

P H O E N I X



August 2008

PRESIDENT'S REPORT

It is with great regret I inform you of the passing of our Past President, Colin Pinkerton, on 27 July 2008. Although Colin was of poor health throughout his time with our club, this didn't stop him from being fully involved with club activities. Colin, you will surely be missed by all of us.

My planner tells me we will have four important opportunities to promote our club over the next four months. These being the -

- AMRA Exhibition Caulfield Racecourse, 23/24 **August**
- Our own Open day on the 21 **September**
- Exhibition of the Sunbury Club on 25/26 **October**
- The Dolls Show slotted for 8th **November** at the United Church Neil St.

This is going to be a very busy time so I am asking you all to chip in and give us a hand and share the work load wherever you can.

On behalf of our club I would like to take the opportunity to thank Les McLaughlin for all the behind the scenes work he has done for the library and I know a lot of work has gone in to it. Thanks Les.

Unfortunately I have nothing further to report on the building repairs, other than a request for a grant is being processed. I am hoping our next executive committee can come up with a plan to tackle this problem.

On a much lighter note I would like to thank all the members who have supported me during my term as President. Thank you all very much, and I wish the new Executive Committee all the best in their endeavours in the new term.

...Tom Chambers.

Annual General Meeting
8.00pm Wednesday, 10th September 2008
Everyone welcome.

The Phoenix is published by the Ballarat and District Model Railway Club Incorporated, to inform members of club activities. Contributions and advertising are welcome and should be sent to the editor. Closing date for submissions is the last Wednesday of the month prior to issue.

BALLARAT AND DISTRICT MODEL RAILWAY CLUB INCORPORATED

Membership is open to all who are interested in model railways. Why not join us?	Oct	Dec	Feb	April	June	Aug
Fees if joining during the month of :	Nov	Jan	March	May	July	Sept
Concessional: Persons older than 12 years but under 16 years at 15th October, pensioners and full time students.	\$60	\$60	\$40	\$40	\$20	\$20
Senior: Individual membership includes family members.	\$90	\$90	\$60	\$60	\$30	\$30

Membership renewals are due on 15th October each year

TIMETABLE

CREW ROSTER

	Wed	August 13	8.00pm	Ordinary meeting
President. Tom Chambers 5339 5260	Wed	August 20	7 30pm	Work/Run
	Sat/Sun	August 23/24	We are exhibiting at Caulfield.	
Vice President Dave Healy 5369 2396	Wed	August 27	7.30pm	Work/Run
	Wed	September 3	7.30pm	Work/Run
Secretary Peter Roberts 5342 8418	Wed	September 10	8.00pm	Annual General Meeting
	Wed	September 17	7.30pm	Work/Run
Treasurer Ian Barrett 5332 4168	Wed	September 24	7.30pm	Work/Run
	Wed	October 1	7.30 pm	Work/Run
Phoenix Editor Paul Richie 5332 1138	Wed	October 8	8.00 pm	Ordinary meeting

Exhibitions

Correspondence should be addressed to:

AMRA Exhibition Caulfield Racecourse, 23/24 August. Open 9.00am-6.00pm Sat., 9.00am-5.00om Sunday.

Ballarat and District Model Railway Club Inc
P.O.Box 267
Ballarat 3353

Ballarat & District M.R.C. Open Day 21 September, Ballarat Airport, 10.00am-4.00pm.

Sunbury, October 25/26, Sunbury Memorial Hall, Barkly Street. Open 10.00am-6.00pm Saturday, 10.00am-5.00pm Sunday.

News & Notes

P Richie

As this newsletter goes out to several clubs I am issuing an Invitation. If you have a layout you would like to exhibit at our next Exhibition over the Queen's Birthday Weekend in June 2009, could you send your details to the Exhibition Manager or Email prichie@vic.chariot.net.au .

The AGM will be held at 8.00pm on Wednesday, 10th September.

