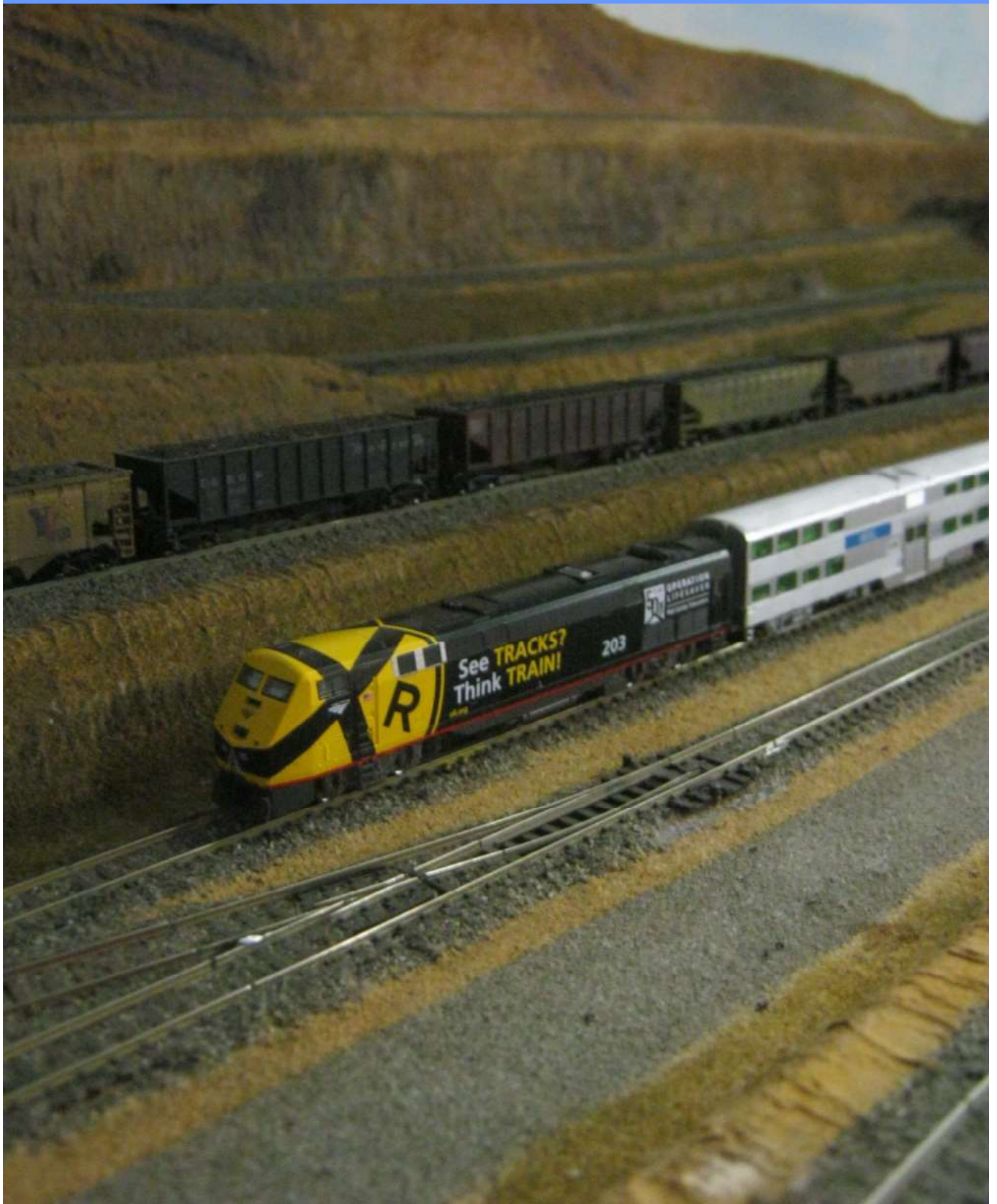




Produced by Enthusiasts
for Enthusiasts

TRAIN TALK

February 2024 Volume 35 No 8 Issue 392
A 100% NMRA Affiliated Club





A 100% NMRA Affiliated Club

'Train Talk' Volume 35 No (issue 392)
February 2024
ABN 32 998 681 418

Email; secretarytmrc@gmail.com
Facebook; Toowoomba Model Railway Club
Phone: 07 4638 0397

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.
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Toowoomba Model Railway Club Inc.
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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.
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Committee	Charles Clarke
	David Cook
	Lionel Kearney
	Gary Sardoni

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COVER: KATO P42 Loco Amtrak 203 Operation Life Saver waits to perform its next tour of duty on the clubs N Scale Byers Junction railroad, a loaded coal train rumbles past in the background powered by an out of sight Bachmann B & O EM-1 2-8-8-4.

