

# TRAINORAMA NEWSLETTER – JUNE 2008

## Greetings all !

Here is the second quarter "Newsletter" dated June, 2008, our last newsletter being March, 2008. Again, there's only a limited amount of news. It is hoped that there will be more uplifting news when September, 2008 newsletter is due out. Regarding expected arrivals from the factory, the news is not encouraging. Many projects have fallen behind schedule resulting from various causes, such as staff shortages, power shortages, effects of fringe earth tremors and probably Olympic Games priorities, who can say! Notwithstanding, all projects are still moving along and bound to arrive, delivery time set back or not.

## Recent Arrivals:

### **NSWR / PTC /SRA 44 Class "Special Re-runs";**

Special Re-runs of the 44 Class in "Six" up-dated liveries are as follows;

4401 - Restored Original Colour Scheme                      4458 - Blue / Yellow

4461 - Blood 'n Custard    4497 - IRA Silver

4480 - Freight Rail Blue    4481 - Freight Rail Blue

All the above currently available, still at the old price of \$245.00 whilst they last!

Don't put-off placing an order, as these are proving popular and selling well.

Notwithstanding, some "Unpowered" 44 Class models with various running numbers are also still available at the reasonable price of AUD\$150 per unit.

### **Current Stock Situation;**

NSWR / PTC / SRA 49 Class Diesel ( General Purpose GM-EMD Units );

Having arrived in February, the following 49 Class models are in stock;

#### **Series 1, ( Wide Runningboard Valance )**

4901 - Tuscan or Green Livery ..... Report, "Green" -few packs left.

4903 - Candy Livery

4908 - Indian Red Livery

4910 - Tuscan Livery .....Report, near sold-out

4912 - Indian Red Livery

#### **Series 2, ( Narrow Runningboard Valance )**

4914 - Tuscan Livery

4915 - Indian Red Livery

4917 - Indian Red Livery .....Report, near sold-out

4918 - Candy Livery

All are competitively priced at AUD\$245.00 each, whilst over 50% of the run has now been sold. No immediate re-run is envisaged at this time.

As explained last newsletter, a new development added to latest release models is the ability to change the operating "marker lights" to either "red" or "white" by touching the model "topside" at either end of the long hood with a supplied "magnetic wand". So, one can now enjoy realistic "operational illumination".

### **Bogie Coal and Wheat Hoppers:**

Limited stocks now remain as regards the below listed NSW / PTC / SRA hopper vehicles. So don't delay placing an order should any of these be of interest;

**BWH Bogie wheat hopper in gun metal grey - \$145.00**

**BWH Bogie wheat hopper ( most recent re-run with new numbers ) - \$145.00**

**FWH Heavier bogied wheat hopper in GM grey - \$145.00**

**FWH Heavier bogied wheat hopper ( most recent re-run, new numbers ) - \$145.00**

**BCH Bogie Coal Hopper ( most recent re-run with new numbers ) - \$135.00**

**FCH Bogie Coal Hopper ( most recent - a totally new run model ) - \$135.00**

**HCH Bogie Coal Hopper in GM grey - \$135.00 ( have all sold out)**

All bogie hoppers are marketed in packs of 4, competitively priced while they last.

**The special run "variety pack" of 3 x "RUs" i.e., four wheeler wheat hoppers, plus 1 x "BWH" bogie wheat hopper have all SOLD OUT.**

### **Single Ended SAR 930 Class Locomotives:**

The SAR S/E 930 Class is still available, but now with only seven numbers to pick from in four different liveries, including AN green & yellow livery, all still retailing at best price AUD\$255.00 each. Body details also vary, some having roof silencers.

Running number #930 has completely sold-out! Only a few remain of the running number #935. Stocks with running numbers 931 & 933 in ANR livery are now very low. So, don't dally if intending to order! These models are to a very high quality standard and an absolute must for the discerning collector.

### **47 Class Locomotives:**

Sold-out are running numbers 4711 and silver cab roofed 4718. Still available are;

4701 - Tuscan or Candy	4705 - Tuscan
4712 - Candy	4714 - Candy
4716 - Tuscan	4720 - Tuscan

All stocks are getting light-on with a complete sell-out likely by years end.

Again, don't leave it too late to place an order. You've now been politely warned!

