



Newsletter – MAY 2026

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Chairman’s Message – May 2026

By Mark Peddle

Dear Model Train Enthusiasts,

Over the past month, the club reached an exciting milestone with the approval of a new staging yard—something we’ve been considering for quite some time. At our April layout set-up, the need for a dedicated space to improve traffic flow onto the mainline and better manage train movements between the inner and outer lines became clear.

Following several in-depth discussions, Niel, our module developer, was tasked with designing an extension that would not only support smoother integration with the mainlines but also allow for future expansion into branch lines. This forward-thinking approach ensures the continued growth of our modular layout.

The design, proof of concept, and operational plans were presented to members, along with a detailed project costing. To help manage expenses, we called for donations and sponsorships—and were met with an incredibly positive response, significantly reducing the overall build cost.

With full support from the club, members gathered at Niel’s house on Monday, 27th April to begin

construction. Excellent progress was made, and the initial setup was completed, setting the stage for the next phase. The team reconvened on May 1st to continue the work.

Our goal is to have the staging yard operational in time for our next running session during the July school holidays.

There will be two additional sessions scheduled in order to complete the yard by July. Please keep an eye out for the proposed dates.

A big thank you to everyone who contributed their time, resources, and enthusiasm. This project marks an exciting new chapter in the evolution of our modular layout.



Some progress made on Friday 1st May

This is really going to be a great addition to our modular system and bodes well for future development.

EVENTS

Please keep an eye out for upcoming dates, as we would love as many members as possible to be part of this journey. Even better, feel free to bring a friend or two along to share in the enjoyment

Remember to stay up to date via our monthly newsletter and Facebook page for upcoming activities.

That's all for now. Until next time — keep your trains running!

Warm regards,

Mark Peddle

Chairman

Other Club News

By Brian Dawson (Newsletter Editor)

Swap Meets Feedback and Schedule, and Expo and Toy Fair etc. Dates

The most recent PMT Swap Meet was held on Saturday 28th March, at the John Vorster Technical High School in Pretoria. Basic written feedback on that Swap Meet was provided last month, but photographs depicting that Swap Meet were unfortunately received just after the April edition had already been finalised, and could not be included at that time. However, here they are now!





These photos of the March 2026 PMT Swap Meet were taken and kindly provided by Pierre Jacobson

No Swap Meets were held during the month of April. The next Swap Meet will be the one hosted by EMRIG, at the end of this month (May!).

Here is the **Swap Meets calendar for the remainder of 2026**, for all those Swap Meets that we know about. If any additional Swap Meets are arranged and added (there *might* be another NTMTK one), the schedule will be amended.

| | | | | |
|---------------------------------------------------------------------------------------------------|------------|-------|------------------------------------|----------|
| 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 |
| <i>(This ↑ date might need to change, if we are invited to be part of The Hobby Show again!!)</i> | | | | |
| 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 investigated and decided in this regard...)*

Other relevant model train dates.... (all previously provided)

The next **Richie's Toy Fair** will be held on Saturday 25th July, at the Mosaic Church in Fairland. EMRIG will be there, this time, with a layout on display again. 😊

The **Transportation Fair** will be held on **Saturday 1st August 2026**. (See advert later in the newsletter)

The Hobby Show this year will take place in Pretoria (at the Heartfelt Arena) on the weekend **29th – 30th August**.

The annual **CSME Engineering Fair**, with all its superb live steam action and renowned radio-controlled trucks, will be taking place on the weekend **26th and 27th September**. This has been confirmed!!

The **Great Model Train Expo 2026** will take place on the weekend **24th – 25th October 2026**. Please note that *this is a week earlier* than was originally announced! (Again, see advert later in the newsletter)

The last **Richie's Toy Fair** of the year will be held on **Saturday 7th November**.

Scheduled EMRIG Layout Set-ups And Future Activities

EMRIG was fortunate in being able to have our expanded mini-modular layout set up in the hall at Benoni Junior School once again, during the March / April school holidays. Setting up happened on Friday 27th March, and running sessions were on the Saturday, Sunday, Wednesday, Good Friday, Saturday, and Sunday 5th April. Then the layout was disassembled, and taken home for storage by the members. Some coverage of the setting up, the modules included, and the initial running, was provided in our April newsletter.

Quite a number of the club members were able to make use of these train-running opportunities, and a wide variety of different trains were seen on the layout, including.....





Duncan brought a small table-top N Gauge layout to the venue as well, for the Easter weekend, where some of us could then have some fun of a different (somewhat smaller!) nature..... ☺



Duncan's coffee-table-top layout, a work in progress

Apparently, on one occasion, there were eleven trains running simultaneously on the HO layout. Routinely there could be six or seven running at a time. This on a layout where it took around 3 to 3,5 minutes to complete a circuit, at a leisurely prototypical speed...

A few mishaps were, however, experienced on the layout, with the occasional minor derailment occurring, a rather amusing "concertina" / zigzag passenger train was caught (inadvertently) doing the splits on video, and even a rather serious accident, during which, it is alleged, no miniature lives (or that of any operators!) were lost. Imagine a rather attractive British heritage train, quietly parked at Three Sisters station in South Africa minding its own business, being rammed into by something else.... (and please note, that is NOT one of Brian's Burlington Northern locos, narrowly avoiding that catastrophic derailment!).



But there also seemed to be a whole lot of relaxing and enjoying themselves, on the part of train operators, happening during the course of the event, some occasional food preparation and the eating thereof, and even a few *kaalvoet klonkies* running around the place...





Many thanks to Benoni Junior School for the use of their facilities (and to Niel for the use of his braai!)

We will have our layout set up again at our Swap Meet at the end (30th) of May. This will in all likelihood be another small layout, but will hopefully incorporate a few new / different modules to the ones we have seen there of late.

We are intending to have another big (expanded version) layout set-up during the July school holidays, at a venue yet to be confirmed in due course, likely / hopefully Benoni Junior again.

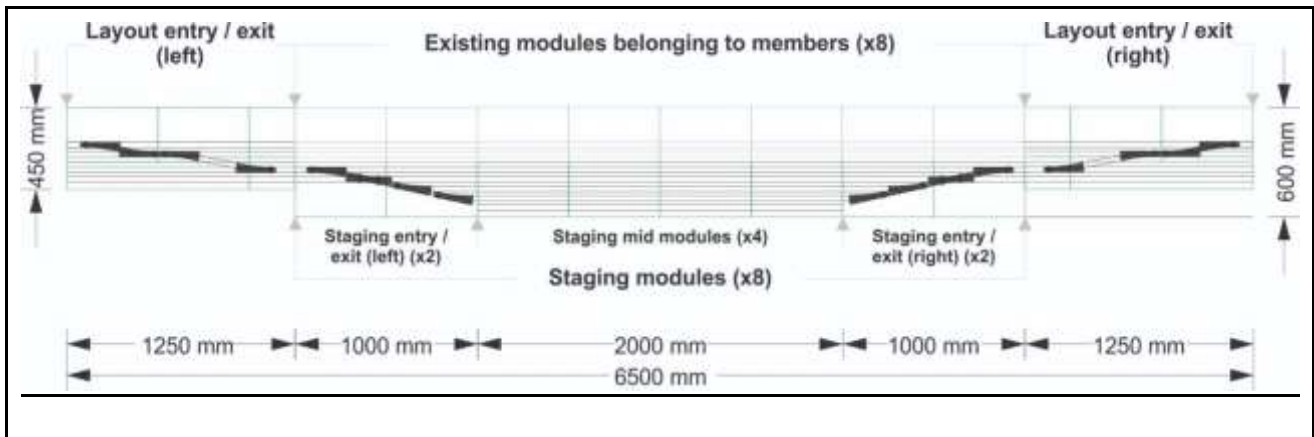
And then we'll have a layout at both the **Transportation Fair** in August (smaller) and the **Great Model Train Expo** in October (expanded), and also the **Richie's Toy Fair** in July, and maybe even at the November one as well.

