



Produced by Enthusiasts  
for Enthusiasts

# TRAIN TALK

December 2023 Volume 35 No 6 Issue 390  
A 100% NMRA Affiliated Club





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'Train Talk' Volume 35 No 6 (issue 390)  
December 2023  
ABN 32 998 681 418

Email; [secretarytmrc@gmail.com](mailto:secretarytmrc@gmail.com)  
Facebook; Toowoomba Model Railway Club  
Phone: 0493 083 583

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**Toowoomba Model Railway Club Inc.**  
All correspondence mailed to:  
**TMRC Inc.**  
PO Box 883  
Toowoomba Qld 4350

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)  
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	David Cook
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	Gary Sardoni

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**COVER:** Toowoomba's Mayor Geoff McDonald and his wife Lisa visited the club during "JINGLE" TRAINS where Geoff was presented a special custom decorated Patron wagon by club president Dave Lewis. Photo of the wagon on page 19. Photo; David Cook.

**December 2023**



## SET #6 Hon3½

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

This set contains the following,

1 QR Blue 60 Tonne 1720 Class Locomotive

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*December 2023*

# 4 President's Report December 2023

Dave Lewis

With Christmas only few days away, I would like to wish you a very Merry Christmas and all the best for the new year. I would like to thank everyone for their efforts throughout the past year, and a special thank-you to the committee, the club couldn't exist without your hard work and input. Stay safe particularly on the roads during the silly season.



The new N Scale steam locomotive has returned from the States and is running extremely well and the sound is awesome. So come out, look and run this new locomotive.

The Mayor Geoff McDonald attended the open weekend and sale accompanied by his wife Lisa, Ted and I presented the Mayor with an HO scale covered hopper with decals produced by Ted, Geoff said he would dig his train set out and give it a run.

The open went well and generated a lot of interest in the club and how often we were open and what we did. I handed out several information packs to visitors. Further to that on the 16<sup>th</sup> your committee approved the applications for two new members. The layouts all performed well. The sales table was very busy, in future we will need more than one person on the sales table.

*Dave.*

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## Club House Gutters

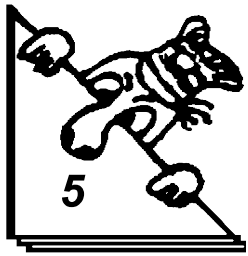
Many thanks to Grant Hirling for his efforts in cleaning out the Clubhouse gutters on Christmas Eve, the amount of growth and rubbish in them was enormous.

Grants timing was impeccable as shortly after he finished a downpour of immense proportions occurred.

December 2023



# TEDITORIAL



Club member Ken Cowen has a question that someone may be able to assist with;

## Ebay Help

I want to advertise a Union Pacific book on Ebay in the US.

After a few attempts with assistance from Ebay US people, I am no further advanced. I am hoping that there might be a Club Member who has successfully sold on Ebay in the US and would kindly show me the ropes.

Ken Cowen (07) 4600 4907

## Hi Ted,

You've asked for comments. I think the newsletter is starting to "sparkle" now you're able to devote more time to it and also have some time for Ted. Love the Tool satire, obviously written by an experienced tool user with a sense of humour.

I'm happy to send you some snippets for you to use if and when it suits you and I won't get offended if there's something you choose not to use for whatever reason.

Our family has been heavily involved in volunteer work as you are and has resulted in my being an Hon life member of MOTAT Museum of Transport in Auckland and the same with the NZ Model Railway Guild. Your decal work being for the benefit of the hobby rather than a strictly commercial operation is also commendable. I'm just sorry I'm no longer able to get to your club events which were always enjoyable.

Anyway the Train Talk is getting betterer and betterer and happy to contribute to it.

Regards,

Les

I put this letter to the editor in as I was pleased to find I still have some of the late Les Downey's articles on file and will be presenting them over the next few issues, Les was not only a good friend and decal customer but also a gentleman and superb modeller, his STAR Hotel article clearly shows his ability to bring a model to life, Les - you will be missed, but a small part of your legacy will exist in several Train Talk issues, thank-you for your contributions to the hobby.



I didn't quite get this issue out in time for Christmas, my apologies.



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



## Marriage Celebrant

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**December 2023**

# UK HOLIDAY: DARTMOUTH STEAM RAILWAY 7

Gary Sardoni

In my previous column I described my visit to the South Devon Railway, which follows the upper reaches of the River Dart in South Devon. Next day I visited the Dartmouth Steam Railway, which is located near the mouth of the same river. Fortunately, there was no need to raise my blood pressure by driving on the narrow South Devon roads this day, as the mainline train service took me directly from my base at Dawlish to the terminus at Paignton, which is the starting point for the preserved Dartmouth Steam Railway.

I would classify this railway as a tourist railway rather than a heritage railway, as it is focused on a spectacular tourist experience without necessarily having all the paraphernalia associated with heritage railways, which strive to recreate the ambience of the railways of past days.



The line itself runs from Paignton to Kingswear, a distance of 10.8km, with a crossing loop at Churston which was one of the original stations on the line. Kingswear is located on the River Dart near its mouth and a ticket on the railway also includes a return ferry trip across the river to the larger town of Dartmouth. Spending a few hours in Dartmouth looking back across to Kingswear and up the river itself was a very pleasant experience as part of the day out, as the weather was perfect apart from being hotter than usual for late August.



The railway itself was originally opened to Kingswear in 1864, became part of the Great Western Railway in 1876, which then became part of British Railways in 1948. In the early 1960s the line from Paignton to Kingswear was carefully scrutinised by the famous (or infamous) Dr Beeching, and while it was allowed to continue in a modified form as a shuttle service,

the writing was on the wall, and it eventually closed in 1972, and was then sold to the Dart Valley Railway Company, which already owned the South Devon Railway.



