

The CMRCI Bulletin



The Canberra Model Railway Club Inc. Newsletter

April 2022

NEXT MEETING

The next meeting of the CMRCI will be at 7:30 pm on Wednesday 6th April 2022 at the Kaleen Clubroom.

BobM will talk on cleaning track and locomotive wheels. There will also be a wrap -up of the 2022 Expo.

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THE 2022 CANBERRA MODEL RAILWAY EXPO

EXPO UPDATE

Only two days to go!

We are in the final stage of preparation - thanks to all those who have been helping with the many tasks that need to be done. We are expecting around 34 layouts, 5 displays and 16 trade stands. Expo days – Saturday 26 from 09.00 am to 5.00pm and Sunday 27 March from 9.00am until 3.00pm.

Entry prices:

- Adult - \$15.00.
- Accompanied child – Free.
- Concession - \$10.00.
- Unaccompanied child - \$5.00
- Family - \$30.00

We will need around 50 people each day to help with:

- On Friday Set up and check in
- On Saturday and Sunday
 - Entry and Exit.
 - Venue supervision and COVID-19 sanitisation.
 - Meal preparation, serving, cleaning, etc, in the kitchen.
 - Providing Refreshments,
 - keeping up supplies to the toilets
 - Relief of single store holders for breaks and meals
 - Running our layouts, namely McEvoy Junction; Charlestown; Zig Zag
- Clean from 5pm Saturday.
- Clean and pack-up from 3.00pm Sunday.

We will also need cakes, slices, etc for morning and afternoon teas for the exhibitors and traders. Please bring to the Club Room or the School Kitchen on Friday, Saturday, or Sunday.

We need your help to make the Expo a success

Last time, in 2021, about 40 members, family and friends were actively involved. With COVID-19 cleaning required this year, we believe we will need at least 50 helpers each day.

ROSTERS for this year's EXPO are attached to this Bulletin. If you are not on the Roster and are available and able to help. Please let Andrew or Chris know when you are available and what you are able to do, and we will slot you in. Your involvement will be much appreciated.

- "The more the merrier" Above all: Enjoy the event!

Who we are expecting:

LAYOUTS

- Bears Ears – HOn30 USA – Daniel Thomson
- Bethungra Spiral - Epping MRC
- British Layouts – Generic - OO and N scale – British Railway Modellers
- Canberra and Environs in N – N scale – Canberra Region – CMNSG
- Charlestown – CMRCI
- Coffs Harbour – Coffs Coast Railroad Modellers
- CMNSG T – Track
- Ebor Vale – N British - Vance Brown/CMNSG
- Gaye Saint Edith's – OO9 British Narrow Gauge – Tony Doolan
- Gilston F8 – HO NSW - Indian Lake Group
- Goulburn – HO NSW - Guildford Model Railway Group
- Grandad's Toy Trains – O & OO/HO – vintage models - Hornby Railway Collectors' Assoc
- Gunning – Robert Popovski
- Kookaburra Park HO – Darryn Coulston
- LEGO Railway - Canberra Lego Users Group
- Lyttleton – David Mitchell
- Magnorail OZ - 2 layouts
- McEvoy Junction - HO – CMRCI
- Micro Japan – Chris Berthold
- Newcastle NSW 1899 – Ross Balderson

- Senohikui testudo (Shorty Railway) - Japan N - Daniel Thomson
- Snakeridge - On30 USA - Ian Williamson
- Supermarkt – HO Europe - Stephen Thomson
- Tannocbrae - Sydney N Scale MRCI
- Tarana – Peter Tonks
- Yendys – HO – NSW – ACTMRS
- Zig-Zag – HO Australian - CMRCI 4 ➤ Magnorail -Oz

DISPLAYS / INFO / MODELLING CLINIC

- Canberra Railway Museum
- Lancashire & Yorkshire Railway - Peter Hunt
- Modelling Clinic – Kevin Tiernan
- Wooden Model Trains - Bruce Gibson and Geoff Isaac

TRADERS

- Anton's Trains
- Burfitt Tools
- Casula Hobbies
- DCC CENTRAL
- Eureka Models
- Eurohobby Trains
- IDR Models
- John's Pre-Loved Trains
- Kerroby Models
- Lyndon's Trains
- Matts Ballast
- Magnorail – Oz
- Pallas Hobbies
- Runway 13
- RW Hobby
- Trainworld

MANAGEMENT TEAM

- Expo Co-ordinator: Chris Neil 0400 116 016
- Assistant Co-ordinator: Andrew Lund 0427 319 799
- Site Manager: Terry Smith 0400 771 542
- Finance Phil Young 0415 985 511
- Registrar: Mal Irving 0438 478 085
- COVID-19 Manager: Bob Morton 0416 066 679
- Caterer: Peter Zimmermann 0412 430 343

COME AND PLAY TRAINS

As from Saturday 9th April the clubroom will be open from 9:30 am to 12:00 noon every second Saturday of the month.

