



the

CALL BOARD

OFFICIAL NEWSHEET
OF THE

MELBOURNE MODEL RAILWAY SOCIETY Inc.
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Western Australian Government Railways.

The F-class heavy freight locomotives were introduced in 1902, and later superheated to Fs-class. (22) Fs452 is now displayed in a museum at Collie (together with W943 and V1215 below). This photograph is kindly provided by Stuart Jackson, and shows Fs542 displayed under a weather roof at the Collie Museum on 14 November 2001.

Presidents Report

It's with much sadness that I have to announce that Mr Merv Robin has passed away after a prolonged illness. Merv was a long standing member of the club serving on the committee for many years. Merv will be sadly missed.

The committee and members of Melbourne Model Railway Society would like to pass on their sincere condolences to Pat and the family.

On Saturday May 3, 2008 we started to clean up the club rooms with a throw out of all the rubbish that has been accumulated over the years and dumped in the rooms. We had a rubbish skip delivered and a number of members took great delight in throwing all the rubbish.

Bill and Warwick will be coming in and removing all the old cable, relays, and recyclable metals and transporting them to the scrap yards. The timber that can be used in building shelving and work benches will be kept and the balance disposed of.

This project for cleaning up and setting up the new workshop area will be an ongoing project for some time and if any of you are able to lend a hand at any stage please just contact either myself or David.

Our display layout will be set up in the new workshop area so that it can be prepared for August with both the Sunshine show and AMRA at Caulfield.

We are now looking for members to make themselves available to assist with these shows by manning the stand and greeting the public.

If you can help please contact David and put your name on the list, those of you interested in assisting with the display layout please also contact either David or myself.

Our Web site is up and running, you will find our monthly calendar on line as well as many photographs, and information about the club.

The web address is www.mmrs.org.au

Those members who would like to receive their Callboard electronically please contact both David or myself with your email address and we will organise the electronic transfer or you can send your request to mmrs@mmrs.org.au.

Until the next time we meet, keep on steaming

Andrew Manser
President MMRS

SANDOWN REPORT

The club attended its first exhibition in many years when we put on a display of our signaling system at the Sandown exhibition from 8th to 10th March 2008.

A new layout was built for the display

.it is four metres long, and 600 mm wide, in three modules. It has a single line track describing a lazy S bend, with a siding at each end, and a passing loop in the centre module. Peco points and motors were used for simplicity. There are no turning facilities, so we can only run rail motors or light engines, but the point of the display is the signals, not the trains!

So far, it is only signalled in one direction, using six signals which we (fortunately!) had surplus to the requirements of the club's layout. The signals are controlled by new, modem relays which run at 12 volts (the Telstra relays used on the main layout require 50 volts, so it was far simpler to require only one power supply for the display).

It was a last minute rush to get the layout up and running – at lam on the Saturday, it was almost right, so we packed it up, and after a few hours sleep, were at Sandown at 8am to set up the display. We were running trains at the opening time of 10.00 am, but the signalling gremlins were not ironed out until about 10.30.

The club's display consisted of the layout, and a table on which we had a PC and monitor showing a slideshow of scenes on the club's layout alternating with views of the signalling mimic board showing how the signals change as routes are set, and then cancel as trains pass. We were also doing some modeling, building some of the club's Railmotor Models kits, and some structures.

We had at least three members on hand over each of the three days of the exhibition to demonstrate the signalling, and answer questions from the public. We were encouraged that four people were very interested in our activities, and gave us contact details. We have contacted them, and look forward to them coming into the club one night.

A big thank you to all who took part in design, construction and wiring of the layout, and to the members who came along to Sandown to put our club before the public.

WHAT'S NEXT'?

This exhibition was a renaissance for the club – we need to increase our profile with the public in order for the club to grow. We will now concentrate on:

- Clearing put the store rooms at Auburn so that we can set up the layout and work on it.
- Solve problems with the motors not switching the points over properly.
- install signals in the other direction.
- Provide some basic scenery to improve the layout's

presentation.

We intend to exhibit the layout at the Braybrook exhibition on 9 and 10 August, and also at AMRA's exhibition at Caulfield on 23 and 24 August.

**Dear Member
-----HELP! WE
NEED YOU!**

This is a gentle reminder that your membership subscription to the Melbourne Model Railway Society and insurance levy has expired at the end of March 2008 and therefore will be due for renewal on the 1st April.2009

As the Society is dependent upon regular subscriptions to fund its activities, your earliest attention to this matter would be appreciated.

I would also like to bring to your attention, that the Society has NOT increased the fee structure and remains as follows:, \$40 subscription, \$30 Insurance levy. This was discussed and approved by members present, at the Annual General Meeting held October 2003.

The fee now due is \$70.00 being membership until the 31st March 2009

Holding Members \$12.00 “
“ “ “ “

MAITLAND STEAMFEST 2008

Each April, the Hunter Valley city of Maitland echoes to the sound of chime whistles as the annual Steamfest is held – this year, it was on 19th and 20th. As Tiger Airways were offering a start-up special of \$19.95 (yes, the decimal point is in the correct place) for flights from Tullamarine to Williamtown, I didn't need much convincing that I should get myself up there.

Maitland is approximately 30km west of Newcastle, at the junction of the North Coast Line (single track to Brisbane) and the Main Northern Line (double track for about 80km to Antienne, and then single track to Armidale). The Main North carries the Hunter Valley coal traffic, and is quite busy.

