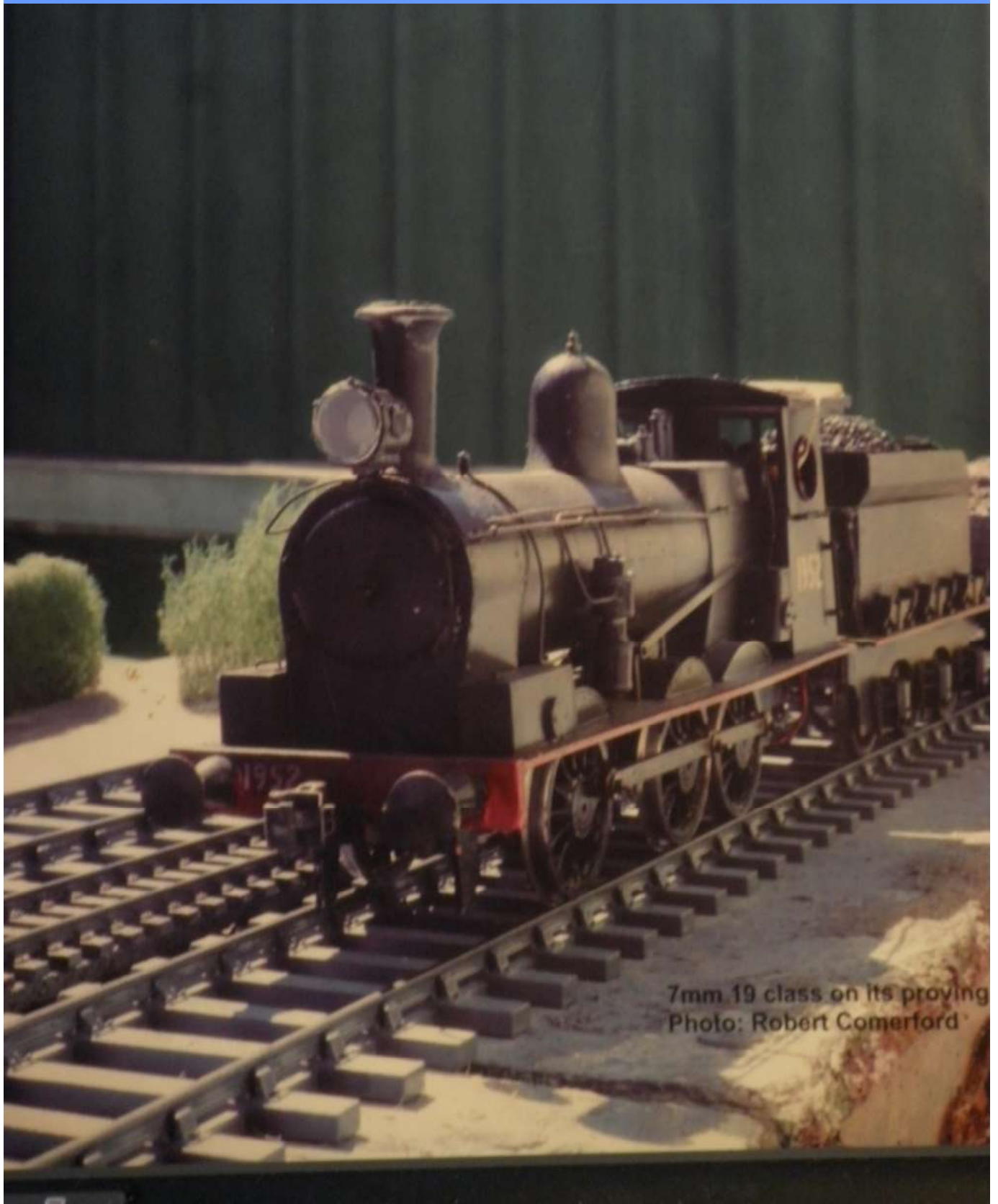




Produced by Enthusiasts  
for Enthusiasts

# TRAIN TALK

January 2024 Volume 35 No 7 Issue 391  
A 100% NMRA Affiliated Club



7mm 19 class on its proving  
Photo: Robert Comerford



A 100% NMRA Affiliated Club

'Train Talk' Volume 35 No 7 (issue 391)  
January 2024  
ABN 32 998 681 418

Email; secretarytmrc@gmail.com  
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Phone: 0493 083 583

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

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
	Lionel Kearney
	Gary Sardoni

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**COVER:** Bob Comerford's NSWGR's 19 Class is an example of the early years of the hobby where O gauge was king, HO Scale was in its infancy and hand built models were the norm, not the exception. This issue of Train Talk features O Gauge quite comprehensively. Photo; Chris Smith.

**January 2024**

## SET #9 Hon3½

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

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*January 2024*

# 4 President's Report January 2024

Dave Lewis

Happy New Year everyone. I hope to see more of you out at the club this year, I am sure I have not met some of you yet.

After the Jingle Trains weekend, Chris and I travelled to Franklin in Tasmania about 50 minutes out of Hobart. We did the sights and tastes of Tasmania for 10 days or so and had a great time. Unfortunately, we seem to have contracted Covid on the return flight so we down for about 2 weeks.



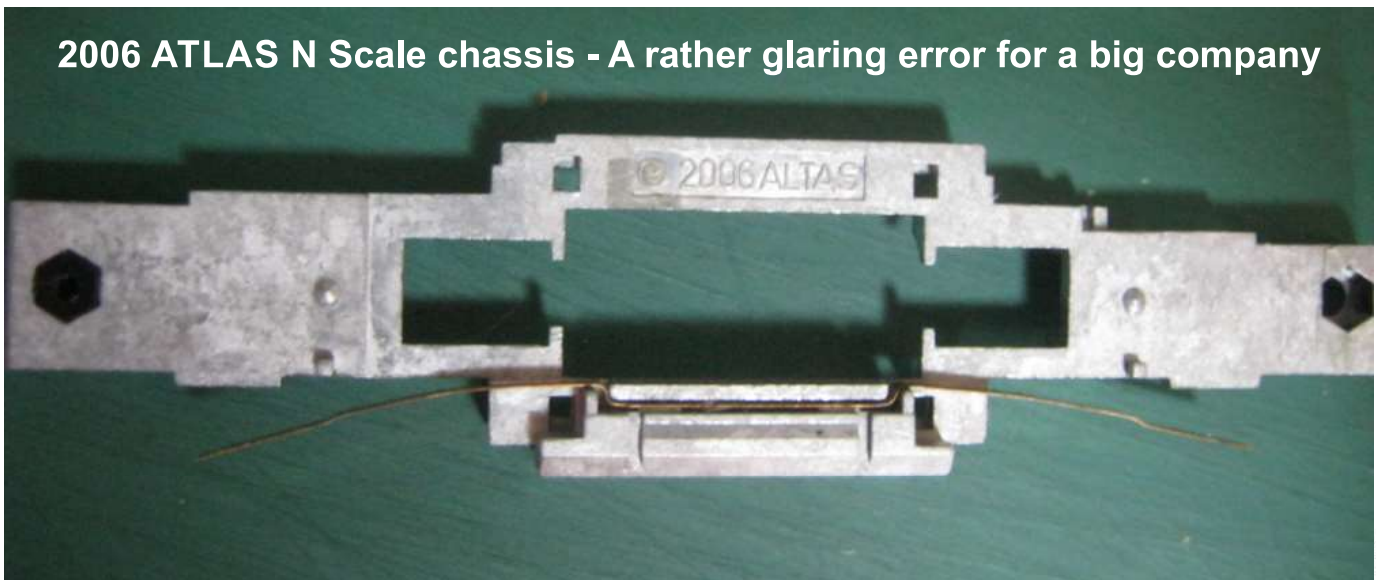
So, my first time back at the club was the 24<sup>th</sup>. A lot has happened on the layouts in the month I have been away. Gary's industrial scene is looking very good. Ted and David have completed several track and turn out repairs on Byers Junction.

*Dave.*

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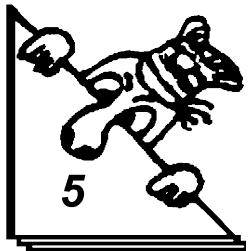
## ALTAS MODELS

2006 ATLAS N Scale chassis - A rather glaring error for a big company



January 2024

# TEDITORIAL



I was asked recently how many Train Talks get distributed each issue, I email out just over 400 copies to individuals, clubs, companies etc, it goes to the USA, England, New Zealand and Europe, I guess further distribution goes out from individuals/clubs as well.

