

Noarlunga Model Railroaders Inc. Newsletter



Right On Track

September 2015 Volume 19 Issue 7

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Send items for inclusion to the editor via email at editor@noarail.com
This newsletter is available as a download from our website www.noarail.com



Members setting up and testing at the Willunga exhibition

Club Member Responsibilities 2015

- | | |
|---|--|
| <input type="checkbox"/> Almoner | <input type="checkbox"/> Frank Crossley |
| <input type="checkbox"/> Cleaning | <input type="checkbox"/> Peter Lynch |
| <input type="checkbox"/> Committee Members | <input type="checkbox"/> Darren Kollé, Denis Woolard, Frank Crossley, Jeff Kohler, Peter Lynch, Peter Saunders |
| <input type="checkbox"/> Drinks and Confectionary Purchasing | <input type="checkbox"/> Jeff Kohler |
| <input type="checkbox"/> Events (Open Days, Swap Meets, etc.) | <input type="checkbox"/> Denis Woolard, Peter Lynch |
| <input type="checkbox"/> First Aid | <input type="checkbox"/> Peter Lynch, Alan Roberts |
| <input type="checkbox"/> Library | <input type="checkbox"/> Peter Saunders |
| <input type="checkbox"/> Main Layout | <input type="checkbox"/> Frank Crossley |
| <input type="checkbox"/> Membership | <input type="checkbox"/> Jeff Kohler |
| <input type="checkbox"/> Newsletter | <input type="checkbox"/> John Kelly |
| <input type="checkbox"/> Portable Layout | <input type="checkbox"/> Denis Woolard |
| <input type="checkbox"/> President | <input type="checkbox"/> |
| <input type="checkbox"/> Property Maintenance | <input type="checkbox"/> Frank Crossley |
| <input type="checkbox"/> Sausage Purchasing | <input type="checkbox"/> Peter Lynch |
| <input type="checkbox"/> Sausage Sizzle Bread Purchasing | <input type="checkbox"/> Frank Crossley |
| <input type="checkbox"/> Sausage Sizzle Onion Supplies
(donated by Hackham Pizza Pan shop) | <input type="checkbox"/> Justin Coombes |
| <input type="checkbox"/> Sausage Sizzle Group Leaders | <input type="checkbox"/> Darren Plane, John Cutler, Peter Lynch |
| <input type="checkbox"/> Secretary | <input type="checkbox"/> Denis Woolard |
| <input type="checkbox"/> Security | <input type="checkbox"/> Peter Saunders |
| <input type="checkbox"/> Treasurer | <input type="checkbox"/> |
| <input type="checkbox"/> Vice-President | <input type="checkbox"/> Frank Crossley |
| <input type="checkbox"/> Web Administrator | <input type="checkbox"/> Tony Mikolaj |

Next committee meeting: - Monday 7/10/2015 7:30 pm

DIARY DATES

Swapmeet / Open Day

Sunday 8/11/2015

Reynella Neighbourhood Centre,

Cnr. Old South Rd and Reynell Rd, Old Reynella, SA

10:00 - 1:00 PM

\$3 Admission for both Swapmeet and Open Day together

Table bookings events@noarail.com

Sausage Sizzle, tea, coffee and soft drinks available

Open Day

**NMRI Clubrooms Lot 163 Old South Rd, Old Reynella, SA
(adjacent to bus interchange) in conjunction with above swapmeet**

10:00 - 5:00 PM Free

Tea, coffee and soft drinks available

AGM

Saturday November 7th at the Clubrooms

Nomination forms available at the club

Gus the Gossip

Who was the member who had to be told that we have a new microwave, although it had been in place for 2 months?

Who are the two gopher riders that fell off their machines? Get well soon Mick.

Willunga Uniting Church Spring Fair

Saturday – 5th September – 9:30 AM to 5:00 PM

A beautiful day and good crowds welcomed our new portable layout “LAKESIDE” to the public. Setup of the layout proved the simple approach to construction the correct way as it was relatively quick and easy.



This was an SAR only run, particularly the locos and rolling stock that appeared on the Willunga line, a noted American modeller was seen choking in the corner. We had an excess of trains to run and display the operation was exceptionally smooth, and the public were very appreciative. The layout was an unqualified success, especially so as it was the maiden voyage of the good ship “LAKESIDE“

McLaren Vale Uniting Church Exhibition

Saturday and Sunday – 19th / 20th September



“LAKESIDE” was setup on the Friday in about 30 minutes, and the rest of the weekend was just as smooth.

