



THE SMUTTER

ISSUE #8 - OCTOBER 2016

OUR 5TH
ANNIVERSARY



WITHIN YOUR LATEST SMUTTER!

When The Railway Came To Temora Pt2
Preserved NTAf Tankers
Queensland 2100 Class - Where Are They Now
DEB Set Restoration Annual Report and Raffle.
2017 Boiler To Boree Creek Tour Details
Museum Updates, Hobby Shop, Chapter Reports

THE OFFICIAL ORGAN OF THE 'STRANGE MODELERS OF UNIVERSAL TRAINS'.

FROM THE **EDITOR'S DESK**

Hello,
Welcome to another packed issue of The SMUTTER.

With work ramping up on our next rail tour (see advertisement this issue) you are likely witnessing the last issue of The SMUTTER for 2016.

The powers that be inform me that a 'free' hard copy version of the publication will be available to people on the trip.

Remember that all funds left over from running the trip go to help a few good railway museums around New South Wales.

So your booking not only gives you two days of great fun, it also helps those who work hard to save our favourable railway history.

See our advertisement, or email us, for further details on this exciting event.

In this issue we continue the Temora article started in issue 7, look at what NTAF tankers have been preserved, DEB set Group's annual report and all the latest preservation and hobby news.

Aireen

Please cease emailing me marriage proposals.



SMUT has a number of different Facebook groups for those with an interest in future events, or railways in general.

Feel free to join today - we would love to have you there.

Australasian Historical Railway Infrastructure Group (SMUT)

* A look at railway infrastructure in the Australasia Region.

SMUT Modellers - Public Edition

* Learn of upcoming group activities, publications and chat.

Industrial Rail Obsessives (SMUT Modellers)

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S*M*U*T WEBSITE

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<http://smutgroup.wordpress.com/>

COVER SHOT:

Bernie Baker's 'Streamliners' event at Goulburn formed a major part of our 2016 SMUTFEST celebrations.

Our cover photos shows part of the display on Saturday, October 1st.

Photo: Brad Peadon



The 'Strange Modelers of Universal Trains' is an unofficial non-club, operated by non-members for non-members.

We partake in many non-activities, like social gatherings, research, modelling nights, railway trips with a special emphasis on helping hobby shops and regional railway museums, publishing and sitting around for hours on end whinging about the hobby.

BDIC: Brad
Squirrels: Brad, Michael, Nate and David's Hendo and Holton.
Tours: Greg, Brad and the SMUT Tour Committee.

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**S*M*U*T
SUPPORTS RURAL
RAIL
PRESERVATION**

We regularly run bus tours to different railway museums, we also believe in promoting (for free) your projects and perhaps even helping with same. Please contact us with your latest news and events.

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And
The
Hobby
Matter!**

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**Cootamundra to Boree Creek
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June Roundhouse.*

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WHEN THE RAILWAY CAME TO TEMORA.



Part 2
Article by:
Max Oliver

By now the new Mayor of Junee Alderman G. Dobbys, in what seems like a last ditch effort to have their route favoured by the Government.

On 22 June 1889 had called for a meeting to be held at the Council Chambers. Apart from the exaggerated statement of it being shorter in distance, they were convinced it would be cheaper and easier to construct. In their opinions opening up the best wheat producing country in the colony.

Mayor Dobbys, prior to the meeting, had been reported saying the country between Stockinbingal and Temora was iron bark and poor, he also said it would not support a mosquito. Mr P. Heffernan of Clear Hills in his speech submitting the resolution of the meeting, said he would not accept the country even if it were a gift.

The resolution was seconded by Ex Mayor Mr T. C. Humphrys that a deputation should go to Sydney and urge the Government. That before starting to construct the proposed railway line to Temora from Cootamundra, they should inspect the route from Junee to Temora as this route would be in the best interest of the country.

On 9 July 1889 a meeting was quickly convened at the Albion Hotel Cootamundra for the purpose of replying to the Junee arguments against the Temora railway starting from Cootamundra. The room was filled with representatives of the town and district. Junee delegate Mr P. Heffernan together with Inspector Roberts of the railway service were both in attendance. However neither took any part in the meeting.

The opinion of the meeting was, it would be an oversight on their part if these exaggerated and rash statements were let go uncorrected. And further, that the Minister be telegraphed as to have in his hands the resolution of this meeting before he met with the Junee deputation the following morning.

Eventually the Junee to Temora route was abandoned. While admitting that rail traffic to the South would have had some advantages. It was the trip from Sydney to Temora that would be much greater in distance.

Furthermore having to traverse the steep grades around Bethungra, would add to haulage costs. (The Bethungra Spiral was built later, and was opened 15 July 1946) In the meantime there had been several other suggestions, one of which was a starting point from Bethungra.



The inscribed silver shovel presented by Messrs Baxter & Saddler for the turning of the first sod ceremony by the Minister for Public Works Hon. W. J. Lyne held 6th August 1892.

This suggestion was also based on the grounds of saving distance, but it seems this idea was never given a lot of consideration. There was another that bi-passed Temora altogether, this proposed line would start from Coolamon and then proceed on to Hillston.

