

Newsletter – JANUARY 2026

Contents

1.	Chairman's Message - January 2026.....	1
2.	Other Club News	4
3.	Letters To The Editor - An email from Don Davidson.....	9
4.	Notice of EMRIG AGM 2026, plus Agenda.....	11
5.	Pretoria Model Train Club Swap Meet 13/12/2025 Feedback - by Terrence Marx.....	14
6.	The Hobby Show At NASREC - Yip, We Were There Too! - by Brian Dawson.....	16
7.	Depression and an Epiphany: Part ?? - A Switching layout with a Barge for Staging - by Glynn Chamberlain (<i>why are we waiting????</i>).....	23
8.	Lima Class 5E Makeover: A New Perspective of an Old Favourite. A Lima set has their third makeover - Part 2 - by Ralph Davey.....	24
9.	How a Failure led to a Success: The "Front Runner" Flat Car - by Terrence Marx.....	30
10.	WFG - Building a Layout for TGMTE 2025: Part 1. Basic Design, Trackplan and Track-laying - by Brian Dawson.....	37
11.	Gauteng MR History - 1. Some Personal Recollections From The Past - by Don Davidson.....	46
12.	How It All Began For Me: No-one's story this month.....	53
13.	The Water Tower Challenge : (sorry, nothing once again this month).....	53
14.	Club Diary.....	55
15.	Club Committee.....	56
16.	Banking Details.....	56

Chairman's Message – January 2026

By Mark Peddle

Well, we have ended 2025 on a high note while the club was extremely active during the year. Our last event was a layout display and operation at The Hobby Show at NASREC in Johannesburg from 5 - 7 December.

This was a great experience for our club, and it was great to be involved in a 3-day hobby show. We were set up at the main entrance, where we had a prime position. There was also the N Gauge Guild with a small layout run by Neil Bennett, and a South African-themed layout built by Rene' Bosch, Riekus van der Westhuizen, and Rinke Blok.

The members had the young viewers run the trains, and the expression on their faces (*those of the young viewers – as well as, sometimes, the faces of the members! – Ed*) was something to see. In many cases, the parents had to drag the children away to move on to the Expo show area, quite often returning to do some more running later. As one club member mentioned, he had never walked around a layout as much as this!



There were many inquiries, and lots of pamphlets were taken. Our Facebook site grew dramatically, and our viewership has really increased with the exposure gained at the show.

Club Activities in 2025

This is where we went during this past year... 14 Events!

8 February	Swap Meet NTMTK	Pretoria
1 March	Swap Meet EMRIG	Benoni
29 March	Swap Meet PMT	Pretoria
26 April	Richies' Toy Fair	Randburg
27 April - 3 May	Club Operation	Benoni
31 May	Swap Meet EMRIG	Benoni



28 June	Swap Meet PMT	Pretoria
11 - 13 July	Rynpark Retirement Home	Benoni
26 July	Richies' Toy Fair	Randburg
2 August	Model Transportation Fair	Kempton Park
30 August	Swap Meet EMRIG	Benoni
4 - 12 October	Club Operation	Benoni
1 - 2 November	The Great Model Train Expo	Kempton Park
5 - 7 December	The Hobby Show	NASREC, Johannesburg.

So, looking back on this year, the club has really ensured that we showcase the hobby and promote the club's modular layout concept.

A big thank you to all the club members who made this a great year. It was a time when lots of fun was had by everyone involved.

Annual General Meeting

A reminder of the AGM that is to be held on 24^h January at 10 am.

Events

Please remember the first Swap Meet event is to be held on 7th February 2026 and hosted by EMRIG in Benoni, followed by NTMTK at the Voortrekker Monument on 28th February 2026.

Note, we update the newsletter regularly with events to ensure you are up to date with what's happening.

Ensure you have subscribed to our Facebook page as well, to get updated postings.

As we look forward to the new year, we are excited about the projects and events planned. Let's continue to support each other, share our expertise, and most importantly, enjoy the journey of creating and running our model railways

That's all for the moment, till next time, keep your trains running.

Mark Peddle

Chairman

Other Club News

By Brian Dawson (Newsletter Editor)

Recent Membership Snippets...

I have now found out where Noodle got his name from! It had absolutely nothing to do with my assumption of “new guy” somehow being transposed --> “noodle” It has everything to do with..... this!... ↓



Noodle is quite the handyman, happy to work on his trains (even having recently fitted a decoder), and found he needed a cradle to hold his newly-acquired loco upside down while he worked on it. Being an innovative kind of guy, and having an old “pool noodle” lying around handy, he cut a section out of a portion of the noodle, used it to make the base, and hey presto – he had a cradle..... and a nickname! 😊

And Mrs Noodle has explained that she was happy to also join “this bunch of strangeness”, because she reckons she’s just as whacky as all the rest of us!

PS Mrs Noodle, please thank “Baby Noodle” for the GREAT batch of cupcakes she baked for us and sent along for the crew on duty at The Hobby Show!



Scheduled Layout Set-ups And Future Activities

It’s still early days as far as our planning for 2026 is concerned, but we will most definitely be setting up our layout and having train running opportunities as often as we can throughout the year.

Having been so busy of late, we’ll take a bit of a break through January, but are planning to have the layout set up at the first Swap Meet of the year (ours), on 7th February, and then again at the NTMTK Swap Meet at the Voortrekker Monument three weeks later, on 28th February. We’ll also do a couple of the PMT Swap Meets, but those dates (which ones we’ll do) haven’t been decided yet.

We expect (hope?) to be invited back to display the layout at the Richie's Toy Fairs through the year again.

Mark will also talk nicely (please, Mark!) to the Headmaster at Benoni Junior School, so we're hoping to once again set up in their school hall for at least the April and October school holidays.

And obviously we'll be back at the Transportation Fair in August, and the Great Model Train Expo again at the end of October, and also at The Hobby Show if we're invited back there, all a whole lot later in the year.

But we also want to have a number of other opportunities through the year, at different venues, where we can set the layout up to promote the hobby and our club to the general public, where all club members will be able to participate and have some fun running their trains. And members – feel free to approach the Management at your local shopping mall, and investigate the possibility of our setting up our layout there on a weekend or public holiday. Then provide feedback to Mark and Niel, for us to consider including it as a venue for train running. Watch this space in future for more details as the plan unfolds....

Brief Mini-modules Updates



Terrence's cattle ranch modules have undergone quite a transformation recently! There's now a whole lot of green grass in evidence, as well as a water storage tank (ex Danie Pienaar), and a watering trough and a feed trough (ex Jabaville), which have all appeared since the Expo. Compare the two pics below, the first one taken at the Expo in November, and the second at The Hobby Show in December... Looks like it was a really beneficial Northmead Swap Meet as far as his cattle herd was concerned!



At The Hobby Show, Niel had on display an assembled sample of his new “bridge” double module (which I mentioned last month as being in the pipeline), and there was some immediate interest expressed. At least a couple of gents – one not even a member of EMRIG – are saying that they are thinking about buying and developing bridge-module dioramas (maybe even an “Old West” type wooden trestle, or perhaps a Boer War Blockhouse scene?) for inclusion in the layout! Yes!!!! 😊😊😊



The bridge double-module, in stock now at a Valley Loco Works trader near you 😊 (pics by Niel)

Now all we need is that “Y” module set that Niel and James have been talking about, and then we can build or acquire an “external” staging yard that we can tack on, “off” the layout... something separate from the new “in-line” yard that Kallie is building for us!

Swap Meets Feedback and Schedule, and Toy Fair Dates

With EMRIG having been so busy at The Hobby Show on the prior weekend, we’d decided not to take the layout to the PMT Swap Meet on 13th December – the last Swap Meet for the year. So we weren’t there.

Feedback that I received from a couple of the traders who were there was that it was a good swap meet for them, with lots of buyers, and well supported, despite the rather miserable rainy weather on the day.

I asked Terrence, who did go through to the swap meet, to also give us some feedback, and his great report is presented a bit further on in the newsletter.

And then I received some photos of that swap meet from Pierre Jacobson, Chairman of PMT, arranged by Barbara from Jabaville after I asked if they had maybe taken any... (*They hadn’t... they were a bit busy* 😊)





Youngsters operating a layout! (Photo credits: Pierre Jacobson) Something puzzling you, Marcus?

... and here is some other rather nice photographic feedback I received from another friend, relating back to the Northmead Swap Meet at the end of November...



The Three Mustgetbeers (or is that Cokes, rather?) (Photo by Herman Steyn) (but caption by the Editor)



Here then is the **Swap Meets calendar for 2026**, for those Swap Meets that have been confirmed thus far. Additional dates can/will be added if any are provided.

February	7/2/2026	EMRIG	Northmead Mall (*)	Benoni
	28/2/2026	NTMTK	Voortrekker Monument (*)	Pretoria
March	28/3/2026	PMT	John Vorster Technical High School	Pretoria
May	30/5/2026	EMRIG	Northmead Mall (*)	Benoni
June	27/6/2026	PMT	John Vorster Technical High School	Pretoria
August	28/8/2026	EMRIG	Northmead Mall (*)	Benoni
October	3/10/2026	PMT	John Vorster Technical High School	Pretoria
November	28/11/2026	EMRIG	Northmead Mall	Benoni
December	12/12/2026	PMT	John Vorster Technical High School	Pretoria

() = intending to have the EMRIG portable layout set up and running at these events*

*(Other * info will be added once the Committee has had a chance to discuss and decide...)*

Here it is, in poster form, in case you wish to copy and paste, and forward to anyone else interested...



In addition, the dates for the 2026 **Richie's Toy Fairs** have been announced. They are as follows: 7th March, 25th July, and 7th November (all Saturdays). We will, we expect, have our EMRIG layout set up there at at least one or two of them.



And while we're talking about dates, you can make a note of these two as well:

The next **Transportation Fair** is planned for **Saturday 1st August 2026**, according to Willie.

Then the next **Great Model Train Expo** happens the weekend **31st October to 1st November 2026**.

EMRIG Newsletter "Index" Available and on the Club Website

An "Index" (actually a listing of content by month, and by article title / author) has been compiled, covering the period February 2017 to December 2023 (the Index will soon be expanded to include 2024 and 2025 as well). This is available as a PDF document if anyone wants a copy of it. You can just email me your request at editor@emrig.co.za. It is also available on the club website, under the Newsletter section, right at the top, for ease of reference.

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 club's **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 posted on the Whatsapp Chatgroup once the latest newsletter is available, and also sent to a number of other "friends of EMRIG". Members who have requested such, are emailed a copy of the newsletter.

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, and Follow us!!! 😊

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 receiving mail.