We had a good venue, good trains, a good layout setup, and a really good time. We must thank our hosts for their hospitality, scones, tea and coffee delivered to us was greatly appreciated.

The trains performed well, the layout performed faultlessly, what more could we ask?

FUNDRAISING

Our club has a good friend in DRAKE’S FOODLAND. Upon presentation of a special tag the club gets a percentage of the bill.

Tags are available from Viv Crossley.

LAYOUT REPORT

LAKESIIDE The new portable layout

The track is finished and basic scenery done, the simple electronics wired and tested, but there are improvements coming soon, e.g. remote WIFI control.

Whilst many have contributed, special mention must be made of the efforts of Peter Saunders, Jeff Kohler, Denis Woolard, Peter Lynch and Ron Weedon, all of whom put in the hard work to get the layout up to scratch as a work in progress for the exhibitions.

This layout has much to be done yet, but it has already proved itself as being reliable and popular with the public.

The alterations to the trailer to be able to travel with one vehicle are well in hand.

MAIN LAYOUT

Rather noticeable changes have been made to the northern end near the logging lake; Bruce Ewens was given the commission to remove the long tunnel, thus allowing easier operation and more visual pleasures.

Work is progressing on the electronics of the logging line, which now has DCC as well as DC operation.

Lighting is a constant improvement; John Cutler's efforts can well be appreciated by glancing down the tracks which are ablaze with lights.

There is a plan for maintenance of the areas of track that are not performing up to scratch.

REMINDERS

Sizzlers are reminded that our Sizzle is definitely zoned as METRO AREA. Therefore we don't give it a miss on a hot day unless there is a Total Ban or a Partial Ban which includes the metro area. We need more volunteers for our Saturday morning Sausage Sizzle, in particular the coming sizzle at BUNNINGS.

All trains running on any layout must have, where practical, track cleaning devices fitted. The condition of the tracks recently leaves a lot to be desired.

With the AGM nearing, Annual Membership Fees are now due. See Jeff "Frosty" Kohler to renew your membership.

Airbrushing Set Up.



It's hardly a secret that it is much easier to get a very good paint finish by spraying the paint rather than by brushing it – though it remains *my* firm opinion that one should master the use of a hairy stick before tackling an airbrush.

These notes are to indicate the material requirements for airbrushing, and their approximate cost. While it is very possible to spend a lot of money on a very sophisticated set up for airbrushing, an entry level set up has rarely been as inexpensive, nor as good, previously.

You will need

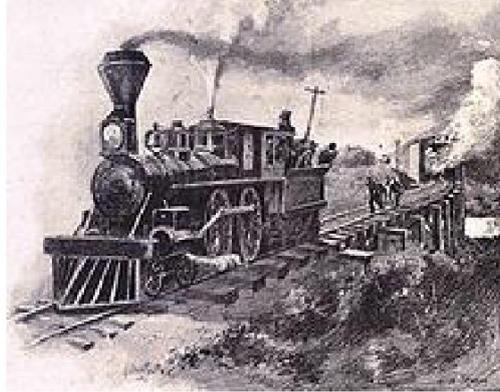
1. A compressor, for less than \$100, on-line. Ideally, this will be equipped with an air tank, regulator and water trap.
2. An airbrush, from around \$20 to \$50, on-line. In the past I have paid up to \$200 for a much less sophisticated tool...
3. Pipe fittings and hose to connect the above. Sometimes included with the airbrush.
4. Paint. I use gloss enamels (from Solver) and Dullcote (from model shops). I've had little experience spraying acrylics, and none of it good. Acrylics are certainly safer to use, and, especially if you are young (in this context, under 60...) it will be wise to use these.

The remaining materials are for use with enamels and lacquers. Acrylics have different needs.

5. Turpentine. Used to thin paints, and for clean up. Gives a slow-drying full gloss finish. Buy from a supermarket.
6. General purpose thinner/ gun wash. Also used to thin paints, and for clean up. Much more volatile than turpentine, so paint will dry more quickly. Contains MEK, so will dissolve dry paint. Not usually available at supermarkets, and very expensive at hardware shops. I buy T-64 from Topline Paints (Lonsdale) in 20l drums. And not very often! A co-op for T-64 would seem sensible – bring your own tin.
7. Bits of rag and a roll of dunny-rub, for clean up.
8. A tea diffuser for washing small parts.
9. If you are going to spray enamels inside (*which I do not recommend*) you *will* need a fairly sophisticated extraction system, which will cost rather more than all of the above put together...

