



Produced by Enthusiasts  
for Enthusiasts

# TRAIN TALK

March 2024 Volume 35 No 9 Issue 393  
A 100% NMRA Affiliated Club





A 100% NMRA Affiliated Club

'Train Talk' Volume 35 No 9 (issue 393)  
March 2024  
ABN 32 998 681 418

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

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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. Send to email; [secretarytmrc@gmail.com](mailto:secretarytmrc@gmail.com)  
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**COVER:** Bryan Hardy's O Gauge New South Wales Government Railways 30 Class 4-6-4 Tank Loco on Bryan's layout, classic old era modelling that is seldom seen these days but does actually have a solid following. Photo; Bryan Hardy

**March 2024**

You asked and yet again, we've delivered!

Wuiske Models is proud to announce the release of a new LIMITED EDITION run of our ever popular KSA Cattle Wagons... BUT LOADED!

That's right, we've packed 16 head of pre-production steaks into your favourite cattle wagons. They're exactly the same price as buying the unloaded wagons and the loads... Except, we've done ALL the painting, assembly, installation and work for you.

And of course, they're MADE IN QUEENSLAND!

Wuiske Models is proud to announce the release of our KSA cattle wagon rerun.

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As with all of our recent releases, these wagons are 100% made right here in Queensland, by Queensland Modellers, for Queensland Modellers.

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*March 2024*



# 4 President's Report March 2024

Dave Lewis

Another fast month.

Members have been working on all of the layouts to have them looking and working at their best for the Show.

We took the Baillie's Circus to Bunnings for their Easter Show. Greg McKendry brought his Lolly Train along this was a great draw card for the little ones. A big thank-you to Greg and the club members who attended. We handed out several old duplicate magazines during the evening.



At the last Committee Meeting it was decided to move the library from its present location by the roller door. We are now in the process of relocating it down to the back of the club next to the large storage racks. This will mean that the library is not covered in dust, leaves and other debris blown in through the roller door. As part of this project the Storage racks are being panelled with plywood this will stop items from falling into the library and tidy

up the appearance of the storage racks. The final part of the project will be moving the sales tables to where the library once was. Thank-you to all those who are helping with this move.

Looking forward to seeing you at the next running day.

Best regards

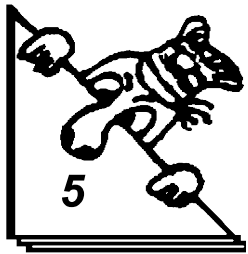
*Dave.*



March 2024



# TEDITORIAL



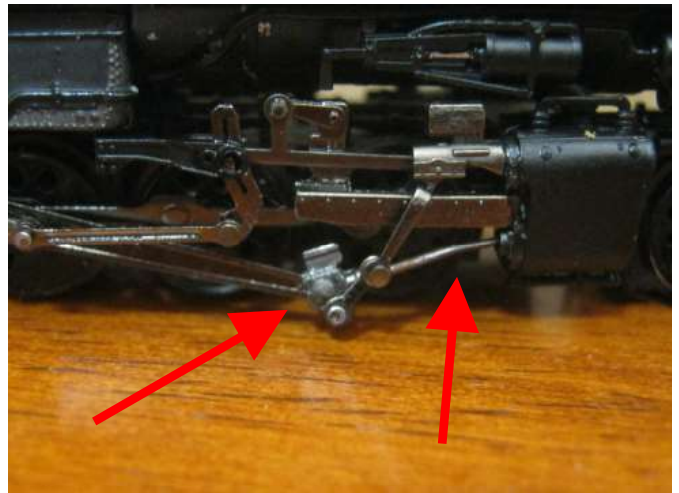
It may seem at times that I am promoting my decals with a lot of the photos and comments but the fact is that I supply a lot of modellers with decals and they are keen to show their models off which gives me a constant flow of material for Train Talk.

It has become obvious by the Letters To The Teditor that the O Gauge brigade are a very strong band of modellers who are proud of their work in the hobby and rightly so. These modellers are the stalwarts that have led the way to the magnificent models we have available today, but you will not sway them from their solid tin-plate heritage. I never tire of their writings as so much brings back memories of my early years in the hobby. Thankyou very much for your contributions.

This months winner of the \$5.00 Decal Credit is Bryan Hardy.

When the club invested a considerable sum of money in equipping the club roster with HO and N Scale locomotives from the USA Company MB KLEIN (Model Train Stuff) we were concerned when the N Scale Baltimore & Ohio EM-1 Articulated dropped its valve gear (see the photo).

Contact was made and I was requested to return the loco, in my confusion I sent the loco back in an incorrect similar loco's box, in no time at all a brand new loco arrived postage paid and no problem about my packing error, great service indeed, what a surprise to hear shortly after that MB KLEIN closed down after being purchased by the English company HATTON's who also folded, talk about confusion.



On page 19 you will find follow up on these closures in startling news that they are be rejuvenated, a strange set of circumstances indeed.