### **NSW OHG Goods Brake Van;**

The NSW "OHG" Goods Brake Vans in gunmetal grey have now sold-out.

Notwithstanding, a warning to this effect appeared in the March, 2008 newsletter. Tough Titties Hey! Never mind, to compensate, its being arranged to commission a short re-run of the "OHG" van in Indian Red, as well as the steel bodied "FHG" in both Gun Metal and Indian Red. More details should be available next newsletter.

## General News Up-date:

### **SAR "ALGX" and "LX" Bogie Louvre Vans;**

Due to the sell-out and continuing popularity of the "ALGX" and "LX" SAR bogie Inter-state running vans, a re-run of these vans with different running numbers is planned shortly. More details should be known come September, 2008 newsletter.

### **The NSWGR- 42 Class / GM-1 & 12 Class and VR-S Class;**

Final adjustments to the tooling engineering have now been fully signed off, particularly as regards retro-installation of working front end marker lights. The original production brief only provided for the front headlight to be operational. The arrival of both the premier quality 47 and 49 Class models soon put paid to that. Advanced technology having made possible the installation of "working" marker lights, which operate when models are activated. As a consequence, we've been extremely lucky to have now been able to retro-alter the tooling to incorporate working marker lights. Mind you, this wouldn't have happened, if the project had not suffered the lengthy delay that has annoyed us all. So, in effect, something by way of added advantage has been made possible, had it not been for the series of delays caused by earlier efforts to instigate essential tooling corrections. In a nutshell, the delay enabled a technical update.

The present prognosis as regards product arrival, means that we are now looking at a likely mid December, 2008 or early January, 2009 delivery date.

### **The NSWGR C-32 Class 4-6-0 Passenger & Goods Steam Loco;**

A couple of assembled pre-production sample models, along with some factory painted boiler shell samples are now on way from the factory and should be on display at Tom's hobbies West Ryde during the week commencing 10 June, 2008.

Pictures will be immediately posted to the Tom's hobbies website when available. Durable precision "Chubb Safe" type quality construction is what was ordered and such is what we intend getting. However, a finescale quality model will still require careful handling. Although production of the individual parts has been commenced, the factory has advised that the delivery time is now likely to be around mid September, 2008.

Due to the strong ordering of both "Red" and "Green" liveried versions, only a few extras may now be possible, additional to the quantity already ordered. Even then, we could still run short. So, consider placing an order now if wanting one of these. Despite a number of added on-costs charged to this project, the price still remains unchanged at AUD\$585.00. (If oil prices keep escalating, what will a re-run cost?)

### **The VR – ZLP Brake Van;**

Pictures of the pilot models ( in two versions ) have appeared in the model press and have been available for viewing at TH-T headquarters. This model is now due for release after the arrival of the NSWGR C-32 Class steam loco, likely

around late October, 2008. The shelf price will be \$120.00 per twin pack of two. Orders are now being taken. Remember, this is a quality scale replica model with superior detail.

#### **The NSW PHG & MHG Goods Brake Vans;**

The "superb" pilot models of both these vans have done the rounds of both the 2007 Sydney and Wagga Exhibitions, having been seen by many. Some pictures appear in the December, 2007 issue of the Australian Model Railway Magazine. Regretfully, due to the need for further corrections and adjustments to tooling, the release time for these 'beauties" has been moved to early 2009.

The shelf price upon release has been pegged at \$120 per twin pack of two. ( the regular price in fact should have been around \$150 per pack ) .

#### **On-coming future releases;**

##### **. NSW / PTC / SRA 48 Class & SAR / ANR 830 Class Diesel Locomotive;**

Tooling for our coming HO scale replica models of the "must have" 48 Class and 830 Class Alcos has been completed. Just arrived for technical examination and testing, are test shot "Tooling Engineering Samples" of both the 48 Class and 830 Class models. These are now available for "viewing" down at the shop, whilst some pictures have been posted for all to see on the "tomshobbies.com.au" website. The production run of these models will come with known period variations to style and respective liveries, the 48 Class will be available initially in Series 1 and 2, with the Series 3 release date to follow around mid 2009. The shipment delivery date for the 48 Class Series 1 & 2 and the 830 Class is now advised to be mid January, 2009. Again, despite tooling costs having risen, the ordinary shelf price has been kept down to AUD\$265.00 per unit. An "Early Bird" price of \$220.00 per unit is presently available for orders that are fully paid-for by 30 June, 2008.