## 8 *Continued from page 7*

Just to confuse everyone (me anyway), at the time the South Devon Railway was actually called the Dart Valley Railway. The name "Dart Valley Railway" became attached to the Paignton to Dartmouth line and the name "South Devon Railway" was used for the original preserved line. However, there has been a further name change and the name "Dart Valley Railway" has been changed to "Dartmouth Steam Railway"



The line goes steadily upwards from Paignton, through a tunnel along the way and descends to run along close to the bank of the River Dart to its terminus at Kingswear. With two trains running, which is usual in summer, the loop at Churston allows them to cross. The views for the whole journey are very picturesque but the view across the beaches and sea from the highest part of the line is particularly spectacular. Unfortunately I was not able to take any pictures along the way due to the challenge of taking pictures from a moving train, and, in any case, I just wanted to sit back and admire the views. There is a turntable at Kingswear but it wasn't used today. Both locos went boiler first from Paignton and backwards when returning from Kingswear.

The first trip I did today was behind No. 75014, a British Railways Standard Class 4, 4-6-0 loco, built in 1951, in preservation named "Braveheart".





## 4 Kingswear Platform Canopy



**10** *Continued from page 9*

For the return trip, the loco was former Great Western Railway No. 4277, a member of the 4200 class, a 2-8-0 tank engine, built in 1920 and in preservation named "Hercules". Both these locos were carrying early British Railways black livery, lined in the case of 75014 and unlined for 4277.



**5 Loco 4277 Cab View**



**6 Kingswear from Dartmouth**



**7 Dartmouth from Kingswear**

Overall, a very pleasant day out with two nice steam trains to admire as well as plenty of pleasant scenery in-between.

Cheers,  
Gary

**December 2023**





# "DRAYTON HARBOUR" NEWS <sup>11</sup>

Gary Sardoni

In the previous report I highlighted progress on the area at the northern end of the "Drayton St. Edward's" station precinct. Further incidental improvements have been made. The footpath of previously bare card has had paving added, road line markings are in place and the level crossing gates are also in place. The rail tracks have been separated from the car park by a fence (made from Evergreen strips) and a strip of bare board around this fence has had grass cover added.

A selection of cars, purchased from "Oxford Die-cast" has also been placed in the car park, and some people (and horses) have been added. The cars were purchased from Hattons in the UK, who typically carry a large selection. The selection covers eras from the 1950s up to the present day, and while one wouldn't



1 Looking south, no people yet

expect to see this sort of variety in a car park in real life, it was deliberately chosen to fill the space but to avoid locking the scene into a particular era. While "Oxford Die-cast" produces cars for the UK market, the cars purchased would also have been seen in Australia; an attempt to not lock the scene into a particular country.

At the moment, I am the only scenery builder working on this layout, and I acknowledge that my particular interest is in British steam, which naturally makes me



2 Looking north, with people

lean toward creating British-looking scenery. However, I usually attempt to produce buildings that are not exclusively British, to help make the layout have some generic appeal, and while this part of "Drayton St. Edward's" has a British look about it, "Drayton St. Edward's" as a whole, is quite generic, and even includes some American buildings. "Hooker Hill" township is the only scene on this layout that I have created that is unashamedly British in appearance.





It would be great for another club member to also come on board with scenery building and put their own stamp on some scenes which would be different from anything I have produced so far. It would certainly get the whole layout covered in scenery much sooner. There are still plenty of places on the layout which are essentially "greenfield" sites,

just waiting for development by some enthusiastic club member.

(Back to the layout itself) there has also been a small addition to the backboard as a previously non-descript area at the left hand end of the scene has been covered by a "manor house", which is visually separated but not detached from the background townscene. It is visible in one of the accompanying images.

The ground from the rail tracks out to the edge of the baseboard still needs attention as it is still at the bare boards stage. This work to be done also includes ballasting the tracks. Part of the empty space will be taken up with a gatekeepers house. A "Scalascenes" kit has been purchased and in due course will be built. The embankment created by the wing wall of the tunnel (behind this proposed building) at the northern end of the scene also needs something.



Cheers,  
Gary





# *Simple Names, Simple times* <sup>13</sup> *The Star Hotel.*

By Les Downey

In days of yore things were a lot simpler, and pretentious names were in the future. This is the story of my 1/64<sup>th</sup> scale Star Hotel. There is a real Star Hotel and it looks very similar to my model, but it's just a little bit bigger. I actually stayed a night in the real Star Hotel, cold starched sheets and a room above the Public Bar so there was no chance of sleep until after 10pm. But an informal help yourself to whatever breakfast in the kitchen and a huge cut lunch pack to take on the day's train excursion were very welcome. Country Pubs, hmmm.

The real Hotel building dates back to about 1900 and replaced the original which burnt down in 1899 and is fairly typical of structures in countries where timber was plentiful.



My Hotel is also of timber, Northeastern clapboard, scribed, sheet, and stripwood.

The windows are whitemetal castings and the roofing is a finer O gauge sheet. The name on the roof was done with Letraset (a name from the past), sealed and scrubbed to get a worn look. Now we do that using decals.

**14 Continued from page 13**

Features on my layout are named after friends who have played prominent parts in my modelling life hence the Hotel "Licensee" is a late friend who first introduced me to model railways some 70 years ago. The guest entrance is from the lower veranda with accommodation on the upper floor and the Public Bar is accessed from a side door, although one drinker is enjoying his bottle on the front veranda.



The older style fire escape still suffices . Photo; Les Downey.



At the back of the Hotel some of the washing is on the line and the Hotel van , a 1939 Chevrolet van is ready to back under the lean to and unload more bar supplies. A Hotel guest has conveniently parked his Horse transporter in a layby on the other side of the Main South Road. The

Hotel yard is conveniently accessed off a side road which continues over the level crossing and down to the wharf on the river and the adjacent 44 gallon drum recycling business.

