

# Mortdale Matters



**May 2009**



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

*Mortdale Matters - May 2009*

# Around the Clubrooms



*Some of the members at Mortdale during the recent 24 hour run.*

*Photo Geoff Lanham*



*There were 14 AMRA members present at just after midnight during the club's recent 24 hour run. There was enough members to have a committee meeting with the President, Vice President, Secretary and Junior Development Officer all present. The numbers did decline and at dawn only 5 hardy soles remained. . Photo Glenn Percival*

Cover Photo : Rail Motor 402 at Kilometre Post 402 between Harden and Cowra

# Welcome to the May 2009 Mortdale Matters

Its been a busy couple of months since the last Mortdale matters as AMRA has had a successful Open Weekend, the opening of the universal extension to the O Gauge layout and a 24 hour run. This edition has somewhat of an O Gauge flavour with some reminiscences about the early O gauge days from one of our members Ray Rumble and photos from the opening. We have now had four 24 hour runs but I have never managed to stay for the entire time. The camaraderie that exists in the club was evidenced by the attendance of members employed by City Rail and other operators when they had finished their shifts. At midnight there were at least 14 members in attendance at Mortdale and we probably had enough train crew and related employees to run a 12 inch to the foot system. As well as attending these AMRA events I have also personally managed to attend an historic motor race meeting at Bathurst and take a stationary engine to display at Maitland Steamfest. I now know why I haven't had time to do the May edition of Mortdale matters on time and fit in some other extraneous matters such as work.

If you send me photos, remember to include a note that they are your work as I am hesitant to publish photos where I am not aware that they are original material

See you at the Clubrooms,  
*Geoff Lanham*  
Secretary AMRA NSW Branch  
and 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, or by e-mail: [pjlee@iinet.net.au](mailto:pjlee@iinet.net.au).

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 post 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](http://www.amransw.asn.au)

## Submitting to Mortdale Matters

With so much continually happening at our 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 [secretary@amransw.asn.au](mailto:secretary@amransw.asn.au) or [jethro\\_lenny@hotmail.com](mailto:jethro_lenny@hotmail.com) or leave a copy of your submission in the Secretary's 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 July 2009 *Mortdale Matters* is 15th June 2009

# N Scale Layout Report

The tracks to the roundhouse have been lifted and re-laid to align with the turntable. On the Open Weekend we had two small cameras going around the layout mounted on wagons, these showed us that we need to scenic the inside of our tunnels. Ash Garrard has painted black the inside of the loop near Wallamudra when the camera ran around again it revealed other areas that needed blackening. We are planning to install some tunnel lighting using fibre optics. Steve Edwards has been touching up the buffer stops to highlight some parts. A faster computer has been obtained to run the slide show that depicts the reconstruction of the layout after the move from Rockdale and subsequent progress on the layout.



*All three permanent layouts saw action overnight during the 24-hour running sessions. Shown here is the N gauge layout getting into the spirit of the UK session, with Wallamudra Yard acting as the Class 221 Super Voyager DMU running yard. (Photo G. Percival)*

## Assistance with Raffle Layout

Each year at around this time construction begins on the Raffle Layout for the Exhibition. As usual we are seeking club members who would like to assist with the construction of the layout. If you are interested in assisting with the layout construction, please contact any Committee member. David Bennett reports that progress to date has been as follows.

“The frame has been finished using the same layout plan as last year, the risers are being glued in place and the plywood roadbed has been cut and painted ready to go on the risers. Soon the track laying will commence then the scenery will be started using polystyrene foam as a base”

# O Gauge - May 2009

## O" GAUGE REPORT MAY 2009

It has been "steady as she goes" over the last little while. All tracks have been fully operational so we have seen a large variety of different rolling stock on display. Sound equipped American locomotives attract most of the attention but let's not forget the old faithfuls ably piloted around the "outside" track mainly by Kim Russell and Norm Davies.