We are hoping to be invited back to take part (= exhibit and operate our layout!) at **The Hobby Show** at the end of August. This is, however, still to be confirmed, and will be dependent on them once again having some free space available for us. If this comes to pass, we will definitely make use of the opportunity, and will then need to change the date of our August Swap Meet, where we also intend to display the layout.

Mini-modules Updates – A Staging Yard!!

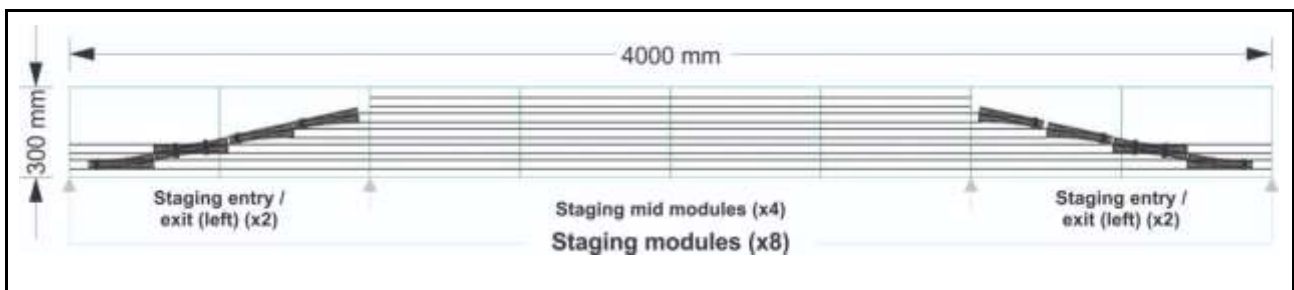
During our last set-up, at the beginning of April, there were ideas / plans afoot for the club to produce a substantial multi-module staging yard, as a very useful addition to the layout. Instead of the initially-proposed wye leading to a staging yard away from (off, and at right angles to) the layout, the latest proposal was to have a long "off-layout" yard, consisting of standard-width modules (but without backboards) with five staging tracks, running parallel to and just in front of the longest side of the layout. This would

then require 2x special “crossover” (entry/exit) modules (1,25m long x 0,45m wide) at each end, inserted into the long side of the layout, through which trains would cross from the staging yard onto either the inner or outer track, depending on desired direction of travel, and be able to run off either of those tracks back into the staging yard, when the operator needs a refreshment or comfort break.



5-Track “off-layout” track overview proposal

An alternative (slightly cheaper) option Niel also thought of was that the staging yard could be designed as an “on-layout” yard, with three long staging tracks placed between the mainlines and the backboards, with those staging yard modules then “in-line” and adding to the running length of the layout (but, obviously, would provide less staging).

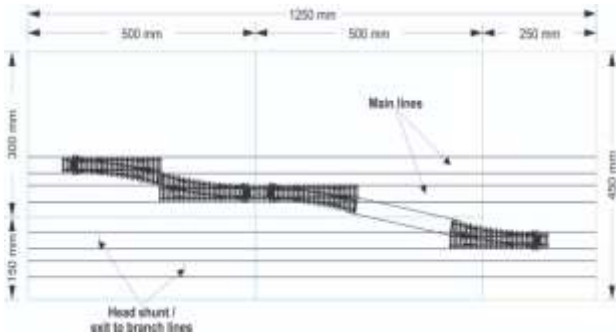


The alternative 3-Track “on-layout” track overview proposal

With the large number of trains being brought to and run at our club events, having a big staging yard of this nature removes the problem of constantly having to set up and remove trains, as Niel’s yard, our current staging area, even in its expanded (3m long) form, can currently only accommodate two non-running trains of any decent length (or perhaps four very short ones) on the two bypass (platform) tracks. Ralph’s Hyena Drift modules do help a bit in this regard, with short sidings where rolling stock items can be stored or staged, and Kallie’s anticipated four-module (2m) staging yard will also relieve the pressure a bit, with three (but relatively short) “on-layout” staging tracks planned next to his two mainline tracks.

Extra staging tracks really have become essential, so that members (when there’s a big group of us) are not tempted to set up trains on the mainlines, if Niel’s Yard is full, when there may or may not be other trains running through on those lines. Operators can then also leave their trains on the layout once set up, but out of the way of other trains running around on the layout.

Niel prepared a proposal document outlining these staging yard options, with basic cost estimates, and also suggested options as to how the staging yard could be paid for. This document, after consideration by the Committee, was distributed to club members and on the Mini-Modules Whatsapp group for consideration, and soon there was general consensus to go ahead with the development of the “off-layout” option.



Left-hand Layout Entry & Exit (= “Crossover”) module

And then things started happening quickly!!! Neil Plumbly (not an EMRIG member, but part of the Mini-Modules group, busy building a bridge module) offered to donate 10 lengths of track and six points! And that then got the ball rolling!... Suddenly a whole lot more track was being donated by club members, and some points, and a crossover, and a double-slip, and even a couple of straight modules!!... all of which would significantly reduce the cost of the project!

Next thing, a module-assembly workshop was being arranged, at quite short notice, on the Freedom Day public holiday 27th April. Six club members were able to attend, and it would appear that some really good progress was made on the day! I was away, and unable to attend, but a couple of pics were posted on the Whatsapp group, so we could see what had been happening... (see below).



Staging yard progress being made on 27/4/2026 (thanks for the pics, Terrence!)



And then there was another work session planned for Friday 1st May..... (And a couple of pics from that session - also provided by Terrence - appear in Mark's message above.)

And other mini-module projects underway? With me having been away a lot lately, I haven't been chasing other club members regarding their module updates, but with all this momentous news provided about the new staging yard, that's probably sufficient of an update for this month. Next month I'll again be hounding module-builders for their progress reports...

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 [= *soon as I have time!*] 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@emriq.co.za.

Sorry – no Letters to the Editor this month.... 😞

But we do have those adverts promoting **two very important up-coming events** happening later in the year!!..... 😊😊😊



1 August 2026

TRANSPORTATION FAIR
For the Model Enthusiast
BUY • SELL • DISPLAY

09h00 to 14h00

WYNAND MARAIS COMMUNITY HALL
Houtkapper Street, Birchleigh

09h00 to 14h00
Entrance Fee: R30 pp • Kids 12 & under free
Refreshments on sale. Join us for an exciting day.



MODEL TRAIN EXPO
24 & 25 OCTOBER 2026
• Saturday: 09h00 till 15h00
• Sunday: 08h30 till 14h00

TRAINS & ACCESSORIES FOR SALE!

For the Model Train Enthusiast!

- ◆ Amazing Model Train Layouts!
- ◆ Trains & Accessories for Sale!
- ◆ Fun for the Whole Family!
- ◆ Refreshments Available!

Entrance Fee: R30 per person
Primary Scholars FREE!

Venue: Wynand Marais Community Hall
Houtkapper Street, Birchleigh

Contact: Willie Vorster • 082 563 9283
Danie Pienaar • 082 559 6151

We're looking forward to these two events! Thanks to Willie and Danie!!!!

And then here's something else that's *been happening* recently in our Gauteng model train-world...