Letters To The Editor

Editor's Note: I received an email in October 2021, which inter alia suggested that we routinely 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 prototypical trains... in fact, anything train- or club-related!!! Send your comments / suggestions / contributions to me by email at editor@emrig.co.za.



This month we have an emailed "Letter to the Editor" from Don Davidson, a member of SAG and WFG, and an avid reader of and contributor to this newsletter. This response from Don was completely unsolicited, and came as a very pleasant surprise as I was sitting wondering where exactly to start with the new "Gauteng Model Railway History" series...

EMRIG Newsletter December 2025 - Some Gauteng Model Railway History

Hi Brian,

I refer to the above and enclose my response to your request re the above matter. I only attended one Convention in Gauteng (the other in Bloemfontein), going back about 20 years or more, in respect of which it has now faded from my memory. However, I remember that the convenor was Paul Mollison. Perhaps he can provide some information. The second Convention in Gauteng that I'm aware of took place about 17 years ago (*it was in 2009*), but I was unable to attend it. John Burkhardt was very involved in organizing that Convention, so perhaps he can assist. I hope a few of the delegates took some photos and that you will get a response. (*Ed. Herman Steyn took a lot of photos of layouts for the 2009 Convention, which I hope to be able to make use of here.*)

Your introductory article in the EMRIG Newsletter made me think about the hobby over the past many years, and in my enclosed article I have tried to mention some aspects related to the hobby that I can remember. The only thing I have mentioned in relation to clubs is a brief reference to my early involvement about 40 years ago in The Rand Model Railway Club in Observatory. I remember quite a few of the members' names, some of them now deceased. The Chairmen and club participants of the many clubs that are still in existence as well as those that are now gone, hopefully can provide something about their clubs' past history. There is so much that has transpired over the years in the model railway hobby, as well as the many people who have been involved, but I must admit I am skeptical as to the extent to which how much has been recorded. Photos have been taken by delegates at the Conventions, so, hopefully, I might be surprised as to what comes to light.

I think your series is directed more to past history related to the Conventions and the Clubs in Gauteng, rather than the hobby generally over the years. However, I have set out (in the attached memoire) some aspects in so far as I remember them, for your interest.

You are welcome to use anything from the document that you believe might be relevant or of interest.

My document could also perhaps be used by way of a "letter to the EMRIG editor" to motivate others to give some further thought to model railway past history. I hope this will generate some discussion, corrections etc.

My article could contain inaccuracies. If you feel my document will be of little interest, just relegate it to "file 13". I leave it to your discretion.

Your proposed series could be ongoing for quite some time and generate a great deal of discussion. I will be following developments with interest.

Kind regards

Don Davidson



Editor' Response: Thank you, Don! This is SO unexpected, and SO VERY welcome!!!!

Thank you so much for taking the trouble to write all this (referring to Don's article, which appears later in this newsletter) down for us! I am going to use this (his article) as the "kick-off" article in January, to get the new series underway, and I too hope that it will serve to prompt many more to write about their "personal reflections and memories".

Yes, I want to try and record the historical info that is still out there regarding all the various clubs, particularly, and then also the "events", such as the Conventions, that happened along the way, but the personal recollections, from those of you who have been around and been involved in the hobby for so many years, are also absolutely invaluable contributions!! Thank you for causing me also to look in this direction!

I am really looking forward to where all this may lead! And hopefully many more model railway hobbyists here will be inspired to brush away the cobwebs, and write down their recollections for us!

Best wishes,
BrianD

EMRIG AGM 2026 – AGM Notice & Agenda

The EMRIG AGM will take place on **SATURDAY 24th JANUARY 2026**, starting at **10 am**.

The venue is Niel Wilson's home, 157 Meyer Road, Marister AH, Benoni.

There will be a Bring and Braai after the AGM for those who would like to stay and socialize. Please bring your own plate (plastic or paper), including any cutlery you may require, plus your drinks, for the Braai.

AGENDA

1. Welcome, Attendance Register to please sign
2. Proxies received.
3. Quorum (Yes / No)
4. Acceptance of Minutes of the AGM of 25 January 2025
5. Chairman's Report back on the year 2025
6. Treasurer's Report on Finances
 - 6.1. Income, expenses, subscriptions, etc.
 - 6.2. Audit Report, Questions
 - 6.3. Membership matters
 - 6.4. Proposal for Subs for 2026
 - 6.5. Budget Presentation
7. Election of new office bearers for 2026



8. Election of Committee/responsible persons for 2026
 - 8.1. *Chairman, Secretary, Treasurer, Webmaster, Newsletter Editor, Layout manager.*
 - 8.2. *Layout Manager – Still vacant. Nominations can be submitted to the secretary.*
 - 8.3. *The current committee is available for re-election.*
 - Chairman – Mark Peddle.
 - Treasurer – Mia van Breda.
 - Secretary – Duncan Hornby
 - Swap Meet and Events Organiser – Kobus Pelsner
 - Newsletter – Brian Dawson
 - Webmaster – Glynn Chamberlain

New blood is always welcome. Please submit any nominations to the Chairman in writing at least 2 days before the meeting. However, nominations will also be welcome from the floor.

9. The Club facilities
 - 9.1. HO layout, Corner Modules
 - 9.2. Exhibition Layout – N Gauge
 - 9.3. Comments, ideas, responsibilities, maintenance, and improvements
10. Programme of Events, Visits, Workshops & Clinics, etc. for 2026
 - 10.1. Swap Meets
 - 10.2. Operating Sessions
 - 10.3. Public Events
 - 10.4. Proposed Layout Visits
 - 10.5. What else do the members want?

EMRIG Activities for 2026: Swap Meet & Exhibitions

<u>DATE:</u>	<u>SHOW / EVENT</u>
24 January 2026	EMRIG AGM
07 February 2026	EMRIG SWAP MEET
28 February 2026	NOORD-TRANSVAALSE MODEL TREINKLUB SWAP MEET
07 March 2026	RICHIES' TOY FAIR
28 March 2026	PMT SWAP MEET
28 March 2026	SCHOOL HOLIDAY
08 April 2026	SCHOOL HOLIDAY

30 May 2026	EMRIG SWAP MEET
27 June 2026	PMT SWAP MEET
27 June 2026	SCHOOL HOLIDAY
21 July 2026	SCHOOL HOLIDAY
25 July 2026	RICHIES' TOY FAIR
01 August 2026	TRANSPORTATION FAIR
29 August 2026	EMRIG SWAP MEET
26 September 2026	SCHOOL HOLIDAY
03 October 2026	SCHOOL HOLIDAY
03 October 2026	PMT SWAP MEET
T.B.C.	KROON SWAP MEET
31 October 2026	MODEL TRAIN EXPO, Kempton Park
01 November 2026	MODEL TRAIN EXPO, Kempton Park
07 November 2026	RICHIES' TOY FAIR
28 November 2026	EMRIG SWAP MEET
T.B.C.	THE HOBBY SHOW
T.B.C.	THE HOBBY SHOW
T.B.C.	THE HOBBY SHOW
12 December 2026	PMT SWAP MEET

11. Newsletter, communications media?

11.1. Website Financial responsibility of the Club

12. Closing

Pretoria Model Train Club Swap Meet 13/12/2025 Feedback

By Terrence Marx

The Pretoria Model Train Club (PMT) held the year's final swap meet at the John Vorster Technical High School in Pretoria on 13th December 2025. I had made up my mind to attend this swap meet, as there were items that I was looking for which I could not get at the EMRIG swap meet a couple of weekends previous.

The day arrived, overcast and raining as it had been all week, and it was touch and go whether or not I would actually attend. Eventually I made the trek to Pretoria and I was not disappointed.

I arrived at the event at about 9:30 and there was already a crowd of people who were eagerly buying items from the 40 or so tables at the swap meet, which was held in the school hall. I expected there to be fewer people due to the rain that was falling, but I was mistaken, as the venue was quite busy while I was in attendance, and I noticed that brisk trading was done by all, which is comforting to see.

Most of the traders that were at EMRIG two weekends before were there in attendance. Other dealers that were present included Johan de Villiers and Craig's Models.

Most of the items on sale were HO scale, with Francois Delpont and Johan de Villiers selling N scale models as well. There were also a number of new building kits for sale from several manufacturers, as well as a couple of nice second-hand ones which really interested me. Unfortunately, by the time I had walked through all the tables, I had already spent my budget for the day on a set of Superliner passenger cars from Johan de Villiers. Johan also had a number of HO scale locomotives from the Thomas the Tank Engine TV series on his table, retailing for R900.



A locomotive that I really fancied was the Mehano DE-AC33C Blue Tiger locomotive that was for sale by JJ and Barbara from Jabaville. They also had a nice selection of other models including some British steam

locomotives from Hornby which were in very good condition, and the prices of those locomotives were very competitive. I also noticed a large number of Lima 5E locomotives on their tables, as well as an ICE intercity express in very good condition. The model had extra passenger cars, which made for a very nice looking train. There were a number of other HO SAR models for sale on their tables as well.

A number of the dealers asked about the Hobby Show which EMRIG had attended the previous weekend at NASREC, and feedback was given to those dealers about this. Then I made a stop at Craig's Models where I picked up some of his 3D-printed animals. He has a wide variety of 3D wild animals on his website, and these were on display at the swap meet as well. Craig also had a number of Walthers kits and other items available. As you may know, Craig is an authorized dealer for Walthers USA.



As mentioned, Francois Delport had a lot of N scale equipment available, most of which was Kato and at very competitive prices. I noticed that he had, at the EMRIG swap meet two weeks previously, also sold a lot of the items that he had on his table there, so if you are interested in N scale I would suggest that you make an effort to contact him in order to buy some of his items, as they are moving fast.

Tony Den was also present, selling his model vehicles, and I noticed an interesting collection of them on his table as well. Tony's prices are also very reasonable.

Tish Goodenough was also present with the predominantly Pennsylvania Railroad items that she was selling. Of interest to me on that table was an HO_n3 steam locomotive which was priced at R6000. She had a number of Athearn and Walthers kits for sale, all of which were high quality. She is selling a collection which belonged to her late husband, if I am correct in my assumption. I know that Patrick Goodenough, her late husband, was a strong Pennsylvania fan.

Henk Drijfhout had his display layout set up in the foyer, where it drew the attention of many of the youngsters in attendance. The foyer was also the place where the food was being sold, and there were pancakes and boerewors rolls for sale there by the ladies of the club. I cannot recall the price of the pancakes, but the boerewors roll for R30 that I bought was indeed worth the money.

EMRIG was well represented at the swap meet, and I ran into a couple of our members including Niel Wilson who was there to deliver new module kits to Pierre and Kobus as they are also embarking on building a layout based on our new mini-module standards.

