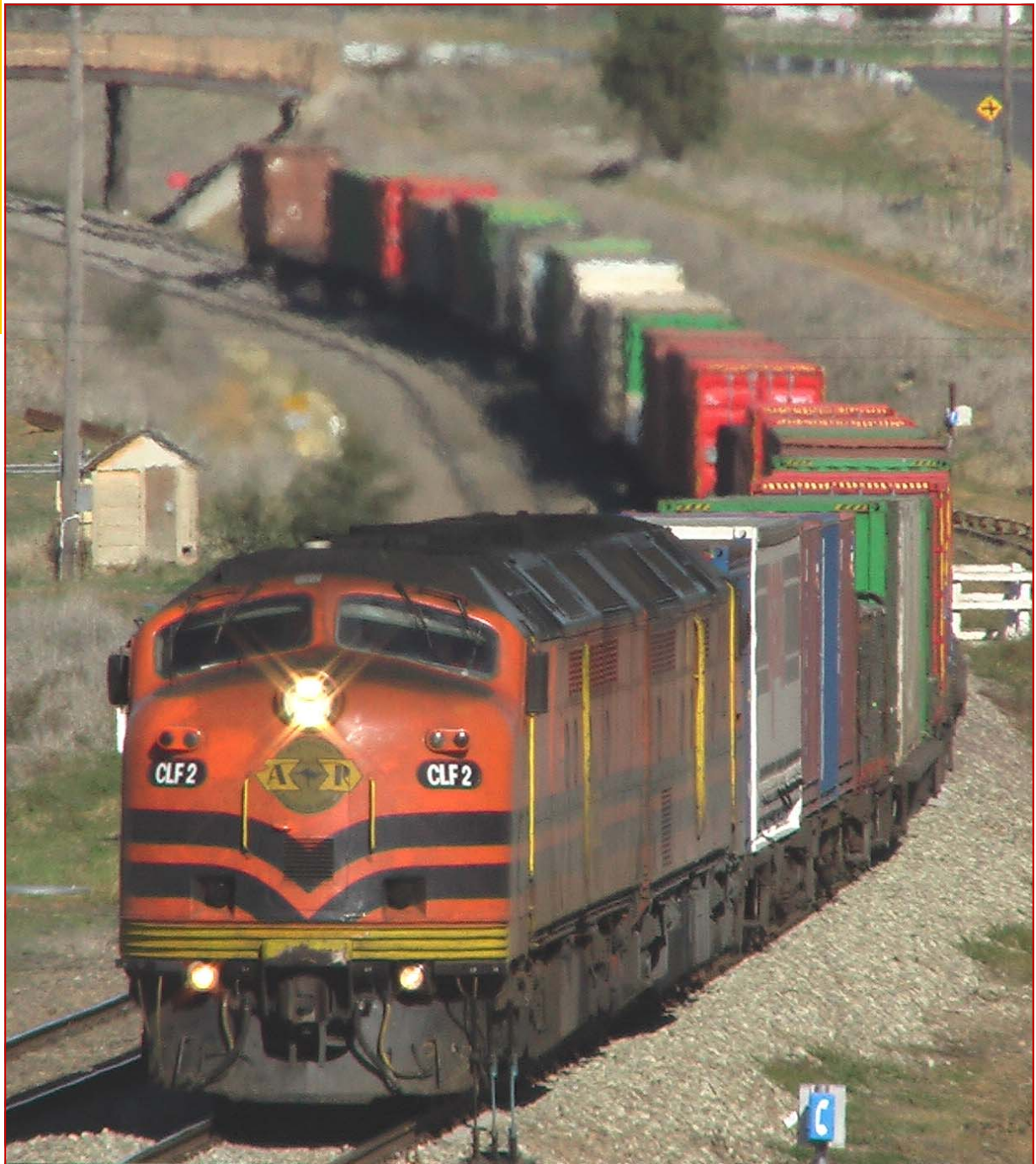


Mortdale Matters

June 2007



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

Around the Clubrooms



The Upstairs layout room is always the busiest part of the clubrooms during our Open Days. The highly successful Open Days of April 28/29 were no exception. This view shows the O scale goods yard and the N scale layout. April 28, 2007. Photo: Glenn Percival



