



Newsletter – FEBRUARY 2021

Contents

| | | |
|-----|--|----|
| 1. | Chairman's Message..... | 1 |
| 2. | Other Club News..... | 2 |
| 3. | The Development of Railways - 6. Achievements and Disasters..... | 4 |
| 4. | My Model Railroad Hobby and Home Layout - Sailmaker's Shop and Restaurant..... | 12 |
| 5. | Running Trainz Virtually - 8. ECML - London to Edinburgh..... | 19 |
| 6. | Whose Layout Is This? | 30 |
| 7. | The Water Tower Challenge - I am resigning! I've had it with this club! | 31 |
| 8. | Upcoming Duty Roster..... | 35 |
| 9. | Club Diary..... | 37 |
| 10. | Club Committee..... | 38 |
| 11. | Banking Details..... | 38 |
| 12. | | |

Chairman's Message – February 2021

By Glynn Chamberlain

Hello fellow Emrig'ers,

To be honest, again I do not have much to say on the Chairman front. Going back into the lockdown stifled everything to do with meeting at the club, or anywhere else for that matter. Yes, people were still shopping at the malls and the like, however, I was only ever there if I really had to be. One such instance would be for toilet paper. As the saying goes, happy wife, happy life...

Well, thank heavens we have come out of lockdown as such again. As per Mark's message on Whatsapp, we are on for a Swap Meet again at the end of the month. I must say, a very enjoyable social event for me. Seeing many friends at a hobby I enjoy! (*Read his Water Tower Challenge article later to see what he means!*) Just one request this time, ladies and gents: **please can we have more assistance in the morning to set up and at lunch time to tear down.** In December, it was rather hard work, as we could have done with a few more members to assist. Please come down and help your club!

Yes, the club is open again, but with the knowledge and understanding that some members may be doing what they can to avoid the Corona virus. I am sure Brian will put it in this newsletter again, but if you do not want to go to the club for now, it is totally acceptable and understood. Please consider yourself and your health very carefully before heading to the club, or anywhere for that matter.



Lastly, with the lockdown relaxing again, we can possibly plan our AGM again. So stay tuned for that...

Till the next time, look after yourselves and keep safe.

Glynn

Other Club News

By Brian Dawson

Club Opening in general, and particularly on Wednesdays

Yes I am, Glynn! With the “second wave” of the Covid-19 pandemic currently still with us (although apparently largely on the wane), and Lockdown Levels and some restrictions on gatherings still in place, club opening is presently a bit irregular. Strictly speaking, we are not really supposed to have any form of “social gathering” under the current Level 3 regulations. But in our view, if a few guys want to go and run their trains at the club, they are welcome to do so, provided that they adhere to the Covid protocols – and sanitize, wear masks, and maintain “social distancing”. We believe that there is space within the DCC layout for a maximum of four guys to operate trains at any one time, and that there should not be more than eight persons in the club premises at any one time until restrictions are relaxed. And still no members of the public are allowed in...

Particularly on Wednesdays (when it is really just the older guys [we are even more susceptible to Covid-19 than the younger folks, so they say] who are around, and are supposed to be doing key duty), and even for Saturdays, there may be days when the club is not open. So it will be best, for the foreseeable future at least, to **ask on the club’s Whatsapp chatgroup whether anyone will in fact be opening up** the club room and layout on the day, and **not just assume that the club will be open**. We presently do not have sufficient volunteers for key duty to be able to cover every Wednesday of the month, and, in addition, some of those doing Key Duty feel particularly at risk of contracting Covid-19, whether for health or age reasons.

The situation is what one might call “fluid”, and can change at short notice depending on availability of key-holders and also the regulations in force at the time. The best is not to just presume that the club will be open, but rather to check first.... And perhaps Key Duty guys should just post, at least the day before, if they are going to be there or not.... (*just as Johan has done this morning*).

There is, however, no reason why members, provided they have keys to get in, and have been trained in the proper use (turning on and turning off!) of the layout, cannot make use of the layout on days other than Saturdays and Wednesdays. But all persons doing so **MUST fill in the attendance sheet**, so that there is a record of who has been at the club and when.

Our February Swap Meet!!!

We have been given permission by the Mall Management to host the Swap Meet! We had been holding thumbs and planning to hold our Swap Meet as scheduled, on Saturday 27th, and now have the go ahead, and can complete the arrangements. Now it depends on whether the traders are happy to come through



and join the party! However, whether we hold it or not could depend on if Lockdown Levels and regulations change in the meantime, so this is all subject to confirmation closer to the time...

The confirmation will be provided through messages on the Whatsapp chatgroup, as well as an email to the mailing group. In addition, Mervyn Mark will no doubt send out confirmation in his Blackmark Express newsletter. If you are not on his mailing list, and wish to be, you can email him on hicky@megabits.co.za and request to be added to his mailing list. Mervyn has meanwhile set up a Marktrains chatgroup on Whatsapp, where they advertise “specials” items on sale. If you wish to be added to that chatgroup, you need to send a Whatsapp message to Mervyn on 083-734-8686 and request to be added.

AGM 2021

Our 2021 AGM will also take place ***but on a date yet to be confirmed again postponed due to Covid-concerns!*** We considered the possibility of holding a “virtual” meeting for the AGM, but decided against it, in favour of rather delaying, and holding a “proper” meeting at some time in the future instead. The current committee members will all continue in their present roles until then.

But please think about who you would like to see serving on the committee for 2021! Some (all!) of our existing committee members are overdue for stepping down, and two (our Chairman and Treasurer) definitely are... So please consider offering **YOUR** services to the club, and offering to serve as a committee member... How about it?? If you have someone in mind as a potential committee member, and wish to nominate him / her at the AGM, please speak to him / her about it beforehand, and gauge their willingness (or twist their arm!!) to serve.

Club Communications Media (our regular monthly reminder)

These are our Newsletter, our Website, our Whatsapp Group, and our Facebook page, and occasional general Email correspondence...

The **Website** address is www.emrig.co.za.

The **Newsletter** is uploaded to the club’s website each month, and a link to the website location is emailed to members once the latest newsletter is available. Members who have requested such, are emailed a copy of the newsletter. Printed copies of all recent newsletters are also housed in the club library (in a blue file).

The **Whatsapp Chatgroup** is administered by Niel Wilson. To be added to the group, you need to be an active paid-up member of the club. Send Niel a message at 078-305-5248, and he will add you to the group.

The **Facebook page**... Type “EMRIG” in the searchbox at the top of your Facebook homepage (this assumes you are on Facebook). This will bring up the club’s page. And if you like it, “Like” it!!! ;-)

Emails are sent to club members when there is something urgent or “special” that you need to be notified about. You need to have been added to our “Google Groups” mailing list... Let Glynn know if you aren’t receiving mails this way, and believe you should be.

The Development of Railways – Achievements and Disasters

Railway Development 1881 - 1913

In World Atlas of Railways, by OS Nock, pages 18 – 19

Editor's Note: *As explained previously, I have found it absolutely fascinating reading an out-of-print coffee-table book called **World Atlas of Railways**, published in 1975, the first chapter of which provides a very simple basic history of railways – how things started and how they developed. I realized while reading it that there was an awful lot that I didn't know, and found to be particularly interesting... and so, over the next few months, I'm providing you with bite-sized chunks of that history, typing out a couple of pages at a time, covering the early eras and phases of railway development. I hope that you are finding it as fascinating as I have (assuming that you didn't know it all already, of course! ☺)...*

1885: The construction of the Canadian Pacific Railway, undertaken to honour a pledge made to the provinces of British Columbia and Vancouver Island that in return for their joining in the federation to form the Dominion of Canada a transcontinental railway would be built, proved to be one of the greatest individual tasks ever undertaken by a single railway company. Although the project was initiated by the government the company was privately owned, though at times the financial situation was so desperate that appeals for government aid had to be repeated several times. JJ Hill, one of the original syndicate, had large interests in the USA, and to link up readily with these he urged that the line be carried to the south of Lake Superior and so through United States territory. But the general manager who he himself had introduced, WC van Horne, was implacably opposed to this, and he was supported by the two Scots tycoons who made up the rest of the syndicate, George Stephen and Donald A Smith. Hill resigned, and immediately set to work to promote a rival transcontinental line in the USA from St Paul to Seattle, which became the Great Northern.

The all-Canadian route round the northern shores of Lake Superior involved some exceedingly difficult engineering, and although van Horne, frequently taking command, as it were, in the field, pressed the construction work forward at an unprecedented rate across the open prairies west of Winnipeg, the continuation of the line through the Rockies involved further tremendous difficulties. The first surveys had been made by the great veteran engineer Sandford Fleming, and to avoid unduly steep gradients and high constructional costs he had proposed going through the mountains by the Yellowhead Pass, a fairly long detour to the north. But van Horne felt that such a route would leave a considerable stretch of Canadian territory near to the United States border open to rival railway infiltrations, and he instructed his engineers to find a way through, going as nearly as possible due west from Calgary. So the line was taken across The Great Divide near Lake Louise, then called Emerald Lake, and down the Kicking Horse Pass. Engineering difficulties were not ended when Field was reached, because finding a way through the tremendous barrier of the Selkirk Mountains was even more difficult. Operationally the ascent from Beavermouth to the Rogers Pass – named after the dynamic American engineer who found it – is the worst on the whole line, and today requires the use of up to 13 diesel locomotives to haul the heaviest mineral trains up the incline.