The official opening of the new "inside" track came and went with much celebration – see separate report elsewhere. Thanks to all concerned, with special mention to Ross McLean for arranging the attendance of the Royal party and the accompanying militia. A very impressive sight.

Never satisfied, the "O" gauge committee has agreed to add a further cross-over to the new track. The aim is to permit better transfers from the "old" to the "new" and back again. Expect to see this in place very soon.

Bruce Harris

"O" gauge reporter

### Official Opening of the Inner Track on "O" gauge

The anticipation during lunch on Saturday 14<sup>th</sup> March was apparent to all. Why? Well at 1.00 o'clock, it was rumoured that members of British Royalty would be visiting the Club to officially open the extension to the "O" gauge layout.

And so it was, as the pictures show. The imperial carriage was attended by marching bands and a liberal collection of armed guardsmen. The Opening Ceremony was hosted by "O" gauge supervisor Maurie Haynes who introduced both the Branch President, Barry Wilcockson and the Federal President, Graham Larmour. Each President congratulated the "O" gauge members on a fine achievement in what is really the first significant change in the layout since the move from Rockdale

This was followed by the "Flying Scotsman" steaming through the ceremonial ribbon (twice; Arthur Hall's camera missed the first run!) to signify that the new track was officially in use. Barry then completed the event by cutting the obligatory cake, which was duly consumed that afternoon.

Thanks to all members who made the track possible. Special mention to Ross McLean for providing the pageantry on the day and to Pam Harris (Bruce's wife), who made the cake.



To prove that we used all layouts on the night of the 24 hour run a shot of a 36 class passing over the viaduct on new universal O Scale track. As this is a "coarse scale" three rail model it proves the versatility of the new track extension

*Photo Geoff Lanham*

# O Scale Universal Track Opening

The opening of the extension to the O scale layout to allow for the running of two rail and three rail including fine scale occurred on 14th March 2009. The layout was populated courtesy of Ross McLean and the opening occurred by the cutting of a ribbon by a Flying Scotsman. To ensure that the opening was appropriately photographed it actually had to occur twice.



Opening of the O Scale extension

*Photo By Graham Tindale and scanned by David Bennett*



Some of the crowd on hand at the opening of the O scale extension

*Photo Arthur Hall.*

# 0 Gauge Reminiscences - Ray Rumble

Hi to all

I'm an AMRA member and been down to Mortdale a number of times, but I'm an 0 gauge modeller and active member of the Aus7 group working in finescale where I spend most of my time. I enjoy your Mortdale Matters and particularly the note regarding the official opening of the universal 0 gauge layout. In particular the note suggesting the layout was originally started in 1952 at the Burwood Police Boys club. If I can relate a story about my interest in 0 gauge, Norm Reed and that layout building at the Burwood Police Boys Club.

It was in 1952 I was 11 years of age - a cheeky big-for-my-age primary school kid, and a very keen active member of the Burwood Police Boys Club precision marching band. A large 50 member band decked out in superb blue and gold police style uniforms playing flutes, bugles, and drums.

In 1952 I had already had a taste of 0 gauge model railway by being a nuisance around ole "Pop" at 0 Gauge House at Ashfield every Saturday afternoon. My association with Norm and his layout came about one Friday afternoon after school rehearsing in the club auditorium as the band did every Friday afternoon. After rehearsals a few of us were allowed a "treat" around 6.30pm by going down to the local hamburger joint and bringing back what is now known as "a fast-food dinner"

Around that time I witnessed this band of "old fellas" carrying through the auditorium large bags of what turned out to be 0 gauge wooden sleepers and huge stocks of brass rail along with 4 x 2 timbers and plywood sheets.

