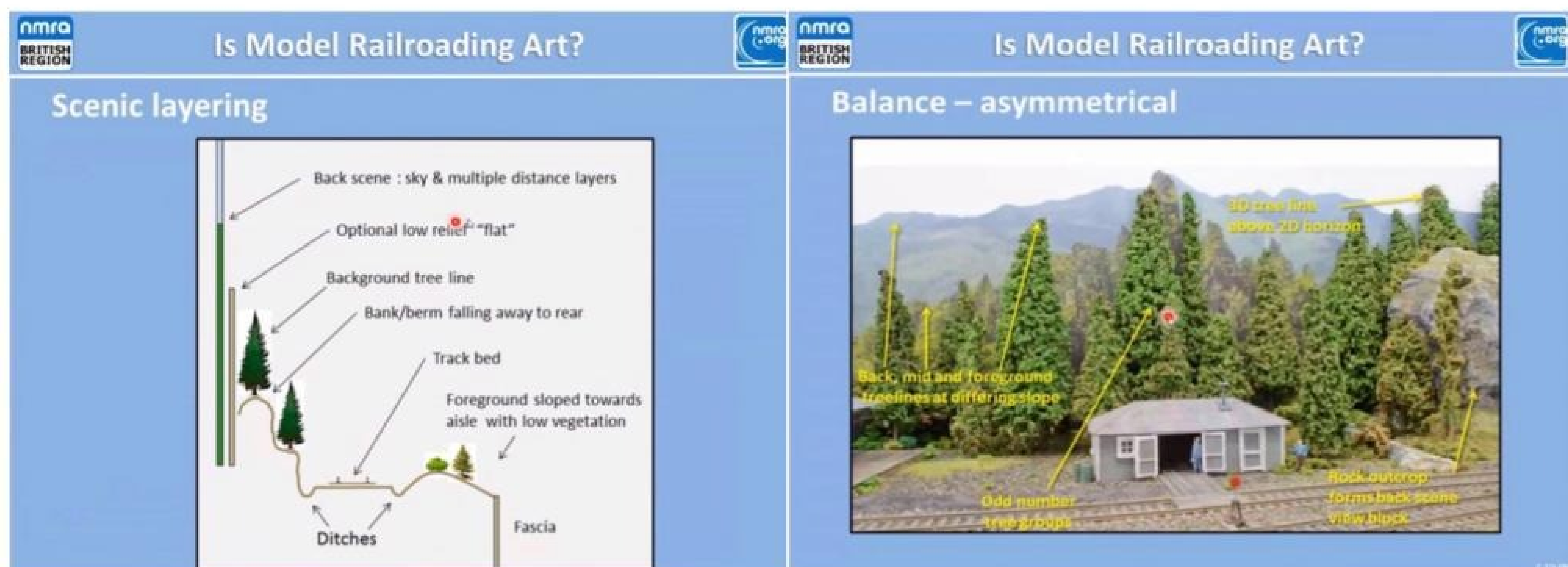


Press Ctrl & Click on the link in the title to view this on YouTube

Rob Clark directly from the UK will give us insights into model placement and composing scenes.

Rob is well respected in the UK and it's time the rest of the world knew about his talents.

From the NMRA Virtual convention 24th & 25th March 2020.



Some of the feedback he received on this video:

