

Mortdale Matters

May 2007



**Australian Model Railway Association
New South Wales Branch Inc. News**

Around the Clubrooms



Denis Gilmore explains the future operation of the Stoney Creek CTC panel. Installed in late March, mock-ups of the CTC mimic diagram were soon fixed into position. The plank in front of Denis marks the future location of the CTC operators desk. April 14, 2007. Photo: Glenn Percival



Proving that Stoney Creek isn't all bare baseboards. Mt Merrick has taken shape over the recently commissioned Benis Coal loops at Deany. Despite its size Mt Merrick is only a temporary structure. When construction of Brewer's Creek yard above Benis Coal loops begins Mt Merrick will be flattened. April 14, 2007. Photo: Glenn Percival

On the Cover:

A 30T in the weeds! 3016 prepares to run around its train, a single water gin, using the seldom used back platform at Picton before heading south to Goulburn. April 1, 2007. Photo: Glenn Percival

Welcome to the May Mortdale Matters

The Race is on this Month! In more ways than one. At the start of the month, I was racing a train and now I'm racing the clock so that this edition of *Mortdale Matters* is available for our Open Weekend on April 28/29. For everyone reading *Mortdale Matters* for the first time, I'd like to welcome you all and of course mention that subscription is free and that the details are below.

The lead up to the Open Weekend is always inspiration for progress around the clubrooms and this year is no exception. All around the clubrooms, there's been much progress. Every one of our layouts has seen great leaps forwards, especially the HO layout which has changed dramatically in only a few weeks. If, like me of late, you've not been able to visit the clubrooms each week, the transformation is staggering.

Of course this sort of progress and events such as the Open Weekend are impossible without the support of our members and as time goes on more and more are getting their hands dirty and giving up some of their valuable spare time. Its for this reason that our facilities at Mortdale are truly second to none.

Earlier I mentioned another race. Steam loco 3016 was returned to the ARHS (ACT) in Canberra after overhaul at the Rail Transport Museum Thirlmere. A mate of mine, Linden Doyle, joined Glenn Percival and myself as we chased it from Picton to Queanbeyan. Starting off as loco and water gin, 3016 picked up a short train at Goulburn. This edition features some of the results of that chase.

See you at the Clubrooms,
Chris Winston
Mortdale Matters Editor



Subscribing to Mortdale Matters

You can subscribe to *Mortdale Matters* by contacting our publicity officer, Philip Lee. Philip can be contacted either in person or by seeing a Duty Officer at the clubrooms, by email: publicityofficer@amransw.asn.au or by via our website: www.amransw.asn.au. Subscription is free.

The preferred method of distribution for *Mortdale Matters* is via email. The file size for *Mortdale Matters* is usually around 2 to 3Mb. *Mortdale Matters* is also available via snail mail or care of the clubrooms for those without a suitable internet connection. There is also a limited number of copies at the clubrooms for those not on our mailing list. *Mortdale Matters* is also available to download on our website: www.amransw.asn.au

Submitting to Mortdale Matters

With so much continually happening at our Mortdale Clubrooms, its easy for something to slip through the cracks. If you've got any news that you'd like to submit to *Mortdale Matters* please email me at subeditor@amransw.asn.au or leave a copy of your submission in the Journal pigeonhole in the office.

Mortdale Matters especially needs photos. Prototype photos will also be included with each issue but the focus will always be on Branch activities and events. Any prototype will be considered. Photos can be emailed to me at the above address or you can leave a disk or CD in the Journal pigeonhole in the office. Image size does not need to be larger than 1024 x 768.

I must emphasise that ALL submissions must be original material, i.e. photos that you've taken yourself or articles that you've written yourself. Material is published in *Mortdale Matters* at the committee's discretion.

The deadline for submitting material for the June 2007 *Mortdale Matters* is May 21st.

The Presidents Report

Activities at Mortdale are continuing at a steady pace. We are still trying to encourage people to come along to our HO signal construction feature nights to help to produce the hundred odd signals required for the Stoney Creek layout. If you wish to come along, I am sure that Ross Stell can give you a job to do and you can enjoy the feeling of contributing to the layout. DVD feature nights are still very popular and make good use of our home theatre system, showing some very interesting railway movies both commercial and privately shot.

Needles and Natter is always well attended by the ladies of the club, and I am not sure whether there is more needling or nattering going on in the office. The ladies keep on coming back for more so they must be doing something right.

Another successful auction was conducted by Alan Tonks. There were many lots and plenty of interested bidders. Thanks to Alan and all the behind the scenes workers who make these auctions run so smoothly.

In March a number of members made the trip to Canberra for the inter club visit to Canberra Model Railway Club. It was a day enjoyed by all and we look forward to hosting the Canberra members on there visit with us later in the year.