Could all the reports be in the editor's hands within 2 weeks so a Phoenix can be printed before the AGM with all the relevant information.

OPEN DAY Sunday September 21, 10.00am to 4.00pm.

The clubrooms are to be open on this day with a gold coin entry for the public. Ian Mitaxa has written to all other clubs in the area to see if they are interested in opening on the same day which means we should gain some support from the local press.

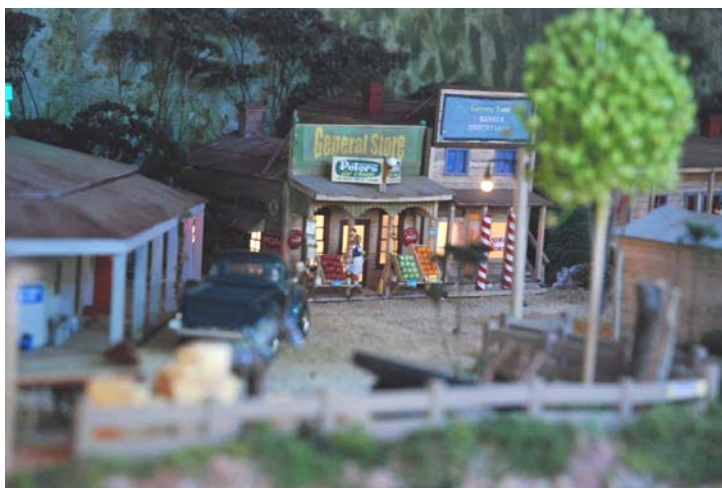
We would like a large turn up of club members so all the layouts can be manned and running, with enough to man the doors and provide some security and help direct the public.

Layout reports

Exhibition Layout. We are working on cleaning and changing some of the details to spruce up the older areas - the scenery colours are starting to dull, the water has been given a coat of gloss medium, ground cover has been renewed in several areas and extra ballast has been added.

HO Permanent Layout - The boys have been working on the new yard area for the Junction, the scenery has been replaced with the re-alignment of the tracks leaving this yard. Work has begun on finishing the Port Area which should be done before the open day next month.

Editor's Report. This has been a busy year despite not having an exhibition for some members as layouts are prepared for the several exhibitions we are exhibiting at during the year and our Open Day. I am starting to invite layouts for next year's Exhibition so preparations start soon for the other requirements that will be needed, SO set some time aside for our next exhibition please. Photo's in this magazine are from the Melton and Sunshine Exhibitions.



‘WEE GEORGE WOOD’ 0-4-OT 610mm Gauge

Tom Chambers

On a holiday to the “West Coast Wilderness” Tasmania you can discover one of Tasmania’s best known “little railways”. This was the Tullah Tramway on the Emu Bay Railway (Burnie to Zeehan Railway) starting at Farrell Siding, and ending at the North Mt Farrell Mining Co. settlement, a rich silver/lead mine, and saw-milling community. This line was only 10 kms by rail to Farrell Siding and was the only form of transport from 1908 until the railway closed in 1964, at which time a new road had been built to service the new Hydro Electric Dams under construction. The first tramway was built in 1902 using timber rails and worked by horses, with grades up to 1 in 14 and “curves” as sharp as a one chain radius. In 1908 the Company decided to modernize and strengthen the line with railway infrastructure suitable for steam operation.

Among the earliest locomotives to work the line was a **0-4-OT Krauss** which entered service just prior to Christmas 1908. This little engine was no match for the pioneering nature of the railway which resulted in almost daily derailments. In 1924 a replacement engine arrived, a **0-4-OT John Fowler** product, No. 16203 which affectionately received the name *Wee Georgie Wood* after the then popular English music hall comic/performer. A virtually identical Fowler, No. 17732 was acquired in 1927, perhaps known as *MARY*. December 1947 saw No. 17732 shipped to the Emu Bay Railway’s workshops at Burnie for a full general overhaul in anticipation as *Wee Georgie Wood* was also in need of major repairs. Two years later No. 16203 was withdrawn and the name plates were transferred to the overhauled No. 17732.