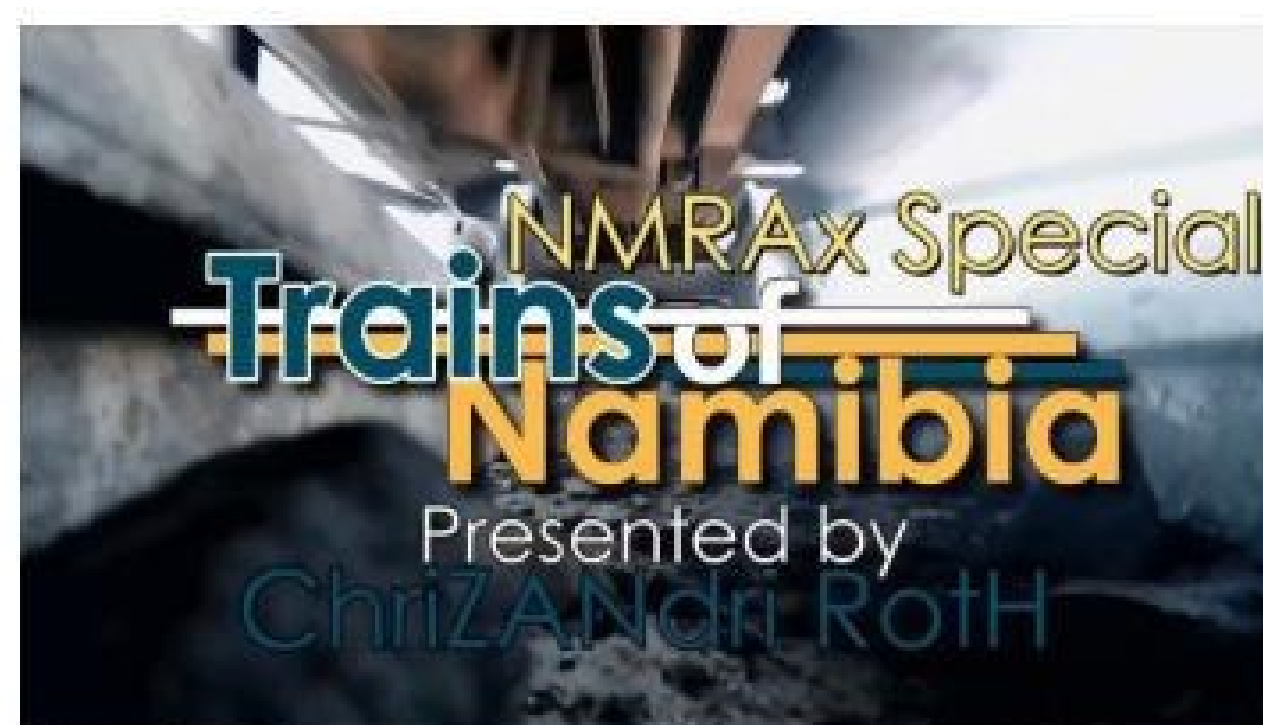
Excellent presentation. In planning my layout, the first question I asked myself is, "What story do I want to tell?" Story, theme, passage of time, scale, colour pallet, perspective, framing, view point. Such a wonderful hobby. Yes, it certainly can be art. Thank you!

Wonderful presentation. Model railroading is an art form. Many good points made here are common to other visual art forms. I think this will help me in my efforts to build scenes on the layout and photograph them. Telling stories is an important part of life and scene building does just that. Thank you for raising the bar.

I enjoyed this lecture. As a former artist in film and theatre, I could choose to paint or sculpt. With a model railroad, I can do both and then some. The model railroad genre is one of the greatest art forms ever created in my experience. Cheers. ~ Boomer.

CHRIZANDRI ROTH – RAIL FANNING NAMIBIA

You will find this interesting video on the same [YouTube page](#).



WORLD'S SMALLEST PACIFIC LOCOMOTIVE CELEBRATES 110 YEARS



The world's smallest pacific locomotive — among standard-gauge equipment — is Little River Railroad 4-6-2 No. 110. Little River Railroad 4-6-2 is running in south Michigan, fresh from a 15-year inspection and a rebuild that included a new door sheet

Little River Railroad No. 110 switches at the Little River Railroad shop in Coldwater, Mich.

The low drivers and short wheelbase were a specification of the railroad's superintendent. He wanted to ensure that the LRRR's passenger hauler could operate up the steep grades and around the tight curves of this Tennessee railroad. Maximum grade was 2 1/2% combined with curves of 30 degrees radius.

Baldwin's specs account for the relatively large grate by characterizing it as suitable for burning the 110's "Poor quality bituminous coal." C L Fry reported a new requirement on 6 January 1912, just a few weeks after service entry when he recommended a blower pipe on each side of the ash pan to clean the upper slope, presumably because the low volatility of the coal meant unusually heavy amounts of ash and cinders were left behind during fuel consumption.

The 110's backbone was to consist of frames with "extra heavy section." Note also that the 110 was not superheated and did not have a brick arch.

Adopted as a "pet" by the owner's wife (Margaret Townsend), the pint-sized Pacific became the symbol of the railroad.



