

Mortdale Matters

November 2007

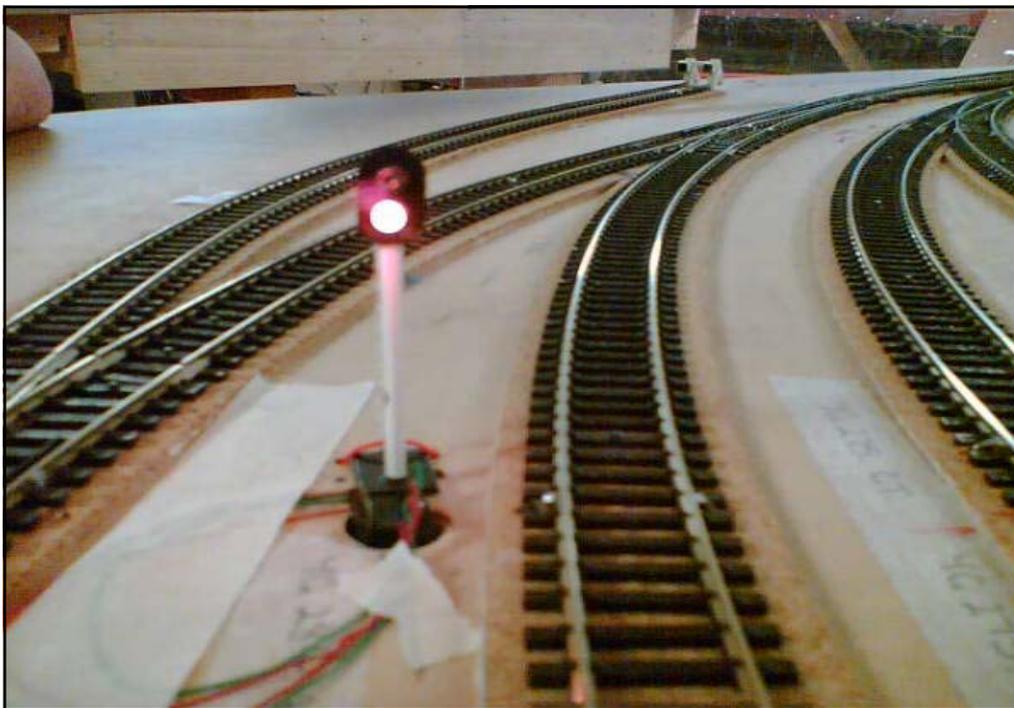


**Australian Model Railway Association
New South Wales Branch Inc. News**

Around the Clubrooms



Col Shepherd shunts the newly named Shepherd's Sidings on the O Gauge layout. Col was the worthy recipient of a meritorious award at the recent AGM. November 7, 2007. Photo: Bruce Harris



*Further signs of progress on the Stoney Creek HO layout - the first operational signals are in place and operating via the PLC. This signal at Yerrilyong on the Up Main being the first commissioned.
14 October, 2007. Photo: Denis Gilmore*

On the Cover:

8240 speeds through Sandgate at the head of an empty coal train out of Port Waratab. This is part of the 4 track section between Waratab and Maitland on the Main North. June 24, 2007. Photo: Chris Winston

Welcome to the November Mortdale Matters

We're Back!!! After a hectic few months I am finally able to bring you the latest *Mortdale Matters*. I'd like to thank everyone for their patience and understanding while *Mortdale Matters* has been off the air, so to speak. I, like everyone else, have many demands on my time and I've been forced to prioritise over the last few months. The Exhibition Guide took a large portion of my time leading up to the exhibition along with house renovations and scenicking the exhibition raffle layout. A couple of bouts of illness didn't make things any easier either.

That said I would like to apologise for the lack of a recent edition of *Mortdale Matters*. Now that I've caught up with everything that I put off until after the exhibition I've freed up a bit of spare time and will be able to get back to regular monthly editions.