There was also the earlier proposal from the Cootamundra Railway League that had a starting point from Salt Clay Creek, which is three miles south on the main line from Cootamundra. However this proposal was rejected due to Engineering difficulties along the route.

Salt Clay Creek had been the scene of a major rail disaster 25 June 1885 when the Albury Mail crashed into the creek after flash flooding had washed away the culvert supporting the rail lines. Due to the large amount of wrangling that had taken place and in an effort to settle the matter, all proposals were submitted to a Parliamentary Standing Committee on Public Works. On 15 January 1890 the committee started taking evidence from any persons interested in the proposed lines. Also during this inquiry, a number of surveyors and engineers gave evidence that seemed to generally support the proposal of a line commencing from Cootamundra. A sectional committee was appointed to inspect, inquire and report with reference to the proposed railway line Cootamundra to Temora. The sectional committee held meetings along to the proposed route that had been organised to hear evidence from those persons interested in the proposal. Twenty-seven witnesses in total were heard at both Cootamundra and Stockinbingal.

A further twenty witnesses including three from Barmedman were examined at the Temora Courthouse. On their return to Sydney the committee were meet at Stockinbingal by a number of residents from Wallendbeen. They drove the sectional committee over their suggested alternate route to Wallendbeen from Stockinbingal. Upon their arrival at Wallendbeen four more residents were interviewed, after which they boarded a train for the return journey to Sydney. As a result of their inquiry the Committee recommended that the line submitted to them should be constructed to Temora, via Stockinbingal, from Cootamundra. After tenders were called for and subsequent to this end on 13 July 1892 a construction contract was let to Messrs A. Baxter & J. Saddler for the construction of a single track railway line from Cootamundra to Temora. The Cootamundra-Temora railway line together with the Temora Railway Station were both opened 1 September 1893. Mr John Sutherland the Minister for Public Works who had a major roll in the building of this project, unfortunately died 23 June 1889.

Author's Comments: With the benefit of hindsight a starting point at Wallendbeen may have been a better place. A junction here gives a more direct route west to Stockinbingal, and would have meant a significant time saving for freight and those traveling from Sydney to Temora and beyond. It would have also benefited any interstate travellers and freight heading west, on the line towards Broken Hill. However the political view at the time when the Temora railway line had been commissioned, was that Cootamundra would one day be a great city between Goulburn and Albury.

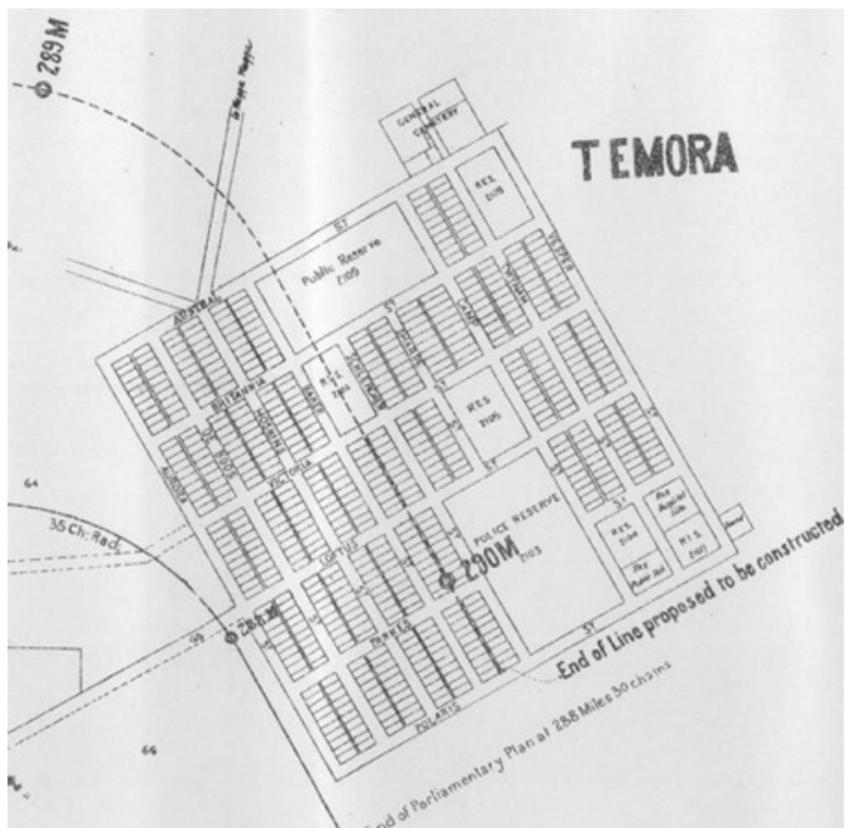
THE TERMINUS

The Public Works Department trial survey plan of 1890 was for the construction a single track railway line from Cootamundra to Temora. The plan described two possible entries into the township of Temora.