A “military trains” event was organized at the NTMTK layout at the Voortrekker Monument in Pretoria, to coincide with the Pro Patria Museum’s Military Fair on 1st May. This ← promo poster was not available for inclusion last month, and I didn’t get to including any info about it either... (*Sorry!*) The plan was, apparently, to remove all other (non-military) trains from the NTMTK layout, and to only have military trains (of all different eras and nationalities) staged on the layout (they were expecting to have 10 of them!), with at least two trains running at a time throughout the day, on a roster basis. I hope to get feedback, and to have a report in our June edition...



Some 3-D printed SADF vehicles, specially made for a SAR military train load!

Railroading in Australia 2026 – Historical and Smaller, but just as enjoyable

By Ralph Davey

Editor's Note: *Ralph and his wife are currently away in New Zealand, visiting their other daughter there. But before he left, good man that he is (!), he sent me TWO articles, prepared in advance for our May and June editions, while he would be away! Thank you, Ralph!!!!*

Hi everyone.

This most recent time (end December / January 2026), for my Australian trip, my family there treated me to some different railroading experiences. These were great activities, and here follows a different perspective (from my previous article) of railroading in Western Australia, which I hope you will find interesting.

AMRAWA visit

I paid another visit to the AMRAWA. The club is much the same as during my last visit, and there were no new changes to give feedback on. See my AMRAWA Article in the February 2025 newsletter.

There is the Perth Model Railway Exhibition to be held on 20 and 21 June 2026, if anyone can make it there. It looks to be good, similar to Willie and Danie's Model Train Expo that we have here in South Africa. If I am lucky enough to get the same Lotto numbers as C and J, then I will do the trip.

Santa was good to me

We arrived in Perth two days before Christmas. On Christmas Day we opened our presents. Santa and my daughter and family surprised me with a great gift – a Great Southern HO scale coach. This was a Great surprise! (*Ed. – pun no doubt intended!*) It is a lovely coach, and will be running on the EMRIG layout at some time in the future. As I always say, if you believe in Santa you will get trains and planes for Christmas.

This sowed the seeds for me, to see if I can get some more coaches and a loco. Look out for a follow up article coming sometime...



The Frateschi Budd Streamliner Great Southern coach I got for Christmas.

Swan View Railway Tunnel

Let's walk the talk and do the hike...

Perth is very hot during the main summer months of January and February. My daughter planned a trip for us to go and do the hike, walking in the John Forrest National Park. Being a slightly cooler day of around 36°C (many days were over 40°C) it was still a taxing hike. Perth has great weather, plus sharks and trains, amongst its other great sites and benefits.

The trail walk is along the old right of way of the railway line built by the Government of Western Australia for the Eastern Railway. It was a Cape-gauge railway that was one of the original railway lines into Perth. The tunnel is 340m in length, and is also noted as being haunted. The gradient is quite steep, and you feel it getting steeper as you walk. The old original right of way grade and incline is a staggering 1 in 49. About 100m from the tunnel entrance there is another diverging right of way. This is a bypass that was built in 1945. It has a gradient incline at 1 in 30. Still quite steep.

The line and the tunnel were closed in 1966.

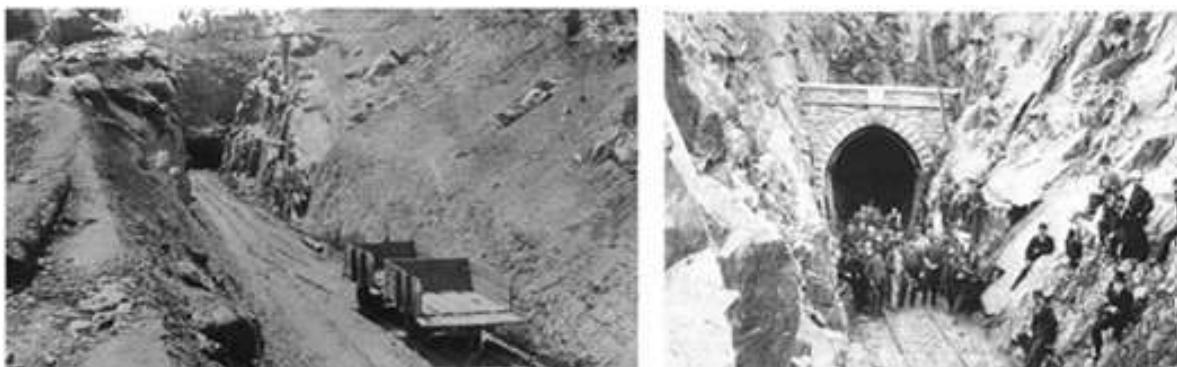
This tunnel and line is similar to some of our historical lines, like the old Natal main line, and the influence of British engineering is very evident.

Brief history and tragedy.

Construction of the tunnel started in 1894, and it was completed in 1896. It is brick-lined, with over 330,000 bricks used for the build. The climb out of Swan View by train was at a walking pace due to the gradient. Because the speed was so slow, the build-up of smoke and heat in the tunnel caused severe ventilation issues. Incidents of near asphyxiation continued to be a problem until the bypass was built. Crews resorted to various means to try to overcome the issues. Train crews referred to it as the “Black Hole.”

The tunnel was built long before larger and better-equipped locomotives were developed, like the Garratt class of locomotives operated from the 1920s onwards in Western Australia. The tunnel is narrow, so these and other newer, larger types could not operate through the tunnel.

It was only a matter of time before tragedy struck. In 1903 a driver fainted in the tunnel and fell off the locomotive. The fireman did not notice this until the train was out of the tunnel. The driver was unharmed. Crews would lie on the floor, placing wet hessian bags over their heads in the tunnel. In 1942 a tragedy struck when a double-header with two locomotives stalled in the tunnel. Both crews had been overcome by the heat and fumes. The train rolled back down the steep grade into Swan View. The quick-thinking station master diverted the train onto a siding. In the resulting crash one driver was killed. As a result of the enquiry a bypass deviation was built for the up route.



Construction at the western end in 1895, a year before opening. Official Opening on 22nd February 1896.



The accident in 1942, which resulted in the construction of a new tunnel bypass. Construction of the deviation to the right of the original line through the tunnel, 1945. The tunnel was then only used for downhill trains.

Our walk and hike to and through the tunnel.

We did the trail walk at a leisurely pace, as the gradient is steep. The trail is very popular, and is used by bikers and horse riders as well.



Trail signs and view of the climb at 100m distant.



Steep grade to the tunnel portal.



The brick lining, view looking back from top portal, and one of the safety sections where workers could safely stand if a train passed through while they were in the tunnel.



Top end portal and a view back to Perth and showing the climb in height.

We then walked back down the bypass which is also steep. By now the family were wishing there was a train to catch back to Swan View.



The long walk back.

Stirling Miniature Railway

Our next enjoyable outing one Sunday was to the Stirling Miniature Railway (SMR), run by the Northern Districts Model Engineering Society.

The SMR is a very professional and popular activity that is well attended. The site has a picnic area and the public days are very busy. The entrance fee allows one to ride the trains as many times as you want.

There were steam and diesel locomotives pulling the passenger coaches on two tracks. One is elevated to allow for passenger seating where your legs reach down onto the footrest, and the ground level where the seating is higher.

The one strict rule enforced is that passengers have to wear closed shoes. I was wondering how that rule came about. They have a collection of closed shoes that can be used if you do not bring your own. As you all know, you will remember all fourteen languages you speak when you knock your toe...



Footwear requirements.



Station and bridge view.



Some of the locos running on the day.

The locomotives are well built, and the owners enjoy the running session and attention immensely.



Some of the bigger locomotives.

Other types of locos also run.



Diesel power (of sorts).

