



Produced by Enthusiasts  
for Enthusiasts

# TRAIN TALK

May 2024 Volume 35 No 11 Issue 395  
A 100% NMRA Affiliated Club



2



A 100% NMRA Affiliated Club

'Train Talk' Volume 35 No 11 (issue 395)  
May 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. 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)  
Phone: 07 4638 0397

**MEMBERSHIP FEES**

**Ordinary @ \$110.00\***

**For Twelve Months**

**(\*\$40.00 NMRA membership**

**Including Public Liability Insurance)**

President	David Lewis
Vice President	Grant Hirning
Secretary	Ted Freeman
Treasurer	Jeff Fritz
Committee	David Cook
	Lionel Kearney
	Gary Sardoni

# TABLE OF CONTENTS

4. President's Report ( David Lewis)	32. Bayside MRC Exhibition
4. Kidnapped	33. Union Pacific MRC Open Days
5. Teditorial (Teditor)	34. All Gauge MRC Open Days
6. On The Footplate	35. Letters to the Teditor
7. UK Holiday-Gloucestershire Warwickshire Railway (Gary Sardoni)	36. What a Sad Sight
13. Unusual Bus/Train	38. Railway Timetable
14. Drayton Harbour Report (Gary Sardoni)	40. New Haven - Poster (www)
18. QR Dining Cars (Arthur Hayes)	
20. Railway Pics (As Credited)	
22. DJH O Scale NSWGR C36 (Jurgen Engel)	
23. Modellers Corner (Aaron Durkin)	
24. Toowoomba Heritage Royal Show (Ted Freeman)	
26. Rail Mishaps (www)	
27. Full Frontal Western Australian S Class	
29. Letters to the Teditor	
30. OOPS! (Www)	
31. Standard Gauge (Dave Lewis)	

## ADVERTISER INDEX:

3	Wuiske Promotions
5	4AK/4WK Toowoomba
6	Jenny Noble Marriage Celebrant
6	Jurgen Engel
36	Buckambool Model Trains
37	Tow It All
37	Growth Designn
37	Ted's Decals
39.	QLD's Narrower Gauges

**COVER:** Aaron Durkin with the Mayor of Toowoomba Geoff McDonald with the Certificate Aaron received from the NMRA for his model building abilities, this is the first time this award has ever been made in Australia and is separate from the NMRA Achievement program. Photo; Dave Lewis.

**May 2024**

# WUISKE MODELS

3

Wuiske Models is proud to announce the release of two new wagon load packs to compliment YOUR Open Wagons.

These two packs are Australian Standard 44 Gallon drums and are designed to suit



loads for Open Wagons and trucks from the 1940s through until today.

The first pack is Loaded Drums,

transported upright and the second pack is Empty Drums, transported laying down (this is to limit the load shifting).



These packs, are made locally here on Queensland's Darling Downs and come in packs of two. **\$15.00 a Pack of Two.**

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

**Queensland Railways**

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

**Bogies, Accessories, Kits, Detail Parts, Scenery, DVDs.**

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

**PO Box 131**

**Jandowae, Qld, 4410**

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

*May 2024*

# <sup>4</sup> President's Report May 2024

Dave Lewis

Ted and David have finished the trackwork on the yard on Byers Junction, so now it is down to me to wire up the turnouts, a fiddley job at the best of times but being under the layout and working upside down makes it more so.



We received a donation of a large number of Australian railway books and several Sn modelling magazines. Well worth a read.

The library purchased a set of 8 books related to NSW prototypes, the purchase was approved at the committee meeting. The Author is Ian Black who is a well-known NSW model railway enthusiast. A lot of techniques described apply to all prototypes not just NSW.

The last of the plywood has come in and used to finish of the high shelving behind the library. Still looking for a lounge chair(s) for the library.

MY KIDNAPPERS  
RETURNING ME BACK  
after listening to me talk  
about TRAINS for 2 hours

Looking forward to seeing you next time at the club.