The Star Hotel is the largest building on the Kingston Branch and occupies the prime piece of real estate in the town.





# Pacheco Street, Guadalupe, 1954 <sup>15</sup>

Brian Moore

Here's the present state of play in my ongoing attempt to capture a flavour of the Southern Pacific Railroad's Coast Line as it travelled through the west end of Guadalupe, Calif. in 1954.

The three archive pictures show the aftermath of a collision that took place at the location on 21<sup>st</sup> October 1952; these and many others I've sourced from the incident provide an excellent record of how the exact track side then appeared, as it passed down Pacheco Street. The real one's dead straight, and mine is necessarily snaky (which at least means the trains look great passing through, sashaying themselves as they round the wide curves...).

**Accident South to Depot 1 Water tank**



**Accident houses N to SLO**

Examination of 1954 overhead pictures show that there were eight residences on the west side of Pacheco Street between the 10<sup>th</sup> and 11<sup>th</sup> Street grade crossings, all low-key suburban bungalows and all placed quite closely together; I have space for seven.

The east side of the tracks on my layout is very close to the backscene, so there's even more compromise there, with semi-flat structures being employed, and a couple of crude-stand-ins still present. It's been a challenge to track down suitable bungalow kits commercially, and I don't have the time to scratch-build them, so I've used mostly Atlas/Walthers/AMB kits with some dabs applied, for reasonably-OK fill-ins.

### Accident House



A kit that really fits in, and assists with the variety, is a Walker Models HO-scale “Aussie Bungalow”, which I recently picked up on UK eBay. The roof in particular is similar to a house that once stood on the corner of Pacheco and 10<sup>th</sup> Streets directly by the grade crossing and under the shadow of the city water tank, and the location-bespokeness of it really pleases me.



As the tracks pass 11<sup>th</sup> Street westwards, there's a final single home on the western side, and the Romar Carrot packing house to the east.





Pacheco St Eastward

The plan is to continue ballasting the tracks and then add some basic scenery (grass, fencing, gardens, roadways, wig-wags etc.) and move on. This part of the layout invoked a major stall, well over a year ago. It took time for the motivation to come back, and it's never a good idea to force it. Next stop is hopefully Callender and its passing siding, and then on to Oceano.

Brian Moore, Plymouth UK



11th Street looking Eastward



Pacheco St Westward

December 2023





**ONCE UPON A TIME  
THERE WAS A BOY**



**WHO REALLY REALLY  
LOVED TRAINS.  
IT WAS ME. THE END.**



# Special Run Wagons <sup>19</sup>

Ted Freeman

The special run wagon presented to the Toowoomba Mayor and Club Patron Geoff McDonald, GMPX 122023 is “G” Geoff “M” McDonald “P” Patron “X” Private Owner “122023” December 2023.



“JINGLE” TRAINS Top to Bottom; N Scale (Atlas), HO Scale (AR KITS), HO on 3½ (SRM), Lettering; “JT” JINGLE TRAINS “X” Private owner 2023



December 2023





# 20 RAILWAY PICS

All photos Western Australia

Dd592 being serviced at Fremantle Railway Station on 7 May 1988. Photo: Phil Melling.



Nr8/ NR62 are on 6SP5 interstate freight heading for Kewdale passing Hazelmere on 8 October 2023. Photo: Phil Melling.





K205 hauling a CLP on empty Indian Pacific cars to Perth Terminal passing Kalamunda Road in July 1995. Photo: Jim Bisdee.



A single car Prospector leaving Perth Terminal on 7 May 1988. Photo: Phil Melling.





# 22 Luffing Crane

Jurgen Engel

I get immense satisfaction in turning a box of parts into something not only 3 dimensional, but also moves.



If I thought about the most heard comment, it would be "I could never build a loco kit"... You could. I think back to my first kits. They would have been Lloyds range of NSW locos, late 80's maybe very early 1990's. I started with a 13 and built more 13's, 20's 32's, NN, 38's, 57's and God knows what. I was buying two, sometimes three kits at a time, not because I wanted to build 3 locos, because I would need parts to cover my initial stuff ups, of which were large in number. You will stuff up a kit, most do. It's there that you really learn. Those kits were

never wasted, they remain in inventory today.

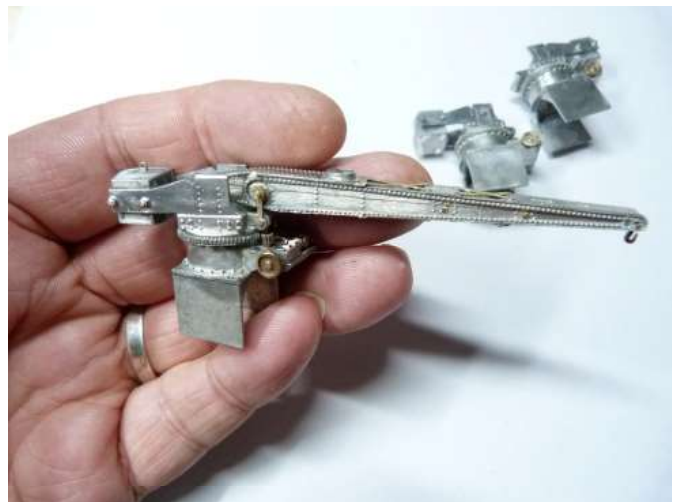
Give it a go. You don't need a "workshop full of tools", never heard so much bullshit. It helps of course. Plenty of beautiful models have been built on a kitchen table with a small assortment of quality hand tools.

For me, it's the DNA of what I love doing. Before I built locos all day long I used to muck around with RF and radar, I guess details are just in my blood. I know I won't be able to do this forever, I can feel it. I best get cracking.