Being the cheeky kid I was, I fronted Norm Reed and demanded to know what he was up to in "my club". He explained his mission and I then explained my interest with "pop", and he invited me up to the second floor where he and his band of merry men (all ole fellas) were starting on a magnificent layout. Needless to say, I was there every Friday night from then on for years helping building bases, and laying track. It was a result of this I used my entire one hundred pound pocket money to buy an unstreamlined 38 class loco kit from Pop at OGH and with the help of my father spent two years in my fathers workshop completing it. Around that time I was privileged to be invited to Norm's home at Strathfield one Saturday afternoon to witness some running on his extensive garden railway which was so impressive. I was distressed recently to learn from Col Sheperd that some mongrels one night smashed up this magnificent work which Norm Reed never rebuilt.

I have only got back to modelling in retirement these last few years and love it. Thought I'd pass on this bit of association titbits.

Ray Rumble Member 6679



Graham Tindale looks proudly on at the new Standard Goods Model recently completed by Colin Shepherd. This photo is of surprising good quality considering it was taken on my phone. This proves that you should always have your camera with you !

*Photo Geoff Lanham*

# AMRA NSW Programme

# May 2009 to July 2009

## MAY

Fri	1st	Layout Operation / <b>24 Hour Running</b> / <i>Structured Running</i> (see Notes)	7pm until ...
Sat	2nd	Layout Operation / <b>24 Hour Running</b> / <i>Structured Running</i> – cont from Friday night (see Notes) <i>Breakfast available</i>	until late Saturday
Wed	6th	“Daylighters” - General Activities (see Notes)	10am until 5pm
Fri	8th	<b>Feature Night</b> – <i>TBA...</i> if not possible General Activities	7:30pm until 10pm
Sat	9th	Layout Operation (see Notes) <b>Ladies Needles &amp; Natter</b>	10am until late - 2pm
<u>Wed</u>	13th	“Daylighters” - General Activities (see Notes)	10am until 5pm
Fri	15th	General Activities & <b>Stoney Creek Workday</b>	7:30pm until 10pm
Sat	16th	General Activities - Monthly Forum & <b>Stoney Creek Workday</b>	10am until late
Sun	17th	<i>Stoney Creek Workday</i> Plus <b>Inter-Club Visit from NSW N Scale Group</b>	No Facility Fee 10am until finished
Wed	20th	“Daylighters” - General Activities (see Notes)	10am until 5pm
Fri	22nd	Layout Operation – <b>European</b> / <i>Structured Running</i> (see Notes)	7:30pm until 10pm
Sat	23rd	General Activities & <i>Layout Construction Day</i> (see Notes) ( <b>Layout Committee Meeting</b> )	10am until late
Wed	27th	“Daylighters” - General Activities (see Notes)	10am until 5pm
Fri	29th	Layout Operation / <i>Structured Running</i> (see Notes)	7:30pm until 10pm
Sat	30th	Layout Operation (see Notes)	10am until late

## JUNE

Wed	3rd	“Daylighters” - General Activities (see Notes)	10am until 5pm
Fri	5th	Layout Operation / <i>Structured Running</i> (see Notes)	7:30pm until 10pm
Sat	6th	Layout Operation (see Notes)	10am until late
Mon	8th	<b>Public Holiday</b> – Layout Operation (see notes)	10am until late
<u>Wed</u>	10rd	“Daylighters” - General Activities (see Notes)	10am until 5pm
Fri	12th	<b>Feature Night</b> – <i>TBA...</i> if not possible General Activities	7:30pm until 10pm
Sat	13th	General Activities & <b>Monthly Forum</b> (see Notes) <b>Ladies Needles &amp; Natter</b>	10am until late - 2pm
Wed	17th	“Daylighters” - General Activities (see Notes)	10am until 5pm
Fri	19th	Layout Operation – <b>Australian Steam</b> / <i>Structured Running</i> (see Notes)	7:30pm until 10pm
Sat	20th	Layout Operation (see Notes)	10am until late
Sun	21st	<i>Stoney Creek Workday</i>	No Facility Fee 10am until finished
Wed	24th	“Daylighters” - General Activities (see Notes)	10am until 5pm
Fri	26th	Train Maintenance and Testing Night	7:30pm until 10pm
Sat	27th	General Activities & <i>Layout Construction Day</i> (see Notes)	10am until late