I would like to thank, my regular contributors for continuing to provide material on a regular basis over the last few months for both *Mortdale Matters* and *Journal*. With this edition I will try and present as much of that material as possible, particularly items that haven't previously been in the last few editions of *Journal*. This edition has been enlarged to 20 pages from the normal 12 just to fit everything in.

Finally, I have also received a request via email for an article about the basics of DCC operation. Not being a DCC user myself and not likely to be considering what will be achieved when the HO layout is fully operational, I'd like to ask anyone who is familiar with DCC if they'd like to pen an article for *Mortdale Matters*.

Coming next month though I'll be demonstrating some of my weathering techniques.

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 December 2007 *Mortdale Matters* is December 1st.

The Presidents Report

All the planning has come to fruition and Glenn Percival has managed a very successful exhibition over the October Long Weekend. Well done to Glenn and all who contributed to make this a bigger and better exhibition than previous years.

We hosted our open day coming on the 20th October and opened up the clubrooms to an admiring public to show them what railway modelling is all about.

The Branch AGM was held at the clubrooms a couple of weeks after the Open Day on 3rd November. I am please to report that the entire committee was re-elected unopposed. I would like to take this opportunity to thank the members of the committee for all the hard work that they have put in this year in managing this great club.

Finally to wrap up the year, don't forget the Christmas / Exhibition Workers' barbeque at the Tramway Museum at Loftus on 1st December. Come and have an afternoon and evening riding the museum's trams to Sutherland and the Royal National Park, wander through the museum's exhibit hall or just take it easy watch the trains and trams go by.

Check the programme on page 18 for more details.

Barry Wilcockson

NSW Branch President

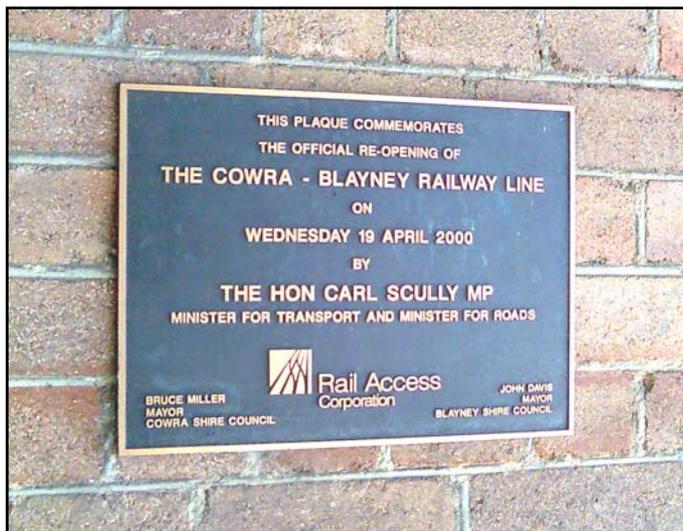


Coming up next month I'll be sharing my weathering techniques. My brand new Austrain's 36 purchased at the exhibition has just had an encounter with the airbrush. To see just how easy it is to get results like this see my article in next month's Mortdale Matters. Photo: Chris Winston

The Cross Country Finale

The Rail Motor Society ran a three-day tour for ARHS/NSW in late June, covering the cross-country lines including Cowra-Blayney and Kandos-Mudgee-Gulgong sections, prior to ARTC allegedly relinquishing responsibility for those sections. Due to the severe weather in the Paterson home of TRMS north of Maitland, the planned use of HPC402 was impossible as only one road in their depot did not suffer ballast washout; and the ground was too soft to set up a crane to reposition 402. This made for a very comfortable trip with only 17 passengers for the two CPH's.

Glenn Percival



Above: The now redundant plaque at Cowra station commemorating reopening of the line for just seven years.

Right: The Ordinary staff for the Blayney - Cowra section just prior to its final use.

