



Newsletter – MARCH 2022

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Chairman’s Message – March 2022

By Glynn Chamberlain

Hello everyone.

I hope this Chairman’s message finds you all well!

Well, life in the way of COVID seems to have returned to some form of normality, the only really noticeable remnants being the wearing of masks and sanitizing. However, things like the club or shops being closed, lockdowns, etcetera, seem to be a thing of the past. At least for now...

It is certainly great to see the numbers at the club on a Saturday or Wednesday have grown back to a normal (pre-COVID) stage. Even the Tuesday night theme evening is growing traction, and seems to be enjoyed by many!

On the 26th of February, we had our Autumn or “heading to Autumn” swap meet. Again, I, on a personal level, really enjoyed it, as I always do. To me again, it seemed to be the usual success and was well attended. I am not a trader and can not vouch for the traders and their proceeds, however, the Swap Meet seems to be as good now as it was two, three or five years ago. A special thank you must go out to all the traders who participate, and also a special shout out to every EMRIG member that helped out on the day,

setting up and tearing down all the tables and helping the traders. I constantly get thanks from the traders for the assistance the members provide, to get their wares from and to their cars.



Top left: Out-going and new Treasurers conferring – part of the handing over / mentoring process...



Bottom right: Our Chairman, our new Treasurer, and her husband, taking a well-deserved break after setting up the tables, and before the Treasurer's (first time!) job of collecting fees from all the traders begins...

On a final note, we will be participating at this year's "Boyz for Toyz" event on the 27th of March, and then the following weekend at the "Planes, Trains and Automobiles" event. A mail will be going out shortly requesting assistance with regards moving modules and layouts there, setting up and then tearing down, as well as manning the stand as such on the day. I am hoping you all will join in and assist with these events and help to promote the hobby!

Looking forward to seeing you at the club and upcoming events.

Thanks folks, and keep well.

Glynn Chamberlain.

Other Club News

By Brian Dawson

Upcoming Layout Visit To Chamdor!!

I know that I have been harping on a bit from time to time about the club at Chamdor, and the fantastic / very extensive “operations” layout that they have out there... Well – here’s your opportunity to get out there and see for yourself just how impressive it is. **On Saturday 9th April!!**

Okay, the club is not actually called “Chamdor” – that’s just where it is located, up on the second floor of a factory building in the Chamdor industrial area south of Krugersdorp. Yes, it’s quite a drive if you happen to live in Benoni or surroundings (maybe a 180 km round trip?), but I promise that it will be worth it! And it’s perfectly safe to drive out there, and they have secure parking and 24hr security on the premises.

The club is officially known as the Westrand Free-mo Group (WFG), having arisen out of the old Gauteng Free-mo Group, with most of its members having been members of GFG, and having originally built modules conforming to GFG’s specifications.

The floor-space at Chamdor is around 800m², and LOTS (as much as possible!) of that is covered in modules! There’s a lot to look at!! On the day, the Chamdor guys will be having a running session, so there will be trains in operation, picking up and dropping off freight at the numerous industries around the layout. You will also be able to see all of the new projects that are currently underway... at different stages of completion, in particular the power station and the steel mill complex, and the rest of that “arm” of the layout.



We're thinking to arrange to get there by about 10:30am (leave Benoni at 9:15?), by which time the tracks will be cleaned and the layout will be operational, with trains running. There'll be a brief general talk about the club and the layout, and then guided tours of the layout in a few smaller groups (easier to see and hear, and more Covid-compliant), and then opportunity to wander around and look to your heart's content.

The WFG guys will host us, providing lunch there, as there is nowhere nearby to get / have lunch. Tea / coffee will be provided, but please bring own cold drinks for consumption at lunchtime, if preferred.

I suggest that we set up a car-share arrangement, as far as possible, travelling together and reducing travel costs that way. And for catering purposes we will need to get attendance commitments ahead of time. Final details will be provided in the April newsletter, and also on email to the club membership.

As a teaser, here are a few pics of parts of the layout room (it's impossible to photograph the whole layout – it's too spread out), and also some more of the new projects under development...





Don working on Council Bluffs



Dennis and Tony working on the new steel mill modules



Richard's new mountain / lake / bridge module



Wolf's port terminal with barge-loading facility

...and then, to give you an idea of the kind of stuff that happens there, I have included (later in this newsletter) an article on work that I have done at Chamdor on the New River Mine modules...

Tuesday Evening's Running At The Club

The second of our planned monthly evening running sessions for 2022 was held at the club on Tuesday 22nd February, billed as a **European trains evening**. There don't appear to be enough British train runners around (or actively involved?) anymore to make it worthwhile having a "British" evening, it would seem? There were four members in attendance on the evening, and from the videos that Mark posted it appeared it was mostly German trains in operation. I have to confess that I was one of those who gave the evening a skip last month, having spent the whole day (Tuesday) on the other side of Gauteng (at Chamdor ☺), and then needed to be back in Benoni for Key Duty on the Wednesday... with the current diesel price I'm afraid that I'm needing to rationalise my driving around, with it being a 100km round trip to the club for me...

But it sounds like those who were there that evening (Mark, Jean, Theuns & Rene') all enjoyed themselves!

The next evening running session is planned for **Tuesday 29th March**, and will be for American trains. If I'm

not away in Namibia at the time, I will definitely be there, as it doesn't coincide with my Duty date!

To make up for not attending the European Trains evening, the three of us who were at the club the following day (the Wednesday) set up an international "United Nations" meeting in ColinTT's yard...

From left to right: Jimmy's Rock Island GP9, the club's Spoornet Class 34 (with Brian's SAR rolling stock), Clive's Union Pacific GP38 (short train), Clive's German Class 18 201 steamer (apparently one of the fastest locos in Europe in its day) running light, Brian's British Railways Class 25 "Rat", and Brian's (ex-ColinTT's) British Black 5 (both the latter with long rakes of little 2-axle wagons behind them), with some of Riekus' (donated) American rolling stock in the sidings in the background. 😊😊 Quite an international affair!...




**SUNDAY
27 MAR
2022**

**TOYZ
4
BOYZ**

AUTOMOTIVE-AVIATION
ENTERTAINMENT & LIFESTYLE
FESTIVAL

PHOEBUS APOLLO AVIATION - RAND AIRPORT

SHOW & SHINE - STANCE OFF - LOW LIMBO - PARK & CHILL
SOUND COMPETITION

MOTORBIKE STUNTS - WRESTLING - RC CAR SHOWCASE - GAMING
MODEL TRAIN EXHIBITION - GO KARTING - BULLY BASH

STATIC AIRCRAFT DISPLAYS - FLIGHT SCHOOL TOUR

MUSIC STAGE - POP UPS - FUN ZONE - AIRPLANE BAR - SWAP MEET

VISIT  FOR TICKETS & INFO

 JHB PARTIES |  JHBPARTIES |  071 516 2157

Toyz4Boyz

You should all have reserved the date for this event – **Sunday 27th March, at Rand Airport!** Tickets are available from Computicket. Tickets bought beforehand through Computicket are R80, otherwise it's R100 at the gate on the day. But, of course, if you're registered as assisting the club with the exhibition on the day, there will be complimentary...

So we're looking for members to assist with manning our stand on the day, on a roster basis so that there will be time for you to also have a good look around at all the other exhibits. **Please let Mark or myself know if you are available to assist.** We will need to set up our stand on the Saturday (26th), the day before. We will then need to dismantle everything on the Sunday afternoon, once the expo is over, and move it across to the SAA Museum site on a different part of the



Rand Airport property (not across the airport property, but around by road to a separate entrance on the east side), for the **Planes, Trains and Automobiles** show the following weekend.