## JULY

Wed	1st	“Daylighters” - General Activities (see Notes)	10am until 5pm
Fri	3rd	Layout Operation / <i>Structured Running</i> (see Notes)	7:30pm until 10pm
Sat	4th	Layout Operation (see Notes)	10am until late
<u>Wed</u>	8th	“Daylighters” - General Activities (see Notes)	10am until 5pm
Fri	10th	<b>Feature Night</b> – <i>TBA...</i> if not possible General Activities	7:30pm until 10pm
Sat	11th	General Activities & <b>Monthly Forum</b> (see Notes) <b>Ladies Needles &amp; Natter</b>	10am until late - 2pm
Wed	15th	“Daylighters” - General Activities (see Notes)	10am until 5pm
Fri	17th	Layout Operation – <b>United Kingdom</b> / <i>Structured Running</i> (see Notes)	7:30pm until 10pm
Sat	18th	<b>Members Auction</b>	Lodgements until midday, Viewing strictly 12-1pm, <b>Hammer 1pm.</b>
Sun	19th	<i>Stoney Creek Workday</i>	No Facility Fee 10am until finished
Wed	22nd	“Daylighters” - General Activities (see Notes)	10am until 5pm
Fri	24th	Train Maintenance and Testing Night	7:30pm until 10pm
Sat	25th	General Activities & <i>Layout Construction Day</i> (see Notes)	10am until late
Wed	29th	“Daylighters” - General Activities (see Notes)	10am until 5pm
Fri	31st	Layout Operation / <i>Structured Running</i> (see Notes)	7:30pm until 10pm

## NOTES

WORK NIGHTS: every Monday 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*

STRUCTURED RUNNING: Sequenced or timetabled operation as organised for each layout

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.

# April Open Day Report

The results of the recent April Open Weekend Day saw 253 groups visit with a total individual attendance of 592. This result is good, taking into account that almost nothing was spent on promotion.

## Event promotion

No paid-for advertising was undertaken. Under these circumstances, the outcome was quite satisfactory, although the Saturday attendance was smaller than hoped for, and less than half of the attendance on Sunday. The Sydney Morning Herald carried our listing in the 'Weekend Planner' but the St George Leader did not include our event this time. We had airplay on ABC radio on Saturday (courtesy of Bill Whale) and on station 2CH on Sunday morning. Flyers were distributed by Hobbyco, Vaggs, and Casula Hobbies and accounted for about 15 visiting groups. Friends accounted for over 15% of the groups attending.

As a comparison, the attendance in April 2008 was 1,147 persons, achieved in part through advertising in the Leader at a cost of \$528. After allowing for the cost of advertising, the proceeds from visitor donations are almost the same this year as last year.

Analysis of the visiting groups register information gave the following:

Information source:	number.	
SMH Spectrum	95	37.7%
Hobbyco	11	4.3%
AMRM	20	7.9%
Regular revisiting	16	8.1%
Journal	5	2.0%
Internet	10	4.0%
Shop/leaflet	4	2.0%
Road sign	2	1.0%
Other		33%.

It is significant that most of the visitors who learned of the event from the SMH Spectrum listing came to the Open Day on Sunday. This suggests that we should not try to get a listing in the SMH Spectrum for a one-day event, as the results on a Saturday are small and we may prejudice our chances of gaining a free listing if we ask too often. Nobody can tell whether the event in Canberra, a steam train excursion on the same day, or inclement weather was the cause of a small attendance on Saturday.