Train Talk has been going since November 1989 and is heading towards 400 issues.

Am I producing something fellow modellers and enthusiast enjoy reading?, I don't really know, feedback is never a strong point in any publication unless there is an error to be pointed out, I can only hope that I am entertaining you with the choice of articles presented.

I feel very privileged to have some well known names in the hobby contribute articles and it is through their generosity that I am able to present a vast array of subjects.

Commencing with this issue I am going to present the submissions made by Club layout coordinators so you can see the ongoing work occurring on club layouts and associated items. The coordinators submit reports for the committee meetings so committee members and general club members can see what progress is being made, I trust you will find value in these submissions.

It's a pretty well known fact that I produce custom decals as a part of my hobby so I am going to make an offer to encourage a Letters to the Teditor feature, write to Letters to the Teditor either by email - [teditor@bigpond.com](mailto:teditor@bigpond.com) - or snail mail Ted Freeman, PO Box 1787, Toowoomba, QLD. 4350 and you will be in the running for a discount voucher towards decals I produce, it won't be a best of situation, names of people submitting letters will go in a draw.

Each month will see a prize voucher of \$5.00 (\$10.00 for TMRC Inc. Members) presented to the winner, this means you can build up your amount as there is no limit as to how many times you can submit letters (one a month).

Winners will receive their credits and can let them build up if they are multiple winners.

I hope for this venture to stir up some interest and find out just what is being done right or wrong so I can continue to produce "Train Talk" with articles of general interest.

Put pen to paper (fingers to keyboard) and let me know your thoughts.



Tune in for the best of sounds for everyone's likes 4AK and 4WK - Your stations!  
**January 2024**



# 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**



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*January 2024*

# "DRAYTON HARBOUR" NEWS <sup>7</sup>

Gary Sardoni

The last couple of reports have focused on the northern part of the Drayton St. Edward's station precinct. This scene ends with a short tunnel (as yet un-named) that acts as a scenery break.

The next scene is being developed as a generic industrial scene, with the double track main line curving around and exiting the other end of the scene at Hirning Tunnel. In front of the tracks an industrial precinct is taking shape, with an eclectic mix of various industrial buildings, including foreground buildings and an industrial looking backscene of building facades. Both



1 Part of Industrial Area Under Construction

foreground and background are partly developed as the attached images reveal.

The backscene already has some building facades immediately behind the tracks. I am planning to add further (reduced size) building and scenery facades behind these to force the perspective and create a sense of depth to the scene. I already have a number of images ready to use for this, but getting the final appearance to look 'right' will probably take some trial and error.

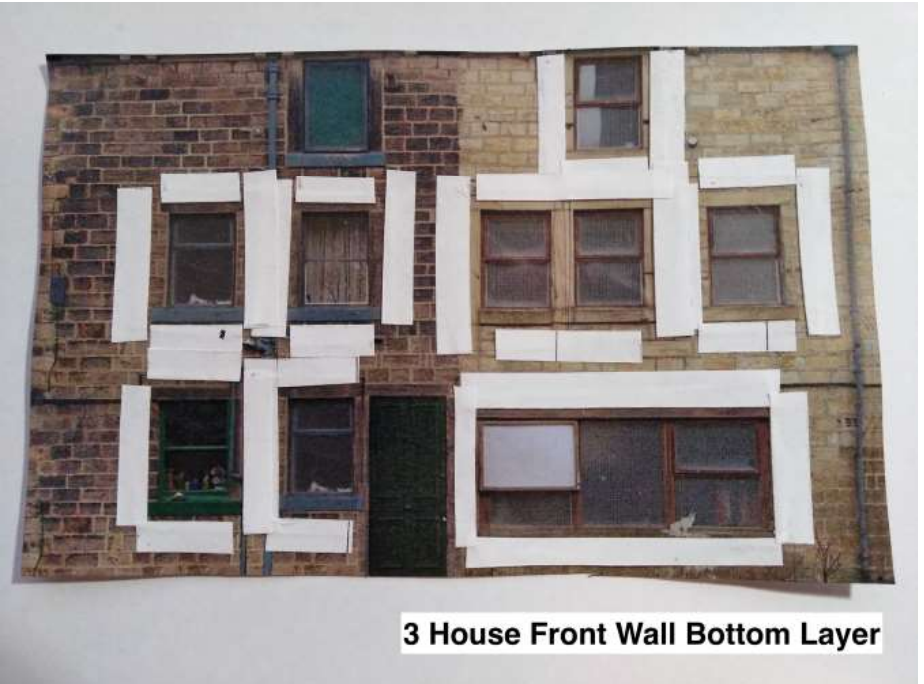
The industrial buildings are a mix of prebuilt plastic kits and card buildings, some built from purchased "Scalescenes" kit downloads and some freebies. The freebies are from "Hall Royd Junction", developed by JK Wallace, who has been a generous source of scenic materials for Drayton Harbour. His two panoramic backscenes have been put to use, one as the backscene for Hooker Hill township and the other as the backscene for the northern part of Drayton St. Edwards station just mentioned.



2 Small Factory

## 8 *Continued from page 7*

As well as backscenes, he also has freebie buildings available of which I have currently built two for this industrial scene. These kit buildings are based on actual buildings in the north of England, one is a small factory and the other a weathered looking old house which would not look out of place in an industrial area. The factory was built using my usual techniques for construction of such buildings, specifically getting rid of the "flat look", by creating texture to the outer walls. This is achieved by gluing the front facades to thick card. The doors and windows are cut out and a second



copy of the doors and windows are glued behind the openings. As the doors and windows are set back by the thickness of the card (1.5 mm for the matboard that I usually use) depth and texture has been created, with a look of improved realism. I also fit some clear glazing between the two layers. The glazing actually sits in front of the window frames instead of behind, but one needs to look really carefully to notice. This is how the small factory was built.

The instructions for building the house, suggested that with an additional layer in

**4 House Front Wall Middle Layer**



the build, the glazing can be placed behind the window frames (as it would be in the actual building) for improved realism. So, I decided to attempt this new (for me) technique.

The bottom layer is a copy of the front wall (paper only, not mounted to card). Glazing is attached on top of this layer. (In the attached image, paper strips are visible 'everywhere'. These strips are used to hold the glazing in place. They overlap

each piece of glazing and the paper underneath. When the wall is finished they will not be visible.)



The middle layer is a second copy of the front wall, which is glued to some thin card and then the window frames are cut out and used. (Gluing to card before cutting out adds strength which is helpful as the window frames are quite delicate. Cutting out window frames on paper only is quite difficult.) After cutting out, the card edges are carefully painted to remove any exposed light coloured edges. These window frames are then glued to the bottom layer.

5 House Front Wall Top Layer



After cutting out, the card edges are carefully painted to remove any exposed light coloured edges. These window frames are then glued to the bottom layer. The top layer is thick card with a third copy of the front wall glued to it. The windows and doors are cut out and the reveals painted to remove the visible card edges. It is then glued on top of the other layers and the wall is complete. The images show the three layers and the completed building.

The images show the three layers and the completed building.

A couple of points I make are as follows. The images make the cutouts and painted edges look quite 'rough' and imperfections are quite obvious. To the human eye, it's nowhere near as bad. I was prepared to attempt this technique on this building as each window only has two panes, making the cutting out quite straightforward. Attempting this for windows which have numerous small panes would be much more challenging.

Immediately after gluing the three layers, they need to be weighted down while the glue dries, to keep the layers together and keep the wall straight. I used some heavy books for this.