Below: CPH's 1 and 7 stop at Carcoar between Cowra and Blayney for the last time. All Photos: Glenn Percival



Exhibition News

Well, another show over – almost, apart from debrief with the venue and some cheques to be written. “Was it successful?” is the inevitable question. Taking a holistic approach and considering a 33% increase in attendance (45% on Sunday); two rooms of exhibits with an interesting floor plan; a quarter of exhibits new to our show; improved public catering and parking management overall – I say “YES”. At 45 years old our Sydney show is, as far as I can tell, one of the longest running of *any* exhibition in this country, a fact of which we should all be proud.

That’s not to gloss over the issues that must be dealt with, in order to maximise the potential of the venue and the rejuvenated feel that has been generated as a result of the (albeit forced) move to a 20-year newer centre. Whilst income increased as a result of the factors listed above, expenses increased more and places pressure on the need to balance member and exhibitor expectations. Whilst TV advertising was the biggest single increase, it was by no means the only one. I do believe it is necessary to bring in as many visitors as possible, for that is what feeds word of mouth, builds regular clientele and grows the event for the future. Brainstorming sessions, informal discussions and no doubt debate at the upcoming AGM will all contribute to changes including procedures for exhibitors and staff alike. In general, some of what we had been able to get away with at the Centre for the first two years was no longer acceptable to the new management structure. As such, documentation will need to be streamlined and more effective; and volunteer briefings are likely in the fortnight leading up to next year’s show.

And so on to the bouquets. We continue to enjoy the support of business, in and outside of the hobby. Whilst I am shy of lists for fear of omitting anyone, all the individuals and businesses listed below – and anyone I missed – deserve our thanks and support.

Exhibition 2007 Honour Roll

Phill Andrews, Paul Arms, John Bain, Peter Banks, Warwick Barley, Ben Barnes, Adrian Batey, David Bennett, Roger Binstead, Alex Brown, Roger Chin, John Coffey, Gary Copper, Steven Copper, Mark Dalli, Tony Dalli, Simon Davis, Don Eadie, Bev Ellis, Stan Ellis, Allan English, Belinda Every, Jason Every, Kerry Every, Neil Every, Terry Flynn, Stefan Frelingos, Rod Fussell, Lisa Gale, Ash Garrard, Nicole Gerrard, Paul Gerrard, Ben Gilmore, Denis Gilmore, Chris Goring, Barry Green, Arthur Hall, Andrew Harding, Alan Harris, Bruce Harris, Barbara Haynes, Maurie Haynes, Steven Henry, Justin Hitchcock, Ken Holmes, Ron Horne, Tracey Horne, Joel Huckstepp, Shaun Huckstepp, Scott Johnston, Simon Kaylinger, Glenn Kelly, Michael Lane, Geoff Lanham, Graham Larmour, June Larmour, Leigh Larmour, Philip Larmour, Philip Lee, Ken Liley, Robert Liley, Nathan Lyons, John Mason, Barrie Meadows, Mitch Morgan, Andrew Murphy, Kevin Murphy, Tim Murphy, Chris Olsen, Jack Parker, John Pearce [sic], Glenn Percival, Lance Pickering, Ian Ratcliffe, Matthew Ratcliffe, Ray Rumble, Graeme Shade, Col Shepherd, Glyn Shepherd, Richard Sinton, Tracey Sinton, Douglas Smith, John Smythe, Neil Sorensen, Pat Sorensen, Charles Stansfield, Thomas Stansfield, Fred Stell, Ross Stell, Henry Storm, Alan Tonks, Dot Treseder (VIC Branch), Jack Treseder (VIC Branch), Brian Tyson, Denice Tyson, Gordon Wallace, Ronald Walley, Neil Watson, Craig Waugh, B Wheatley, R Wheatley, Barry Wilcockson, Bobbie Wilcockson, Marilyn Wilcockson, Chris Winston, David Voce, Mic Wade.