Back into the Berg's HO Luffing crane.

## The jib is next...

In hindsight if you had one of these crane kits and wanted to make a start, the jib is the better place. It makes for a neat standalone sub assembly. If you don't want to solder, you could get away with gluing the jib assembly.



The jib is held in position by an O ring/piston which runs up and down the jib bore. Be Careful, don't clean out the bore too much, otherwise the diameter will be enlarged and the O ring won't grip. The diameter is about right as is. The 3 hooks along the jib are fiddly, especially the one right at the end. You will need to clean out the inside of the jib, I use a dental burr and

grind out the inside, you can run a small drill bit as well (as per the instructions).



It pays to spend a second and dress the wire that hold the hooks, file flat with a small file to give a better impression of the pin than just leaving a bit of cut wire as the face...I leave the pin that holds the jib to the links as a friction fit, allows the jib to come out one day if needed.



The jib has a huge casting seam down one side, every crane I have built has the same mark in the casting, and it couldn't be in a worse spot. With care, you can chase out the step in the casting with a micro chisel, wire brush and finally a fibreglass brush. Just don't file the rivets flat... It's

fiddly, skip it if you want, most wouldn't know when under paint and a heap of filth and rust...

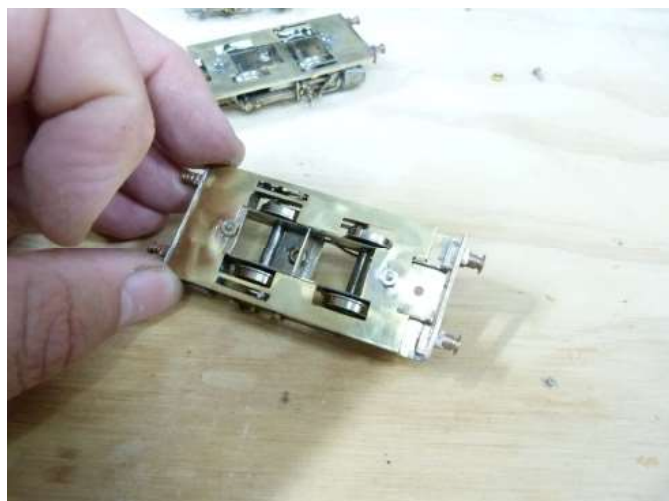
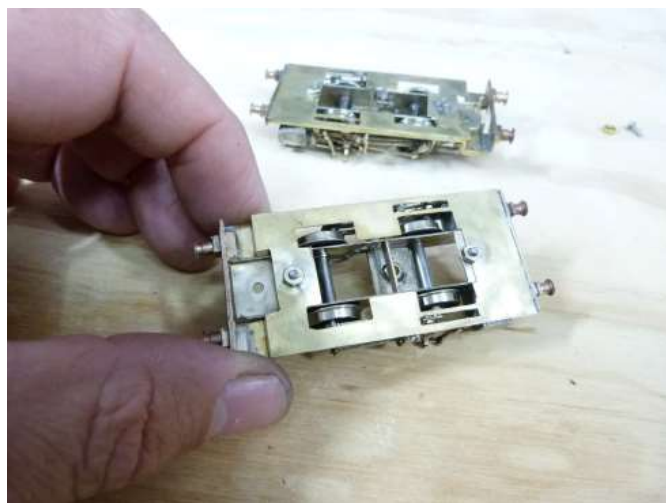
The finished jib will move in all directions, the little brass engine casting is a beauty. Footplate next.

Exciting now. Footplate has a couple of parts fitted, buffers and beams and valances. Test fitting the footplate into the chassis now is a must. Lots of things I now watch for...

Does the footplate sit level...

Test fit couplers...

Watch the reversing links and how they fit into the footplate cut out, watch the



valance doesn't interfere with the curved link...

Watch for the rods, and the return crank doesn't hit the valance...

Lots of rolling the chassis back and forth in a quiet room, it's really the last chance you want to take to make sure the mech rolls nicely. Taking a short cut here to just have to come back to it when all the detail is fitted... nup.

## 24 *Continued from page 23*

The reversing links can be very naughty little trucks. It can take lot of fiddling to line them up into the cut outs. Don't get too wound up. You could leave them off, or attach them to the footplate instead... There's at least two cranes out there where I have done this.

The holes offered for the mounting screws are tight, I open them out to maybe 2.4mm or so, this gives a little "jiggle" as you fit the chassis and footplate. On the subject of... The chassis/body mounting screws are holding together a little model that fits in the palm of your hand, I find no need to apply the same torque as doing up an engine nacelle on an A380, Loctite won't help either. Once I feel the screw backing up onto the footplate, that's when to stop and maybe back it out an 1/8 or so...

Everything from here on in is a big paperweight.



You will notice I haven't fitted the motor and gearbox yet. It's a real pain in the arse to both fit, and then remove for paint. I've built a few of these and know what's ahead. I now rather fit the motor/gearbox after painting the chassis (once). I know the excitement, and if this was my first crane I would be fitting the motor and wiring in the pickups and running the chassis, it can be very satisfying.

On to the body, all down hill now.

Thanks for watching. [www.jurgenengel.com](http://www.jurgenengel.com)

### **Bruce Cook**

Gears on the front drivers? Press fit on the axle? Worm on the motor shaft directly driving onto the spur gear? Looks interesting.

### **Jurgen Engel**

See the photo in these photos of the completed loco... the rear axle is driven. The kit instructions has you loctite the gear onto the axle. This is totally stupid. The model is fiddly enough and dropping a little Loctite into the wrong part of the gear box is game over. I do something which is too far left field for a lot of modellers. I cut two cuts into the axle, then tin the brass gear (in the bore). Put the gearbox/gear into the loco, slide the gear into position, reheat the gear slowly with an iron, the solder melts and a little bit will drop into the cuts to locate the gear. I've done it like this for Eons, so as you can tell it doesn't work and we all should be scared of a new idea...