Mark will be coordinating our activities at the two exhibitions. Sadly there is a good chance now that I will be away in Namibia when they are happening (I've been granted my Work Permit, thus just waiting on the project manager to decide when and for how long we go up, pending her getting her Work Permit... so I'm back "on standby" once again...!). So please, please contact Mark to offer your assistance with setting up, and manning the stand.

Toyz4Boyz will be happening at the Phoebus Apollo Aviation centre. The entrance to this centre is off Rand Airport Road (opposite the entrance to Germiston High School), and NOT through the Rand Airport main entrance (as if you were going to Harvard Café).

Planes, Trains and Automobiles

And then the following weekend, on Saturday 2nd April, we have ANOTHER exhibition / display opportunity, where we can try and garner even more new members! This one will be held at the SAA Museum, which is also at Rand Airport (where the ex-SAA Jumbos are parked), but accessed from the east side.

I don't have any detail about this one as yet, other than that we will be able to move our display material straight across to the new venue when we pack up at Phoebus at the end of the day on Sunday 27th, and it can then be stored there at the SAA Museum for the week until we set it out on Friday 1st April.

Our plan is that our display there will be the same as for the Toyz4Boyz exhibition, so as to minimise our preparation effort. And once again we need members to volunteer to man the stand, on a roster basis.

Swap Meets Update

Our first swap meet of 2022 was held this past weekend – on Saturday 26th Feb. We had 18 traders, and 54 tables in all, so once again a pretty decent swap meet, though not one of our biggest. Some of the traders were first-timers, and it was also great to see most of the "old regulars" there as well.

Mark caught us all by surprise when he started ringing the trading bell twenty minutes *BEFORE* 9, but luckily most of the traders were all set up and were ready to get going by then (spot-on timing, Niel!). We also then started the packing up process at 11:30, as things had quietened down by then, and thus finished up a little earlier than scheduled.

Most of the traders that I spoke to afterwards said they'd had a pretty decent day. Some were ecstatic, and had had EXCELLENT trading 😊, while a couple were not quite as pleased with their sales on the day 😞.

Our own Theuns was there as a trader this time, getting rid of his excess SAR stock. He and Belinda were tucked away at the "far" end of the show, after Craig rearranged his seven tables into a bit of a laager, ex-

cluding Theuns' two, and I was a tad concerned for them, but Theuns reported selling almost everything he'd brought... as did Eugene! Well done guys! Your pricing must have been spot on!...



Our next "Quarterly" ☺ Swap Meet at Northmead is scheduled for **Saturday 28th May**, no doubt as winter starts to set in....

Club Communications Media (our routine 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 / posted on the Whatsapp Chatgroup 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, have paid or are paying your subs, and believe you should be.

Letters To The Editor

Editor's Note: I received an email in October 2021, which inter alia suggested that we have a Letters To The Editor section in this newsletter... 😊😊😊

Come on, guys and girls! Let's hear what you have to say... about the newsletter (what you do and don't find interesting!), about our railroad modelling hobby, about prototypic trains... in fact, anything train-related!!! Let's hear from you! Send your comments / suggestions / contributions to me by email at editor@emrig.co.za.

The following is not really a "Letter to the Editor", but is a follow-up on a previous article, and an apology...

After my posting of the "Historical Blast From the EMRIG Past" photos last month, believing at the time that they were Jimmy's, as Jimmy had sent them to me (I should have checked with him and not just assumed!), Jimmy contacted me to say that the original photos were actually Richard Mustoe's pics! I subsequently saw Richard at the club when he was there on the Saturday, and we had a long chat about the earlier days of the club, and Richard showed me the self-same pics (and a few more!) on his phone. Richard reckoned that the room where those pics were taken was nearer to Entrance 1 at the Mall (the Sheet Street area), where the club was based *before* the move to the Checkers Centre, and that the club *later* moved into what is now Pick n Pay Clothing after coming back to the Mall from our time at Checkers Centre.

So – apologies to Richard and to Jimmy! I need to be more careful with my fact-checking!

Tips, Hints and Savings

Editor's Note: Ralph Davey came up with this idea, mentioned in his Letter To The Editor in our November newsletter. And just three days into the new month, he had already sent me his first contribution in this new series! Thank you, Ralph!!

And now we need the rest of you readers to also submit your **Tips, Hints and Savings** ideas for inclusion in this section in future newsletters, please! Your contributions can be as small as just a paragraph (hopefully with a photo or two to illustrate your suggestion, but not essential!), or a page, or a few pages... whatever it takes to describe **YOUR** ideas (or the helpful tips and suggestions that you have come across somewhere – although we please need to acknowledge the source if you know where you picked it up). These contributions can be sent to me at editor@emrig.co.za.

Using Poster Board for Layout Roads

Another tip for us from Ralph Davey

Adding streets or roads always looks good on a layout. Even if it is just at level crossings. Buying Walthers or other makes of road and pavement scenery is expensive. It does look good and neat, and spotless.

As some of the recent WhatsApp posts noted, cost is an ever increasing limitation for our hobby.

I have found a “road best travelled” option on my layout. I use an alternative...

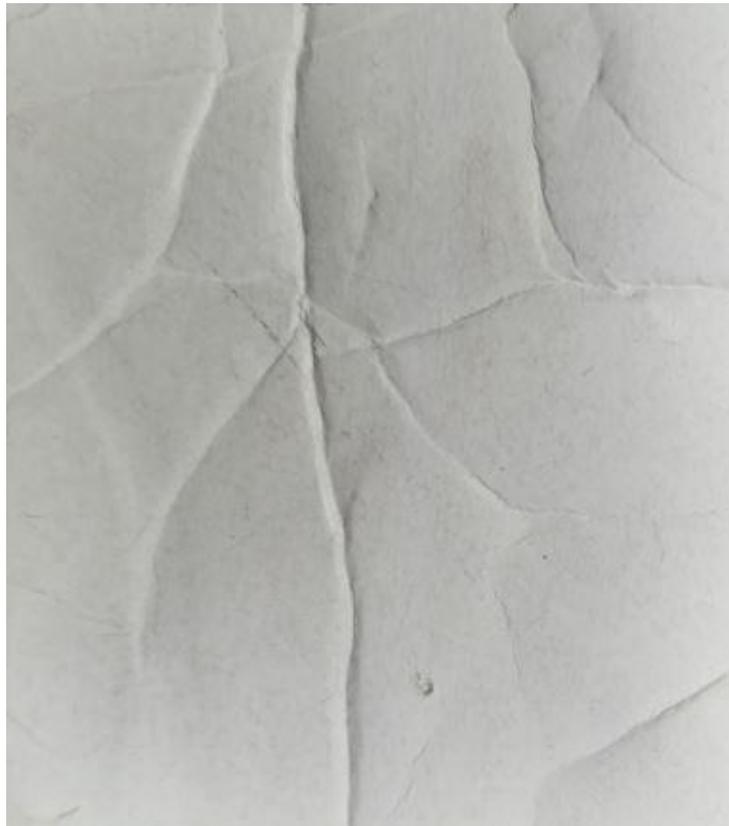
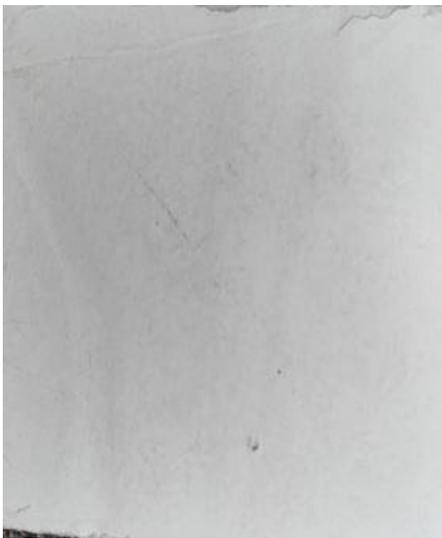
I use poster board that stationery suppliers sell. PNA sells big boards at reasonable prices.