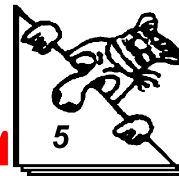


Best regards

*Dave.*

May 2024

# T EDITORIAL



June 8th-9th is our Annual Open Weekend, see the Flyer on page 7, we need all hands on deck for this event as it replaces our annual Expo.

It's an unfortunate fact that it's just not viable for us to hold a large exhibition like we used to do, many aspects are against us such as an aging membership and financial restraints, it is just prohibitively expensive to put on a show these days, the last Expo we conducted just broke even and we just can not sustain that sort of activity.

Holding an Open Weekend is still a lot of work that requires member input but if worst comes to worst we do not lose out financially as the club rooms are there regardless and a normal Saturday sees members at the club from 2pm to 5pm anyway so the few extra hours in the year should not overtax anyone.

We have a large variety of club layouts in the popular scales and prototypes and will more than likely host a couple of private layouts space allowing.

We have a tremendous facility that club members should be proud to show off and encourage new people to join, the younger set needs to see that they are catered for with modern trains and modern technology such as Wi-Fi to run trains, the Wi-Fi facility is now available on the HO/OO Drayton Harbour Layout as well as the N Sale Byers Junction, Mobile phones are an everyday accessory and being able to run trains with them fits in well with the younger modeller.

The question often gets asked as to just what benefit is there in joining a club, for just \$110.00 per Annum you have a selection of layouts large, medium and small in a selection of scales and prototypes, before you spend a single modelling dollar you are able to suss out what's available all under the one roof.

This gives you the opportunity to see if the hobby is what you want in life as a leisure or wholesome activity and should you find the hobby doesn't suit you it has cost way less than a cup of coffee a week, in fact \$2.15 a week and look what is on offer, when we hold an event the membership includes public liability insurance and the club also offers benefits outside the actual clubrooms.

A monthly 40 page E Magazine keeps you up to date on what's happening in the club and the hobby as a whole and the NMRA (National Model Railroad Association) portion of the membership gives even more benefits to you as a hobbyist.

A bit of a rave on my part but I am very devoted to Model Railroading and the Toowoomba Model Railway Club Inc. in particular, come along and share the hobby.



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



*American Celebrant*  
**Marriage Celebrant**  
Jenny Noble  
Authorised & Qualified  
Ph: 0428 273 165  
*Helping to make your day special!!*



**Jurgen Engel**

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

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

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

**May 2024**



# MODEL TRAINS

## JUNE OPEN WEEKEND

**Toowoomba Model Railway Clubhouse  
(Glenvale Station)**

**Toowoomba Showgrounds  
Glenvale Road, Toowoomba**

**Saturday 8th June 9am-5pm  
Sunday 9th June 9am-4pm**

Come along and see operating  
Model Railway layouts in various scales  
Z, N, HO, OO, HOn3.5 and On30

Several Different Prototypes

Model Railway Museum, Children's 'U' Drive

Pre-loved trains and accessories for sale

Train videos screening and FREE Magazines

**\$5.00 Adult Admission**

School age Children accompanied by paying adult Free

Proudly supported by



May 2024

## 8 UK HOLIDAY: GLOUCESTERSHIRE WARWICKSHIRE RAILWAY

by Gary Sardoni

My visit to the "GWR" was the final railway-related activity of my 2023 UK holiday. I trust that readers have found these brief accounts and images interesting. For me, these were all 'bucket list' railway-related items, so I managed to tick some more boxes during this visit.



The original Gloucestershire Warwickshire railway (often referred to as the "Honeybourne Line") ran from Cheltenham to Stratford-on-Avon and then to Birmingham and was once an important double tracked cross-country line. It opened in 1906. However, over time it became run down and was eventually closed in 1976, and the track was lifted in 1979. The heritage railway, with newly laid track, started operating from the town of Toddington in 1984 and was gradually extended in a south-westerly direction reaching Cheltenham race course in 2003. Then it was extended in a north-easterly direction from Toddington, reaching Broadway in 2018. All the infrastructure at Broadway was newly built for the 2018 opening of the extension from Toddington. The total length is an impressive 23km.