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



## Marriage Celebrant

Jenny Noble  
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**Jurgen Engel**

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**March 2024**





# MODEL TRAINS at the

## Toowoomba Heritage Royal Show

### Toowoomba Showgrounds

18th April 2pm to 5pm

19th April 9am to 5pm

20th April 9am to 5pm

**Come along and enjoy operating  
Model Railway layouts in various scales  
Z, N, HO, OO, HO<sub>n</sub>3.5 and O<sub>n</sub>30  
Several Different Prototypes  
Model Railway Museum, Childrens 'U' Drive  
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96.3am Darling Downs - 95.5fm Toowoomba - 91.5fm Stanthorpe - 95.9fm Dalby

**March 2024**

# 8 DRAYTON HARBOUR NEWS

by Gary Sardoni

It has been a couple of months since my last "Drayton Harbour" report. There has been progress at both ends of the tunnel that separates the northern end of Drayton St. Edward's station precinct from the industrial area further north.

Both portals of the tunnel have been clad in engineer's brick and the tunnel has been named "Kearney Tunnel" after club life member Lionel Kearney. This continues the protocol of naming tunnels after club life members. There are a few tunnels on the layout not yet complete with scenery, and a few club life members yet to be immortalised, but this situation will change soon hopefully.

The land above the tunnel itself has been covered with scatter and a small forest has been added. Also some lichen has been selectively placed around the tunnel portals to create a more 'lush' look. I haven't included a picture of the area above the tunnel yet. Due to undulations in the ground,

the grass scatter has not covered the ground evenly and the camera has exaggerated this uneven appearance. I need to apply more scatter to try to create a more consistent look.

Returning to the Drayton St. Edward's station area, the strip of ground between the tracks and the front edge of the layout has received attention. Between the level crossing and the tunnel entrance I decided that there was room for a gatekeeper's house. I considered the "Scalescenes" model, but the dimensions didn't fit the space. Instead, I built the "Scalescenes" lock keeper's house as a substitute gatekeeper's house and this filled the space nicely.



**1 Gatekeeper's House Footprint**





2 Gatekeeper's House in place

In the industrial area at the other end of the tunnel, work has been more-or-less taking place from back to front. While buildings have been made for the front part of this scene, nothing is fixed in place yet as the backscene has been receiving my mental energy. I have attempted to create a sense of depth by forcing the perspective by having progressively smaller images of buildings into the distance. Some parts of this view I am quite satisfied with, but other places not quite so. If I encounter better images along the way, I have the opportunity to improve the forced perspective effect.