Once you have the section of poster board road ready to place, simply twist it a bit. It forms nice prototypical cracks and lines, which look like a well-used road.

Paint the road in colours that represent a road. Roads are not dark black or sea grey. They have mixes of light and dark grey and some black for newly tarred sections, and plenty of colour for tyre marks and liquid spills. But colours are each one’s own preference.

The edge can be rough or smooth, depending on where you are using it.

Piece of white board before the light twist and bend (left below)...



... and the effect after the slight twist.

Some examples from my layout:

Well-worn road downtown (Petula Clark won't be going there too often...)



Natural looking cracks and damage



The level of road wear and tear can be managed and could be none. The effect of a natural looking road is achieved...

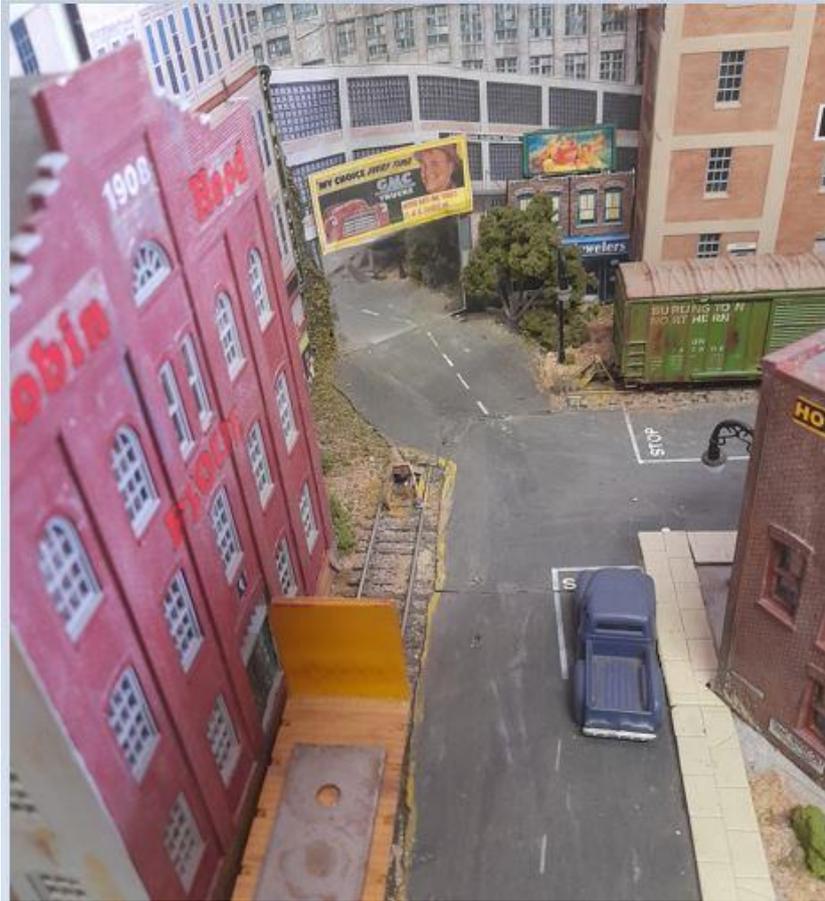


The wear and tear on the lines and markings can also be weathered and damaged to show road usage.



Scene showing various edges and condition of roads in a city

scene for effect.



Even when we reach the end of the road, the poster board can be used.

View at the cemetery on my layout ->



MY MODEL RAILROAD HOBBY AND HOME LAYOUT – Scotia Supply Co.: a Sierra West Kit / Scratch Build

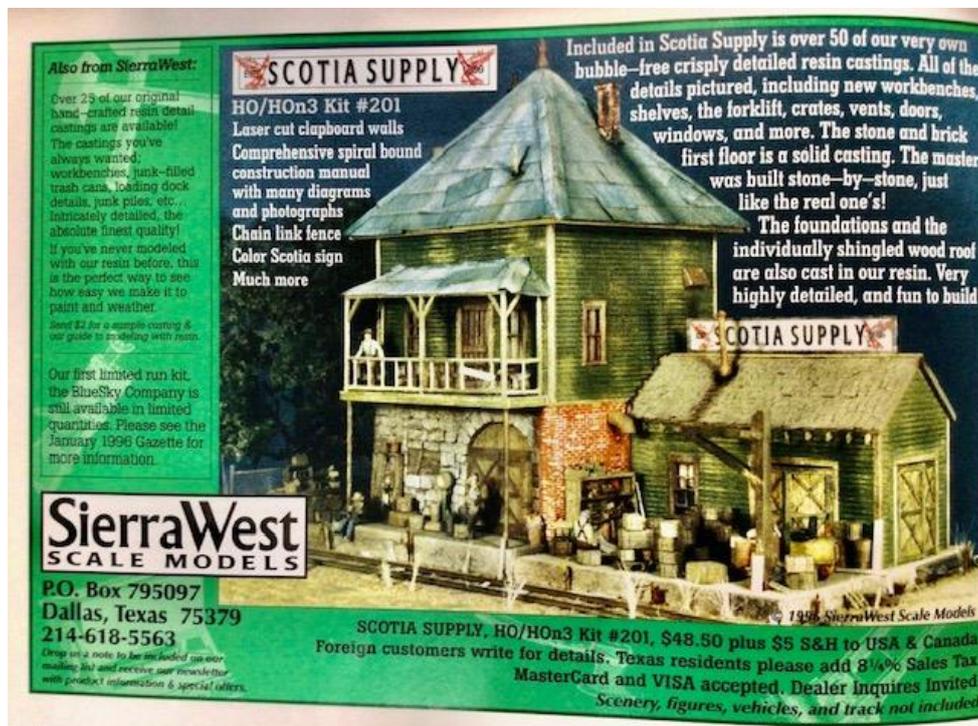
By Brian Messenger (The HOn3 guy in Knysna!)

A friend from Durban visited my layout here in Knysna. He did not have enough time to see it all properly, and asked if he could visit again the following day to see what he had missed on the first day. It was then that he asked me multiple questions about my build-technique on all my buildings. He proceeded to ask if I would be prepared to build one of his kits that he had obtained. His reason was that he wanted to use the built-up model as an example to follow when building his own models. I agreed to build it for him and, 75 hours later!, the results can be seen in the photos below.....

When the kit arrived, I did as I always do – open up the box, read the instruction book, and then check the contents.

My excitement soon turned to dismay, as about 50 to 60% of the kit's contents was missing. I phoned my friend in Durban, and he gave me an explanation as to why there was so much missing. I told him that he should not worry about it, and said that I will continue to scratch / kit build, and I would supplement the missing parts from my "bits box" and other materials I had on hand.