The area's scenic beauty was quite a draw: "Many of [the people in the region] journeyed by train to Elkmont to view the sights. In the early years, a trip up the Little River gorge became so popular with church, club, school and family groups that the Little River Railroad inaugurated the "Elkmont Special" operating from Knoxville over the Southern's tracks to Walland ... Advertised stops were at Maryville, Walland, Kinzel Springs, Townsend, Line Springs, Wonderland Park, and Elkmont."

The history adds that \$1.90 often bought more than the rider might have bargained for as "slides, washouts, and errant cows often added stops not on the schedule." Most of the passengers took all of the drama with grace and eagerly rode on flat cars that had been "modified into open-seated vehicles, with the designation "Observation Car" gaily painted on the sides."

Sometime after Margaret Townsend's death (the Pacific was used to haul her funeral train), the Little River reverted to its logging-road profile. The last train (pulled by #110) left the mountains in December 1938.

The Smoky Mountain Railroad bought the #110 in 1940 and pulled freight trains until it once again headed up the last steam run in December 1954.

#110's age meant increasing unreliability and it was eventually side-lined on the Smoky, where pre-emptive salvers stripped the derelict of much of its hardware. Still, enough of the original engine remained for Terry Bloom to want to buy in 1972. Restoration began that year and led to its operation in 1976. Although subject to additional ups and downs, #110 remained in regular tourist service for the Little River Railroad of White Pigeon, Michigan well into the 21st century and celebrated its centennial in 2011.

Locomotive Length and Weight	
Driver Wheelbase (ft. / m)	8.33 / 2.54
Engine Wheelbase (ft. / m)	23.33 / 7.11
Ratio of driving wheelbase to overall engine wheelbase	0.36
Overall Wheelbase (engine & tender) (ft. / m)	
Axle Loading (Maximum Weight per Axle) (lbs / kg)	
Weight on Drivers (lbs / kg)	72,000 / 32,659
Engine Weight (lbs / kg)	109,000 / 49,442
Tender Loaded Weight (lbs / kg)	90,000 / 40,823
Total Engine and Tender Weight (lbs / kg)	199,000 / 90,265
Tender Water Capacity (gals / ML)	3500 / 13.26
Tender Fuel Capacity (oil/coal) (gals/tons / Litres/MT)	6 / 6
Minimum weight of rail (calculated) (lb/yd. / kg/m)	40 / 20
Type: 4-6-2 Pacific	
Built 1911 by Baldwin Locomotive Works	
Boiler Pressure - 125lbs	Driving Wheel Diameter - 44in
Tractive Effort - 10,388lbs	Top Speed - 30mph
Road History - Little River Railroad (TN), Smoky Mountain Railway, Little River Railroad (MI)	



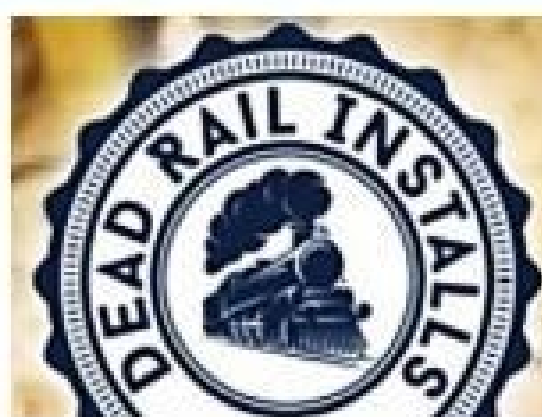
The 110 represents a Pacific class locomotive downsized for a logging operation. The middle driving wheel is flangeless, allowing the engine to navigate tight turns. Originally, she was built for use in Tennessee, but was brought to Michigan to be restored and operated by a separate railroad with the same name as the one that ordered her new in 1911.

The 110 is the workhorse of the Little River Railroad in Coldwater, MI. She's a small engine, but capable of what they need an engine to do. She's the main sight at the railroad, hauling many of their passenger trains throughout the operating season. She's been running longer for the Little River RR in Coldwater than any other owner.

Odd Fact:

The 110 was a custom order; there are literally no other engines like her anywhere in the world!





