



Produced by Enthusiasts  
for Enthusiasts

# TRAIN TALK

May 2023 Volume 34 No 11 Issue 383  
A 100% NMRA Affiliated Club





A 100% NMRA Affiliated Club

'Train Talk' Volume 34 No 11 (issue 383)

May 2023

ABN 32 998 681 418

Email; [secretarytmrc@gmail.com](mailto:secretarytmrc@gmail.com)

Facebook; Toowoomba Model Railway Club

Phone: 0467 494 105

*Disclaimer: The opinions expressed in 'Train Talk' are not necessarily the opinions of the TMRC Inc. or it's members.*

**PLEASE NOTE:** Any personal items left and/or used at the club premises or events attended and/or organised by the club are the responsibility of the owner of said items. The TMRC Inc. Takes no responsibility for any loss or damage thereof. MOTION:04/02/03.

Toowoomba Model Railway Club Inc.

All correspondence mailed to:

TMRC Inc.

PO Box 883

Toowoomba Qld 4350

### MEMBERSHIP FEES

Ordinary @ \$90.00\*

For Twelve Months

(\*Includes basic NMRA membership =  
\$30.00 for Public Liability Insurance)

Please note; schedules for club activities are notified in Train Talk - RAILWAY TIMETABLE - Page 38, and via email, if you have an email address and are not on our members email list, please advise ASAP so you can receive up to date news.

Send to email; [secretarytmrc@gmail.com](mailto:secretarytmrc@gmail.com)

Phone:0467 494 105

President

David Lewis

Vice President

Grant Hirning

Secretary

Benjamin Martin

Treasurer

Jeff Fritz

Committee

Charles Clarke

David Cook

Angela Martin

Gary Sardoni

# TABLE OF CONTENTS

- |   |  |
|---|--|
| 4. Presidents Report ( David Lewis)           | 36. OOPS! (www)                        |
| 4. For Sale (Ken Cowen)                       | 37. MC Ry Law Problems (George Paxton) |
| 5. Teditorial (Teditor)                       | 38. Railway Timetable                  |
| 6. On The Footplate                           | 40. Southern Pacific (www)             |
| 6. Had enough (David Cook)                    |  |
| 7. Vale - Joe Birch (Bill Waterhouse)         |  |
| 8. NSW Road Trip (Gary Sardoni)               |  |
| 12. TMRC Inc. Library/Twin Falls(Dave Lewis)  |  |
| 13. Drayton Harbour News (Gary Sardoni)       |  |
| 16. Sleeper Service (George Paxton)           |  |
| 20. Railway Pic's (As Credited)               |  |
| 22. Wuiskes Wunda World (Adam Wuiske)         |  |
| 28. Not the kitchen sink (Teditor/David Cook) |  |
| 29. Full Frontal (www)                        |  |
| 30. Modellers Corner (Arthur Hayes)           |  |
| 31. Byers Junction RR (Teditor/David Cook)    |  |
| 32. Rail Misshaps (www)                       |  |
| 33. DJH 36 Class (Jurgen Engel)               |  |
| 34. Rail(bridge Rappville) Arthur Hayes)      |  |
| 35. Redlands Model Railway Show               |  |

## ADVERTISER INDEX:

- |            |                                       |
|------------|---------------------------------------|
| <b>3</b>   | <b>Wuiske Promotions</b>              |
| <b>5</b>   | <b>4AK/4WK Toowoomba</b>              |
| <b>8</b>   | <b>Ron Fox Models Books</b>           |
| <b>9</b>   | <b>Jenny Noble Marriage Celebrant</b> |
| <b>24</b>  | <b>Plaza Circle Veterinary</b>        |
| <b>36</b>  | <b>Highfields Towing</b>              |
| <b>37</b>  | <b>Jurgen Engel</b>                   |
| <b>39.</b> | <b>QLD's Narrower Gauges</b>          |

**COVER:** Covid 19 affected a lot of people, industries and basically anything involving Humans, our Annual Expo took a hit and has had to be sidelined at this stage. We are holding this Open Weekend to show that we do care about our followers and hope you will share the event with us.

*May 2023*

**SET #4 HOn3½**

These Queensland Starter Sets are designed to allow all, young or old, to enter the hobby.

**This set contains the following,**

1 Original QR Blue 90 Tonne Locomotive

2 Original QR QSC Tautliner Wagons

1 QR QSC Tautliner in Q-LINK Livery

This set is sold Ready To Run in HOn3½ (HOM) gauge and is ready to be used with ALL brands of HOn3½, HOM and TT gauge track systems.

These sets come with detailed operating

and running in instructions. These sets represent a saving of \$95.00 off the normal recommended retail price.

**SET #5 HOn3½**

These Queensland Starter Sets are designed to allow all, young or old, to enter the hobby.

**This set contains the following,**

1 Original QR Blue 90 Tonne Locomotive

3 Original QR HJS Open Wagons in Grey Livery

This set is sold Ready To Run in HOn3½ (HOM) gauge and is ready to be used with ALL brands of HOn3½, HOM and TT gauge track systems. These sets come with detailed operating and running in instructions. These sets represent a saving of \$95.00 off the normal recommended retail price.

**Starter sets also available in HO Scale Standard Gauge (16.5mm)**

**Lots more on our Web Page; [www.wuiskemodels.com](http://www.wuiskemodels.com)**

**Queensland Railways**

**Ready To Run Models, DCC, Decals, Wuiske Models**

**Bogies, Accessories, Kits, Detail**

**PO Box 131**

**Parts, Scenery, DVDs.**

**Jandowae, Qld, 4410**

**Locomotives and rolling stock in 12mm and 16.5mm gauges**

**Web: [www.wuiskemodels.com](http://www.wuiskemodels.com)**

# <sup>4</sup> Presidents Report March 2023

Not a lot to report this month as I was unwell for the first couple of weeks, and therefore did not get out to the club.

Our Display during the Toowoomba Heritage Royal Show finished on the 1st of May, for the most part it went well, however there were some miscreants who thought it was clever to knock trains off the rails and cause some damage to expensive models.

Unfortunately, the Lolly Train had a sensor failure and stopped delivering treats.



On a happier note, I had a lot of interest in Twin Falls, Conwy Castle, and the U-Drive layouts. I spoke with hundreds of people over the three days and handed out some membership applications.

General feedback I had from the Visitors was that we had impressive displays.