The club layouts will be available to junior members and immediate family (children and grandchildren) to run trains.

WEIGHTING YOUR ROLLING STOCK – By Phil Young



I was searching the internet to see if there was an ideal “weight” for a model railway wagon as my train or mixed cars was derailing on some points (turnouts). Many of us, I know, have come across the same problem. I came upon an article containing a recommendation of the **NMRA** ([RP-20.1 Car Weight](#)) on this issue.

An **RP** is a “Recommended Practice”. It has been created through testing and is a suggestion made to help your rolling stock perform better on both your layout and that of others.

Why is adding weight necessary?

“For many years (and still today) there have been great differences in the weight of cars from different manufacturers and those scratch-built by individual modellers. Light cars in a string of heavier cars can be pulled off the track in a curve because they don’t have enough weight. Yes, the prototype can have the same problem, but their cars still weigh a lot even when empty. Ours have only the weight we give them. Right out of the box, car weight will vary from manufacturer to manufacturer and even within the same manufacturer.

Through testing, it has been shown that performance can be improved even over poorer trackwork when the car has decent wheels and is weighted to an optimum weight. Since the tendency to derail on curves is greater the longer the car is, the weight will vary with the length of the car”.

The table below has been modified from RP-20.1 **into metric units**.

To find the optimum weight of a given wagon, select the row of your particular “Scale” and read off the “Initial Weight”. Use the “Additional Weight” figure and multiply it by the length (in centimetres) of your wagon. Add this weight to the “Initial Weight” to get the total Optimum Weight of that wagon.

Optimum Weight = Initial Weight + [Additional Weight Factor x Length (in cm)]

SCALE	INITIAL WEIGHT (grams)	+ ADDITIONAL WEIGHT per cm of wagon length (grams)
O	142	+ 11
On3	43	+ 8.5
S	57	+ 5.5
Sn3	28	+ 5.5
HO	28	+ 5.5
Hon3	21	+ 4
TT	21	+ 4
N	14	+ 2

For example, a HO wagon of length 115 mm (11.5 cm) should weigh about 90 grams; (28g initial plus 5.5g per cm of length = $28 + 11.5 \times 5.5 = 91$ grams).

*“Some people will say that the **NMRA RP** is outmoded and obsolete. Perhaps it may appear to be on a given railroad under specific conditions. However, when interchanging with other modellers, it is the one best way to enjoy running trains without constant derailments of yours or other friend’s cars. Many clubs require any car run on their layout meet the **NMRA** recommended weight. I have found it to be a distinct advantage on my own railroad in allowing me to run both older cars and newer ones together”.*

Here is a table for typical HO scale wagon lengths (no calculations needed!)

Wagon length	Optimum Weight
70 mm	= 70 g
100 mm	= 85 g
115 mm	= 90g
125 mm	= 100 g
135 mm	= 105 g
145 mm	= 110 g
157 mm	= 115 g
165 mm	= 120 g
180 mm	= 130 g
190 mm	= 135 g

All figures have been rounded to the nearest 5mm or 5 grams

So, measure the length of your wagon (in mm), read the Optimum Weight from the table above, weigh your wagon (in grams) and ADD the difference between the two weights to your wagon.

Note: if your wagon is already heavier than the optimum weight, consider reducing the wagon’s load if possible.