6 House Completed

Cheers,  
Gary



# 10 MONROE BROTHER'S HAMPTON RAILWAY

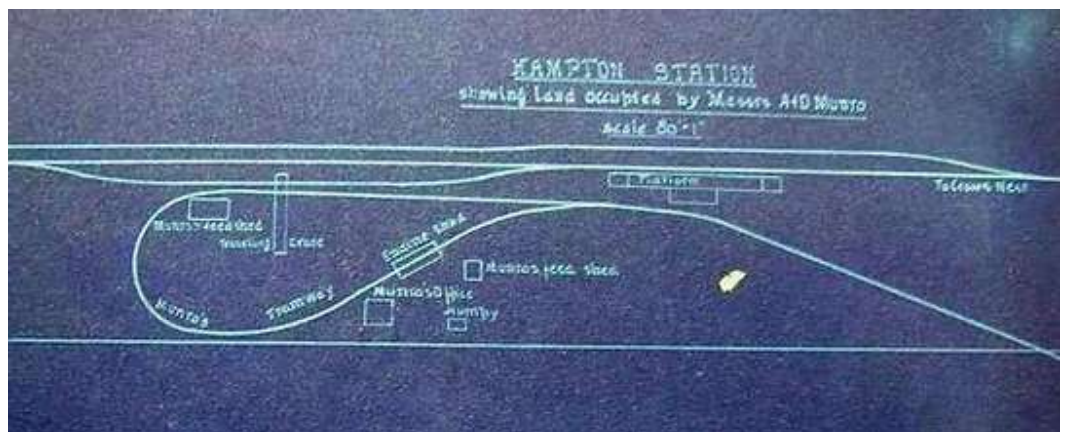
Doug Clarkson

I had never heard of Duncan Munroe and his tramway until we purchased a 50-acre block on Palmtree Road. One in a row of maybe five small farms through which his tramway had crossed on its way to Hampton. Most of these farmers worked for Munro. It was a long hard day at the Ravensbourne mill, just up the valley from us. 8 in the morning until 10 at night under lights. Wages in those early times were only 3 shillings a day. The rail over which the teams laboured was all hardwood. There was a deep cutting and steep grades (1 in 15) to be crossed before reaching Hampton with one heavy and two smaller loads bound for Toowoomba. Slow and inefficient, steel and steam became more attractive. Around 1900 Duncan travelled to America. After checking options, he ordered a 13 ton, woodburning Shay.



Meanwhile, back at Hampton it was all action. 40 lb. Second-hand rail was purchased; a turning loop laid down plus a new engine shed and Company Office. Horses would still be needed for shunting duties when no locos were on site so stables received an upgrade as did the feed and hay sheds. A track was laid parallel to a QR siding with gantry crane spanning both. Bulk timber could now be quickly transferred for delivery to Toowoomba.

Oh, those canny Scots! Duncan must have known. When the mill closed in 1936 Duncan offered to sell the Hampton complex to QR. They turned the deal down when it was discovered the land was still theirs! Munroe never purchased, or even leased the Hampton site, just gone ahead and built on a convenient flat area. That was not his only transgression. Even tramways cross public roads, they go through public and private land. An Act of Parliament is required before any work may start unless Parliament passed the Hampton Light Railway Bill and the Company was legal at last.



Right of way agreements with land holders affected by the rail line were simple; free transport of goods and people to and from Hampton. Passengers sat on the stack of timber destined for the boiler and enjoyed the smoke and sparks drifting their way.



When freight was involved two small flat wagons were used. The new Shay arrived. Not on a flat wagon ready to roll. It came

packed in a number of sturdy crates. Queensland had several companies building steam locomotives just then. One might have expected a request for help. Not so. Instead, the task of assembly was awarded to the local blacksmith, Ernie Shum and his mate Olaf Olsen. They did a faultless job and loco no.1 steamed trouble free for the next thirty years.

Where the teams pulled one or two loads at a time, No.1 hauled six. The improvement was so impressive a second, almost identical Shay was ordered. Ernie was needed again. No.2 was set to work hauling logs from the camps to the mill at Ravensbourne.



To cope with some very steep grades and two substantial bridges N0.2 worked from the centre of a four-wagon consist, when reaching a bridge the trailing pair were uncoupled and the

front two pushed across, the engine then returned for the others.

Engine crews consisted of engineer, fireman and guard, there were gates wherever the line crossed property boundaries, plenty of them, the engine was expected to stop while the fireman opened the gate, he climbed back as they steamed through, they stopped again for the guard to close it then on to the next one, understandably the engineer with a heavy load and uphill grade preferred to keep rolling. Now the fireman had to race his engine to the gate, the guard in his turn shut the gate and sprinted after his fast departing seat on the last timber load, this practice caused plenty of ill feelings and complaints.

**12** *Continued from page 11*

Munroe looked after his workers, there was a football team of some merit, a general store, butchers shop and school, some of the wives baked bread (one penny a loaf). There were dances and company picnics, the Munroe brothers owned a second mill at Geham and another in Toowoomba near the new Bunnings, a pioneer spirit is still alive in Ravensbourne. Today Grandsons work the family farms, names connected to the mill still appear on Mailboxes.

Directly across from us a 1,200-acre farm once owned by the company to spell their horses and bullocks now belongs to Jimmy Strohfeldt, I suspect his pride and joy is the mill he operates just up the road, Jimmy cleared our house site and when a carpenter and myself started building he supplied all the timber, in a traditional way help was offered should we need it.

Our plan had high ceilings over the living area, this required a heavy laminated beam to support the roof, we framed the walls but were quite unable to

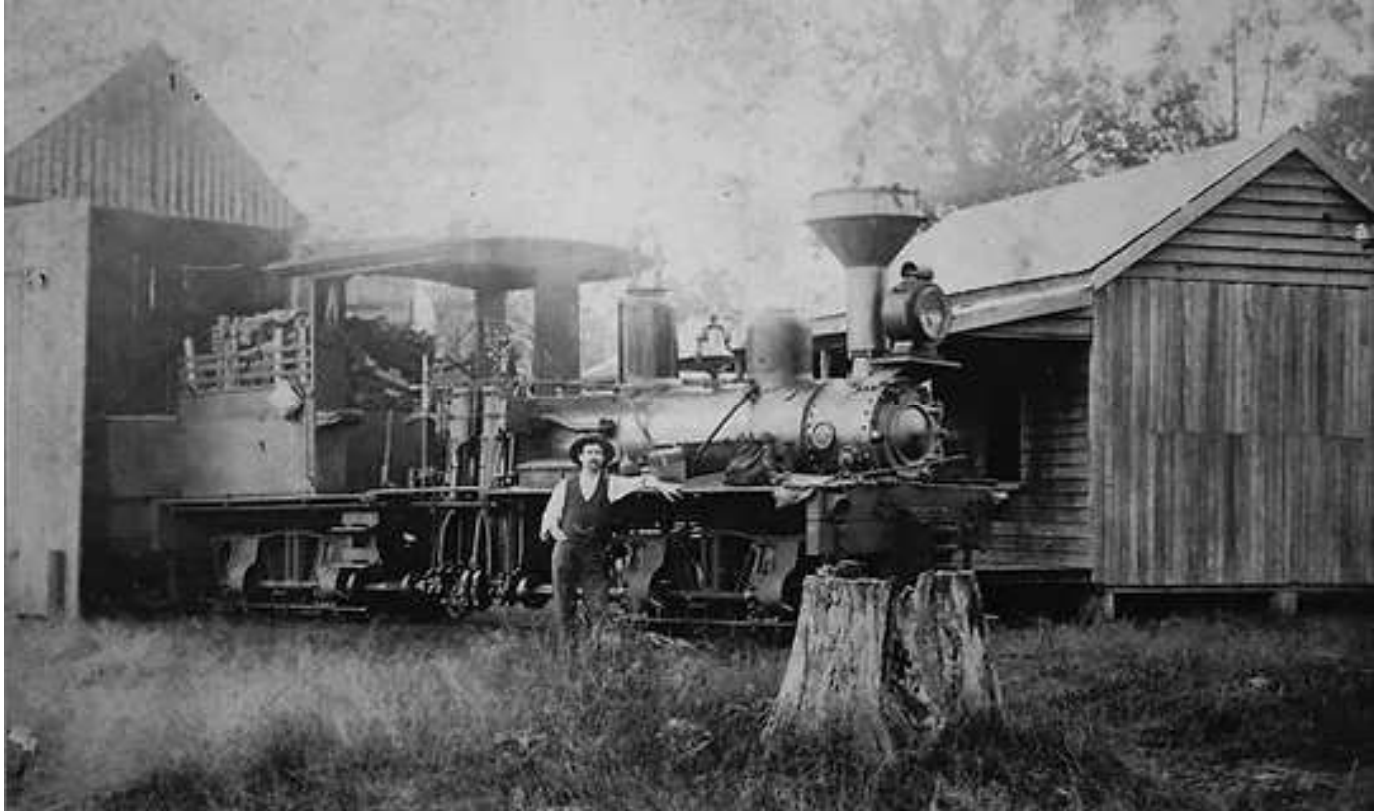


fit the beam, Jimmy arrived with his mill team, we watched with some concern as hefty young men swarmed up the walls, beam in hand, it was over in minutes, the team stood rolling cigarettes then 'anytime' and they were gone.