## Set up on the day

As in the past, the driveway was set up with a tarpaulin lent to us by Ash Garrard, and fixed to the brick wall using ties provided by Kevin Higginson. This provided adequate cover for the entry booth, and an area for prams and strollers. Behind this was a gazebo to provide cover for the barbecue and sandwich preparation table. Use of the barbecue was a departure from previous practice, and in the hands of capable 'chefs' the sausages were cooked without burning and met the expectations of our visitors.

The main meeting room was reserved for tables and chairs for visitors to enjoy their morning and afternoon teas, and their lunches. This too was a change from previous arrangements. The commercial stands were situated in the ground floor layout room, not in the main meeting room. I expected some reaction to this but there were no complaints.

My opinion is that this arrangement proved more satisfactory than the previous arrangements. There was little congestion even during the busy lunchtime period.

The use of two areas for food preparation – the kitchen for hot beverages and cakes, the outside barbecue for sausage sandwiches and sauce – seemed to work very well.

Ticket booths operated well and were manned by two members at any one time. This proved adequate with little queuing as a result.

#### **Identification of hosts/guides**

Selected members inside the club room were identified by a bright safety vest. It was used around the HO layout, and downstairs. This proved an effective way of allowing visitors to identify a club member to whom they could direct a question or seek information.

#### **Traffic flow**

A club overview and floorplan was given to each group on arrival. Little congestion occurred where visitors first entered the building as there was a generous space between the tables and the entry door. The plasma screen displaying the live feed from the HO 'minicam' provided a point of interest to virtually every child (and to many adults as well) as they arrived inside the clubroom. However the screen could be lower than it is for general viewing. Quite a few visitors took forms or enquired about membership.

#### **Layout operations**

As coordinator I spent little time upstairs. However feedback was very favourable. Visitors who had attended previously (of which there were quite a few) appreciated the developments.

#### **Catering arrangements**

My thanks to all who staffed the kitchen and the barbecue. They did a sterling job. I did not hear any complaints from visitors, even though things were pretty busy at peak times. The availability of canned drinks away from the kitchen is of course a great help. My thanks to the ladies, to Barry, Garry and Steve who wielded the tongs, and others who helped outside and in the kitchen area.

#### **What was on display**

The three fixed layouts, the U-drive and Binnabri constituted the display. Visitors seemed to enjoy what they saw, with a number of the younger ones clearly wanting to stay longer than their parents' patience would allow. A number of visitors indicated they would return at a later date to follow up on particular points of interest, and several took membership application forms. The on-board camera heading up one of the HO trains had the kids wanting to get up to see the trains straight away. Likewise the camera fitted to an N-scale flat car was a winner, especially as it travelled across bridges and through tunnels. The next challenge is to decorate the inside of the tunnels like the prototype!

There were, in addition, three commercial stands and our own Ladies' Auxiliary craft table.

#### **Comments and Recommendations**

Notices were placed around the layouts asking visitors not to touch the layout track. I am not aware of any serious 'infringements', although you can't stop kids wanting to be "on TV".

The dining room was not excessively crowded, helped by the fact that the commercial stands were not in that space. In particular the entry area that constitutes the entry corridor for arriving visitors remained clear. The use of the meeting room rear door to provide access to the barbecue worked well.

The new food preparation arrangements proved effective, for two reasons: first there was more space for the people preparing the food, and second, there was more space for the customers ordering as well as eating and drinking their meal.

Promotion. As it cost the club nothing, one would have to conclude that the results achieved were very satisfactory. The outcome would have been even better if the listing had found its way into the Leader 'What's On' section. In future, and especially for the October long weekend exhibition, we should attempt to get our entry onto the "What's on in Sydney" website.

For this open day event several changes were made based on the experience at earlier events. The reassignment of the commercial stands to the 'second room', the use of the outside barbecue, and the spreading of the food preparation across two areas proved helpful in coping with the catering aspects of the event and is in my opinion an improvement on previous years.

In conclusion I thank all members who attended and assisted in running the event.