DEAD RAIL INSTALLS

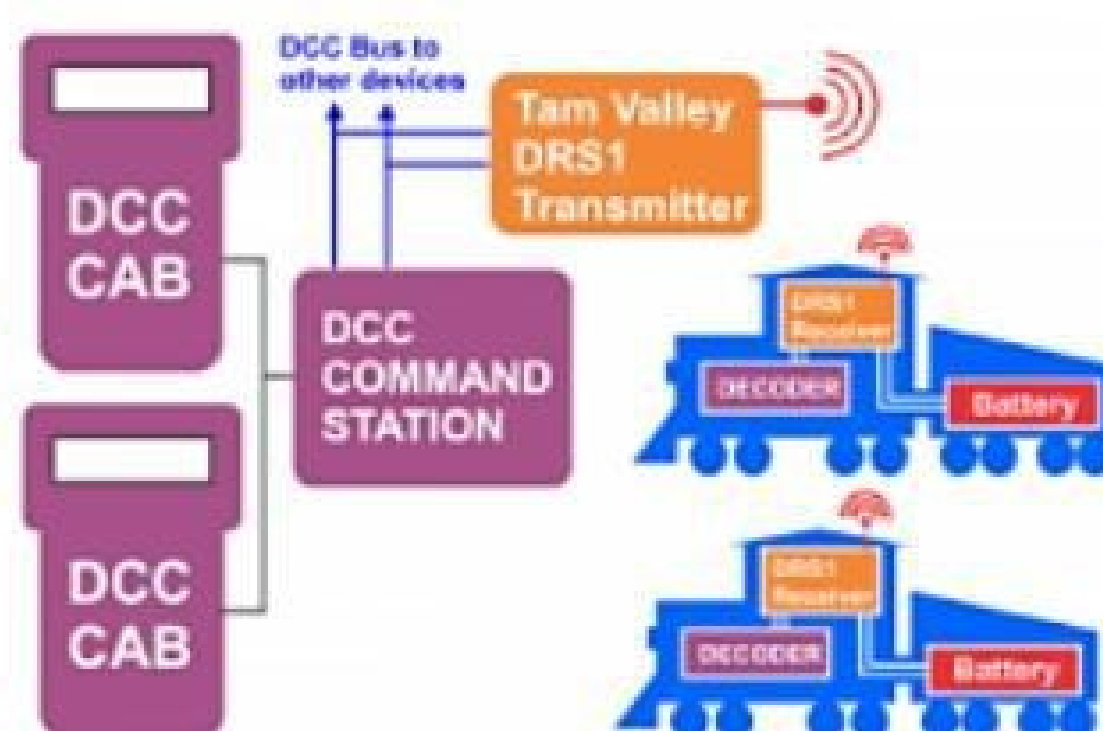
Sales and Installation of Remote Controlled Battery Operated Control Systems for Model Trains

Which DeadRail system works for you?