A lad of about 10 turned up at times while we were building, with the house finished I could begin painting again, a neat cottage just up the road made a perfect picture, remains of the mill on the right, stands of gum trees on the hills behind and an old white horse grazing nearby, but I needed access to the front paddock to get the best view, 10-year old said grandma lives there, we went up together, "Hi Grandma this is Doug", a steady look corrected him, "no he's not he's Mr. Someone or other", then "but I don't know what someone he is", all was sorted, the picture painted.

The family purchased it for Grandma to mark some anniversary, I painted Jimmy's mill, I painted the Hampton Store early morning, before breakfast to catch the long shadows, there was a yellow sign over the petrol pumps - 68 cents, if only.

Across the valley an old bullock wagon lay abandoned near some trees, dairy cows grazed nearby, I painted it then entered it in an art show as 'Sam's Wagon', somebody purchased it. We lived at Ravensbourne for ten years, it's my regret that all the paintings completed during that time have gone, I don't possess a single one.



For forty years the two Shays rested, scattered amongst the bracken, they had been stripped of any valuable scrap leaving parts all over the paddock and down the creek. The Illawarra Light Railway Museum came to the rescue, they would combine both engines into a static display, maybe one day No.1 might even steam again.



**VALE:**

It was recently announced that "Hattons" of England had purchased the American Giant "Model Train Stuff".

This was rather incredible news as these are two of the largest well known Model Railway Stores in the world.

So the next occurrence has shocked the world of model railways with the announcement that both stores have or are ceasing trading as these notices declare.



## IMPORTANT UPDATE

We regret to inform you that MB Klein Inc. (Model Train Stuff) has now ceased trading.

Thank you for your custom and support over our incredible 111 years of continuous operation.

Our customer service agents are available for a limited period to assist with any final queries.

**MODELTRAINSTUFF.COM**

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### This is your final opportunity to shop with Hattons Model Railways!

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**EVERYTHING MUST GO BY  
SUNDAY 4TH FEBRUARY 2024**

*January 2024*

# 70 Years

15

Chris Smith

***Teditor; Chris Smith has featured in "Train Talk" several times, he writes enthusiastically about his beloved O Gauge and it is a credit to him just how much he is able to express that enthusiasm, in this modern day and age of high tech, impeccable detailed models, going back to the start of the hobby of model railways is something we should all cherish, many thanks to Chris for sharing his enthusiasm through Train Talk.***

Again, as always a super Edition, full of all things that interest Model (and Prototype) Train Buffs.

All the articles are of interest and one can learn much from them, no matter how "experienced" you 'might think' ...you are ?

I only wish I was able to travel to the "Steam Ride Fest" that you have as the Qld gauge "Zig Zag" Railway near me in the Blue Mountains of NSW....is closed and will never re-open for fear of fires...I used to love to ride these trains !

Re....."Post Early Days"....The "Early days of Modelling" in your Virtual Magazine.....Well what can I say .....at 80 it's all ..."post" for me, however I enclose

photographs of my NSWGR ( Hardly popular in Qld) not 45 years old, and..... in "O" gauge/Scale.....using Models of O.G.House etc that are up to 70 years old ( Photos 1-6) and still running today (analogue of course) hardly of much interest to your younger readers though!.



However it might enlighten them as to the "early Years"

Ron Fox ( of "Foxy" fame) did model the larger scale of Qld Steam Trains & this is found on the "Net" on "Ron Fox Model Trains Qld" ....worth watching as he did much for the Modeller, although modest in his demeanour I believe that the Modern Modeller in Australia owes him much!

**16** *Continued from page 15*

Apart from OG House my Railway is a typical example of the "Early Days of Modelling" when there was nothing except that which you made yourself?

The Photos I enclose show lots of homemade ( sorry "bespoke") "Tin plate" ...made on ETS (CZ) chassis which run like a dream so....I never sought DCC....even though it is the acknowledged way....forward....!

However I realized that as I aged I would not be able to work on small nuts/bolts/electrics/general maintenance....so....I remained with the large ( senior) scale "O" gauge based on the early acquisition of some O.G.House Model Locos....which still work superbly after some 70 years !

They may not be of interest to the General Public but could be of remembrance to you!

Rob Comerford always speaks kindly of you...please find his O gauge 19 class ( Back Page.....AMRA "Journal") in the last Photograph above! **(On the cover)**

Thanks for your wonderful efforts....O that NSW was as "Pictorial" in their Visual presentations!

Cheers  
Chris Smith









## **0 Gauge House Ashfield, Sydney, Australia**

0 Gauge House produced a range of models of Australian prototypes from the mid 1930s until 1970. A series of locomotives was made, in the order (1) Class 36, (2) Class 57, (3) Sydney 'Red Rattlers', (4) Class 38, (5) Class 30 and (6) Class 40 diesel.

# 0 Gauge House Models <sup>19</sup>

Photos courtesy Ron Fox



0 Gauge House  
NSWGR Class 36 4-6-0  
tender loco, as rebuilt by  
Ron Fox

0 Gauge House  
NSWGR Class 57 4-8-2  
tender loco.



0 Gauge House  
NSWGR Class 38 4-6-2  
tender loco (non  
streamlined).

**Continues next month.**



*January 2024*



# 20 RAILWAY PICS

All photos Western Australia

L271 and another L on an interstate freight running wrong line at Kalamunda Road during a line upgrade at South Guildford in September 1994. Photo: Jim Bisdee.



Rail Heritage WA's AB1535 on 5BT1 ballast train passing the former Grants water spot west of Bringo on 12 October 2023. Photo: Phil Melling.



Rail Heritage WA's S549 "Greenmount" comes out of Dowerin CBH to run at the Dowerin 100 years of the Railway coming to the town on 10 December 2006. Photo: Jim Bisdee.



Photo: Jim Bisdee

© Phil Melling  
<http://www.nickr.com/railwa>

M636 Alco locomotives (built by A. E. Goodwin) with 4044, 4046 and 4036 stored at 2 Mile, Dampier, not certain what date.. Photo: Jim Bisdee.



© Phil Melling  
<http://www.nickr.com/railwa>

Photo: Jim Bisdee



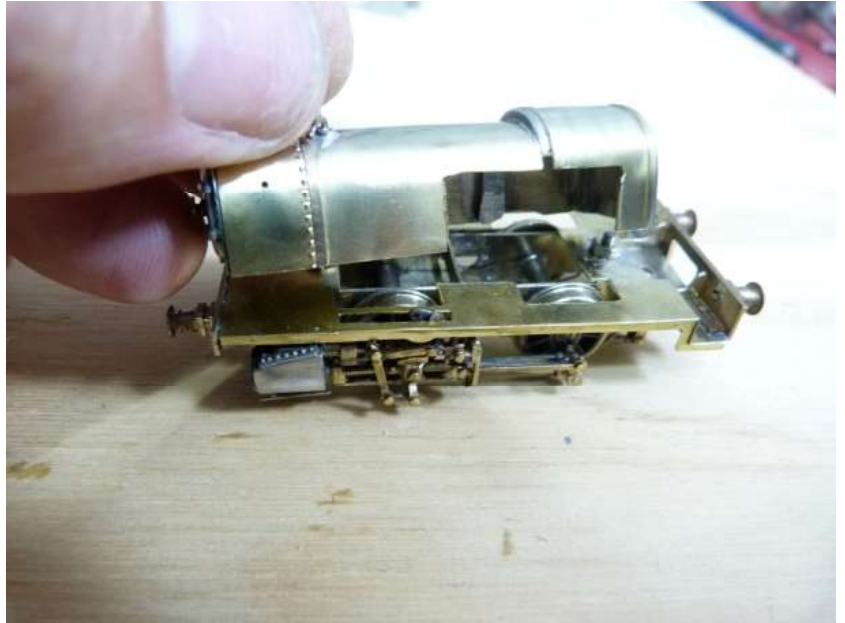
# 22 Luffing Crane

Jurgen Engel

## Bergs HO Scale loofing crane... Jurgen continues building the Luffing Crane

DCC can fit with today's very small decoders. First step, cut a huge hole in the side of the boiler/firebox... the tank covers this, so go for it, as big as you dare. A V5 or any N/Z scale non sound decoder will sit in the gap between the boiler and tank. You can't just slip the decoder in later from the bottom as the footplate closes up the underside. The speaker goes on the other side.

