



Volume 4, Issue 1
11 January 2015

From the Editor...



Welcome to the January edition of The Extra for 2015.

This edition has moved to the new "wide-format" that better suits modern LCD monitors. The Extra

can still be printed on A4 paper but it will be in landscape rather than portrait format.

I hope you have recovered from Christmas and that Santa brought you plenty of model railway related items. Now is the time to get into those kits or do work on the layout while you are enjoying your summer holidays.

If you are interested in changes or new topics please let me know. Like all editors, I am always seeking contributions for *The Extra* so please pass contributions to me at meetings or email them to me at: dohearn@internode.on.net

All contributions will be gratefully accepted.

-by David O'Hearn

January 2015 Meeting

Our meeting is on Sunday 11 January 2015 and it is to the Valley Heights Locomotive Depot Heritage Museum at Valley Heights. Whilst the Museum opens 10am ~ 4pm. The Div 7 informal meeting is from 11:00 am to 3:00 pm. Entrance fee is Adult \$14; Senior \$12, School Students \$10, **Family: \$45** (includes: 2 Adults & 2 School Children or 1 Adult & 3 School Children).

Other Events

- ◆ Narrow Gauge SIG Meeting at Westmead on 28 February 2015. Ph 9613 0094 for details.
- ◆ North Shore Railway Modellers Association Exhibition at Starkey Street, Forestville on 7-8 March 2015.
- ◆ KALEEN – ACT. 28-29 March, 2015 Canberra Model Railway Club Expo at U of C High School, 104 Baldwin Drive, Kaleen. 9-5pm (Sat) & 9-4pm (Sun) . \$10//\$5/\$20 CMRCEX-po@gmail.com www.canberra-model-railway-club.webs.com Andrew Lund 02 6231 9799.

Next Few Meetings

February Meeting—On Sunday 15 February 2015 at the Lake Macquarie Live steamers at Edgeworth (near Newcastle) from 11:00 am to 3:00 pm.

March Meeting—On Saturday 14 March 2015 at John and Natalie Montgomery's place at 12 Lindwall Place Shalvey commencing at 2:00pm with the Australasian Region Annual General Meeting being conducted at 3:00 pm.

April Meeting—On Saturday 11 April 2015 at David Latham's place at 10A Venetia Street, Kangaroo Point commencing at 2:00 pm. David has a large HO Scale layout based on 1950's US prototype called the "Fanta Se RR".

Division Seven Roles

Superintendent	Les Fowler
Treasurer	Sam Mangion MMR
Hospitality Manager	Jack Parker
Editor	David O'Hearn
Presentation Manager	John Sterland
Moose Wrangler	Paul Marrant MMR

Division Seven Meeting

December— Christmas Party

The Division 7 Christmas Party was held on Saturday 13 December 2014 at the Waterview Restaurant at Berowra Waters. Over 80 people attended and enjoyed the fantastic seafood buffet and scrumptious desserts.

A raffle was conducted and a number of “lucky door” prizes were awarded to the fun and amusement of all.

Gerry presented the Association Volunteer AP to Doug Cook for the many meetings he has hosted for



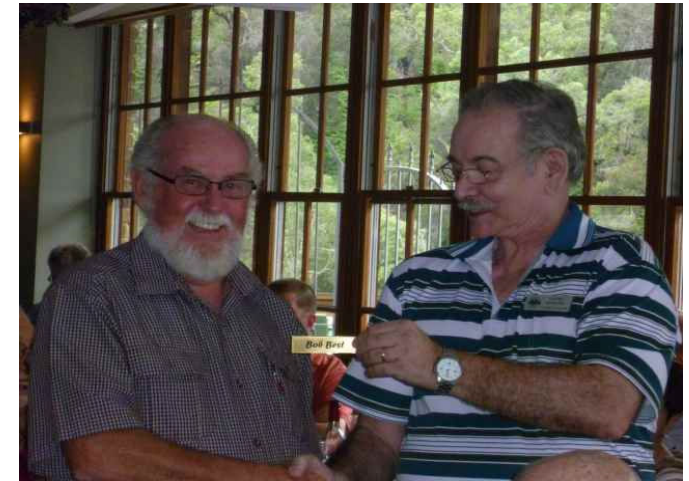
Rob Barker receives the Best US Prototype Model Award from the Gold Coast Convention

the Division as well as his hosting of Convention Layout Tours. Following from the Gold Coast Convention, Gerry presented the Best US Prototype Model award to Rob Barker and the Best Australian Prototype Model award to Bob Best. Bob had already received his plaque so he was given the name plate for the plaque.