The Parliamentary Plan route ran almost parallel to the Stockinbingal Road, and at about 286 miles on the outskirts of Temora the line passed through the southern corner of land which was owned by Trustees of the Racecourse. The route then deviates south to about where Nixon Park is currently and then proceeds westerly until a thirty-five chain (704 Meters) radius curve brings the line in parallel to the country side of Aurora Street.

The terminus was planned at 288 miles around the area of Parkes and Polaris Streets.

1890 Public Works Trial Survey Map showing two entry routes into Temora.



HELP OUR FRIENDS RESTORE A DEB SET.

And maybe win yourself a Southern Aurora set.

As a part of continued fundraising towards the restoration of our 900 Class DEB Set we offer the following for our September Raffle to be drawn on December 15th to ensure an extra Merry Christmas gift to one lucky person,

This draw is for an Auscision Models:

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NAM-2340, NAM-2336, LAN-2353, LAN-2349

Total value of over \$2000 worth and a fantastic 14 car set that will compliment any model railway! When the set arrives in the post I will add more photographs of the raffled set.

To buy a ticket/tickets please follow the link provided below;

https://gogetfunding.com/campaign_funds/?pre=3824515&rid=31532

All funds raised go directly to the Restoration of our DEB as we do not take any administration fees out of any money received.
Thank you for the support and best of luck in the raffle!



4421 44100 Gosford 6-1-1984 Bradly Coulter Snr



PRESERVED NTAFs

**COMPILED:
BRAD PEADON**

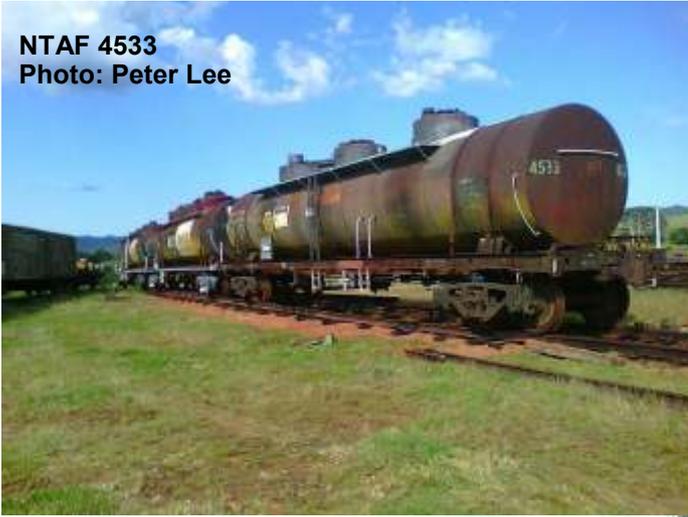
**TITLE PHOTO:
TONY MEREDITH**

A listing of NTAF (New South Wales fuel tankers) known to be preserved.
If you are able to add to this listing, please email us.
As of 20th September, 2016.

Dorrigo Steam Railway and Museum

	BUILDER	FOR	LENGTH	CAP-L	DOMES	TARE	NOTES
3121	?	Caltex	13.72m	?	3	28t	Static Preservation. To be preserved as Caltex.
3265	?	Caltex	9.45m	?	1	20t	Static Preservation. To be preserved as Caltex.
4011	Tulloch	AMPOL	13.72m	46,000	3	26t	Later Caltex Static Preservation. To be preserved as AMPOL #11.
4533	Tulloch	Golden Fleece	13.72m	45,000	3	27t	Later AMPOL, Then CALTEX. Static Preservation. To be preserved as Golden Fleece #33.
4612	Tulloch 1964	Total	13.72m	48,000	3	29t	Later AMPOL, Then Caltex. Static Preservation. To be preserved as TOTAL #12.
5508	Tulloch	Amoco	15.39m	54,000	3	26t	BP 7300 Static Preservation. To be preserved as Amoco.
7010	Tulloch	Esso	7.93m	22,000	1	19t	Formerly Union Oil. Static Preservation.
7284	Comeng	BP 1962	13.72m	50,000	2	26t	Static Preservation. To be preserved as BP.

NTAF 4533
Photo: Peter Lee



Dorrigo
Photo: Peter Lee



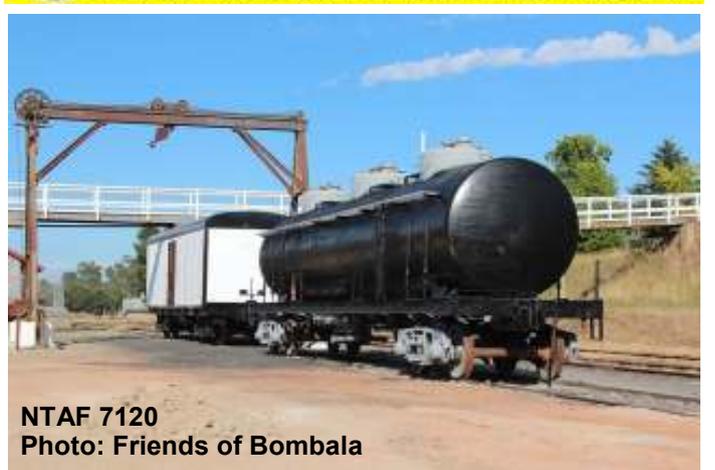
NTAF7061 Fyshwick (ACT) Brad Peardon alicogoodwin@gmail.com



NTAF7065 Fyshwick 8-9-15 Brad Peardon alicogoodwin@gmail.com



NTAF7115 Fyshwick (ACT) 8-8-2015 Brad Peardon alicogoodwin@gmail.com



NTAF 7120
Photo: Friends of Bombala

Friends of Bombala Railway

	BUILDER	FORM	LENGTH	CAP-L	DOMES	TARE	NOTES
7120	?	ESSO	13.72m	45000	3	27t	Formerly with the ARHS ACT Under restoration, static exhibit.