Cheers,  
Gary



3 Kearney Tunnel, Fence, Grass, Car Track





**4 Gatekeepers House and Tunnel Closeup**

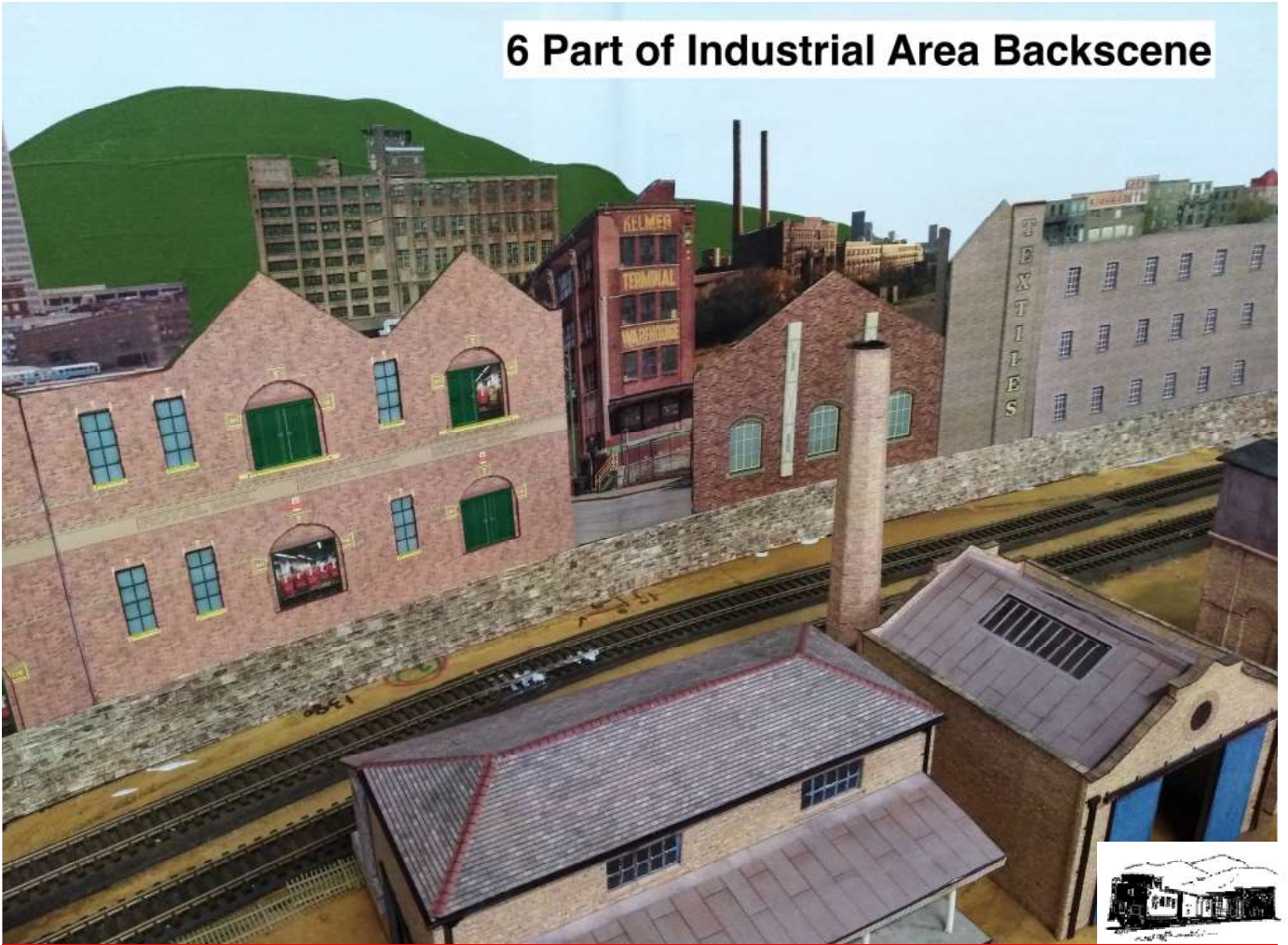




**5 Kearney Tunnel North Portal**



## 6 Part of Industrial Area Backscene



Ted, I have managed to get a few decals applied. The wet weather plays havoc with spraying. I am not happy with the Microscale matt clear, it looks like gloss to me. Anyway thanks and I am working on more models for your decals. Thanks Philip Collins



March 2024

# Safety Issues:

## Weighting wagons with PVA and lead

by Gary Sardoni

As an example of the wide readership of "Train Talk", I received a letter from Ian Black of the ACT Model Railway Society, whose president circulates "Train Talk" electronically to their club members.

Ian kindly responded to my article in last month's "Train Talk", where I outlined the process I had followed in building some 4 wheeled wagon kits. I weighted the wagons with a combination of lead shot coated and held in place with PVA glue. I found this to be a very convenient way to weight these wagons accurately.

However, as Ian pointed out in his letter, there are potential health and safety issues with the use of this PVA/lead combination that I was not aware of, and feel I should share. I assume that readers would normally take common-sense actions when handling lead itself, such as washing one's hands after direct contact with it. I also assumed that PVA glue is essentially a benign and 'safe' material.

### **What can happen with a PVA/lead combination is:**

The PVA (poly vinyl acetate) can decompose into acetic acid (the active ingredient in vinegar), which, being an acid, can then react with the lead to produce lead acetate. Carbon dioxide from the air can then react with the lead acetate to produce lead carbonate, which, in the past, was used as the white pigment in lead based paints. Lead carbonate is a toxic material and obviously and consequently should be avoided. The formation of lead carbonate can occur even without the presence of acetic acid to presumably accelerate the process, hence one reason for the need to handle lead with care.

In his letter, Ian included an article from the British publication "Model Railway Journal" (Issue 195-2009) where Rod Coleridge (from Queensland) provided more detailed information related to this issue. I can say that as a former chemistry teacher, after reading this article and doing some on-line research of my own, I believe that the science is correct and that the concerns raised are real and not just an overstated beat-up.

In deciding what to do about this, there are a number of points to consider. Firstly, the issue should be kept in perspective, and a 'panic' response is not required, however saying this is not an attempt to downplay it. What I believe is needed is a combination of awareness and common-sense responses. Everyone should take responsibility to make their own decisions based on their situation. Just because you have used a PVA/lead mixture somewhere doesn't mean you have toxic lead carbonate present, but at least be aware that it might be there.

The potential for problems can be avoided altogether by using an alternative adhesive for PVA, such as epoxy resin (araldite), SuperGlue (cyanoacrylate, but avoid sticking your fingers together), contact bond (neoprene and avoid breathing the solvent vapours). Alternatively, weight could be added using a different material from lead.



## 14 Continued from page 13

If the lead/PVA mixture has already been applied, then there's the possibility of toxic lead carbonate being present, but it may not be obvious, depending on where it actually is. For example if it is at the bottom of a wagon or van, where it's covered over with a wagon load or a van roof, it's probably not an issue, but it might become an issue if you decide to remove the load or roof for whatever reason. Be on the lookout for a white powderlike substance.

If the lead/PVA mix is in a place where it can be touched, then the risk is much more obvious. The need to cover it up is important. If you notice a white powder on the surface of the lead, you could try wiping it off with an old rag, which then would be carefully discarded. Keep in mind that the amounts of lead carbonate that might form would be small, nevertheless you should still exercise great care when working near it and wash your hands thoroughly afterwards. The same precautions apply if you decide to remove the mixture by 'digging' it out.