Broadway is a typical attractive Cotswolds village (apart from the fact that the main streets are actually wide and easily navigated, unlike most other Cotswolds villages) and having the railway nearby made it a very suitable place to visit for a few days.

May 2024

*Continued on page 9*



*Continued from page 8*

**9**

While Broadway station was nearby, we actually commenced our exploration of the line from Tuddington, as that is the headquarters of the railway and has the most infrastructure. On the day of our visit in mid September, typical for that time of year, there were two steam trains running. One loco was ex Great Western Railway Manor Class 4-6-0 #7820 "Dinmore Manor" on its home GWR territory, and the other was an interloper from down south, ex Southern Railway Merchant Navy Class 4-6-2 #35006 "Peninsular and Oriental S. N. Co," in its rebuilt form from the 1950s.



The Manor Class loco was essentially at home, operating on a former Great Western Railway line, and its seven coach train was probably typical of what it would have hauled in its heyday. When first introduced in 1938, the Manor locos were regarded as poor steamers, but modifications over time improved their performance considerably.

The Merchant Navy Class loco was working well away from its usual stamping ground of the main lines leading from Waterloo Station in London to cities and towns in the south west of England. When first introduced in 1941, these locomotives had a characteristic partly streamlined appearance (officially referred to as 'air smoothed') and they also had a unique chain driven valve gear enclosed in an oil bath. This so-called innovation was highly problematical. In the 1950s, all members of the class were rebuilt, with the streamlined shroud removed and conventional valve gear replacing the chain driven system. In this form, many experts claimed that they were the best performing steam engines in the UK.

**May 2024**

*Continued on page 10*

10 Continued from page 9



3 "Dinmore Manor" takes on water



4 "Dinmore Manor" at Broadway

May 2024

Continued on page 11

5 "Peninsular and Oriental S.N. Co."



6 Rebuilt Broadway Station External View

**12** *Continued from page 11*



**7 Rebuilt Broadway Signal Box**



**8 Stanway Viaduct**

**May 2024**

*Continued on page 13*

*Continued from page 12*

**13**

Hauling a seven coach train on this heritage railway clearly would be an easy task for such a big and powerful locomotive.

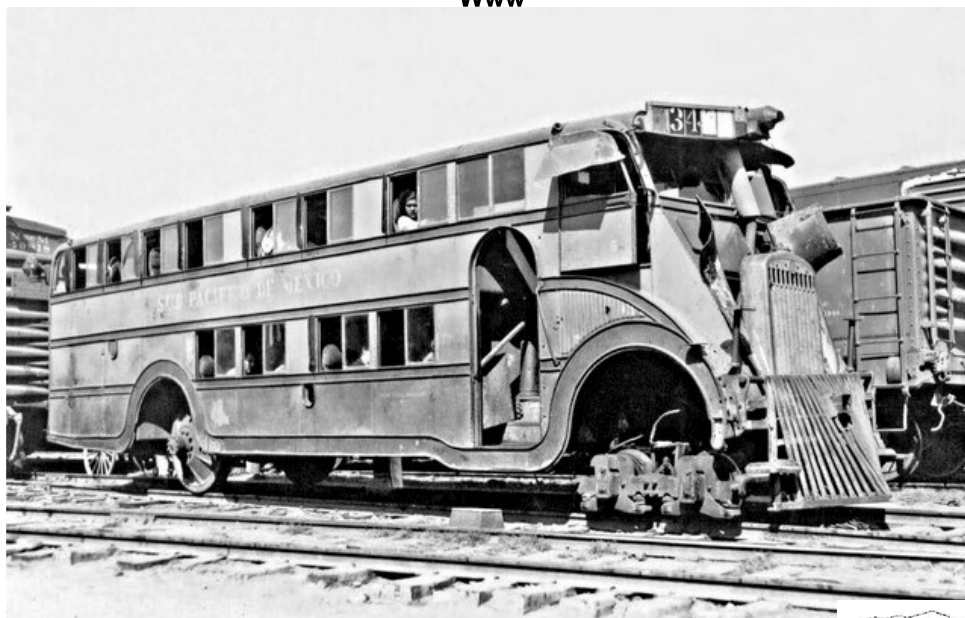
The line itself is very picturesque, as would be expected for Cotswold country scenery. As far as the railway-related infrastructure was concerned, I particularly liked the ambience of Toddington Station. A highlight of the journey along the line is the travel across Stanway Viaduct, located between Toddington and Broadway. While its 15 arches of 11 metres height are not quite as spectacular as those of Ribbleshead Viaduct, it is very impressive nevertheless. While still currently in use, repair work is going on at the same time. Typical of such structures, leaks in the waterproofing of the top deck allows water to penetrate the structure and cause damage, not unusual for a structure over 120 years old. Late in 2023, while repairs were underway, damage worse than expected was discovered. At least the problem can be fixed, but the original budget of 1.5 million pounds for repairs, might not be enough.