Allan Lees

Great Locomotive – The General



The Andrews Raid of April 12, 1862, brought the first Union soldiers into north Georgia and led to an exciting locomotive chase, the only one of the Civil War (1861-65). The adventure lasted just seven hours, involved about two dozen men, and as a military operation, ended in failure.

In early spring 1862 Northern forces advanced on Huntsville, Alabama, heading for Chattanooga, Tennessee.



Union general Ormsby Mitchel accepted the offer of a civilian spy, James J. Andrews, a contraband merchant and trader between the lines, to lead a raiding party behind Confederate lines to Atlanta, steal a locomotive, and race northward, destroying track, telegraph lines, and maybe bridges toward Chattanooga. The raid thus aimed to knock out the Western and Atlantic Railroad, which supplied Confederate forces at Chattanooga, just as Mitchel's army advanced.

[James J. Andrews](#) On April 7 Andrews chose twenty-two volunteers from three Ohio infantry regiments, plus one civilian. In plain clothes they slipped through the lines to Chattanooga and entrained to Marietta; two men were caught on the way.

Two more overslept on the morning of April 12, when Andrews's party boarded the northbound train. They traveled eight miles to Big Shanty (present-day Kennesaw), chosen for the train jacking because it had no telegraph. While crew and passengers ate breakfast, the raiders uncoupled most of the cars. At about 6 a.m. they steamed out of Big Shanty aboard the locomotive *General*, a tender, and three empty boxcars.

Pursuit began immediately, when three railroad men ran after the locomotive, eventually commandeering a platform car. Two of them, Anthony Murphy and William Fuller, persisted in their chase for the next seven hours and over eighty-seven miles. First suspecting the train thieves to be Confederate deserters, the pursuers acquired a locomotive at Etowah Station. Aware they were being chased, Andrews's men cut the telegraph lines and pried up rails. Murphy and Fuller switched locomotives—they used three that day—picked up more men, and kept up the chase. The train thieves tried to burn the bridge at the Oostanaula River near Resaca, but the pursuers were too close behind, so close that at Tilton the *General* could take on only a little water and wood. At about 1 p.m. it ran out of steam two miles north of Ringgold, with the Southerners, aboard the *Texas*, fast upon them. The Confederates rounded up all the raiders. Only eight of the twenty (Andrews among them) were tried as spies and executed in Atlanta. The rest either escaped or were exchanged.

Though it created a sensation at the time, the Andrews Raid had no military effect.



General Mitchell's forces captured Huntsville on April 11 but did not move on to Chattanooga. The cut telegraph lines and pried rails were quickly repaired. Nevertheless, the train thieves were hailed in the North as heroes. The soldier-raiders received the Medal of Honor; one, Jacob Parrott, was its very first recipient. Neither Andrews nor the other civilian was eligible.

Anthony Murphy

In the postwar years several raiders, notably William Pittenger, published thrilling recollections of their adventures. In Atlanta, William Fuller testily challenged Anthony Murphy over who was in charge of the train pursuit. The escapade made its way into film with Buster Keaton's silent comedy *The General* (1927) and Walt Disney's *The Great Locomotive Chase* (1956). That a failed historical footnote should kindle such drama fairly attests to the Civil War's emotional spark.

Davis, Stephen. "Andrews Raid." *New Georgia Encyclopedia*. 05 June 2014. Web. 08 October 2015.



End Of The Line Hobbies

Your One Stop Hobby Shop

End Of The Line Hobbies is offering club members a 5% discount off all purchases. To be eligible you must be a current financial member and mention your club membership at the time of purchase. The club will receive the same amount as a voucher for use as we see fit. So you can help yourself and the club at the same time.

Delivery can be arranged anywhere in the world and orders may be placed in person at the shop, via e-mail, snail mail, phone or fax. There is a stock hold option and payments can be made by Visa Card, Master Card, EFTPOS and good old fashioned cash!

Wednesday – Sunday 10:00 am – 4:30 pm

End Of The Line Hobbies

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Email shop@endofthelinehobbies.com.au