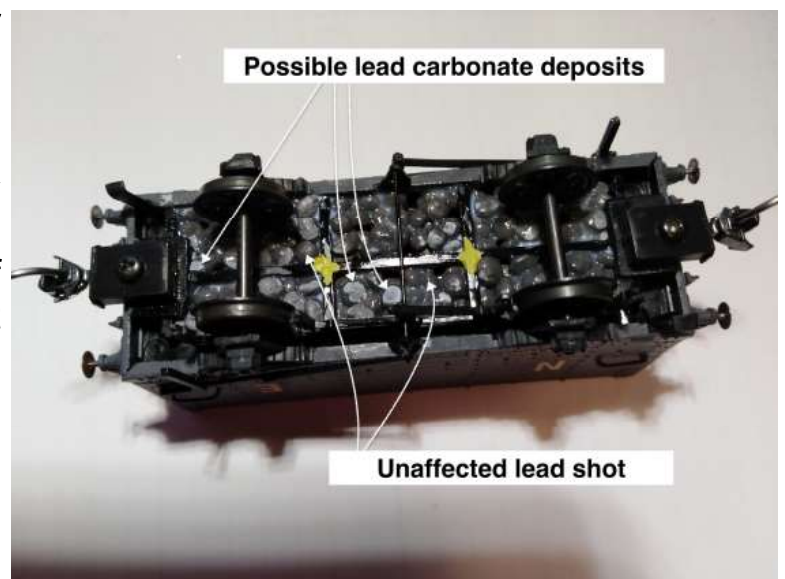
Speaking for myself, I did an audit of all the wagons that I have weighted at one time or another. In most cases the lead I had used is in the form of lead sinkers, typically purchased from the fishing department of BCF, usually glued in place with contact bond - no white powder there. However at the present, I have a supply of lead shot.

A relatively recent use of PVA/lead was a few months ago where I decided to run some hopper wagons empty, but also wanted to have some weight in them. I decided to fill the undersides with PVA/lead. On a couple of hoppers I noticed some white deposits, covering about 1% of the lead surface area. Assuming that the deposits are lead carbonate, it shows that it doesn't necessarily take long for the problem to arise. Also, the powder appeared where the lead had only a thin coating of PVA holding it in. I assume that this would have allowed carbon dioxide from the air to make contact with any lead acetate that had formed. I tried scraping the white deposit off, and found that it stuck so strongly to the underlying surface. I could either cover the PVA/lead with paint (not white) or card, or alternatively dig it out, and run the hoppers loaded with some added weight that I can then cover over. I haven't decided yet, but for now I am careful not to touch anywhere near the PVA/lead mixture.

The attached image attempts to show what could be lead carbonate deposits on the underside of one of the hopper wagons I referred to.

So, my parting comments are: be aware and take care.

**P.S.** Another issue is the possibility that the lead carbonate may expand the PVA/lead mixture slightly. If there's no room for expansion, it could cause wagons or even brass locos to break apart. A keen modeller somewhere is reported to have said that getting lead carbonate poisoning and dying as a result would be bad enough, but to have one's brass locos destroyed by it would be even worse.





# NSW Suburban Trains <sup>15</sup>

From Dave Murchie via Arthur Hayes



Taken near the Royal National Park railway station (Sydney) NSW



*March 2024*

*Continued on page 16*



**A 4 car interurban set U4A in waiting at Carlingford railway station (Sydney) NSW**



**Single deck and target plate H4 doing an up service through Clyde railway station (Sydney) NSW.**



**March 2024**





# C17 Warwick Toowoomba <sup>17</sup>

Philip Cook



Luke Belcher's HOn3½ C17 Shortly to be released



March 2024





# 18 **BUNNINGS WEST TOOWOOMBA EASTER FAMILY NIGHT**

Text & photos Gary Sardoni  
Also present not shown Jeff Fritz

Club members (from left) Chris Lewis, Dave Lewis, Lionel Kearney, Paul Andrews and Ben Fritz with the "Baillie Boys" circus layout which we showed at the Toowoomba Bunnings West Easter Family Evening 21/03/24. Visitors were fascinated by the presence of thousands of people at the circus and the variety of operating rides in action.



Friend of the Club Greg McKendry (right) and club members Ted

Freeman (left) and David Cook (centre) with Greg's "Lolly" layout at Bunnings Easter Family Evening. Children were fascinated to see the conveyor belt (at the far end)

deliver lollies into the wagon which then travels to the other end of the layout and tips the lollies out of the wagon and into the basket for the children to help themselves to. The club is very appreciative of Greg's support in sharing this unique layout with us, not only this evening, but also on other occasions (as well as being the source of most of the lollies).



March 2024





Rails of Sheffield has announced it has brought Hattons into the Rails family.

It was a shock to the modelling world earlier this year, when stalwart of the industry, Hattons, announced that it was to close.

Rails of Sheffield has said, "At Rails, we could not allow the legacy of this esteemed brand to disappear and we have sought a way to keep the spirit of Hattons alive. Many customers reached out to us, dismayed, that the valuable resources on the Hattons website such as the product database and expansive "Directory" system may be lost forever."



My name is Joe Grubba, and I'm the President of Factory Direct Hobbies. Today, I'm reaching out with some exciting news.

I'm thrilled to share that MB Klein and ModelTrainStuff.com are now part of the Factory Direct Hobbies family. We're an American company based in Arden, North Carolina, and we're passionate about our hobby and the model train community.

I know that the recent changes in ownership and the unexpected shutdown have caused a lot of confusion, disappointment, and even anger. I want you to know that I hear you. These are feelings we never want our customers to experience, and I'm truly sorry for the stress and inconvenience this has caused.

As we move forward, I want to assure you that our team is dedicated to not only bringing back the ModelTrainStuff.com you know and love, but also making it even better. We're committed to maintaining its unique identity and ensuring that it remains your go-to source for all things model trains.