Cheers,



## *Unusual Bus/Train*

Www



May 2024



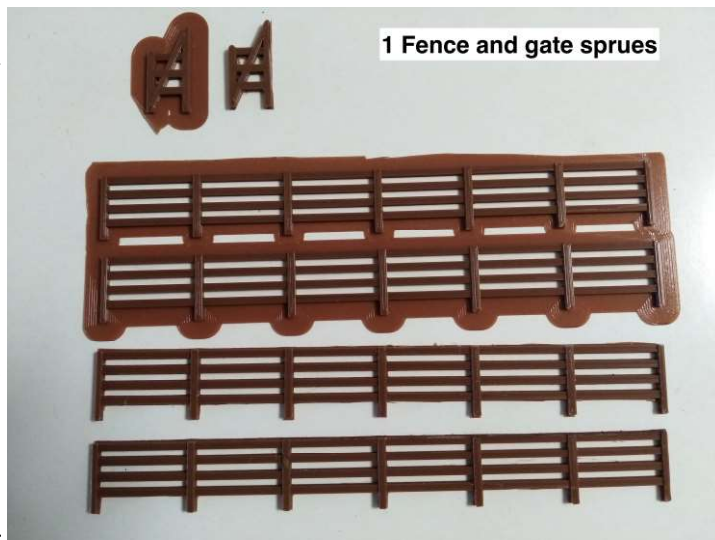
## 14 DRAYTON HARBOUR NEWS

by Gary Sardoni

Attention has now turned to the front of the layout, specifically the east-facing area just to the south of Hooker Hill. This is one of the first parts of the layout that visitors get to see, so it was worth the effort to have some obvious scenery improvements for returning Toowoomba Show visitors to see. Opportunities and discoveries have also contributed to the decision to work on this scene.

Firstly, the opportunity. In producing scenery for the Hooker Hill precinct, a few metres of second hand fencing (from the club's larder of donated scenic materials) had been put to good effect. However, this had all been used, so my next thought was to attempt some d.i.y. fencing for other parts of the layout. I built a small section of a fence further along the layout front, using "Evergreen" strip 2mm x 2mm pieces, as I had a small amount left over from a previous job. With the intention of having a considerable length of fencing along the top and bottom of the front of the layout, I was contemplating the time and expense of making all these fences in a similar fashion.

When club member Ben Martin saw this small fencing effort, he stated that he would be able to produce something similar and more robust as well as being far less expensive, using his 3D printer. So he set to work, produced some sample fences (and gates) that were just perfect. So, with the go-ahead to produce 12 metres of



fencing, Ben purchased the necessary ribbon, and after 30+ hours of printing later, fences and gates were delivered. All that was needed was to cut away the flash from the 3D printed fences before installing them.