As a replacement for No. 16203, a 10 tonne **Krauss 0-4-OT** was transferred from the Mt Lyell railway and continued to carry its No. 9 at Tullah.

Back in 1962 a reporter wrote that on a trip over the line, required a one hour journey with three stops for water, and which could be interrupted at any point with derailments due to the twisting route! Today much of the original tramway has been lost to Lake Rosebery, however the railway operates on 1.8 kms of the original road bed and plans are in place to extend the line a further 5 kms. Both locomotives from the mine were preserved and today *Wee Georgie Wood* is operational and runs on alternative Sundays during the steam season, being September to Easter. The Krauss is being overhauled and is close to operational. The Line also has an interesting collection of rolling stock from the mining era on display including the restored passenger carriage.

Specifications

Cylinders:	7 x 12in. (18 x 30.5)
Boiler Pressure:	180lb (1240kPa)
Tractive Effort:	3,699 lb (15.5kN)
Grate Area:	4 sq ft (0.36M ²)
Total Weight:	7.3 tons (7.4t)
Gauge:	610mm



QR National - Townsville to Mt Isa

Les McLaughlin

Just returned from “Up North” where once again I watched the actions of the Queensland Railways, now called QR National.

The thousand kilometer Townsville - Mt Isa 3'6" gauge line is fairly tightly time-tabled. With now just one spur line (to Phosphate Hill) 70 km long diverging at the 860km peg, this Great Northern Railway is a 24 hour 7 day a week scene, moving product and returning empties over its single track with 44 passing loops spaced about every half hour, most of which are in quite remote locations. Trailable points are installed which means trains always enter a loop on the right hand track no matter from which direction they come.

Apart from the five towns where there is local train control in the yards (and where crews are based) the rest of the line control is by GPS and radio, authority to proceed being given by coded messages.

Bogie hopper wagons and tankers in rakes of 50 dedicated to their product are double headed by either the modern 2800 class or the twenty year old 2600 class GE diesels, or sometimes one of each. Both types were built by Goninans in Townsville.

Minerals of zinc, lead and copper are concentrated at their mine heads (chiefly by Xstrata and BHP-Billiton), carted to and loaded at Mt Isa, Cloncurry and Phosphate Hill then railed either to the Sun electrolytic refinery in Townsville or the jetty nearby for export. Copper is also smelted into nearly pure metal at Mt Isa which is, in turn, railed to the Sun refinery on special containers (as anodes).

Also each week, rock containing calcium phosphate, quarried at Phosphate Hill, is converted by two train loads of sulphuric acid (manufactured in Townsville from imported sulphur) into 7 trainloads of superphosphate to be railed back to Townsville and consigned to be spread on our phosphorus deficient soils.

Such activity requires the supporting services of two mixed goods daily each way. Towards Mt Isa diesel fuel by the tank load, coke (from Bowen coal) for the smelter, cement, empty anode wagons, containers and general freight can be seen. These trains are sometimes almost one kilometer in length.

In addition, during the cooler months, cattle are transported into the meat works at Townsville and to further south and, of course, at 12.30pm every Sunday and Thursday throughout the year “The Inlander” departs Townsville for Mt Isa with its complement of passengers on their twenty-one hour journey.

With all this co-ordinated activity an opportunity is presented to re-create the scene in model form where an accurate representation in space and time of the passing rakes of wagons could be made.

Recent Update

Almost all the parties involved are wanting to increase their tonnages on the crowded line and there are new companies starting up that also want to transport their product to port, but currently being forced to consider other means. This is being driven by the higher world prices. Meetings are being held, but no solution has been announced.

Ballarat & District Model Railway Club Inc. *Minutes of meeting held June 2008*

Meeting opened 8.25pm

Present- David Healy, Paul Richie, Mark Mills, Ian Barrett, Keith Parkinson, John McClure
Les McLaughlin, Peter Perry, Tony Oakes, Sue Oakes, Tony Mason, John Douglas,
Paul Trevenen, Peter Ervin.