All Aboard Modellbahn, Austrains, Australian Model Railway Magazine, Australian Railway Historical Society NSW Division, Berg’s Hobbies, Bragg Printing, Casula Hobbies, Dapol Model Railways, Eden Creative Media, Historic Electric Traction, Hobbyco, Hurstville Aquatic Leisure Centre, Hurstville City Council, Kennards Hire, Lightning Print, Mercury World Travel, MODRATEC, Orient Express Model Railway Shop, Powerline Models, Punchbowl Hobbies, Sydney Electric Train Society, Sydney Tramway Museum, TEN-10, The Train Shed, Tom’s Hobbies-Trainorama, Train Trader, Vivid Media/Capre Graphics, Walkers Function & Party Hire, West Coast Wilderness Railway, Wholesale Trophies.

Glenn Percival

Exhibition Manager



After wind storm damage to a downpipe was noticed in the dying hours of the exhibition weekend, the SES called in the NSWFB with the right tool for the job - ably assisted by Thomas of course!. 1 October



This year's Guessing Competition layout was one of the best presented for some years, congratulations to all involved. It even had 'heritage' Tri-ang upper quadrant semaphore signals! Photo: Glenn Percival

The TV Ad

For this year's exhibition the committee decided to give TV advertising another go. Our old ad was showing its age and required conversion to a digital format before it could be used. It also required all the references to the exhibition being at Liverpool to be changed to our current venue at Hurstville. With all this in mind it was decided to produce a new commercial using fresh digital footage from the 2006 exhibition.

During the 2006 Exhibition I filmed approximately 45 minutes of video using a Sony FX-1 High definition camera. While still essentially a home video camera, the quality of the video was more than sufficient for broadcast. Armed with this footage, a copy of old ad and its script Glenn Percival and I headed off to Eden Creative Media on Wednesday September 5th.

After various introductions, we headed into the editing suite. Following a quick review of the old ad, we began the task of taking 45 minutes of video and turning it into 30 seconds of commercial. After extracting a series of shots from the tape we began the process of cutting them down to only a few seconds each, which allowed us to put together the first rough cut of the ad, coming in at over 3 minutes long!

It was then that a voice over was needed so that the various shots would change at suitable times. Until the professional voice over artist could be brought in, it was Glenn that drew the short straw. Once we had a voice over, it was simply a matter of arranging the shots to fit together with the voice over and be 30 seconds in length, a process that took all of an hour.

Once Glenn and I were happy with the result of the rough cut of the final ad, we left the rest to Eden Creative to finish. The entire process had taken only 4 hours. During the following week a professional voiceover was recorded, the text information added and the shots tweaked slightly. We were then sent a copy of the ad and following the committees approval it was ready to go. The ad was then screened on channel 10 in the week leading up to the exhibition as well as a copy posted on YouTube.

Chris Winston



Voiceover Artiste Extraordinaire Glenn Percival in the sound recording booth during production of the TV ad September 5, 2007. Photo: Chris Winston

Layouts at the Exhibition



Is it real or a model? Models seem to take on an added air of realism when naturally lit as this view of Moss Vale at the exhibition shows. The image has had a little work done though - cropping, removing person in background and extending the ballast to replace the layout edge.

1 October, 2007. Photo: Glenn Percival



Next door to Moss Vale was the Illawarra Model Railway Association's Kelly River, the main feature of which was the fully operational Bascule opening bridge complete with gauntlet track. The bridge was opened every