What a crowd - and this is a work day! Tracklaying and wiring crews rebuild the Read area to a new track plan on the Stoney Creek HO Layout. Progress was so rapid that trains were running again by the Saturday evening, May 19, 2007. Photo: Denis Gilmore

On the Cover:

CLF 2 and CLP 11 lead train 6MB7 into Wallendbeen. ARTC's resignalling work along the Main South saw the signal box at Wallendbeen close earlier in the month. May 12, 2007. Photo: Glenn Percival

Welcome to the May Mortdale Matters

Its hard to know where to begin this month! I have been inundated with material for this month's edition of *Mortdale Matters*. In fact there's been so much happening that this edition has 4 extra pages to fit everything in.

The April 28/29 Open Days were highly successful with attendance figures up significantly on last years weekend. Robert Merrick, our Open Day coordinator, sums up the weekend in this edition. A big thank you to everyone who volunteered their time over the weekend to help out.

The very next weekend saw the beginning of work on the Stoney Creek layout to rebuild Read. Over the next few weekends the yard at Read was removed in preparation for the working weekend of May 19/20 where yard and mainlines were completely removed and rebuilt. With a record number of willing hands, this work went extremely well. Layout Supervisor, Denis Gilmore, reports just how well.

On top of that an unprecedented number of photos have been submitted by Barry Wilcockson, Denis Gilmore, Mic Wade and Glenn Percival. These extensively cover both the Open Days and the Read rebuild as well as some of the latest happenings in the real world. There was so many great photos that even with 4 extra pages I still couldn't find enough space!

Lastly my apologies to our snail mail subscribers. We ran into problems while printing *Mortdale Matters* for the Open Days and weren't able to print copies for the mail out.

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 June 25th.

The Open Weekend - April 28/29

When school sports are cancelled for the weekend, what do families with school age children do with the extra time on their hands? On Saturday 28 April one of the choices was our Club open day. Perhaps encouraged by the weather, but certainly not for that reason alone, people came in considerable numbers and from all parts of Sydney to find out about the Club, and to enjoy seeing trains running on a variety of layouts.

This open day was different in being limited to regular Club activities. Specialised activities like the shunting layout, modelling in Styrofoam and signal construction were not included. But there was still plenty for families to see. Of particular interest was the driver's eye view relayed from the micro-camera heading up one of the many HO trains running around the layout and shown on monitors above the layout and downstairs near the entrance. It provided an interesting introduction for youngsters as they arrived, and they were immediately attracted to what was to come when they went upstairs.

There were many admiring comments about the N-scale scenery, especially the quarry. The O gauge showed off its recent improvements in scenery, and on-board sound also attracted attention. With up to 13 trains running at a time on the HO layout, and more when an adventurous member tried to add two more to an already full system, there was plenty of action for visitors to follow. It wasn't long before some of the kids not only identified the train with the camera at the front, but also found that they could get themselves into the picture, if only for a moment. For the gamers and computer buffs, the simulator gave visitors a walk through the HO as it will be, not soon but eventually.



As always the Ladies Auxiliary did a fantastic job over the Open Weekend. They prepared hundreds of sausage sandwiches and other treats over the weekend. Thanks again Ladies.

April 28, 2007. Photo: Glenn Percival.



Top: The 8101 entrance stand
 Middle: The Casula Hobbies and Frate-N stands in the main meeting room
 Bottom: Visitors watch the action at Fayenton Yard on the Stoney Creek HO Layout.
 April 28, 2007.
 Photos: Glenn Percival.