When the competitive lines to the Canadian Pacific were surveyed, and plans made for further routes to the west coast, the Yellowhead Pass route was adopted, and the Canadian National Railways operates a transcontinental service that way. The two routes come abreast of each other at Kamloops and then run on opposite sides of the Fraser River for the rest of the way to Vancouver. At first when they are running through canyon country the scene is most dramatic, with rival trains passing along ledges cut in the rock walls, but they pass out of sight of each other as Vancouver is neared.

1889. On 12 June 1889 there was a terrible accident near Armagh, on the Great Northern Railway of Ireland. It was an accident that highlighted two fundamental weaknesses in operation on the railways of the United Kingdom at that time. Both these weaknesses were appreciated, and many of the railway companies had already begun to take the necessary safeguards against them; but disaster struck on a line that was not so equipped. The first point concerned signaling. Earlier practice was to work trains on a time interval basis, allowing a second train to go forward a specified number of minutes after the preceding one had passed. This system was subject to misjudgment and misunderstanding, and the principle of “absolute block” working was being substituted. In this a second train was not allowed to proceed until positive advice by telegraphic bell signal had been received from the next block post, that the preceding train had passed clear. The second point concerned the brakes. While brakes were in use, operated on all vehicles by a valve on the locomotive, the earlier form left the rear part of the train unbraked if it should in any circumstances become detached from that coupled to the locomotive.



From Armagh a very heavy excursion train was dispatched for Warrenpoint. It had to climb a heavy gradient, and the small engine could not make it, and stalled. It was decided to divide the train, take the first half up to the top of the gradient and then come back for the rest. But the hand brake on the guard's van could not hold the detached portion on the gradient. That detached portion began to run back downhill. In the meantime, a second train, starting twenty minutes after the excursion, was climbing the gradient. The runaway gathered speed, and at 64km/h (40mph) came into a frightful collision with the second train. Seventy eight passengers were killed, and 250 injured. Shocked by this terrible occurrence, a Regulation of Railways Bill was rushed through Parliament, making the absolute block system compulsory on all passenger lines in the UK, and also the fitting of automatic continuous braking systems.

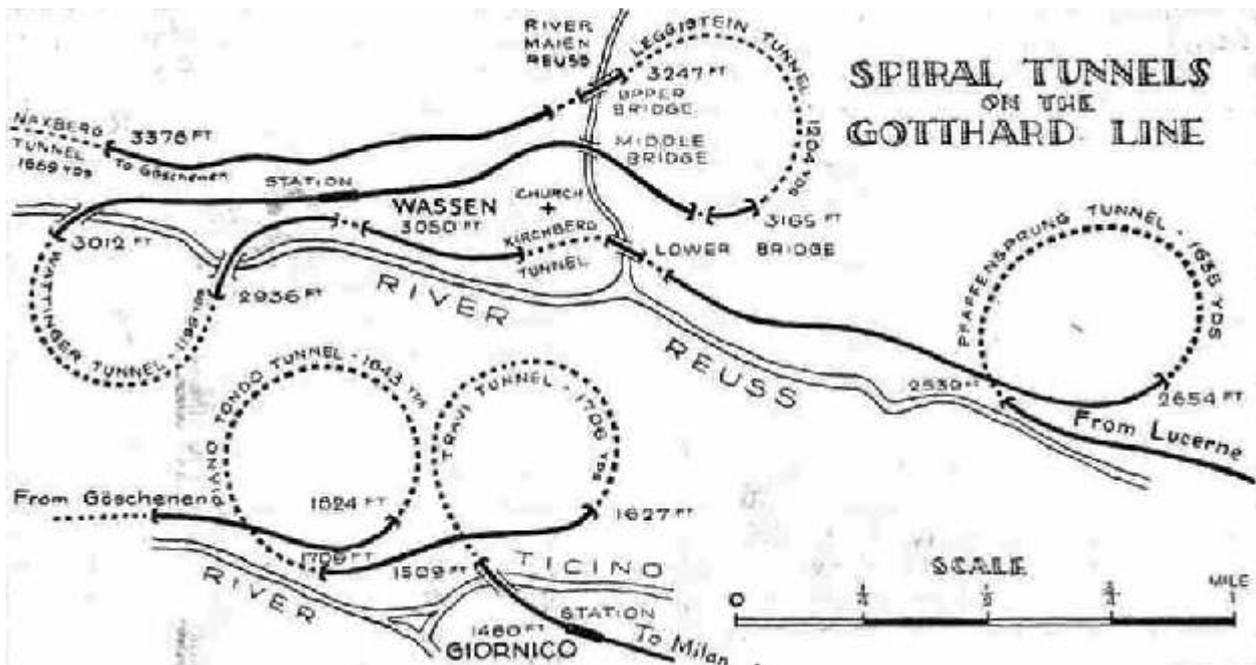
1892. The findings of the Royal Commission on railway gauges in Great Britain, unfavourable to Brunel's
Page 7 of 38

2,133mm (7 ft) gauge, were somewhat watered down by the subsequent parliamentary legislation, which, while discouraging its use, did not preclude any further extensions. But after the death of Brunel in 1859, and the retirement as locomotive superintendent of Daniel Gooch, Great Western enchantment with the broad gauge began to diminish rapidly. Mixed gauge was laid in on many important routes so that both broad and narrow gauge trains could run, and other lines were converted. By the beginning of the year 1892 the only part of the line remaining wholly broad gauge was that from Exeter to Truro – 160 kms (100 miles) on the main line and about 114 kms (71 miles) on various branch lines, such as from Newton Abbot to Kingswear, and from Truro to Falmouth.

The remarkable decision was taken to convert the whole of this extensive area in a single weekend. All broad gauge locomotives and rolling stock had to be evacuated from the area and worked to Exeter or beyond, where there was mixed gauge track, and then a workforce of 4,200 men moved down to Devon and Cornwall. The men were organized into gangs of 20, and each gang had 1,6 km (1 mile) of plain line to convert. The business of moving the men and all their heavy tools and equipment was complicated by all trains from the further ends of the line being standard gauge, and the men had to change to broad gauge trains at Exeter. It all needed tremendously detailed organization, because once the men had been conveyed to their places of work the broad gauge carriages had to be evacuated from the western areas – otherwise they would have been trapped and immovable. No time could be wasted in moving men about from place to place during the operation, and accommodation was arranged adjacent to the job to be done. Sleeping arrangements were organized in goods sheds and station buildings; and where nothing else existed, tents were pitched beside the line. The whole operation went very smoothly. Fortunately the weather was fine; the last through broad gauge train left Paddington for Penzance on Friday 20th May, and on Monday 23rd May the full service was recommenced with standard gauge trains.

1900. The technique of spiral tunnelling, which needs consummate skill and precision in the preliminary and final surveys, was used to remarkable effect in easing the gradients on the Canadian Pacific main line in the Rocky Mountains – climbing the Kicking Horse Pass in British Columbia (see the earlier pics) – and was used again spectacularly in Switzerland on the Bern-Lotschberg-Simplon line at Blausee-Mitholz, in climbing from Frutigen to Kandersteg on the great line opened in July 1913.

Despite the speed and efficiency of spiral tunnelling, the endeavour was often extremely hazardous. For example, in the building of the Lotschberg Tunnel, which began in 1906, over 3,000 workers were involved. In 1908, 30 men were killed when a workers' hostel was destroyed in an avalanche; and only four months later, 25 men were drowned when water burst into a section of the tunnel, blocking over 1 km (0,6 mile) of its length and causing its course to be diverted, resulting in a total increase of over 800m (2,625 ft). Where the disaster had taken place, a wall 10m (33 ft) thick was built to seal it off. Rock temperatures of up to 34°C (93°F) were encountered.



The world precedent for spiral tunnelling had been set by Louis Favre, engineering the Gotthard line. It was conceived as a major international main line on the highway from Germany through Switzerland and into Italy. The St Gotthard Pass had been a highway for centuries, albeit impassable in the winter snows; but the task of building a major railway over the same route set a number of unprecedented problems. It was not so much the driving of a great tunnel under the pass itself, from Goschenen to Airolo, but the exceptional steepness of the approach valley to north and south. On both sides of the deep valley up which the railway had to be carried were high mountains, and into these Favre took the line on a series of spiral locations to gain height. The actual gradient of the railway is about 1 in 40, and this was achieved by having no fewer than three spiral tunnels on the ascent from Erstfeld to Goschenen.