All efforts are now focused on the upcoming open weekend. There is a lot of work being done on layouts to make them ready for the weekend, and more work will be done around the clubrooms on the weekend before the event, so that we can present a very enjoyable experience for our visitors.

Barry Wilcockson
NSW Branch President

Still to be confirmed for June is our visit to the Glenreagh Mountain Railway near Coffs Harbour. Veteran 19 class 0-6-0 1919 plods through the bush with a great looking branch line mixed train consisting of 3 'S' trucks and an end platform car.

April 7, 2007. Photo: Mic Wade



Coming Up...

We'll now be hosting the Macarthur District Model Railway Club, Saturday May 5 from 10am. A BBQ lunch will be available. Look out for the reciprocal visit to the Macarthur District Model Railway Club later in the year.

The *Stoney Creek* work day is now on Sunday May 20th. Its all hands on deck as we begin the rebuild of Read.

Still to be confirmed is the June Long Weekend visit to the Glenreagh Mountain Railway.

Check the programme on page 10 for more details.

Col Shepherd takes his Trains to the Big Day Out

Col Shepherd was invited to display some of his models at the O Scale Modellers' Forum (also known as the Big Day Out) at North Sydney Leagues Club in March. This is a twice yearly event that promotes fine scale 7mm modelling. There are presentations on the latest offerings from the trade, clinics and trade stands. There is also the opportunity to bring and display your latest modelling masterpiece. This is where Col came to the fore. He had on display steam and diesel locomotives as well as loco hauled and electric passenger rolling stock. Even though the day was a fine scale modelling day there was tremendous interest in Col's workmanship. Col fielded many questions, on the day, about his modelling history and techniques.

It is good to see that not only is there a resurgence of interest in the "course" O scale at the clubrooms, but that fine modelling like Col's is appreciated in a forum of fine scale modellers. Well done Col and long live the AMRA 3 rail O scale layout.

Barry Wilcockson



Col explaining the finer details of one of his U boat electric carriages. March, 2007. Photo: Barry Wilcockson



Ken Butt inspecting Col's display. March, 2007. Photo: Barry Wilcockson

Layout Reports

H0 Scale Layout - Pizza Discussions



While Mt Merrick may be temporary it hasn't stopped Robert Merrick from adding a few basic details such as this Ski Jump and buildings carved from Polystyrene just like the rest of the mountain. April 14, 2007.

Photo: Glenn Percival

With the Open Weekend coming up in just over a week there is a lot more activity around Stony Creek than usual.

Although we still don't have a scenery plan, the growing group of workers have taken up the challenge of making Stony Creek look a little like a landscape than "craft wood central" (bare base boards). Robert Merrick has led the way with his brilliant use of polystyrene blocks. Mt Merrick has appeared out of nowhere and looks great, complete with ski jump and alpine houses all out of polystyrene. Several scenic divides have been installed just as an idea of a starting point. The idea of doing scenery has caught on as Alex Brown, Kevin Murphy, Bruce Harris and yours truly have all contributed to the overall effect.

It has not all been scenery that has gone ahead the wiring has gone ahead in leaps and bounds. I heard a comment the other day: - if you don't come (to AMRA) for 3 weeks you have to spend an hour to catch up with what has changed.

Several stray thoughts have lead to major sections of track have been brought into service.

1. Now the Up Main runs from Deawy triangle, through Deawy, Benis Coal loop, Deawy and return to the main line at Deawy triangle. This has allowed an additional two trains to be run on the mainlines.
2. The freight yard at Deawy has been brought into service to add another location where shunting can take place.

3. The heavy branch has been brought into service on Saturday 11/04/2007 for a single train operation Fayenton to Jarrah Rd
4. The heavy branch has been enhanced on Saturday 14/04/2007 for automatic two train operation Fayenton to Jarrah Rd, crossing at Sutton.
5. A master brake button has been installed. When this button is pushed, brakes are applied to all main line controllers. To restore operation just twist and release the button and the trains will start.
6. The missing link on the light branch is progressing well. With Bill Whale constructing another great bridge.
7. The CTC panel has been constructed and installed by Keith Bowles. The lid had hardly been screwed up when Philip Lee was starting to add paper mock-ups to show what the finished panel will look like. All I can say is the over all affect has the wow factor.

I would like to give everyone a huge pat on the back for the efforts that are put in on the workdays.

The event that this column is named after is gaining in popularity last Saturday (14/04/2007) there was a new record for pizza. This evening meal is open to all; come along have some pizza, ice cream, a movie and good company.