ARHS - ACT Division

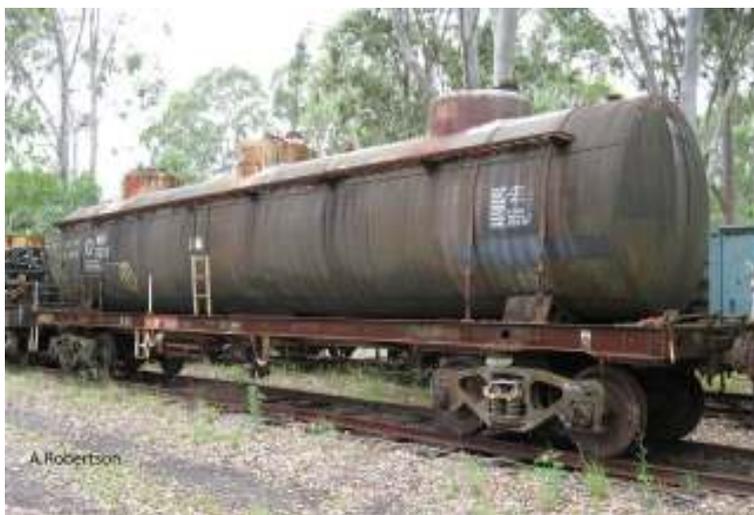
	BUILDER	FORM	LENGTH	CAP-L	DOMES	TARE	NOTES
7061	Tulloch	ESSO	13.72m	46000	3	28t	Future Uncertain, stored Fyshwick
7079	Tulloch	ESSO	13.72m	45000	3	26t	Preserved operational for hauling water.
7085	Tulloch	ESSO	13.72m	45000	3	26t	Future Uncertain, stored Fyshwick
7115	Tulloch	ESSO	13.72m	46000	3	27t	Future Uncertain, stored Fyshwick
7126	?	ESSO	13.72m	?	3	?	Future Uncertain, stored Fyshwick

Richmond Vale Railway

	BUILDER	FORM	LENGTH	CAP-L	DOMES	TARE	NOTES
7023	Clyde 1938	ESSO	13.72m	44000	3	27t	Static display at the museum.

Zig Zag Railway

	BUILDER	FORM	LENGTH	CAP-L	DOMES	TARE	NOTES
4029	Tulloch	AMPOL	13.72m	46000	3	27t	Stored at Clarence with Korean writing on sides. Has also carried 'Commonwealth Oil Corporation Ltd' and 'AMPOL Lubricants' on the side in preservation.



Andy Robertson has kindly sent in a number of detail shots of NTAF7023.

This tanker is part of the 'Richmond Vale Railway Museum' collection.

More of Andy's photos on the next page.



Thanks to Keith Jones (Dorrigo), Peter Lee, Andy Robertson, Michael Granthan and 'Railway Freight Wagons in NSW 1982' by John Beckhaus.

CHAPTER UPDATES.

HEAD OFFICE CHAPTER

BRAD

Busy times here at SMUT HQ.

September saw our Lithgow fundraiser day. Despite some very cold and windy weather, a good number of members and friends visited the Zig Zag Railway, Lithgow State Mine Railway and the local model railway club.

We are happy to advise that we raised over \$500 throughout the day and hope it is of use to these local groups.

The rest of the year will see our annual SMUTFEST and WaggaFest weekends, along with the group Christmas party.

While all this goes on, I am incredibly busy with helping get the next rail tour together. This run will see us head south from Cootamundra for the first time, destined for Boree Creek.

Any funds raised by this tour will be shared between the railway museums at Yass, Crookwell and Valley Heights.

As this is likely the last issue before Christmas, I wish to concentrate on the tour issue, I wish you all a great balance of 2016.

SOUTH WEST SYDNEY CHAPTER

NATHAN
THE CANDYMAN

Greetings fellow SMUTters. I thought I would bring you up to speed with what has been happening at Hoptown over the past few months since the last issue.

Firstly, all point motors have been wired up and are working. Next will be the wiring of the Peco micro switches to the panel mounted L.E.Ds for points detection. I have more wire that required for so it sound be a speedy install.

I have added a extra siding where the weed killing train was stored. This siding was extended and a goods shed was placed there. This is now called "Plonker Industries - Have your RTR models delivered by rail". This also created extra shunting. I also added a 3 way point to connect this siding to the mainline and terminal station side of the layout.