*Dave.*



---

## *For Sale.*

When I (Ken Cowen) bought all my track and rail from Micro Engineering in 2022, I also bought 3 packs of Viaduct bridges. With layout construction well underway now, I have found that one of these is surplus.

See photo for description and note that it is in its original wrapping.

Current Australian Retail is around \$138.00, US Ebay \$100+, I'm letting this one go for \$70.00.

If you are interested, please phone me on 4600 4907.



**May 2023**

# TEDITORIAL



Bill Waterhouse has submitted a VALE for Joe Birch on page 7 with a brief description of Joe's involvement with the club.

You may feel that some of the articles in Train Talk are getting a little too much in depth and skill levels, I for one welcome these articles as some very talented and well know modellers are graciously allowing me to use their items for all of us to enjoy.

As you are by now aware, we will not be holding an Expo this year but are putting on an Open House for the weekend that would have been for the Expo.

All club members should endeavour to promote this event as it is a needed financial boost if we can get the public through. Members are reminded that assistance is required for eyes as security, public relations with attendee's and highlighting what the Toowoomba Model Railway Inc. Offers prospective members for what amounts to less than \$2.00 a week. Keep in mind when talking to prospective members that the club only receives \$70.00 for a membership with \$30.00 going to the NMRA (National Modeler Railroad Association) for Public Liability insurance. A \$1.35 a week to enjoy the hobby with all the facilities we provide and you don't even need to have trains, you are able to suss out the situation that will suit you best by involvement and use of the extensive facilities on offer.

Input of items for the Museum and Library are coming at a hightened volume, soe really old and some really rare, space is almost at a premium and Gary (Museum) and Dave (Library) have really got their positions put to the test, results from both of the members input and research ability benefits us all.

Deceased Estates and "no more interest" collections keep coming in and we really don't want to refuse any offers as you never know what you will uncover, case in point a selection of Treble O Trains which will be featured in a coming issue of Train Talk.

The biggest problem we face is the "Can you sell any of it for us?" Brigade, itemising, caralogueing and trying to sell items takes a loy of input by members, it is important too advise anyone donating a layout that we may have to dispose of it and reuse resources from the demolition.

Magazines and books are always welcome with the caveat that we will use what we can and sell of or give away what we can't use, the aspect of magazine give-aways is to assist in generating interest for people that attend the club events.



Tune in for the best of sounds for everyone's likes 4AK and 4WK - Your stations!  
May 2023



# ON THE FOOTPLATE

Member participation is an important part of the clubs success, become involved and reap the benefits.

There are many projects underway to suit any interests.

**Club Shirts:** If you wish to obtain a club shirt of the Chambray type, purchase direct from Totally Workwear Toowoomba, 1/37 Prescott St.

**There is a policy at the TMRC Inc.** You **"MUST HAVE FUN"**, say g'day to everyone and invite them to 'get involved', we are all in this hobby for the same reason - "To have fun"

**Model Railroading 'IS' The World's Greatest Hobby.**

**The production of Train Talk and Construction of the Showgrounds Museum & Display Centre has been made possible through the generosity of the**



Submitted by  
David Cook



# Vale-Joe Birch <sup>7</sup>

**Bill Waterhouse**

It is with great sadness that I have to advise the club of the passing of our past member and my father-in-law, Joseph (Joe) Birch on Tuesday the 28<sup>th</sup> of March, one day after his 97<sup>th</sup> birthday.

Joe was a member up until about 2017 and was the club's most distant member in terms of his home address which was in Lancashire UK.

Joe was not a train enthusiast as such but after visiting the club with me on several occasions he joined simply because he enjoyed the camaraderie and friendly banter on a Wednesday or Saturday afternoon. He looked forward to renewing friendships each year on his arrival in Toowoomba during November or December.

also sponsored one of the categories in the modelling competition at our annual exhibition for several years.



After their visit in 2018 Joe's wife Jennie's health deteriorated to the point where it was no longer possible for them to travel to Australia. However, this did not stop Joe from enquiring as to the health or otherwise of many of the members he had come to know.

Unfortunately, Jennie passed away in February last year and although Joe's mind was alert and as sharp as ever his body slowly deteriorated, and he passed away peacefully on Tuesday the 28<sup>th</sup> of March.

***Rest In Peace Joe  
A Life Well Lived***



**May 2023**

# 8 NSW ROAD TRIP

By Gary Sardoni

Recently my wife and I did a road trip to Sydney and beyond, a combination of sightseeing and catching up with relatives and friends. We spent a few days with friends at Burradoo, which is in effect a suburb of Bowral in the Southern Highlands. In our tripping around the local area, we got a chance to see their local (Burradoo) railway station and also visited Moss Vale station. The attached images hopefully capture some of the ambience of these locations.

Burradoo station opened in 1870. It accommodates mostly local trains, which are all stations stoppers. However it is possible to travel to Sydney from there, but usually with all the stops along the way. This is the slowest way to go. The journey usually involves a change of train at either Macarthur or Campbelltown on the Sydney suburban rail network. Some journeys involve a change at Macarthur, while others change at Campbelltown. Typical travel time is around 2hrs 30 mins.

Occasional services stopping at Burradoo travel directly to Central without a change of train.



From bigger stations such as Moss Vale or Bowral, it is possible to get a slightly shorter travel time by catching a train that has limited stops, but these journeys will still involve a change at either Macarthur or Campbelltown. From these stations there are also more opportunities to catch a train that travels all the way to Sydney without any changes. Travel time for trains travelling directly to Central is typically slightly less than 2 hours.

*Continued on page 9*

**Run Out Sale**  
**Ron Fox**  
**Models Series**

**Very Few Left**

## ORDERS

Email; [ronald.fox25@gmail.com](mailto:ronald.fox25@gmail.com)



Vol 1  
"The Early Tinplate Years"  
20 Pages - \$22



Vol 2  
"The O Gauge NSWGR Years"  
60 Pages - \$32



Vol 3  
"The FERRIS & MODELTOY Years"  
20 Pages - \$22



Vol 4  
"Model Sailing Boats & Warships"  
20 Pages - \$22



Vol 5  
"The QGR HO3 1/2  
Sn3 1/2 & On3 1/2 Years"  
20 Pages - \$22.00

**May 2023**

**{+\$12 Postage each}**



Moss Vale station is on a totally different scale from Burradoo, serving a much bigger township and also a rail junction with the line from Wollongong. Apart from the tourist based Cockatoo Run services, this is a freight-only line. Moss Vale station has an island platform configuration, but the two platforms on either side of the island are widely separated as there is a large building sitting crossways between the platforms.