# MODELLERS CORNER

Decals by yours truly, Teditor. A thank you to Blue Care for my Parkinson care, a dig at Gary Sardoni for always picking on my apostrophe use and Albert Davies wanted to do a Tedidecal tribute van for his OO layout which I fell humbled by.





# 26 NEW CLUB LOCOS

Norfolk & Western J Class 611 Spirit of Roanoke is one of the new HO Scale club locos recently obtained, this and other new club locos in HO/OO and N Scale all are



DCC/Sound and available for club members to use. Of course it goes without saying, please treat them with respect and care they are highly detailed expensive locomotives.



The N Scale Chesapeake & Ohio EM-1 is a massive articulated, even in N Scale.

The Southern Pacific RDC (Rail Diesel Car) #10 is Z Scale and DC only.

Photos; HO/N David Cook, Z Jeff Fritz.



December 2023





# Rail Mishaps

27

www

USA - 2 Years ago. HOLDEN - No one was seriously injured after a train plowed into a dump truck in Livingston Parish Tuesday morning, according to officials.

The Livingston Parish Sheriff's Office first reported the crash shortly after 8 a.m. at a railroad crossing in Holden. The department did not immediately provide a more precise location for the wreck.



Apr. 13, 2022

SAVANNAH, Ga. (USA) - The Savannah Fire Department responded to a crash involving a semi and train on Marine Terminal Drive on Tuesday.

According to the fire department, the train was moving slowly at the time of the crash. No one was injured and a small leak was contained.

The fire department said the leak has not caused any environmental hazards.

Benton County Fire District 1 tells us that everyone is ok following a car versus train collision on South Meals Road and East Toothaker Road on April 26 around 7:36 p.m.

One male and one female were in the car, reported to be in their early 20s. It is believed that the driver failed to stop while they were headed to Toothaker Park, according to deputies with Benton County Sheriff's Office.

The train ended up only catching the tail end of the car, causing it to spin out. Afterwards, we are told the male got out but the female appeared to be stuck. The male's family came and were able to take him to get checked. The female was transported to the hospital.



It was found that those inside the train, the train itself and the tracks were all ok, according to BCSO deputies. "It is wise for all to remember not to try and beat a train, 'Trains do not swerve,'" said Captain Ron Fryer.

December 2023





## Dear Friends of All Gauge - here's a mega-update!

We are very pleased to advise that from 16th December 2023, the All Gauge Model Railway Club will be located at its new permanent home within the brand new Yeronga Community Centre complex. We will be co-located with Yeronga Community Plus, and the Annerley-Stephens

History Group.

Moving into our wonderful new clubhouse coincides with our 50th anniversary as a Club, and sets us up brilliantly for the future. Watch this space for updates as we build our brand new permanent layouts. Guests and those interested in joining the club at this exciting time are welcome to attend any of our regular running sessions and please notify us in advance via the Contact Us form on our website (see also Membership information on the site).



Our regular opening times will remain Wednesdays and Saturdays from 10am to 2pm, subject to public holidays and other events – always check the Calendar on our site. Other times only by arrangement (minimum 48 hours notice) with the Club President. For the remainder of 2023 we will be settling in, and in early 2024 we are anticipating a public opening of the whole Centre.

The address of the Yeronga Community Centre is 62 Park Road, Yeronga QLD (entrance on Villa Street).

We do not provide public on-site parking, however nearby parking is available, and there is on-street parking in the vicinity.

Public transport access is via BCC Bus services 104, 105, 108 and 109 (bus stop nearby on Park Road), and the Yeronga train station (on the Beenleigh line) is about 400m walk.

**December 2023**





# **FULL FRONTAL** <sup>29</sup>

WWW

## **SOUTHERN PACIFIC RAILROAD F3A**



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### 30 *Continued from page 29*

The EMD F3 is a 1,500-horsepower (1,100 kW) B-B freight- and passenger-hauling carbody diesel locomotive produced between July 1945 and February 1949 by General Motors' Electro-Motive Division. Final assembly was at GM-EMD's La Grange, Illinois plant. A total of 1,111 cab-equipped lead A units and 696 cabless booster B units were built.

from the collection of Gene Deimling - Taylor Yard, 1950's



The F3 was the third model in GM-EMD's highly successful F-unit series of cab unit diesel locomotives, and it was the second most produced of the series. The F3 essentially differed from the EMD F2 in that it used the "new" D12 generator to produce more power and from the later EMD F7 in electrical equipment. Some late-model F3's had the same D27 traction motors, along with the heavier-duty electrical cables, used in the F7, and were referred to as model F5 by EMD's Engineering Department.

#### **Engine and powertrain**

The F3 used a 16-cylinder 567B series diesel engine developing 1,500 hp (1.1 MW) at 800 rpm. The 567 was designed specifically for railroad locomotives, a mechanically scavenged, or "blown" 2 stroke 45 degree V type with 567 cu in (9.29 L) displacement per cylinder, for a total of 9,072 cu in (148.66 L). A D.C. generator powered four traction motors, two on each Blomberg B truck. EMD has built all of its major components since 1939.

#### **Identification**

As built, the only way to distinguish between the F2 and F3 was the nose number panels on the A units, which were small on the F2 and large on the F3 and subsequent locomotives. However, these could and were often altered by the railroad. Few F2s were built, however.

Early versions of the F3 had the "chicken wire" grilles along the top edge of the carbody. Later production featured a distinctive fabricated stainless steel grille.

All F-units introduced after the FT have twin exhaust stacks and four electrically powered radiator fans arranged close together atop their roofs, unlike the FT's four stacks and separated belt driven pairs of fans.