***This is all very confusing, first Hattons take over Model Train Stuff then we have Hatton's closing shop which of course meant the same for Model Train Stuff who is also known as MB KLEIN, how it all pans out we will just have to wait and see. Teditor***

***March 2024***



# 20 RAILWAY PICS

All photos Western Australia

L3116 on 7158 Kwinana freight at the south end of Forrestfield on 13 January 2007. Photo: Jim Bisdee.



Photo: Jim Bisdee

© Phil Melling  
<http://www.dickz.com/railes>

Q4011/ 42211 on 7166 acid tankers heading to Kwinana just north of Forrestfield on 13 January 2007. Photo: Jim Bisdee.

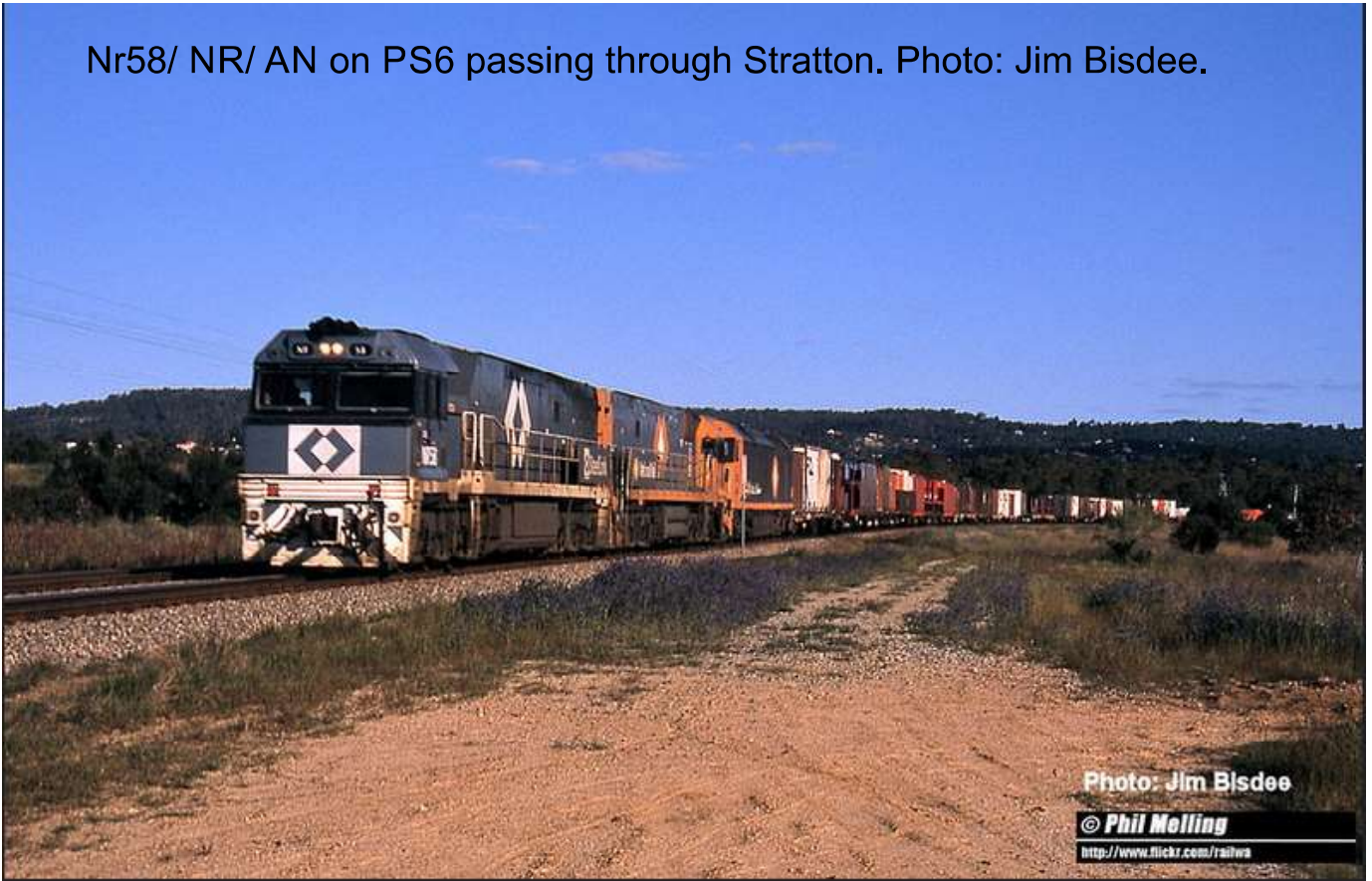


Photo: Jim Bisdee

© Phil Melling  
<http://www.dickz.com/railes>



Nr58/ NR/ AN on PS6 passing through Stratton. Photo: Jim Bisdee.



3642 crossing GM42/ GM40 on a returning VIP consist after opening the Whyalla line at Roopena on 7 October 1972. Photo: Jim Bisdee.



# 22 PAINTING FIGURES

Jurgen Engel

At one point I did offer to paint figures, but walked away. I still receive Andlan Models & Scale figures and offers to paint, most of which I knock back.

There is a plethora of figure painters out there and the hobby doesn't need another one. I could recommend at least half a dozen guys to do the work for you.