By the end of Sunday, 1497 visitors had been through our Club facility, had enjoyed the O, HO and N scale layouts, had driven a Thomas engine or an XPT on the U-drive, and refreshed themselves with tea, coffee or lunch at the kitchen. This is a record for an open day event. Visitors were generous with their donations as they arrived which is gratifying and helps keep our Club on its feet (financially, that is). Nobody asked for a refund.

The event would have to be regarded as successful in show-casing the Club to the public. This was achieved through the willing assistance of a number of Club members who gave their advice, their time and their trains. And the whole show was most ably supported by the ladies running the kitchen which provided drinks and lunches not only for the visitors but for members as well. They deserve a special vote of thanks.

Robert Merrick

Open Day Coordinator

Layout Reports

HO Scale Layout - Pizza Discussions

May 26, 2007 - 113 hours of Operation

Open weekend for AMRA and *Stoney Creek* has been and gone again. It was pleasing to see a great roll up of willing operators for *Stoney Creek*. The layout ran very well as usual but the weekend showed up a few shortcomings in the management of train operation. Sad to say we need to add another level of control to the name on the board system. Shortly there will be an aluminium tag on a lanyard, (loop around your neck) to be know as the “staff” these will be numbered 0 to 9 for the main line and A to D for the branch. The system will be put your name on the board and when the time has come for you to run you will need to have the “staff” around your neck from the previous operator before you run your train. It is hoped to have red lanyard for the up, blue for the down and green or yellow for the branch. The colours will be in respect to the line you are operating on.

Further to operations-: when shunting at Deawy, please give the main line priory, there have been many times when **ALL** 6 trains on the Up Main have stopped because the operator shunting at Deawy has blocked the mainline for extended periods of time and caused the trains to bank up. As a rule of thumb do two shunts across the main line and allow two trains to pass, please.

Last (extra) workday was very well attended, which was great to see. The READ redevelopment was carried out over the weekend of 19th to 21st of May, read more about this weekend on page 8 of this edition of Mortdale Matters.

More backbone work continues as normal, block wiring continues as well as work on the branch lines, not to mention the behind the scenes work keeping the paper work up to date and some maintenance work.

On the 21st of April an hour run meter was installed on *Stoney Creek*. This is to give the



The Last Hurrah for the original Read yard. In it's final weekend of full operation, visitors to our Open Weekend watch shunting operations in the yard. Within days work would begin on the yard's transformation.

April 28, 2007. Photo: Glenn Percival

Stoney Creek layout committee an idea of how the layout is going with regard to running times and maintenance issues. Look back up to the top of this article (just under the title) and see how many hours the layout has operated so far.

It is very pleasing that many people are coming forward with ideas for the layout. Don't be afraid to have a chat to me about your ideas, no one person has all the answers. The ideas you come up with might make a huge difference, or it might inspire others to think about the same thing and improve on the original idea. Not all ideas can be used on the layout but we do want the very best layout that suites the majority of the people the regularly run on the layout.

Saturday nights have become very well attended and it is very pleasing to see that out of just under 30 members coming along running their trains during the day, 20 of them stayed for Pizza. The evening section puts the future of our great club in very good hands. The people who stay encourage each other's modeling and exchange knowledge about the 12" to the foot or HO scale, and with so many working in or around the railways it's a large knowledge base to draw on.

Denis Gilmore

Stoney Creek Layout Supervisor

N Scale Layout

The layout ran well using a different operating system to the usual running day format. The system was as follows, from the loop around the computer monitor the next seven blocks were controlled by the White controller, the next seven blocks controlled by the Yellow controller, the next eight blocks controlled by the Green controller, then the last seven blocks by the Red controller. This system alleviated the problems encountered when we try to run multiple trains using only one controller as the overload light glows and all trains slow down. Using four controllers allowed all trains to run smoothly without overload problems.

David Bennett

N Scale Layout Supervisor

Mortdale Building Report

The rest of the acoustic ceiling tiles have been installed in the main hall, the alcove near the toilets is still to be done, when time permits.

David Bennett

Mortdale Building Supervisor

Coming Up...