**IMMINENT WARNING !! The "Early Bird Price" closes on Monday, 30 JUNE, 2008.**

##### **.NSW SRA / Freight Rail / Rail Corp 82 Class Diesel Locomotive;**

Now re-scheduled for mid 2009 release is the 82 Class heavy drag loco, which prototype loco now runs in Victoria and South Australia as well as upon most of the NSW trackage system. Their popular presence being noted at the head of NSW Hunter Valley and North Western "Coalies" in lash-ups of two and three units. All design drawings have been signed-off , with the project well in-the-breach. No deposits are yet being taken at this time. Pricing yet TBA.

##### **. NSW PTC / SRA 45 Class & SAR / ANR 600 Class Diesel Locomotives;**

The third quarter of 2009 is scheduled as the likely release date for both the 45 Class and 600 Class look-alike World Series Alco locos. But, there are and will be significant differences, as certain 45 Class & 600 Class models will sport both marker light and body detail differences as occurred in real life. The various

body changes being applicable to different eras or time periods and livery to proceed.

Price is yet TBA and “No” deposits are being taken at this point in time.

**. WAGR / Westrail L- Class Locomotive and its later privately owned derivatives;**

Now scheduled for release during mid 2010 is the “L-Class” heavy drag loco.

All design drawings have now been signed-off and the project will be ready to go into production straight after release of the 45 and 600 Class models.

Price is yet TBA and “no” deposits are being taken at this time.

In Closing;

1. As explained in March 2008 newsletter, all projects are being deliberately spaced so as to avoid every-thing on the Trainorama program coming all-at-once, thereby assisting customers with their budgeting.

2. An up-date of future freight & passenger rollingstock releases will be reported upon within our next newsletter to be issued in September, 2008.

So ends the June, 2008 News. E&OE. The next newsletter will be September, 2008.

Happy Winter Solstice to all in the Southern Hemisphere!

Cheers 'n Beers, B.B.Bob.

## **“Late 1970s Nostalgia” ( i.e. 30 years ago! ) Part 2 by B.B.Bob**

Continuing a short story about the prototype NSW 47, 48 & 49 Class diesel locomotives in action. ( Intended for modellers who have never experienced a “close encounter” )

Re-visiting "a happening" that took place in late summer 1978:

Following-on from the previous day ( Friday ), having paced the Cowra bound short goods ( train ) powered by a lash-up of locos Class 47, 48 and 49 from Bathurst to Wimbledon located at the top of Tumulla Bank ( The Yanks would call it "Tumulla Grade" ). After a good night's sleep at me Ma's farmhouse at Murringo, the very next day ( Saturday ) saw me arrive at the nostalgic railway junction village of "Koorawatha". This little thorp is located half-way between the towns of Cowra and Young on the Olympic Way, which links the Central Western Districts of N S W to Cootamundra, Junee and Albury down South.

Leaving the missy bitchie 'Galant' motor parked at the Northern end of Kooras station platform, I then walked Southwards down the yard past the then still in situ water standpipe and elevated water tank that remained from the steam era days and proceeded to check-out the rail "crossovers" where the light branch trackage connecting Koorawatha to Greenthorpe ( that word "Thorpe" again! ) and thence Grenfell departs the 'heavier' Cowra to Harden main branchline.

The light track had been used alright, a dull sheen being visible on the topside surface of the railhead. The time was roughly around 1.15pm and although the SM, Terry Quinlivan was not on duty, my guess was that the 'pick-up' wheat train was by this time likely powering towards Koorawatha having not long departed the town of Grenfell. I also noted, that the road had been set-up to accept a train off the branch. Meaning that the signals guarding Koorawatha's yard at both ends had been set against the mainline and the lower quadrant stick facing the branch had been set to the 'accept' position ( i.e. set to "off" ).

So, the decision was taken to drive at least to Greenthorpe to discover the whereabouts of the likely approaching "Wheaty" and what the motive power in-charge was up-front. Would it be all three same branchline beasts 47, 49 and 48 Class units that I motorcaded from Bathurst yesterday? Or, maybe just one of them? Anyway, the "set-up road" ( signal positioning ) was indicative that whatever was visiting on the branch was still out there. "We'll soon see" I said to myself. But, I wasn't going to bother investigating further West beyond the village of Greenthorpe, as the lounge bar at the Cowra RSL Club was calling!