The station was opened in 1867 and since then has experienced many additions and changes in the infrastructure and its uses. The station is well maintained and despite my not knowing the details of its history over time, it was nevertheless interesting and pleasant to visit.



**3 Moss Vale southbound platform**

*Continued on page 10*

## Marriage Celebrant

Jenny Noble

Authorised & Qualified

Ph: 0428 273 165

*Helping to make your day special!!*



**10** *Continued from page 9*

Prior to our road trip, we had organised Seniors Opal Cards for our travel around Sydney. We were not aware of the typical time lag between applying for the cards and receiving them and were concerned that they would arrive at home after we had left on our trip.

We decided to get them posted to the Sydney address of the relatives we would be staying with, and as our travel plans involved arriving in Sydney 6 days after leaving Toowoomba, we were hopeful that this extra window of time would mean that we would have them to use while in Sydney.

As it turned out, the cards arrived after we had done one days worth of travel on our original cards, spending over \$14 each. Next day, we did more travelling on public transport than on the previous day, this time all for \$2.50 each. This \$2.50 is the maximum that one will pay on any given day, and the cards are valid not only in Sydney itself, but also for travel to and from the Hunter, Illawarra, Blue Mountains and Southern Highlands regions. What an amazing bargain! Oh the joys of getting old!



There are a couple of caveats though. There is no discount on a train journey from Sydney airport to the city, so the card needs to be well loaded before taking this journey. Also, if a ticket inspector is encountered during any journey using the Seniors Opal card, it will be necessary to present ones state-based seniors card as well.



6 Local northbound train leaving Moss Vale



7 Moss Vale signal box

# 12 **TMRC INC. LIBRARY UPDATE**

Dave Lewis

Approximately 20 magazine and books added to the inventory in the last month. Ted has donated several very good books:

**Model Railroader January 2006 - How to build 4x8 Layout**

**Model Railroader February 2011 - 4x8 Layout Track plans x4**

**Model Railroader March 2016 - 4 small layouts plus 4x8 plans**

**Model Railroader January 2014 - 4 small layouts plus 4x plans**

**Driving Trains The Australian Way**

**Casino and the Murwillumbah Branch**

**Great Australian Railway Stories**

**The Second Diesel Spotters Guide**

**Steam Album Third Division**

**Electric Locomotives of The World**

**British Steam Nostalgia**

**The Gresley Legacy**

**Great Western Express Passenger Locomotives**

**The Last Days of British Steam Railways**

**Union Pacific Motive Power In Transition 1936-60**

## ***Twin Falls***

My Grandson came to the club and helped me clean the track and then we ran trains on both the Twin Falls and Conway Layouts.

Young Alex was staying with Chris and I, and he got bored and ballasted approximately 14m of track on my home layout and said he enjoyed it.

I'm hoping I can get him out to the club more often.



***May 2023***

# "DRAYTON HARBOUR" NEWS 13

Gary Sardoni

Last month I mentioned that there is a part of Hooker Hill & township still under development which had not yet been featured in my reports. This is the area at the far end of the township, furthest from the hill itself, specifically the level crossing and the tunnel portal, which also acts as a scenery break.

While not finished, there is still some visible progress to show. Nevertheless, there is a bit of frustration with all this, as previously, progress had been quite rapid.

Getting the back scene and buildings in place produced a physically large visible improvement in a short time, whereas now, the work is a bit more with less improvement to show after a work session.

Building the level crossing presented some challenges, with the need to somehow unobtrusively raise the level of the road to cross the tracks, and also the need to build it on a curve. Pieces of card, glued down with PVA, were used to raise the road in a stepped fashion, with a top layer of matboard extending further from the tracks. The top of the roadway was built to sit slightly below the top of the rails, sufficient for the difference to not be noticeable, but also sufficient to not cause derailments.

The step at each end of the matboard, where it meets the road at its original level was covered with a small sheet of manilla folder card, glued down to give a smooth transition. Small pieces of paper were used to cover the gaps at the side of the raised roadway and were also glued down with PVA glue.



We already had a Peco (gated) level crossing kit, so the widthwise dimensions of the roadway were created to accommodate this kit.

The new roadway across the level crossing has been painted, as has some of the bare ground beside the road. A green base colour (Dulux Plasticine) was used. It will eventually be covered with scatter to give a more realistic look. Some fencing beside the road leading up to the level crossing has also been added.

## 14 *Continued from page 13*

Some work has also been done on the tunnel portal/scene breaker at the end of the township. The gaps beside the wing walls still need filling, but nevertheless there are improvements on the other Side of the tunnel portal, to make the tunnel look more realistic. This scenic break is at the very end of the scenery for this part of the layout as the next part is the area at the back where the setup tracks are located. Originally the tunnel was just a hole the thickness of the plywood board plus a card layer. It was easy to see through to the other side. Now a card tunnel cover (about 25cm long) is in place and its inside has been painted black. Also, the tracks have been ballasted the full length of this tunnel cover. The visual effect is much improved



as the tracks realistically disappear into the darkness of the tunnel.

To my eye, having realistic tunnel entrances is important in a layout. I have seen many excellent layouts which I believe could have been even better if more attention was given to the tunnel entrances. Some modellers stop their scenery efforts right at each tunnel entrance, with bare boards or unpainted card inside the tunnel spoiling an otherwise realistic look. Maybe noticing this is just a me thing.

I am pleased to note that the recent work on Hooker Hill is not something I have done on my own. I am grateful to Grant Hirning and Doug Head for their contributions to this work. Grant has expertly ballasted the track right through the township, and recently completed the job by ballasting the area around the level crossing and into the tunnel itself. With the tunnel cover being removable, he was able to access the tracks easily. This was a vast improvement on my earlier efforts to ballast the tracks inside the other tunnels in the Hooker Hill vicinity.



Where access was limited, my efforts were quite messy, and required a lot of cleaning up to remove excess ballast that was causing bad running and derailments.

Doug has painted the inside of the tunnel cover and assisted me with the building of the level crossing



and with the installation of the lineside fencing. His encouragement and input is much appreciated. I also note that Dave Lewis has also started working on extending the scatter cover in the area on the other side of Hooker Hill, at the front; of the layout, which is the start of the scenery process.