The trains run with signalling control and block section movements.



Some of the signals.

Other controls are also in place.



Speed and overtaking rules. This is for the tunnel as the two lines run parallel in the tunnel.



Keeping the fires going.

The outing and train rides were well worth the visit.

So these were some of the different railroading experiences we enjoyed in Perth... memories and great family times to always cherish.

Remember all of our families are so important, and these types of activities are so rewarding.

Enjoy trains!!!

Depression and (a Different) Epiphany:

Part : My BNSF "TBA" Yard... A project for the future one day???

By ~~Glynn Chamberlain~~

Editor's Note: Glynn has submitted an apology for this month... his article is written, but the "ancillary" stuff (drawings, etc.) for his hypothetical layout still needs to be done, and won't be available before deadline... so we will just have to look forward to seeing it NEXT month!

Meanwhile, here are a few more prototypical images which I found on the internet, of that impressive Belen Yard, while we wait in anticipation!!!... ☺



Knysna Model Railroaders

The 3-D Printed Boathouse For Our Bridge Module

By Brian Messenger

I saw this picture of a boathouse and deck on the internet, and thought to myself – “that would fit nicely under the newly-installed 3-D printed bridge on the module”.



I asked a friend if he could print this for me, to go under the bridge that he had previously printed for me. Evidence of what then transpired is shown here in the following photos...

Below is the 3-D printed deck with the boathouse, to see if it would suit the area.



Here the deck has been “roughed-up” to represent a well-worn wood deck.



The placement of figures and all sorts of stuff, ready for collection or shipment.



Here the boathouse has been weathered, and temporarily positioned on the deck.



Same again in this photo...



This photo was taken before I gave the figures a light black wash, to get rid of the “newness”.



Behind the boat house is another small deck, where shipments brought in by boat are stored until ready to be taken to the upper-level boat rental business...

As mentioned last month, unfortunately my measurements were not the greatest (guess work!), and the printed stairway ended up being too low.



Here is the correct height, re-printed and test fitted.



Supports were fitted under the intermediate deck, and everything fitted perfectly.



A view from under the bridge, making sure that the staircase looked like it should.



Another 3-D printed deck (a bit narrower) where stock could be temporarily stored before taking it up to the businesses above.



A new boat used as a ferry to fetch and carry passengers from across the water to here. Note the fisherman on the right hand side (middle), in his small boat, hoping to catch his next meal.



Here's the finished bridge module, showing the boathouse, deck and the new ferry boat. They will have to get a move on, because there is a serious storm brewing in the background!



That's all for now.

Brian, the HOn3 guy from Knysna, RSA.

WFG – Building A Layout For TGMTE 2025:

Part

By Brian Dawson

Editor's Note: Herman has still been too busy at work to provide me with the technical notes I need in order to write up his scratch-build construction of the sawmill. So I don't have the concluding article for this series this month. Hopefully Part 5 will be ready for another edition soon, when he's not quite so busy.

Meanwhile, here are a couple of pics leading up to the sawmill development while building the layout...



Above left: Track-laying in the sawmill area, with a piece of cardboard outlining roughly the footprint of where the sawmill (built off-site) will stand.

Above right: A bit more work has been done in the area, with the log recovery facility (LRF) now being built.



Above left: LRF nearing completion, and a second ("the old") sawmill footprint (cardboard) now added.

Above right: The LRF completed, just waiting for water to be added to the lake.

Gauteng Model Railway History:

4. The Pretoria Model Train Club (Part 2)

By Terrence Marx and Pierre Jacobson

Editor's Note: Terrence and Pierre put together a very detailed history of PMT, from its inception in 1995, up to the present time. This was quite a big document, and so I chose to split it in two. Part 1 covered the very "early years" of PMT, and their early activities. Here, then, is Part 2, including an Addendum containing the module specifications they chose to apply at PMT.



LAYOUTS

The club in essence has had three versions of HO layouts, all of which were based on the modular principle.

Our first modular design was adopted from those used by EMRIG, which basically indicated modules of 90cm or 180cm in length, with a minimum width of 60cm, on 12mm plywood as the wood of choice. Prices for the modules varied from R30-00 each (900mm x 600mm with a 200mm wide top) to the rather expensive 1800mm x 600mm with a 600mm top, which cost R95-00. Chipboard was strictly forbidden.

Every new member received a special welcome package on joining the club, which consisted of the club's module specs, the constitution, and an article which had been published in 1994 in Model Railroader by Ken Patterson of the Midwest Valley Modular Club.

Of interest, there was an A3 spreadsheet which showed precisely how the modular system worked. Very few of the small modules were ever made.

The initial batch of modules for the club were built by Terrence and Charles at Charles' home in Rayton over several weekends, making it easy for club members to purchase these modules pre-built, with either a 200mm, 300mm or complete top on the frame. Frikkie Dreyer was fortunate enough to be able to secure twenty 4' x 8' sheets of plywood from somewhere in Koedoespoort (rumour has it they were to be used for PX container innards), and to have them cut into the 95mm strips the club needed for the module frames.

When these cut pieces were delivered, it was discovered that some of them were full of blood: it appears that the person who did the ripping of the wood accidentally ripped a part of his thumb off in the process of cutting the wood.



Image 8 Setting up the layout. In front:- Frikkie Dreyer, Johan de Villiers; middle:- Kobus Steyn, unknown, Aubrey Riekert; rear:- Johan Voordewind, Martin Drescher, unknown

The 90cm modules were not as popular as the 1.8m versions. Martin Drescher had a small module which had variable resistors on it (one for each track) to slow trains down, and there were two other small modules of unknown use. In those days, both double tracks were DC, and the layout was extremely busy, to the point that we had to have a whiteboard with running-time slots, so that there was some sort of control.

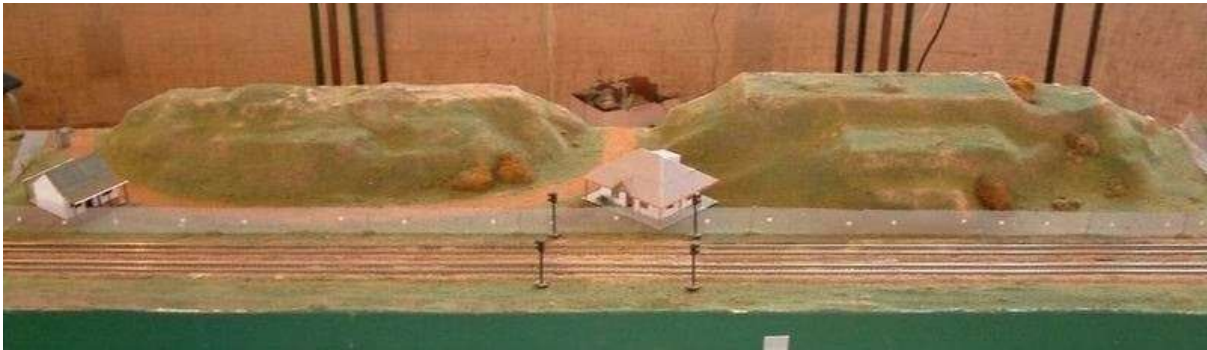


Image 9 *Martin Drescher's modules. There was a potentiometer under each of those hills with which the trains could be stopped or slowed, to control the distances between the trains.*

The club also owned a very large fiddle yard that was designed and built by Johan de Villiers and Johan Voordewind. This yard was on two levels, with the "A" track climbing over itself and the "B" track to a 6-track fiddle yard 5.4m long. The "B" track fiddle yard was at grade and of the same specs. Both these yards were served by wyes, and went a considerable way to alleviating train setup congestion. Many of the materials for the yard were bought or came from donations received from interested parties, such as Kobus du Preez who donated 8x Peco turnouts for the yard, without whom the project would not have been possible. This yard served faithfully for many years as the place where members would build and take down their trains, leaving the main line sidings free for trains to be stored temporarily while the members were engaged in other activities.