Below is the photo on the box, which I had to use as an example of what was needed. I did some research on the internet but to no avail, not finding any photos of the built-up kit, just artists' drawings.



So, let the fun begin...

After reading and studying the instructions three times, I decided that I had to build the top-level structure first, as that would then give me the correct size required for the bottom structure.



The kit was supposed to have stone and brick walls on the bottom structure, but those were completely missing. I decided instead to use Northeastern Scale scribed-siding for the four bottom-storey walls.



Now I have a basic structure to work on!



Fortunately the walls for the side-building were present in the kit.



I was able to find enough windows of the correct type and size, as well as doors that fitted the doorways (from my own castings).



I mixed up a wall colour that closely matched the picture on the box, and again painted the doors and weathered them accordingly.



Unfortunately the chain-link fence for the yard was also missing. I decided to make a wooden fence, and weather it up a bit to look as if it has been there for a long time. Again I salvaged bits and pieces from my “bits box” to use in this area.



Next job was adding tar paper to the roof. It has to be weathered, as tar paper would look in real life. I use masking tape cut into strips, and started the layers from the bottom up, with an appropriate overlap. Once done, I painted on quick-set Alcolin wood glue over the whole roof, and let it dry for 24 hours. It was then painted using acrylic grimy black, and this gave me the “old, worn” look that I desired. I added a few patches where the roof “had been repaired”.





For the side-building, I used the resin-cast shingle roof supplied in the kit, and painted and weathered it appropriately. I then weathered the sign as well.



Details were then added to the platform.



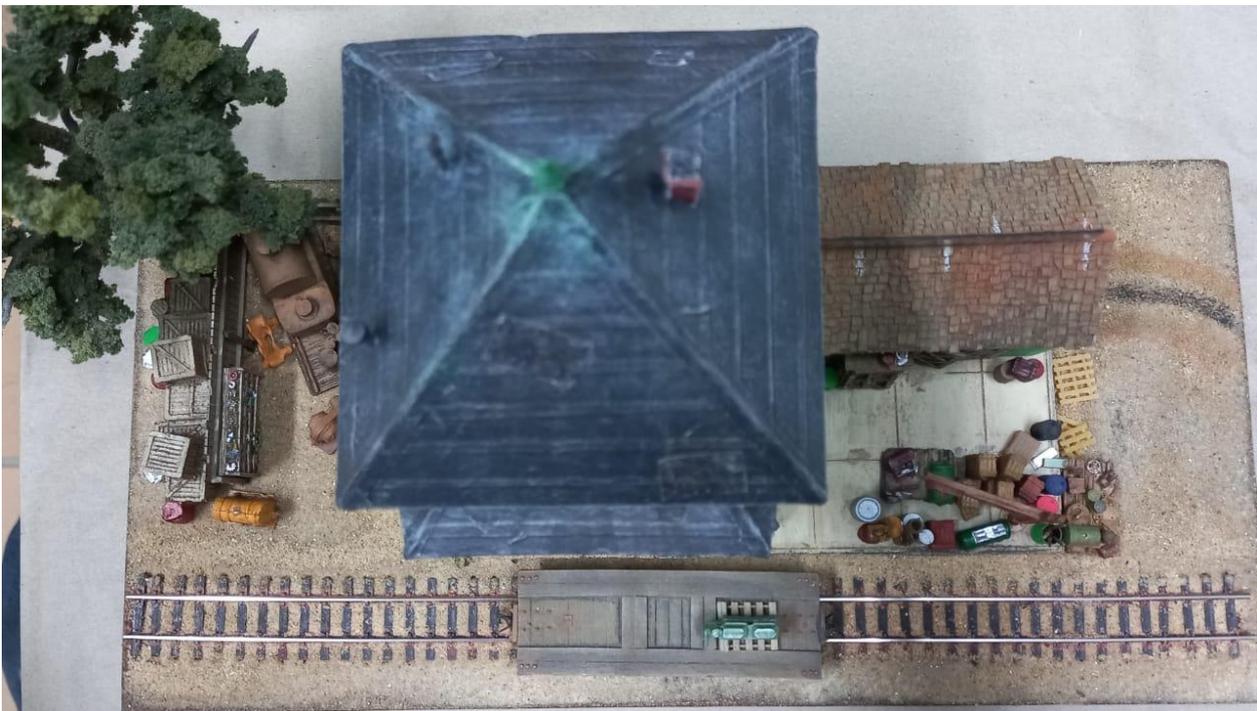
Next was the addition of the front (upstairs) porch on the main building, also missing from the kit.



Note the patches on the porch roof, where a few "leaks had been fixed".



The boss thanked the worker below for repairing the leaking roof.



An aerial view of the diorama, showing the addition of a tree behind the fence. An HO3 flat car is being loaded on the track in front of the platform.



The final photos of the completed diorama, with all the weathering now done. This represents plus/minus 75 hours of building, excluding the moulding of a few of the details that were added.