Layouts at the Exhibition

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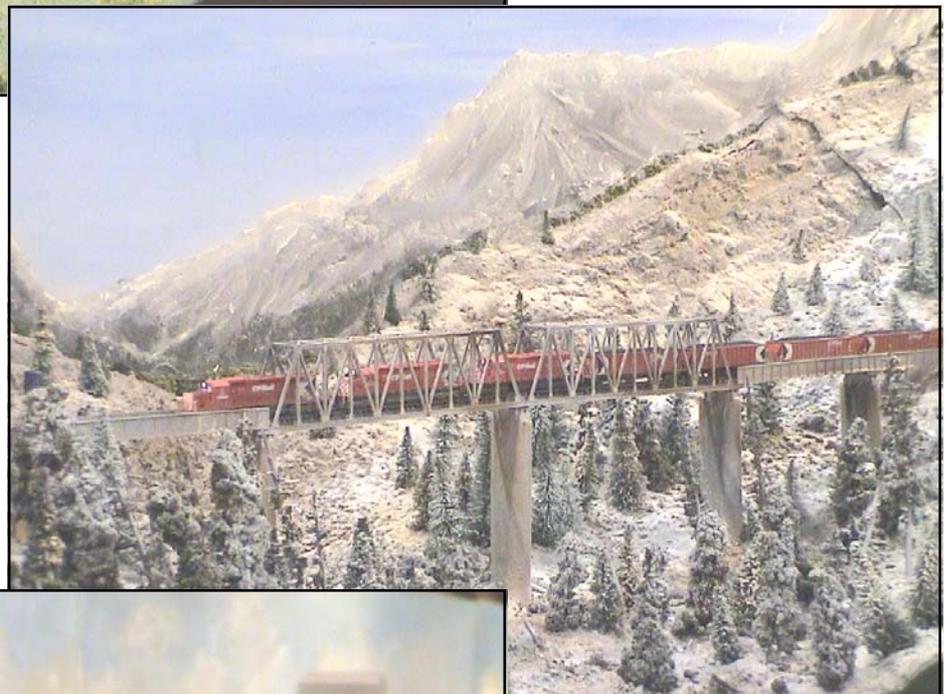
Top: Action on East Matelend by the Epping Model Railway Club.

Middle: A coal train crosses the impressive bridge on Dawson's Creek by Pacific Northwest Rail Services

Bottom: An NR class diesel speeds a container train through Illabo by the NSW N scale group.

September 30th, 2007.

All Photos: Chris Winston



Opposite Page

Top: An NSW A (later Z19) class passes an O (Z23) class in the yard at Eskbank c.1899 by David Low

Middle: A coal burning 59 class rushes a goods train out of Jembaicumbene by Wayne Hopkins

Bottom: A standard gauge freight slips past a narrow gauge passenger service at Fairfield by Phillip Hadley.

September 30th, 2007.

All Photos: Chris Winston



Layout Reports

O Scale Layout



Maurie Haynes lays track on the new multi-standard circuit on the O Scale Layout. Track work is progressing rapidly and it will not be long before the new circuit is ready for use.

7 November, 2007. Photo: Bruce Harris

It was particularly appropriate for my long term friend and modelling mate, Col Shepherd, to receive a Meritorious Award at this year's AGM of the NSW Branch. Nothing more needs to be said about Col that hasn't been already said by numerous members. He richly deserves this recognition.

It was equally appropriate that only a week earlier (and totally unconnected), we had announced the creation of Shepherd's Sidings. So we are all of the same mind. Congratulations Col.

At the same time, we are now seeing the first major expansion of the "O" gauge layout in years. The brainchild of Maurie Haynes, the new section will cater for the many O scale models members own, such as finescale and 2-rail, but cannot run on the existing track. The COM has approved the project and work is proceeding at an amazing pace. The first "sod" was "dug" by Neil Sorensen and frenetic support has been seen from Col, Lance, Gordon, Maurie, Arthur and Ken.

Watch out you "N" and "HO" builders. We are likely to set new records at tracklaying. And be prepared for a big surprise; we may even use Tortoise point motors !!!