Erik Bennett provided a commentary on the membership database that amused some attendees.



A display of awards presented to the Kids Scenery Clinic and The Charging Moose layout were also displayed for everyone to see.



Bob Best receives the Best Australian Prototype Model Award from the Gold Coast Convention



Doug Cook receives the Association Volunteer AP

From the Division 7 Superintendent's Desk

I hope that everyone had an enjoyable Christmas and that Santa put a little something train related under the tree.

December 2015 (Christmas Party)

I hope that everyone that attended the Div. 7 Christmas party enjoyed themselves, this year's party will be something different. What I am proposing for this year's Christmas is to travel by train from Central station to Robertson, a quick walk from Robertson station to the Robertson Inn (approx. 100m) for the Christmas party then after the party we will return by train back to Central.

First details of the meal at the Robertson Inn, the inn serves a range of 2 choice fixed meals (which are served alternatively i.e. 1st person gets mains 1 & 2nd person gets mains 2 etc.)

e.g at \$25

Mains:

- 200gm Grass fed rump steak w/fries and salad,
- Chicken breast schnitzel w/fries and salad
- Tempura Battered Fish and Chips w/ Fennel Salad

Dessert:

- Mud Cake,
- Home made bread & butter pudding

e.g at \$35

Mains:

- Macadamia Crusted Lamb Rack w Truffle Mash and Dutch Carrots
- Prosciutto wrapped Crispy Skin Thirlmere Chicken Breast w Potato gratin
- Pan Fried Atlantic Salmon Fillet w Lime, Mussel and Tomato Salsa, served w Sweet potatoes and topped w Asparagus

Dessert:

- Mud Cake
 - Home made bread & butter pudding
- Childrens Meal @ \$10 (includes a soft drink and ice cream)
- Ham and Pineapple pizza
 - Calamari rings
 - Steak
 - Chicken nuggets
 - Lasagne

The travel portion will hopefully be provided by the 3801 Ltd. At the time of writing this



(just after Christmas) I'm still waiting for the formal proposal, however I've had a long talk with them just before Christmas. I was originally going to use the normal Sunday runs of "The Cockatoo Run" however when talking to 3801 Ltd the suggestion that we (NMRA) join them in their travel to Rob-

ertson for their Christmas party, I couldn't pass this up! The 3801 Ltd have their Christmas party on a Sunday in December, usually 1st or 2nd Sundays at a different venue so we won't clash.



For those that don't know the **3801 Limited** organizes and runs the "Cockatoo Run". This restored heritage train operates from **Sydney** through to **Robertson** and **Moss Vale** via **Wollongong** on select Thursdays and Sundays. However for the Christmas party the train will terminate at Robertson and we will re-join the train after the Christmas party

The Journey:

The **Cockatoo Run** commences its journey in **Sydney** (Central) and travels along the spectacular **Illawarra** route to **Wollongong**. The journey from **Sydney** offers spectacular coastal scenery prior to the ascent of the **Illawarra Escarpment**. The line climbs 600 metres

From the Division 7 Superintendent's Desk (Continued)

through rainforests, past waterfalls and the spectacular viaduct. The train normally makes a stop at **Summit Tank** to admire the view over **Lake Illawarra** out to the **Tasman Sea**.

The Train:

The train is hauled by a Heritage Diesel Locomotive and consists of fully restored 1930s and 1940s built carriages complete with its original open air windows. Our buffet car offers light refreshments and souvenirs. The train is not licensed, however you can bring your own drinks to help make a memorable day out on the train.



The Cost:

The cost of the travel **provisionally** will be in the order of \$60 per person if we book a complete carriage (60 people). May be higher if we don't fill a complete carriage (the maximum should be \$87, the current fare). Hopefully enough people come that we can fill 2 carriages.