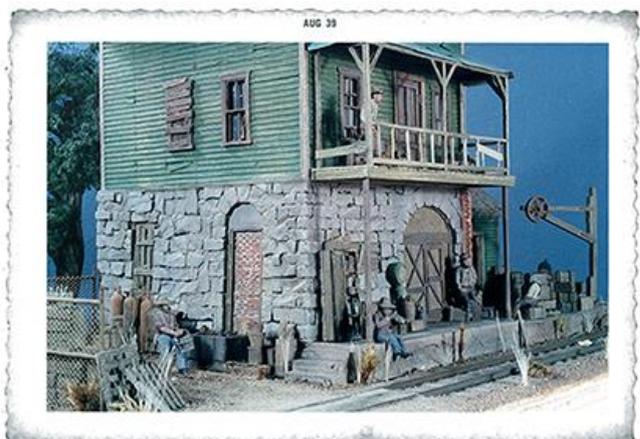
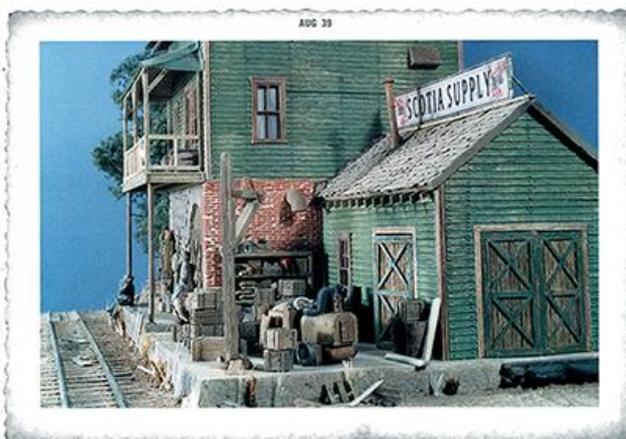
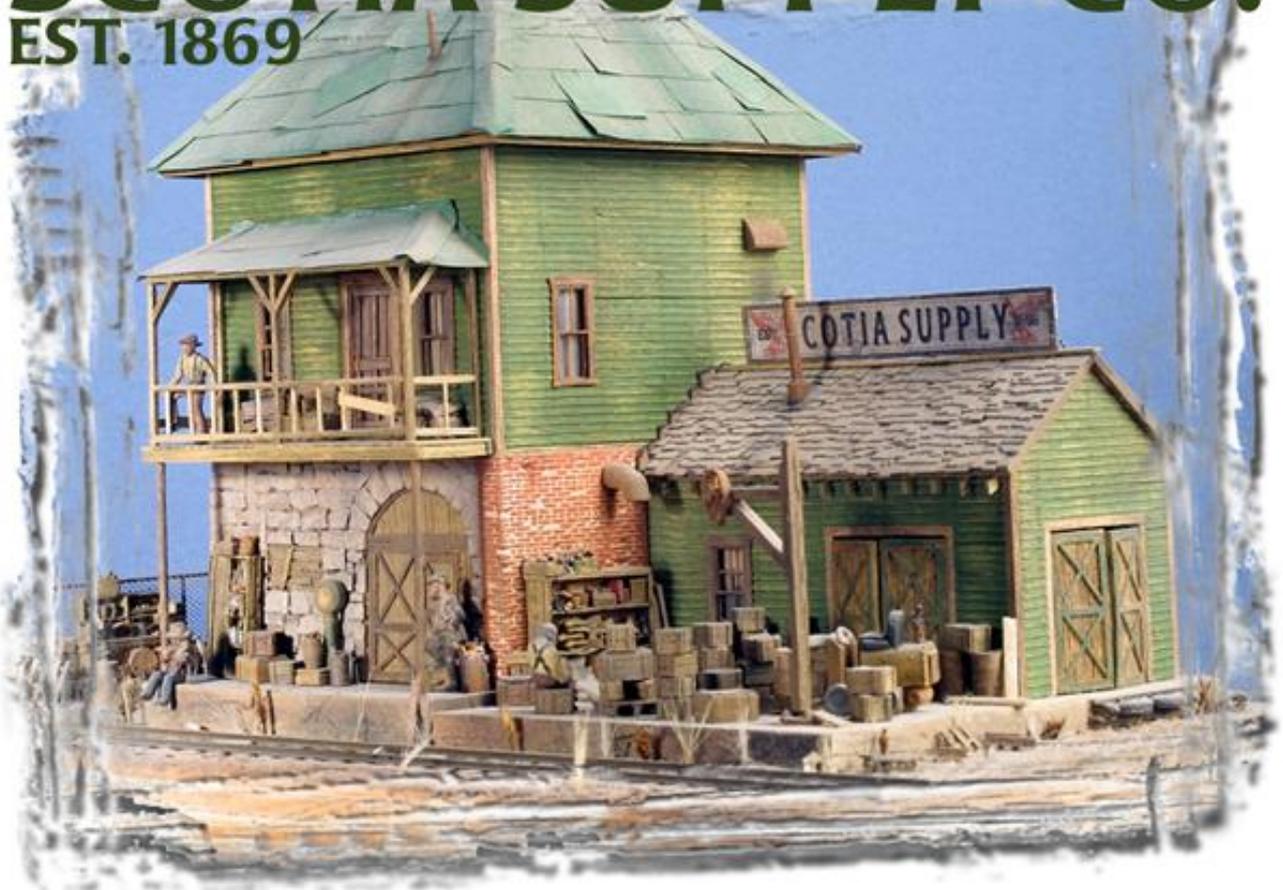
Brian (the HOn3 guy in Knysna)

Here are some artist's impressions of the Scotia Supply Co. building I have found on the internet...

Brian M has done a damn fine job, considering that he only had half the kit to work with!

SCOTIA SUPPLY CO.

EST. 1869



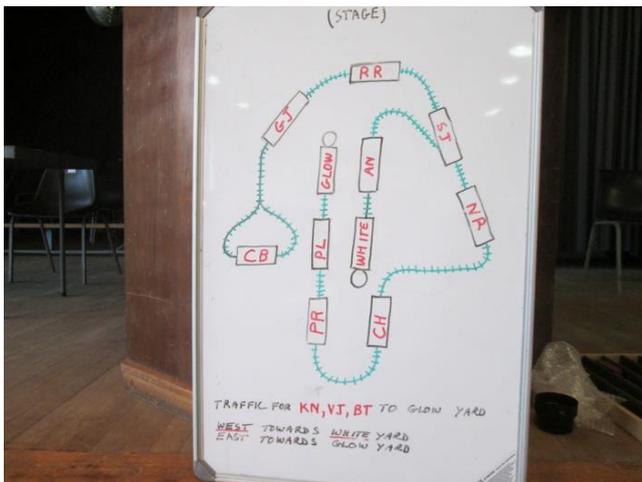
The New River Modules Set at Chamdor

By Brian Dawson

I first encountered the New River module set when ColinTT arranged for EMRIG members to pay a visit to the Gauteng Free-mo Group (GFG) layout set up at Panorama Primary School in July 2015. I had been a member of EMRIG for about a year, and loved running my trains at EMRIG, but was seriously impressed by what I saw at GFG. I loved the “intentional operational” layout concept. I walked around with my camera in hand (as I still do), taking numerous photos and “stealing ideas” with my camera!



The modular GFG layout was sadly only set up during school holidays, when GFG could arrange for the hire of a school hall for a few weeks. Each member then brought their modules out of storage, and contributed them to the temporary layout for the duration of the set-up, two or three times a year.



The New River (NR) modules belonged to Mike Richardson, having been built by him in 2011/2012. He started off with the mine - freight house section, and then only later added the fuel depot / village module.

I joined GFG in December 2017, after responding to an advert saying that they were at that time looking for additional members. My membership application was considered, and was fortunately approved by the other members. ☺

One of the requirements of belonging to GFG is that each member has to contribute modules for inclusion in the layouts (or else provide desired “special skills”, such as ColinTT did with his electronics expertise). When I mentioned that I was not a handyman at all, and would probably have difficulty in complying with this module-building requirement, it was suggested that I speak to Jason McBean, one of the GFG members, who might be able to assist me in this regard. Jason agreed to help me out, provided that I got physically involved as well (rather than him just building them for me), and so “together” we built a couple of 30° curves, incorporating quite a nice trestle bridge and underpass (Jason did by far the bulk of the work, while I just assisted and learned from him during the process), as my contributions to the club.

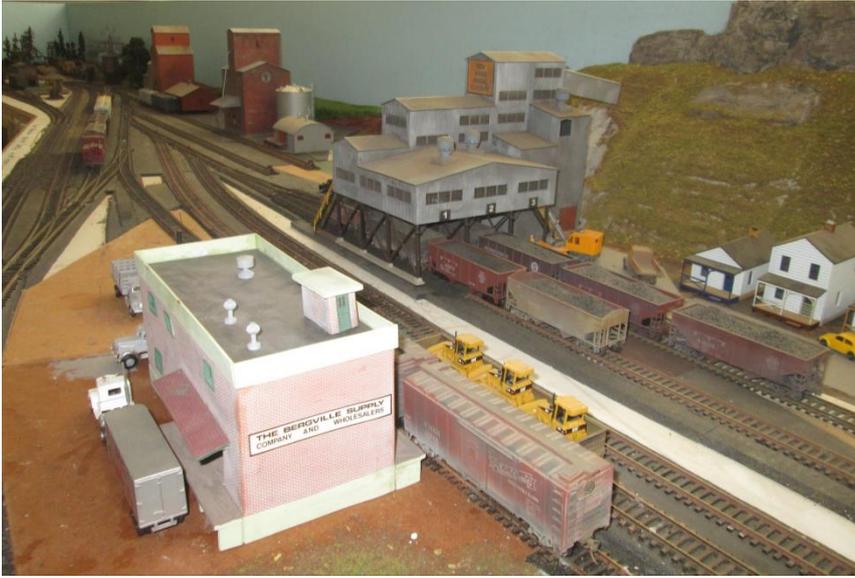
The reason for deciding to do these curves was that Jason was also in the process of further developing his own layout in the basement of the Model Train Exchange building in Randburg. He had a set of four 30° curve modules, and needed a further two to complete the 180° curve required at the far end of his layout. My two curves would then remain in place as part of his layout when not required at GFG. And GFG also needed extra curves anyway. So this arrangement worked out well for all of us, I believe.