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February 2024

4 President's Report February 2024

Dave Lewis

Another month has flown by.

The Committee has been reviewing our insurance needs, needless to say we have been scratching our heads over the different policies involved, and the wording therein.

The Committee also trialed a new venue for committee meetings, The Loft at Fitzzy's, Tuesday night was very busy with the Trivia Night Downstairs, and very limited parking. We are now going to try Monday night at a later time of 7:00pm. The room is free to not-for-profit organisations for the first two hours, it was very quiet and nicely appointed.

I have been looking at the Switch in Time layout, and have fixed up some dry solder joints and now have all of the coloured LEDs working. A capacitor had come unsoldered on the board that drives the turnouts, this was repaired and the turnouts are working well.



Looking forward to seeing you at the next running day.

Best regards.

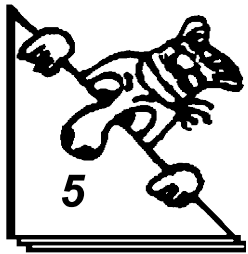
Dave.

◀ Submitted by
Christine Lewis.

February 2024



TEDITORIAL



Logan District Model Railway Club have the following event coming up, unfortunately no flier supplied but all the information is here.

1 week to go to our show. All Aboard for a great morning out for kids and families! Sunday 3RD March 2024 - 9am till 1pm. Join Logan District Model Railway Club for a morning of great model railroading for families and enthusiasts. Bring the Kids for an exciting day out to see model trains in action. See and hear the trains in action with miniature trains operating their way through our HO and N scale layouts. Table sales of model trains and accessories available for purchase. (Cash Sales) (EFTPOS On site - Cash preferred.) Free Parking on site. Tea, Coffee, Soft Drinks and Sausage Sizzle are available. Address: 76 Springlands Drive, Slacks Creek. Show is open from 9am till 1pm \$5 Adults—Kids Free under 12 years. Buyers - Snap up a bargain from our table sales of new and preloved items. Locomotive testing is available for HO and N scale DC and DCC Operation".

We have had some new members come on board recently, welcome and we trust you will enjoy what the club has to offer, don't hesitate to ask any questions.

Name	Locality	Scale	Prototype
Darryl Coombs	Warwick	OO/HO	Not given
Charles Emerson	Millmerran	OO	British
Robert Sheehy	Greenmount	HO	Not given
Philip Cook	Toowoomba	N	Canada, USA, Japan, Aust

Also two Family associate members, Christine Lewis and Kaylee Canning.

The result of the Letters to the Teditor was quite amazing with seven letters coming in, the first winner of a \$5.00 Decal credit is Stirling Whaley, the winner was drawn at random from the names in a container, I do hope that we get more Letters to the Teditor it helps in letting me know what is being done right or wrong.



It was interesting to note the correction given for the Munroe Bros Story, it should apparently have been Munro - no e!



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

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February 2024

UK HOLIDAY: SETTLE AND CARLISLE RAILWAY 7

By Gary Sardoni

After spending time in South Devon, exploring the Dawlish Sea Wall, the South Devon Railway and the Dartmouth Steam Railway, I made my way northward. My next railway-related visit was to the Settle and Carlisle Railway, in the Yorkshire Dales. The railway is not a separate entity, as it is part of a mainline from England to Scotland.



The "Settle and Carlisle" as such is 117km long and was built by the Midland Railway and opened in 1875. To get access to Scotland, the Midland needed running rights over the rails of competitor railways, who made things very difficult for the Midland, so they decided to build their own line.

The journey along the line is very scenic and the highest parts travel through open moorland which is particularly scenic in its bleakness. The most famous feature along the line is the Ribbleshead Viaduct. In the early 1980's, structural issues with the viaduct were used as one of the arguments for closing the line. Fortunately the UK transport minister at the time lobbied successfully for it to stay open.