So as I sit down and paint another set of



Fettlers, I ponder offering ready painted figures. My style of figure painting (paint layering) is labour intensive, but I can't do it



any other way. Yeah, in other words the Invoice is usually packed full of zeros...

So, over to you. 2024 is definitely a Year of change with a return to focus on offering prebuilt and painted stuff only (and I'm still kicking myself I drifted away from).

I've attached a few figure samples, most of you have seen these over recent times.

I'll ponder your thoughts and comments....



March 2024





# ASP Container Express

23

Arthur Hayes

Attached is a few photos of the containers, thus far.

The decals were awesome, good colour and finish.

The paint was from a rattle can purchased at Supercheap Auto on special for \$2.50 a can. Decals applied straight onto the painted surfaces, nothing has been added to cover the decal. One container has a light weathering.



I have used a mix of different containers types to see how they go. Very happy with the results. Many thanks, much appreciated.

Regards, Arthur.



March 2024





# 24 MODELLERS CORNER

The temps already past 30 in the morning as the crew approach 7 Mile Mulga.

The train watchers soon retired to the shade of the garage :>)

Cheers Bob Mawson



Gary Lamb in Western Australia has produced this unique Pilbara Iron Tank Car.



March 2024





## Our Next Table Sale – Sunday 28th July 2024

Where: Queensland Rifle Association (QRA) Restaurant, 1485 Old Cleveland Rd, Belmont, It's covered, spacious and airy.

Parking: Lots of free Parking.

Buyers, families, the curious ... admitted FREE at 9AM It's more than a sale (with over 50 tables!), it's a friendly, social occasion that finishes around 1pm.

Our popular sausage sizzle will be available, as well as superb coffee and drinks from the Coffee Van.

Contact Us if you have any queries, and you can also email our Table Sale coordinator via [tablesales@allgauge.org.au](mailto:tablesales@allgauge.org.au) if you wish to book a table.



*March 2024*





# RailMishaps

www

*According to the dates given this hasn't occurred yet, maybe they can make sure it doesn't happen.*

In the heart of Switzerland, beneath the majestic Swiss Alps, resides the world's longest train tunnel – the Gotthard Base Tunnel. On August 10, 2024, this engineering marvel was shaken to its core when a freight train suffered a derailment. A faulty wheel cracked under pressure, causing significant damage to the tunnel's infrastructure and disrupting passenger travel.

## Impact and Implications of the Derailment

The incident occurred near the Faido interchange, a crucial junction connecting the east and west tunnels. The derailment's impact was severe, leading to the destruction of a gate that separates the two tunnels, thereby rendering the tunnel unsafe for passenger travel. The Swiss Federal Railways (SBB), operators of the tunnel, have shut down passenger service until September 2024 for extensive repairs.

## Financial and Logistical Challenges

According to preliminary estimates, the repair cost lies between 103 and 135 million euros, a substantial amount considering the tunnel's critical role in facilitating goods and cargo transport between Germany and Italy. The seven-kilometer stretch of the tunnel is now a site of restoration, with railway infrastructure needing replacement.



## Alternatives for Passengers

In the meantime, passengers seeking to traverse from the north to the south of Switzerland are left to embark on a longer, albeit more scenic, journey. This alternative route adds an additional hour for domestic travelers, a minor inconvenience to ensure safety while the Gotthard Base Tunnel undergoes restoration.

The derailment of the freight train in the Gotthard Base Tunnel marks a significant disruption in Swiss transport infrastructure. However, the resilience of the Swiss Federal Railways and their commitment to safety and restoration promise a return to normalcy in the coming months.



# FULL FRONTAL <sup>27</sup>

www



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Continued on page 28



## Russia's 'Aircraft Train': Powered By Jet Engine, How Moscow Conceptualized The 'Flying Train' To Counter The US

Modern technology has come a long way, with bullet trains running across the lengths and breadths of countries at speeds that have made daily commutes faster and life more manageable.

More so, with the advent of more sophisticated technology, even air taxis are increasing in the commercial market.

However, several decades ago, the USSR developed a special train that ran on an aircraft engine at speeds that could only be imagined in that day and age.

In the 1960s, the Soviet Union conceptualized and developed a high-speed train that came to be known as the 'Speedy Wagon Laboratory.'

This was the peak of the Cold war rivalry between the Soviet Union and the United States. The New York Central Railway's M-497 project in the US, code-named "Black Beetle," ran similar tests in 1966. As part of these tests, a train weighing 51.3 tons reached a speed of 296 kilometres/hour.

Thus, it became critical for the Soviet Union to keep up and make its Speedy Wagon Laboratory work. Using the ER22 electric train carriage as a base, the Kalininsky Carriage Works of the Soviet Union created a train.



Several AI-25 engines, which were employed in the cutting-edge Yak-40 aircraft, were bolted on the train car's roof.

The wagon was equipped with nose and tail cones to reduce air resistance. The brakes were also significantly improved because they had to support a heavy load when the engines were started.

The superfast train was finally unveiled in October of 1970 and reportedly did well in tests, approaching a speed of more than 200 kilometres per hour. This was much faster than other modern high-speed trains like the Shinkansen, the first bullet train in Japan.

However, despite its stellar performance, the Speedy Wagon Laboratory was never mass-produced and was eventually abandoned.