Denis Gilmore

Stoney Creek Layout Supervisor

N Scale Layout

We have been looking at methods of powering the turntables so that we can finish these off and scenic around them. Maintenance is continuing with one block wiring problem being resolved recently. The grass is continuing to spread across the layout, the quarry is finished with only minor adjustments to the ballast needed to suit the conveyor installation. We trialled a new system of running for the open weekend and it seemed to work well, we shall see how it performs under real operating conditions at the end of April.

David Bennett

N Scale Layout Supervisor

Mortdale Building Report

We are still awaiting advice from the kitchen cupboard people about when they will install the audio/video cupboard in the office. We hope to replace the cut ceiling panels when the cleanup for the open weekend is in progress.

David Bennett

Mortdale Building Supervisor

READ - STEAM ERA TO DIESEL ERA

The Read station and yard on the HO *Stoney Creek* layout has come a long way, in both distance and era.

In the beginning (when I joined AMRA) at Rockdale, Read was the end of the branch line. This branch line was not in the HO room but on the wall in the main meeting room. It was an interesting little station and yard where you could shunt around for ages. Sad to say it had been there for a long time and was becoming past its use by date. A decision was made to redevelop Read and give it a new lease on life. A great deal of thought was put into the track plan to allow for arrival and departure tracks as well as catering for many industries that the railway would service.

Baseboards were constructed and track laid, almost to a point where the change over would take place. The old Read would be out and the new Read would be in.

Then the bombshell that rocked AMRA, *WE WERE MOVING!!!* Work started in a completely different direction.

Over the next 18 months all of the club's efforts were directed to, first finding a new home and then fitting out our new home to cater for the need of the best model railway club in the world. Now we have the best building to match the best model railway club.

Back to Read: -

When the HO layout was designed it was felt that the Read baseboards would slip in the new layout. This was not the case and the track was lifted and relaid on new baseboards, with the same track plan. At first Read was to be a terminal station and goods yard. This concept would mean that there would be a great deal of hidden main lines behind. A rethink was in order, and Read with the same track plan was made into a through station.

Stoney Creek has been in operation for over 3 years now in display mode, Read station and yard was one of the first locations to come on line and has served us well. BUT!!!

Because this station and yard was originally built as a terminal station on a branch line the sidings were intended for smaller trains than what you would expect on a main line through station and yard. The other design item that had drawn some attention was the "long tunnel" running the complete parallel length of Read, all hidden.

The question was pondered and a concept put forward to redevelop Read and daylight the "long tunnel". Over many months the concept was turned into a proposal and in time was adopted by the layout committee and then passed by management committee.

The station will become 5 platforms. Two platforms will be on the what was the long tunnel mainlines and another two are formed from the original mainlines passing through Read with the 5th platform between the main line platforms. Then in parallel with the stations there will be 5 parallel goods loops. Roads 1 to 4 will be capable of holding a double

length train (4.2m) the 5 road will be to service the industries and complete shunting movements.

The new, new, new, new, new, new, Read moves this part of the layout into the modern Diesel era. The industries themselves are not modelled but unloading facilities are provided. In the real world unloading facilities are built away from the industries that it services.

Bigger and heavier trains will ply their trade out of Read as well as providing a station where trains such as the Indian Pacific and the Ghan can stop to pick up and set down passengers. None of the original industries will be lost except for the loco servicing facilities. Loco servicing will be carried out at Yerrilyong; a short light engine movement will be required for this.

It will be a long journey from the Read I knew when I first joined AMRA to the Diesel era Read that will come on line in May 2007 and be fully operational in June 2007

Denis Gilmore

Stoney Creek Layout Supervisor

One Last Photo to fill up the Space...



Nearly home! 3016 drifts across the Molonglo River near Queanbeyan. Once at the border town of Queanbeyan there will be a quick safeworking stop followed by the short run into Canberra. With limited photographic possibilities beyond Queanbeyan we ended our chase there. April 1, 2007. Photo: Glenn Percival

AMRA NSW Programme

May '07 - Jul '07

MAY

Wed	2nd	"Daylighters" Work & Run	10am until 4pm
Fri	4th	<i>Wingecarribee</i> Work Night	7:30pm until 10pm No Facility Fee
Sat	5th	Host Macarthur District Model Railway Club	10am until late, - BBQ lunch available
<u>Wed</u>	9th	"Daylighters" Work & Run	10am until 4pm
Fri	11th	Feature Night – T.B.A.	7:30pm until 10pm
Sat	12th	General Activities & Monthly Forum (see Notes)	10am until late
		Ladies Needles & Natter	2pm
Wed	16th	"Daylighters" Work & Run	10am until 4pm
Fri	18th	<i>Wingecarribee</i> Work Night	7:30pm until 10pm No Facility Fee
Sat	19th	Layout Operation (see Notes)	10am until late
Sun	20th	<i>Stoney Creek</i> Work Day	10am until 5:30pm No Facility Fee
Wed	23rd	"Daylighters" Work & Run	10am until 4pm
Fri	25th	Layout Operation (see Notes)	7:30pm until 10pm
Sat	26th	General Activities (see Notes) & <i>Wingecarribee</i>	10am until late
Wed	30th	"Daylighters" Work & Run	10am until 4pm