The track between Maitland and Waratah (in Newcastle) was quadruplicated in 1914, the extra two tracks being designated the “Coal Road” so that the slow non-air braked coal trains would not interrupt traffic on the main line. This foresight is even more appreciated today as trains of up to 91 hoppers and up to 1500 metres long run quite regularly.

This year, Steamfest featured:

- Four return trips per day from Maitland to Branxton (23km along the Main North) with 3526 leading and newly restored 3642 trailing,
- Two return trips per day from Maitland to Newcastle with 3830,
- One return trip from (21 km along the North Coast) with 3830,
- Various return trips from Maitland to Paterson with CPH rail motors run by the Rail Motor Society which is based at Paterson,
- Various traction engines, steam rollers and other steam powered implements,
- Three days of rain.

The usual star of Steamfest, 3801, was absent this year as it is undergoing a major overhaul. However, 3642 was returned to service in March after a 10 year absence to take on some of the 38's duties.

It's always a problem to work out what to see, as trains are running in both up and down directions from Maitland, and plans have to be changed at the last minute.

On Saturday, the plan was to see 3830 go tender first to Newcastle, and wait for it to return engine first, and then chase it to Paterson. However, it went engine first! So, decision to wait at East Maitland for it to come back, wait a bit more for newly restored diesel 4501 to bring its train from Sydney, quick trip to Greta to see the 35 on the Branxton run, then dash over to Maitland to see the 38 coming back engine first from Paterson. So, net gain of one train, which was worth it as the 45 was in “as new” condition, glistening in the rain.

But things don't always turn out for the best – next stop was Lochinvar to see the next Branxton run. Two coal trains in ten minutes, then the steam train. However, the 36 had been replaced by 44211, which is one of the Rail Transport Museum's diesels. Obviously something wrong with the 36?? I arrived at Maitland just in time to see the 36 depart for Newcastle engine first. Oh well, off to Branxton to see the next trip terminate, then back to Maitland to soak up the atmosphere of the end of day shunting.

Things looked up for Victorian fans – two G class locos charged through Maitland bound for Brisbane (at least four hours late), and a little later, two C's and a 22 (ex NSW 422) ambled through.

On Sunday it was still raining, so there was not much point charging around the countryside getting more of the same photos. I had a wander through the Steamfest activities at Maitland station, including a visit to the former signal box which is home to the Coalfields MRS. They had an English prototype layout, but there is not a lot of space in a signal box!

Another of the anomalies of the current rail system was seen. Most of the coal is hauled by 90, 82 and 81 class locos, with up to 9,000 tonnes behind the drawbar. However, here were two T class locos taking coal in open top shipping containers to the port for export to the Pacific islands!

Maitland is also the base of the Royal Newcastle Aero Club, which sets itself up as the home of the Tiger Moth. The highlight of the Steamfest festivities is the Great Train Race, in which the 38 hauled train races a Tiger Moth from Newcastle to Maitland. The track is reasonably straight, and fairly flat, so a 38 at speed can give the Tiger a run for its money. In past years, both 3801 and 3830 have been available, so there is a three way race, using both the main line and coal roads. It just doesn't get better than two 38's flying up a gradient flat out with their clipped exhausts marking their progress.

Every station and overbridge attracts hordes of spectators, and part time train photographers, for the event. The track is now fenced and has noise barriers in places, so there is less chance of people being run over than in the early years, when access right up to the ballast was possible.

The train won this year, the gallant Tiger fighting the headwinds.

During all this, the main line train programme continued unabated – just as well there are six tracks through the station. The coal trains have their own tracks, but the regular commuter services from Newcastle to

Maitland, Countrylink passenger trains, the Steamfest trains, and most of the goods trains shared the main line. Every now and then, one of the goods trains was routed via the coal road.

As an indication of the traffic, I photographed the following:

Saturday: 27 trains
16 classes of locomotives
47 locomotives

Sunday: 24 trains
14 classes of locomotives
42 locomotives

This is by no means the total trains which were running, as I didn't bother with the commuter trains, and missed some of the goods.

Locomotives of the following classes were seen:

	<u>NSW</u>	<u>Victorian</u>	<u>Q'ld</u>	<u>Other</u>
35	45	C	5000	NR
36	48	G		DL
38	81	T		CLP
44	82			BL
442	90			22
	PL			

The trip was well worth while, but the festival is in doubt if sponsors can't be found, so fingers crossed for next year!

David Patrick



T385 and T383 at Maitland with coal in containers



3526 arrives at Branxton

MELBOURNE MODEL RAILWAY SOCIETY

PROGRAMME - MAY / JUNE / JULY 2008

Tuesday

May 2008

6	Work night
13	Work night
20	Timetable running
27	Work night Committee meeting

June 2008

3	Work night
10	Work night
17	Timetable running Theme - British
24	Work night Committee meeting

July 2008

1	Work night
8	Work night
15	Non timetable running
22	Work night Committee meeting
29	Timetable running

Friday

May 2008

2	Timetable 3 running	DC
9	Timetable running	WB
16	Timetable running Theme - BYO and run it	TD
23	Timetable running	DP
30	Work night	AM

June 2008

6	Timetable running	AM
13	Timetable 3 running	WF
20	Timetable running Theme - Victorian diesels in other livery	DC
27	Timetable 3 running	WB

July 2008

4	Timetable running	WB
11	Timetable 3 running	TD
18	Timetable running Theme - Victorian	DP
25	Timetable 3 running	AM
		WF