I also grab my burr in a Dremel and carefully thin the tank side as far as I dare... While you're at it, thin out the back of the firebox and the boiler/firebox joiner to allow the motor and gearbox to fit. The legs that hold the jib up will also need either a hole or a section removed so you can put the decoder in the tank, again the tank hides this and isn't visible when built.



I also set the tank's slightly wider on the footplate, no more than 0.5mm or so, it's amazing how much space this creates. Even if you don't want to fit DCC today, think about it. It's almost impossible to do this once built, it would be a horrendous job, hence why I am unable to fit DCC to your ready built crane.

Watch your workspace when you go hacking into brass, it generates fine shards and dust that go everywhere, I keep any electronics well away, and never test fit a decoder until I

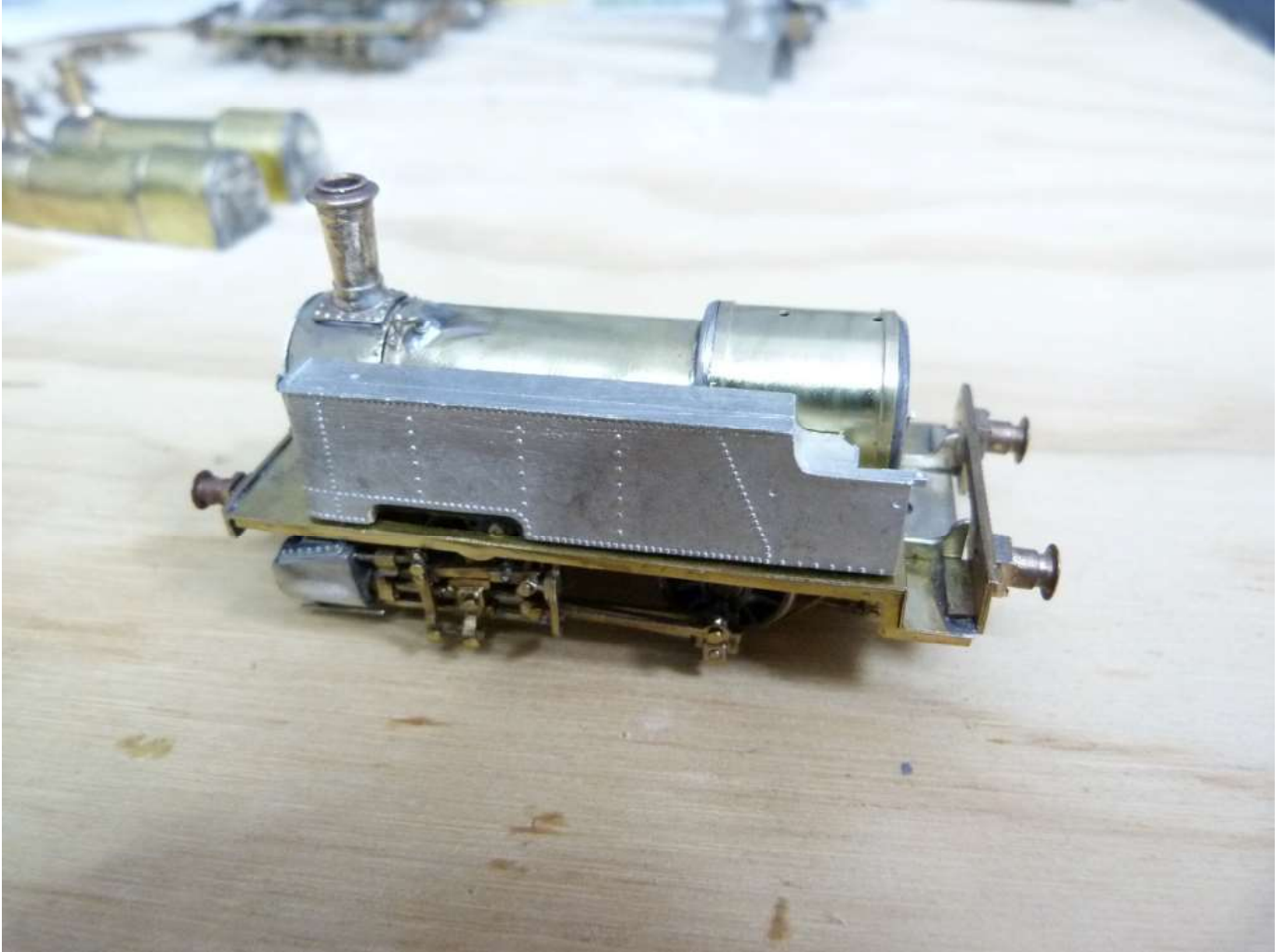
have washed out the work. I was about to rub my eye when I saw this on my finger, see pic... Didn't feel it sticking to my finger either... A couple of times during the day, and always at the end. I wipe down everything with wet wipes. The brass dust goes everywhere, including your lungs... Wear a mask, or don't, I don't care.

January 2024

Continued on page 23

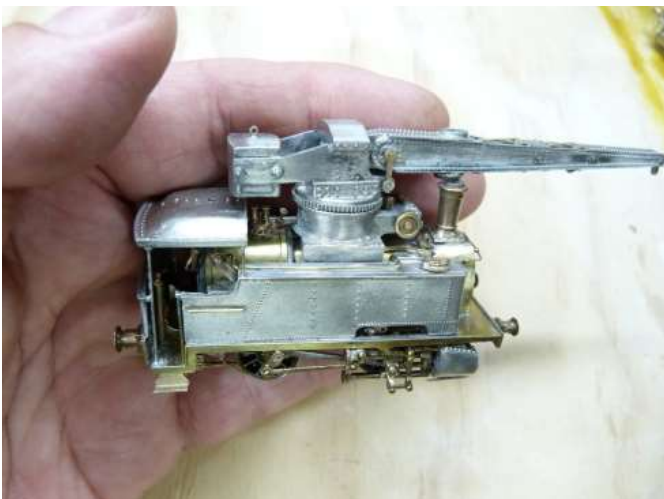
These are now very close to the finish line, it may not look it. A lot of the remaining detail parts are just push in and solder. A couple of piping runs and the cab roof and it's there or thereabouts prior to mounting the various sub assemblies onto the footplate.

Maybe one more post to close out the cranes. As always if you have any questions, you know where to find me by now.



Have fun and thanks for watching. Now stocking AK Interactive, not all of it is on my website yet, getting there...

<https://www.jurgenengel.com/shop/paints>



January 2024

# 24 ZeNkeville II

Jeff Frirz/Gary Sardoni

Thanks to the efforts of Gary Sardoni Z scale locos and rolling stock now have a tidy place to call home. These items will be stored in a set of drawers at the western end of ZeNkeville and Jamestown. Gary has fitted the top draw with a box fitted with dividers to protect each item and make identification easier. **Submitted by Gary Sardoni;** As previously discussed, I was at the clubhouse yesterday and started to get the Z scale storage organised. The drawer full of stuff certainly needed it.

I started to create some criss-cross pigeonholes made from cardboard strips. I got the dimensions worked out OK, but it was all a bit flimsy and I needed some card to glue it all together. I decided to do this at home, but when I got home I then thought it was not such a good idea, as if things are a bit 'out', the while thing might not fit - better to do it in situ, next time I am at the clubhouse.

I asked Ted for assistance in locating and identifying the new loco purchases as I could only find three of the four that we had bought. Ted found the fourth (Budd railcar). Anyway, long short story - Ted and David and I got most things sorted and into their respective boxes; locos and rolling stock. Most things are in the top pink drawer, with items currently in the 'too-hard basket' in the drawer below. The help from Ted and David was much appreciated. I would have struggled with identifying all the unfamiliar items and getting their right boxes on my own.