Exactly what the finished product there will be like is yet to be determined, but everything done is a step forward. This part of the layout is clearly a work in progress.



As is his usual way, Dave has looked for jobs in the clubhouse that can be done or need to be done and has volunteered to chip in without having to be asked.

Cheers,  
Gary



# Sleeper Service on the Mountain Electric

George Paxton

Steam railroads in the USA almost all had sleeper service at one point in time. Many short lines like the Yosemite Valley and even the narrow-gauge lines in Colorado had it too. Sleeping cars on steam roads were almost always built and owned by the Pullman Company. They were included in trains and moved by most railroads for a percent of the revenue I understand.

Sleeper service on traction lines was somewhat of a rarity though. Three system I know of had such a service. The Illinois Traction System, one of my favourite lines, had seven cars providing sleeper service from St Louis to several points within Illinois. This service operated from 1907 through 1940. The Interstate system had sleepers as well. Three new cars were purchased in 1924 for their service from Indianapolis, Indiana to Louisville, Kentucky, a run of only 150 miles. And out in the pacific northwest sleeper service was offered on the Oregon Electric Railway. Unlike steam road sleepers, all the traction sleepers were owned by the road that operated them.

Our ME Ry is always looking for new ways to increase its meagre revenues. Occasionally brain storming sessions are held by the management group of the railroad to un-earth new ideas for increasing railroad business. It helps the creativity of the group when several jars of home-made whiskey, known locally as white lightning, are passed around for all to enjoy.



At one such session the management group resolved to give sleeper service a try.

Like the Interstate, the length of run from Belle Vernon to Somerset was short. As the crow flies the distance is only about 60 miles. But, thanks to the crooked and meandering track which resulted from cobbling together lots of previous independent short lines, the run is quite a bit longer. And, like the Interstate Public Service in Indiana, the ME Ry management decided the way to implement sleeper service was to park the sleeper somewhere along the run during the night and later take it to the end of the line so awakening passengers would arrive at the destination in the morning instead of in the middle of the night. The Interstate switched their sleepers onto a siding at Scottsburg, Indiana during the night and then a following train picked up the sleepers at about 5:30 AM and hauled them the remainder of the run to either Louisville or Indianapolis. The ME Ry managers surmised that if the Interstate could do it, so could they. **May 2023** *Continued on page 17*



To test the water and see if such a sleeper service would work on the ME Ry, in typical penny-pitching ME Ry fashion, a search was made for a suitable second-hand sleeper. An old wood sleeper, built in 1910 by American Car and Foundry, Danville, for the Illinois Traction System, was surplus to their needs and purchased for use on the ME Ry.

Photo 1 shows the ME Ry 236, the ex-Illinois Traction System sleeper, after a few rudimentary repairs, and painted and lettered for ME Ry service. It carries the name *Somerset* on the ME Ry. While in service on the ITS, it was named the *Peoria*. This model was scratch built.

The service on the ME Ry was reasonably successful and well patronized by the public to the surprise of many critics. But, with only the one car there was a problem meeting the demand for service when that one car needed to undergo some maintenance. The ME Ry has a parlour car, numbered 234, that has a few bunks and was used for sleeper service when the 236 was not available. Photo 2 is of the parlour car 234, also known as the *Belle Vernon*.



This is another scratch-built model based on Illinois Traction System business car 234. I hope none of the passengers need to use the toilet facilities in the front of the car as they may get tangled up in the wiring mess trying to get there! I need to deal with that wire to the decoder as it is an eyesore.

There were several problems with the ME Ry's approach though. Since the 234 had only a few bunks, it was necessary to turn down business as the demand for berths almost always exceeded the capacity of the 234. And, the 234 was a motor car. The grinding of gears, whining of the motors, and thump-thumping of the air compressor kept the passengers awake most of the night which did little to impress the riding public. As a matter of fact, when attempting to book passage on the sleeper service, many would-be riders actually ask if the sleeper or the parlour was scheduled to make the run. If the service is to be provided by the parlour car, many riders would defer their trip or travel a more round about journey by steam roads.

The ME Ry did not like using the 234 for the sleeper run as the normal use for the car was as a parlour on the newly implemented, and very successful, daylight express trains: the *Blue Ridge Rocket* eastbound and the *Mon Valley Flyer* westbound. When the car was pulled from express train service for use as the backup sleeper, patronage on the express trains suffered as riders really enjoyed the trip on the 234. As a result, using the parlour as a sleeper hurt the revenue of two services instead of one.

And another major problem, not related to ME Ry's antiquated and inadequate equipment, was that many potential passengers for Somerset actually began their trip in Pittsburgh. With the ME Ry extending only from Belle Vernon to Somerset, it was necessary for such passengers to ride a sit-up interurban coach of the Pittsburgh Railways, PRCO, from downtown Pittsburgh to Charleroi, take a local car of the Webster, Monessen, Belle Vernon & Fayette City Street Railway across the river to Belle Vernon, and then board the ME Ry sleeping car for what remained of the trip to Somerset. To simplify this, the ME Ry obtained running rights over the Webster, Monessen, Belle Vernon & Fayette City Street Railway from Belle Vernon into Charleroi to meet the PRCO there. This eliminated one change of cars. But the ME Ry was still losing business to the Pennsylvania, Pittsburgh & Lake Erie, and the Baltimore and Ohio steam roads all of which provided service variously between Pittsburgh, Belle Vernon and Somerset even though the route via steam railroads was not as direct.



At another management brain storming session the group decided to approach the PRCO about obtaining running rights from Charleroi all the way into downtown Pittsburgh for their sleeper service. Such discussions were duly held with the PRCO following the session. For a small fee, the PRCO was happy to oblige as such a service would in no way interfere with their traffic or revenue.

But the single sleeping car was still a major obstacle. The planned increased usage, due to running an additional 45 miles each way into Pittsburgh and then back to Charleroi, would require more maintenance on the single sleeping car, make it unavailable more often, and requiring increased use of the unpopular parlour car substitute.

The ME Ry master mechanic and trainmaster were quickly dispatched to inspect the traction sleeper services in both Illinois and Indiana. They returned from their trip and recommended the purchase of a new car similar to that in service on the Interstate.