Rhodes never envisaged the Cape-to-Cairo as only a rail line: river navigation was also to form a part. He proposed a route west of Lake Tanganyika (=Tanzania), using the Congo and Nile rivers. Today it is possible to travel from Cape Town to Zaire (=DRC) in this way. Since the opening of the Tazara line, an alternative route via East Africa is possible, though either way there is a gap in the through route, there being no railways out of Sudan into Zaire or Uganda.

1910. In the lengthy ranges of the Andes, extending high and continuously from north to south of the South American continent, with their crests little more than 160 kms (100 miles) from the Pacific Ocean, are to be found the highest railway summits in the world. The highest of all, the Antofagasta (Chile) and Bolivia, was one of the first. It was a British enterprise, as it is still British owned today. It reaches the remarkable altitude of 4,826m (15,835 ft) on its Collahuasi branch. The company was formed in 1888 to take over certain concessions granted by the two governments. The line was built on the 762mm (2 ft 6") gauge and continued thus with a productive length of 1,230 kms (769 miles) through its period of greatest prosperity in the early 1900s. Initially its traffic was in nitrate from Bolivia down to the sea at Antofagasta, but in later years the traffic has been in tin and copper. By 1928 the line was converted to metre gauge, and powerful articulated locomotives of the Beyer-Garratt type were purchased to operate mineral trains on the heavy

gradients. At the time of the conversion of the gauge a third rail was laid on many sections, but the final conversion, which involved some 320 kms (200 miles) of line, mostly in waterless, desolate country, took no more than six days.



Further north, the Central Railway of Peru has been claimed as the most spectacular in the world, reaching 4,829m (15,845 ft) on the European standard gauge. The choice of this gauge in Peru was remarkable, because the broad gauge standard generally in South America is 1,676mm (5ft 6") with metre gauge for the feeder lines. The climbing of the main range of the Andes begins at Chosica when the railway is 53 kms (33 miles) inland from Callao, and has already attained a height of 860m (2,820 ft). Then comes a tremendous ascent to the summit of the line in the Galera tunnel. This point is only about 64 kms (40 miles) from Chosica, but with a difference in altitude of 3,923m (12,870 ft), the average inclination would be 1 in 16,5, but for the ingenious and spectacular engineering that intervenes. The actual gradient presented to the locomotives is about 1 in 25, but height is gained here not by spiral tunnelling, but by a series of zigzags up the side wall of the valley.



The trans-Andine railway, which forms part of a continuous line of communication between Buenos Aires and Valparaiso, formerly had separate Chilean and Argentinian sections, but between 1923 and 1939 it was operated first by a joint administration and then by the British-owned Buenos Aires and Pacific Railway. It is metre gauge, and includes some rack sections in climbing to its summit level of 3,186m (10,453 ft) near Las Cuevas. If the weather is fine, there is a sight from there of the highest mountain in all the Americas, the 6,959m (22,834 ft) Aconcagua. The trans-Andine passenger train takes about 12 hours to cover the 386 kms (240 miles) from Valparaiso to Mendoza, the railhead of the Argentinian 1,676mm gauge line.

Next Month: Networks in the Great War: 1914 – 1922

MY MODEL RAILROAD HOBBY AND HOME LAYOUT **– Sailmaker and Restaurant**

By Brian Messenger (The HOn3 guy in Knysna!)

Here is a description of the scratch-build of the Sailmakers' and Restaurant buildings for my harbour area.

A few notes on this project. It is a scratch-build, from plans that I had, of a kit by Builders in Scale, called the Tidewater Wharf. The original kit was lost in a move, but fortunately I had photocopies of the plans.

As it always happens with scratch-building for a model railroad, just after you finish the project, the kit becomes available! I have subsequently obtained the identical kit locally, and will build it with modifications for the "new" waterfront extension on the layout that I am currently busy with.

All the doors and windows are Grant Line products from my "bits" box, as are all the details around.

The pics below are where I have cut and shaped the building, but before squaring it up with the right-way corner clamps, I added the nail holes with a ponce wheel while it was still flat. An elastic band was used to hold the top half together.





Below, the Sailmakers' building has been glued together except for the roof.



Here the walls have been stained with a red wash.



The tar paper roof (masking tape) has been added and weathered, and the lights fitted. Wires are temporarily running through the window until the building is mounted on the layout, and will be hidden below the building, passing to under the layout.



Testing the light at 12v before going further. All lights will be run at 6v to give the correct ambiance.

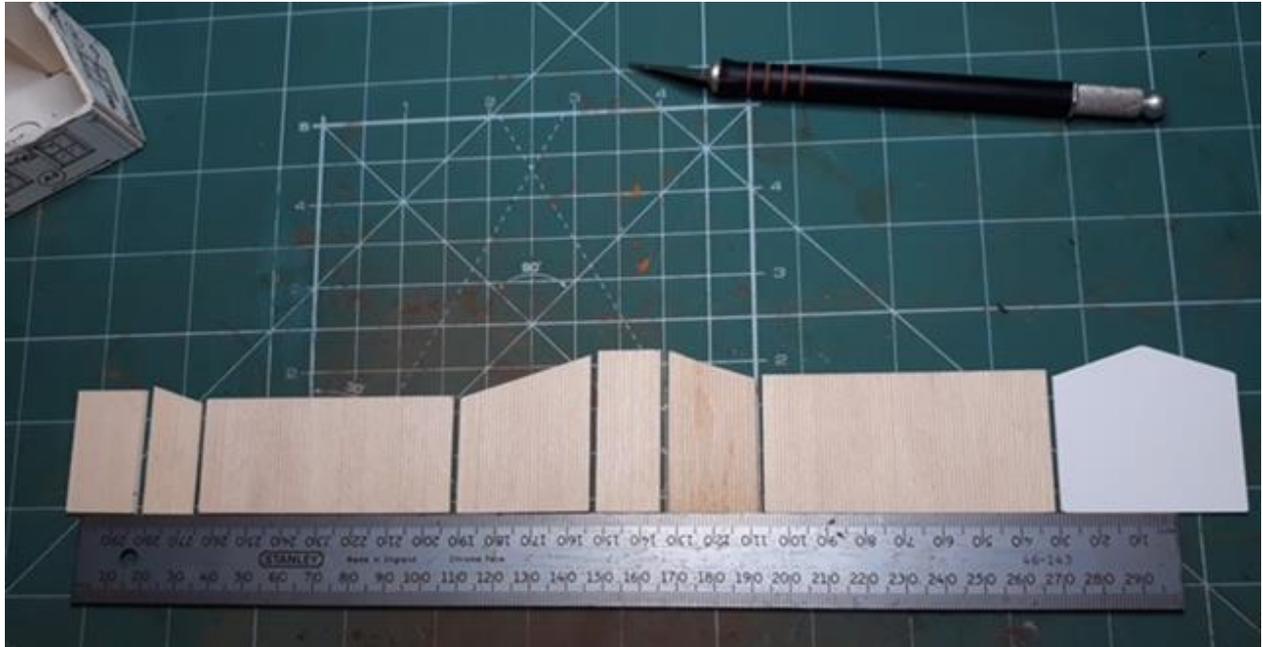


The Sailmaker building complete with details added inside. The finished restaurant is complete, and shown here where it is in relation to the Sailmaker.



The restaurant build was built pretty much straight forward from the plans.

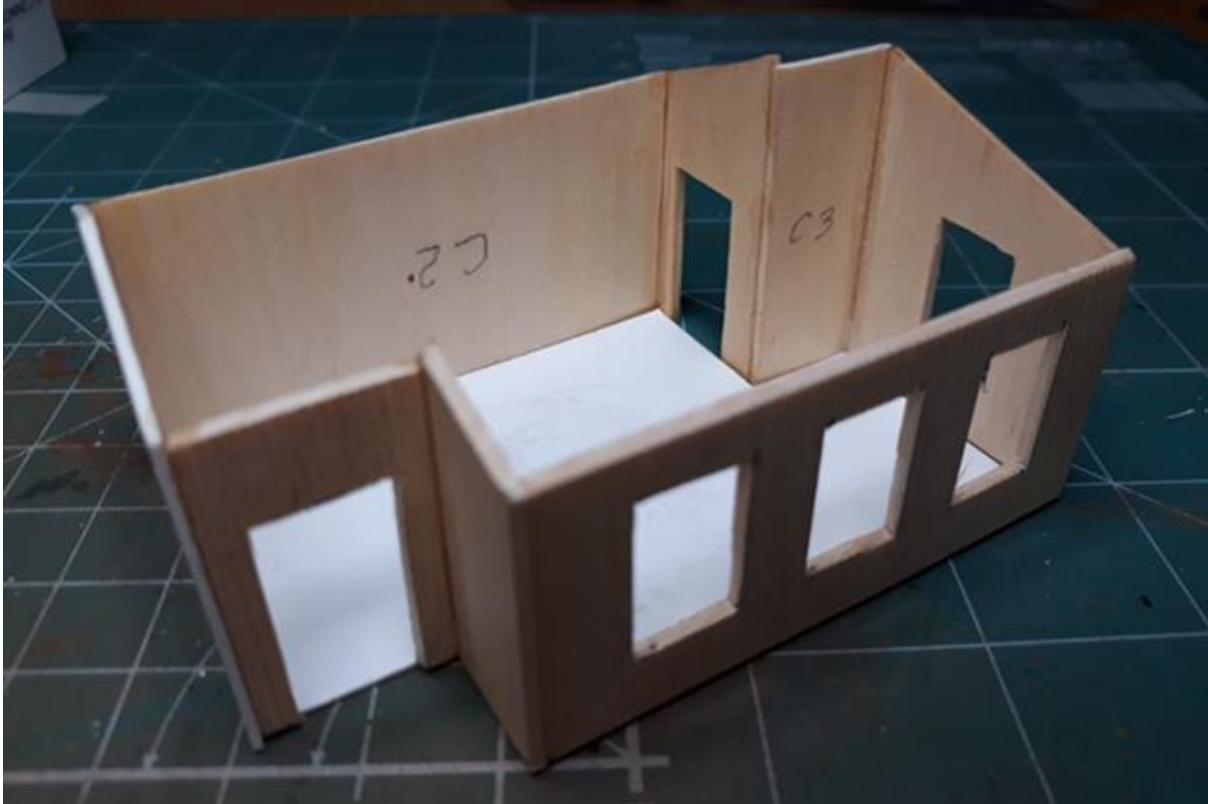
All the sides were cut out and laid in the sequence that they should be in. The right hand side wall was cut from card stock, as it will not be seen when in place (why waste valuable wood if not seen?).