Next thing, Mike Richardson’s New River modules appeared at Jason’s place, and also became incorporated into his layout (as seen below)! Mike was developing a home layout, and Jason did the bulk of the benchwork for him, with Mike giving him the New River modules in exchange, but without any structures. Mike’s



new home layout (non-modular) also includes a New River Mine section (*picture on next page*), and so Mike kept his structures to use on his home layout (which was then still under development). Jason, however, had his own nicely

weathered New River Mine structure (*the one pictured above*), and so he used that one on the module, along with other of his own structures. Jason also then built an additional “kinked” module to include in the set, to straighten out a “bend” to the original module set, so that the module set could lie straightened against the wall.



Some water has since passed under that trestle bridge... The GFG club has not operated as a club for a couple of years now. Covid-19 and Lockdowns and Education Department rules have meant that school halls have not been available. But another large part of the cessation of activity is due to the fact that a number of the members decided they no longer wanted to be part of a nomadic club, mentioning that their modules get damaged every

time temporary layouts are set up and taken apart, as well as during the transportation of the modules. Also, some members felt that GFG was perhaps more prescriptive in terms of its specifications than what they wanted, and preferred having more freedom to be able to run “later” trains, or trains that were not necessarily “Mid-Western USA”. Although still members of GFG, they effectively broke away from the club.

Two of these members found suitable premises in the Chamdor industrial area near Krugersdorp, and set up their own modules there, and started building additional ones. A number of the other members of GFG then decided to join them there, and added their modules to the layout, and that layout has since grown very substantially. Although there is a quite significant cost to renting the premises and housing the modules there, the biggest advantage is that the layout is now “permanently” set up (for so long as these premises remain available), and the Chamdor group members are able to run their trains at any time, and no longer just during school holidays, as was previously the case. Group members pay a monthly fee to house their modules at Chamdor as part of the layout, and then have the facility to run trains on a very extensive modular layout which is an accumulation of everyone’s module contributions.

Jason (sadly for us) has since moved to the Southern Cape, and decided to pack up and sell his layout. As my curve modules were by this stage an integral part of his layout, he traded them with me for some excess BN locos of his that I wanted. When Mike heard that Jason was selling up, however, he bought his New River modules back from Jason (but with Jason’s mine tipple now included), and for some time he then housed them at Chamdor, where they too became incorporated into the Chamdor layout, with some of Mike’s old structures added back on.

But once Mike’s home layout was fully functional, Mike decided to again sell the New River modules, and leave the Chamdor club. I heard they were up for sale, and was considering buying them. But Dave Flockhart from the Chamdor club made Mike an offer first, buying them quickly in order to keep them at Chamdor. Mike sold them to Dave, but again without any structures other than Jason’s tipple (and a garage in the little “village” and a small trackside building at the team track area – these two were fastened down and could not be removed without causing damage, whereas the others had all been removable). So Dave (and Chamdor) now had essentially a bare module set...

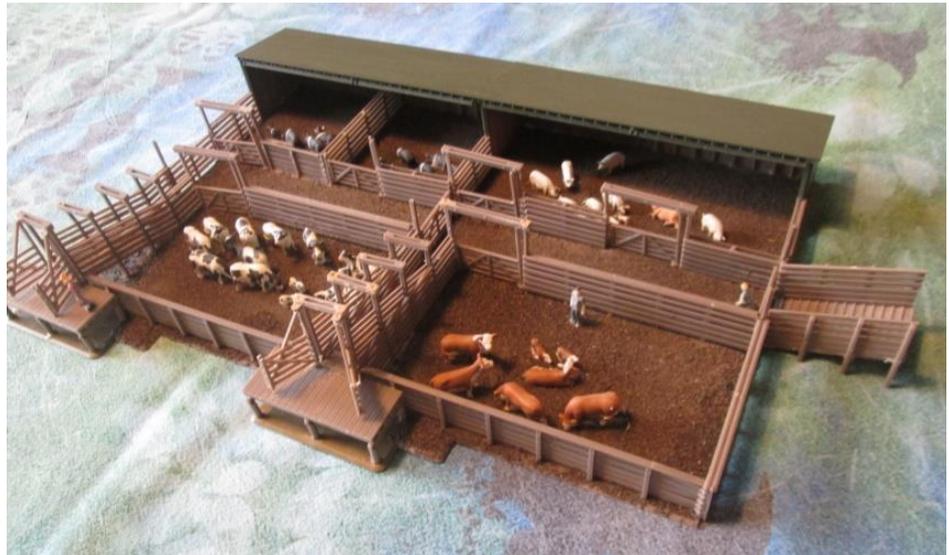
Dave heard that I had been interested in the New River modules. He has far more modules at Chamdor than what he has the time to manage / upgrade / renovate. He contacted me, and asked if I would be prepared to be the “custodian” of the New River module set, and look after them for him. This would entail the replacement of the missing structures (he would supply what he could), renovating and developing the landscaping, and then also the on-going maintenance of the modules.

Now – I need to explain that I am not actually a member of the “Chamdor” (West Rand Free-mo Group) club... I don’t have any modules to contribute to their layout. I had just been going through there every two or three weeks or so, to run my trains on their layout, but as a guest. Guests (with adequate train-running experience, or under supervision) are allowed at Chamdor, on a “pay to run trains” basis.

I agreed to be the custodian of the New River modules! And suddenly I had some work to do!...

Dave said that he had a fuel depot and a grain elevator, both of which would “need some work”, but he didn’t have a cattle stockyard or a freight house (all of which we wished to replace on the NR modules).

I let Mervyn know that I was looking for a stockyard. A few weeks later he told me that he had found something he thought would be suitable (“but it too would need some work”!). I fetched it from Mervyn, and did some “fixing up”. It wasn’t exactly 100%, but I was quite pleased with how it turned out, considering that it cost me only R200 (that’s way less than the value of just the animals alone if I were to buy them new!). It’s what I call a “double” stockyard model, with two railcar loading ramps, and the five holding pens.



After rebuilding it (this work being done at home, on the dining room table), I took it to Chamdor and placed it on the module. And found it was too big!!

Mike’s modules, built strictly to GFG specs, were the regulation 500mm width. The new stockyard would overhang the edge of the module by about 70mm when placed up against the track. I was then looking at ways to add a short narrow shelf of about 100mm width to support the back of the stockyard, when Wolf Loob walked past, questioning what I was trying to do. He said “Why don’t you just add a 200mm strip along the whole length of the module set? It will give you lots more space to play with!”

Fortunately for me Neil Plumbly was there! At Chamdor they had some 200mm strips of plywood, and also a number of wooden brackets made up by Wolf



specifically for the purpose of widening modules, and so Neil (with a very little bit of help from me) added the 200mm strips of plywood as a cantilever onto the “back” (non-operating side) of the module, increasing the width from 500 to 700mm. This required a bit of

cutting and shaping, due to the “kink” in the module, but it was a GREAT suggestion, now providing space for a road to connect all the industries up, and then a bit more! (The back portion of the stockyard can just be seen projecting out onto the added 200mm strip, in the picture above left.)