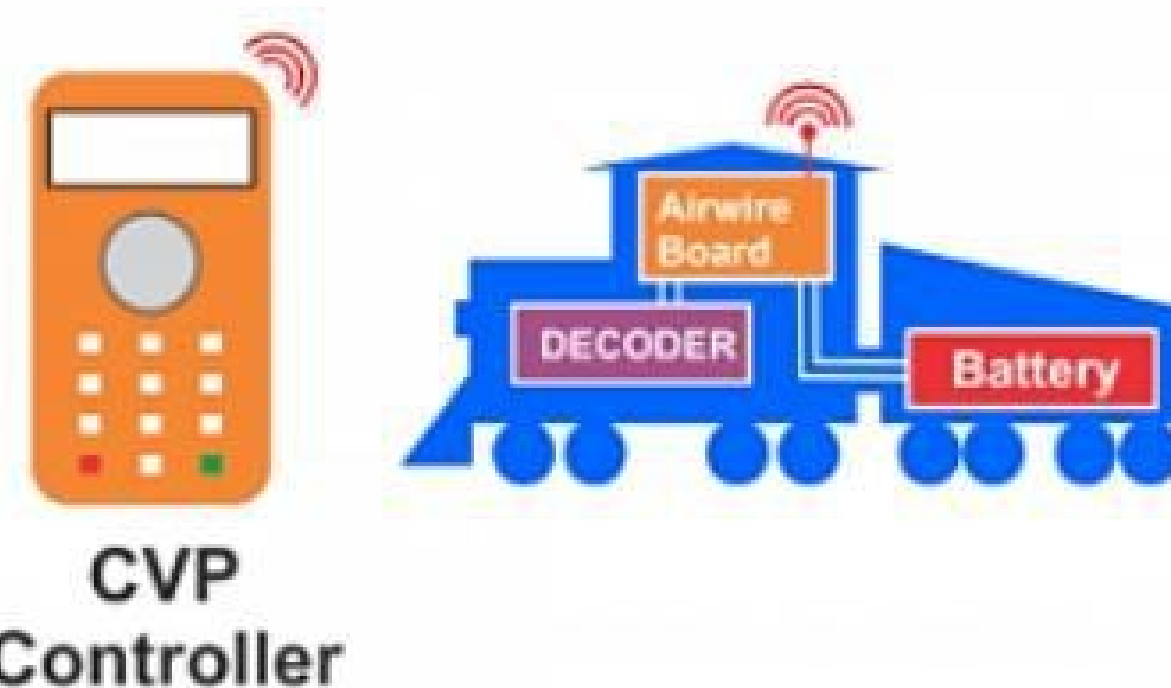
BlueRailDCC



Tam Valley DRS1



CVP Airwire



SYSTEM: BlueRailDCC by Tam Valley

REQUIRES:

- BlueRailDCC board
- iPhone/iPad
- DCC Decoder (optional)
- Battery (or track) power

WHY CHOOSE?

Good choice if you would like to control your loco with a smart device.

ADVANTAGES/FEATURES:

Control Multiple trains with one device. Easy updates to control app. Pre-owned iOS devices are affordable. Easy consisting/speed-matching. Optionally works with no decoder.

SYSTEM: Tam Valley DRS1

REQUIRES:

- DRS1 Transmitter
- DRS1 Receiver
- DCC Cab
- DCC Command Station
- DCC Decoder
- Battery

WHY CHOOSE?

Good choice if you already have a DCC system that you are happy with, and want to add Dead Rail capability.

ADVANTAGES/FEATURES:

Works with all DCC systems. Operators can run DCC and Dead Rail at the same time. Compatible with Sound and Non-Sound Decoders. One transmitter can control multiple locos (with receivers)

SYSTEM: CVP Airwire

REQUIRES:

- CVP Airwire board
- CVP Controller
- DCC Decoder
- Battery

WHY CHOOSE?

Good choice if you want a throttle with a dial.

ADVANTAGES/FEATURES:

Established manufacturer. Users like throttle (with dial, buttons and screen). Works with any DCC decoder.

Click on the image of the little yellow shunter to view the YouTube video explaining it all.

Thank you Mike Smith for the suggestion.



Also view the video from last year's NMRA Virtual Show where **Neil Erickson** spoke about [“Exploring Dead Rail battery powered trains”](#)



1

MODEL RAILROADING IN CANADA - All aboard in TT scale!



The German railway enthusiasts Helmut Müller (father) and Michael Gruner (son) have created a beautiful model railroad layout of Canada. Their layout in TT scale focuses on the transcontinental railway traffic between Canada and the USA. This Pilentum video can be viewed [here on YouTube](#): The model railroad layout depicts the landscape around the “Connaught Tunnel” of the Canadian Pacific Railway. The stone galleries and wooden bridges, better known as trestle bridges, which are common for rail transport in the





Rocky Mountains, were reproduced in great detail. For landscaping small stones and many natural materials from Woodland Scenics were used. The TT layout includes a saw mill, a large steel bridge, a port with ships and an industrial area. There are also locomotives, freight trains and passenger trains, which are wonderfully aged and weathered.