Secondly, the discovery. In considering what to scenic next, there had been a bit of talk about using some of our many donated trees to produce a forested area somewhere. As a bit of a visual trial, Dave Lewis had got hold of a selection of about 60 plastic-looking, conifer-like trees and laid them out in the area under consideration, to create an idea of what a forest of such trees would look like and I thought it looked quite good, so I thought that ultimately a fenced off forest of conifers would be very presentable, and this is what I have been working on.

Continued from page 14



15

What has been produced so far is only a part of what will ultimately be done, as we have plenty of fencing, plenty of conifers, and plenty of spaces at the front of the layout to plant a forest. In the first area planted, I originally estimated that about 60 trees would be needed. It turned out that over 200 were actually required.

Finally, some commentary about some of the techniques that have been used so far. The fences have no dedicated posts to bury into the ground, so I cut small pointed pieces of metal tin can lid, superglued them to the base of every third or fourth post with the pointy end facing downwards, poked or

drilled small holes in the scenery for the posts to go into, filled each hole with pva, and planted the fence in the holes. Individual fence panels are butted up to each other and superglued together. Cyanoacrylate (superglue) and ABS plastic (I understand that the 3D printer resin is composed of this) forms a strong bond. I also found that the fences can be easily bent to go around curves.

The trees as supplied have a definite plastic look. Charles Clarke gave me the heads-up on how to improve their appearance. My version of his concept was to firstly dip each tree into diluted pva and then immediately sprinkle green scatter over it. The tree needs to be rotated for a second or perhaps third sprinkling of scatter so that all sides get coverage. I found that a session of doing about 60 trees was convenient, not long enough to make me go mad, but long enough for the first trees to be completely dried as I finished the last ones. This meant that I could start planting immediately.

May 2024

Continued on page 16

**16** *Continued from page 15*

The trunk of each tree was hollow at the bottom. This was convenient for planting, as a cylindrical post could be inserted into the base of the tree with the bottom part of the post inserted into a hole in the scenery and the hole in the scenery then filled with pva glue. Similarly to the arrangement for the fences, for attaching to the scenery, pva was used. I found that pieces of "good-ole" cotton bud stick were quite suitable for joining the tree to the scenery. I also discovered an even better option; the left-over sprues from styrene wagon kits were very useful as their diameter was just right to fit into the hollow tree bases.

I trust that while the attached images reveal that while there are plenty of things that can be done to improve the scenery on the layout, they show that the forest under construction is progressing well. There is still the opportunity to add hundreds more



**3** Trees covered in scatter



**4** What 200+ trees looks like

trees in this area. In addition, the carbon credits that the club will gain by planting so many trees will stand us in good stead financially, and also give us a warm fuzzy feeling from doing our bit to limit the effects of climate change.





5 View of fences with trees behind



6 Forest extends further south

May 2024



# 18 Dining Cars.

Arthur Hayes

Dining Cars provided seated meals (Breakfast, Lunch and Dinner) on selected sectors on our trunk Mail Trains from around 1930 to 1970. Railway Refreshment Rooms (RRR) at various stations would provide light meals in the form of sandwiches, pies, drinks etc. Some at larger locations provided sit down meals for sectors not covered by the dining cars.

Passengers requiring a cup of tea and a pie need to wait for these stations as well. Plus, many of these RRR had bars attached. In 1969 I worked Homestead (Mt Isa line, 73 Km's west of Charters Towers) which had a RRR, the manager lived on site with her quarters included in the RRR. It was privately run and I know a cup of tea and a pie was not on the menu. When I arrived soft drinks were added to the menu. Mixed trains heading west, about one a day with five or six passengers would stop for refreshments. It was more a local watering hole, most nights around 10 o'clock you would be picking up the locals that went base over apex over the signal wires. Most were not in a condition to be able to return to their feet without assistance.

RRR managers a couple of hours before the due arrival of a train required train information, expected time of arrival and the train CANA. CANA was in the telegraph code was for number of passengers on the train. Hot drinks were served in china cups, the passenger would pay a deposit and be given a ticket which allowed the passenger to take the cup onto the train. At the next RRR the passenger could return the cup with the ticket and receive a refund. If a train was running late, the time at the station was reduced.