In a rare splurge of cash, the ME Ry ordered a new sleeper from American Car and Foundry in St Louis for immediate delivery to supplement the 236 in sleeper service. The car was to be much like the three cars currently in use on the Interstate. But it needed to be shorter to accommodate the ME Ry sharper curves. The Interstate cars were 62 feet long. AC&F was asked to build the ME Ry car to 57 feet which was done. The car was named the *Pittsburgh* in honour of the new through service and it was numbered 235.

After a bit of scratch building, this car was also ready for service on the ME Ry. Photo 3 is the new sleeper *Pittsburgh* when it entered service on the ME Ry.

The introduction of the *Pittsburgh* resulted in several firsts. It was the first all steel car on the ME Ry. And the car was the first to have air conditioning. The ME Ry management debated the air conditioning issue long and hard before placing the order for the car. Some managers were concerned about spoiling the riding public resulting in them wanting air conditioning on all the ME Ry cars.

With the two sleepers available, the through service from downtown Pittsburgh via the PRCo to Somerset was successfully implemented. It generally operates eastbound on Monday, Wednesday and Friday nights and westbound on Tuesday, Thursday and Saturday nights. Runs are sometimes made on other days when traffic forecasts warrant such additional services. Of the 20 berths available on the car, usually at least 16 are full, and often all 20, which is a very good utilization rate. The service is well received by the local business people who are regular users of the luxury service. Matter of fact on some nights the patronage of the sleeper service is such that both sleeping cars are needed on the train. And sometimes the *Belle Vernon*, car 234, is added to the train to provide a few additional berths. With the 234 normally used in express service during daylight hours, the car can be used occasionally for sleeper service at night with just some careful scheduling without adversely affecting the also popular express daytime service.

The ME Ry is quite pleased with the current sleeper service as it is making reasonable money for the road. It is also a source of good publicity, an unusual occurrence on the ME Ry. But, we do recall one incidence of bad press not long ago where the ME Ry sleeper service made the local newspaper. Below is the article as torn from the local Celestow Chronicle. One detail in the article is incorrect by the way: it was an eastbound train.



Photo 4 is of the Celestow Social Club on Commerce Street in Celestow. This is one of the oldest buildings in town and has operated as a brothel longer than anyone can remember. The Social Club and Smoke Shop building was built from a Tom Yorke kit.

The management of the Mountain Electric is looking forward to continuing the successful operation of its sleeping car service and will try to avoid further occurrences of bad publicity.

**Please go to page-37 for the Celestow Chronicle article**



# 20 RAILWAY PICS

X1001 Yalagonga and AA1519 Forrestfield Western  
Australia September 1975



AB1535 on 1WL1 light engine from Kenwick Intermodal Terminal to Three Springs 1km north of Touche Rd level crossing Coorow Western Australia on 29 January 2023. Photo: Phil Melling.



**ADK690/ ADB780 to Perth near the Masters Dairy factory at Bentley Western Australia on 26 November 1987. Photo: Phil Melling.**



**CM40-8M 5654/ SD-R 3096 (ex Southern Pacific Railroad 8429) and SD40-2 3081 (ex Union Pacific Railroad 3573) mid train DPU locos then another 100 empty iron ore cars at the 72km point on the BHP Railway, Western Australia on 11 August 2006. Photo: Jim Bisdee.**



# 22 WUISKES WUNDA WORLD

## Chapter 137 – 24/03/2023

With a small spell being taken by all the inmates and staff at the Wuiske Asylum for the purpose of stapling some wheels to said asylum and dragging it 105 kilometres towards the beautiful, leafy downtown hamlet of Kulpi...



I can now, finally get in and finish the second part of the last part, which is actually the next part of this series of parts about the Jandowae Grain Silo Complex, which will be a part of our branch line, which will be part of the full future layout... parts permitting.

In the last chapter (part) we covered the overall layout and the weighbridge. This time round, let's take a meandering, coffee fuelled, wobbly waddle around the silos themselves and see the details crying out to be modelled.



The silos themselves are a pretty standard concrete style that can be seen throughout Australia. The complex itself consists of two separate silo blocks (forgive my lack of ability to speak Grain Grower Tribe Speak).



The first “block” (on the right of the photo), has four cells and is labelled with a white square and the number 1 painted in red. Whilst the second “block” has six cells and is labelled as number 2.

Between the two “blocks” is the unloading ramp. This is essentially a metal frame with an iron roof spanning between the two sets of silos. The unloader can unload three trucks at a time... in theory.



The unloading is performed by lifting the cover lids over the unloading grids. This is done by winding a small manual winch, just like on a small boat trailer. Each of the unloading bays has a genuinely ancient (and massive) light fitting above it which could easily be represented with a 3mm LED.

Beneath the unloading grate is a rubber belt with small steel buckets on it, which carry the grain towards the elevator.



The unloading complex seems to be powered by what some (myself especially) would regard as the dream compressor for powering an air brush. The levels of detail within just this section alone are staggering.

**24** *Continued from page 23*

On both sides of the unloader, small windows can be seen (though not seen through) on the side of the elevator. The sides of the silos are festooned with cable troughs fitted with 25mm orange conduit to feed the power cables where they're required, which it turns out is EVERYWHERE.



In the act of walking

around the silos, I actually learned a lot about their construction. The most interesting thing to me was the voids between the individual silos. Which, it turns out is hollow and has large cut outs on the sides to allow for shelter with the access hatches as well as the rail loading gantry.



The unloading gantry is, as with the rest of the complex, a wealth of detail and provides an amazing amount of potential for modelling.

*Continued on page 25*



## **Plaza Circle Veterinary Surgery**

Web: [www.plazacirclevetsurgery.com.au](http://www.plazacirclevetsurgery.com.au)

Phone: 07 4630-8633

2 Littleton Drive, Highfields

Monday 8am - 5pm

Tuesday 8 am - 5pm

Wednesday 8 am - 5pm

Thursday 8 am - 5pm

Friday 8 am - 5pm

Saturday 8.30am -12.00 noon

*May 2023*



There is a separate structure mounted rail side for each of the two silo “blocks”. They’re essentially the same as each other but there are small differences which I put down to being due to the difference in age.



The entire system is operated by someone climbing a ladder and operating the system from atop the gangway tucked away inside the side of the silo “block”.

A liberal application of Plastruct components could easily make this become a reality in model form.



The actual rail loading facility is fairly straight forward, despite first impressions.



Due to my severe lack of height (in comparison to a silo complex), I was unable to photograph the top of the silo complex. However, the basic elements are pretty much uniform.