What I propose is that during the March Meeting (before the AGM) is the we i.e. you the members decide on:

- Do we want to go?
- The meals. We will need to decide a) what price point and b) which of the 2 mains to have. However I will also need before then indicative numbers of those people that would like to come. As soon as I get the formal details from the 3801 Ltd I will let everyone know..

- Les Fowler

What's on your Modelling Desk

Here is a couple of models Stephen Reynolds has just constructed for a friend.

They are G gauge, from Ozark Miniatures, one is a Velocipede, the other a Pump Hand Car. They can be made to work, Stephen had limited success with this part of the construction. Stephen thought you would have to put a lot more time into them, to achieve this. As they are, they make a nice static model, which is what my friend wanted.

- Stephen Reynolds



The National Model Railroad Association

Australasian Region

Presents the

31st Annual Convention "Back to Basics"

9am ~ 4pm 19 September 2015

9am ~ 4pm 20 September 2015

Sydney, Australia

Clinics, Layout tours, Convention dinner

<http://www.nmra.org.au/>

<http://www.nmra.org.au/Convention15/convention15.html>

Note. The dates and venue are subject to change

Donald and Janette's Tour of the USA

- Las Vegas to Nth Platte

Or how to make a 4 hour trip take 50 days

This trip was not a Rail trip with the trains being only part of the overall trip.

We were driving a Jeep Patriot on this trip as it makes it easy to get 5 suitcases in and out of the vehicle. During this trip we were also taking video's of trains. Anyone interested in other photo's I am happy to e-mail them

Las Vegas Nevada to Flagstaff Arizona 22/8/2014

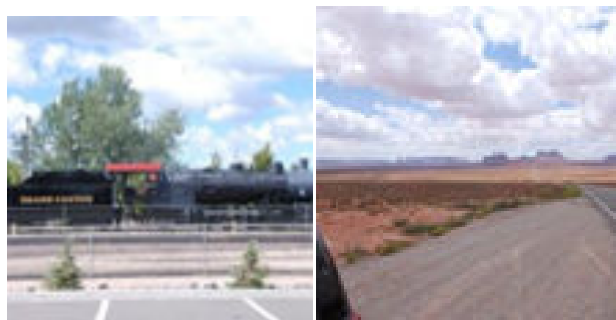
On the 22nd of July we left Las Vegas Nevada to start our road trip. Along the way we stopped at Hoover Dam. We intended to visit the Sky Walk over the Grand Canyon but time was going to be tight so we drove onto our first rail stop at Kingman Arizona which has part of Route 66 passing through it. We went to the Power House Centre and Museum which was quite interesting and in the park opposite is a Santa Fe 3759 a Baldwin 4-8-4 and caboose. There is a model Rail layout in the old Santa Fe Depot which the mainline track runs past. Whilst we were inside several trains went passed. Kingman is definitely worth a stop if in the area.



**Photos Kingman Power House centre & Museum
Santa Fe loco in park**

We then drove onto Seligman where we had lunch at the Roadkill Café. After lunch we then drove to the Planes of Fame Air Museum at Valle Arizona. Anyone interested in aircraft this is worth a detour of Highway 66. As it was getting dark by the time we finished at the museum we headed straight for the hotel at Flagstaff. Next morning we checked out the yard but there was only a Grand Canyon Alco 2-8-2 this was originally a Northern Pacific locomotive

We then headed for our next overnight stop at Grand Junction Colorado.



Photos Grand Canyon Locomotive and Monument Valley

Flagstaff Arizona to Grand Junction Colorado 23/8/2014

First stop was Sunset Crater Volcano National Monument then we drove through Monument Valley to Arches National Park Utah. At the Arches N.P. look-out you look over the railway line. We saw 1 train but didn't stop as we still had a bit of distance to go. As we were heading to Highway 70 saw a Union Pacific Unit Train near Cisco Utah. We did not see any more trains that day.

Grand Junction Colorado to North Platte Nebraska 24/8/2014

As we were leaving Grand Junction we spotted a BNSF oil train coming into Grand Junction. We did not stop going through Colorado as we had travelled through here quite a bit during our previous trips. We arrived in North Platte late in the afternoon and stayed for 3 nights. We visited the Golden Spike Tower which is a purpose built 8 storey high viewing tower opened on the 26th June 2008. It gives panoramic views of U.P's Bailey Yard which is the largest railroad classification yard in the world.