As I read notes/books from various historians the operation of dining cars varies a bit about where they were added to or taken off trains, maybe different periods with different timetables. Looking at the Western Mail (Train 8S) in the 1939 Main Line Timetable,



the train departing Brisbane Central at 3:15 pm, Toowoomba 7:20/40 pm as the dinner stop in the RRR and refreshment, Dalby 9:25/35, Chinchilla 11:15/30, Miles 12:32/42 am, Roma 4:02/17. Mitchell 6:36/56 attach Dining Car, Charleville 12:18 pm. Breakfast and an early Lunch were the meals provided. The train continued to Cunnamulla on Saturday only. On the return train 13 down Western Mail departed Charleville at 3:02 pm, Mitchell 8:21/41pm, refreshment and detach dining car. Roma 11:04/14 pm, Toowoomba 7:40/8:00 for breakfast in the RRR, arriving Brisbane 11:57 am. The 1948 timetable was much the same.

The 1958 timetable showed the Westlander being worked by a diesel electric locomotive leaving Brisbane a few hours later at 6:55 pm. Refreshments Toowoomba 11:01/25 pm, Dalby 1:17/25 am. Roma 6:59/7:35 change locomotives and attach dining car. Charleville 3:17/52. The train was due to arrive at Cunnamulla 9:37 pm, this sector was worked with a PB15 engine with WW water wagon attached, a total of 10 vehicles.

May 2024

Continued on page 19

The train was at Wyandra 6:37/57 pm giving passenger plenty of time to duck over to the pub for something to eat and drink. The dining car providing breakfast, lunch and dinner on the Roma – Cunnamulla sector. In later years the dining car staff left the train in Charleville and stayed in quarters until the return of the train the next day. On returning the train left Charleville at 3:50 pm, Roma 11:30/58 pm, detached dining car and change locomotives. Toowoomba was the breakfast stop 7:40/8:05 pm, arriving in Brisbane at 12:00 midday. Dining car staff also assist in the RRR prior to the arrival of the train.

On the Sunlander the dining car was on the train between Bundaberg and Mackay, providing Breakfast, Lunch and Dinner. At the time northbound Sunlander (241) departed Roma St (Brisbane) at 9:30 pm, Bundaberg 5:33/6:00, attach Dining Car, refreshments, Rockhampton 12:05/45, refreshments. St Lawrence 4:37/47 refreshments, Mackay 8:06/36 pm, detach dining car and refreshments. Southbound Sunlander (266), Mackay 5:47/6:18 am attach dining car and refreshments, St Lawrence 9:42/52, refreshments, Rockhampton 1:30/2:05 refreshments, Bundaberg 8:26/9:00 pm, detach dining car. Roma Street (Brisbane) 6:00 am. Dining car staff would swap when the north and south bound train crossed each other. From what I recall, there was a staff of five required to work the dining car. Meals were provided in seating, the night before the Conductors would hand out meal sitting tickets. First class passengers received first pick at available times. During holiday periods three seating was not uncommon.

1967 I was at Mackay working as a fireman for the sugar season, from time to time you would be rostered on the station shunt. Afternoon shift would take the dining car off the Sunlander and the night shift would attach it to the train with the PB15 shunt engine. I recall one morning the dining car was pulled from the shed without the shore power being disconnected. We also worked the main line trains to St Lawrence, regularly I would be rostered 266 (southbound Sunlander) on duty 5:15 am to St Lawrence, arrive 9:42 am return 241 (north bound Sunlander) on duty 4:17 pm, arrive Mackay 8:06 pm, it was an awesome job, both of us would wear a white shirt for the day. It would set you up for a day job the next day, generally a 12 hour branch job. An added bonus was it was counted as two shifts, after completing 10 shifts within the fortnight it was classed as overtime. Other guys in the quarters indicated I was paying the roster clerk.