Upon arriving at Greenthorpe hamlet, with big concrete trackside wheat silos forming the main visual backdrop, all was quiet at the railway station platform. The vintage station weatherboard building looked to be in very good condition and developed within me feelings of nostalgia and thoughts of the past with it's sloped skillion roof shrouded by shady pepper trees and with four 'S Wagons'

parked on the loading ramp siding directly opposite.

"Geewiz" I thought, if only one could model 12 inches to the foot, this layout would suit me, the problem being to pinch a C30T Class loco from somewhere.

The tracks in front of the platform still showed the topside dull sheen signs of recent useage and as I looked up towards the rustic level crossing and cute weatherboard village shops, I wondered how such a place had remained untouched by the savage ruthlessness of progress. I looked at the stoneage tiny 60 pound tramway trackage with 'roundback' ties ( sleepers ), no fishplates and ash ballast and wondered how such could support the weight of heavily loaded BWH bogie wheat wagons, let alone the weight of a beastly 49 Class. Anyway, where was the train?

Whilst on route to Greenthorpe, I passed over the rail crossing at Uppingham and followed the meandering light trackage without seeing a thing, except for a few track speed warning signs. So, obviously I hadn't missed any returning traffic on the line. The "Shamrock Hotel" being immediately behind Greenthorpe's station building gave me the idea of asking if anyone at the pub had seen the anticipated returning train. "No matey, we aint seen nuthin pass through here since about 8am this morning" replied the rugged looking young publican sporting a big red "Ned Kelly" beard. So, there was nought to do except order a cold schooner of Tooheys Old on-tap and discretely check-out the young brunette barmaid, who had a very nice rump, great legs and plenty of cleavage. Maybe the returning train wasn't that important, as I'd possibly had my best satisfaction for the day? I mean the interesting investigative lineside travel and the welcomed cold beer of course! Why think otherwise?

Suddenly, when just about to finish drinking my beer dregs, I heard a long and penetrating "Blaaaaaaaaaaaa!!!" sound emanating from due West of the hotel's opened bar doors, which I quickly recognised as the air horns of a 48 Class. "Theres ya train mate!" the publican yelled. I quickly chug-a-lugged the rest of the beer, belted out the door and ran-up onto the station platform directly opposite. Looking right, there was the train!!...about to power over the thorp's quaint level crossing. A long blast from the air horns again sounded as the 48 Class and consist eased over the crossing and with headlight turned-on, commenced heading-up towards the platform that was under my feet.

With trusty camera at the ready, I looked through the SLR's viewfinder and found myself saying "Whats this!! Theres something else behind the 48 ! Holy mowlie, theres damnwell two powering mongrels on the front!" Bearly, "Click" went the shutter and the two beasties were upon me, growling hard as they thundered past me. And yes! it was none other than yesterday's Bathurst departed singing 48 Class and boisterous 49 Class. Both locos still in lash-up and marshalling the same, but this time, the 48 Class assuming the lead and both locos with their No.1 ends pointing the right way, towards Koorawatha ( and of course Cowra and Bathurst ).

Attached to and following behind these two branchline 'bullies' was of course a string of fully loaded BWH bogie wheat hoppers, which sped by me with a bit of sideways wobble noticeable, together with shiny wheel tyres and a few squealing flanges. The raised dust now blowing about the platform got worse as finally, the end-of-train MHG van winged past me! Where was Guard Duffey? And where is the 47 Class that was seen as smart leader of the gang of three? Now passing out of close view, the train and its rear van made haste towards reaching yonder distant hill, on way to the soft downwards run to Uppingham.

Nevertheless, the day wasn't over just yet and one more superb photo needed to be had, due to rumours that the branchline to Greenthorpe and Grenfell was facing closure. After catching-up ( via bitumen road ) trackside beside both heavy exhaust emitting 'screaming banshees' heading the train, with windows down, I motorcaded the consist in parallel, enjoying the sounds and spectacle. The scene was absolutely awesome! Both engines were exhausting well, they looked very performance enhanced with black exhaust smoke spouting ninety degrees straight-up to heaven from each unit. The hard working 48 Class Alco powered along to a steady throaty four stroke rumble, whilst the 49 Class, like a true elephant animal hurtled along applying brute strength whilst chanting out its strong boisterous GM double beat. Clearly, the 49 Class seemed to be shouldering the brunt of the work, although confined harnessed in the shafts.