I left the swap meet at about 11:00 when there was a break in the clouds, as I did not fancy driving home in the rain.

I would like to acknowledge a special thanks to Kobus Steyn and Pierre Jacobson for the presentation of the swap meet.

The Hobby Show At NASREC – Yip, We Were There Too!

By Brian Dawson (with photos by numerous club members)

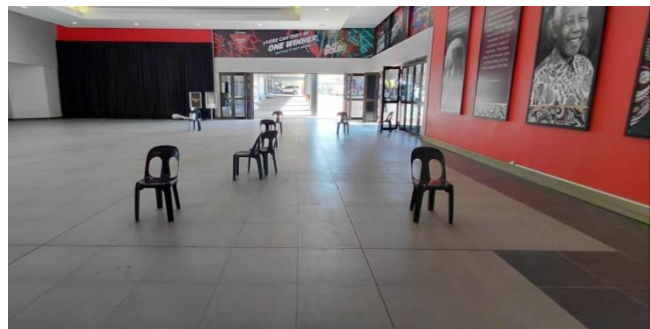
In case you weren't involved, or didn't get to visit it (and haven't been paying any attention to anything in recent editions of this newsletter!), the inaugural **Hobby Show** took place in Hall 5 at NASREC over the weekend 5th to 7th December. Yes – it ran from the Friday morning to the Sunday afternoon... We were there, participating for three full and rather busy days, with our expanded layout on display, exhibiting our layout and our trains to all the visitors to the show, as they entered.

I first became aware of the Hobby Show when John Henry saw something on Facebook in the middle of August, popped a message onto the club chatgroup, and asked the question "Are we interested in exhibiting?" My immediate (but fortunately silent!) reaction was to dismiss this as a crazy idea, knowing that the cost of hiring a stand at Exhibitions like these is absolutely exorbitant (turns out it was R1000/m²!), and NO WAY could we as a club be paying that kind of money just to show off our layout...

But our intrepid Chairman is made of sterner stuff! He had also seen the advert, and decided that it WOULD be appropriate for us to at least "try our luck". He contacted the organisers of the Hobby Show, and was (surprisingly, I thought!) given a very positive reception! It turned out that they had some space in the entrance to the Exhibition area, which they were not paying to hire, and felt they could not rent it out as exhibition space. They thought it would be appropriate for a hobby display of some sort. They had contacted Rinke Blok from The Model Shop, to ask if he was interested in doing something, but at that stage Rinke had not yet got back to them. They said to Mark "Let's talk!"

We needed to know if the area would actually be suitable for our purposes, and so Mark and I went through to meet the organisers at the venue on 26th August, to check the place out. Mark had sent through to them photos and videos of what we as a club could offer, and they seemed to like it. Cool! We looked at the area that was being made available to us, and it did seem very suitable, actually a lot more space than what we would need. So we talked with the organiser about the possibility of pulling in another train club or two to join with us, to fill up the space. He was quite happy with that idea.

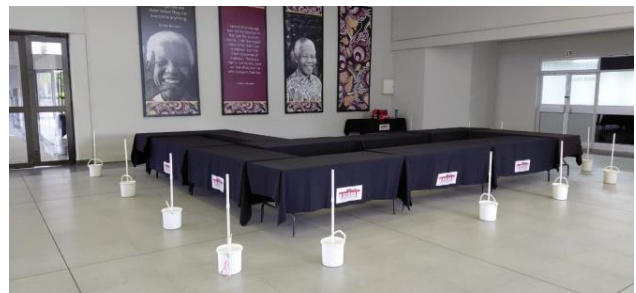
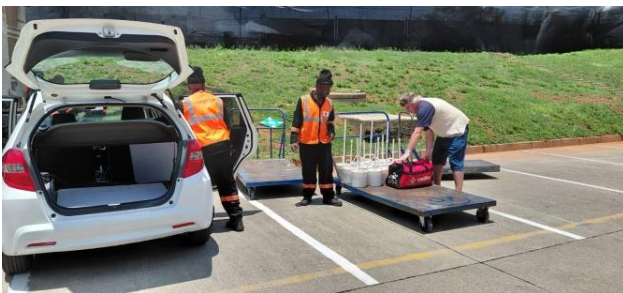
We paced out the available area, and marked out what we thought we would need using chairs, to be able to describe things to the other committee members, before the committee took a final decision.



A couple of other clubs that we then contacted about sharing the space with us declined, for various reasons, perhaps fortunately so, because in the meantime Rinke did get back to the organisers, and that's

how he, along with Riekus and Rene', ended up as our neighbours again, with their magnificent Cape Gauge SAR layout! Our participation there would be free, gratis and for nothing! – no cost to the club!!

We needed to have everything set up and working on the Thursday before the event, so that we would be running trains when they opened the doors to the public at 09h00 on the Friday. We hired tables from the organiser, so as not to have to sukkel with transporting all of ours as well as everything else. On the Wednesday, Mark and Niel went through to set out the hired tables, and cordon off our area. They had some help with the offloading and setting up, and by the time the rest of us went through on Thursday morning to set up the layout, our area was ready and waiting for us. *(Photos below are by Mark)*



On Thursday it took the usual couple of hours to set up the large layout (using the same configuration that we had used for the Expo – our expanded “fat L” layout including the inverse curve, the five corners, and 26 straight modules), and by early afternoon we were able to start running trains to test the track alignment. And even my pesky little British 2-axle 10T wagons ran nicely round behind the Class 25 Sulzer-engined diesel! We're good to go, guys!

In addition to the actual layout, we had a few other display items... We had a TV mounted on the Sputnik pole, and throughout the weekend we projected, from Mark's laptop, photos and videos of the layout in operation at previous events, a couple of slide shows that Mark had put together illustrating the assembly and scenicking of modules, adverts for some other train clubs and swap meet traders, and we also, on a few occasions, projected the cab-view image of the layout as Mark's new camera-train travelled around.

The N Gauge Guild joined us there, but with a small easily-transportable table-top layout, with Neil Bennett and Andrew Stoltz taking turns running trains on their small display. They also brought a static display of the various train scales (Z through to OO, and a Lego Crocodile loco approximating O scale), while Terrence brought along his static display of bobber cabooses in scales ranging from N scale to G! *(He's looking for a Z-scale bobber caboose to complete his display, if anyone knows of or sees one anywhere!).*



Cab-driver's view of Ralph's Hyena Drift module from Mark's camera train



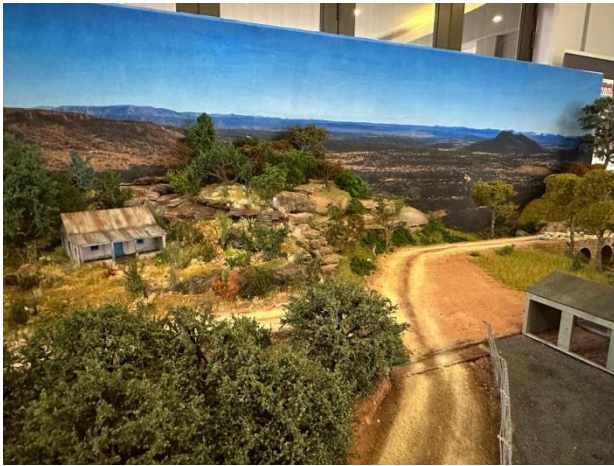
N Gauge Guild's superb display of Model Railway Scales

And then we also had Duncan's little Duck Harbour N Gauge layout, as part of our display, along with banners from Dream Trains and Jabaville, in addition to our own.

Ralph Davey kindly donated some station buildings and a pedestrian bridge, to go with my two loose platforms, on Niel's station / yard modules. He'd seen these for sale by Jabaville at the EMRIG Swap Meet in November, and decided that they would work nicely to enhance the layout. He even added some authentic EMRIG signage. Thank you, Ralph!



Of course, we were then joined, in the entrance precinct, by Riekus, Rene' and Rinke ("R³"), with their stunning Cape Gauge layout, to which they had made some changes and added an additional two modules, as well as a spectacular Karoo-type backdrop, since the Expo. *(These pictures below are by Riekus van der Westhuizen)*



There were enough of us there over the weekend to be able to have at least two of us running trains twice for an hour at a time (throughout the seven-hour [9am - 4pm] day), having an hour off in between to have a break or go and check out the rest of the Hobby Show, and also to spend time trying to convince visitors to “make a donation” (NO, NOT “buy a raffle ticket”!) and stand a chance to win a lovely little Roco starter train set that we were offering as a prize. The donations received covered the cost of the purchase of the starter set (we’d bought it from Jabaville at the Expo), as well as the hire of the tables.

For me, one of the most significant aspects of our time at the Hobby Show was the way in which quite a number of our members were prepared to allow young kids to run the member's trains on the layout! James, Robyn, Duncan, Ralph, Terrence and Mark were all particularly good in this regard. I even commented to James that I believe he will make a superb granddad one day, the way he was encouraging so many of the kids to give it a go, the way he related to them, and was quite happy to hand over his cellphone for them to run his little Lima train with its new loco, using his EngineDriver app. And many of the kids even handled the UT4 throttles like real pros! This involvement of the kids in running trains showed that there IS still an interest on their part, and invariably, if their kids ran trains, the parents then made a R30 donation or a few (four entries for R100!) towards the starter set draw. Madiba, with his renowned love for little kids, was smiling down on us from the wall above the layout!



I believe that we acquitted ourselves very well at the Hobby Show, decked out in our club shirts, with trains running with very few incidents, and once again a great club spirit in evidence. If there's another Hobby Show next year, I fully expect that we will be invited to take part again. Attendance at The Hobby Show over the weekend was not quite what the organisers were hoping for, but our display certainly seemed to be a major attraction, drawing a lot of attention as the visitors arrived.





The Sunday crew at the Hobby Show (photo taken for us by Sally)



See you there next year, we hope!!!

Depression and an Epiphany:

Part - A switching layout with a Barge for staging

By Glynn Chamberlain

Glynn says "Sorry, but you'll have to wait until next month for the next instalment"... to be written when he's got a bit more time on his hands (and probably a beer at hand, or on the table next to his laptop, as he looks out over the Indian Ocean for inspiration!)... ☺☺☺

Lima Class 5E Makeover: A New Perspective of an Old Favourite ***A Lima set has their third makeover - Part Two***

By Ralph Davey

The views expressed here by me are my own. They are not intended to cast any negative reflection or adverse comment against anyone or any organisation. The views expressed are not intended to reflect the views and comment of EMRIG or its members.

Hi everyone.

In my Lima Class 5E locomotives Makeover and Refurbishment: Part 1 article, I got up to the stage where the locomotives were ready for re-spray and then assembly. The primer had been applied, and they stood for a week before I could get back to working on them.