2 Settle Signal Box



3 Settle Water Tower

4 Settle Station Seat



The minister was Michael Portillo, these days a well-known media presenter of railway journeys in the UK and worldwide. He maintains that preventing the axing of the line was the greatest achievement of his political career as the journey along the line is widely regarded as one of the most scenic railway journeys in the world.

The viaduct has been successfully repaired, but only carries a single track, as opposed to the original double track. Structural issues with the viaduct go back a long way, and it was found that some corners were cut in its construction, in order to get the job done and the railway open for business. The main problem was poor waterproofing along the top, which allowed water to penetrate the structure and gradually cause damage.

For my visit here, I stayed in the town of Settle (population approximately 3000) and explored the area for a few days, including the railway. Settle caters well for tourists with an interest in the railway. The station has a nostalgic ambience with the station buildings well preserved and redundant structures still in place. The signal box is no longer in use but is maintained and at selected times, is open to the public, where volunteer railway enthusiasts demonstrate how a signal box is operated. The nearby water tower has been converted into a private residence, which featured in a UK tv program about building renovations and restorations.

10 *Continued from page 9*

On one day I drove to Ribblehead (20-25 minutes from Settle) and explored the viaduct, station, station master's house (now available to rent for holidays) and soaked up the ambience. Although I had not visited Settle previously, this was my third visit to Ribblehead itself and the 'awesome' feel has not diminished. There's something about it that to me is unique. Included in my visit was a walk to nearby Blea Moor Signal Box, which is the most remote signal box in the UK and still operational (24 hours a day) as far as I can ascertain. The shabby external appearance and scaffolding would suggest that it is due for some external repair work. Apparently the signalmen have to park their car at the base of the viaduct and walk about 1.5km to the signal box.

Next day I took a train journey from Settle through Ribblehead across the highest part of the line and then partway down the other side to Appleby in Westmorland, a town of similar size to Settle, located in the picturesque Eden Valley. I relaxed and enjoyed the scenery along the way. I decided not to go all the way to Carlisle as I had visited it twice previously, and a shorter journey gave me more time to explore somewhere new.

Cheers,
Gary





6 Ribblehead Station Master's House



7 Ribblehead Viaduct and Walkers



8 Train Crossing Ribblehead Viaduct



9 Blea Moor Signal Box

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14 BUILDING "OO" WAGON KITS

by Gary Sardoni

The story started some time ago with President Dave Lewis's changing interest from "OO" scale Great Western Railway to "N" scale. Dave has donated various "OO" GWR items that he no longer requires. I recently discovered a couple unbuilt "Ratio" GWR wagon kits and decided to build them to add to the club's roster of wagons which could be run on either "Jamestown" or "Drayton Harbour".



The general history of kits such as these is quite

interesting. As I understand it, they were developed in the 1960s, 70s and 80s and were generally quite accurate representations of actual prototypes, and were presumably favoured by modellers keen to have accurate models of rolling stock in their fleets. Ready-to-run wagons at the time (and still to a significant extent



nowadays) are generic in design and aren't particularly accurate in their fine detail. For many modellers, this was/is not a problem as the overall ambience created by their trains and layouts was their goal, so why spend considerable time building wagons from kits when something similar could be purchased ready to run?

Over time, the accuracy of ready-to-run wagons steadily improved and kit building tended to fall out of favour. The production of these kits was essentially a cottage industry, which went into decline. The ageing and retirement of the craftsman

producing these kits also contributed to the decline. However, in more recent times, these kits have become more popular again. For many, the moulds have been purchased by larger companies and put back into production. Also, in their early days, the kits required wheels and transfers to be purchased separately, whereas today many kits come with these items included.



The significant price increases for new model train paraphernalia over the last few years has probably contributed significantly to the revival of kit building. The very latest new release ready-to-run wagons are very accurate representations of the prototypes, but this accuracy comes at a cost, typically around 30 pounds (\$60 Aus) for a four-wheeled wagon and less accurate 'generic' types cost up to 25 pounds each. In comparison, a similar kit will cost somewhere in the range of 10-15 pounds and if put together with care, will be almost as good as the latest newly tooled models, although there is a time investment involved, which not everybody has at their disposal. Also, with kit building, a modeller can build a large fleet of wagons of one type with individual running numbers. Ready-to-run types typically have three running numbers at most of one particular livery.