Image 10 *A small layout setup, circa 2003. Notice the double deck fiddle yard, the lower deck serving the "B" line and the upper the "A" line. Those modules were very heavy, but we carried them enthusiastically up the stairs to the store room on many occasions. Johan Voordewind, Ivan de la Rey and Jan Coetzer fiddling on a joint.*

As with everything, the core members of the club began to age, and they are no longer that young anymore. The old 1.8m modules have all since been retired or scrapped, to be replaced by a smaller, 1.2m x 60cm modular layout which is sometimes set up in the school hall. This layout has also since been shelved, and may not see the light of day anytime soon.

THE UPSTAIRS LAYOUT

This permanent layout, which has been beautifully finished, has been set up upstairs in the workshop section of the school, in a room 8m x 6m. About 12 years ago, the school decided to use the underground storage as a meeting room for the prefects to have a tea room, and PMT were duly asked to vacate the area. After some enterprising negotiations, an unused upstairs area was located, but it was at the time full of old school equipment and junk. The usual suspects all pitched in, and the room was duly cleaned out and the rubbish was disposed of. The first permanent layout was designed under the guidance of Johan Voordewind, and was a continuous run, double track, horseshoe-shape layout built on two levels. The inside of the horseshoe also accommodated the staircase from the ground floor. As was to be expected, old backs and older knees could not handle the crawling to reach the inside of the layout, which was where all the activity occurred, and it was not long before the duck-under was removed and the ends turned into two 180° curves, which join the top and bottom sections together on each side respectively. The layout is now fully operational and members are generally free to enjoy it on Saturdays and holidays when the school is closed.



Image 11 The Gautrain making an appearance at the permanent layout upstairs.



Image 12 The late Alwyn Carstens, working on the upstairs layout. This is the right wing of the "U" which comprises this layout, the stairs are beyond the wall on the left.



Image 13 One of the many scenes of the upstairs layout. Like the modular layout, this one too was DCC/DC.
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As has been the case since DCC control was introduced and became common place, PMT still operates a dual control system of DC and DCC, for those members who do not have command control systems.

THE SECOND MODULAR LAYOUT

This layout was built after the upstairs layout was started, the reasoning being that the First Layout was getting old and the modules were turning into “rowboats”, that is – the ends were at the normal height, but they were sagging in the middle. These modules were also heavy and unwieldy to carry around. In short, they had reached the end of their usable lives and were due for replacement.



Image 14 Something that was lacking on the First Modular Layout: lots of buildings populate the modules.

The Second Layout’s modules followed, similar in design to the First Layout, but differed in one important aspect: they were limited to 1200mm in length, thus making them smaller and easier to handle. It also allowed for new modules with better scenery to be built, using the now well-developed scenery abilities of the members who’d had 15 years to perfect their skills. This led to a much smaller layout, consisting of about 20 modules which were of a very high scenic state. The layout was displayed on several occasions during the swap meet events of 2010 - 2020, but is seldom set up for display currently.



Image 25 Residential buildings bracket the tracks, on a new module.



Image 3 Potchefstroom Station on the new modular layout, built by Graham.



Image 17 Martin Drescher's Junction on the new modular layout.

PMT may be 30+ years old, but the leadership is not afraid to adapt to the changing times, and the club has recently purchased a few of the new mini-modules that were developed by EMRIG, and we are looking forward to developing our own unique brand and flavour of layout.

NEWSLETTER

From the very beginning, PMT has attempted to issue club correspondence in the form of a newsletter and magazine to its members as regularly as possible. The numbers, quality and content varied from year to year as editors and contributors came and went.

Each editor had his own style, and in this regard three names stand out: Salie Henrico, who took the initial bland document issued by Terrence Marx for the first few years and turned it into something which was very credible and far reaching in its composition. He was followed up for many years by Alwyn Carstens who put his own mark on it, to the modern version which Pierre Jacobson presently issues monthly as an internet publication, which contains a lot of photos, mainly of operations on the permanent layout upstairs in the school "store room". The lack of outside activity by the club means that the newsletter is photo heavy.

The very first newsletter was a humble 2-page affair, under the control of Terrence, which was printed on a single double-sided A4 sheet of paper. From there, the newsletter developed under the control of Salie Henrico, a former school master, to a multi-page, multi-article and photo magazine. Salie eventually retired from the post, and it was taken over by the late Alwyn Carstens who developed the concept further and, in

co-operation with the Drijfhouts, Henk and Sipp of Printburo, turned it into a colourful A5 book in 1999 which was arguably the best in the southern hemisphere, with the level of professionalism that it achieved. Postage of the magazine, however, reached a rather large amount and with the introduction of the internet and e-mail, it was eventually decided to stop hard copy production and send the newsletter via e-mail, in line with standard practices. This decision curbed the rising costs of production, which helps to keep the annual membership dues low. The newsletter contained many articles, in English and Afrikaans, covering a wide range of topics from modelling to prototype, and had a strong leaning towards the history of the South African Railways. This does not mean that the US and European markets were not catered for, and there is still a large following of these modellers present.