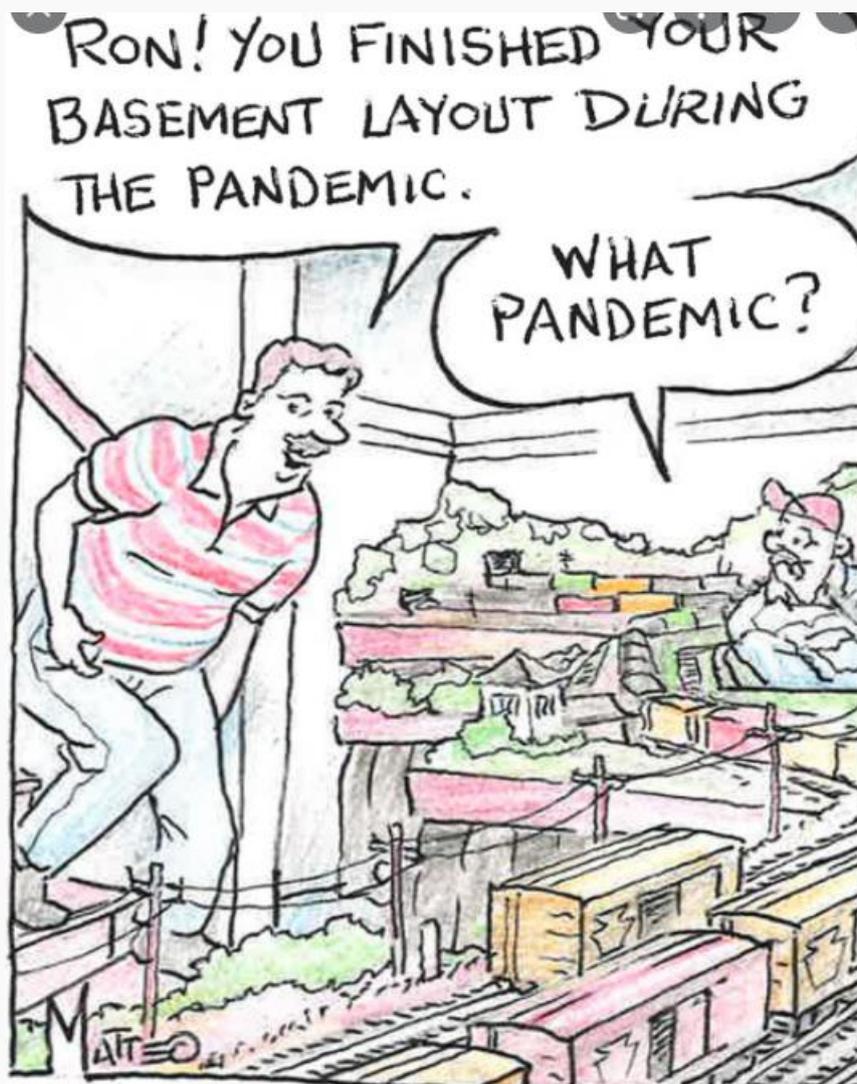
Well, that is all well and good, but how do I add weight?

“There are probably as many ways to add weight as there are modellers and cars needing weight. So much depends upon the car and the space available.

My favourite boxcar weight is a combination of the oval fishing line weights. I mash them with a hammer to get a flat side suitable for gluing and glue them inside the boxcar out of sight near the ends. Be sure that the weight is balanced from the ends and centred in the car. For glue, I use Goo, CA (Super Glue), or an adhesive caulk & seal. There is a low temperature weighting material available for those who prefer that. I have also seen buck shot, bird-shot or BBs glued into the centre sill of flatcars and inside the bins of covered and open hopper cars. Others use coins, but I prefer to spend those rather than use them for weight. On one small flatcar, I have a white metal diesel power generator load that is an almost perfect weight. In other words, you can be as inventive as you wish to reach the desired goal”.

The sections taken from the actual article by Robert Hensley (NMRA) are indicated above in “*italic and in quotes*”.

Written by Phil Young



I never travel without my diary. One should always have something sensational to read in the train.

[Oscar Wilde](#)

EXPO 2022 – Promotional events

The program to promote our annual expo by using Charlestown as focus has been finished. RonG and the organising group are still promoting the exhibition by other means and will do so up until the show itself. Well done everyone.

The last Charlestown event was Bunnings Airport Store. The limited number of patrons and the out of the way location in the store was a bit disappointing, but the number of people that took flyers made it worthwhile.



Charlestown with the crew and excited children at the Bunnings Airport Store.

If you have not participated in one of these activities, do consider it for next year – it's interesting and great fun watching the reactions and delight of the children "making it go" and it does not take much time.