UP Cisco Train

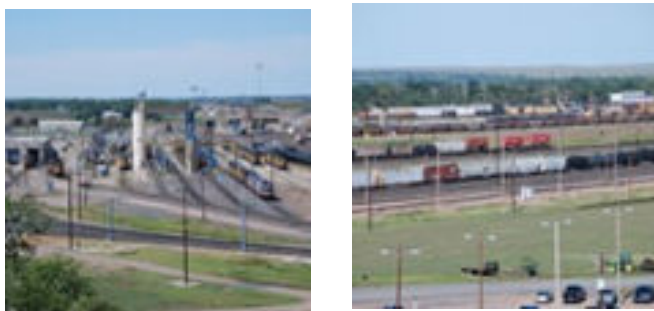


BNSF train near Grand Junction

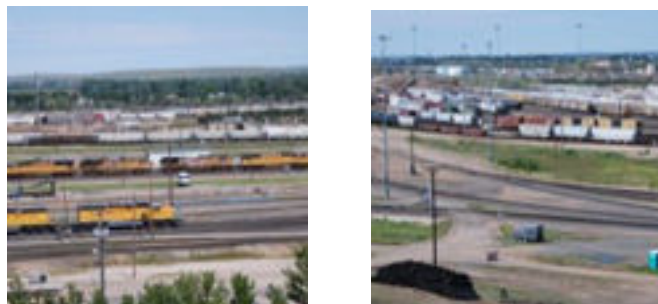
Las Vegas to Nth Platte (Continued)



Golden Spike Tower and Locomotive Facility



More photos of Locomotive facility



Wheel Changing Set and Bailey Yard

Rosters and Working Conditions

The next instalment by Col Hussey

The life of railwaymen in general was one that was very much seen as an anti-social job owing to the working hours and the on call nature of it. Few areas of employment ever had full staff quotas, overtime was always part of the conditions of employment and written into the awards of all staff "Employees are expected to work a reasonable amount of overtime each fortnight", usually the only ones never affected by those conditions were the M-F day shift office workers.

For those in the running sheds, yards, stations and signal boxes it was a step into the old ages of work conditions, and for those employed on train working, guards and especially enginemen, to say it was anti-social, is to undervalue the real impact, in fact to many people you were nothing but a social out-cast, and as a young man, to say you couldn't go out on a given night brought derision from your mates.

When meeting socially, and hoping to meet someone of the gentler sex often was an impossible situ-

ation, the nights out at disco' or clubs, when you met someone came the usual question "and what sorta work d'ya do?" Oh! I work on the railways! "Really, and at what station?" Arh! I'm a fireman! -- "A fireman? Didn't know they had them!, they don't have many fires do they?" OH! I don't put em out, I keep em going, as I am a steam locomotive fireman and I am training to be a train driver! That often brought funny looks and the quizzical "Train driver?"

Well, you don't have a railway without trains, and trains need a driver. At this point many friendships stalled, or if you got past the first round, and made a date, the first time you could not go out on a W/E usually ended the relationship, as no one in their right



mind would work on W/E's and not be there to take someone out.

It was these things that I believe makes the wives of train crews very special, especially over the years of working, during the courtship, marriage and raising the family, and even in later years, when the engineman -husband/dad/grandad was working, instead of being there for Christmas, birthdays, support at cubs/scouts and brownies/guides, sport, and anniversaries.

Rosters and Working Conditions

(Continued)

The employment and working conditions of an engineman required him to work that "reasonable amount of overtime per fortnight" however, for years there was never a determination of what the word "reasonable amount" meant. It really was a catch 22



situation for enginemen, especially in bush depots, as many worked very much on a feast or famine type of existence. Enginemen were guaranteed a minimum wage of 80 hours per fortnight (pre 38hour week) and that could be over a 14 day fortnight.

During down times you might only work 5 or 6 days for around 50-55 hours but you still got your base rate, plus any penalty rates not absorbed into the base rate. These were the famine times, brought on by drought or other conditions, when minimum wages were the go. Then there was the feast times, when you had to argue to get time off, or go sick to get time

off, one reason was permitted to refuse duty was to tell them, you were unfit for work with insufficient rest..