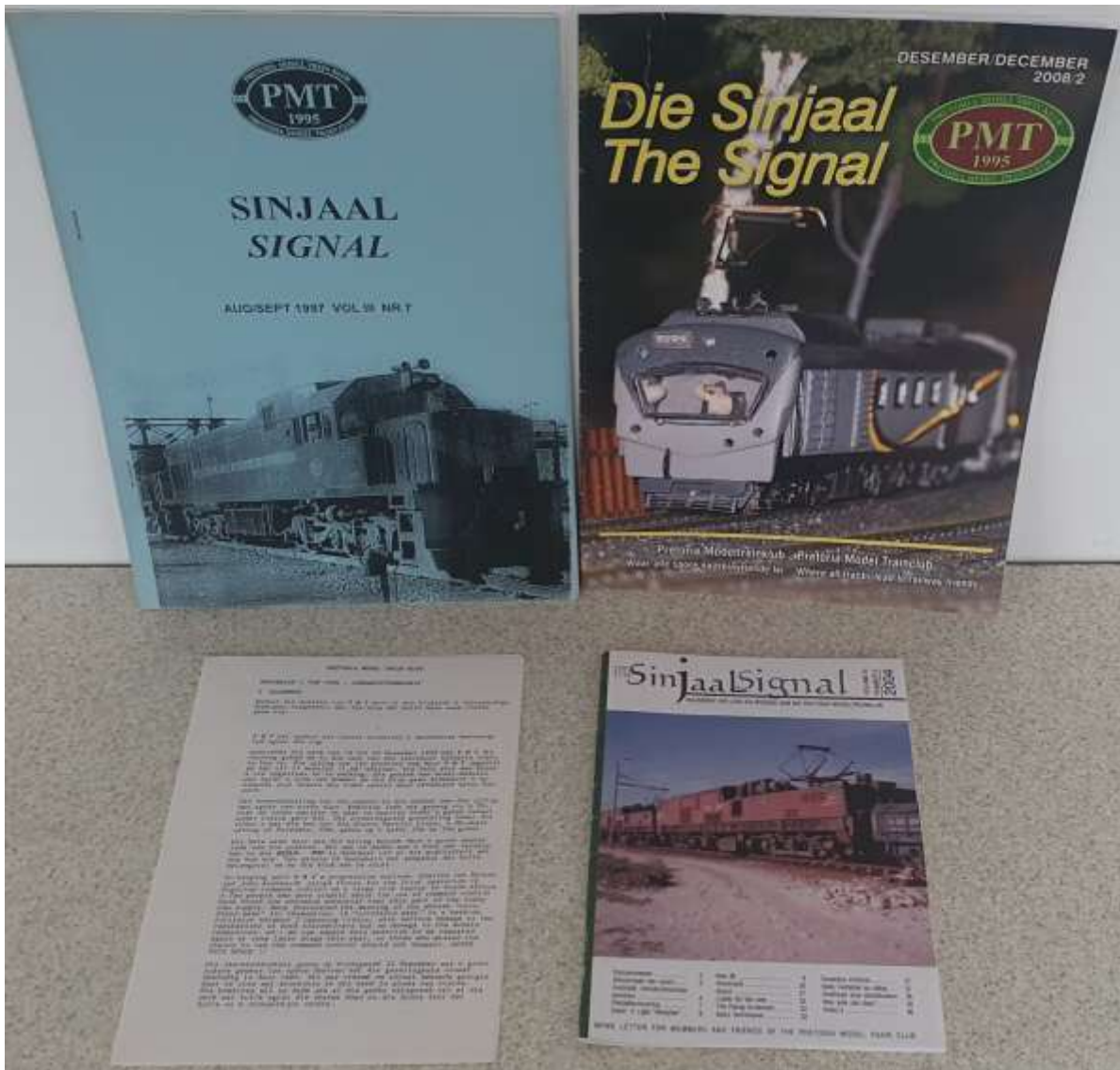


Image 18 The change of the PMT newsletter: Issue 01/1995 (B/L), 07/1997 (T/L), 10/2004 (B/R) and 02/2008 (T/R).



Topics that were covered featured operations, modelling tips, building SAR and international structures, yard design, tips to improve the running of models and the like. Club members were encouraged to write a small bio of themselves for publishing in the newsletter, and these continued to be published at random times, no doubt at the urging of the Editor, Salie Henrico (you couldn't say "no" to him - Salie was a gentle giant in his younger days, although age has caught up with him now, as it has with all of the original members).

Several members wrote series of articles over the years, and these would continue for many issues, giving the magazine an eclectic flair to it. Alwyn Carstens and Pierre Jacobson are especially mentioned in this regard for the years' worth of work they did, and are doing at this stage. The newsletter is the one part of the club that requires input from club members, and this was generally not always forthcoming.

The club unveiled its new slogan: "where all tracks lead to friends / waar alle spore na vriende lei" was unveiled with the publication of the first magazine of 2001.

In keeping with the times, PMT has an internet presence as well as a Facebook page on which they regularly display and advertise their doings. Most of the information that gets circulated in the Club is done through the *PMT Signal*, the Club's magazine and the *Semaphore*, our monthly newsletter. We publish all kinds of information that are read in magazines and on the Internet.

PUBLIC APPEARANCES

PMT has managed to live up to its aim of bringing the hobby to the attention of the public. This was mainly done through the many shows that the club was able to put on, as well as the many visits to outdoor public events.

PMT was fortunate enough to appear on the local radio stations twice in its lifetime; the first appearance was by Hans Sturgeon and Terrence Marx in 1998 on Radio Pretoria, where they were interviewed for a magazine insert which was featured on the station.

PMT received a short-notice invite to exhibit their layout at the Hobby Expo at the MTN Sundome from 8 - 11 March 2001. The event, which drew about 30 000 spectators, was a busy one for the club, and the members who attended had to answer many questions. Johan de Villiers became the second PMT member to be interviewed on radio when he was interviewed by no less than three stations, Puntradio, SAfm and Radio Ripple during PMT's attendance at the event.

PMT also featured in the local newspapers on regular occasions, and also featured on the front page of the Tswane Beeld on 5 October 2004, where the late Alwyn Carstens was seen with some of his trains.

Many other members have also been fortunate to appear in the newspapers and to promote not only the club and its activities, but also the hobby itself, which is the secondary aim of the club (the first being to have fun with model trains).



Image 19 The late Alwyn Carstens on the front page of the Tswane Beeld on 6 October 2004.

SAR TRAIN PARADE MODELS - 2003/2004



Image 20 A 9E built by Albert van Deventer. These models were of high quality.

Below are some photos of the locomotives which were featured in the 2003 and 2004 SAR train parade. PMT members were turning out quality models long before the mainstream market was entered by companies such as SARM and SARModel. Most notable SAR builders included members such as Charles van Rooyen, an avid SAR modeller who built a Blue Train, Hans and Lourens Sturgeon who built many SAR freight wagons, including the Jumbo hoppers of the Saldanha line. Lourens is a model builder by trade to this day. Albert van Deventer was one of the first model builders who built a series of 9E locomotives; these models were very sought-after seeing that his plan was to only build one model of each number and then to stop.

Other modellers who deserve mention are Bertus Olivier who built several SAR models of locomotives and rolling stock, and Ivan de la Rey who is the proud owner of the first ever HO scale model of the Rovos Rail train featured below as well. The late Alwyn Carstens also built several SAR steam locomotives, most notably a model of the Super Garratt which had a wheel arrangement of 4-8-4+4-8-4 -- 4-8-4+4-8-4, four locomotives in one.





Image 21 Ivan De la Rey's Rovos Rail train, a legend on the layout.





IN FIN

In order to draft this history, we delved into many sources and websites and we are indebted to the original photographers of the photos which appear on the club's and other websites.

Websites:

<https://pretoriamodeltrains.co.za>

https://www.krafttrains.com/clubs/SouthAfrica/Pretoria_Model_Train_Club/Gallery/027.htm

<https://nortstarrailway.com>

<https://dreamtrains.co.za/portfolio-item/pmtc-pretoria>

<https://www.geocities.com/pmtclub/>

Facebook:

<https://www.facebook.com/groups/240318366660513/>

Jan Coetzer

Ivan De La Rey

Pierre Jacobson

Bertus Olivier

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Image 4 The founder members today. Once a year, on the 1st of January, they meet in Rayton for a braai at Charles' home, a tradition that now spans 15 years. What an ugly bunch!

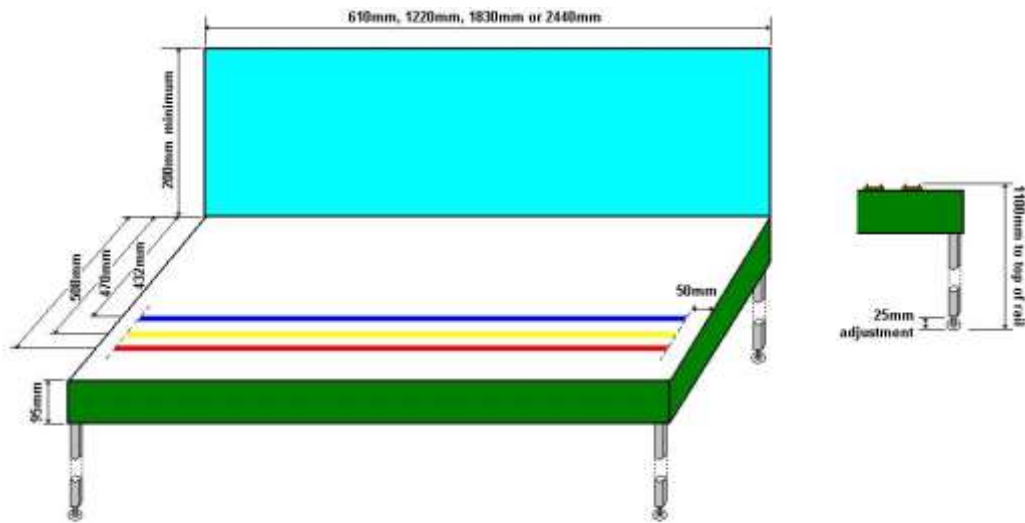
ADDENDUM

TECHNICAL SPECS

Here are the standards that the club used for their modules from 1995. As you will no doubt have discovered, things have changed a bit since those heady days. The module specifications were first put on the now-defunct PMT website originally hosted on the Geocities server.