The June Long Weekend trip to the Glenreagh Mountain Railway will not happening. Instead the clubrooms will be open on both the Saturday and the Holiday Monday.

The *Stoney Creek* work day is now on Sunday July 1st. Now that Read has been rebuilt it's time to get the new yard wired up and operational.

Our next Member's Auction is on Saturday July 21st.

Check the programme on page 14 for more details.

READ - WHAT A DIFFERENCE A DAY MAKES

The 24 hours between 19:10 hours on May 19 and 20 will go down in the folk law of Stoney Creek and many people will remember the hard work and the sense of achievement that followed.

To give a complete picture of the Read redevelopment we have to go back many months where the idea was first floated and plans were drawn, to the point where a date was set to start the actual physical work of track work could start.

May 12. Start of work at the work site.

Rail operations were suspended.

- Block wiring connections to the yard track were disconnected
- Point motors were removed for points other than the main line.
- All tracks except the main line was lifted.
- All cork was lifted
- The baseboard was cleaned of as best as possible.
- All loose material was cleaned up.



Rail operations were resumed.

Approximate time of Rail operations being suspended, 2 hours.

May 16. Wednesday.

Rail operations continued unaffected.

- Work platforms located and acquired.
- Work platforms moved into place.
- Site meeting held and Scope of work discussed.



May 18 @ 19:10 hours. Friday night.

Rail operations were suspended. (Well they never started)

- Block wiring was disconnected from track.
- Point motors were removed from all points.
- Main line track was lifted
- Cork was lifted
- Baseboard was cleaned.
- Baseboard was sanded to remove last traces of cork and glue
- Baseboards were painted
- Work site cleaned, and made safe.



Rail operations were not resumed

Work completed at 23:59 hours.

May 19 @ 08:20 hours. Saturday.
Rail operations still suspended.

- Paint a little tacky.
- Guide lines were drawn
- Track gangs working in groups of 2, 3 and 4 worked on as many as 5 sites within the possession area.
- The lead off gang (#1 gang) worked on the relocation of a crossing and points at cross over junction and curve leading into platform 4 and 5
- Next gang (#2 gang) started the curve on the back tracks to bring them into the daylight for the first time.
- When the alignment had been established another gang (#3 gang) took over the laying of track to meet up with track gang #1
- #2 gang started, working on the points on the western end of Read, on the main line and laid track where gang #5 took over
- Gang #4 started work on the point work on the main line at the eastern end of Read and started laying track toward gang #5
- Gang #6 worked on assembling the West and later the East end point work for the yards.



With the planning that had gone before there were very few problems that couldn't be work out quickly. All meal breaks were used to rest crews. All work progressed well ahead of the worst case I had predicted and more in line with best case.

- Gang #2 moved on to lay the point work at the western end of Read yard.
- Gang #4 moved on to lay the point work at the eastern end of Read yard.
- Gang #7 was able to start work on the electrical feeds to track.
- Several point motors had to be installed.
- Most of the gangs were involved in the cleaning of the work site
- The workers that were not involved in the work site clean up were engaged in the Pizza Run.



Final preparation was being made to test run the main lines when Pizza arrived. A meal break was called.

May 19 19:10 hours. Saturday night.

Gang #7 applies power to the down main and the first (test) loco moved under its own power, shortly after power was applied to the up main and the (test) loco moved under its own power.

The rest of the evening was used for thorough testing of the new track work.

Rail operations still suspended.

May 20 @ 08:00 hours. Sunday.

Rail operations still suspended.

More testing of track work to 10:00 hours

A reduced work force completed testing and began work.

- Track gang #1 laid track from the east end throat where track gang #3 took over.
- Track gang #2 laid track from the west end throat to meet u with track gang #3.

Work went a little more slowly today. Many more points to align and holes to drill for point motors.

The work progress until the BBQ was ready for lunch.

After lunch the remainder of the track was laid.