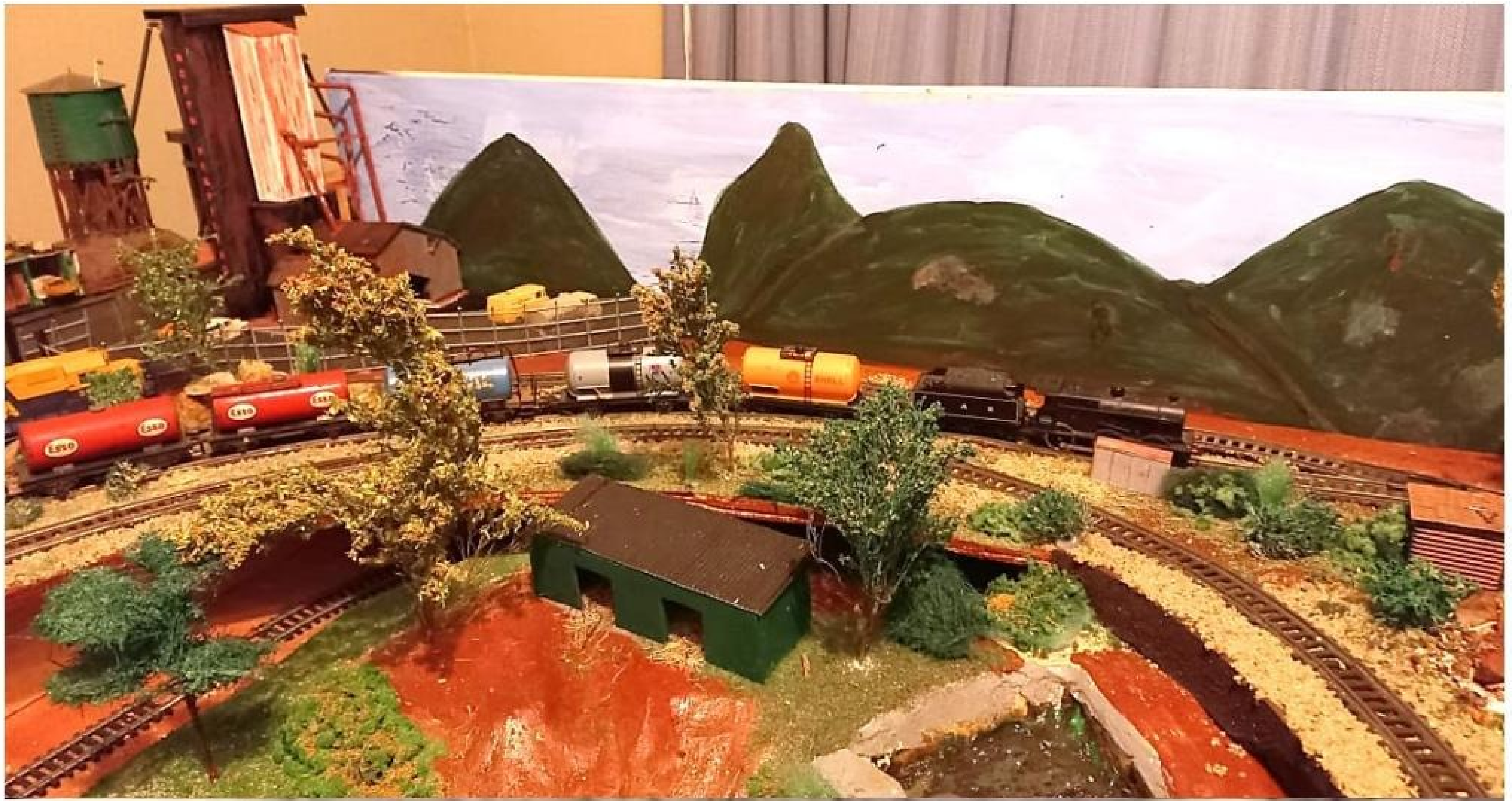


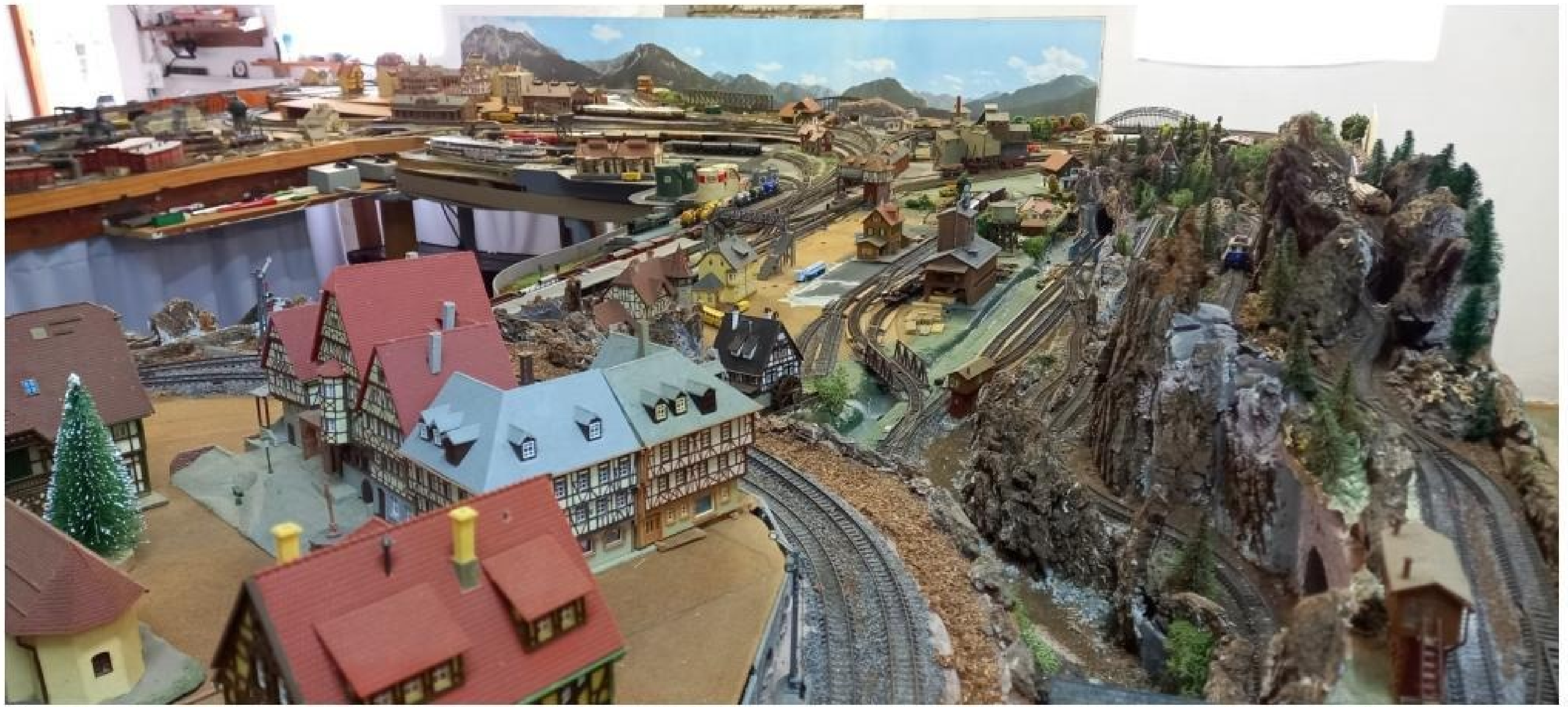
BACKGROUNDS

Antonie has shared images on the WhatsApp group of the new background he had painted and what it looks like installed:: **Well done Antonie!**



New member, **Norman Betts**, also shared the progress of his new layout and he already has a self- painted background:





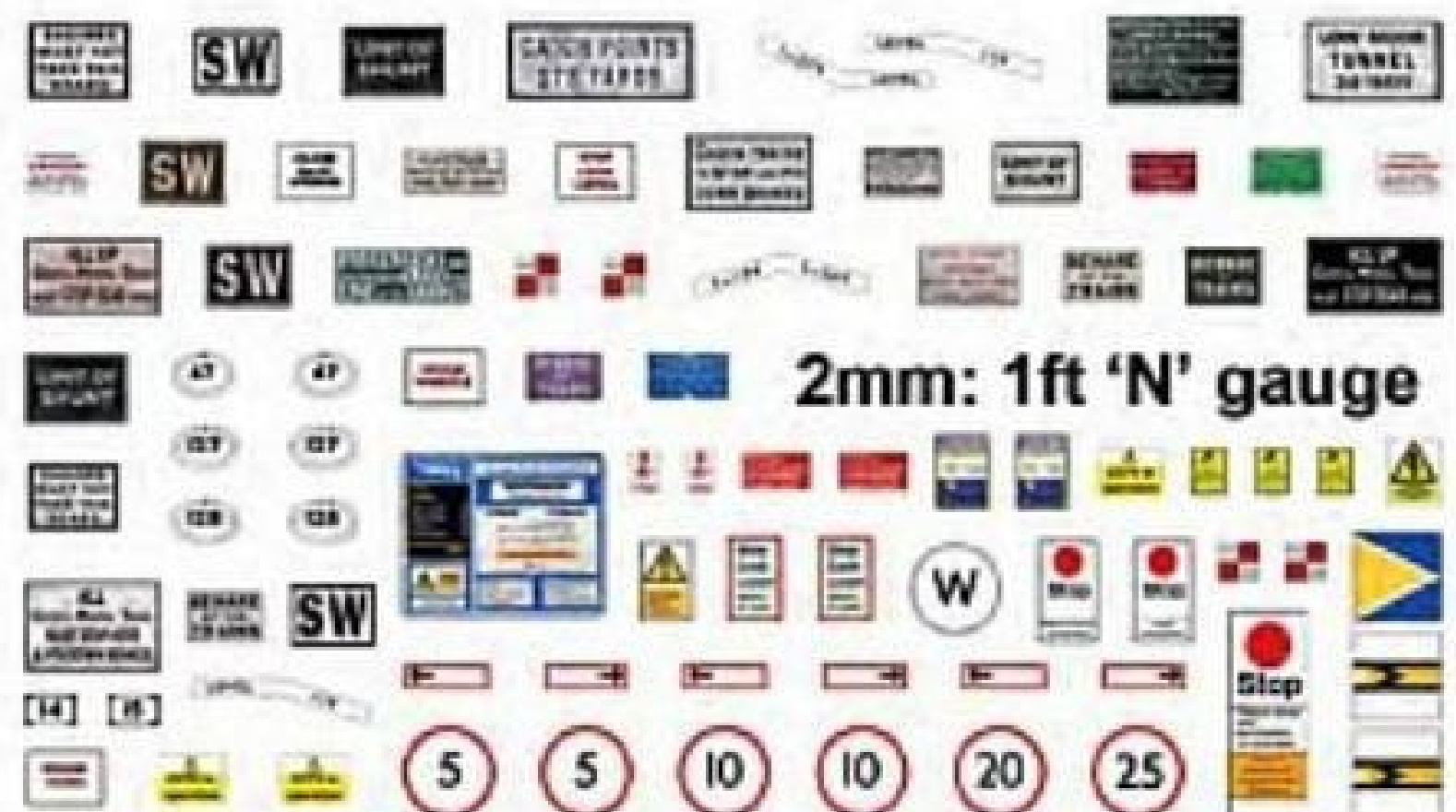
Members gave me some guidance on where to place my background when we had the recent layout visit. Because my layout is free standing, i.e. not against a wall, any backdrop installation would not only affect the view of the layout, but also access; especially when one should mount it a distance away for the correct depth perspective. It is now mounted on the wall as suggested and there is still walking space between it and the layout. Roel.



Period & Contemporary Line Side Signs

A selection of Line Side Signs for your model railway. Sankey Scenics produce an extensive range of railway related and general signage for layouts as well as Titled Train Packs and coach destination boards. All packs are printed on quality card or photographic papers. With over 1,200 different packs in the range, whether your layout is set in pre-grouping times or the present then there is bound to be something that will add that extra touch of detail and realism.

Visit www.sankeyscenics.com to see the full range.



2mm: 1ft 'N' gauge



4mm: 1ft 'OO' gauge



Instructions for use

Cut the signs from the sheet carefully using a sharp knife and straight edge or sharp scissors. The cut edge should be coloured with a matching felt tip pen. If the back is visible then it is advisable to colour black or grey. Using adhesive, carefully fix the signs to a post / fence / building. Most of the signs require to be mounted on a post although some require two - refer to pictures of the prototype for reference. The posts can be made from plastic strip / rod or an appropriate gauge of florist wire.

7mm: 1ft 'O' gauge



Visit www.sankeyscenics.com to see the full range.