PMT uses the modular approach to model railroading, where we have various 'tables' or modules with track and scenery on them, that have to be set up and connected to each other before we start running trains, and taken down when we have finished running trains.

PMT uses Digitrax for DCC operation, and DC on the other track, as the power sources.



NOTE: This is roughly based on the N-Trak standard with some modifications for PMT

Image 5 The basic idea of how the modules should look. PMT's standards were based on those of the N-Trak system.

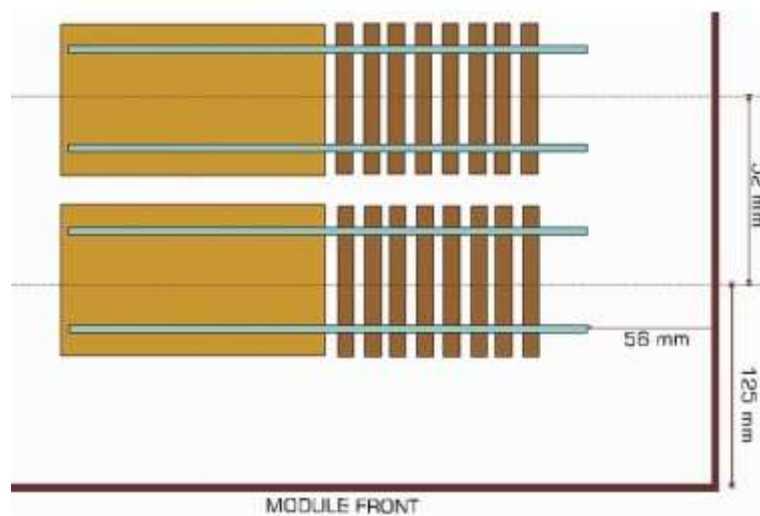


Image 6 The critical numbers at the end of the modules which made the system work.

Modules were to be built according to the following set standards:

- 1800mm long by 600mm wide; or
- 1800mm long by 700mm wide; or
- 900mm long by 600mm wide; or
- 900mm long by 700mm wide;
- 2x 12mm wing-nuts have to be used to secure adjoining modules together;
- minimum width of the sides of the modules has to be 95mm;

- maximum thickness of the wood is 12mm, preferably 12mm pine ply;
- there have to be pockets on all 4 corners for the legs to be fitted as needed;
- 2 cross braces have to be added to modules 1800mm long and 1 to modules 900mm long;
- the legs are made from 25mm square steel tubing, with an adjustable nut at the bottom to adjust the height as needed;
- corner modules have to be 30°, 60° or 90° units with an outside track radius of 1500mm;
- there is no height limit to the modules (multiple layers are encouraged);
- modules have to fit through a 700mm by 2000mm door frame.
 - The Club has its own jig with which we drill the holes in the ends of the modules, and this way we are able to ensure that the holes are more or less standard. We only use G-clamps as an absolute final resort.
 - The holes are normally drilled at one of our meetings when the new module is ready for insertion into the layout.
 - The scenery itself has to meet with certain standards, namely:
- double track mainline,
 - the nearest is known as the A-line and the other as the B-line.
 - The A-line traffic runs right-to-left and the B-line left-to-right;
- the rail must end 56mm from each end of the module to allow for bridge tracks 110mm long to be inserted between the adjoining modules.
 - Since January 2005, Fleishmann adjustable track sections are used where possible;
- Peco code 100 nickel-silver rail has to be used on all main line tracks, with no turnouts smaller than Peco mediums leading from the mainline. Any code 100 nickel-silver flex (preferred) or track sections can be used on side lines;
- 12mm wood has to be fastened to the top of the module wherever track is laid. Pine ply is preferred above pressed wood;
- the track has to be laid on a 3mm cork sub-roadbed;
- a bus wire system must be used, wired into terminal blocks at both ends;
- if the module requires power for automation or lighting, a transformer has to be mounted under the module, with a fuse of sufficient size and a standard 3-point mains plug on a reasonable length of cable must be supplied.
 - Power may NEVER be tapped from tracks for any of these functions;
- the wiring has to conform to the Club standards using purple, orange, white and green wires, with purple the first rail and green the fourth rail from the front of the module;

- everything off the mainline is left to the modeller's own initiative, subservient to the approval of the Club's Technical Committee;
- clearances have to be high and wide enough to allow for the largest commercially made models in HO scale to traverse unrestricted;
- overhead wires (catenary) are only used in exceptional cases, and then only on the A-line;
- the module sides must be painted Plascon Velvagro Deep Forest Green

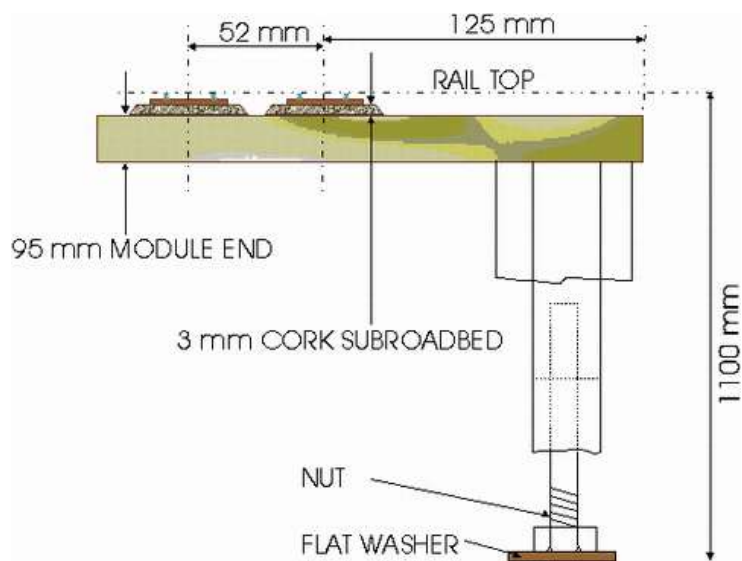


Image 7 The end dimensions of the modules. The legs themselves, when packed in a bag, were heavy enough to require 4 men to carry the bag!

How It All Began For Me...

And here we have Mervyn Mark's story!! 😊😊😊

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), guest Michelle Lines-Dovey – from HRCASA (August 2025), and Rene' Bosch (April 2026).

Mervyn Mark – How I Started in Model Railways

The Beginning

In 1962, while I was a Std 9 student diligently working on my homework at home, an unexpected event sparked my lifelong passion for model railways. My late brother, Norman, returned home from work carrying a striking reddish box that immediately caught my attention. At the time, our family was not particularly well-off, so the sight of such an extravagant-looking box was both surprising and intriguing.

Inside the box was a Marklin starter set. This set included a small class 89 shunter locomotive, a red tipper wagon, an open wagon, some M-track pieces, and a transformer. The arrival of this set felt like a significant moment for me — it was the start of something big.

By the time I completed school, my Marklin set had expanded considerably. I had added a crane and a turntable, among other items. I would spend countless hours pouring over the Marklin trackplan book and catalogue, imagining all the ways I could further develop my collection and layout.