The grain rises through the elevator and is transferred to a conveyor above the silos, this then drops the grain into the required cell within the silo.



All of the cells within the silos have a large inspection hatch just above ground level. Usually covered with safety signs.

The entire site is covered with small sheds protruding from every conceivable location.



Some are corrugated iron, some are Zinalume, some are both. Most of them have miss matching doors. As well as a few miles of conduit running into and out of them from all directions.

*Continued on page 27*



## RAILS @ ROSEHILL

### Australasian Region National Convention 2023

29 September—2 October 2023

Rydges Parramatta, 116-118 James Ruse Drive, Rosehill NSW 2412

Open to ALL Modellers  
Pre-Registration Essential

Featuring Clinic streams to suit the beginner, the more experienced, and all modellers interested in emerging technologies.

For more information: [www.nmra.org.au/railsrosehill](http://www.nmra.org.au/railsrosehill)  
Email Enquiries: [ralls@rosehill.org.au](mailto:ralls@rosehill.org.au)

*Includes*  
DC / DCC  
O / HO/OO / N / S  
AU / NZ / USA / CA / UK / EU  
Prototypical / Non-Prototypical

On-Site Layouts  
Trade Stands  
Layout Tours  
Partners Program

As with all things in this modern and enlightened world, there are safety signs EVERYWHERE. Most likely applied by scattergun.



There is far more to be seen in these photos than I can describe.

Dozens of excellent articles on building these types of silos and similar have been published over the years through publications such as AMRM and Model Railroader.



Whilst the silos here in Queensland are slightly different from those found throughout the country, they share the same purpose and similar details.

There are still more variations with American silo complexes, though the modern ones seem to be pretty similar.



I've found, in the past, that by combining the techniques used in the above publications along with reference photos such as these, an accurate and pleasing model can be produced.

In the next chapter, I'll round this little series up by looking at the wheat shed, my personal favourite structure in the complex.

As always though, we shall see how we go.



# THE NOT THE KITCHEN SINK

Photos David Cook, text Teditor



For some time there has been a sink near the rear PA Door, just outside a Water Tank with unused several years old vintage water, David Cook and myself brought the two elements together via a length of garden hose, a sophisticated drainage system is manually controlled, H2O pressure is adequate for the intended purpose, now you can clean layout tools without going to the kitchen.



# Full Frontal <sup>29</sup>

English Electric 1200 Class

Www

The 1200 class was introduced in 1953. They were built at the Vulcan Foundry in the UK by English Electric and then imported to Australia. They were the only full width body loco used in Queensland.

3'6" Gauge

1290hp



May 2023



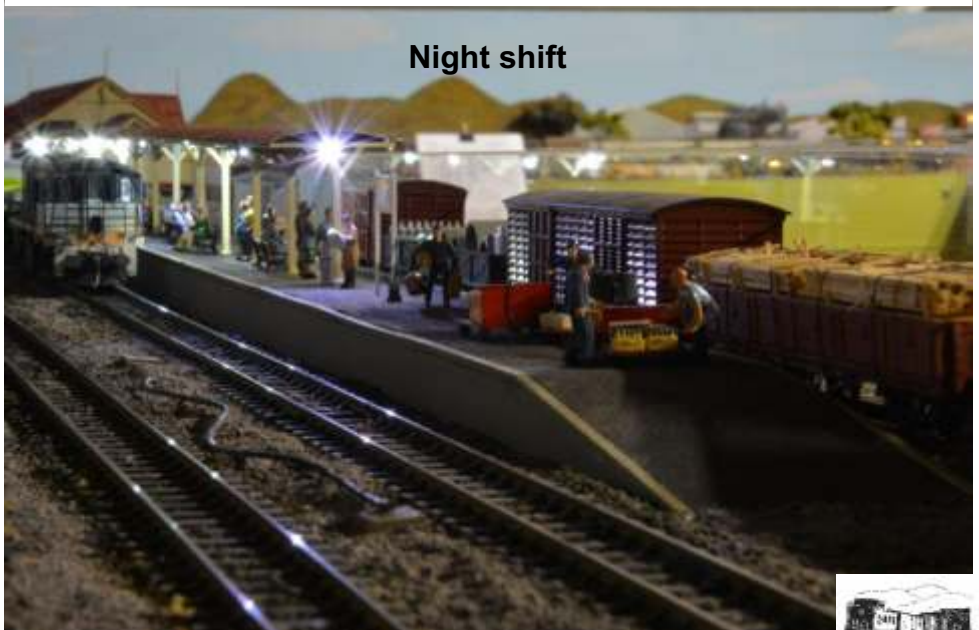
# 30 **MODELLERS CORNER**

Arthur Hayes

New arrivals



Night shift



May 2023



# BYERS JUNCTION N RAILROAD

Text by Teditor/Photos by David Cook



Although I favoured scratch building all the turnouts for Byers Junction, loss of sight in my left eye from Glaucoma and poor site in my right eye I have found fine work such as needed for turnout making just isn't there, on more than one occasion David has pulled me up as I went to solder, focus is needed as fingers don't solder well.

For this reason I decided to give the Peco Unifrog turnouts a go, upon using them I am quite happy with their performance, because we are using Tortoise slow motion turnout motors it is necessary to remove the over-centre spring that locks the turnout against the stock rail. The photo with the yellow arrow shows the spring being discussed. The red arrows show the tabs that need releasing so the cover plate can be removed.

Lever these out carefully with a relatively fine jewellers screwdriver or similar tool, once levered up straight carefully remove the metal plate (don't put pressure on the point blades/throwbar). Remove the spring and you should have parts as shown and a throwbar that does not lock over.



An interesting feature with these turnouts is the connection between the switch blades and frog rails, they have done away with the old rail joiner method and now have a cleverly designed clip in feature to carry the current and allow the switch blades to move.



The switch blade has a double tab that is slightly angled, you slide the switch blade into the slots at around a 45 degree vertical angle then push in and down, the design allows for contact of power via the top and bottom tabs.



One feature of concern and why the explanation of this swivel/contact area is the very poor securement of the point blades to the throw bar, the tabs are very tiny and are easily broken free as you put rail joiners on, you must use Peco joiners as the double web on the rail and the nearness of the plastic sleeper base is very limited. Keep in mind that I am talking about the N Scale Unifrog turnouts, the HO ones may differ.