Red Colour Mix

I considered painting one loco in the proper green and one in the original red, used from the early sixties through to the late eighties. But I decided to stick to the red scheme for both. According to various sources, the red colour used by the SAR was called Gulf Red. At the recent swap meet I noted that the range of red colours on the Lima models being sold ranged from almost brown to "fire engine" red. I did research on the various websites, looking at many photos. The red colour has a slight brown tint that makes it the "gulf red" colour.

Using the maroon/red colour I had over from the Parcels Train build as a base colour (see my article back in the April 2025 newsletter), I added various brown colours to get the correct-looking colour. My son-in-law had left me various Vallejo and Citadel paints from his Warhammer paint collection, when they moved to Australia. These have striking names for them. I selected Beasty Brown, Squid Orange and Orange Brown.



Adding these in test portions to the maroon/red from the Parcels Train build, I eventually got to a shade I was happy with. I did some paintbrush testing on the inside of one locomotive to see the result. It took a few blends to get a good representation and colour.

Once I was happy, I started the spray painting process. I painted the inside of one body first to see how it dried. I then sprayed the inside of the other body. (The photos I took were under the working desk light, so the paint looks glossy and bright in these pictures. See further on for the resulting shade and colour.)



I then sprayed one body on the outside to see how it looked. I let the paint dry after each coat, in order to keep it thin and see the effect after it dried. I then sprayed the other body.



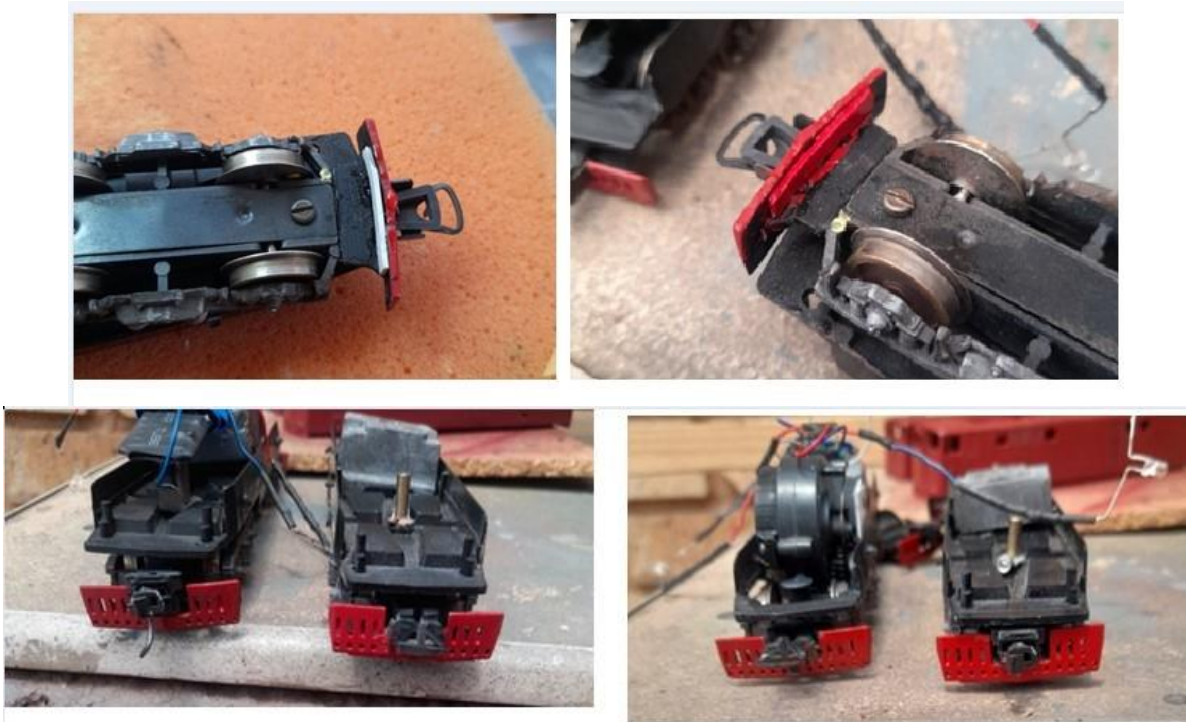
Once the paint had dried I was happy with the colour. I let them dry for a few days.



Cowcatcher Repair

I had planned to do some enhancements, and one of the changes I tried to do was place the cowcatchers permanently on the body, off the coupler shaft. I was then going to add Kadee knuckle couplers on the body. Each model came with a Kadee coupler at one end and a Lima coupler on the other end, attached to the wheel assembly.

However, this did not work out as planned. I soon realised that, with the models being 40 years old, the work that could be done on them was limited. I tried to remove one cowcatcher, but it broke as I was removing it. I had to repair it by super-gluing it back and adding a support section behind it. I opted to paint the cowcatchers red as an improvement.



Preparation for Decals

I painted the MU plugs with black, red and yellow, as a small enhancement.

I also painted the roof cable and insulators, for a bit of an improvement. These added a bit more of a visual enhancement to the overall view.



I sprayed a Tamiya Clear Coat over the outside of each body. The paint colour was then ready for the decal application.



Decal Application

The two models came with a set of decals and a set of photo-etched number boards. These number boards look impressive, and I will follow up and see where to get more, for use on my other two Class 5Es.



The process of applying decals is always challenging, but I was able to apply the decals and the models were looking quite good. There are two minor issues where the decal broke. These could be weathered over at some point.





I painted the number boards gulf red. Once dry, I took a very fine-grit water paper and gently rubbed over them. This revealed the gold lettering on the red background. These turned out well. I then glued these on to the bodies. I also added a Trans Karoo name-plate on the lead locomotive.



I assembled the locomotives. They look good.



I took them to the Hobby Show in December, where EMRIG was displaying its layout, and ran them there. They run well, and the outcome after addressing the few challenges is good. It's a very definite improvement from what they looked like when I bought them!





Frame Repair follow up

The crack in the frame needed further strengthening. I drilled two holes and inserted a shaft/plug to make it a bit stronger. The locomotive will always need to be handled carefully.

Makeover start to end

So, from the start to the end, the makeover went from that “bad” green to a fairly good gulf red look and repaired set, with DCC installed.



Conclusion

I hope you enjoyed reading this article. It was a rewarding and enjoyable project for me.

I now have a Lima SAR Class 5E set that I will enjoy running!!



HOW A FAILURE LED TO A SUCCESS:

The “Front Runner” Flat Car

By Terrence Marx

In 1955, Rail Trailer Corp, Norfolk and Western Railway and the Pennsylvania Railroad company started the Trailer Train Corporation. This company had several goals, namely:

- To promote truck-on-flatcar (TOFC) transportation;
- To standardise piggyback rail equipment;
- To provide pool equipment to its members cheaply.

By 1975, TTX Corp (as the company became known) had over 75 000 freight cars of various types, and had outlived two of its three founder members, rostering tens of thousands of boxcars together with their piggyback flatcars.



Figure 1: The Atlas N-scale model showing off the basic design of the Front Runner as well as giving a sneak peek at the future.

In the early 1980s, TTX began to look at other alternatives to their standard 89' flat car that could hold two large 40' trailers, and came upon the idea of using two-axle flat cars, similar to those used in Europe, for one trailer. CNW and UP were chosen as the guinea pigs for the testing of the new concept, and they were duly supplied with 4-unit sets of these cars, all permanently coupled together, which was known as the **Four Runner**. From these tests, a thousand “**Front Runners**”, single stand-alone cars, were designed and built between 1981 and 1984.

DESIGN

Almost 3 500 of these cars were built by builders such as ACF, Pullman Standard and United American and others, and each had their variant that they produced. The Front Runner had a basic dimension of a 50' length which allowed it to carry trailers of 40' to 48' in length. They weighed 25 500lbs (11,4t) when empty, and were equipped with 28" wheels. Part of the weight reduction lay in the fact that these cars never had a full platform, the platform being long enough merely to hold the wheels of the trailer they were designed to carry. This design meant that the trailers could not be driven onto the flatcar, but had to be lowered on, just like the containers of today.



Figure 2: The norm in Europe: single-axle freight cars that were the idea behind the Front Runner concept.

As mentioned previously, these cars were an anomaly on the US rail network, having a single axle at each end instead of the standard 2-axle truck. Rated for loads of up to 30t, these cars weighed 25 500lbs, which was half that of an empty standard boxcar and 89' flatcar of the time. The idea was to lower the weight of single-load flatcars, thereby saving weight and saving money.

TTX FRONT RUNNER FLEET						
Model	Reporting Mark	TTX Class	Qty	Builder	Notes	Years Active
4-Runner	TTFX	ALF40	101	ACF	First car completely designed by TTX.	1981-2000
Front Runner		BLF10	250	BSC		1985-
		CLF10	380	PC&F		1984-
	TTUX	HLF200	1	TTX		1983-
		OLF10	200	Portec		1984-
		PLF100	21	Pullman-Standard		1984-
		RLF10	295	Trinity		1984-
	TTUX TTOX	RLF10A	800	Trinity		1986-
	TTUX	TLF10	745	Thrall		1984-
		TLF10A	200	Thrall		1984-
	TTOX	ULF10	250	United American		1984-
	TTUX	YLF10	200	Hyundai		1986-



Figure 3: TTX121363, a TTOX Front Runner Spine Car (blt. July 1984) on public display at the Rio Grande passenger station in Salt Lake City for Utah Transportation Day, 1986.

TROUBLES

They were soon found mixed in on all TOFC trains across the US, from the East Coast to the West Coast. The Rio Grande at one stage ran these in a dedicated train, known as the Railblazer, out of Denver. But their design soon showed some weaknesses as a result of their light weight. The fundamental problem was that these cars' weight, while being their most attractive feature, was also their biggest Achilles heel. Trains of single-axle wagons in Europe tended to be low tonnage, short trains of about 30 wagons, diametrically opposite to the trend in the US where a long train was anything over 100 cars and about 4 000t.



Figure 4: A Front Runner in a TOFC train. The cars on either side are standard 89' flat cars. The difference in heights between the three cars is evident due to the 6" smaller diameter wheels the Front Runner ran on.

These light weight forces still plague the US railroads today as the average train lengths have increased, and it is not uncommon for lighter, empty cars near the lighter-end of the trains to derail on sharp curves, being pulled out by the heavier tonnage behind them, or being pushed off the rails when the cars at the back bunch forward into them. This is especially common with empty intermodal cars, more so with these cars.