To the specifics of the kits themselves. They come from the time when transfers were not included. Wheels were provided, but were plastic only. The mink "A" van is still in production, but I could find no evidence of the current availability of the tube wagon. Building them was quite straightforward, but, as with all kitbuilds it was essential to ensure that the axles were parallel (otherwise all four wheels wouldn't sit on the rails) and at right angles to the chassis sides. The only unexpected issue was the axlebox spacing on the tube wagon, which was too wide to accept wheels on standard 26mm axles. The axleboxes required shims to be fitted to the inside of the frames to close the gap. The club already had some Hornby metal wheels available, I had some grey acrylic paint and left-over GWR transfers from previous kit builds, which allowed for (not quite prototypical) decoration of both wagons in GWR style. A nit-picking parochial GWR modeller might be apalled, but most people wouldn't know the difference.

Pieces of left over styrene were glued to the underside ends of each wagon and Kadee No. 5 couplers were attached to give the correct coupler height (I have done this before and have a good idea of what's needed to get this right. I also own a height gauge.) The van was built with a removable roof. The 'piece of wood' method is what I use for this, shaped to fit the inside of the roof, glued to it with contact bond (not too much or the plastic will distort) and then screwed through the wagon floor. Having a removable roof is not essential, but is useful if something inside comes loose or if you want to add or remove weight. I



4 Mink "A" Wagon Internals

I used kitchen scales to add sufficient lead shot to get the weight in my preferred range (45-50 grams for a short wheelbase 4 wheeled wagon). The lead shot is glued in using pva. For the (longer) tube wagon, a load of tubes was made from drinking straws cut to length, filled with sufficient lead shot (glued in at the ends with pva) to give a weight of around 60 grams for the wagon plus load. The tubes were then painted with metallic acrylic paint and finally glued in with contact bond. The attached images show the completed wagons as well as the inside of the mink "A" wagon built

and weighted the 'Gary' way. It works for me. I reiterate previous statements I have made about my modelling skills. I consider myself to be an 'average' modeller only, so if I can produce a satisfactory result, you probably can as well or perhaps better.



5 Pipe Wagon With Load

Cheers,
Gary



0 Gauge House Models ¹⁷

Photos courtesy Ron Fox



0 Gauge House
NSWGR Class 38 4-6-
2 tender loco
(streamlined)
Image credit Ron Fox,
from his personal
collection, with thanks

0 Gauge House
NSWGR Class 30
4-6-4 tank loco
Image credit Ron
Fox, from his
personal
collection, with
thanks



0 Gauge House
NSWGR Class 40
diesel loco, based on
the ALCO RSC-3
Image credit Ron
Fox, from his
personal collection,
with thanks



0 Gauge House 1950s metal Sydney Suburban 'Red Rattler' four car set



**0 Gauge House bogie van, MRC livery
Image credit Ron Fox, from his personal collection, with thanks**

**0 Gauge House bogie tank wagon, Ampol livery (the original Shell livery was replaced by Ron Fox)
Image credit Ron Fox, from his personal collection, with thanks**