The card stock mock-up next to the wooden one, to make sure that I have the wood sides in the correct order.



A card stock floor now in place to hold the building in the correct shape. Windows and door openings were cut while still flat on the workbench.



The sign was found on the web and printed on my computer printer. It is backed on a piece of card stock, then weathered and mounted on the shingled roof.



A final test fit with the two lights at the restaurant (front and back), again at 12v, and will be lit at 6v once in position on the layout.



The final position of the buildings at Red Hook Harbour.



Brian – the HOn3 guy – Knysna

Running Trainz Virtually – 8: ECML – London to Edinburgh

By Brian Dawson

Having written this article, and read it through, and noting my criticisms at the end, I think that I need to make it clear from the outset that I am NOT prejudiced against the British and British trains! Far from it!! My family ancestry is after all 95% English; my mother was born and raised in Leeds in Yorkshire, and (although my father was born South African) that's where my parents were married (after he finished his post-war studies at Cambridge) before coming out to RSA; I could claim a British passport on ancestral grounds if I wanted to (and was prepared to pay the money!!); and when I first ventured back into model railways and was looking to get my first DCC loco, the one I bought (at Doug Langford's suggestion) was a little GWR Class 4575 2-6-2 tank engine, which set me on the path to running (pre-nationalization) British trains. Those of you who know me from the club will know that I run my English trains with their little wagons behind my BR Class 25 "Rat", or my V2 "Green Arrow" with the LMS passenger carriages, very proudly! But since I became exposed to American trains and railways through my interest in GFG, I have to admit that my preferences have shifted a bit... I think this sets the scene, somewhat, for what is to follow...

ECML Route

Another of the routes included in my **Trainz: A New Era** package is the **ECML (East Coast Main Line)** route in the UK, between London and Edinburgh.

The ECML is 393 miles long, and was built during the 1840s by three railway companies – the North British Railway, the North Eastern Railway, and the Great Northern Railway. In 1923, the implementation of the Railway Act of 1921 led to their amalgamation to form the London and Northeastern Railway (LNER), and the ECML became its primary route. (The LNER competed with the London, Midland and Scottish Railway [LMS] for long-distance passenger traffic between London and Scotland). On 1 January 1948, the railways were nationalized and operated by British Railways. In the early 1960s, steam was replaced by diesel-electric traction, including the Deltic locomotives, and sections of the line were upgraded so that trains could run at speeds of up to 100 miles per hour. In the 1980s the line was electrified for its full length. (*This ECML info was obtained from Wikipedia*).

I think the name East COAST Main Line is a bit of a misnomer. When I looked at a map of the UK, the line does travel up the eastern side of the country, admittedly, but only actually gets anywhere near the COAST all the way up north at Berwick, right on the England / Scotland border!

The **Trainz** route is set in the 1970s era, thus before electrification of the whole route. There are three sessions available:

- The Flying Scotsman (London to Edinburgh passenger service)
- Freightliner (Edinburgh to London container intermodal freight)
- Newcastle Shunter

When I realized that the trip from London to Edinburgh is very close on 400 miles, and that the Flying Scotsman session would keep me sitting at my computer for at least five and a half hours (heaven alone

knows how long the Freightliner session, with ten container flatcars behind two Class 47s, travelling at a maximum of only 75mph, would take!), I decided to give it a skip until I really had nothing better to do...

Once I had exhausted all the other options (i.e. run all the other sessions on all the other routes included in the T:ANE package, including the two Australian routes and having bought the two additional American shunting routes [Shortline Railroad and Midwestern Branchline, which I have described previously]) (i.e. doing everything I could to avoid having to run this exceptionally long British route!), it seemed eventually to be time to give the ECML a go.

Newcastle Shunting

The Newcastle yard shunting exercise appeared to be the one to start with, as it was described as just a 25 minute exercise, which didn't appear to be too taxing. The big Tyne Yard just outside Newcastle (on the Tyne River) is apparently quite a busy yard. My task would be to service the trains arriving and departing on just one side of the yard, starting out parked on a small loco siding off to the side of the arrivals track.

The pre-session blurb implied the need to work quickly and efficiently. *"It seems that everyone is running late this morning, and in order to avoid more delays you will want to do the best job possible, shunting several coal cars, car carriers and cement hoppers around Tyne... Hear each driver as they approach with their cars, to have you shunt them to the required location – each with their own personality, so you will want to stay on schedule otherwise you'll have a few of them make some complaints to the dispatcher."*



In retrospect, I should have been warned off by this, but regretfully I thought I would be up to the task!

The little shunting loco is a Class 08 diesel-electric (introduced into service in 1952, and apparently still around 100 of them in service on BR), and it looks just like a little blue box on wheels!

There is this whole sound track going on throughout the session, with the dispatcher providing the instructions over a radio channel, with the drivers of the other trains chipping in and chirping all the way through. The drivers speak in a range of interesting British accents, continually



reminding me in an often derogatory fashion about how long they have been waiting, and how better they could be spending their time than sitting around waiting for me to complete my given tasks. I was continually referred to by just my number, as “08509”, which I assume to be normal operating procedure.



The session started with me having to sit and wait a good couple of minutes for a mixed freight train to arrive at the yard and then travel ALL the way to the FAR end of the arrivals track (as far from where I was as he could possibly get!). There he uncoupled from the eight coal cars at the rear of his train (no guards van, fortunately), left them there for me, and continued on his route. I had to trundle all the way up the long arrivals track to collect the wagons, then all the way BACK down the arrivals track, and then switch across onto an adjacent track and attach them to the rear of a train (also pulled as far

forward up the track as he could possibly be) that had been impatiently waiting for them, with that driver chirping and verbally abusing me while I was doing all the work!

One of the non-verbal instructions provided at the start of the session had been that the maximum shunting speed in the yard was 10mph (despite the yard speed limit being 40mph). Was I allowed to race up the track at 35mph to go and collect the wagons, and then trundle back with them at below 10mph? I wasn't sure, and so I cautiously kept to below 10mph everywhere, in case I got penalized for speeding (as has happened to me before on other routes!).



The next train to arrive (and I again had to sit waiting for him!) brought four car carriers loaded with some nice looking new cars, and again uncoupled from them (once again as far up the arrivals track as he could go!) and drove off. I just had to go and fetch them, and then park them on an empty siding. These movements are all directed by the normal Trainz navigation markers, showing where to couple up and where to stop, etc. No free-thinking allowed, but no real options anyway! But I kept questioning (in my own mind, obviously) why the drivers had to stop and uncouple from the wagons at the FURTHEST end of the arrivals track from where I was stationed. Obviously just to make me spend more time running up and down, and result in delays, that's why!! However, I did at least get to change the points in order to get to where I needed to be!...

And then I had to wait for the train with the six cement hoppers, which had to be attached to the back of a

waiting consist of two locos, whose driver had been sitting there waiting for them since the start of the session, chirping incessantly!

I eventually completed the session, and earned just one star and only 150 points! This was far and away my worst score to date, on any of the sessions that I have run! Ouch!! I'll obviously have to run that session again sometime, to prove to those impolite bastards drivers that I CAN do the job quickly and efficiently!...

The Flying Scotsman

Finally, I decided to give the Flying Scotsman session a try...

The pre-session blurb says that you will be "*at the controls of a Class 55 Deltic*" (diesel-electric) loco for the trip, setting out from London's Kings Cross Station. It also said that all junctions (points) would be controlled by signalmen. So all I would have to do is sit there and drive...