I have also acquired a few more models. These include Budd cars which I have tried to make look like the NSW cars. They are in unpowered, but maybe one day I shall power them. I have also been given a candy 73 class for Fathers day from my children.

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- * Entry to Seymour Railway Heritage Centre
- * Seymour to Sydney Central on 621/721
- * Lunch at Junee Railway Station Cafe and more...





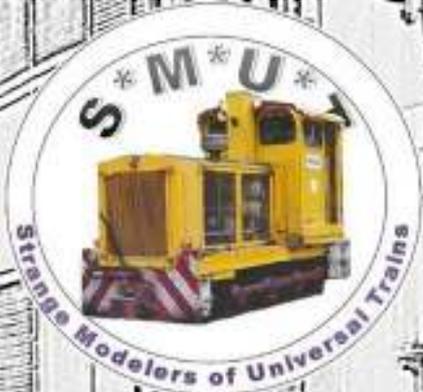
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The SMUTTER & The Lubricated Flange



STRANGE MODELERS OF UNIVERSAL TRAINS Australian Railway Ezines

Our group publishes ezines and historical railway information. These are free and aimed at both those interested in railways and the modelling of them. Find us on Facebook and receive each e-publication for free.

RURAL PRESERVATION UPDATE

RURAL PRESERVATION
NSW & INDUSTRIAL

BRAD

BOIC, FOB



GOULBURN-CROOKWELL HERITAGE RLWY

The Goulburn Crookwell Heritage Railway had a meeting recently with John Holland CRN where the group received a draft of the Heritage Operator Licence and Safety Interface Agreement.

It is hoped that it will not be much longer until railway operations start again in Crookwell.

GCHR has applied for a small grant through Transport Heritage NSW and RAHS to complete the platform road project.

GCHR members will be attending the Streamliners Event in Goulburn over the October long weekend followed up by our attendance at the Wagga Wagga Model Railway and Hobby Exhibition, November 5-6.

Albert Melchert

FRIENDS OF BOMBALA STATION

November 5th 2016 is the museums next working bee and meeting. The October meeting is cancelled due to the long weekend.

Recent work has seen cleaning up of the area behind the trolley shed and fixing the doors of same.

OBERON-TARANA HERITAGE RAILWAY

September saw the SES use Oberon Station as part of their training exercises. This exercise saw them jack up one end of a carriage, the museum being able to take advantage of this by repositioning a bogie spring that had misaligned while being road hauled.

Tim Elderton (Lithgow Railway Workshops) is to give a talk about State Mine at the October members meeting.

The museum has a GoFundMe account currently operating.

Please consider contributing.

<https://www.gofundme.com/2mhftk44>

BRANCHLINE & RURAL PRESERVATION

HELP US TO HELP THEM

BRANCHLINE & RURAL PRESERVATION
NEWS NEEDED

EMAIL US

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Ross Tighe has donated the museum a small model railway for display.

LITHGOW STATE MINE RAILWAY

BE346 has been receiving restoration work to doors and steps in recent times.

Early September saw the S*M*U*T Modelers group visit the LSMR for a BBQ fundraiser.

Despite the horrendously cold temperatures, everyone enjoyed the event, which raised close to \$300.

It is hoped to visit again sometime in the future, hopefully on a slightly warmer occasion.



AUSTRALIAN SUGAR CANE RAILWAY

The railway reported a very good September with 4000 riders being achieved by the 26th.

Work continues on INVICTA, with its boiler recently being forwarded to Anchorage Welding for minor welding repairs.

After recent talks with the museum, we look forward to bring you more reports and photos from this great, Bundaberg based, railway.

DEB SET RESTORATION GROUP

2016 - ANNUAL REPORT

I will try my best to summarise the year that has been for everyone that has only been with us a short time.

The Facebook page gets a lot of traffic on a daily basis, 860 members showing support towards the restoration and growing daily.

Never once have we had a banning of a member due to unsocial behaviour (a few untoward linking porn sites etc were banished). This makes me proud because things of a rail heritage nature are emotional for some people and very political to others.

The traffic on the Facebook site is mostly due to the relationships that have formed around the project plus the support from people who would like to see our visions realised for the DEB project. Our little side projects (model DEB's ect) also attract a bit of attention.

I certainly look forward to a day with the set running weekend shuttle services to Junee and return from Albury (long way off, but we can all dream!)

The following is a timeline outlines that which was year one.

13th August 2015 – Facebook site created (It appears that Jim Houghton was the first member) 14th August 2015 – GoGetfunding site launched (First donation was by Ian McDonald) and Bob Richo was kind enough to allow us to use his vast collection of DEB photographs.

15th August 2015 - \$240 Raised

16th August 2015 - \$300 Raised

17th August 2015 – Jeff Mullier begins to upload a trove of technical documents/ photographs.

17th August 2015 – The largest personal donation (still to this day) from Matthew Jennings towards the restoration.