0 Gauge House G class bogie open wagon



**0 Gauge House 4 wheeled K wagon
Image credit Ron Fox, from his personal collection, with thanks**



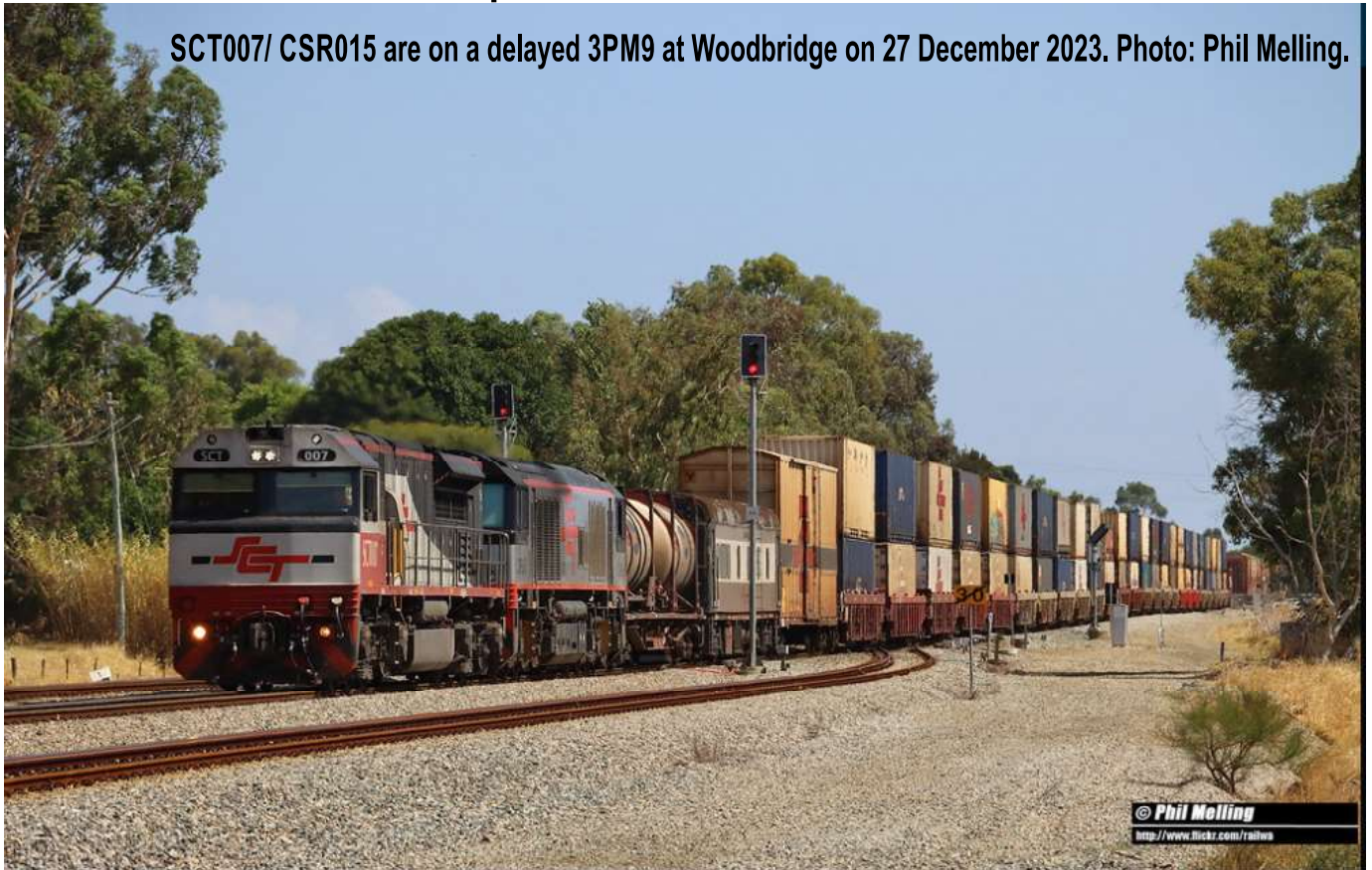
**0 Gauge House NSWGR LHG 8 wheeled guards/luggage van
Image credit Ron Fox, from his personal collection, with thanks**



20 RAILWAY PICS

All photos Western Australia

SCT007/ CSR015 are on a delayed 3PM9 at Woodbridge on 27 December 2023. Photo: Phil Melling.



Dc2206 on 5061 empty grain train passing Kewdale on 21 December 2006. Photo: Jim Bisdee.





CLF3 and an AN heading light engines to Kewdale at the south end of Forrestfield. Photo: Jim Bisdee.

3801 is running around its trial train after repairs in Leighton yard on 15 May 1988. Photo: Phil Melling.



Colorado

Jurgen Engel

Not an exact reproduction, this HOn3 layout I tried to capture the feel around Dolores/Rico/Telluride in CO.

Was a lot of fun, the layout long gone. I see Colorado very differently today. Not so much mining and vertical cliff walls and other whimsy, more the treeless 10,000 ft elevation, and great distances.





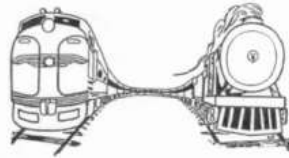
24 MODELLERS CORNER

Jurgen Engel

Luffing Cranes at work



February 2024



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Saturday March 30 & Sunday March 31

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Email bendigomodelrailroaders@gmail.com

Facebook: [The Official Bendigo Model Railroaders group](#)

February 2024

RailMishaps

www

Video- The moment of impact.