The Soviet Jet Train That Never Took Off

The initial successful test run of the Soviet Union's jet train was followed by five years of testing that saw the super-speed train even run on some public stretches of the Soviet railway. The dream was to mass produce the superfast train and have it crisscross the length and breadth of the Soviet territory.

However, years of testing revealed that the pricey jet engines used too much gasoline in what would have been the transportation of the future.

Additionally, a tiny issue with the rail system may have resulted in the catastrophic failure of the superfast train. For instance, the railroad was secured by gravel, but it would have had to be replaced with concrete fixtures to prevent it from blowing into pieces.



The train's stability at high speeds had some issues, but the designers were sure they could fix these. But as the train ran past heavily populated

regions, there were problems with noise from the roaring jets. These were some anomalies that could never really be fixed by the engineers.

With the fractures slowly appearing in the Soviet Union and the communist bloc's preoccupation with quelling the rebellions, the hopes for the jet train were dashed. The new railway systems rendered it economically unviable in no time.

Soon after, the rusting wreck was relocated to the St. Petersburg industrial yard, where it gathered dust for several years.

But the train was eventually saved and given a suitable tribute in 2008 after languishing in a yard for decades. The front was removed, painted over, and placed on a plinth in front of the Tver Carriage Works.

Even though the Soviet dream to run a jet train never came true, the program was not rendered completely useless. The test run was used as a lesson for future high-speed rail experiments and eventually gave way to the Russian Troika cars.

As for the Soviet rival, the US-built turbo jet train is still believed to be the fastest train ever built in North America.



The world has come a long way since the Speedy Wagon Project, with Japan's bullet train serving as a model for high-speed commutes. Slowly, China joined the bandwagon to make high-speed rail travel a reality.

Several technologically advanced countries have now made the transition. However, the Soviet project is still remembered for its innovation and potential.





# OOPS!

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***Calling all Modellers and Train enthusiasts***

Bayside Model Train Club is holding a Table Top Sale at Birkdale Sports Club, Judy Holt Lane, Birkdale.

***Sunday 14<sup>th</sup> April 2024***

***Doors open at 9am free entry to the public***

Items for sale will range from collectables, toys, art supplies and of course lots and lots of model train stuff.

**Check out their Birkdale Sports Club Facebook page on <https://www.facebook.com/birkdalesportsclub/>**

**If you would like to participate and sell your unwanted collectables/modelling supplies/trains etc**

**Call Paul on M: 0426976009  
email: [baysidetrainclub@gmail.com](mailto:baysidetrainclub@gmail.com)**

***March 2024***



# Letters to the Jeditor. <sup>33</sup>

Hi Ted.

Yes.....The Models of "Times Past" actually only exist in the living memories of those of a sufficiently advanced age ( ME ?) to have encountered them in their youth.

The "Model" of a steam Loco goes back to the 19th Century and existed BEFORE the real thing as it needed to be "proven" to work in a miniature size before manufacture of the full sized article could begin !

To watch your father making "O" gauge model equipment aids your appreciation of this "medium" though it has long fallen out of practical application today.

For instance.....few people remember a "steam" roller in operation , mainly because they don't exist anymore & those that do remember their road shaking "power" are pretty long in the tooth anyway !

The idea of people laying a fire in a firebox/boiler to raise steam to roll out the road surface is "quaint" to say the least to the Digital" generation of today.

However making ones own equipment in any scale has the benefit of self-gratification and cheapness in construction.....particularly in the case of the old '7"mm scale equipment as it is big enough for the older modeller to still see , & also to work with the larger material necessary to complete a model in this age old scale . BUT..... in this "compact" age the space needed for a modest "O" gauge layout is prohibitive unless one is satisfied with an edge to edge "plank" layout.....?

The purpose of modelling anything with a movement function is to see it perform whether it is a donkey engine or clock.....it has to work in order to satisfy the creator with the movement of the prototype.....if it just sits in a glass case its prime function and reason for being is lost and it becomes one dimensional and lacking in satisfaction

An oil painting can hang on a wall and be admired.....not so with a model of a steam Locomotive as its appeal is the movement of the motion rods and valve gear to propel it along .

To reduce something to minute size is to render it impossible to appreciate the intricate movement of its working parts .....a tiny watch the size of a "pea" does not reveal its intricate movement to the eye....it's just too small to be fully appreciated.

And so the larger scales of gauge "1" and "0" reveal the intricacies of movement to the casual observer and engender the feeling of power in the movement of the article. (See Photos of my 55 class with Southern" Valve gear).



March 2024

Continued on page 34



### 34 *Continued from page 33*

BUT....we must move forward as a community , and models of the Diesel Locos running today have to be on the layouts of the present time or the Hobby will die out altogether ?

No , they may not have the "Power" appeal to those that remember steam but they are all we have today upon which to base a popular model conception of what life is .....today !

Everything is relative and one of the necessary emotions needed in old folk like myself today is the ability to appreciate AND acknowledge what is around us in this time frame as we age, even though our memories are of previous "time space" equipment .

What we have today is important and memorable to the folk.....of today !

I have made two Diesel Loco models of NSWGR prototype, they were super easy to construct from tin-plate, unlike my more involved Steam Models..... but sadly I have to say that I never run them as they don't "do it for me" ?