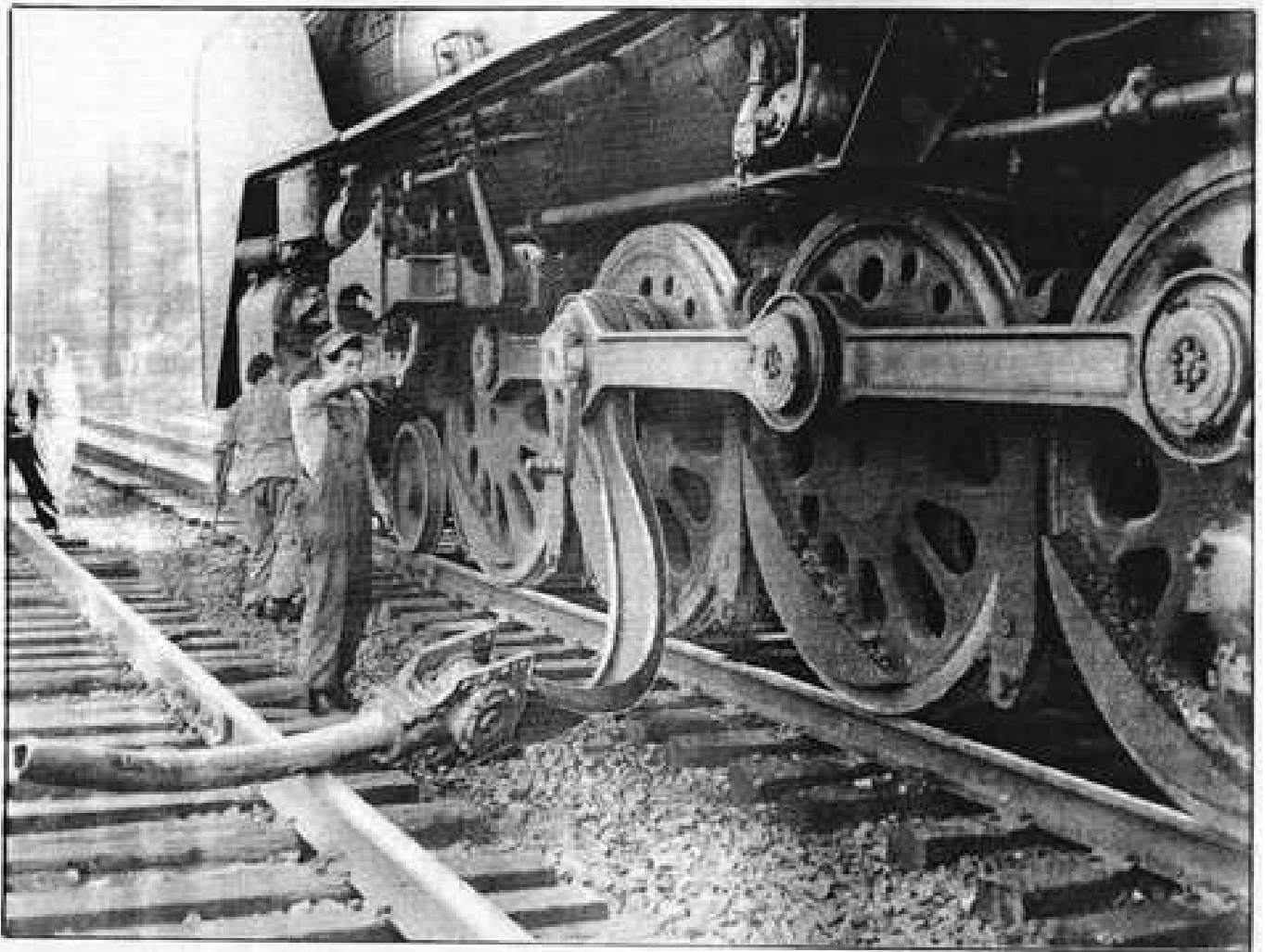




# OOPS!

31

WWW



This week's photo from The Dispatch archives was taken in October of 1949. A major wreck on the New York Central was narrowly averted when the piston rod on the fast Lake Shore Limited broke while the train was rounding the bend at Red Bank, about one mile west of the Oneida station. The train came to a grinding halt near the railroad tower just west of the station. Shown is the bent and broken piston rod which had snapped off the cylinder which is only partially visible near the front of the engine. The rod, pivoting violently, smashed against the boiler of the engine and ties under the track. Workers cut it loose and the engine was towed to Syracuse.



# 32 Living and Working With Decal Rivets

George Paxton

Decal rivets as a great addition to a modeler's kit. I have been using them for a while and think a lot of them. Much faster and easier than pressing rivets into brass and styrene. And, we don't throw away as near as many parts as I once did.

But since they are decals, they are not as durable as pressed rivets would be. No problems with the rivets falling off from normal use and handling have been encountered though. We take great care when applying them to increase their durability, always priming the surface first. And, household floor wax is used when applying the decal rivets to increase the adhesion. Got that idea from Archer who are makers of decal rivets so nothing I thought up.

One area that requires great care is painting a two-color car though. The rivets do not like masking. They seem to have a tendency to stick better to tape than to the car sides.

An ongoing project has been scratch building a model of a Pittsburgh Railways 3700 class interurban car. Photo 1 is a shot of the prototype. There were 15 of these

Brill built cars that were used on the interurban lines south of Pittsburgh. They ran down into the boondocks where I came from. And, Photo 2 shows my in-work model of the 3700 after the decal rivets were applied to the primed surface and before an



overspray to help lock the rivet decals into the paint layer.

This project was started several years ago, has progressed off and on, but has been on idle for some time as I have been pondering how to paint the model.

As you can see from the prototype photo these cars were two-tone of cream and red. And the cars had about a zillion rivets. We could not see how to mask with tape as it would be necessary to apply the tape over many of the rivets. Not wanting to risk pulling the rivets off, the search for a better method of masking the car for the second color stalled progress.