Don Stone

O Scale Layout Supervisor



*Other work continues on the O scale layout with a new cattle yard and dock being completed in Shepherd's Sidings
7 November, 2007. Photo: Bruce Harris*

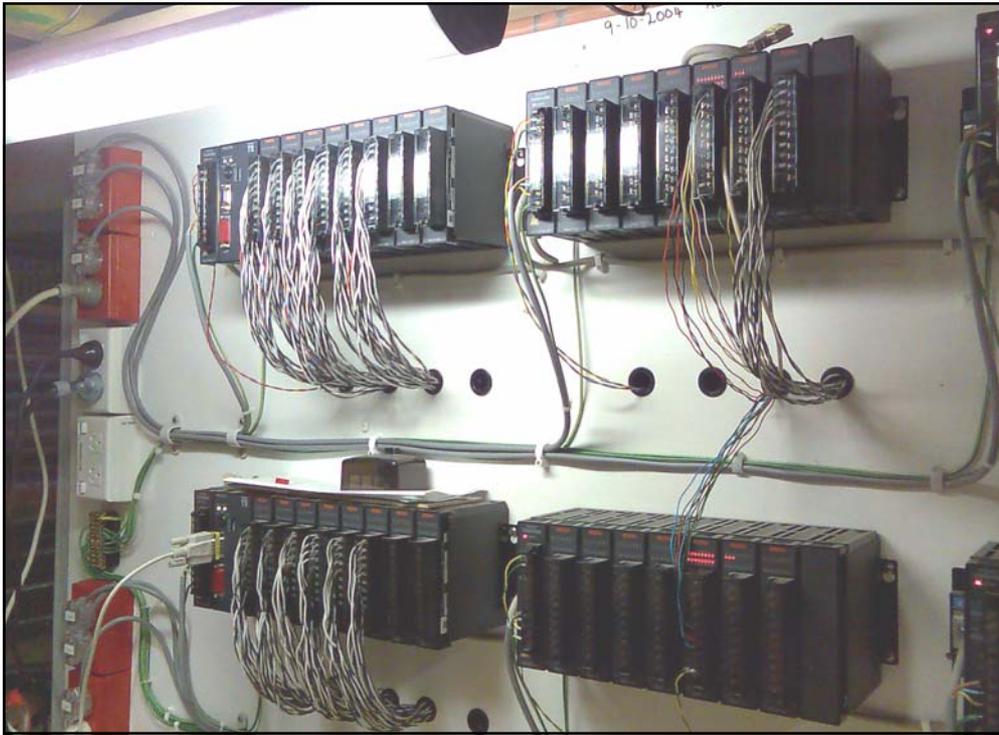


*Neil Sorensen attacks his scenery on the O Gauge layout to make a path for the new multi-standard circuit that will
allow course scale, finescale, 2 rail or 3 rail trains to be run on the layout.*

7 November, 2007. Photo: Bruce Harris

H0 Scale Layout - Pizza Discussions

October 9th, 2007 - 530 hours



During the last few months the wiring of the layout has continued to progress. Wiring of the PLC's has progressed to the point where they are now being used to operate the layout in its display mode.

Photo: Glenn Percival

The major project over the last few months has been READ station; change into a modern era station. Five (5) platforms and a goods yard that will accommodate trains of 4.2 m (double train length). The change at READ reflects the changes in the usages of the layout. With all the Diesel era locos and wagons being produced it is very easy to see mostly N.S.W. AND Victorian trains running on Stoney Creek. The steam loco's still hold the fascination to many but the sight of a 2, 3 or 4 loco lash up on a long goods train is inspiring.

The control panel for READ yard has been constructed and installed. The installation and testing of the many involved functions of READ station and yard complex went very well indeed. There were a few very small problems but nothing Barry and a willing team of people couldn't over come. The operations at READ have come to life now as more and more people step up and get familiar with the new panel. It is possible to bring a train off either Main line or send a train to either main line, and have an overtaking move using platform 2, and do a station stop on any of the 5 platforms, (with gentle slow down and speed up).