A halt to trackwork was called the work as the work site had to be cleaned and made safe for rail operations to resume. Read yard remained booked out of service.

May 20 16:00 hours. Sunday.

The main line was released back to traffic and the trains began to use the newly laid main lines.

May 23. Wednesday.

No interruption to rail operations.

- Platforms were test fitted and final trimming carried out, with more work to be done to finish off the detail.
- Rail straightening carried out in Read yard

May 26. Saturday.

No interruption to rail operations.

- Point motors installed and wiring relocated
- Power feeds installed
- Grain siding laid.



Work to be done-:

- Control panel.
- Final block wiring on the main lines.
- Set block posts (Cut in the isolation gaps)

I would like to thank the people who worked on the project and who will complete the project,

Friday

Barry, Phillip, Stefan, Shaun, Keith and Denis

Saturday

Ben, Richard, Robert, Matt, Kevin, Ash, Terry, Henry, Bill, Phillip, Alex, Shaun, Adrian, Glenn, Keith, Barry, Geoff, Stefan, and Denis.

Sunday

Ben, Terry, Barry, Stefan, Keith, Adrian, Geoff, Glenn, Phillip, Phill, Alyssa, and Denis.

If I have missed your name off the list I'm sorry but that means you didn't sign in.

I'm happy to report that the Read main line is up and running and the yard will be brought online as soon as possible.

The quote of the weekend was-:

“People must have seen this as a worth while job, because many people gave a lot of time and effort to work on it.”

Denis Gilmore

Stoney Creek Layout Supervisor

Photos Courtesy of Barry Wilcockson and Denis Gilmore



THE SOUTHERN SWANSONG



The Lower Quadrant Semaphore Signal - an endangered species and one of the reasons for our trip. The most impressive signal gantry still in service and then signal box which controls it, Cootamundra North. In a few short months this will be all gone. May 12, 2007. Photo: Mic Wade

Since taking over the NSW country rail network, ARTC has been pouring resources into upgrading and consolidating signalling around the network. Nowhere is this more evident than on the Main South where most signal boxes have been closed and their operations simplified and transferred to Junee.

It was because of this imminent upheaval that Glenn Percival, James Percival, Mic Wade and myself organised the *Southern Swansong* trip to get one last look at operations on the south before everything changed.

Finding a time when all four of us could get away was the first task. Eventually May 10 - 13 was decided upon. As the plan took shape it appeared we'd almost be too late. By April Stockinbingal box had already closed, followed at the end of the month by Harden North, Harden South and Wallendbeen boxes. We were fast running out of options!

When we set off on Thursday May 10, only 6 boxes remained - Moss Vale, Goulburn, Cootamundra North, Cootamundra South, Junee North and Junee South.

With four people on the trip we decided to take two cars, James' Mazda MPS and my new Toyota Hilux 4WD. As luck would have it Glenn and Mic were shooting stills while James and I shot video. Each car would then have one video and one still camera. This led to us developing a leap frog technique whenever a train was expected. One team would find a location while the other would jump ahead to find a new photo location. That way we could still maintain forward progress while at the same time making sure that the train didn't slip through the net.

We overnighted at Goulburn, Cootamundra and Yass and covered virtually every train that ran during each day along the way. Trackwork between Harden and Wallendbeen saw the Down Main closed which allowed us to get shots of wrong road working, while the work trains added variety.

And so we present some of the great photographic work from the trip.

Enjoy!