When I get the pigeonholes organised it will be easy to keep items separate. In the meantime if you are planning on running any gear on the layout, try to keep items separate, to avoid another sorting out job. For most items, what I reckon will work is to store the item in its box, but with the lid off and sitting underneath rather than attached on top. The lids are really hard to get off, so I think that taking them off every time you want to use something and then putting them back on when finished would be a real pain. With the lid permanently off, the item can be easily taken out and then put back directly into its box and then into its pigeonhole when finished. Hope this helps.

January 2024





# MODELLERS CORNER

25

Chris Smith

I enclose photos of my "O" gauge NSWGR layout that is 45 years old now!

All hand made as there was nothing affordable available in those far off days!

Yes "Model O" is available if you win Lotto...?

However most of the fun is in what you build yourself!

If ever you are "stuck" for a photo or two in your Magazine, feel free to



use these examples of an old man's "art" !

Being "O" scale (standard gauge) means as I age I can still see what I am doing!

Cheers

Chris Smith ( LEURA2780\_)



January 2024

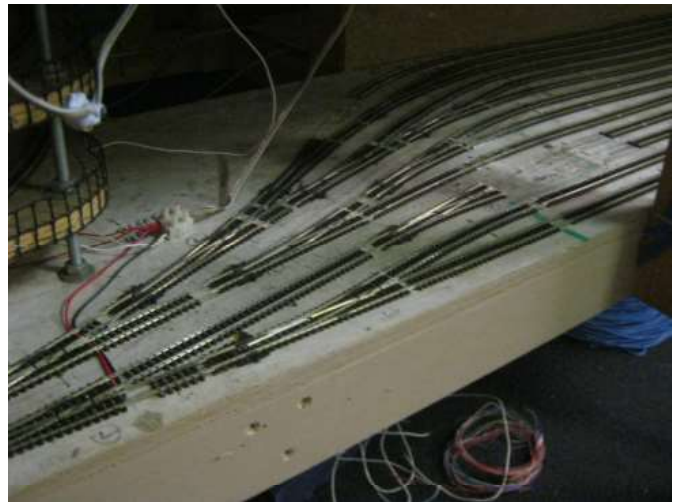
# BYERS JUNCTION RAILROAD

Ted Freeman

David Cook has been assisting greatly on Byers Junction, a protective L shaped aluminium strip has been fitted to the North-east corner of the external backboard, the Mainline turnout into the upper yard has been installed, a new section of track has been installed leading into the upper yard, two tracks are now available for run-through in the lower staging yard, a dead section off the main line to the city terminal has had feeders installed and turnouts into the city yard are being made operational.



Above; Mainline turnout leading to upper yard.  
 Left; Upper yard lead, note Peco soldered rail joiners used (red wire).  
 Below; Mainline and track one now in use on the lower staging yard.



## BAILLIE BOYS SHOWS



David Cook/Ted Freeman; A new ride (Skywheel) has been built and installed, David has it up and running with the installation of timing gear and a higher voltage, the Dodgems are working well now and attention is being given to tidying everything up.

Work is also ongoing to get the Swinging Boats working, there will be several new interchangeable rides incorporated.



# RailMishaps

27

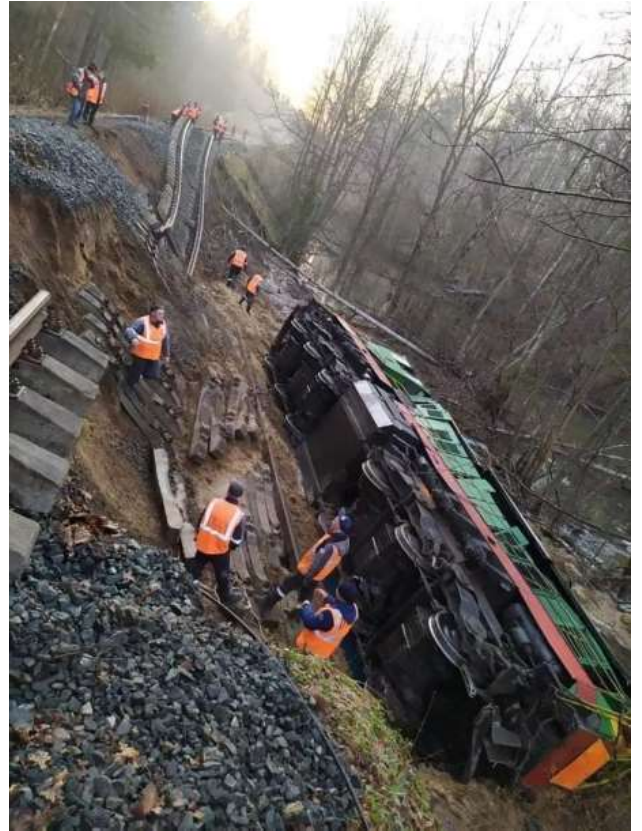
www

Russian locomotive reportedly derailed in the Bryansk region last Friday, when Russian media reported that the engine, which was running with no wagons behind it, fell off the tracks.

The Russian Telegram channel "Insidious Track" reported that subscribers had signalled the incident in the Bryansk region, which allegedly happened in the stretch between Zhukovka and Kletnya. The channel reports that the vehicle was a diesel locomotive registered TChE Bryansk.

The railway the locomotive was reportedly travelling on is the same line used by Moscow to send equipment and ammunition to Russian troops in Ukraine.

"The train was travelling at a speed of 40 km/h when the embankment under the locomotive slid down," writes the channel. "As a result of the gathering, an employee of a service construction organization was injured."



According to "Insidious Track," whose claims were repeated by Russian media Bragazeta, "there were no train delays" following the incident. The cause of the incident is being established, reports Bragazeta.

In images from the incident, the tracks the locomotive was travelling on clearly appear broken and disconnected, but it is unclear if the track was already damaged before the derailment, as some social media users are reporting, or it was damaged after the incident.

The photos have not been independently verified, and Russian authorities have not confirmed the incident.

A damaged railway in the region of Bryansk, close to the border with Ukraine, would be another significant blow to Russia, adding to a reported blaze at an oil depot in the city of Bryansk on April 25.

The city of Bryansk, at the heart of the Bryansk Oblast, is considered a logistics hub for Russia and a strategic location for supporting the military invasion of Ukraine. In the city, a large fire broke out overnight on Monday at a fuel depot owned by Russian state-controlled oil pipeline company Transneft.



January 2024

# 28 Drayton Harbour

Gary Sardoni

Adding scenery to create the diorama at the northern end of Drayton St. Edward's station is almost complete.

The next scene along, an industrial scene, is under development. The back scene closest to the tracks has the facades of industrial buildings in place and I am working on further reduced size building and other facades to sit behind what's already there to force the perspective and create an impression of depth. There will be some trial and error to get this looking right.

In the foreground, some already built Scalescenes industrial buildings have been placed, along with some plastic kit buildings. Some freebie industrial looking buildings are under construction to fill the scene.

A recent donation of new 'stuff' has yielded quite a few new "OO" people and 7 Oxford diecast vehicles which will come in handy.

# Jamestown

Gary Sardoni

The Zimo decoder (on back order from Buckambool Models) has arrived and has been fitted to the streamlined LMS Duchess. This decoder replaces the original TCS decoder which blew up. The melted part of the boiler body had previously been repaired, so the loco is now back in service.

The package of incidentals from Hattons has arrived. From this package, the Duchess, J94 (and also



the new 'Manor' on Drayton Harbour) have all been fitted with crew. Fitting the passenger coaches with metal wheels and Kadees is taking place.

A brand new 4 wheel tanker wagon was discovered in a recent donation. It has been fitted with Kadees and is in service.

January 2024



# FULL FRONTAL <sup>29</sup>

www



*January 2024*

*Continued on page 30*

The 45 class were built by Alco's Australian licensee AE Goodwin, and are based on the Alco DL-541 model. They initially entered service on the Main Southern line but later operated on all main lines. One was destroyed in a collision in May 1972.

From June 1984, the Australian Federated Union of Locomotive Enginemen placed a ban on the class as leading locomotives, meaning they could only be used as second locomotives, although they were able to be used on Sydney metropolitan trip and Liverpool Range banking duties.