It is not time to sit back on our collective backsides and bask in our glory, although it is well earned. The operating system is "not to bad" **BUT** we have a much higher goal to strive for!!! Stoney Creek will be one if not the best layout you will have the pleasure to operate on. We still have a long way to achieve the final goal.

Our exhibition has slowed down the work a little but we can all be very happy that the people that came back to Mortdale were most impressed with what they saw.

Over the next little while we will be talking about the future of Deawy and Fayenton. Several tack plans have been put forward. Most are in concept form and will need refining. What ever the final track plan is the question I feel we need to ask ourselves is: - Are you prepared to delay the introduction of operator control while there is a rework of Deawy and/or Fayenton and/or the main lines? It will be very hard to change the layout when we go to operator control without major disruption to operation. Now is the time to change! If it is going to happen....

Workdays keep getting changed due to all sorts of reasons; normally the workdays are on the 1st Sunday of each month.

There has been a start to operating trains on Stoney Creek. After Pizza on Saturday evening, sequence operation has been put into use. This is where operators are assigned locations and other operators are assigned a train. The train operators have a card that instructs them where there train has to go to be shunted eta. As the layout is not complete much modeler's license has been used. The good thing is people are starting use the layout as it was intended, trains doing a job, picking up and delivering fright as well as passenger trains stopping at stations. With all this operation after Pizza please be aware that if you turn up very late, you may not get a run or your prize winning coal train may be called something else or may not get a run at all. Come early as you can and be part of an interesting evening of (basic) operations that will grow and grow.

Denis Gilmore

Stoney Creek Layout Supervisor



Robert Merrick and Denis Gilmore cut through the first floor to access the HO CTC Room wall space for the running of cables containing 600 pairs of wires. This will "future proof" the CTC Room by providing access to the status of the whole layout, plus spare capacity. June 3, 2007. Photo: Glenn Percival



*James Percival and Ben Gilmore work on the first permanent scenery for "New New" Read whilst photographers click away. In this view, one of the 4.2 metre platforms is receiving its brick facing.
June 3, 2007. Photo: Glenn Percival*

N Scale Layout

Ash has ballasted some of the track through Bennett station and touched up some other areas, while Neil and David have continued wiring around rail joints. An extra block switch has been installed in the Wallamundra control panel to control a piece of recently installed track right at the front of the layout.

The new signal design is progressing very well with a prototype having been made that works on a six pin plug, perhaps a little oversize, but it makes installation a lot easier than the previous method of a screw through the layout then wiring to minute wires upside down under the layout.

David Bennett
N Scale Layout Supervisor

Mortdale Building Report

Little has happened since last report with the video cabinet needing its locks to be installed and then equipped. The exhaust hood over the upright stove is the next project on the priority list.

David Bennett
Mortdale Building Supervisor

Clubwear

We now keep limited numbers of logo embroidered items ready for purchase, effectively resurrecting the “AMRA Shop”. You may if you wish take your garment to any embroiderer to place your name on the opposite side of the garment; we ask only that it be done in a monogram font of approx. 2cm height, the colour to match the club name on your garment.

With the AGM is out of the way, I will produce a new order form which can also be filled in and submitted electronically – this will be a taste of things to come for Branch operations, from clubwear to exhibition applications, rostering and more.

I thank all those who have supported this project since June 1992, providing a professional (and hopefully comfortable!) face to our club.

Glenn Percival
Clubwear Coordinator

The Going Away Shot



With a couple of previous editions of Mortdale Matters, I've included the going away shot of the train on front cover. I decided that this edition shouldn't be any different. 8240, 8242 and 8250 pass the Sandgate Flyover at speed as they head north for another load of coal. June 24, 2007. Photo: Chris Winston

AMRA NSW Programme

Nov '07 - Jan '08

NOVEMBER

Sat 3rd General Activities (see Notes) 10am until late no Facility Fee

BRANCH AGM (members only) 2pm

Wed 7th "Daylighters" - General Activities (see Notes) 10am until 5pm

Fri 9th Feature Night – **Play Back** (Audio / Video / DVD). 7:30pm

Sat 10th **Host Macarthur District Model Railway Club** 10am until late BBQ lunch available