I think that, because this is such a long route, it must be digitally VERY BIG, and is taxing my old computer's memory (even though upgraded) to the absolute limit! It took a VERY long time for the session to load up... way longer than for any of the other routes that I have run (and it had been the same even for the Newcastle Shunting session!). And



when it finally opened up on my screen, having selected "easy-mode", I found myself inside the cab of the

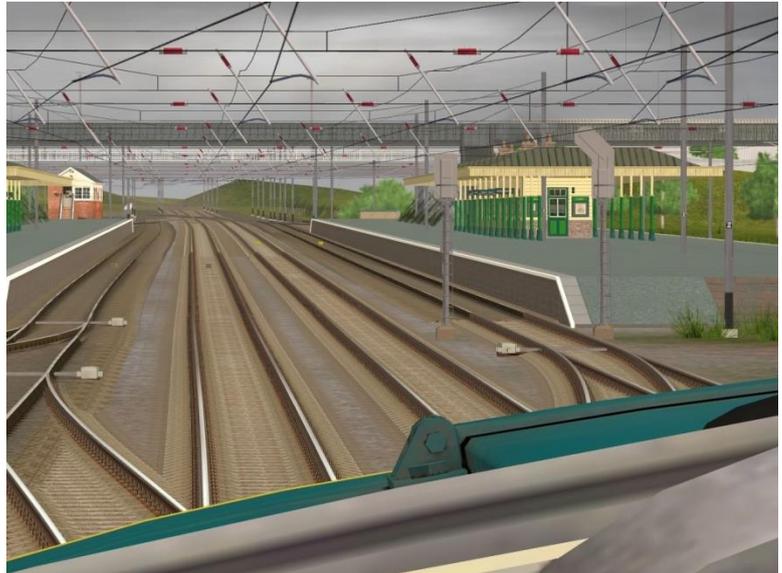
loco, but with the “normal” easy-mode controls at the bottom right of my screen. At least I wasn’t suddenly expected to handle the actual loco controls (I would definitely have to do a refresher of the driving tutorials before I could attempt that!).



Somehow, in the confusion, the loco was already slowly underway, so I had left the station without being aware of it. The initial speed limit was 8mph, then up to 15mph, and then 45mph. I had this limited view of the track ahead of me, and the constant (boring!) thrum of the diesel engine behind me! The engine note obviously changed as I ramped up the speed, but it was still just a constant engine noise. And no clickety clack from the rails! But I assumed that this was how it was meant to be, given that the blurb had said “you’ll be at the

controls...”

I have never before driven a session from inside the cab! I always prefer to use the so-called “Chase view”, from above and behind and a bit off to the side of the train, so that I can see where the train is headed, and also see the surrounding landscape. I tried “zooming out”, but this did not get me out of the cab. I had all sorts of views of the interior of the cab, and could zoom my view a little further up the track, but still remained within the cab. Eventually I was up to 60mph, and then the limit was 100mph. The catenary gantries and the scenery really flash past when you’re doing 95mph!



But I wanted to know my progress, how far I had gone, and the names of the towns ahead of me. Normally, when I am in Chase view, I can just scroll out and out and out, and end up in Map view. But sitting inside the cab, this didn’t happen! Then I remembered that one of the menu functions changes the camera view modes! I clicked on the menu (taking my eyes off the track while doing nearly 100mph!), and the drop-down menu suddenly gave me options! There was not only the “map view” that I was looking for, but also the “chase view” that I so desperately wanted! I quickly looked at the map view, found out where I was (just past Stevenage!) and got an idea of what things looked like from an aerial perspective, and then selected “Chase view”. It worked! I was out of the cab, and riding above and behind the loco, and was able to see the beautiful surrounding English scenery, and not just the relatively drab trackside stuff!

I had been going for about half an hour by this stage, so it was a relief to be able to see around me, and start to enjoy the landscapes. This was way better than the Australian Wallangarra route, as the English

countryside was much more scenically diverse – not just miles and miles of bloody gum trees!

At that stage I could then also see that I was heading a train of 11 blue and grey MK2d TSO1 carriages with a BSO3 (parcel van) at the rear, all pulled by just the single Deltic. The sky ahead was starting to darken, and it looked like there would be rain ahead at some stage.



The session itinerary listed the following major centres, most of which I would just pass through, with only a single scheduled stop (for just two minutes!) in Newcastle:

| | |
|--------------|----------------------|
| London | 10:00 (departure) |
| Peterborough | 10:58 (pass through) |
| Doncaster | 12:00 (pass through) |
| York | 12:28 (pass through) |
| Darlington | 12:55 (pass through) |
| Newcastle | 13:33 (arrival) |
| Newcastle | 13:35 (departure) |
| Berwick | 14:31 (pass through) |
| Edinburgh | 15:31 (arrival) |

Yip! That makes it a five and a half hour journey, assuming that all goes well! Probably even longer, knowing my track record!...

The route was electrified for some distance out of London (not sure for how far, and I'm not going back to
Page **24** of **38**

check! ☺). So for a while there was overhead catenary in place, serving the commuter towns close to the City, but then soon I was out in the country. The Flying Scotsman rushes through stations along the route on the “through” line, keeping the wind (and suction) of its rapid passing away from the passengers standing waiting on the platforms for the local trains.

Much of the route consists of four tracks (two for “up” traffic and two for “down”), sometimes with additional lines when approaching towns. But then there are also portions of the route where there are only two tracks. Where there are four tracks, the inner tracks are the ones used for the faster “through” traffic, and the outer lines are used by the slower local traffic, or as holding areas for slower trains waiting to get back onto the main line.

There are multiple signals along the route, pretty much every mile or so, it seemed, but at variable distances ranging between about a half mile to 1½ miles. I guess that you need that kind of level of management when you have trains running at such high speeds, in order to give regular and early warning of any potential obstruction ahead. At about 0,11 mile before the actual signal, a warning bell sounds briefly if the signal ahead is green. If the signal ahead is yellow (or red), a louder and longer buzzer sound is produced instead. In the event of a yellow or red (“restrictive”) signal ahead, the driver is required to

“acknowledge the AWS signal” by pressing a push-button (i.e. click on the blue button on the control panel) to confirm that he is aware of the need for retardation. I guess that all this also helps to keep the driver awake while he is speeding along a rather monotonous straight track, and for the systems manager to have confidence that the train is under control... In the event that the driver does not press the push-button within the allowed couple of seconds, the train’s brakes are automatically applied, and the train will come to a halt. The information about



the AWS and the need to respond is provided in an information panel that appears at the start of the session, then disappears once you have acknowledged receiving it (out of sight, out of mind... ☹).

About half an hour out from London, while still travelling in “cab view”, the signal ahead was yellow, and the buzzer sounded. I acknowledged the signal by clicking on the push-button, and slowed the train down. The next signal then showed as green, so I could speed up again, and shortly after that I passed a local train headed in the same direction as me, travelling on the outer line. Presumably I had had to slow and wait a bit to allow him to move onto a passing loop and out of my way.



I also passed another Flying Scotsman on the “down” run, and we whizzed past each other while each doing close to 100mph!

After an hour, I had travelled 68,5 miles out from Kings Cross station. The surroundings were beginning to become more industrialized (brickyards, sewerage works, factories, etc.), and I finally passed through Peterborough station (at 97mph!) at 11:05, meaning that I was already running 7 minutes behind schedule. At this stage I “saved” the session, and exited the programme, having other things to do, and left it for a couple of days before coming back to continue running it.

When I re-booted the saved version of the session (meaning that the journey would resume where I had left off at Peterborough), it once again took absolutely FOREVER for the session to start up again. The session also didn’t immediately respond to changes to the controls. But the train was moving – jerkily! Suddenly there was a loud incessant buzzing, which initially I couldn’t identify as to what was causing it, and then when I realized that it was the AWS, I was helpless to deal with it (the programme wasn’t responding to the mouse clicks!), so the emergency brakes were applied, and my train slowed and eventually ground to a halt, and only then did the buzzing stop. Only once it had stopped was I back in control, and could continue the journey.

Twice I failed to respond to the AWS in time, and the emergency brakes were applied. The first time, as I have described above, it wasn’t me, but the programme that wouldn’t respond. The second time, I think I was busy making notes (yes, I do that! You don’t think that I just remember all this stuff, do you?!) and didn’t get back to my mouse and respond in time...

Between Peterborough and Doncaster (which was a further hour away, and my next “target”) there was a long section with just the two mainline tracks, with occasional passing loops off to the side. In this section I encountered a lot of yellow signals, requiring me to respond to the AWS and to slow down, but invariably the red signal ahead would turn to yellow or to green before I got to it, and I could speed up again.

I eventually passed the freight train that had been holding me up, where he had pulled off into a passing loop and had to stop, allowing me to pass and be able to speed up again.