Some other issues that surfaced in practice included:

- They were known to be “hunting”, a marked swaying from side to side. While efforts were made to correct this issue, they were still known to derail far more than other cars.
- They were a headache for the operating railroads. Some railroads, such as the Southern Pacific, would transload the trailers from newly arrived Front Runners onto “normal” flat cars and return the Front Runners back to where they had come from as empties. The CSX also had issues with them, and slowly phased them out of service as well. According to a poster on Trainorders, these cars were not allowed to leave the yard empty, and were sometimes loaded with an empty trailer just to get them out.
- They were too light for the conditions under which they were to perform;
- They could only carry the designated size trailer – longer or shorter trailers could not be carried;
- They were fitted with a non-standard suspension system that was a headache to repair;

The problems experienced with these cars, coupled with the increased length of trailers to 53' and the surge in popularity of the double-stack car, meant that these cars soon fell into disfavour with the railroads. TTX gave up on these cars by the beginning of the 2000s, and slowly began to remove them from service.

Only one car remains, and that is TTX130059 which is on display at the National Museum of Transportation in Kirkwood, Missouri.



Figure 5: The only car saved from the scrappers: TTX130059 is on display at the Museum of Transportation in St. Louis

THE FRONT RUNNER LEGACY

While these cars are rightly considered a failure, these single-axle cars were just not cut out for service on the US scene, but they did have an important part to play in the development of another railcar: the spine car.



Figure 6: The car that replaced the Front Runner: the spine car. These cars are still in service today.

The spine car has the same body shape as the Front Runner, but differs in that it is longer, runs on two-axle trucks, is articulated into 10-car sets, and can carry longer trailers and containers. The spine cars are still in active service today, regularly interspersed between double stack container cars and conventional 89' flat cars.

MODELS

These cars are available in HO scale and were sold by Walthers a few years ago. One of these cars was available at our very own swap meet in December 2025, and retailed for R150-00. Unfortunately, I never got to purchase it. Atlas has also made the car in N-scale.



Figure 7: The Walthers model that gave rise to this article. These cars were sold as Four Runner sets as well, the cars being connected by drawbars.

REFERENCES

<https://jbritton.pennsyr.com/index.php/post-pennsy/other-railroads-articles-blog/latest-articles-blog-postpennsy/618-ttx-spine-and-skeleton-cars>

<https://forum.trains.com/t/ttx-front-runner-spine-cars/292255/2>

<https://www.rypn.org/forums/viewtopic.php?t=2537>

<https://www.ttx.com/about/our-history/>

<https://anb740.rrpicturearchives.net/showPicture.aspx?id=91940>

https://directoryproductimages.blob.core.windows.net/products/30001Atlas_3363874_Qty1_2.jpg

<https://www.rrpicturearchives.net/pictures/97241/19841112-240-10.jpg>

http://www.qstation.org/TTX_Spine_Cars/jpeg/TTRX-360558B.jpg

<https://www.steelcar.com/sites/default/files/product-intermodal-spine.jpg>

https://s3.amazonaws.com/rrpa_photos/67220/DSC_8561.JPG

https://live.staticflickr.com/4756/28405761649_2a14a243b6_b.jpg

http://www.qstation.org/Intermodal_ATSF/TOFC_COFC_Cars/TOFC_COFC_Cars_16.jpg

https://www.sitfa.net/galleria/B_102-20200415104711.jpg

WFG – Building A Layout For TGMTE 2025:

Part 1. Basic Design, Trackplan and Track-laying

By Brian Dawson

Before one of our Saturday Westrand Freemo Group (WFG) running sessions on the layout in Dave Flockhart's lapa in Krugersdorp, we were sitting around Dave's dining room table, drinking our customary mug of coffee and chewing on the biscuits Dave had provided. It was 5th April, a bit less than seven months before The Great Model Train Expo, which would be taking place at the beginning of November. Dave dropped a bit of a bombshell... "Guys, I think we as WFG should do something for this Expo that's coming up." We all agreed in principle that it was something that we could do, but obviously we weren't going to be dismantling the WFG layout in the lapa and taking that to TGMTE – too much effort and disruption! We knocked a few ideas around... should we build an end-to-end layout, with shunting operations (such as we, as a Freemo group, prefer)? Or should it be a round-and-round layout (like we believed the general public would probably rather want to see – trains in perpetual motion)? Or maybe a bit of both? Whatever we do, however, "it needs to be super-detailed"! Then we went and ran trains. ☺

Two weeks later, on Easter Saturday 19th April, we were back again. And Wolf had come prepared with a very rough basic hand-drawn diagram of what he thought we should do! (The rest of us were still "thinking about it"!) His suggestion was that we should build an "a bit of both" layout, with a double mainline oval around the outside, with large radii curves, having a mountain at one end, and a lake at the other (he likes elevation!), so trains could run round and round. But we should also include as many sidings and industries as we could fit in, so that we could have some shunting ops going on, while other trains were running round on the mainlines. He suggested there could also be a farm and some grain silos in the corners on the lake module, and a town with a mainline station at the front... The layout should have a hollow centre, from where we could stand and operate the trains. But with UP5s to be able to plug in at the front as well...

During our discussion, this time over coffee and koeksusters, the mountain quickly became a logging site, and then there would need to be a sawmill on the lake module at the other end, with the two sites connected by an elevated track with some gradient, up and down which we could run a Shay logging train. That way we could be operating at least five trains at a time. (By the time I thought to take a photo of this original concept design of Wolf's, he had sadly already tossed away the piece of paper.)

After our coffee and this initial planning session we went through to Dave's shed, where all the old Chamdor modules that could not be incorporated into the WFG lapa layout are stored, and we started looking at what we had available to work with... There were a few large (2,44m x [mostly] 0,7m [but each of them tapering to 0,5m, being the old "GFG" standard, at one end]) modules that we had not yet gotten to doing very much on at Chamdor. One was bare, while the other two we chose had just a bit of track on them. Neil had rescued Geoff Armstrong's rather nice hidden staging intact, when he dismantled Geoff's layout after Geoff passed away. That was also there in storage, and very usable as a Yard. These four "modules" (we would need to turn the board housing Geoff's yard into a module, by adding sides and leg-blocks) could form the two long sides (the "front" and "back") of the layout.

We could attach two of the long-modules to each other (they were identical in dimensions, and we would attach them so that the tapers were at the two ends, against the end-modules), to form the front, and attach the other long module to Geoff's yard, to form the rear. A minor length adjustment would be necessary at the back, to have the front and back sections the same length. The left rear module also had the 0,5m taper to it, being narrower at the end that would be attached to the lake-end-module, and slightly wider (0,7m) than Geoff's (0,65m) yard module. But it looked like it would all work out okay.

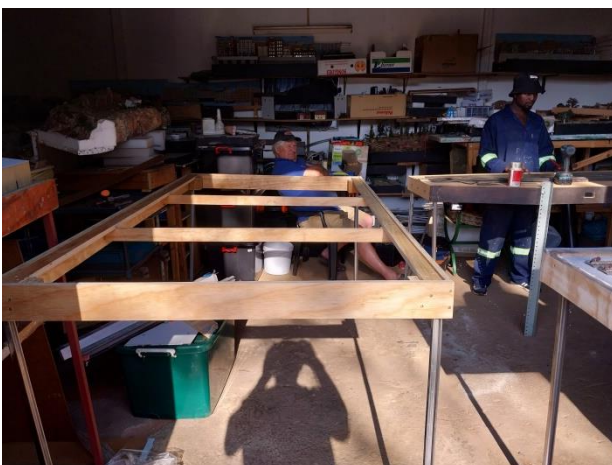
We got the long modules out, set them up on legs (we decided that we would use 1,0m legs, shorter than those we normally use [1,2m] for the Freemo layout, to make it a bit more amenable for public viewing), and started by stripping the existing track off the modules. We decided we could retain most of the track in Geoff's yard as is, but would need to strip and realign some of it, to make place for the double mainline intended to run past along the back of it.



← *Geoff's grey staging yard, with some track stripped off*

But there was nothing suitable in the storeroom for the two end pieces that we would need, to accommodate the large-radius curves. These would have to be built from scratch, and would probably need to be about 1,8m x 1,5m in extent.

When we next got together, on Tuesday 29th April (having meanwhile decided that those of us who could ["the pensioners"] would now also work on Tuesdays, not just on Saturdays), Wolf arrived with Solomon, his *handlanger*, and the required end-module frames strapped to the roof of his Pajero... 2,4m x 1,2m, two of. This layout is growing! Neil would need to let Willie know that for the Expo we would need an exhibition floorspace of about 8m x 3m, to accommodate the layout. The layout would back against a wall, and be viewed from one long "front" side (where we would position the town and station, with as much industry as we could fit in), and from the two ends.



An end-module frame, newly delivered



... and the long modules connected up

The only place we had to work was in Dave's shed – the one where all the items from Chamdor that weren't part of the "Lapa Layout" were stored. We cleared as much space as we could, but there was only enough

place to connect up the long modules with one of the end-modules. So, for a while, the second end-module would be stored on edge in the shed, and taken outside and worked on in the wintery sunlight. After a while, space was cleared in an adjacent smaller shed, and one of the end-modules could reside and be worked on in there. Initially we had the “lake/sawmill” end-module in the big shed, attached to the long straights, then that got moved out to the smaller shed so we could attach the “mountain” end-module. At no time, until the day of setting up the layout at the Expo, did we actually have the full layout connected up as a whole!



End-modules under development outside

Wolf then effectively took on responsibility for the initial development of both the end-modules! He started with the lake, where there would need to be a depression below the surface of the module... There was no board covering the module frame, as can be seen above. He created a rather deep depression for the lake, using wood strips to provide underlying support. He also created a slightly elevated (30mm?) surface for the sawmill, and around the lake edge (on the “mountain” side of it), using polystyrene, and then covered the whole surface of the module, including these elevated and depressed areas, with hessian, stapled in place. He coated the hessian with tile cement (a medium he enjoys working with, due to its texture and “cement” colour). When he realised that the depression for the lake was deeper than he’d intended, and would consume an inordinate amount of “water” (resin) (all of which would be adding to the rather concerning weight of this module!), he cut a polystyrene filler to shape, to raise the level of the bottom of the lake. He had used plywood strips cut to the required curvature, as an underlay and firm foundation (under the hessian) for the two mainline railway tracks curving around on the module. He also created an elevated formation on which the logging track would enter and curve around on the module to get to the sawmill, requiring a trestle bridge to be built where this track passed over a part of the lake. This trestle bridge would then also provide the location for the “log drop”, where logs from the logging site up on the mountain would be rolled off the railcars directly into the lake for initial storage, before being taken up into the sawmill for processing.