Motoring further ahead and well forward of the road crossing at Uppingham, I found me a very suitable raised grassy trackside bank, positioned just right for targeting both on-coming engines and their train with my Vivitar 70-210mm zoom lens as they rounded the curve before the run down to the once-upon-a-time Uppingham railway station location ( "Uppy" was a low earthen platform with small skillion roofed shed like that at Wirega as depicted in Ron Preston's book titled "NSW In Steam", ... so I'm told ). The pictures ( i.e. transparencies ) I then took turned out to be amongst some of the best that I've ever taken.

It must have been somewhere around 4.15pm which found me waiting back at Koorawatha in anticipation of a top shot to be got of the 48 + 49 and train exiting the light branch and negotiating the crossovers onto the mainline and thence passing the still existing old steam era days water column and wooden stand supported water tank which were a Koorawatha landmark. Then, before I could sweep the flies away, around the final length of eight chain curved track just before connecting to the main, came both locos and consist with every single wheel flange emitting high pitched squealing. Then, whilst slowing to traverse the crossovers, I let fly the camera shutter numerous times. All was good for pulling-in great visual on 210mm zoom, thence opening-out to 70mm, which was as wide as the lens could go. Both 48 and helper 49 Class locos then passed the old water column and elevated water tank. It was great stuff!

I didn't know either of the crew as the train came to a halt beside the Northern end of the station building which housed the signalbox. I stood near the box door and watched as the driver upon phoning control ( i.e. confiring with the train controller ), then operated the red coloured staff machine ( incorporated into a one piece stand with verticle slots therein ), thus exchanging the "safe working" metal staff instrument. Such being a short metal rod, .. you put one into the machine's slot and then you can pull one out, but only if the machine will let you. If you can't get one out, then you know that theres a train already present within the single line section ahead. So, you then have to wait until said train on-line arrives or clears the section. Obviously, this safe working system is to prevent trains meeting-up and colliding into one another. What a nasty thought! Its also the driver's responsibility to always have possession of the staff, unless relieved of it by written authority or placing same into a staff machine at the other end of the section, upon completion of the journey. Otherwise you'd be in big big trouble and can be charged with an offence.

Whilst the driver did all the safe working stuff, the No.2 crewman ( fireman ) did the job of setting-up the road. On this occasion, upon the driver being able to change the staff, No.2 set the Northern lower quadrant accept signal to "off" and pulled the facing branch signal to "on". Thence, locking-up the signalbox, the crew remounted the leading 48 Class and eased the train forward to work clear of the crossovers at the Southern end of the yard. Thereby allowing the Guard accommodated within the MHG van at the rear to switch-over and lock the crossovers in favour of through running on the main line. In other words, closing access to the Grenfell branchline.

Before powering out-of-town and heading for Cowra, I asked the 48's crew "What happened to the 47 Class, Driver Paul Cook and Guard Max Duffey?" "Gone to Eugowra early this morning" they said as they throttled-up both engines for departure. I then thought to myself, "Well, thats it for today" as it was near evening dinnertime, I was near starving and both a meal and a beer were waiting for me at the Cowra RSL. Plus, I overheard that the rather nice looking brunette barmaid from Greenthorpe was going to the Saturday nite dance at the Club. What could suit me better, as I motored past the racket-raising Wattamondara bound 48 and 49 Class notching-up speed with their "Wobbly Wheaty" in tow just North of town. Both locos looked extra good when looking into my side and rear vision mirrors, headlights full-on and exhaust smoke blasting high! ( despite the missing 47 Class and no vidcam ). What then happened later at the RSL Club is another story.

I hope you enjoyed the nostalgic trip back in time and the related experience. 30 Years having passed, the 47 and 48 Class engines mentioned herein and much of the rollingstock, if not all have since been cut-up for scrap. And alas! Both Koorawatha and Greenthorpe Railway Station buildings are no more.

**The End**