21st August 2015 - \$5000 Raised

4th September 2015 – Mark Zanker and Al Smith made Admin of Facebook Page

5th September 2015 – Thurgoona Men's Shed begin work on temporary window frames to replace the timber across the windows missing glass on our DEB's

10th September 2015 - \$6840 Raised

15th September 2015 – \$7865.00 Raised

19th September 2015 - Bradly Coulter (cheers for all the photographs), Matt Jennings and Brett Greer made Admin of Facebook Page

21st September 2015 - \$8081.00 Raised

24th September 2015 – First Waratah Logo used

3rd October 2015 - \$10,000.00 Raised, move to purchase 4 new bogies with good life wheels.

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14th October 2015 – First 3D representation (model) of the DEB received.

4th November 2015 – Glenn Osmand starts selling DEB Shirts to raise funds

5th November 2015 – Buy Swap and Sell site to raise funds for the restoration created.

7th December 2015 – After securing 2 new Westinghouse Trombone whistles they were restored for the set.

13th December 2015 - \$11,170.00 Raised

16th December 2015 – First poll undertaken with the group on how to manage windows on the set, original type won.

19th December 2015 – Team travels to Rothbury for a day working on the DEB's in 36 degree heat! Big thanks to Peter Allen and the rest of the team for attending.

11th January 2016 – Albury and Junee wall of Honour launched 903 Albury and 957 Junee

12th January 2016 – New logo launched

20th January 2016 – Cardboard Model DEB's launched

27th January 2016 – History of our DEB Cars begins to be compiled



'Strange Modelers of Universal Trains' - Aiming To Help Rural Rail Preservation.

PRESERVATION NEWS/ARTICLES NEEDED

EMAIL US

smut.modelers.group@gmail.com

25th February 2016 – Shirts with new logo launched
2nd March 2016 – Our DEB's are hit by graffiti vandals

8th March 2016 – Partnership with Lenses South book launched with \$5 from every book sold through our link donated to the restoration.

11th March 2016 – Hats, Stubby Holders and Pens launched in our branding to fundraise

13th March 2016 – First stall for the restoration held at the Rhythm and Rail Festival in Junee, \$700 raised over the weekend. Our first opportunity to sell our merchandise.

14th March 2016 – DEB Set story in the SMUTTER Rail Mag that was given to every person on the "Kettle to Cargelligo" tour organised by the S*M*U*T Team – Thanks to Brad Peadon.

20th March 2016 – 2nd Stall at the Temora Railway Station opening. \$680 raised on the day.

2nd April 2016 – First 3D printed DEB completed in around 1/120 scale thanks to Russell Gawthorpe

4th April 2016 – DEB Cab 3D Printed in about 1/24 Scale

6th April 2016 – S*M*U*T make a contribution to the Restoration

26th April 2016 – \$21,480.00 Raised

28th April 2016 – HO DEB Set based off the future livery and car configuration of our DEB's begun (with Ian McIntyre now for painting)

1st May 2016 – 594 Members

7th May 2016 – Custom made HO scale DEB donated to the group for raffling (Drawn next Friday)

9th May 2016 - \$22,355.00 Raised, 802 Members

17th May 2016 – Members unanimously decide to run a fundraising tour at the end of July with CPH Railmotors

19th May 2016 – Bogies we purchased earlier in the year transferred to Cowra

22nd May 2016 – 3rd Stall at the Albury Model Railway Show where we began the raffle of donated DEB set, also showed off the larger 3D printed model of 903 made (or MK2), \$866 raised over the weekend.

1st June 2016 – Large Scale 3D printed DEB began

22nd June 2016 – The day the FB site actually went into Civil War over DEB Liveries..... A poll was undertaken and

Reverse won, by a mile.

The Candy supporters were not happy about this so they created another poll without Reverse and were promptly beaten by Indian Red, again.

26th July 2016 – 1.05m 3D DEB model completed

30th July 2016 – Railmotor tour and fundraiser at Albury, over \$9000.00 raised over the weekend.

(Cheers to everyone involved with that)

12th August 2016 - \$34,732.14 Raised, 860 Members

I am aware that not everyone involved has

been mentioned here, I wish I had the time. Please do not think your efforts have gone unnoticed by the team. I also apologise for going quiet at times, I have quite a few jobs to handle and responsibilities at home.

It is not easy to run a project like this and I thank every person who has taken their time to help or chat about the project. I would also like to thank my partner Nicole for putting up with all of it too!

Thank you to the donators we have had over the past year, every dollar counts.

We will be back on the train at Rothbury on the 10th September for another working bee and to clean off the graffiti, along with a few other odd jobs.

Within this next year I want out of Rothbury and it has been part of several discussions with the LVR board of late. We hope this will be achieved very soon. Apparently maintainers are going up to look at other rollingstock on site soon so we can hopefully piggyback off that.

This project is important to me, and is also important to many others who follow and assist where possible.

If you have the opportunity to source donors for this project feel free to give a good word about us, any assistance is appreciated. If you are reading this far down the page don't just leave a "Like" leave a comment with your thoughts – when people look to donate to projects they do look to see how many people engage in the conversation.