The old award said you were to have a minimum time off between shifts of 11 hours in your home depot and 8 hours in barracks, later reduced to 7 hours during the mid 80's. If you worked a short shift under 7hours, you were obliged to report for further work, over 7 hours you did not have to report but, you could be called upon to do so, to relieve other enginemen who might be on long hours.

In busy times, you would often be working on the basis of "availability" that meant minimum times off between shifts at both home and barracks locations. If things were very busy such as harvest times, crews that worked in the shed, would relieve incoming crews, and/or prepare and place loco's on trains and sit there until the outgoing crew became available. In these cases it was possible to work 11 or more consequent days (shifts) in the first week alone, or on the Sunday of the 2nd week of the fortnight.

When you were on duty 8hrs, we had a form that could be filled out a Zona form that was a request to be relieved from duty. These forms were in a booklet form with a tear of portion and a portion kept in the butt, to send the telegram, you would pull up at a station or signal box, and get the officer on duty to sign the butt, and he would take the telegram part, and advice train control of the tele-

gram, that mean train control officer, getting in touch with the destination depot being advised and to arrange for a relief crew.

Local area (any type of working not going to barracks) shifts over 10 hours in length you received a non-taxable "penalty rate payment", and every effort was made to try and avoid shifts of that length, depot chargemen who had the control of enginemen's actual working would have to report why anyone was not relieved in time to avoid the penalty payment. Once



you were on duty over 10hours, they were supposed to get you relieved, and as the award provided for maximum working shifts of 11hrs on in the cab, anything over that was considered a long hour case, and had to be investigated.

Local work often had the advantage of making more use of crews in their home depots, thus when working trains towards "foreign depots" those where other enginemen were stationed, instead of going to barracks all the time, when convenient change over working was arranged, this was when two trains left an originating station and met/crossed each other at

Rosters and Working Conditions (Continued)

around the middle of the two locations, this was most practical on single line areas, and something quite common in the areas out of Werris Creek.

Any engineman on duty over 11 hours and still a distance away from his depot or destination could advise train control that that they were too tired to continue and owing to safety tell control to put them away in the next siding as they were tying up the train and not going any further.



In different times, I remember being rostered to go from Enfield to Lithgow and book off for a return, at that time in the early 70's there was an acute short-

age of engines and brake vans, we had to relieve a 46cl crew off the North, at Nth Strathfield, as that became our through engine, the northern crew were already on duty 11hrs, we worked the train to Enfield, awaited a van for our train, then had to work to Clyde and pick up tankers for the west. We got relieved there prior to departure being on duty, 8 ¼ hours, by the time we got back to Delec, and signed off, we had been on duty over 10 hours.

When at WCK, prior to the Ulan line opening, all the Ulan coal and Cobar ore came via WCK, I was rostered to work towards Broadmeadow on a loaded coal train and change over with another load of empties. In those days, 1982, the Binnaway line came into WCK via the top (South) end of the yard, and the vans reversed and engines replaced, or to go into loco and refuel. On this night, the train was running late, and we had to wait an hour, for its arrival, then take the engines into loco, refuel them and come back out onto the train, have brakes done and depart.

The night was busy, and there were trains waiting on all lines for arrivals and departures, as one left, and a road became vacant, it was immediately taken up, in between trains had to be remarshalled and made up by the single yard shunting engine. By the time we got back out on the train, and was ready to leave we had already been on duty well over 7.00hrs, on departure we enquired about our Changeover, and we were told "Murrurundi or

Ardglen" some 60 odd kilometres away.

We managed the changeover at Kankool on the Liverpool Range, the first crossing loop south of Willow Tree at the foot of the Western side of the range where we had attached bank engines. The Broadmeadow driver and the train was waiting in the loop for us, and he looked bewildered and said "Mate, where have you been?" As we exchanged notes, he had signed on at the same time as us and had trav-



elled near 200kilometres and had the same to go back., We were on duty over 10 hours at that time, I signed off with 11 ½ on duty, as we got a straight run home. Later I spoke to the BMD driver and he laughed, as he told that he got back to Scone, which was around another 50K's south and was relieved there and taken home by call vehicle, with a local shift of over 14 hours on duty, and the train was still less than half way to its destination.