Chris Winston



Our first customer! The Empty Tabmoor Coal powered by 8236 with 8207 on the rear slips through Robertson in the Southern Highlands. Later in the day we saw the same train returning loaded. May 10, 2007. Photo: Mic Wade

5YN2 steel train from Whyalla to Newcastle heads through Jindalee (between Wallendbeen and Cootamundra). Unknown to Mic and myself, Glenn and James had positioned themselves over the next hill and were shooting the front of this train as we shot the end! May 11, 2007. Photo: Mic Wade



With the Down Main closed between Harden and Wallendbeen, Pilot Staff working was introduced on the Up Main. No train could travel in this section without the authority of a Pilot Staff or a Pilot Staff Ticket (which must be received by the train crew in the presence of the Pilot Staff). With only 1 Pilot Staff for the section, opposing movements are automatically prevented. Train 6MB7, as seen on the front cover, pauses at Wallendbeen to receive a Pilot Staff Ticket. May 12, 2007. Photo: Glenn Percival

AMRA NSW Programme

Jun '07 - Aug '07

JUNE

Fri	1st	<i>Wingecarribee</i> Work Night – <u>Cancelled -</u>	Sorry we will be closed
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 – <i>H.O. Signal Construction</i>	7:30pm until 10pm
Sat	9th	General Activities (see Notes) Ladies Needles & Natter	10am until late 2pm
Please Note - Trip to ‘Coffs Harbour’ has been cancelled.			
Mon	11th	<u>Public Holiday</u> Layout Operation (see Notes)	10am until late
Wed	13th	“Daylighters” Work & Run	10am until 4pm
Fri	15th	<i>Wingecarribee</i> Work Night – <u>Cancelled -</u>	Sorry we will be closed
Sat	16th	General Activities & <u>Monthly Forum</u> (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)	10am until late
Wed	27th	“Daylighters” Work & Run	10am until 4pm
Fri	29th	<i>Wingecarribee</i> Work Night – <u>Cancelled -</u>	Sorry we will be closed
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
Wed	11th	“Daylighters” Work & Run	10am until 4pm
Fri	13th	Feature Night – <i>Play Back</i> (<i>Members Owned</i>).	7:30pm until 10pm
Sat	14th	General Activities & <u>Monthly Forum</u> (see Notes) Ladies Needles & Natter	10am until late 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

AUGUST

Wed	1st	“Daylighters” Work & Run	10am until 4pm
Fri	3rd	<i>Wingecarribee</i> Work Night	7:30pm until 10pm No Facility Fee
Sat	4th	Host Hills Model Railway Society	10am until late, BBQ lunch available
Sun	5th	<i>Stoney Creek</i> Work Day	10am until 5:30pm No Facility Fee
Wed	8th	“Daylighters” Work & Run	10am until 4pm
Fri	10th	Feature Night – <i>T.B.A.</i>	7:30pm until 10pm
Sat	11th	General Activities & <u>Monthly Forum</u> (see Notes) Ladies Needles & Natter	10am until late 2pm
Wed	15th	“Daylighters” Work & Run	10am until 4pm
Fri	17th	<i>Wingecarribee</i> Work Night	7:30pm until 10pm No Facility Fee
Sat	18th	Layout Operation (see Notes)	10am until late
Wed	22nd	“Daylighters” Work & Run	10am until 4pm
Fri	24th	Layout Operation (see Notes)	7:30pm until 10pm
Sat	25th	General Activities (see Notes) & <i>Wingecarribee</i>	10am until late
Wed	29th	“Daylighters” Work & Run	10am until 4pm
Fri	31st	<i>Wingecarribee</i> Work Night	7:30pm until 10pm No Facility Fee

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



Independent Rail MZ class diesel 1443 heads 3801 limited's 'Cockatoo Run' on a trip to Kiama. 10 MZ class were imported from Denmark and mostly see use on Independent Rail's freight trains. May 20, 2007. Photo: Mic Wade



ARTC's extensive resignalling work along the Main South will shortly see the end of scenes such as this. A forest of mechanically operated lower quadrant semaphore signals surround Silverton's 442S5 as it shunts in Cootamundra yard. Cootamundra South Box, which controls these signals, is in the background. May 11, 2007. Photo: Glenn Percival

On the back cover:

Framed by 4897, a wheat hopper and the yard crane, NR54 departs Stockinbingal for Parkes with train 7SP5. At Parkes there will be the first of many crew changes on the 1800m long train's journey to Perth. May 12, 2007. Photo: Mic Wade