*Robert Merrick*

*Open Day Coordinator April 2009*

# Stoney Creek Layout Report

The band of workers that turn up each and every workday and do some amazing thing for a small group. With less than one week before the cut in of the new Main Line through Deawy it is very exciting, a huge amount of preparation has taken place. Last work day the Deawy triangle was relayed as a double track triangle with the first few points for the south end of Deawy yard. The north end of the yard was laid the workday before. Not to be out done the Electrical side of things has not been left behind, 8 new controllers have been made, many more wires pulled in and even a new signal trailed in operation. Last but no means least, bench work has kept ahead of the track laying.

The 4<sup>th</sup> 24-hour run took place at the beginning of May. The head count at midnight was 14 people, this number fell off as the small hours of the morning came. When breakfast was served there were 5 to feast on Bacon and eggs and another coffee!!! As normal Stoney creek had the lions share of operations but for the first time the “O” and “N” scale operated for the 24 hours. It was very pleasing to see Stoney creek change from theme to theme without interruption to running.

The next few months will be very exciting as large parts of Stoney Creek change and then come on line, this will be made much easier with another PLC (programmable logic controller) for Deawy and Fayenton. Multi controller yards need a great deal of interlocking to prevent conflicting movements.

Denis Gilmore

HO Layout Coordinator

## Other Events

I thought that I might include some other events that may be of interest to AMRA Members

Date	Event	Venue	Contact
May 30th-31st	Mount Victoria Great Train Weekend	Mount Victoria Public School	
June 6th to 8th	Epping Model Railway Exhibition	Epping Boys High School	<a href="http://www.eppingmodelrailwayorg.au">http://www.eppingmodelrailwayorg.au</a>
July 25th	Modelling the Railways of New South Wales	Loftus College of TAFE	Email <a href="mailto:modelrailnsw@yahoo.com.au">modelrailnsw@yahoo.com.au</a>
July 25th to 26th	Castle Hill Exhibition	Castle Hill Showground	
August 29th & 30th	Our Town Model Show	Newcastle Jockey Club	<a href="http://www.ourtownms.com.au/">http://www.ourtownms.com.au/</a>
October 3rd to 5th	Sydney Model Railway Exhibition	Whitlam Centre Liverpool	<a href="http://www.amransw.asn.au/">http://www.amransw.asn.au/</a>
October 16th to 17th	11th National N Scale Convention	Hotel Heritage Canberra	<a href="http://www.nscale.com.au/convention2009/">http://www.nscale.com.au/convention2009/</a>
October 24th	ARMA NSW Open Day	Barry Ave Mortdale	

# 12 Inch to the Foot Scale

Our twelve inch to the foot report this issue comes from our overseas correspondent Bob McLaughlin who reports

“Last week John Taylor and I had the pleasure of riding the Acela, Capitol Limited, and Empire Builder to Essex Montana. Once in Essex, Joe Frisbie joined us and we chased trains and the Empire Builder through Glacier National Park. Then on to the Two Medicine Bridge and massive trestle at Cut Bank Montana. From there we journeyed to British Columbia and the Kicking Horse Pass. Winter lingers long out there. From there we came down the Thompson and Frazier River Canyons back to Seattle.

I shot loads of video of all of the above which is going on to Revelation Video for production. These are just a few of the stills which I can manage to get on the internet.

If you are interested, our N Scale RR is appearing in the June Model Railroader Magazine. I wrote the narrative, Lou Sassi shot the terrific pictures.

Hope you enjoy them”

Editors Note

I have included one of the photos and will include the other in the next Mortdale Matters. The Empire Builder runs from Chicago Illinois to the Pacific Northwest a distance of over 2,200 miles. The trip usually takes 45 hours and is timed so that the train will pass through the scenic Rocky Mountains (especially Glacier National Park where this shot was taken) during daylight hours.

For more information see the following link [http://en.wikipedia.org/wiki/Empire\\_Builder](http://en.wikipedia.org/wiki/Empire_Builder)