Ladies Needles & Natter 2pm

Sun 11th *Stoney Creek* Work Day 10am until finished No Facility Fee

Wed 14th "Daylighters" - General Activities (see Notes) 10am until 5pm

Sat 17th General Activities & **Monthly Forum** (see Notes) 10am until late

Wed 21st "Daylighters" - General Activities (see Notes) 10am until 5pm

Fri 23rd **FEDERAL AGM (members only)** 7:30pm no Facility Fee

Sat 24th **Members Auction** Lodgements until midday, Viewing strictly 12-1pm, Hammer 1pm.

Wed 28th "Daylighters" - General Activities (see Notes) 10am until 5pm

DECEMBER

Sat 1st Xmas / **Exhibition Workers' BBQ** *Sydney Tramway Museum*, Loftus

From 2pm - BYO meat & drink - A\$20 Conc\$15 C\$13 (SPER members / friends \$5) Register at club

Sun 2nd *Stoney Creek* Work Day 10am until finished No Facility Fee

Wed 5th "Daylighters" Work & Run 10am until 5pm

Sat 8th General Activities (see Notes) 10am until late

Ladies Needles & Natter 2pm

Wed 12th "Daylighters" Work & Run 10am until 5pm

Fri 14th Feature Night – **H.O. Signal Workshop** 7:30pm until 10pm

Sat 15th General Activities & **Monthly Forum** (see Notes) 10am until late

Wed 19th "Daylighters" Work & Run 10am until 5pm

Sat 22nd Layout Operation (see Notes) 10am until late

Wed 26th "Daylighters" Work & Run 10am until 5pm

Fri 28th Layout Operation (see Notes) 7:30pm until 10pm

Sat 29th General Activities (see Notes) & *Layout Construction* 10am until late

JANUARY 2008

Wed 2nd "Daylighters" - General Activities (see Notes) 10am until 5pm

Sat 5th Layout Operation (see Notes) 10am until late

Sun 6th *Stoney Creek* Work Day 10am until finished No Facility Fee

Wed 9th "Daylighters" - General Activities (see Notes) 10am until 5pm

Fri 11th Feature Night – *T.B.A.* 7:30pm until 10pm

Sat 12th General Activities & **Monthly Forum** (see Notes) 10am until late

Wed 16th "Daylighters" - General Activities (see Notes) 10am until 5pm

Sat 19th Layout Operation (see Notes) 10am until late

Wed 23rd "Daylighters" - General Activities (see Notes) 10am until 5pm

Fri 25th Layout Operation (see Notes) 7:30pm until 10pm

Sat 26th General Activities (see Notes) & *Layout Construction* 10am until late

Wed 30th "Daylighters" - General Activities (see Notes) 10am until 5pm

NOTES

- WORK NIGHTS: every Monday night & 1st, 3rd & 5th Friday night, please check with the appropriate layout supervisor, 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 program may be subject to change without notice where necessary. Updated programmes available from the Clubrooms, or 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



Light locos 48139, PL5, 48137 and 48134 head west from Sandgate towards Maitland. On arrival at Maitland these locos will head south on the private South Maitland Railway to the Pelton coal loader to pick up their train.

June 24, 2007. Photo: Chris Winston



A QR National empty coal train passes under the Sandgate Flyover. Opened late last year, the Flyover allows coal trains access to Kooragang Island from the Up and Down Coal lines (left) without interfering with operations on the Up and Down mainlines which now pass overhead. June 24, 2007. Photo: Chris Winston

On the back cover:

With the Cowra to Blayney line's closure imminent, the Rail Motor Society ran one last tour. CPH's 1 and 7 await departure from Cowra for the last time towards Blayney. June 24, 2007. Photo: Glenn Percival