Dining cars at their depot station were hooked to shore power. A special siding with a shed was provided at one end of the station near the RRR. Dining car provided a bit of work for the station/yard shunters. At some stage the dining cars were turned before their next trip. After each trip the food left over would be taken back to the RRR and likewise would need to be loaded up before the next trip. The kitchen end would be the best end to have on the stop blocks for loading and unloading. At Roma the dining car siding was on the western end of the station. I'm having trouble recalling if the kitchen was the leading end of the carriage, I was always on the train, and I can only assume what happened before the arrival of the Westlander. The dining car was attached to the train between cars 3 and 5. Cars 1, 2 and 3 were first class carriages and cars 5, 6, 7 and 8 were second class carriages. The dining car was car 4. To reduce the number of moves with the leading portion of the train still containing passenger the shunt engine would push the dining car out onto the leading part of the train with train brakes applied.

**CONTINUES NEXT MONTH**

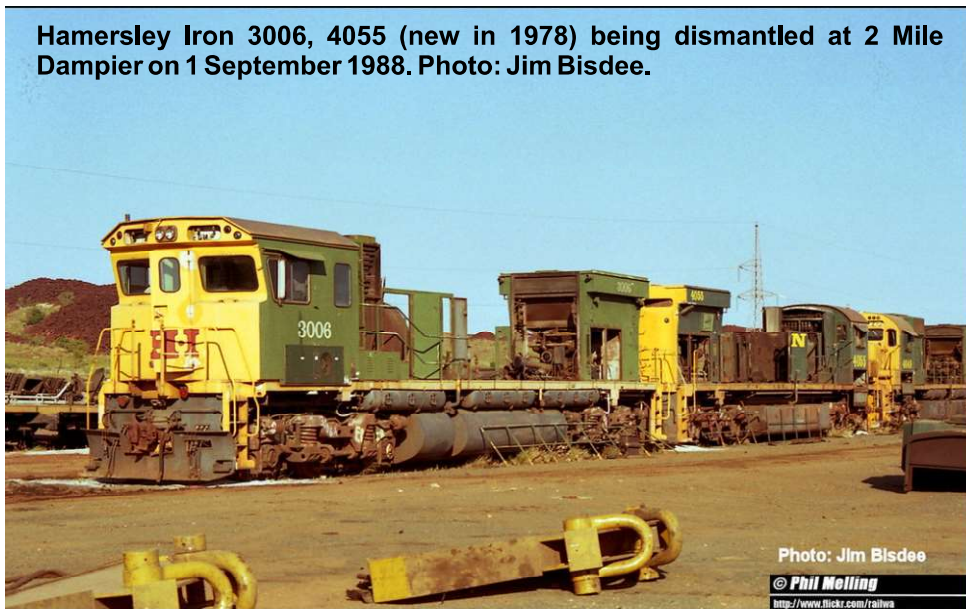
May 2024



# <sup>20</sup> RAILWAY PICS

All photos Western Australia

Hamersley Iron 3006, 4055 (new in 1978) being dismantled at 2 Mile Dampier on 1 September 1988. Photo: Jim Bisdee.



Y1102 on Anchorage Abattoirs shunt ex Robb Jetty yard in December 1979. Photo: Jim Bisdee.



May 2024

Continued on page 21

Nr26/ AN9/ NR118 and AN11 on 5P23 engine turn at Midland on 1 February 2007. Photo: Jim Bisdee.



P2502 is on 6903 empty caustic train passing through Burekup heading to Picton/ Bunbury Port on 9 February 2024. Photo: Phil Melling.



## 22 DJH O Scale NSWGR C36..

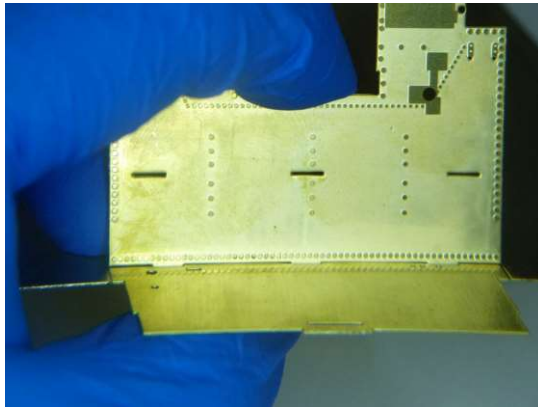
Jurgen Engel

To dress or not to dress the cusp...