JUNE

Fri	1st	<i>Wingecarribee</i> Work Night	7:30pm until 10pm No Facility Fee
Sat	2nd	Layout Operation (see Notes)	10am until late
Sun	3rd	<i>Stoney Creek</i> Work Day	10am until 5:30pm No Facility Fee
Wed	6th	"Daylighters" Work & Run	10am until 4pm
Fri	8th	Feature Night – H.O. Signal Construction	7:30pm until 10pm
Sat	9th	General Activities (see Notes)	10am until late
		Ladies Needles & Natter	2pm

Sat 9th to

Mon	11th	Visit to Coffs Harbour and Glenreagh Mountain Railway (To be confirmed)	
<u>Wed</u>	13th	"Daylighters" Work & Run	10am until 4pm
Fri	15th	<i>Wingecarribee</i> Work Night	7:30pm until 10pm No Facility Fee
Sat	16th	General Activities & Monthly Forum (see Notes)	10am until late
Wed	20th	"Daylighters" Work & Run	10am until 4pm
Fri	22nd	Layout Operation (see Notes)	7:30pm until 10pm
Sat	23rd	General Activities (see Notes) & <i>Wingecarribee</i>	10am until late
Wed	27th	"Daylighters" Work & Run	10am until 4pm
Fri	29th	<i>Wingecarribee</i> Work Night	7:30pm until 10pm No Facility Fee
Sat	30th	Layout Operation (see Notes)	10am until late

JULY

Sun	1st	<i>Stoney Creek</i> Work Day	10am until 5:30pm No Facility Fee
Wed	4th	"Daylighters" Work & Run	10am until 4pm
Fri	6th	<i>Wingecarribee</i> Work Night	7:30pm until 10pm No Facility Fee
Sat	7th	Layout Operation (see Notes)	10am until late
<u>Wed</u>	11th	"Daylighters" Work & Run	10am until 4pm
Fri	13th	Feature Night – Play Back (<i>Members Owned</i>).	7:30pm until 10pm
Sat	14th	General Activities & Monthly Forum (see Notes)	10am until late
		Ladies Needles & Natter	2pm
Wed	18th	"Daylighters" Work & Run	10am until 4pm
Fri	20th	<i>Wingecarribee</i> Work Night	7:30pm until 10pm No Facility Fee
Sat	21st	Members Auction Lodgements until midday Viewing strictly 12-1pm <u>Hammer 1pm.</u> Max 50 Lots per Seller. Seller or Agent must be present during Auction.	
Wed	25th	"Daylighters" Work & Run	10am until 4pm
Fri	27th	Layout Operation (see Notes)	7:30pm until 10pm
Sat	28th	General Activities (see Notes) & <i>Wingecarribee</i>	10am until late

NOTES

- WORK NIGHTS: Mondays & Fridays unless otherwise indicated, 7:30pm until 10pm. No Facility Fee.
- LAYOUT OPERATION: O and N Gauges operational, HO (fixed) *as permitted during construction*.
- GENERAL ACTIVITIES: the facilities may be used *as permitted* e.g. layout construction, some running, modelling, library, etc.
- Members Facility Fee unless otherwise indicated: Adults \$5, Juniors/Seniors (70+) \$3.
- Guests are welcome unless otherwise indicated.
- This programme may be subject to change without notice where necessary. Updated programmes available from the Clubrooms, by e-mail to publicityofficer@amransw.asn.au or from www.amransw.asn.au.
- Address: 48 Barry Avenue (PO Box 277), Mortdale NSW 2223. Phone (02)9153-5901, Fax (02)9153-5905.

12 Inch to the Foot Scale



3016 marches up the hill just south of Tarago on the Canberra line. Built as a suburban tank engine, 3016 was converted to a light tender engine for use on the many light branch lines around NSW. A later conversion saw it fitted with a superheated boiler. April 1, 2007. Photo: Glenn Percival



The Rail Transport Museum's heritage diesels 4520 and 4490 lead the RTM's Easter Long Weekend excursion. This train will be one of the last through trains on the seldom used Mudgee Line between Kandos and Gulgong, this section due to close for the second time in July. The train is seen at Lue just south of Mudgee. April 9, 2007. Photo: Mic Wade

On the back cover:

An iconic NSW branch line scene - in 2007! 3016 wanders along the Canberra line, just north of Tarago, with a short passenger train from Goulburn. With this lighting, its hard to tell the loco is really blue. April 1, 2007. Photo: Linden Doyle