The horseshoe-shaped lake taking shape

Herman, who is actually a university-trained forester, undertook to build the detailed sawmill complex that we then required. This sawmill was scratch-built, and in my opinion is a work of art! (This feature will be dealt with later.)

For the mountain end-module, Wolf once again cut plywood curves to accommodate the double mainline which would curve around, partially exposed and partially hidden under the mountain massif. He then needed to first lay the tracks, before constructing the basic shape of the mountain out of chunks and sheets of polystyrene. The mountain ended up with a bit of a spur protruding across the tracks, towards the “back” of the module, so that trains on the mainline would pass through not one but two tunnels – a short one under the spur, and a longer one (about half of the module width) under the mountain proper. This would then require four double-track portals, not just two! Wolf also had ideas about having a “derelict mine” somewhere on the mountain, so he wanted a track disappearing into the mountain, as part of the old mine infrastructure, with a branchline coming off the outer mainline. (This track is currently a short dead-end under the mountain, but could in future provide a linking route out to join up with other modules that could be added outside of the Expo layout.)



The mountain module and logging yard (early days)



Derelict mine branchline on the left

There needed to be a flat area up on the mountainside, where the logging camp and yard would be situated, with a small village to be located at the foot of the mountain. We decided that a gradient of 3% would be ideal for the logging track, which meant rising to an elevation of around 150mm above the general layout level at the point where it entered the logging camp yard.

We had originally intended that Geoff's Yard would be a terminal yard, but Wolf again had other ideas! He purpose-built a "selector blade" (a rather unusual and pretty unique feature), and fitted it into the module, close to the village, so that, once connected up, a loco at the head of a train pulling into the yard on one of the storage tracks would be able to uncouple and pass onto the selector blade, and then be switched across to what then would become a "run around" track, in order to run around its train, to head off in the opposite direction, if required. Alternatively, it could be switched to an additional track we installed, running to a loco servicing area.



← Selector blade in position (the hammer is lying on the future village site), plaster bandage work having now been done on the mountain, and portals in place. The logging yard is just visible as the brown plywood surface above the hammer.

While Wolf quietly (well – not always so quietly!) got on with the development of the end-modules, the rest of us (mostly that was Neil, Richard and myself, and sometimes Gustav, on Tuesdays, with the others joining in on

Saturdays) got on with sorting out the front and back straight module sections, deciding the track plan, and laying the track. (Dave and Herman are both still working full-time, and were not able to join “the pensioners” on a Tuesday, and Gustav seemed to also have a lot to do, between his building activities at home and the part-time work he does as a [retired!] engineer with his local municipality.) Dave bought and provided a lot of the stuff we needed, and did a lot of detailed scenery work when we were not around (especially on the end-modules), while Herman built and installed the sawmill complex, and all its related infrastructure. Don had recently had an operation, and was sadly unable to join in the physical work on site, but assembled a lot of the building kits that Dave provided, working from home.)



Whitehall Station building, built by Don

The first thing we had to do (after joining up the modules), was to decide on the track plan. This process went through a number of iterations, and was mostly done by the “let’s try this and see how it works out” method, sometimes laying, then lifting, and then re-laying tracks! No fancy CAD or AI programming was involved!!

The track positions on the end-modules were pretty straight forward, being dictated by the position of the large-radius curves for the mainlines.

On the “lake” module, we wanted a couple of sidings off the outer mainline (the turnout was on the adjacent long module) to service the grain silos in the back corner. We had hoped to have a branchline feeding the farm in the front corner, but this proved impractical. Instead, we provided a branchline connected to the main (Whitehall) station, running along to the end module, past a Farmers’ Supply Co-op, and ending at a small commuter (Iron Ridge) station which would service the sawmill, the local farms, and the recreational area on the shores of the lake. We envisaged a Doodlebug with a single freight car running between these two stations. Then in addition, the logging track would pass behind this Co-op and the small station, somewhat elevated, and with a tighter curvature than the mainlines. On entering the sawmill area, a run-around track was required, along with a short lead, for the locomotive to get back around to the rear of the now empty train, to haul it back up the line to the logging yard. Portion of this run-around track, and the lead, were accommodated on the back left module, and had to be raised to the level of the sawmill, due to the elevated position of the sawmill on the end-module. We also needed supply and “lumber out” tracks

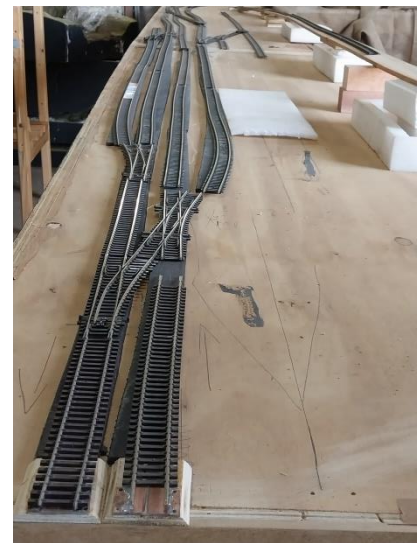
at the sawmill. These sawmill tracks were then reached from the left-back module, up a sloping track adjacent to the elevated lead.



Pic on left: Sawmill (position shown by card sheet) with delivery and run-around track

Pic on right: Elevated sawmill lead, and lumber and supplies track being constructed on gradient

We had decided, in principle, that the mainline tracks would run around the outside of the layout (closest to the viewing public at the front, and to the wall at the back), with freight trains able to run in both directions, without passing through the station. And as we would be running American trains, we would run counter-clockwise on the outside, and clockwise on the inner mainline. But we also needed to be able to bring passenger and other trains in off the mainlines, to get to the station and to the industrial area, from both directions. This required a lot of crossing over, and the use of numerous double-slip turnouts! We also wanted to have as much industry as possible, with associated sidings.



Track planning on front modules in process (Whitehall Station position indicated by the styrene sheet)



Track-laying in progress

Whitehall Station and the town were to be located on the front right module (as seen by the viewing public), with the industrial area on the left-front module (in addition to having some more industry on the left-back module).

A predominant feature on the front modules was the logging track, rising (at the back edge of the modules) from left to right, being highest behind the town, just before entering the logging yard. Apart from the mainline tracks, it was necessary to establish the position of this track early on, as this would then determine how much space we would have for the development of the town and the industrial area. The logging track was then built to be on an embankment, which required the provision of a retaining wall system, to minimise the floor area occupied by the track. We then subsequently cut a couple of “underpass” holes through this embankment, for roadways for vehicular traffic.



Up near the logging camp, on the mountain end-module, the 3% grade of this logging track had to be very gradually flattened off (so the Kadee-equipped log-cars would not uncouple), so that the track could enter the flat logging camp yard, underlain by a piece of plywood cut roughly to shape. The logging yard would have a separate loading track, as well as an arrival/departure track and a run-around. A long lead curved its way out of the logging yard and over a small trestle bridge to reach the mountain spur towards the back end of the module. This long lead was required so that the empty logging

train could be pulled past, then backed into the loading track, and again pulled out before being run around. Our intention was to electrify the turnouts at the far end of the logging camp (as they would be extremely difficult to reach from inside the operating area within the layout), as well as various other turnouts on the layout, but this was a project we never got to finish in time for the Expo.

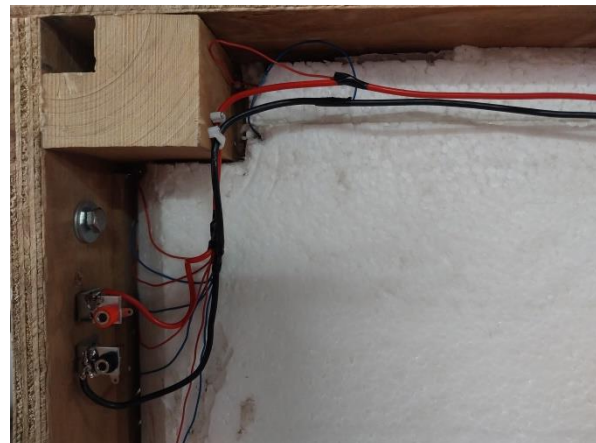
The track used was mostly Peco Code 100 flextrack, but, as we used mostly second-hand track and turnouts (“points”), there was also a sprinkling of Atlas, Roco and Hornby track and turnouts included. All track was laid over closed-cell foam strips, which were glued in place with cold glue, and the track fastened down with trackpins. A variety of fishplates were used for track connection.

Alignment of the tracks at the joints between modules was done using the “GFG” track-end method, where the sleepers at the end are removed and the ends of the tracks are soldered to small pieces of PCBoard (end-plates), where a groove is cut or filed between the two sides to provide electrical isolation. Wherever feasible, however, we attached (glued, but also nailed in place) the PCBoard pieces to joined-up modules, separating them with a thin piece of card, removed the sleepers from the interior of the track (not the end), soldered the tracks to both end-plates (using a custom-cut wooden jig to keep the tracks at the right gauge, and pressed down onto the PCBoard – thanks, Gustav!), and then only later cut through the track with a Dremel to separate the modules. Because of the complicated track design, with multiple tracks passing from one module to the one adjacent, there were numerous such track joins that had to be installed.

Electrical connection between the modules was established using jumpers with banana plugs, with the sockets mounted on the underside of the modules. I left all the soldering to Neil, our “chief/senior technician”, and Richard, with Neil doing the bulk of it (also all the PCBoard end-plate installations), while Richard spent a lot of time lying on his back under the modules, wiring track droppers, laying and connecting power buses, and attaching banana plug sockets! (I was the “general assistant, having neither great soldering nor electrical skills, but made up for it a bit when we got onto the landscaping side of things!) For some of the “below deck” work, the modules were disconnected and turned on their sides, which made life a lot easier...



Soldering intact track to PCBoard track-ends



Electrical connection points below the modules

In Part 2 next month we will describe the landscaping and “finishing” of the layout, where things start to look a lot more attractive. ☺

A New Series just starting.....

Some Gauteng Model Railway History:

1. Some Personal Recollections From The Past....

A contribution by Don Davidson, SAG, GFG, WFG

***Editor's Note:** When I had the idea to start this new series, trying to gather up all available historical information regarding model railroading in Gauteng over, say, the past 50 to 70 years, and to get it into the public domain, it was because I had been sent some rather interesting information about a couple of old train clubs that no longer exist – The Friday Night Group and G.L.O.W., that were active in the West Rand from the late 1980s until around 2008. I had thought to start off with that (admittedly rather random) background information, turning it into an article, while I made contact with other individuals and representatives of model train clubs, to try and solicit support for the series, and asked for potential contributors to write articles for us, to be included in the series. (I did, in my introduction last month, explain that I would not be able, nor intending, to follow any chronological or “significance” system in the series, and that it would be dependent on as-and-when suitable material became / was made available to me.)*

And then, out of the blue, as mentioned in the “Letters to The Editor” earlier, I received a “personal recollections” article from my GFG/WFG friend Don Davidson. I hadn’t particularly asked for it, but I guess Don could read the implied plea in my Introduction, that I was looking for material. And Don has written in a way that I hope will also motivate others, whose memories also go back a good few years, to also write about their personal recollections, so that this will not be just a dry “clubs history” record. Thank you, Don!