Apologies Peter Roberts, Ian Mitaxa, Chris Walshots.

New members. Due to Ian Mitaxa placing a notice in the paper we able to welcome Tony Mason and John Douglas as new members.

Minutes of last Meeting – not available, to be read at next meeting.

Minutes of Executive Meetings held on 14th & 21st May 2008 were read.

Business arising from Executive meetings:

Preparation of HO layout for open day - see reports.

Library - See reports.

Inward – Correspondence. Woodworkers Guild is not able to hold an open day this year due to building renovations, but would participate next year.

Moved by John McClure that the correspondence be accepted.

Seconded Keith Parkinson

Passed.

Outgoing Correspondence – Nil.

REPORTS

FINANCIAL REPORT

Two accounts for payment

- | | |
|-------------------|----------|
| 1. Origin power | \$141.40 |
| 2. Sita skip hire | \$17.50 |

Written report supplied and taken as read

Moved by Ian Barrett that the accounts be passed for payment

Seconded Paul Richie

Passed

N SCALE - Nothing to report, waiting for a decision about the floor.

HO LAYOUT - Work is progressing on the layout for the open day.

The track and rewiring alterations to the main line across the doorway is completed.

The back yard is still to be completed.

Paul is working on installing a lift bridge on the lower level and installing trusses on other bridges.

JUNIOR LAYOUT - Major upgrade of the town end including new sidings to be installed.

Interior lighting is progressing well.



LIBRARY - A large number of duplicate magazines has now been identified and it is suggested that these magazines be bundled in to small amounts and sealed in plastic bags to be sold at the Open Day.

Moved by Keith Parkinson that the other reports be accepted
Seconded by Paul Richie.
Passed

GENERAL BUSINESS

A discussion was held on the value of the insurance on the club property and the Exhibition layout.

Ian B. reported that it would be too expensive to increase the Exhibition layout cover to \$10,000.00 and recommended that the cover stay at \$4,000.00

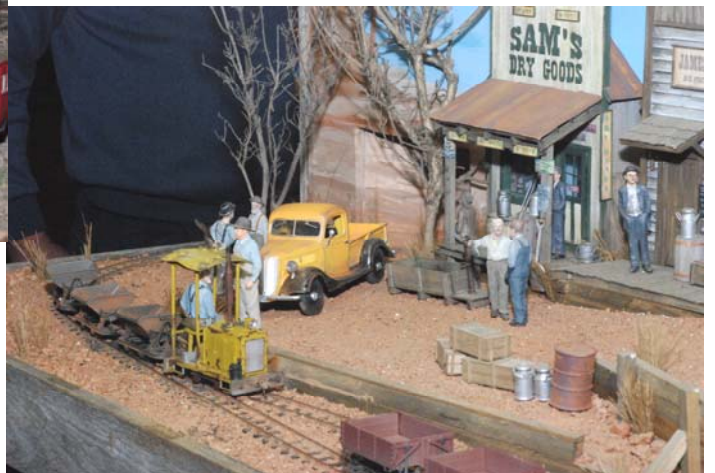
It was moved by Ian Barrett That the contents be increased to \$50,000.00 and the Exhibition Layout cover to stay at \$4,000.00 with the new insurance charge being \$1,188.00.

Seconded by Mark Mills
Passed.

Question was asked “where we are at with the floor in the N SCALE room.” Tom reported that he had not had any contact with the Council and is not sure at what stage Peter R is at with the Proposed Grants. Tom reported on the proposal put forward at the Executive meeting on holding a member survey to gauge members’ feelings on the issues of the club, however little feedback was given at the meeting so the issue is on hold.

Meeting closed at 9.00pm.





European and American Railways
The layout of the European Railways is a model of the railway system of the European continent. It is a model of the railway system of the European continent. It is a model of the railway system of the European continent.