After two hours I was supposed to be at Doncaster. I zoomed out into map view, and could see that Doncaster was still quite a distance ahead. But I was getting there! There was another big yard before entering Doncaster, with a speed limit of 60mph. I passed through Doncaster (*pictured below*) at 12:10, so I was now 10 minutes behind schedule, despite my best efforts to keep to the maximum speed wherever I could, trying to make up time. This would have been due to my inadvertent “emergency stops”, as well as having to wait up for the freightliner ahead of me.



This time I just “paused” the session at Doncaster, in order to get on with other things, and when I came back to continuing with the session some hours later, I again had a similar problem with it taking a long time to “wind up” again, before the session was running normally.

I continued on to York, reaching there at 12:39, 11 minutes behind the scheduled 12:28. Once again, I “saved” the session. By now I had travelled 190 miles from London. It still hadn’t rained, but the skies remained threatening. The 200 miles milestone was reached after having travelled for 2 hours and 51 minutes (which is really good going for a train, but a long time to be just sitting at the computer!). By this stage I had somehow accumulated 550 points (I didn’t really notice at what point or for what they were awarded), but no stars. After three hours on the go, I had travelled 215 miles... just 178 still to go!

North of York there was a lot of two-track section again, which again meant quite a few yellow signals. I had one narrow escape, where I had slowed somewhat for a yellow, but the next signal was red. I continued slowing, but it was very evident that I wasn’t going to be able to stop before the red signal! Fortunately for me the red changed to yellow just before I got there, and I was able to pass the signal under yellow and continue unscathed! The next time it happened I was a lot more cautious, and slowed more significantly under the yellow, so that when the next signal was red I was able to pull to a stop just before the signal. And of course, just as I stopped, the signal changed from red to yellow, and I was able to pull off and proceed again, taking a while to build up speed...

I made it in to Darlington, 232 miles from London, at 1:15, and was now running 20 minutes behind schedule! I thought that I recognized the name Darlington, and when I looked at the map and saw that Stockton was close by, I realized that it had been the site of the first public railway in the world in 1825 (as Page **27** of **38**



described in the 3rd episode “Steam Wins The Day” of the Development of Railways, in our November 2020 newsletter).

Ten minutes past Darlington, on a two-track section again, there was once again a series of yellow signals, a couple of them one after the other. And then suddenly the next signal was RED, and this time it was only about half a mile up the track. I guess I should have been travelling even slower, in anticipation of something like this happening...! But mostly the signals are around a mile or more apart, which would be enough distance to slow down enough to stop if required. But, of course, I couldn't slowdown in time in just half a mile, from around 70mph (in a 100mph zone), and so I was still traveling at 27mph and braking hard when I passed the red signal... And that means..... “*session terminated*”!!

At this point I had spent nearly three and a half hours running this session (admittedly broken up into three portions over a couple of days), and was still at least 15 minutes away from my one and only stop at Newcastle. The last time that I had “saved” the session was at York, about 45 minutes back.... My points tally for the session at this stage was still a measly 550 points, and no stars at all, after 3½ hours of effort...

As the session was busy shutting down, I thought about my options... did I REALLY want to go all the way back to York and start again from there, and have to re-run the past 45 minutes before getting to see or do anything new? And even then, once I'm back here where I had been terminated, I'd STILL be more than two hours away from Edinburgh... am I really that desperate to get to Edinburgh?

Nah! Not really!! I'm not that desperate to see Edinburgh! I've been there before (in real life), back in 1980, and it was cold and rainy and pretty miserable at the time... I don't think that I need to go back there now, especially given how long it takes for these ECML sessions to load up on my computer, and then having to sit through a further three hours of track-time to get from York to Edinburgh...

The session had said it was terminating, and the screen went black, but the sound track continued... clickety clack, clickety clack... The session didn't close! It seemed to be hung up, and wouldn't respond even when I tried to close the **Trainz** programme. The computer was frozen, not responding to anything. I eventually had to turn off the power to the computer, and re-boot, in order to make the clickety clack go away...

Impressions

I'd had my reservations about running the ECML sessions, just given the length of the route and the amount of time that it would take to run them. One of my friends had actually asked me, when I told him about the 393 mile trip From London to Edinburgh, whether the programme would entail running the full 393 miles, or whether it might just skip bits out in order to shorten the session? I had told him that I expected it would be the full journey, and unfortunately I was proved right.

So, given the difficulties I've experienced, and the large amount of time it takes just to load up the session in order to get started (and the same applies when restarting from a “saved” position, and also even if the session has just been “paused” for a long period [such as overnight]), I really believe that this route is just WAY TOO LONG, with very little happening to maintain my interest. Once again, it is merely about speed regulation, and for much of the time (on the Flying Scotsman, at least) it's just a case of sitting for mile after mile, clickety clacking along at just below 100mph, through some very flat and not particularly inspiring landscapes.



The graphics are fine, and the scenery is very realistic. There are really quaint little villages, and farm homesteads, farm fields with hedgerows, roadside pubs, and lots and lots of level crossings with their particular white gates with the big red circle in the centre, all very typically British. There are some other interesting and unique “features” which I haven’t seen in any of the other sessions, such as the sewerage works with the agitators rotating in the aeration ponds, and the funfair at Retford, and a team of aerobatic planes waiting at the end of a runway that I passed somewhere... But almost all of the vehicles are completely static (mostly cars and trucks waiting at the level crossings), with the exception of the excavators in the brickyard quarry, and there is very little animation or movement anywhere else on the route, other than a few passing trains... (maybe just as well, as additional animation would surely add to the digital size of the route!).

I would love to be able to go back and check the geographical realism of the route, by running the route simultaneously with regular spot-checking on Google Earth (as I have been able to do with the other sessions that I have run), but, apart from the fact that I don’t think I could sit through another Flying Scotsman session, I’m pretty sure that there is no way that my computer could handle having the ECML route AND Google Earth open at the same time! I think it definitely has to be a case of “either... or...”.

I didn’t even bother trying the Freightliner session. If anything, it’s going to take even longer than the Flying Scotsman, travelling at a slower speed of only up to 75 mph, and what with having to pull off onto the sidings to allow the Scotsman past every time one rushes up behind you, even if it does start from the Edinburgh end...

Would I recommend this (ECML) route and particularly the long-run sessions to anyone? I don’t think so. Not unless they’ve got a LOT of time on their hands, are besotted with British scenery, and don’t have much else to do!

For me, I’d far rather go back to Shortline Railroad or Midwestern Branch, or even to the old Healesville “freestyle” session where I set up my own operations plan, and re-run those, or perhaps develop new operating sessions in Kickstarter County or elsewhere, and have more to do in more “manageable” sessions. It’s not that I’m prejudiced against the British trains, and much prefer the American diesels... It’s just that the ECML sessions are, to me at least, like this article ☺, way too long, with relatively little gratification and enjoyment provided (so I’m a bit of a hedonist!) for the amount of time required to run the sessions.

Whose Layout Is This???

(Answer to be provided in our next edition)



Answer to the January edition question...: As mentioned, the layout featured in our January edition will sadly never be completed! Geoff Kingsburgh was telling us all about it in his series of articles, before he was struck down by the dreaded Coronavirus, contracted Covid-19, and so suddenly passed away in July last year. Those pics had featured in his write-up of the development of the MoNyUp layout, in our June 2020 edition.

The EMRIG Water Tower Challenge...

By Glynn Chamberlain! (Yip – not Theuns Wessels...)

Water Tower Challenge Honours Board

- 2015 October Glynn Chamberlain
- 2015 November Niel Wilson
- 2015 December Terrence Marx (Part 1)
- 2016 January Terrence Marx (Part 2)
- 2016 February Terrence Marx (Part 3)
- 2016 March Terrence Marx (Part 4)
- 2016 April Peter Fish
- 2016 May Colin Anstis
- 2016 June Dave Wynne
- **then the ball got dropped for a bit... (no newsletters, change of Editor...)**
- 2017 March Brian Dawson
- 2017 April Kevin Chamberlain
- 2017 May Kobus Pelsler (Part 1)
- 2017 June Kobus Pelsler (Part 2)
- 2017 July Kobus Pelsler (Part 3)
- 2017 August Doug Buchanan didn't participate (write), needs to donate to charity!
- 2017 September Karel van Breda
- 2017 October Carl Andrews
- 2017 November and December and 2018 January **no contributions**
- 2018 February Margaret Wynne (who stepped in and offered to fill the gap!)
- 2018 March & April ... waiting for articles
- 2018 May Ash Pappa
- 2018 June John Henry (volunteered an article)

- 2018 July Margaret Wynne entertained us with her story on trollies!
- 2018 August Nothing once again... ☹
- 2018 September Brian Dawson
- 2018 October Nothing once again... ☹
- 2018 November ... same story...
- 2018 December ... same story.... ☹
- 2019 January to date... ...still nothing has changed ☹ ... and THEN.....!!!!
- 2019 May, June, July & Aug Kobus Pelser (*thank you for all your hard work, Kobus!*)
- 2019 September Shane Brinkley (all the way from Perth!!)
- and nothing has happened since then..... ☹ ☹ ☹ ☹ ☹
- 2020 April Mark Peddle
- 2020 May George Lagoudis
- 2020 July, Aug, Sept Harry Ostrofsky
- 2020 November Jean Dulez
- 2020 December No contribution (no one was nominated.....)
- 2021 January No contribution – Theuns dropped the ball!, and so I challenged Glynn...