And so I believe that this could be a very appropriate way in which to kick off the series....one of our older fraternity members remembering things that he did, and the way things were, many years back, with an encouragement to others to do the same! Here, then, is the article from Don Davidson...

Some Personal Model Train Recollections From The Past

I refer to the above proposed “Gauteng Model Railroading History” series as introduced in the EMRIG December 2025 Newsletter, which I hope will elicit a good response. This is something that will be very interesting, as so much has taken place in the model railway fraternity in Gauteng over many decades but, as mentioned in Brian’s Introduction, much of the model railway history in Gauteng is likely to be stored just in the distant memories of those involved. But hopefully some photos etc. might come to light. I personally have not seen anything relating to the history of model railways in Gauteng.

Perhaps I am able to contribute some information of interest from my own knowledge and experience as a youngster, and in my older years, on what I knew and have experienced particularly in the 1950s and 1960s.

At that time (in the mid-1950s) Lionel “O” gauge trains, although expensive, were popular in Gauteng. The Lionel Corporation had what they called “Lionel Approved Service Stations”, of which they had four in South



Africa. The one in Johannesburg was Modern Appliances Ltd, which was situated at 14 New Street South.

LIONEL APPROVED FOREIGN SERVICE STATIONS	
ARGENTINA	
BUENOS AIRES	Ezio Guggiari Soc. de Resp. Ltd., San Martin 1145
AUSTRALIA	
CAMPERDOWN, SYDNEY	Amplion (Australasia) Pty. Ltd., 36-40 Parramatta Road
BELGIUM	
BRUSSELS	De Smedt & Kugener, Place des Martyrs 3
BOLIVIA	
LA PAZ	Velasco James & Co., CIA., Casilla Correo No. 27
BRAZIL	
SAO PAULO	Companhia Comercial Estrela, 266 Rua Joaquin Carlos Gaqlasso Importadora S. A., Al. Barao de Limeira, 387
COLUMBIA	
BOGOTA	Distribuidora Philco S. A., Gerencia Carrera 9A 14-36
MEDELLIN	J. y A. Vasquez L., Carrera 49 No. 52-29
CALI	Martinez Decampo and Cia. Ltda., Carrera 8A Nos. 11-02 AL 11-14
CUBA	
HAVANA	Cortina y Cia., Aquiar 609
ENGLAND	
LONDON	S. Guiterman Co., Ltd., 37, Soho Square
HAWAII	
HONOLULU	Athletic Supply of Hawaii, Ltd. P.O. Box 1615
INDIA	
BOMBAY	General Radio and Appliances Ltd., 16, New Queen's Road
NEW DELHI	General Radio and Appliances Ltd., 72, Queensway
MADRAS	General Radio and Appliances Ltd., 1-18 Mount Road
CALCUTTA	General Radio and Appliances Ltd., 10, Old Court House St.
ITALY	
TORINO	S.P.A. Fratelli de Leon, Corso Vitt. Emanuele, 38
MEXICO	
MEXICO CITY, D.F.	H. Steele y Cia., S. A., Av. Juarez y Balderas 27
NICARAGUA	
MANAGUA	J. C. Martinez and F. A. Mendieta Cia., Ltd., Ap. No. 7
NEW ZEALAND	
WELLINGTON	E. J. Hyams and Son, Ltd., 118-120 Wakefield Street
PAKISTAN	
KARACHI	Electronic & Film Equip. Ltd., Gulshan-e-Nasrat, Victoria Road, Saddar
LAHORE	Electronic & Film Equip. Ltd., The Mall
PHILIPPINE ISLANDS	
MANILA	Philippine Education Co., 1104 Calle Castillejos
SOUTHERN RHODESIA	
BULAWAYO	Harrison and Hughson Ltd., P.O. Box 854
SWITZERLAND	
ZURICH	André Dewald and Fils S. A., Seestrasse 561
UNION OF SOUTH AFRICA	
JOHANNESBURG	Modern Appliances, Ltd., 14 New Street South
CAPE TOWN	Modern Appliances, Ltd., 117-119 Bree Street
DURBAN	Motor and General Sup., Ltd., 138-142 West Street
PORT ELIZABETH	Modern Appliances, Ltd., 80 Main Street
URUGUAY	
MONTEVIDEO	La Platense S.A., Ave. 18 de Julio Esq. Av. Agraciada
VENEZUELA	
CARACAS	Oscar T. d Sola, Apartado 545

"Wipe Your Track Regularly"

I still remember going with my father to Modern Appliances and seeing all of those magnificent Lionel trains displayed on the shelves. It was a huge wish list... The shop at that time was also very busy.

In April 1957 my father purchased Lionel Set number 2270W for 37 pounds and 10 shillings, as well as Lionel's Track Cleaning Car number 3927 for 4 pounds, 7 shillings and sixpence, a total of 41 pounds, seventeen shillings and sixpence, a very considerable sum for that time, from Modern Appliances.

CASH SALE CS N^o 545

P.O. Box 5317
 Phone Number 34-4141
 Tel. Add: "MODERNPLY"

By cash
 Johannesburg, 4 - 1957

MODERN APPLIANCES, LTD.
 14 NEW STREET SOUTH

1 x 2270W Lionel set	37 10 -
1 x 3927 Track cleaning car	4 7 6
	41 17 6

This brings me to some of the hobby shops as I remember them during that time... In view of the popularity of the hobby in those years there were a number of model railway hobby shops in Johannesburg.

“Supertoys”, situated in Pritchard Street, was a specialist in toys and electric trains, especially Lionel. It was at this shop that my father made a very considerable purchase of Lionel track, freight cars and other items in August 1959. You will see from the invoice below that he paid 99 pounds and 19 shillings for the items purchased. This was an expensive purchase even for that time, and it would be interesting to know what this would amount to in current SA Rands, some 66 years later.

INVOICE
Supertoys 001361
(PTY) LTD.
SPECIALISTS IN TOYS
ELECTRIC TRAINS — HOBBIES
59 Pritchard Street — JOHANNESBURG
PHONE: 23.8775

August 1959

MR. DAVIDSON

86 No. 32 TRACK	57	21	10	-
25 No. 31 -		6	5	-
6 No. 33 -	57	1	10	-
6 No. 34 -	57	1	10	-
6 No. 61 LOCKERS	3/6	1	1	-
6 No. 62	1/3	7	6	
1 No. 120 CROSSING	27	1	7	-
36 No. 022-500 ADAPTERS	3/6	6	6	-
622 31-7 CONNECTORS	3/6	1	1	-
6 TRACK CLEAN FLUID 307-745	7/6	2	5	-
4 CLEANER LADS 3927-507/6	7/6	1	10	-
1 6434 POULTRY CAR		3	10	-
1 6801 BOAT CAR		2	12	6
1 6805 ATOMIC ENERGY CAR		3	10	6
1 6519 ALLIS CHALMERS CAR		2	19	6
1 3256 OP. HORSE CAR		8	10	-
1 T.W. TRANSFORMER		19	10	-
1 152X CONTACTOR		13	6	
1 No. 52 FIRE CAR		6	5	-
8 CLOBS	2/1	16	-	
2 920 PORTALS	19/6	2	18	6
6 347C	12/6	4	1	-
		99	19	-

There was also “Redleys”, situated in Eloff Street, selling Marklin. I attach a photo of the front page of their flyer. I never really knew this hobby shop. However, if my memory serves me correctly, it is the same hobby shop that eventually moved into the Carlton Centre in the 1960s. I seem to recall that they also sold Fleischmann trains.



*t. They are some
very low price.*

MÄRKLIN

(without transformer)
consisting of a locomotive 3000, 3 plastic goods wagons · 14 track sections

3108 (without transformer)
Express train consisting of a locomotive 3008, luggage van 4012, sleeping car 4010, dining car 4008, express coach 4006, 35 track sections · 1 pair of points 5117, distributor and control plate, cable leads · Booklet 0320

3103 (without transformer)
Passenger Train consisting of a locomotive 3003, 3 coaches 4002 and 4003 · 14 track sections · Booklet 0320

3114 (without transformer)
Swiss Lightweight Express Train consisting of a locomotive 3014 · Light Express Coaches 4015, 4016 and 4017 · 18 track sections · Booklet 0320

YOUR MÄRKLIN DEALER IS:

REDLEY'S
ELOFF STREET
CASTLE MANSIONS
89B ELOFF STREET
JOHANNESBURG
TELEPHONE 23-8781

*The wish of your dreams
can now be fulfilled*

E o. P.

16110 - LA 0757 - Printed in Germany - Imprimé en Allemagne - Thiemigdruck München

I visited “Hobbies and Models” at the time, when the shop was on the first floor of a building in Joubert Street, close to the Oppenheimer fountain. I bought my first two Rivarossi locomotives there. Hobbies and Models then moved to the upstairs level in the corner of Tony Factors In-Town Centre. The shop was always popular with those hobbyists who worked in town and were able to visit the shop during their lunch hour. The shop generally had the latest beautiful Rivarossi locomotives, as well as other makes such as Athearn, in stock. These locomotives drew considerable attention and much discussion.

Of interest, the shop owner, who I believe was Colin Meyrick, even produced a catalogue which showed the locomotives and rolling stock available, prices etc. Until fairly recently I had a copy of this catalogue but regrettably, due to my move to a retirement home, I disposed of it thinking I would never have any use for it. How wrong I was as now, in retrospect, in view of the above EMRIG proposed Newsletter series, it would

have been nice to have included some photos from the catalogue in this article.

I had heard that Hobbies and Models was the oldest hobby shop in South Africa. As hobbyists know, Hobbies and Models has been in existence for many decades, serving hobbyists with their hobby requirements, as has Model Train Exchange, for so many years. As everyone will know, both shops are still very much in business and still serving hobbyists admirably.

Then there was the late George Lagoudis of “The Shunting Yard”. He was an ardent Marklin enthusiast and had the slogan “Train well George” on his business cards. Many readers will remember the Marklin trains and the deli products in the delicatessen shop, A Portas, which I believe had been in business since the very early days of Johannesburg. I remember the shop when it was in The Firs shopping centre in Rosebank, and enjoyed chatting with George,

As a young child growing up in Lambton in Germiston, I still remember a shop called “Shimwells” in the main street of Germiston (President Street) in the 1950s, which had a Lionel “O” gauge Pennsylvania Congressional set in the window. I tried to persuade my father to purchase the set, but, as the train was very expensive at 50 pounds, I now realise, in retrospect, that there was no way he would have been prepared to pay a price like that, on what was essentially an electric toy train set.