I ran across our partially completed Pittsburgh 3700 car model again a few weeks ago while unsuccessfully hunting for something else we have misplaced. And, with it in hand, decided to give the painting task some more thought. What eventually came to mind is described as follows



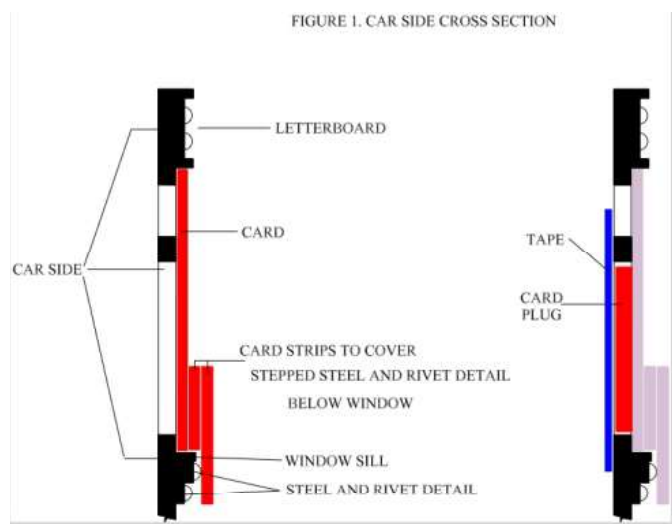
The idea was to make masks of card to fit into recess between the letterboard at the car top and the window sill below the windows as this would cover the cream window band and hopefully provide a sharp edge between the colors. A major problem was covering the double stepped rows of steel with rivets below the windows as these needed to be cream.

We made extensions to the cards in the recess to continue them down and cover the rows of rivets below the



window. To do this, a 10 mm wide strip of the card was added to the bottom edge of the cards that fit over the windows to bring the top surface of the card up to the height of the steel and rivet detail. Then a 12 mm wide strip of card was added on top the 10 mm one carefully aligning it with the bottom edge of the steel and rivets that I wanted to mask. Care was needed when gluing these strips of card together to avoid warping the card and making it more difficult to get a straight edge.

We applied the white glue very sparingly and then clamped the card between two



steel rulers and used clothes pegs to hold this all flat while the glue dried. Seemed to work. File folder card material was used. This card is very hard faced and cuts with a nice sharp and square edge. We could have found a thicker card somewhere and avoided the need to build up the thickness I guess , but, then again, this project was happening in real time and on the fly. See sketch at Figure 1 which hopefully explains this better than the above dribble.

It was my hope that by painting with low pressure and taking care with the spray angle we could apply the red without blowing it under the card. Well, it was definitely worth a try. Certainly a better alternative than taping and tearing the rivets off the car! One issue was the need to keep the card, that was in the recess between the letterboard and the window sill, down tight on the windows to minimize the chance of paint blowing under the card. To do this we made plugs of thicker card to fit into many of the window openings.

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This made the card where the plugs were placed approximately the thickness of the car sides. We wanted this extra thickness so tape on the inside surface of the car side would hold the card in place. Again, refer to the sketch at Figure 1 for a better understanding of this second perverted idea. I made the plugs from some card on hand cutting them to fit reasonably tightly in the window openings. But the card I chose was not quite thick enough to reach all the way through the car side. I added shims cut from thinner card to the tops of the plugs to bring them up to the appropriate thickness. This might have been easier if I had carefully measured and used the right thickness of card in the first place. But this project idea was developing as I went along. Will know better next time. I did want to keep the card thickness just a little bit less than the car side though.

The reason the plugs needed to reach almost all the way through the window openings was two-fold. First, we wanted to provide as large an area on the plugs as was possible for the tape inside the car to adhere to. But, second, having the card thickness just a little less than the car side thickness would help the tape pull the card down. My theory was that a good grip on the somewhat lower plugs would pull the card mask tightly onto the outside surface of the windows to provide a better seal against paint blow-by.

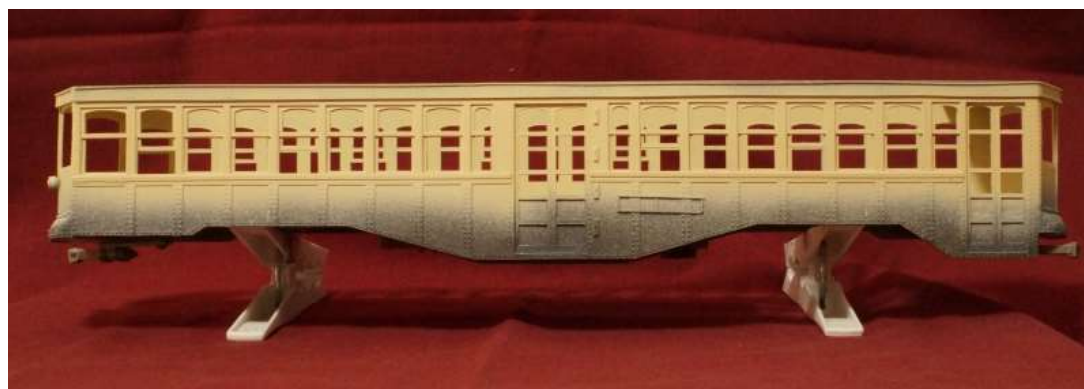
We made three such card masks. One long one for the doorless side of the car and two shorter ones for each side of the center door. Photo 3 shows the three card masks with plugs.

The next step was to apply the cream to the window band. Photo 4 shows the car after applying this first color.