“I am resigning! I have had it with this club!”

(Editor’s Note: No he’s NOT!!! Don’t panic!)

How many times have you heard those words in the article title? Personally, not that often at EMRIG, but far more so in some other organisations. I have been promising Brian for a long time that I would write this article for the newsletter, and circumstances have forced me to do it now, LOL. I have an opinion on the subject, and was going to do it for another organisation where it was and is more prevalent, but it is relevant to any organisation such as our club. So, let us begin!...

Honestly, I am sure you have heard this a couple of times over the years. Why do people get so upset that they resign or threaten to resign? To me, there are various reasons, and I will come to them, but the one I believe is the biggest contributor, is the fact that the club does not do or offer what I am interested in with regards that hobby. Here I am going to use one of my other less-involved hobbies, Amateur Radio, as an example. There are many different facets to delve into, just like with model trains. There is HF (High Frequency), VHF and UHF (Very high frequency and Ultra high frequency), there is digital, morse, tropo-ducting, and much more.



There was once a member of that club that was HF be-mal (for want of a more expletive phrase!). Every Sunday at 08h45, he wanted all the members to have a “rag chew” (Interactive discussion) on the HF airwaves. Not VHF or UHF. There were not many takers, and I was one of them. Some did not have the equipment, and some, like me, were simply not interested in that element of the hobby. I was interested in APRS (tracking physical objects like persons or vehicles on maps via radio transmissions). With very few takers, he has disappeared from the club, is still around out there, but not very active.

Just like in amateur radio, model railroaders sometimes feel the same, and leave for the same reasons. A common quote: - “No one at the club is teaching me anything.” “No one is interested in what I am interested in.” “Why should I stay here? I want to understand diode matrices and there are no clinics! Stuff it, I am out of here!” Another could be – “I want to run around and around and around, I’m not interested in operations”, or vice versa.

Sound familiar?

So, what is a club for? To me, it is the coming together of like-minded people for a common hobby. For us, it’s model trains. It is not for EMRIG or any other similar club to just be focused on one aspect of the hobby.

Now, let’s drift a bit... and I am talking hypothetically. I want to learn a certain aspect of the hobby, let us say automation of some sort. There can be two scenarios. The first is that there are one or two other souls also interested in the same facet. You strike up a conversation, and next thing you are swapping ideas and projects over WhatsApp and email. Life is good! But, damn it, a clique has started! I will come back to this...

The second scenario is that there are no like-minded souls, so damn it, let us leave! What has probably happened here? What are the chances that someone a couple of weeks, months, or years earlier, wanted the same thing, found nothing, and also left? Two souls, wanting the same activity, and passing in the wind. Also, who is to say, that once I leave, someone with the same interests joins the club a few weeks, months or years later, and I never get to meet them!

Now, let’s come back to the clique. I have been part of a clique in the past, and possibly still am. But wait... How did this happen? Quite honestly, I do not see myself as part of a clique, and neither do many of the others who are perceived to be part of that clique. How a clique inadvertently forms is again, a bunch of people in an organisation who rally around a certain activity or project. The classic clique, *per se*, is the committee. The guys get together often and invariably get to know each other very well. Then an outsider looks at the chaps and starts using the clique word...

Funny thing is, a couple of years down the line, and there are different committee members, and the clique has changed. Still there, but now with different members.

I have wanted to be part of a certain clique in yet another organisation I am no longer with. However, I never really became part of the clique because “I” did not put in the effort that they were putting in. Why? Their activity within that organisation honestly never interested me. So be it. To me, a clique is a bunch of persons with a focus, will and determination, for a certain aspect or their hobby and or organisation. Nothing more, and nothing less. They will almost always welcome you in, especially if you have the same passion and drive for that aspect as they do. I say it again, a clique is really a number of members



interested in a certain facet of the hobby. There is something there that draws them together.

Moving on, should I remain a member of the club if it does not really fulfil my needs?

I say yes. Let me tell you why...

Back in the mid 90s, I started “playing” with trains again. Late 1997, we moved to Cape Town. I forget how it happened exactly, but I met a fellow modeller by the name of Edward Keown. In 1998, if memory serves me right, the Model Train Convention was held in Cape Town, and Edward met or knew Andre Kritzinger, who had also just moved back to Cape Town after retiring from the Air Force. Andre had mentioned to Edward that he wanted to start an N scale modular club, as there were none in the town. He was an ex-member of the N Gauge Guild in Johannesburg, and wanted to start the same thing in Cape Town.

A meeting was arranged at Andre’s home, where 5 of us met, and the Cape Town N Track club was formed. We quickly had modules made with track down, and before long had a substantial layout going, which we would assemble on one weekend per month at the Goodwood community hall. Life was good! I remember times where we would run our trains round and round ‘til all hours of the night. The number of times we had a braai out the back with Snoek and Yellowtail... one of them with Apricot jam if I remember correctly... Unbelievably good times!

Well, that all came to an end for me when we moved back to Johannesburg in 2000. However, there was something missing – that camaraderie with fellow modellers. Before having moved to Cape Town, and once back in Johannesburg, I participated in John Burkhardt’s Operating Sessions, and between him and Colin TT (who was also a participant), I found out about EMRIG and became a member.

Now, here is the crunch. I am no longer interested in running round and round! I am “Operations” be-mal! Does that mean I leave the club? Hell no! I have made many friends at EMRIG, and, secondly, I do really enjoy watching the guys running their trains at the club. I like looking at what models members have or have just purchased; finding out about the new gadgets manufacturers are making; what decoders are doing these days; and so on. The list is endless. Towards the end of last year, I would often go in to the club just to shoot the breeze. Before long, there would be a regular contingent getting together and just talking trains or rubbish. I love it! It is a place for me to go and just have general discussions. When it comes to operations or something else, I then engage with those people.

So, even though I do not run trains at the club, I have not left and do not plan to. Furthermore, when my funds were limited or, more specifically, there was no room for a layout, fellow modellers helped me with building modules and having a club where I could run my trains. Currently, I have an operations-based layout at home and do not need to go to the club, but I still do. One reason I’ve mentioned above, and the second reason being –who knows what will happen in the future... I may no longer have my expansive layout, and might have to revert to a modular layout. But wait – I can always go back to EMRIG. The problem here, though, is that if everyone leaves the club for similar reasons and then wants to go back one year in the future and re-join, will the club still be around, or will it have dwindled to nothing, closed, and disappeared into the ether?

It is up to us to keep the club going, one way or the other. Help where you can, but most importantly, use it as a meeting point for partaking in a hobby enjoyed by like-minded people. One day it may no longer be



around, and then we will moan that all the clubs have disappeared!

To finish off, there are the people one may find obnoxious or irritating. My answer to that is – are you going to let someone like this destroy your interest in a hobby you really enjoy? Personally, not many people irritate me. There have been some in other organisations, and I just learnt to avoid them and enjoy the hobby with other less-irritating and obnoxious members! Never let someone else control your life or your hobby.

I hope this has given you some food for thought. Especially if the club is not giving you exactly what you want. Possibly the right people are not there yet, or are, but you have not discovered them yet. Give it time. Especially if you really enjoy the hobby.

To end, who will I nominate for next month...?

Well, because I know he will do it, even though he has written before, and because he is such a good sport, ***I will nominate Shane Brinkley in Australia.***

Glynn Chamberlain, Feb 2021

Upcoming Key Duty Roster:-

For ease of reference, we normally include here the Key Duty Roster up to the end of the following month, or a bit beyond, for the respective newsletter published. Below is the **2021 Duty Roster**, produced by Mark, followed then by the regular three month view (just to keep my formatting straight!)....

Cell numbers have been removed due to this newsletter being in the public domain; however, these are on the full duty roster list on the noticeboard at the club, and the copy emailed to duty members, if required.