We have indeed been very fortunate in having so many hobby shops in and around Johannesburg serving the needs of hobbyists. I have tried to limit my thoughts to those hobby shops that I knew and visited, that were in existence in my younger years. The above is in no way intended to be a comprehensive list or report, as there were other hobby shops and dealers who I might not have mentioned. I look forward to some other reader/s perhaps adding/commenting further.

The current owners of those existing hobby shops might also wish to provide some further history and possible corrections to what I have mentioned (Editor’s highlighting! ☺).

There has always been quite a lot of model railway activity taking place over the years. I wonder whether there are any readers who remember a hobby show that took place in the City Hall in the 1950s? As this took place so many years ago, it is highly unlikely that there is anyone still around who would remember it, but one never knows... Until fairly recently I had a newspaper photograph of this hobby show, but, as I thought it would not be of any interest to anyone, I threw it out!! What a pity, as it would have been very historical in the context of this series.

There are two other model railway events that I remember, the one, being very successful, that took place at Sturrock Park / Milner Park, and the other at the Tech College campus in Doornfontein. The latter one had been well set up with a number of operating layouts, but was not particularly successful as it was poorly attended. It would be wonderful if any readers could provide further information on these events.

I think there could still be a number of hobbyists around who worked in Johannesburg during the ‘70s and ‘80s and remember spending their lunch hour at the magazine section of the Central News Agency in Commissioner Street, paging through the magazines. The magazine section was usually packed with many guys looking through magazines such as Model Railroader and others. Often I could not get hold of Model Railroader as all the copies were being read. It must have irritated the shop owners as the guys did not buy the magazines. In later years the CNA had a staff member trying to prevent the mere reading of the



magazines. Whether the staff member succeeded in his task is debatable!

And then there was the models pavilion at the Rand Easter Show (The Witwatersrand Agricultural Society) in Milner Park. As my father was very involved in that Society at the time, I visited the Rand Easter Show many times over the years. This would have been in the late 1950s and the 1960s. I usually made a bee-line to the models pavilion, which was located on the eastern side of the show grounds.

I still remember the models pavilion quite well. One walked in, and the first models one saw were the steam engines, which would probably have operated on compressed air.

Then one walked into a fairly large area and on the right was the HO gauge American trains set-up. There was a fence in front of the layout, and on the public holiday days and Saturdays when there were huge crowds at the show grounds there were likewise huge numbers looking at the trains in the models pavilion.

I remember that layout being quite large, with nice scenery. I seem to remember a yard on the left-hand end corner of the layout. Children loved the trains, often leaning over the railing, and quick to point out if a car derailed.

My understanding was that the members' club house was at the top end of the layout behind some glass doors. Not being a member I am unaware of the club house set up, or what was in there. My guess is there must have been some seating and a small library for club members.

On the left hand side of the hall was the "O" gauge layout. This was a three rail (probably AC) layout except that, if I recall correctly, there was no middle third rail. Rather, power was by way of a stud contact system, with the locos being equipped with a contact slide. This is how I seem to remember the system, but I could be wrong as I was quite young at the time, and did not give too much attention to "what made it run". However, in later years, some of my Lionel trains were on loan to the "O" gaugers, and I noted that on the return of my locomotives and operating cars which had roller pickups for the middle rail, that the power pickup rollers on my Lionel equipment had been wound with wire, so that they were at car floor level and above the stud head. That is why I am pretty certain that power was by way of a stud system similar to that of Marklin.

The "O" gauge section was a British outline set up. The late Norman Drunsfield who was involved with this set up was a skilled scratch-builder, and built a number of locomotives and passenger cars. I never knew the name of the other operator who was usually present, and who always wore a white coat. On the demise of the Rand Show at Milner Park, as far as I know, this operator was later involved with Santarama at Wemmer Pan.

On the outside, northside of the models pavilion, there was a live steam loco that pulled a few cars on which visitors were given a ride on a circle of track.

After many decades of being at Milner Park, the showgrounds were purchased by the University of the Witwatersrand, and the former showgrounds became the University's West Campus.

Although the Witwatersrand Agricultural Society ceased to exist, I wish to mention that when it was still in existence as the Rand Show, there was a SAR model railway in the Government pavilion. I don't remember it very well, but I seem to recall it having quite nice scenery and an actual water feature. Being the 1950s /



1960s, availability of SAR models must have been very limited.

No longer having the availability of the facility at the showgrounds, I remember the late Nick Twynham telling me with great enthusiasm that the Rand Show “HO” group had located a permanent home on the Observatory golf course, and which was known as “The Rand Model Railway Club”.

I became a member of this club in the mid-1980s and was a member for a few years. At that time, the layout was built in two sections, the one being the American section, and opposite was the British / European section. There was a divider in the middle. The American side was basically a continuous oval with quite nice scenery. I never operated on the British / European side, so am unaware of the track plan. One of the members had built a very nice high mountain on the layout, which you couldn't miss as you entered the room.

I attended two Conventions, one of them in Gauteng, being held about 20 years ago. About all I can recall is that it took place at Esselen Park (the Railway College), where I stayed for the duration of the Convention, and that Paul Mollison was the Convenor. The another Convention took place about 17 years ago, but I was unable to attend that one.

Of interest, I wish to mention that a few years ago I met Nick Isaakidis when he visited the WFG at Chamdor. We were in the same Standard 5 class at school so many years ago. In our discussions, Nick mentioned to me that he was instrumental in introducing “N” gauge in South Africa, by bringing in the first Rapido “N” scale sets, probably at Redleys or Jeffery Stein.

In conclusion, **I hope the above will motivate others to provide interesting information on the numerous clubs that still exist and may have been in existence in Gauteng for many years, as well as others now gone** (*Editor's highlighting! ☺*). It would also be very interesting to hear about those Conventions in Gauteng, other model railway activities that have taken place, SAG etc., and anything relating to the hobby in Gauteng in the past. The hobby has really been a very enduring one over so many years, and has provided much enjoyment to a great many people. I just wonder whether photos or records, if any, are indeed available, and if not, at least a great deal of information must still be in the memories of many enthusiasts.

Don Davidson

December 2025

MY MODEL RAILROAD HOBBY AND HOME LAYOUT

.....(Not this month!).....

By Brian Messenger (The HOn3 guy in Knysna!)

Editor's Note: *This series by Brian Messenger, the HOn3 guy in Knysna, will be in abeyance for a while, as Brian moves house and then gets going with building his new layout...*

How It All Began For Me...

We have no-one's story again this month ☹️ ☹️ ☹️

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), Brian D (Feb 2022), Mark P (Aug 2022), Glynn C (Sept 2022), Clive S (Oct 2022), Jean D (Nov 2022), Ash P (Dec 2022), guest Don Davidson – from SAG and GFG (Jan 2023), Niel W (Mar 2023), Duncan H (Apr 2023), Shane B (May 2023), guest Brian Stockland – from HRCASA (July 2023), guest Brian Clark – from SAG and GFG (Aug 2023), guest Johnny Everitt – ex DMR and honorary member of John B's Ops Group (Sept 2023), guest Andrew Mabin – from HRCASA and owner of MiniModels (Dec 2023), guest Neil Plumbly from GFG / WFG (March 2024), Brian McM – all the way from the UK (April 2024), Eugene S (May 2024), Terrence Marx (July 2024), Kallie vB (Aug 2024), guest Mike Richardson – from SAG and GFG (Oct 2024), Kevin B (Nov 2024), guest Richard Goodfellow – from HRCASA (February 2025), and guest Michelle Lines-Dovey – from HRCASA (August 2025).

The EMRIG Water Tower Challenge...

By no-one again 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, etc...)
- 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 Jan to Apl ...*still nothing had 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 happened after that.....* ☹ ☹ ☹ ☹ ☹, *until.....!!*
- 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 another article*)
- 2022 February Niel Wilson
- 2022 April & May Kobus Pelser
- 2022 July Colin Anstis
- 2022 October Richard Mustoe
- 2022 November Brian McMahon
- 2023 July Glynn Chamberlain
- 2023 August Kallie van Breda
- 2023 September Mia van Breda
- 2023 November Clive Shepherd
- 2024 February Duncan Hornby
- 2024 October Kallie van Breda

Club Diary and Other Upcoming Activities:-

- **Saturday 24th January** **EMRIG AGM and bring-and-braai, Marister, Benoni**
- **Saturday 7th February** **EMRIG Swap Meet at Northmead Mall, Benoni**
- Saturday 28th February NTMTK Swap Meet at Voortrekker Monument, Pretoria
- Saturday 7th March Richie's Toy Fair, Mosaic Church Hall, Fairland
- Saturday 28th March PMT Swap Meet, John Vorster Tech. High School, Pretoria



- Saturday 1st August Transportation Fair, *venue to be confirmed*
- Weekend 31/10 – 1/11 The next Great Model Train Expo, *venue to be confirmed*

2025 Club Committee Contact details:-

The committee membership for 2025 remained unchanged... same composition and portfolios as for 2024...
Let's see what happens at the AGM this month.... ??!! ☺

Chairman – Mark Peddle	mark@icemountain.co.za
Secretary – Duncan Hornby	info@emrig.co.za
Treasurer – Mia van Breda	finance@emrig.co.za
Webmaster – Glynn Chamberlain	glynn.chamberlain@gmail.com
Newsletter Editor – Brian Dawson	brian.dawson@iafrica.com
Publicity – Kobus Pelser	swapmeets@emrig.co.za
Swap Meet Manager – Kobus Pelser	swapmeets@emrig.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 CLUB'S BUDGET FOR 2026, AND THE SUBSCRIPTION FEES THAT WILL APPLY FOR 2026 TO SUSTAIN THAT BUDGET, WILL BE DISCUSSED AT THE UPCOMING AGM LATER THIS MONTH. PLEASE DO NOT PAY YOUR SUBS FOR 2026 YET, UNTIL THE 2026 SUBS HAS BEEN ANNOUNCED, IN CASE THERE IS AN ADJUSTMENT NEEDED.

BUT WHEN THE NEW FEES ARE ANNOUNCED, AND IT'S TIME TO PAY, PLEASE CAN WE ASK THAT EVERYONE PAY BY INTERNET TRANSFER IF AT ALL POSSIBLE? – CASH DEPOSITS END UP COSTING THE CLUB MONEY!!!