With the cream well

cured, we set about masking the car with the card masks. To cover the doors we made separate tight fitting pieces of card and gently tapped them into place between the door jams. Individual pieces of card were similarly fitted into window frames on the front and back of the car. The three card masks made above were then installed



on the car sides. Tape was applied to the inside of the sides to hold the three card masks in place.



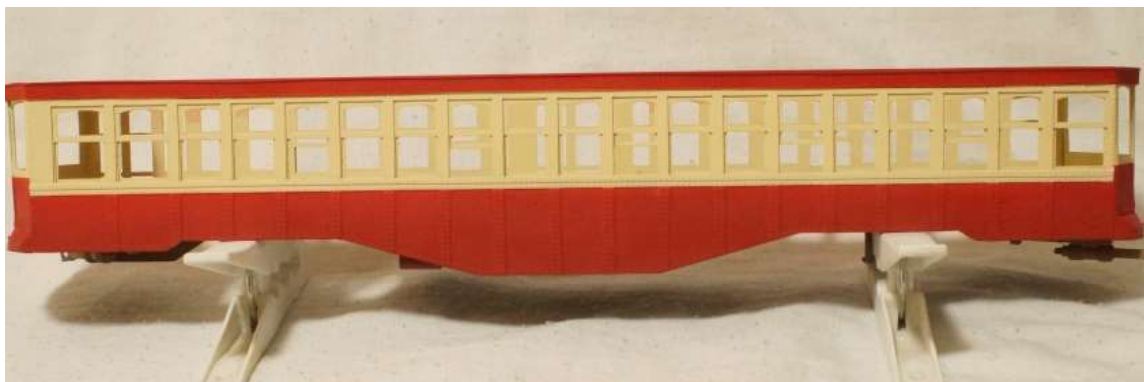
This tape was pressed down firmly onto the plugs to pull the card masks tightly to the outside of the windows and get a good seal. Long strips of bond paper were used to wrap around the car ends with these cut to fit to provide a sharp edge to mask the cream paint. The bond paper was glued with white glue to the back of the three card masks. Tape was applied over all to make the masking system more durable as none of the tape would be sticking to any riveted surfaces.

**Photo 5** shows the car masked and ready for painting. The car was painted using as low a pressure as I



could. We took great care with the spray angles to try and keep from blowing paint under the card. A steel rule was also used to help hold the card as tight as possible. The painting was done in quite a few stages. This was not a project to do in a hurry as we did not want to do it again.

And photo 6 was taken just after the masking system was removed from the



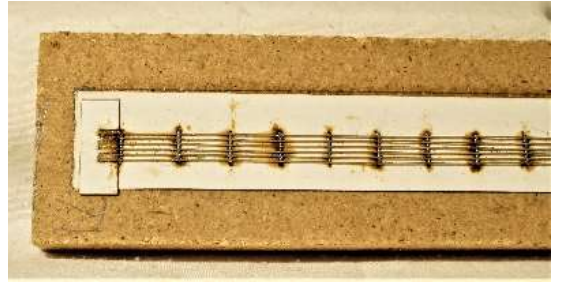
model. I was pleasantly surprised to see how well it worked. A few spots needed a touch up

with both cream and red paint, but this was a small price to pay for avoiding wrecking the rivet job. About an hour's work total, which was several short sessions over two days, was needed to apply a few very light coats here and there to fix the spots. The red was not too difficult to fix, but several coats of the cream were needed to cover some of the errant red.

All the masking was a throw away which was a shame as it all took quite a while to do. But, sure nice to have this painting job done with the rivets still firmly in place on the car sides and ends.

The window guards needed to complete the car were a major project in their own right. We had to make jigs and then solder them up from brass strip and wire. Photo 7 shows the guards in work.


Lastly, we needed to do some hand painting with black here and there, spray the decal areas with some gloss, and apply the decals, signs, etc., weather the car, and overspray with flat. This then just left us the window glazing and assembly. After the lights and decoder were in, she was ready to rock and roll! Photo 8 shows the car when finished rounding the corner of Main and Commerce on the layout. Still has all her rivets! Looks like we still need to add some seats and passengers.



Colorized by PAT TURNER







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# Ted's Decals

Custom Decals to order as well as a large range of in stock  
Queensland Railways 'C' Wagon, ABG and Tanker Decals  
Also a selection of NSWGR's Decals  
Look at eBay under - QR's Decal Set and See other items  
Or contact me at [teditor@bigpond.com](mailto:teditor@bigpond.com)



*December 2023*

# 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**

**PLEASE ADVISE ANY ERRORS.**

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

**ALL EVENTS SUBJECT TO CONFIRMATION**

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

## January

**Wednesday 3rd** - Running Day from 2pm

**Saturday 6th** - Running Day from 2pm

**Saturday 13th** - Committee Meeting - 1:30pm All members welcome

**Friday 19th** - Social/Running Night - from 6.30pm, bring the family, bring nibbles, socialise, run trains, **FREE** Tea & Coffee.

## February

**Saturday 3rd** - Running Day from 2pm

**Wednesday 7th** - Running Day from 2pm

**Saturday 10th** - Committee Meeting - 1:30pm All members welcome

**Friday 16th** - Social/Running Night - from 6.30pm, bring the family, bring nibbles, socialise, run trains, **FREE** Tea & Coffee.

## March

**Saturday 2nd** - Running Day from 2pm

**Wednesday 6th** - Running Day from 2pm

**Saturday 9th** - Committee Meeting - 1:30pm All members welcome

**Friday 15th** - Social/Running Night - from 6.30pm, bring the family, bring nibbles, socialise, run trains, **FREE** Tea & Coffee.

***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).***





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/mrhc/>

Drawn by Jim Fainges 2007  
Information John Dennis  
Digitized Jim Fainges 2007



© Lynn Zelmer

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

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

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



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BY RAIL ACROSS  
**GREAT SALT LAKE**  
OVERLAND ROUTE



**Southern Pacific**