It is also worth noting that all the Trips to Rothbury (accommodation, bus hire, fuel, food), costs of all of our little side projects, tools, equipment, window frames, paint etc. have not been taken out of Raised Funds. All ancillary costs have been covered by other means.

Money raised goes where it belongs – Preservation of our DEB.

Ross William Jackson

EVAN REES





Kumusta,
Welcome to our all new 'Hobby News' section.

The new section is just like the old one, except with the pretty photo of your new section editor.

Retailers/wholesalers of model trains, books, DVDs and other hobby related items, are invited to email me via the groups address and I shall insert it in the next issue.

FOR FREE!

Chow
Maja ♥♥♥

SOUTHERN RAIL MODELS

Southern Rail Models are bringing out the XGAY grain hoppers, details of which can be found on their blogsite below.

<http://www.southernrailmodels.com.au/article/xgays-more>

MODELS N MORE

This retailer continues to put out some spectacular laser cut kits to suit any model railway. The beautiful 'Albert Park Terrace' below would really set off any urban scene.



GOPHER MODELS - PHIL BADGER

Phil Badger excited one and all with this display model of his upcoming N scale 44 class.

The editor had a good close look over this fabulous model at the Liverpool exhibition. He later advised that the drool, in no way, affected the paintwork.

If you are seeking more details, Phil is standing by right now to attend to your emails.

badgerbits@gmail.com

Photo: Brad Peadon

Hand Model: Dave Pallas

AUSCISION MODELS

Liverpool had Auscision's new V Set EMU on display on their stand.

Another great looking model for those into the growing range of electric train models.



BOULDER CREEK RAILWAY

The internet, mostly YouTube, has no shortage of tutorials on all stages of building your perfect model railways.

However none come better than the 'Boulder Creek Railway' ones produced by Luke Towan.

The editor has been going through all his scenery tutorials as his Tinlow layout reaches that phase of its development.

<https://www.youtube.com/channel/UCjRkUtHQ774mTg1vrQ6uA5A>

QUEENSLAND SCALE MODELS

QSM has released another two signals to their San Mateo/QSM range.

QSM-L-QAS1 Queensland Approach Signal and QSM-L-QAS7 Queensland Repeat Signal.





Dr COOTIES

EMD NFI RSPCA



EXAMINING ALL YOUR MOST PERSONAL RAILFAN QUESTIONS!

Got A Problem
Email Dr Cooties
smut.modelers.group@gmail.com

Can Doctor Cooties outline the current situation for all our QR 2100 class types?

Thx
R O'Rielly
Emu Park, Qld

2100 Class 2100-2123

2100 = SAFLog> renumbered to L28
2101 = Previously in Western Australia > windscreen modified > renumbered to DD2355>Rovos Rail
2102 = Scrapped by Aurizon Redbank
2103 = FCAB Chile> Renumbered to 2202
2104 = FCAB Chile> Renumbered to 2203
2105 =Previously in Western Australia > windscreen modified > renumbered to DD2356 >Rovos Rail
2106 = FCAB Chile> Renumbered to 2204
2107 = FCAB Chile> Renumbered to 2205
2108 = FCAB Chile> Renumbered to 2206
2109 =Previously in Western Australia > windscreen modified > renumbered to DD2357 >Rovos Rail
2110 = Scrapped Redbank
2111 = SAFLog
2112 = FCAB Chile> Renumbered to 2207
2113 = FCAB Chile> Renumbered to 2208
2114 = FCAB Chile> Renumbered to 2209
2115 = Scrapped Redbank
2116 = Redbank
2117 =Previously in Western Australia > windscreen modified > renumbered to DD2358 >Rovos Rail
2118 = FCAB Chile> Renumbered to 2210
2119 = FCAB Chile> Renumbered to 2211
2120 =Previously in Western Australia > windscreen modified > renumbered to DD2359 >Rovos Rail
2121 = Scrapped by Aurizon Redbank
2122 = RRL Grindrod> renumbered to RRL21-03
2123 = SAFLog

2130 Class 2130-2140

2130 = Maxi-overhauled in Queensland > renumbered to 2270> Transnet
2131 = Maxi-overhauled in Queensland > renumbered to 2256> Transnet
2132 = Maxi-overhauled in Queensland > renumbered to 2271> Transnet
2133 = Maxi-overhauled in Queensland > renumbered to 2257> Transnet
2134 = Maxi-overhauled in Queensland > renumbered to 2267> Transnet
2135 = Maxi-overhauled in Queensland > renumbered