Six were fitted with upgraded cabs and modified bogies at Cardiff Workshops in 1989 and reclassified as class 451s and later class 35s, allowing them again to be used as lead locomotives, although they spent most of their time being used as Liverpool Range bankers and Yeerongpilly, Brisbane shunters. Following a poor wheat crop, the Class 45s were placed in store at Junee Locomotive Depot in December 1991. A locomotive shortage saw most return to service from March 1993. They remained in service until replaced by FreightCorp by Class 82s in 1994/95.

Thirty-two were auctioned in December 1994 with most being sold for scrap. One was retained by the State Rail Authority as a designated heritage locomotive while four were transferred to Rail Services Australia before being sold to Great Northern Rail Services in 2000. One remains in service with Greentrains.

**3532 sold to Great Northern Rail Services 2000 (unused), then to Silverton Rail entering service in June 2002 as 45s1, sold to Greentrains, remained in service in December 2013. Sold to Southern Shorthaul Railroad April 2016 Renumbered 4532 as of August 2019**

**Configuration:** Co-Co

Gauge 4 ft 8 1/2 in (1,435 mm) standard gauge

Wheel diameter 40 in (1,016 mm)

**Length over coupler pulling faces:**

58 ft 8 in (17.88 m)

Width 9 ft 8 1/2 in (2.96 m) - Height 13 ft 11 in (4.24 m)

Axle load 18 long tons 8 cwt (41,200 lb or 18.7 t)

Loco weight 110 long tons 10 cwt (247,500 lb or 112.3 t)

Fuel type Diesel - Fuel capacity 1,200 imp gal, (5,500 L; 1,400 US gal)

Prime mover Alco 12-251C - RPM range 400-1000

Engine type Four-stroke, V12 diesel - Aspiration Turbocharger

Generator Associated Electrical Industries 5301 Traction motors Associated

Electrical Industries 165 or General Electric 752

Cylinders 12 - Cylinder size 9 in × 10.5 in (229 mm × 267 mm)

**Performance figures;** Maximum speed 75 mph (120 km/h)

Power output Gross: 1,950 hp (1,450 kW),

For traction: 1,800 hp (1,340 kW)

**Tractive effort Continuous:** 68,000 lbf (302.48 kN) at 7.4 mph (11.9 km/h)

Numbers 4501-4540 – First run 5 June 1962

Preserved 4501, 4502, 4520, 4521, 4528



Photo; Ian Green



# OOPS!

31

WWW



January 2024



# J.A. Voermans

Peter Duitsh

A small shop in Rotterdam , like a kid in a candy store

This was a shop in Rotterdam I visited in late 2022

The shop was about the size of a small single garage.

This guy had a lot of gear and naturally I went shopping LOL

Not Much more to say about it.

The location is J.A. Voermans,  
Ganzerikplein 2-A, 3053 EA  
Rotterdam, Netherlands



<https://maps.app.goo.gl/u9SY8fqGnNfEywsk8>.

Train to Rotterdam, then the tram 125 to his location. Walk a bit and you're there







# 34 *Service an N Scale Locomotive*

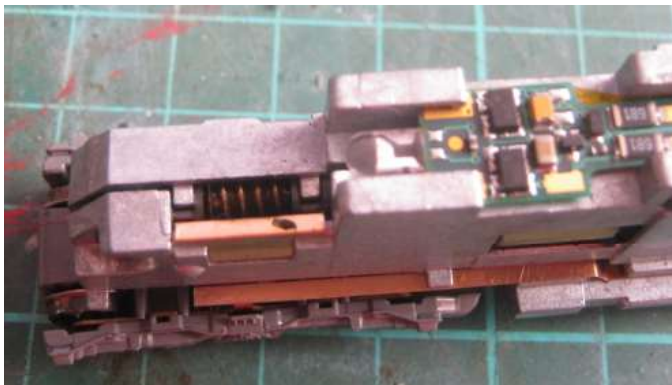
Ted Freeman

Servicing model locomotives is something a lot of us neglect, but like any fine machinery it is essential if you want a good life of perfect running from your equipment.

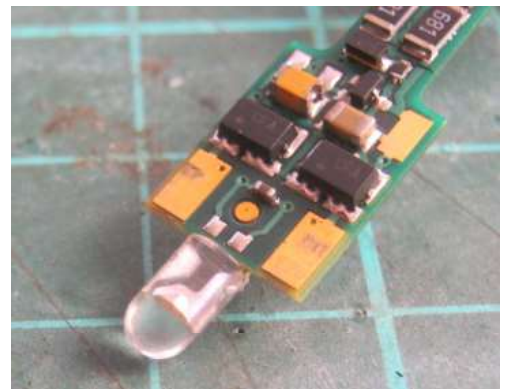
The loco being looked at here is a KATO GE ES44AC "GEVO", a real mouthful for a description, this locomotive is quite a few years old and has considerable running time under its belt, it follows today's general configuration of a split chassis and is fitted with a TCSK1D4 DCC Decoder.

The first thing is of course removing the body, as in most of today's locos the body is a slide on fit, therefore it will slide off with a bit of gentle persuasion and leave you with this bare frame.

Here is a closeup of the front, note the position of the pick up strips and you can see the dirt on the gear. Loosen the two screws holding the chassis halves together and remove the bogies, slide the decoder back carefully and lift it out of the chassis, note the dirt on the contacts where the decoder seats in the chassis.



Note the dirt on the gear. Loosen the two screws holding the chassis halves together and remove the bogies, slide the decoder back carefully and lift it out of the chassis, note the dirt on the contacts where the decoder seats in the chassis.



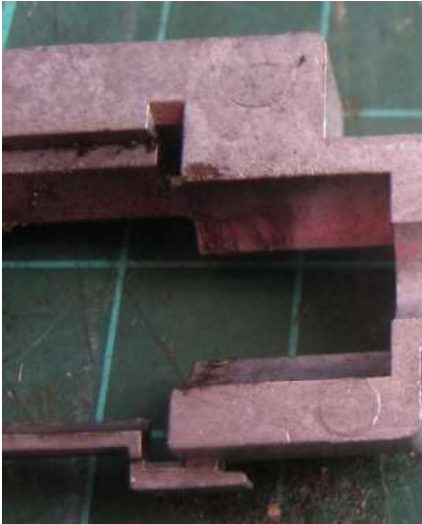
Here are the bogies, note the dirty wheels, one pick up strip and the two plastic nuts, be careful not to lose any small parts.



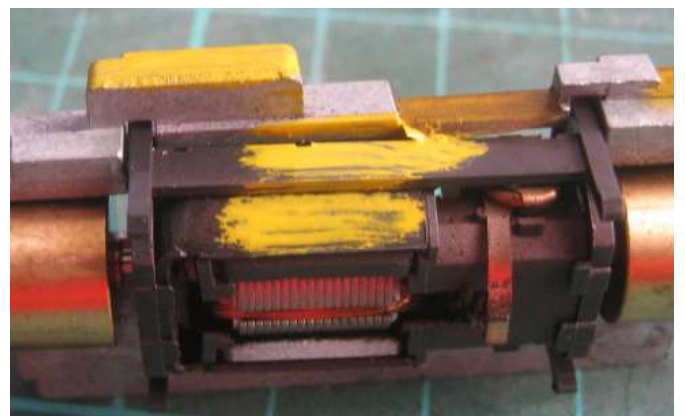
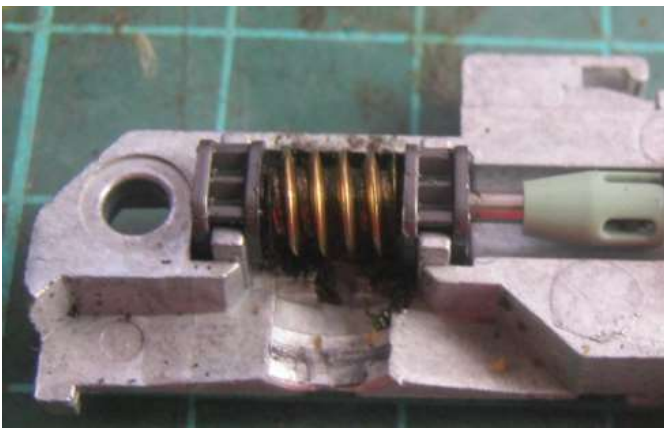
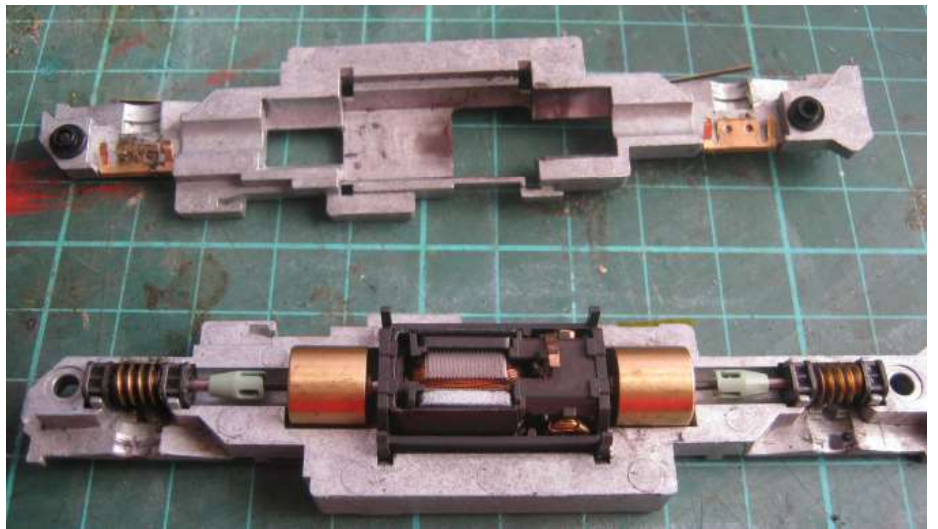
Note the insulating bush, there is one at each end of the chassis, don't lose them or forget to install them, take a look at the rubbish that has built up from the gears.