As always, if you cannot make your assigned slot, please make an arrangement to swap with someone. Entries in ***Bold italics*** indicate a change from the original schedule.

| Date | Name | Date | Name |
|-------------|-------------------|------------|----------------|
| 1 Sat 02/01 | Terrence Marx | 1 Wed06/01 | Clive Shepherd |
| 2 Sat 09/01 | Mark Peddle | 2 Wed13/01 | Colin Anstis |
| 3 Sat 16/01 | Kobus Pelser | 3 Wed20/01 | Brian Dawson |
| 4 Sat 23/01 | Colin Anstis | 4 Wed27/01 | |
| 5 Sat 30/01 | Ash Mahendra Papa | 1 Wed03/02 | Clive Shepherd |
| 1 Sat 06/02 | Johan de Villiers | 2 Wed10/02 | Colin Anstis |
| 2 Sat 13/02 | Theuns Wessels | 3 Wed17/02 | Brian Dawson |
| 3 Sat 20/02 | Glynn Chamberlain | 4 Wed24/02 | |
| 4 Sat 27/02 | Terrence Marx | 1 Wed03/03 | Clive Shepherd |
| 1 Sat 06/03 | Mark Peddle | 2 Wed10/03 | Colin Anstis |
| 2 Sat 13/03 | Kobus Pelser | 3 Wed17/03 | Brian Dawson |

| | | | | | |
|---|-----------|-------------------|---|----------|----------------|
| 3 | Sat 20/03 | Colin Anstis | 4 | Wed24/03 | |
| 4 | Sat 27/03 | Ash Mahendra Papa | 5 | Wed31/03 | Jan Kruger |
| 1 | Sat 03/04 | Johan de Villiers | 1 | Wed07/04 | Clive Shepherd |
| 2 | Sat 10/04 | Theuns Wessels | 2 | Wed14/04 | Colin Anstis |
| 3 | Sat 17/04 | Glynn Chamberlain | 3 | Wed21/04 | Brian Dawson |
| 4 | Sat 24/04 | Terrence Marx | 4 | Wed28/04 | |
| 1 | Sat 01/05 | Mark Peddle | 1 | Wed05/05 | Clive Shepherd |
| 2 | Sat 08/05 | Kobus Pelser | 2 | Wed12/05 | Colin Anstis |
| 3 | Sat 15/05 | Colin Anstis | 3 | Wed19/05 | Brian Dawson |
| 4 | Sat 22/05 | Johan de Villiers | 4 | Wed26/05 | |
| 5 | Sat 29/05 | Ash Mahendra Papa | 1 | Wed02/06 | Clive Shepherd |
| 1 | Sat 05/06 | Theuns Wessels | 2 | Wed09/06 | Colin Anstis |
| 2 | Sat 12/06 | Glynn Chamberlain | 3 | Wed16/06 | Brian Dawson |
| 3 | Sat 19/06 | Terrence Marx | 4 | Wed23/06 | |
| 4 | Sat 26/06 | Mark Peddle | 5 | Wed30/06 | Jan Kruger |
| | | | | | |
| 1 | Sat 03/07 | Kobus Pelser | 1 | Wed07/07 | Clive Shepherd |
| 2 | Sat 10/07 | Colin Anstis | 2 | Wed14/07 | Colin Anstis |
| 3 | Sat 17/07 | Johan de Villiers | 3 | Wed21/07 | Brian Dawson |
| 4 | Sat 24/07 | Ash Mahendra Papa | 4 | Wed28/07 | |
| 5 | Sat 31/07 | Theuns Wessels | 1 | Wed04/08 | Clive Shepherd |
| 1 | Sat 07/08 | Glynn Chamberlain | 2 | Wed11/08 | Colin Anstis |
| 2 | Sat 14/08 | Terrence Marx | 3 | Wed18/08 | Brian Dawson |
| 3 | Sat 21/08 | Mark Peddle | 4 | Wed25/08 | |
| 4 | Sat 28/08 | Kobus Pelser | 1 | Wed01/09 | Clive Shepherd |
| 1 | Sat 04/09 | Colin Anstis | 2 | Wed08/09 | Colin Anstis |
| 2 | Sat 11/09 | Ash Mahendra Papa | 3 | Wed15/09 | Brian Dawson |
| 3 | Sat 18/09 | Johan de Villiers | 4 | Wed22/09 | |
| 4 | Sat 25/09 | Theuns Wessels | 5 | Wed29/09 | Jan Kruger |
| 1 | Sat 02/10 | Glynn Chamberlain | 1 | Wed06/10 | Clive Shepherd |
| 2 | Sat 09/10 | Terrence Marx | 2 | Wed13/10 | Colin Anstis |
| 3 | Sat 16/10 | Mark Peddle | 3 | Wed20/10 | Brian Dawson |
| 4 | Sat 23/10 | Kobus Pelser | 4 | Wed27/10 | |
| 5 | Sat 30/10 | Colin Anstis | 1 | Wed03/11 | Clive Shepherd |
| 1 | Sat 06/11 | Ash Mahendra Papa | 2 | Wed10/11 | Colin Anstis |
| 2 | Sat 13/11 | Johan de Villiers | 3 | Wed17/11 | Brian Dawson |
| 3 | Sat 20/11 | Theuns Wessels | 4 | Wed24/11 | |
| 4 | Sat 27/11 | Glynn Chamberlain | 1 | Wed01/12 | Clive Shepherd |
| 1 | Sat 04/12 | Terrence Marx | 2 | Wed08/12 | Colin Anstis |
| 2 | Sat 11/12 | Mark Peddle | 3 | Wed15/12 | Brian Dawson |
| 3 | Sat 18/12 | Kobus Pelser | 4 | Wed22/12 | |
| 4 | Sat 25/12 | CLOSED | 5 | Wed29/12 | Jan Kruger |
| | | | 1 | Wed05/01 | Clive Shepherd |

| | Date | Name | | Date | Name |
|---|----------|------------|---|----------|---------|
| | | | 1 | Wed 3-2 | Clive S |
| 1 | Sat 6-2 | Johan dV | 2 | Wed 10-2 | Colin A |
| 2 | Sat 13-2 | Theuns W | 3 | Wed 17-2 | Brian D |
| 3 | Sat 20-2 | Glynn C | 4 | Wed 24-2 | ??? |
| 4 | Sat 27-2 | Terrence M | 1 | Wed 3-3 | Clive S |
| 1 | Sat 6-3 | Mark P | 2 | Wed 10-3 | Colin A |
| 2 | Sat 13-3 | Kobus P | 3 | Wed 17-3 | Brian D |
| 3 | Sat 20-3 | Colin A | 4 | Wed 24-3 | ??? |
| 4 | Sat 27-3 | Ash P | 5 | Wed 31-3 | Jan K |
| 1 | Sat 3-4 | Johan dV | 1 | Wed 7-4 | Clive S |
| 2 | Sat 10-4 | Theuns W | 2 | Wed 14-4 | Colin A |
| 3 | Sat 17-4 | Glynn C | 3 | Wed 21-4 | Brian D |
| 4 | Sat 24-4 | Terrence M | 4 | Wed 28-4 | ??? |
| 1 | Sat 1-5 | Mark P | 1 | Wed 5-5 | Clive S |

To guys doing Key Duty, remember to also empty the dustbins and check that the kitchen area is tidied up before you leave, as part of your duty. ALL extension cables are to be UNPLUGGED at the wall sockets to protect the layout equipment against possible power surges due to lightning etc. (be careful with the one closest to the window [left-hand switch powering the IR], as the right-hand switch powers the Security Gate lock!!!).

Mark, as our Secretary, is responsible for the roster and the updating thereof – so for any changes that need to be made, please liaise with Mark, or just swap out with someone else if you can't make your date, and then let Mark know what you have arranged.

Club Diary and Other Upcoming Activities:-

- **Wednesday 17th February** **EMRIG Committee Meeting (virtual meeting)**
- **Date To Be Confirmed** **EMRIG AGM and bring & braai**



- Saturday 27th February Swap Meet at Northmead Mall ??? TBC
- Saturday 29th May Swap Meet at Northmead Mall
- ??? September The Great Model Train Expo **POSTPONED FROM 2020**

2020 Club Committee Contact details:-

| | |
|---|--|
| Chairman – Glynn Chamberlain | glynn.chamberlain@gmail.com |
| Secretary – Mark Peddle | mark@icemountain.co.za |
| Treasurer – Jan Kruger | jan.kruger.10@gmail.com |
| Layout Manager – (position vacant, very sadly) (Volunteer needed!... or maybe not?) | |
| Webmaster – Glynn Chamberlain | glynn.chamberlain@gmail.com |
| Newsletter Editor – Brian Dawson | brian.dawson@iafrica.com |
| Publicity – Mark Peddle | mark@icemountain.co.za |
| Swap Meet Manager – Mark Peddle | mark@icemountain.co.za |

Club Banking Details:-

Banking details: -

Name: - Eastern Model Railway Interest Group

Bank: - FNB Northmead Square Account No: - 625 483 74149 Branch code: - **250 655.**

Please, **DO NOT forget to put YOUR NAME as the reference.**

THE SUBSCRIPTION FEES FOR 2021 WILL BE DISCUSSED AND FINALISED AT THE AGM.

PLEASE CAN WE ASK THAT EVERYONE PAY BY INTERNET TRANSFER IF AT ALL POSSIBLE? – CASH DEPOSITS COST THE CLUB MONEY!!!

AND PLEASE USE YOUR NAME AS THE REFERENCE WITH YOUR PAYMENT – AND NOT “EMRIC” (sic), AS ONE ANONYMOUS (UNIDENTIFIABLE!!) MEMBER HAS DONE FOR THE PAST TWO YEARS... 😊😞😊