A CSX train heading north struck a vehicle and trailer at a railroad crossing in Ringgold, Georgia, this week.

The collision happened after a semitruck carrying an excavator got stuck heading east through the High Street railroad crossing in Ringgold. The truck was carrying the excavator on a special



trailer designed for heavy equipment called a low boy.

The driver was able to get away from the collision, a video of the incident shows, and the train engineer was transported to Hamilton Medical Center with minor injuries, according to Lt. Michael Burns, the public information director for Georgia State Patrol.

State troopers reported to the scene at 4:16 p.m. Monday afternoon, and a crash report was not available as of Tuesday afternoon, Burns said in an email. He did not respond to a follow-up request Wednesday. No other injuries were reported.

Pless said there were no leaks or releases from the train's load, and the road was reopened later that evening after debris was cleaned up.

Kaytlin Pepper Delgadillo captured video of the incident from her vehicle as she waited at a stop sign on State Spur 151 roughly parallel with the railroad tracks. The Cleveland, Tennessee, resident said in a phone interview she drives through the High Street railroad crossing daily.

On the railroad crossing to her right, the semitruck had just gotten stuck and was spinning its tires trying to gain traction when the railroad crossing arms started coming down, she said. Several people asked her how long the truck was stuck before the train arrived, and she said it was only a few seconds.

"I think it was the perfect storm -- it happened in less than a minute," Delgadillo said.



FULL FRONTAL ²⁷

www



February 2024

Continued on page 28

4464 Bittern is a London and North Eastern Railway (LNER) Class A4 steam locomotive. Built for the LNER and completed on 18 December 1937 at Doncaster Works as works number 1866, it received number 4464. After that it was renumbered 19 on 16 August 1946 under the LNER 1946 renumbering scheme, and finally 60019 by British Railways on 10 October 1948, after nationalisation. Of the 35 strong class, it is one of six to survive into preservation but it is one of only two currently scheduled to be certified for mainline use.

In preservation, the locomotive has also worn the identities of a number of its scrapped classmates, including the first of the A4 class 2509 Silver Link and most recently as 4492 Dominion of New Zealand.



Type and origin

Power type	Steam
Builder	Doncaster Works
Serial number	1866
Build date	18 December 1937

Configuration:

• Whyte	4-6-2
• UIC	2'C1h3
Gauge	4 ft 8+1/2 in (1,435 mm) standard gauge
Leading dia.	3 ft 2 in (0.965 m)
Driver dia.	6 ft 8 in (2.032 m)
Trailing dia.	3 ft 8 in (1.118 m)
Boiler pressure	250 psi (1.72 MPa)
Cylinders	Three
Cylinder size	18.5 in × 26 in (470 mm × 660 mm)
Loco brake	Steam
Train brakes	LNER/BR: Vacuum
Current:	Dual air and Vacuum

Performance figures

Tractive effort	35,455 lbf (157.7 kN)
-----------------	-----------------------

Career

Operators	LNER, British Railways
Class	A4
Number in class	24 of 35
Numbers	LNER 4464 - BR 60019
Official name	Bittern
Withdrawn	3 September 1966
Restored	2007
Current owner	Jeremy Hosking
Disposition	Static display, awaiting overhaul
Official Website	- Bittern on Icons Of Steam



OOPS!

www

Part one of three
Tehachapi Loop



**Part two of three
Tehachapi Loop**





Wyandra Station

Arthur Hayes

This week the station painters were at Wyandra.

Before all you Station Masters climb on your high horse with the staff in the office, they are not your porters. The shunt has just finished and the crew is having a meal waiting for the railmotor to arrive.

You will notice the Big Ben is near the ticket cabinet wall, time to do the book up.

Next week we hope the electricians will be in town to hook up the lights.





34 *Letters to the Jeditor.*

Yes, all good have a few health problems expected for someone my age. Yes I get Train talk ok ... thank you very much. A correction in Chris's article ...page19 he got the dates wrong. O Gauge House was started by Fred Steward in 1937 and finished in 1958 not long after Fred died. I have sent you photos of some O gauge (On3.5) QR locos I built Chris mentioned on page 16. 1, The QR Garratt leaving Yarraman station.... 2, AC16 on the coal loader on my Willow layout..... 3, Engine shed on Willow with locos getting ready for the day's work.... 4, BB181/4 Also leaving Yarraman.... 5, O gauge PB15 built for Willow around 2003. Ron Fox.