Should the throwbar come free you can try and re-insert the tabs and try some SuperGlue to hold them, the little tabs are meant to swivel slightly so the SuperGlue may not work.

We will take a look at fitting a PCB Throwbar as a replacement later.



# RailMishaps

www

**To clarify the intention of RailMishaps, events listed will feature non-fatal incidents only that highlight the care needed when around trains.**

A 47-car freight train carrying hazardous material derailed and caught fire in the US state of Iowa on Sunday 8th March 2022.

Thick black smoke wafted into the air after the Union Pacific train came off the tracks causing a huge pile-up of cars near Sibley, in the north west of the state.

There were no reports of injuries or fatalities but 80 people were evacuated from the town of almost 3,000 people.

An area of about a five-miles around the scene was evacuated as a precaution. According to the fire chief in Sibley, the train was carrying fertilizer and ammonium.





# DJH O Scale NSWGR 36 Class

Jurgen Engel

## Sometimes the path from A - B isn't spelt out.

The etches for the DJH O Scale C36 need some preparation before they are soldered. That's for the builder to work out...

I'm currently building the drive rods. Each rod is laminated from several overlaid etches to build up the thickness, this particular rod is made up of 5 pieces. One piece in particular requires extra attention.

The Slaters washers for the crankpin do not fit the etch, see the pic. I use a reamer to open this hole, do not even try drilling this out...



When soldering to the rod face, be very careful to prevent ANY solder from



entering the inner surfaces. The washer must be allowed to freely rotate without any binding. If the washer binds, it will lock up and rotate with the rod, ultimately either the rod will tighten and bind, or will fall off (the washer bears on a shouldered bush that runs through the rod).

I don't use any additional flux at this stage, I use crystal 60/40 and very quick passes with the iron, building up the solder around the part.



Finish and clean the drive rod to finish.

Repeat 6 times for a C36, 16 times for an AD60...

Absolutely no threadlock required!

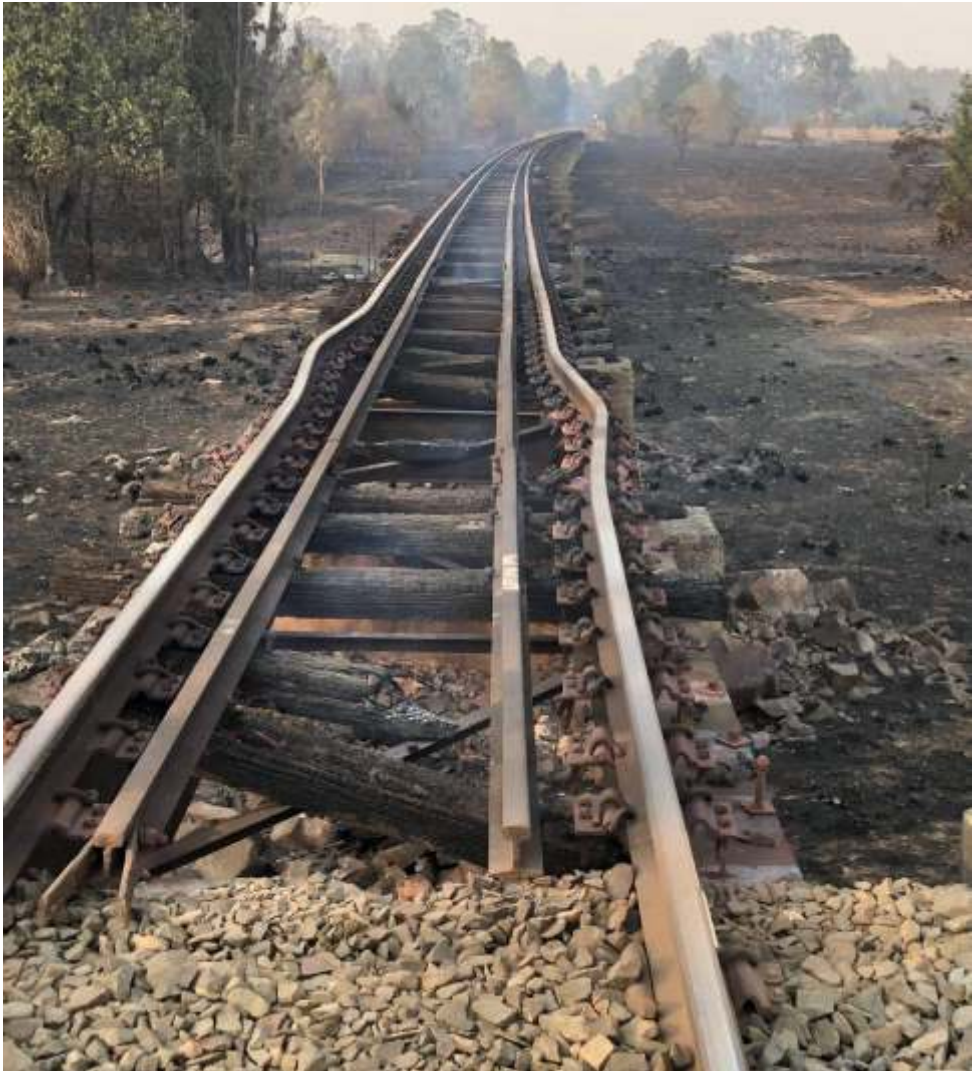
Adios amigos.



# 34 Rail Bridge Rappville northern NSW 12/10/2019

Arthur Hayes

Stretches of the North Coast rail line have crippled by fire, with the Rappville Rail Bridge destroyed. The NSW Rural Fire Service said up to 30 homes and buildings in the village of Rappville, with a population of around 250 people, were destroyed when the fire ripped through the town.