Initially, I aspired to become an articled clerk or accountant. However, my path changed when my uncle persuaded me to join the South African Railways, a decision I have never regretted. I started as a messenger, and this offered me invaluable insight into the workings of real rail systems. The knowledge and experience gained through my job not only benefited my professional life, but also enriched my understanding and enjoyment of model railroading.

As my life progressed, significant changes occurred. I sold my original Marklin set, was balloted into the South African Defence Force (SADF), fell in love, got married, and became a father. The birth of our son Rory provided the perfect reason to rekindle my interest in model railways. During a visit to the OK Bazaars in Kimberley, I purchased a small SAR Trans Karoo set, which we set up on a spare bedroom door.

A few years later, our family moved to Boksburg. This move marked a pivotal moment in my journey with model railroading, further deepening my interest and involvement in the hobby.

Swap Meets

When we arrived in Boksburg in January 1981, I quickly learned about "swopmeets." Our first was at the Tony Factor Centre in Johannesburg, near Hobbies and Models — an eye-opener. Next was an EMRIG Swap Meet at Avion Park Recreation Hall, at Jan Smuts Airport, an incredible experience. While working at Railway Head Office, I bought an Athearn B+O GP9 at Model Train Exchange, which cost a whole R19.00. After trying it at home, I replaced my Lima collection. I still have this locomotive in my collection.

Growth of Trading and Community Engagement

Early Trading Activities

In the early 1990s, together with Bob Black, I embarked on trading pre-owned model railway items. We set up stalls at various venues, including LaSalle College, Darras Centre, the Toy Fair in Blairgowrie, EMRIG, Pretoria, and Klerksdorp. Our involvement grew as we began organizing our own swap meets at locations such as Freeway Park Primary School, Trinity Methodist Church, and the Free Masons Hall. Through these events, our network expanded significantly, eventually reaching approximately 1,000 contacts.

We attended swap meets approximately every three months, and gradually established ourselves under the name BLACKMARK TRAINS. The swap meets proved to be highly successful, gaining popularity and spreading across the country, though we limited our participation to those held closest to home. Our tables became the drawcard for the swap meets. Members queued from early to be the first to our tables. The drawcard was that we had a great variety of items, neatly displayed, and at very good prices.



Mervyn's distinctive yellow cloths; public queuing from early on; buying even before cloths removed.



Alongside buying and selling, Bob and I actively promoted the hobby. We launched a monthly newsletter titled “The Express”, which was distributed to about 1,000 members. The newsletter featured information about upcoming swap meets, practical hints and tips for model railway enthusiasts, and listings of items for sale.

“THE EXPRESS”

THE LITTLE MODEL RAIL NEWSLETTER WITH THE BIG NEWS

GREETINGS

18 August 2019

13/2019

Serving the Hobby

Contact us on 083 734 8686/ [hicky@megabits.co.za/](mailto:hicky@megabits.co.za)

The header of Mervyn’s renowned BlackMark Express newsletter, emailed August 2019.

Our swap meets introduced us to a wide range of people. Some attendees were eager to bargain or trade unusual items, while others were simply enthusiastic to assist in moving goods, mainly to preview what was available. How many times have I heard: “Is this your best price?” Occasionally, certain items were reserved by individuals and then never collected. One person even wanted to swap some ties for an item, and of course, then there are those who see something and don’t immediately buy it... the disappointment, when they return to our table and it is gone, is very sad.

What began as a modest idea (not ours) — organising occasional swap meets for model railway enthusiasts — has flourished over the years into a well-established and regularly held activity. Today, these events are efficiently managed by various clubs throughout the country, reflecting just how much the concept has matured with time. Swap meets continue to play a vital role in fostering communication and active participation within the model railway community. They provide a valuable platform for enthusiasts to connect, share knowledge, trade items, and strengthen the bonds that unite hobbyists across the region.

For a significant period, Bob and I worked together closely, sharing the responsibilities and enjoyment of participating in swap meets, as well as buying and selling items. Eventually, Bob made the decision to step away from these activities, leaving me to consider how best to proceed. Choosing to continue, I was fortunate enough to have my wife join me, providing valuable assistance at the swap meets.



Minnie getting tables ready

We then traded under the name of Marktrains. This new identity marked a significant step in our journey, allowing us to further establish our presence within the model railway community. Trading as Marktrains, we continued to participate in swap meets and expanded our network, building on the foundation we had already laid through our earlier efforts. The transition to the Marktrains brand reflected our commitment to the hobby, and our evolving role as active members and promoters within the community.

The Impact of the Covid Pandemic, and Our Adaptation

The onset of the Covid pandemic in 2020 brought about a dramatic shift in our daily lives and routines. As restrictions on gatherings were put in place, attending swap meets was no longer possible. This sudden change forced us to reconsider and re-evaluate our commitment to the hobby that had been such a significant part of our lives.

Recognising the importance of maintaining our connections within the model railway community, we decided to create a weekly WhatsApp group. Through this group, we continued to sell our model railway items and stay in touch with fellow enthusiasts. This new approach marked a fresh direction for our involvement in the hobby.

As time went on, I found it increasingly challenging to pack and unpack boxes and to travel to the various swap meet venues. Consequently, we began to rely more on our WhatsApp sales, which offered a more convenient and accessible way to participate in the hobby. Despite these changes, I remain actively involved, still purchasing items and maintaining my devotion to model railways. The only significant difference now is that we do not attend swap meets as regularly as we once did.

Support from the Swap Meet Community

We were especially grateful for the support we received from the organisers of the swap meets. They always offered their assistance, often helping us by carrying boxes filled with our wares to our designated tables. Their kindness and the consistently courteous treatment we experienced made our participation even more enjoyable. With such a welcoming environment, we were eager to book tables at every possible opportunity and looked forward to each swap meet with great anticipation.

(Photos in this article were taken, and added to the article, by Brian Dawson)

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 Pelser (*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 30th May **EMRIG Swap Meet (*), Northmead Mall, Benoni**
- Saturday 27th June PMT Swap Meet, John Vorster Tech. High School, Pretoria
- Saturday 25th July Richie's Toy Fair, Mosaic Church, Fairland (*)
- Saturday 1st August Transportation Fair, Wynand Marais Hall, Birchleigh (*)
- Weekend 29th - 30th August The Hobby Show, Heartfelt Arena, Pretoria (*?) (TBC)
- Weekend 26th - 27th September CSME Engineering Fair, Centurion
- Weekend 24th - 25th October The Great Model Train Expo, Wynand Marais Hall, Birchleigh (*)

2026 Club Committee Contact details:-

The committee membership for 2026 remains unchanged... same composition and portfolios as for 2025... At the AGM, the 2025 Committee was re-elected *en bloc*, with just James Job offering to assist Kobus with Swap Meet arrangements.

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 Pelsler

swapmeets@emrig.co.za

Swap Meet Manager – Kobus Pelsler

swapmeets@emrig.co.za

(now assisted by James Job)

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.***

IT WAS AGREED AT THE CLUB'S AGM IN JANUARY THAT THE SUBSCRIPTION FEE FOR 2026 WOULD REMAIN UNCHANGED, AT R240,00 FOR THE YEAR. MEMBERS JOINING DURING THE COURSE OF THE YEAR WILL PAY ON A PRO-RATA BASIS.

A FAMILY MEMBERSHIP RATE DOES NO LONGER APPLY.

SO, IF YOU HAVE NOT ALREADY DONE SO, IT REALLY IS TIME TO PAY YOUR SUBS!!!

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