Letters to the Jeditor.

Hi Ted...thanks again for the latest issue of 'Train talk'. I enjoy receiving / reading same as there is a good 'mix' of articles including the regulars (updates from the club).....the highlight this time was the Munroe story as it hit a cord with my fascination for the 'Manning River Branch' at Chatham / Taree which served 2 large dairy factories, 3 fuel depots and 2 other small businesses. In its heyday it could account for a train of up to 12 freight vehicles and a am and pm service.....regards Stirling Whaley

Mr. Teditor,

Thanks so much for sending the Train Talk Newsletter to me.

I really enjoy seeing the accomplishments of your Club and the modelling of your members. I will have an update in a month or so about progress on my BN Road layout, I have been busy since last update. Health, Wealth & Train Modelling Fun in '24, Take Care, Dave Comina, BN Road, Milwaukee, WI USA

Gi Ted.

Good reading with some new items.....hope the "oldies" got a kick out of my homemade "stuff".....guess it's good for a "remines" ? Glad such models are still of interest....Queensland "O" gauge would be a nice change. Ron Fox built a Queensland Railway called "Willow".....could have lots of interest for a read" ?

Regards, Chris Smith

Thanks once again for the latest Train Talk Ted. Enjoyed it as usual. One small mistake in Chris Smith's article. OGH never produced a 40 class. Pop Steward was misinformed by Alco USA who sent him plans for a PA and PB when it was a modified RSC3 that was to become the 40 class. One wonders if any of those PA/PB castings made it to 3-rail layouts stateside? Also as best I know the Zig Zag has been up and running since September 2023, with adverts for 2024 ticket prices and bookings online. Regards, Bob Comerford

Ted, Rod Travis from Boonah here and member of Action MTC at Woodhill near Jimboomba. I am on your direct list and I also get a copy through Logan District MTC thanks to Peter Woodhead. Mankind generally has more value, and then expresses it, for things like Train Talk when we don't have it any more. I always enjoy reading the whole 40 pages and have done so for many years, the depth of field in presenting your members and their inputs is a consummated skill, keep it going. Rod Travis, Boonah. PS must get up there sometime, have covid at present -YUK - not much fun

Letters to the Teditor.

Hi Ted

You asked for feedback on TT.

There are lots of aspects about it I enjoy. We are a small group here in Townsville so it is great to see the progress you in a larger club can make with large layouts and the progress reports are very informative. I also enjoy articles like the one in the last edition about the Munro (correct spelling I believe) Tramway at Ravensbourne. I have seen the Shay on display and the article filled in a few gaps in the story I had previously read about the saw mill operation. I also enjoy the photos that are sent in of railways and related matters.

Keep up the good work.

I have started to use the decals you supplied and they are great, see the photo of the class 37 which is now finished.

Thanks and regards.

Eion Wheeler

Townsville NQ



Don't forget, each month there will be a Letters to the Teditor winner of a \$5.00 Decal Credit (\$10.00 if you are a Toowoomba Model Railway Club Inc. Club member). This months winner Stirling Whaley - congratulations.

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February 2024



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Look at eBay under - QR's Decal Set and See other items
Or contact me at teditor@bigpond.com



February 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 - 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****

March

Saturday 2nd - Running Day from 2pm

Wednesday 6th - ***No access to clubhouse***

Saturday 9th - ***No access to clubhouse***

Monday 11th - Committee Meeting at Fitzzy's Margaret Street 7pm start - 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

Committee Meeting To Be Advised

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.

May

Wednesday 1st - Running Day from 2pm

Saturday 4th - Running Day from 2pm

Saturday 4th/Sunday 5th - Brisbane Model Train Show

Committee Meeting To Be Advised

Friday 17th - 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 WAS 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).

February 2024



Explore

NOTE: - Dimensions ascertained by photogrammetry
exact accuracy not guaranteed

Queensland's Narrower Gauges

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

Scale 3/4 inch = 1 foot

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

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



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

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

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



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February 2024