UNIVERSITY OF MELBOURNE RESEARCH PROJECT - DEMENTIA

Not a pleasant topic, but one which has probably affected all of us at some stage. The following email from the University of Melbourne may be of interest to someone in the club. Please respond direct to the Ms Eve Millington (millington.e@unimelb.edu.au) at the University of Melbourne if you have an interest in this project.

I'm emailing to let you know about an exciting trial being run by The University of Melbourne called HOMESIDE, which is exploring the effects of music and reading/word-based interventions for people living with dementia and their family caregivers.

The interventions are designed to be personalised to each person's preferences and needs, and delivered by the family caregivers, who are trained and supported by health professionals throughout the 6-month study. We hope that the interventions will offer opportunities for people with dementia and their family caregivers to share meaningful moments together and give caregivers tools that can help in the care and management of their loved ones.

We would be incredibly grateful if you could help us to reach potentially interested caregivers and people with dementia by sharing information about HOMESIDE with your network, by including our study information on your social media page or distributing flyers among your shed meetings (we are happy to post these to you).

Please let us know if you are happy to do so or have any further questions. Recruitment for this study will conclude in May 2022.

This YouTube invitation that can also be shared with carers: <https://youtu.be/g5EfX0dcGDs>.

More information can also be found at our website: www.homesidestudy.eu/Australia.

Our thanks in anticipation,

The HOMESIDE Team

REPORTED FAULTS

You have probably heard some of these before, but.....

Report: Something loose in cab.

Answer: Something tightened in cab.

Report: Evidence of leak in crankcase.

Answer: Evidence removed.

Report: Dynamic brakes don't work at any speed.

Answer: This locomotive is not equipped with dynamic brake.

Report: Alternator volume unbelievably loud.

Answer: Volume set to more believable level.

Report: Locomotive dances up and down when brake applied at 89 mph

Answer: Could not reproduce problem in engine house.

Report: Dead bugs on windshield.

Answer: Live bugs on order.

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Report: Parking brake cause throttle lever to stick.

Answer: That's what it's there for.

Report: Engine missing.

Answer: Engine found under hood after brief search.

Report: Locomotive handles funny.

Answer: Locomotive given verbal warning to be serious.

ADHESIVE SUMMARY CHART

The following chart has been made available by RonG who spotted it in the March 2022 edition of **Model Railroad Hobbyist**.

SUMMARY CHART

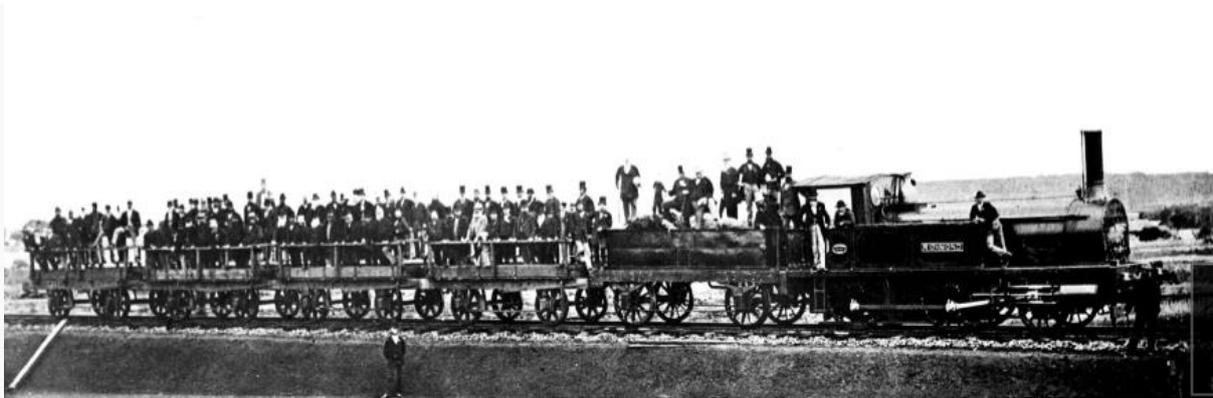
Type	Finish Color	Brittle	Material	Thinner/Cleanup	Use	Notes
UV Plastic	Clear	No	Plastic	N/A	General Construction, Filler	Bonding Agent, bonds anything together. Adds strength. Fast drying.
UV Plastic - Thick	Clear	No	Plastic	N/A	General Construction, Filler	Bonding Agent, bonds anything together. Adds strength
Contact	Not Clear	No	Wood, Plastic, Paper, Metal	Acetone	General Construction, Track to ties, Paint weathering	Bonding Agent, bonds anything together. Fast drying.
Goo	Clear	No	Wood, Plastic, Paper, Metal	Toluene, Naphtha	General Construction, out of sight gluing	Bonding Agent, bonds anything together. Fast drying.
Spray Glue	Not Clear	No	Wood, Plastic, Paper, Metal	Mineral Spirits, turpentine	Adding paper to a surface	Bonding Agent, bonds anything together. Fast drying.
Transfer Tape	Clear	No	Wood, Plastic, Paper, Metal	Adhesive remover, Goo Gone	General Construction Used to add roofing and siding. Corrugated roofing and siding.	Bonding Agent, bonds anything together. Roofing. Corrugated roofing and siding.
Hot Glue (EVA)	Clear	Yes	Wood, Plastic, Paper	Isopropyl alcohol, Acetone	General Construction	Bonding Agent. Fast Drying. It will burn you. Fast drying.
Adhesive Caulk (Acrylic Latex)	White	No	Wood, Plastic, Paper, Metal	Water, Isopropyl alcohol, Acetone	General Construction Roadbed, Flex Track	Bonding Agent, bonds anything together. Slow drying
Polyurethane Caulk	White, Clear	No	Wood, Plastic, Paper, Concrete, Metal	Mineral Spirits, Goo Gone	General Construction Roadbed, Flex Track	Bonding Agent, bonds anything together. Slow drying