# Redlands

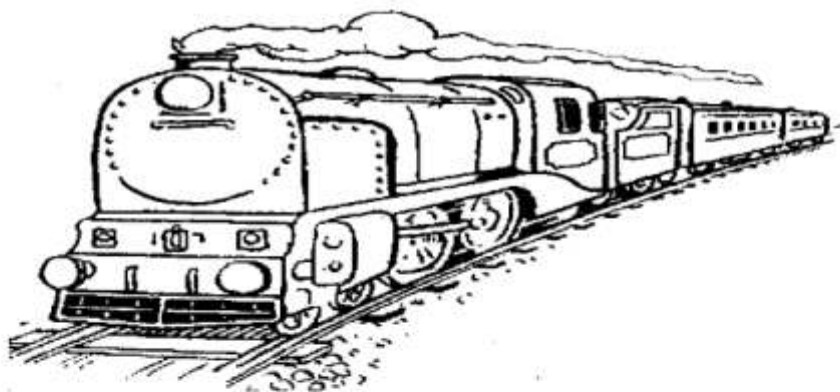
## Model Railway Show

### August 26th & 27th

Saturday 9 to 4, Sunday 9 to 4

Cleveland Assembly Hall

44 Smith Street, Cleveland



Adults \$10, Concession \$5, Children \$2

under school age free

Family \$20 (2 adults, 2 children same household)

(Includes entry to the Redland Museum on same day)

Enquiries to [redlandsmodelrailway@gmail.com](mailto:redlandsmodelrailway@gmail.com)

Phone Roy 0416 207 321    Wieber: 07 3820 6595



# OOPS!

## Left out in the SUN



Email [1800bigtow@gmail.com](mailto:1800bigtow@gmail.com) - Website; [www.highfieldstowing.com.au](http://www.highfieldstowing.com.au)

**HIGHFIELDS TOWING**

Andy  
**0428 244 869**  
24hr

Recommended by the  
TMRC Inc.  
For all your towing and  
special transport needs.  
A provider of  
superb/personal service

Toowoomba agent  
Nathan

# ME Ry Law Problems

37

George Paxton

The Somerset County Sheriff was called to the westbound sleeping car train by several passengers one night last week when the train stopped at Boswell in the wee hours of the night. The sleeping passengers had been constantly disturbed by the giggling, thumping and banging coming from several of the occupied berths. Investigation revealed that several of the girls from the Celestown whorehouse had boarded the train with several male passengers and were using the sleeping car to ply their trade. In Celestown and Westmoreland County the legal establishment tends to look the other way when this sort of problem arises as the Celestown Whorehouse is a long established and a local tradition dating back to before the formation of the town itself. But the Somerset County Officials were not as obliging and quickly took the girls and their male customers, all of whom were roaring drunk and unclothed, off the train and to the county jail in Somerset where they were held for the remainder of the night until a meeting with the Justice of the Peace the following day. In the courtroom the next morning his honour found the girls and their male customers of several offences to include prostitution, soliciting prostitution and indecent public conduct. He also admonished the male customers for selecting such ugly girls. This did not go over well with the girls but did provide all in the courtroom with a bit of entertainment. The penalties assessed by the court totalled \$700 and 14 days in jail. The girls quickly paid their fines and left on the next westbound trolley. Their male customers were dispatched to the County work farm to serve off their sentences as they were broke. The Justice of the Peace also issued a summons for the Mountain Electric Railway officials to appear before the court. When that occurred several days later the Railway officials were charged with keeping a house of prostitution and fined a further \$500. The Railway plans to appeal the verdict and has turned the matter over to their lawyer in Pittsburgh. The Railway did agree that they would do a better job of screening passengers boarding the train at Celestown to ensure none of the local 'girls of the evening' joined the train there.



**Jurgen Engel**

[Http://www.jurgenengel.com](http://www.jurgenengel.com)  
[jurgenengel@y7mail.com](mailto:jurgenengel@y7mail.com)

**P.O Box 262, Nambucca  
Heads, NSW, 2448.**

**10 bucks flat rate post on all  
orders Australia wide...**

*May 2023*

# 38 **Railway Timetable**

**THIS COMING EVENTS LISTING IS PRESENTED AS ACCURATELY AS KNOWN AT THE TIME OF PRINTING. IF YOU WISH TO CONFIRM ANY DETAILS AND/OR HAVE ANY OTHER EVENTS FOR LISTING, PLEASE SEND THE INFORMATION TO THE CLUB EMAIL ADDRESS - [secretarytmrc@gmail.com](mailto:secretarytmrc@gmail.com)**

**PLEASE ADVISE ANY ERRORS.**

**NOTE:** The Clubhouse is open to Members on Saturday afternoons at the showgrounds from 2pm, unless notified otherwise. And Wednesday afternoons from 2pm till 5pm.

**ALL EVENTS SUBJECT TO CONFIRMATION**

***\*Indicates limited/ no access at the Showgrounds\****

**May**                    **Monday 1st** - Committee Meeting - 7pm All members welcome  
**Wednesday 3rd** - Running Day from 2pm  
**Saturday 6th** - Running Day from 2pm  
**Friday 19th** - Social/Running Night - from 6.30pm, bring the family, bring nibbles, socialise, run trains.  
**Wednesday 31st** - Preparation for Open Weekend from 2pm

**June**                    **Saturday 3rd & Sunday 4th** - **Open House clubrooms.**  
**Monday 5th** - Committee Meeting - 7pm All members welcome  
**Wednesday 7th** - Running Day from 2pm  
**Saturday 10th** - Running Day from 2pm  
**Friday 16th** - Social/Running Night - from 6.30pm, bring the family, bring nibbles, socialise, run trains.

**July**                    **Saturday 1st** - Running Day from 2pm  
**Monday 3rd** - Committee Meeting - 7pm All members welcome  
**Wednesday 5th** - Running Day from 2pm  
**Friday 21st** - Social/Running Night - from 6.30pm, bring the family, bring nibbles, socialise, run trains.

***Members please note: Please make sure you write your name in the attendance book on arrival, obtain your name badge from the rack - please return the name badge when leaving.***

***After operating on any of the DCC layouts, please return all cab recalls to '0'***

***Please note; the Test Bench is available to use for both DC (Direct Current) and DCC (Digital Command Control) locomotives.***

***There is a selection switch on the Test Track Fascia, please set to DC when finished using it.***

***There is a Decoder tester, leads, oil and other loco tuning/servicing aids in the cabinet and tool rack, please make sure items used are returned to their correct places (ie; where you got them from).***

**May 2023**



Explore

NOTE: - Dimensions ascertained by photogrammetry  
exact accuracy not guaranteed

# Queensland's Narrower Gauges

<https://www.zelmeroz.com/canesig/>

scale 1/4 inch = 1 foot  
<https://www.zelmeroz.com/mrgc/>

drawn by Jim Fairgus, 2007  
Information John Dennis  
Designed Jim Fairgus, 2007



© Lynn Zelmer

<https://www.archerparkrailmuseum.com/>

<https://www.angrms.org.au/>

<https://lrrsa.wildapricot.org/>



© Bill Blainin Collection