Look at the dirt build up in the motor area. The two chassis halves, the motor, motor cradle and gear assemblies get reassembled in the half without the spring saddles in the gear towers.



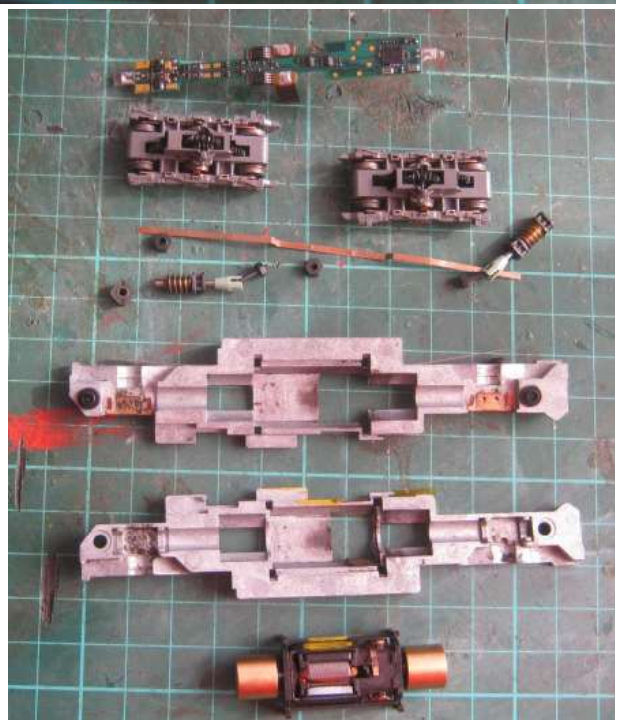
Another shot of the crud build up, note the orientation of the bearing caps with the ridges facing up.



Before removing the motor and cradle mark them and the chassis half with coloured paint so you get them back together in the correct orientation.

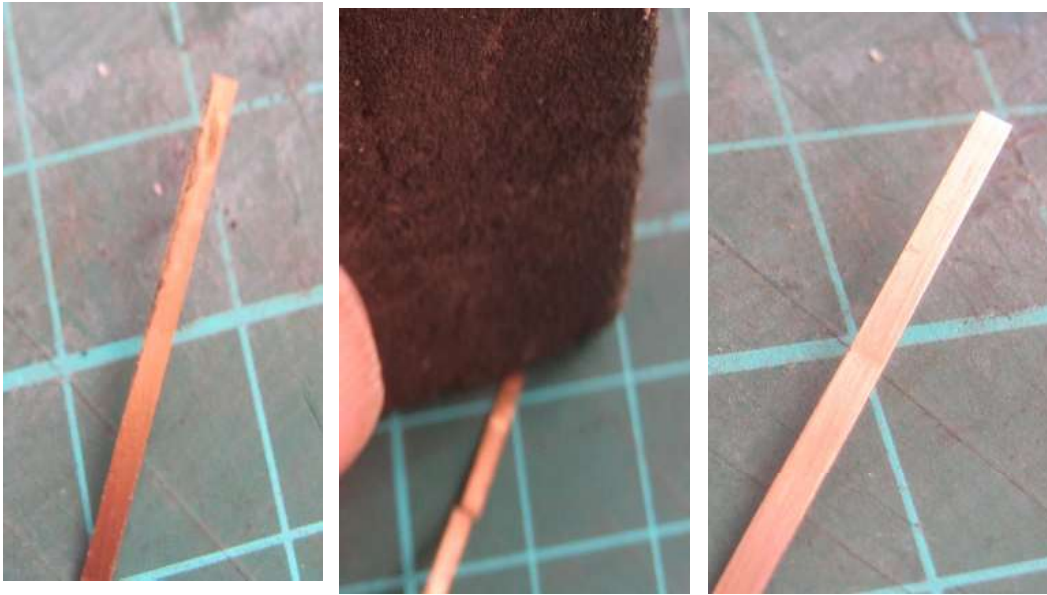
Here's the locomote chassis broken down showing all the parts, now its time to start cleaning, I clean the bogies, gears and bushes and motor in an ultrasonic cleaner with household cleaner, put the small parts in a fine wire mesh tea strainer, I usually run the cleaner for sixteen minutes.

Your probably thinking - MOTOR? As these are an open frame motor I have never had any problems, spraying with contact cleaner after then light lubrication of the bearings.



### 36 *Continued from page 35*

The contact strips need cleaning, use a track rubber carefully rubbing the strip away from the centre, be gentle.



Here are all the parts cleaned up ready for reassembly, putting it back together is the reverse of disassembly with extra care to not force anything, remember the bearing cap orientation, put them back that way, make sure the pick up strips are properly located as previously shown, a drop of oil on the motor bearings, drive gears and bearings and bogie gears, don't get carried away.

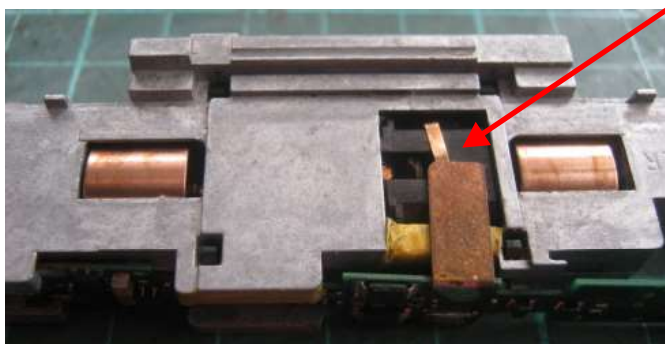


**Isolating tape**




It is necessary to isolate the motor contacts by applying tape (Kapton is good) in my case I only had masking tape, apply as shown.

**Contact Strip**



When you install the decoder make sure and be careful with it with no undue pressure but make sure it seats under the chassis openings where the contacts are, also make sure the motor contact strips are located under the decoder tabs as shown.





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Accidents Breakdowns**



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**stebud1@hotmail.com**

# 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)



*January 2024*

# 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 - [secretarymrc@gmail.com](mailto:secretarymrc@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\****

## February

**Saturday 3rd - \*No access to Club due to Vintage Auto Club Swap Meet\***

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

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

**Saturday 17th - Committee Meeting - 1:30pm All members welcome**

## 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.**

**Thursday 21st - Bunnings West Easter Family Night, we will be displaying a couple of layouts at this event, transport and member assistance will be required.**

## April

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

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

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

**Friday 18th to 20th - Toowoomba Heritage Royal Show, we will be opening the club during the Royal Show, member assistance has been called for by email.**

***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).***

**January 2024**



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/>



© Bill Blamin Collection

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