to 2263> Transnet

2136 = Maxi-overhauled in Queensland > renumbered to 2252> Transnet

2137 = Maxi-overhauled in Queensland > renumbered to 2266> Transnet

2138 =Maxi-overhauled in Queensland > renumbered to 2261 > Transnet

2139 = Maxi-overhauled in Queensland > renumbered to 2259> Transnet

2140 =Maxi-overhauled in Queensland > renumbered to 2262 > Transnet

2141 Class 2141-2148

2141 = Maxi-overhauled in Queensland > renumbered to 2253 > Transnet

2142 = Maxi-overhauled in Queensland > renumbered to 2251 > Transnet

2143 =Maxi-overhauled in Queensland > renumbered to 2274 > Transnet

2144 = Maxi-overhauled in Queensland > renumbered to 2275 > Transnet

2145 = Maxi-overhauled in Queensland > renumbered to 2273 > Transnet

2146 = Maxi-overhauled in Queensland > renumbered to 2254 > Transnet

2147 = Maxi-overhauled in Queensland > renumbered to 2255 > Transnet

2148 = Maxi-overhauled in Queensland > renumbered to 2272 > Transnet



2100 (Willowburn-Toowoomba) Brad Peardon
alcogoodwin@gmail.com



2111 2337 Willowburn 2006 Brad Peadon alcoogoodwin@gmail.com

- 2195 = Queensland Railways
- 2196 = Aurizon
- 2197 = Aurizon
- 2198 = Aurizon
- 2199 = Aurizon Stored Stuart
- 2200 = Aurizon
- 2201 = Ferronor Chile
- 2202 = Transnet > renumbered to 35-809
- 2203 = Ferronor Chile
- 2204 = African Rail & Traction Services
- 2205 = Transnet > renumbered to 35-810
- 2206 = Transnet > renumbered to 35-811
- 2207 = Transnet > renumbered to 35-812
- 2208 = Aurizon
- 2209 = Transnet > renumbered to 35-813
- 2210 = Transnet > renumbered to 35-814
- 2211 = Ferronor Chile

- 2212 = Ferronor Chile
- 2213 = Ferronor Chile
- 2214 = Ferronor Chile

Brad Coulter (Dr Cooties)

2150 Class 2150-2163

- 2150 = Tasrail > renumbered 2051
- 2151 = Tasrail > renumbered 2052
- 2152 = Queensland Railways
- 2153 = Tasrail > renumbered 2053
- 2154 = Tasrail > renumbered 2054
- 2155 = RRL Grindrod > renumbered to RM20-08 (then to RRL21-08)
- 2156 = RRL Grindrod > renumbered to RRL21-02
- 2157 = African Rail & Traction Services
- 2158 = Queensland Railways
- 2159 = African Rail & Traction Services
- 2160 = African Rail & Traction Services
- 2161 = African Rail & Traction Services
- 2162 = RRL Grindrod > renumbered to RRL21-04
- 2163 = Queensland Railways

2170 Class 2170-2214

- 2170 = Ferronor Chile
- 2171 = Ferronor Chile
- 2172 = African Rail & Traction Services > undergoing rebuild
- 2173 = Transnet > renumbered to 35-801
- 2174 = Transnet > renumbered to 35-802
- 2175 = Scrapped by QR
- 2176 = Ferronor Chile
- 2177 = Transnet > renumbered to 35-803
- 2178 = Ferronor Chile
- 2179 = Ferronor Chile
- 2180 = Transnet > renumbered to 35-804
- 2181 = Transnet > renumbered to 35-805
- 2182 = Aurizon
- 2183 = Transnet > renumbered to 35-806
- 2184 = Transnet > renumbered to 35-807
- 2185 = RRL Grindrod
- 2186 = Ferronor Chile
- 2187 = Scrapped by QR
- 2188 = Transnet > renumbered to 35-808
- 2189 = Aurizon Stored Stuart
- 2190 = Aurizon
- 2191 = Aurizon
- 2192 = Aurizon
- 2193 = Aurizon
- 2194 = Aurizon

2162 4705 Werris Creek Brad Peadon alcoogoodwin@gmail.com





2182 Redbank Brad Peadon alcogoodwin@gmail.com



PALLAS HOBBIES
AUSTRALIAN N SCALE

<http://pallashobbies.com.au>
pallashobbies@tpg.com.au

Check Regularly For Specials & New Items.

TALES FROM THE HELPDESK!

Hi good afternoon, this is Martha, I can't print. Every time I try it says 'Can't find printer'.

I've even lifted the printer and placed it in front of the monitor, but the computer still says he can't find it...

Customer:
I have problems printing in red...

Helpdesk:
Do you have a colour printer?

Customer:
Aaaah.....thank you.

KERROBY MODELS
Established 1986 ABN 35 492 580 534

<http://kerrobymodels.info>



HISTORIC NSW RAILWAYS (Facebook Group) Presents:

BROADMEADOW TO DUBBO
Via Ulan and Werris Creek.

18-19 February 2017
Details: andrewtailby@gmail.com



Photo: Brad Peadon

TOP:

Another work in progress from the 'House of Badger' (badgerbits.com.au) is the NSW 73 class diesel hydraulic locomotive.

The prototype model, seen here at Liverpool, still has a way to go.

BOTTOM:

One side effect of Bernie Baker's 'Streamliners' event in Goulburn, has been the modelling of same on peoples layouts. The Argyle Model Railway Club did it on their layout during the event, while SMUTter Bradly Coulter did the same on his Newcastle based layout.

Photo: Bradly Coulter