Next project...! Dave gave me some bits and pieces from two incomplete fuel depot kits. I fixed what needed to be fixed, assembled the different sections, added a few more small bits and pieces, and put together what I hope is a reasonable little “McGraw Fuel Depot”, which fitted quite neatly into the space where Mike’s fenced Interstate Fuel and Oils had once stood... The fuel tanks are properly banded (in case of any fuel spillage!), and the (plastic) ground surface is now covered (hidden) with (weed-free) gravel.



Dave then provided me with a partially-built grain elevator kit that he had. The silos were built, but the elevator was not. I had to do a bit of research to find out how grain elevators worked, and then completed the kit. One of the more difficult / intricate bits was constructing and inserting into the track the “drop-in” grate (through which the grain is delivered to the silo by grain rail-hoppers), as well as the equivalent drop-in grate on the other side for delivery of grain by road trucks. I had decided, for logistical reasons (due to the large size of the stockyard structure) to switch the positions of the stockyard and the grain elevator on the modules, so again some adjusting was necessary. But in the end, the grain bins and elevator seem to have worked out okay... Grain can be dropped off for storage at the silos either by railcar or road truck, and also loaded into grain hoppers from the silos.



Now I needed a Freight House! I'd asked Mervyn, and he had a small one, that wasn't quite ideal. But I bought it anyway. And then, at EMRIG, I noticed, on ColinTT's rather British station yard modules, an American freight house – just the kind I was looking for! When I spoke about this with Jimmy one Wednesday morning, he said that HE had put it there. He'd seen it on Mervyn's table at a swap meet one day, liked the look of it, and bought it. He'd then donated it to EMRIG, and used it to fill a vacant spot on Colin's module. With it being a very American freight house, on a very British module, we agreed that it probably wasn't totally appropriate there.

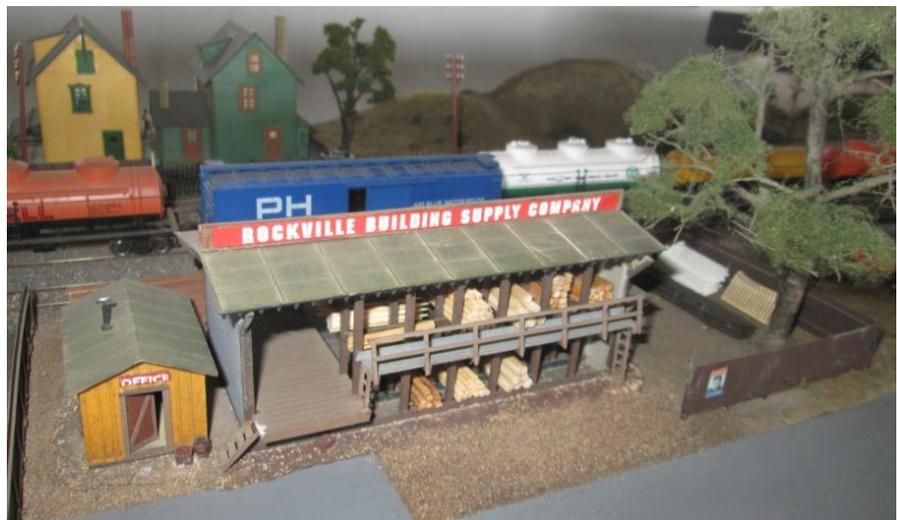
Jimmy was happy for me to take it, and I promised to replace it with something “more British” of equivalent value. And so then I had the Freight House I was looking for! It also needed a bit of work, and I did some weathering, and it turned out to be absolutely ideal for the New River location...

I then (temporarily) could use the too-small freight house where Mike had had his “Polar Ice” structure down near the fuel depot, but as this then meant that we had two freight depots within a very



short distance of each other, we later found something else to put in its place (a building supplies company), and we found another suitable spot for the small freight house elsewhere on the layout.

Neil kindly donated the Rockville Building Supplies structure (*alongside*), which he had rescued off a layout that he had been dismantling after the owner passed away, and this provided another suitable industry that fitted in with the modules’ context. I made up some “building supplies” items (mostly lumber and fencing stacks) to add to the structure...



We also found (in amongst the “Chamdor stock” that Dave, Wolf and Neil had accumulated) a number of suitably-sized shops or houses that we could use to re-build the small “village” that had been on the opposite side of the tracks from the fuel depot. Jason’s garage was still there, stuck down, the only building in the village, along with some empty yards! So fitting the houses and shops was quite a simple matter, just requiring a bit of touching up and then “landscaping” around them, so that they did not look like loose items just plonked down on the module.



I put in quite a lot of work at the “mine” end of the modules... One of the first projects there was to lift the height of the tipple by 5mm, so that locos can also pass underneath the loading chutes (the design of the Walthers kits is such that coal hoppers [even boxcars] can pass beneath the chutes with sufficient clearance, but diesel locos are just too high to clear the chutes). With the



loading / hopper storage tracks extending quite a bit beyond the tipple, it is sometimes necessary to collect hoppers from those tracks, and the loco hits and gets stuck against the bottom of the chute. The extra height was achieved through the use of 5mm foam cut and painted to look like concrete plinths.

Another major consideration, however, was the fact that – what is referred to as the New River “Mine” is in actual fact just the New River Mine’s “Tipple”. The tipple is where the coal excavated in the mine is loaded into the railroad coal hoppers for transportation away to some end-user. It’s not actually the “mine” where the coal is mined! For the purposes of the layout and the modules, the mine itself is “elsewhere”! The coal has to then be delivered from the mine to the tipple, and that would normally be by means of a conveyor system. There was no space on the module for a long conveyor to emerge from underground to supply the coal to the top of the tipple (for gravity feed to the chutes). But there was already a conveniently placed large aperture cut into the “rear” of the tipple structure where the conveyor is intended to enter (as well as

another smaller one lower down for a conveyor feed to the smaller loading bin [already in place] for loading road trucks with coal).



So now I needed to engineer some reasonable system of coal supply to the tipple...

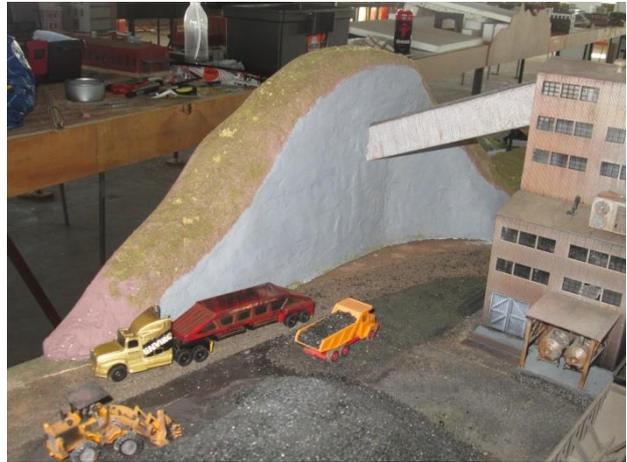
I did this by making a “mountain” behind the tipple (really glad to have the extra 200mm width to work with!), with a gunnite-clad rockface, out of which the underground conveyor coming from the “off-site” mine could emerge to feed the tipple. The rockface was made out of Styrofoam, and entailed gluing odd pieces together to achieve a reasonably realistic-looking shape that would fit into my available space, and then lots of foam carving, using Neil’s homemade “hot-knife” foam cutter (made from a mozzie Zapper handle and innards, coathanger wire, and utilising high-resistance wire [which heats up nicely with the Zapper current passing through it] for the cutter “blade”).