Young visitors to the layout always say....."where are the Diesels " .....so I have to have something to satisfy them !

Yes.....you can have a model of a Diesel in a glass case without loss of "movement prestige" as it does not need to "move" to be appreciated for what it is !

I am very glad you have the memory of your Fathers "O" gauge modelling efforts to appreciate and inspire your models of today, which are, by necessity, different in appearance.

Good health to you in your advancing years.  
Chris.

Hi Ted.

So nice to see I frightened "Foxy" and Bob Comerford out of ..... "slumber"..... wonderful to see Ron's Photographs, he has done so much for the "O" gauge scene!

Bob's comment on Fred Steward's "Alco" mistake.....well.....what can you say....."Fred's Folly " it was known as over time.

Still.....where would the early days of NSWGR Modelling have been without Fred's "O.G.House" Model kits ?

The late ( great) Col Shepherd made classic models in brass sheet ( 2 & 3 rail) for which he will be fondly remembered.

Perhaps they may be eclipsed these days by the "fine scale" brigade however, they were the forerunners of today's "better" model efforts & will be remembered as such by those fortunate to have one or two in their "closeted" collections.

I count myself fortunate to have some of Cols two rail models and I feel that the sun shines out of their firebox's !!!!!!!.....you may have to censor that ?



"Foxy" carried the O gauge "baton" creating affordable models .....and we "old timers" perpetuate it by keeping these memories....alive. !

We owe Ron a debt of thanks'.

Ron is a pleasure to know.....we have "spirited" discussions ....from time to time !

Bob Comerford has created amazing models from Styrene material and I "doffs" me lid to him as I only do amateur work in tin-plate, soldered together !

He has submitted many scholarly articles to magazines both actual & virtual & his comments are borne of long experience!

However the "O gauge Mystique" of what I have done lives on in the above photograph , taken on my layout , at dusk, when the ghosts of the past gather in my train room, spinning a yarn and..... what wonderful tales they tell !

I am privileged to be the holder of memories from these giants of the model railway past !

As I work I am sure that Col Shepherd leans over my shoulder saying....."do it correctly" .....or ..... " not at all" .....he did not suffer fools.....at all ! ?

These fellows are stalwarts of the "O Gauge Brigade" !

All the best for a great read.....may there be many more..

Thank you for your dedication to the hobby and efforts you put in.

Bryan Hardy

Hi Ted.

For some reason this photo exudes atmosphere & embodies all that the NSWGR were about

A simple shot of a 32 class loco with iconic "FO" carriages on the high branch line on my home layout .

When you can find satisfaction in such a homemade scene , using materials that cost nothing ....you are a happy man.

Regards Chris.



Hi Ted....thanks again for an interesting 'read' and for the credit towards the decals that are already printed...I have been slow communicating about same as the sheet is "large" and I may need additional for future projects. But in fairness could you please advise cost of same plus postage.

Happy modelling and kind regards Stirling

***This letter was sent to Gary Sardoni but still qualifies as a Letter to the Teditor.***

Hello Gary,

My name is Paul Johnston and I'm a member of the Townsville Multi Gauge Railway Club. (I think that's what we call ourselves these days). I was extremely interested to read your article on the Settle to Carlisle Railway.



**36** *Continued from page 35*

My wife and I have only just returned from spending a month in England and this time, we took the opportunity to return to Ribbleshead and stay overnight at the Station Inn. I thought I was the only one mad enough to walk all the way to the Blea Moor tunnel. We were there overnight Thursday 21st Dec.2023 and it was a very cold and wet walk to the tunnel and back. My wife chose to stay at the Inn with a glass of wine in front of the fire but after three hours was considering sending out a search party for me. Anyway, it is an amazing place and I was pleased I got to experience the harsh conditions they endured during construction of the line.

We were fortunate to also visit the area in 2017, and as a result I have in part replicated the Ribbleshead Viaduct area in my own HO scale layout. On that occasion we stayed in the small neighbouring village of Giggleswick.

My wife and I will be in Toowoomba in early April and if it's convenient, maybe we could meet for a coffee and exchange the odd story as to how we were both drawn to this obscure but distinctly beautiful part of England.

Thanks for taking the time to write the article, including the photos. I enjoyed it very much.

Kind Regards, Paul



***Teditor comment; It's obvious that the O Gauge fraternity take their hobby very seriously even if the standards of construction may be what many modellers would probably class as crude.***

***If you lived in the O Gauge era you will understand the passion that drives these modellers, I welcome their input.***

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*March 2024*



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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)



*March 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](mailto: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\****

## April

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

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

**Monday 8th** - Committee Meeting 7pm Fitzy's 153 Margaret Street

**\*Friday 18th to 20th** - Toowoomba Heritage Royal Show, we will be Opening the club during the Royal Show\*

## 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.

## June

**Saturday 1st** - Running Day from 2pm

**Wednesday 5th** - Open House Preparation and Running Day from 2pm

**Saturday 8th** - June Open House Member assistance required

**Sunday 9th** - June Open House Member assistance required

**Committee Meeting To Be Advised**

**Friday 21st** - 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).***



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/mrgc/>

Drawn by Jim Fainges 2007  
Information John Dennis  
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March 2024



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