16. Adhesive summary chart

SOURCE: Model Railroad Hobbyist, March 2022. [[145.MRH22-03-Mar2022 \(flightml5.com\)](https://flightml5.com)]

HISTORY CORNER

An early photo of the locomotive "Richmond" hauling ballast trucks with people celebrating the opening of the Melbourne to Portland line in 1877. The railway company was The Melbourne Railway Company.



Not a comfortable journey – hopefully they did not travel all the 357 Km from Portland to Melbourne standing up in ballast trucks!

The Melbourne Railway Company was formed in 1859 to construct and run a railway from Melbourne to Windsor, where it connected with the St Kilda and Brighton Railway. The Melbourne Railway Company was one of a plethora of metropolitan railway commuter and freight companies operating in Melbourne at the time.

In 1883, the Victorian Railways broad gauge line met the New South Wales Government Railways standard gauge line at Albury at a break-of-gauge. The two tracks were separated by a long island platform.



It was not until 1962, with the opening of the North East standard gauge line in Victoria, that through services were possible between Melbourne and Sydney.

Thanks to the Public Records Office of Victoria for the use of the photographs.

CMRCI OFFICE BEARERS

President: Bob Morton

Vice President: Chris Neil

Secretary: Peter Amey

Treasurer: Phil Young

Committee Members:

Danny Henskens, Herb Hobbs, Mal Irving, Noel Lee, Andrew Lund, Terry Smith, George Watts.

Life Members: Lloyd Sawyer, Ward Gainey, John Wishart, Tom Drury, Phil Felstead, John Webster

CMRCI Events and Activities

at the CMRCI Clubroom, University of Canberra High School unless otherwise stated.

APRIL 2022

5 April (Tues)	Continuing work on club layouts
6 April (Weds)	Club meeting. Topic Cleaning track and locomotive wheels
12 April (Tues)	Continuing work on club layouts
19 April (Tues)	Continuing work on Club layouts
20 April (Weds)	Running night – all welcome
26 April	Continuing work on Club layouts

MAY 2022

3 May (Tues)	Continuing work on club layouts
4 May (Weds)	Club Meeting Topic - Introduction to Operations
11 May (Tues)	Continuing work on Club layouts
17 May (Tues)	Continuing work on club layouts
18 May (Weds)	Running Night
25 Mar (Tues)	Continuing work on club layouts
31 May (Tues)	Continuing work on club layouts

The Canberra Model Railway Club Inc.

Located at The University of Canberra High School Kaleen, 104 Baldwin Drive, Kaleen ACT 2617.

See *website for further information* - www.cmrci.info

Email: cmrcisecpra@gmail.com

Postal address: PO Box 7204, Kaleen ACT 2617

The opinions expressed in this Newsletter are not necessarily those of the Management Committee.