But because the rockface unfortunately straddles a joint between two modules, it was essential that the mountain be made removable, so that, in the event that the modules need to be separated for transportation at some stage, this could be done without having to destroy all the hard work that went in to its construction. The mountain is securely located in position on short sharpened dowel sticks protruding from the plywood base, and the “bedding in” of the mountain was then achieved through using a thin sheet of plastic wrap placed over the modules (at either end of the mountain), with the Rhinolite (mixed with a latex bonding agent, for some flexibility) then applied and moulded over the plastic sheet, with the excess plastic later trimmed away, to form the interface with the ground surface, in such a way that the rockface

can still fairly easily be lifted off and removed.

Neil happened to have some suitable Styrene sheeting, and was very happy to make up an appropriately-sized conveyor belt “housing” for me to use, to connect the mine to the tipple.



With the extra space provided by the 200mm cantilever, there was however now also space for a coal stockpile! Having worked around mines (including lots of coal mines) over the past 30 years, I knew that one needed to have stockpiles to accommodate overflow material and provide buffer storage capacity! I again had lots of fun shaping one out of Styrofoam. The stockpile was then painted black and coated with coal, and then again needed to be “bedded in”, also done using Rhinolite. Of course the area around the stockpile then



also had to be made to look “dirty” as would occur from all the coal loading activity.



Now I had a stockpile. But how did the coal get to be in the stockpile in the first case? This required yet another conveyor to protrude from the tipple building. Once again, Neil came to my rescue, with some small conveyor housings that he had made up at some stage, as well as a suitable girder support. I had to join a couple of lengths of the conveyor housing to get the discharge end to the right position, and glued



them in position. The colouration is not quite in keeping with Jason's beautifully weathered tipple building, but it was "obviously" an add-on to the original design, and received its paintjob after the rest of the building ☺...

In closing, I wish to thank Dave Flockhart for his confidence in me, entrusting me with this project. I hope that I have produced a satisfactory result. And then I must also acknowledge all the physical and material assistance, and

helpful suggestions, that I have received from Neil Plumbly, my new mentor. And it was Jason McBean, when we were working together on my curve modules in the MTE basement, who started off teaching me the basics of landscaping and detailing of modules. Many thanks to all of you guys!

How It All Began For Me...

By

Those who have told us their stories so far are: John B (May 2021), Jimmy M (June 2021), Colin A (July 2021), Kobus P (Aug 2021), Mia vB (Sept 2021), Kevin C (Oct 2021), Ralph D (Nov 2021), Rene' B (Dec 2021), and Brian D (Feb 2022).

Editor's Note: When I pointed out to Rene' that his article was all really fascinating stuff, but that it didn't tell us anything about how HE (Mr Rene' Bosch from @Trainz!) got involved with model trains, he said he'll do that next (sometime!), and then he rushed off somewhere to attend some or other big hobby fair!... 😊
😊😊 And he's been rather busy ever since... But he still needs to write that story for us!!.... Meanwhile

Running Trainz Virtually: ... (is still on sabbatical!) 😊😞😊

By Brian Dawson

I haven't been too busy to run Trainz... I've just been way too busy to write about what I've been doing!!

The EMRIG Water Tower Challenge...

By this month!... 😞😞😞

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 Pelsler (*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...*
- 2021 February Glynn Chamberlain
- 2021 March Shane Brinkley
- 2021 April *Mark asked for a month’s grace, and then another couple....*
- 2021 August Mark Peddle (who then challenged Craig...)
- 2021 September ... waiting..
- 2021 October Craig Beretta
- 2021 December Eugene Saayman
- 2022 January Jean Dulez (who kindly volunteered and submitted an article)
- 2022 February Niel Wilson

And then Niel challenged someone for this month... but without getting an agreement from said person that they would write (I KNOW that’s not how a challenge is SUPPOSED to work, but unfortunately it’s how it NEEDS to work for this system of ours to continue to deliver goods...), and so we have another blank space here again this month. But then Niel recently twisted the arm of someone else, and after much bargaining he obtained the necessary agreement... he says that he’ll have to pay a price, however.....!! I just hope that he survives..... And we’ll have to wait a month for our next contribution...

Upcoming Key Duty Roster:-

Mark has drawn up and distributed the **2022 Duty Roster**. There are some changes to the Key Holders (from last year), and Tuesday evening running sessions are included. The new roster was circulated to members by email.

Here is the Key Duty Roster for the next few months of the year...

	Date	Name		Date	Name
			1	Wed 2-03	Clive S

1	Sat 5-03	Mark P	2	Wed 9-03	Colin A
2	Sat 12-03	Kobus P	3	Wed 16-03	Brian D *
3	Sat 19-03	Colin A	4	Wed 23-03	Jean D *
4	Sat 26-03	Ash P	5	Wed 30-03	Jan K
1	Sat 2-04	Brian D	1	Wed 6-04	Clive S
2	Sat 9-04	Theuns W	2	Wed 13-04	Colin A
3	Sat 16-04	Mark P	3	Wed 20-04	Jean D
4	Sat 23-04	John B	4	Wed 27-04	Brian D
5	Sat 30-04	Glynn C	1	Wed 4-05	Clive S
1	Sat 7-05	Kobus P	2	Wed 11-05	Colin A
2	Sat 14-05	Colin A	3	Wed 18-05	Jean D
3	Sat 21-05	Ash P	4	Wed 25-05	Brian D
4	Sat 28-05	Brian D	1	Wed 1-06	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. (please don't turn off the one closest to the window [left-hand switch powering the IR], as the right-hand switch powers the Security Gate lock!!!).

Mark is responsible for the roster – 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 let Mark know what you have arranged.

Xxxx * above = known changes to the roster

Club Diary and Other Upcoming Activities:-

- Sunday 27th March Toyz 4 Boyz, Rand Airport (**EMRIG exhibiting!**)
- Tuesday 29th March Evening running at the club – American trains
- Saturday 2nd April Planes, Trains & Automobiles, SAA Museum, Rand Airport (**ditto**)
- Saturday 9th April **EMRIG Layout visit to Chamdor (West Rand Fremo Group)**
- Tuesday 26th April Evening running at the club – Swiss / German trains



- Monday 2nd May Pro Patria Militere Fees, Pretoria (EMRIG exhibiting?? - TBC)
- ??? ???? The Great Model Train Expo **CURRENTLY POSTPONED INDEFINITELY**

2022 Club Committee Contact details:-

Chairman – Glynn Chamberlain	glynn.chamberlain@gmail.com
Secretary – Mark Peddle	mark@icemountain.co.za
Treasurer – Mia van Breda	
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 2022 WERE DISCUSSED AND FINALISED AT THE AGM. THE FEES FOR 2022 HAVE REGRETTABLY HAD TO BE SUBSTANTIALLY INCREASED. THE FEES ARE NOW R1,200.00 FOR SINGLE MEMBER, AND R1,800.00 FOR FAMILY MEMBERSHIP.

YOU CAN EITHER PAY ONCE OFF, QUARTERLY (PAYABLE IN FEB, MAY, AUG & NOV), OR MONTHLY IF YOU PREFER, PAYABLE BY 5th OF THE MONTH.

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