The cusp... Without the waffle... It's a tiny "V" or perhaps "D" left over from the etching process on the edges of etched brass parts.

Dressing the cusp (that is filing the edges of an etched brass part square) can be critical, even in big O...

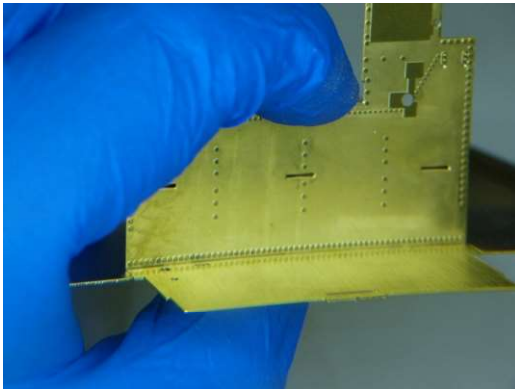
Photos in question. Pic 1 You can see how the tender front won't sit flush on the tender base plate... Those very fine edges around the tabs are in fact "rounded", the tabs will go in the slots once the cusp is dressed back.



Pic2 There ya go, piece fits perfect.

Before anyone goes and curses a kit because it doesn't fit.... Did you dress the cusp???

It may not seem much, but 0.25mm here and 0.25mm there adds up to 0.5mm at the other end, and that can be critical as more parts are introduced during assembly... Think how much 0.5mm is in HO.... It can be huge in O...



It's not always that simple. Sometimes the designer will factor in the cusp in the final etch and removing it will reduce the part size.... This isn't ideal as all your joins will be against rounded or pointed bits of metal vs. dressed ends... A set of plans will confirm what you have in front of you and how the designer has gone about his/her craft.

The tender appears curved as I photographed the tender through my magnifier...

May 2024



# MODELLERS CORNER <sup>23</sup>

As mentioned in last months Train Talk Aaron Durkin was awarded a special NMRA Award for his modelling, this is the shadow box layout In On30 that Aaron displayed at the Toowoomba Heritage Royal Show.



May 2024

## 24 Toowoomba Heritage Royal show

Ted Freeman

We opened up for this year even on the Thursday at 2pm as the Royal Show doesn't start until 1pm, in the three hours we were open we had a steady throughput of visitors and everything was running well.

The opportunity to have a short running period gave us the chance to chase any problems that might crop up.



We didn't have a lot of members on hand for this first day but those that were present did an admirable job of keeping things going and entertaining the visitors.

Very few problems with stray hands knocking trains off the tracks occurred though this is always something that has to be watched constantly.

The photo above by President Dave Lewis shows some of the people present during a quieter period while the photo at right by Brent Smith overlooks Drayton Harbour.



An Amtrak Train waits its turn to run on the N Scale Byers Junction while a Double Deck Metra Local has just arrived at the platform, something unlikely in the real world is the Japanese Train sitting in the mainline passing loop, in model railroading we can do what we want.

Photo and Amtrak train by Philip Cook, Metra train belongs to the club and Japanese train belongs to David Cook.

May 2024

Continued on page 25



*Continued from page 24*

All photos this page Philip Cook.

Friday we opened at 9am and were immediately inundated with visitors, throughout the day the traffic never stopped and at times was virtually standing room only.



We were privileged to be visited by Mike Horan, it was due to Mike as a member of parliament that we are where we are today, Mike originally got us into Baillie Henderson Hospital where we were located for many years, he was a main supporter who helped us get to our present situation with our own clubrooms, you can see the plaque on the end of the Byers Junction N Scale layout showing Mike dedicating this clubhouse in 2009.

Friday being so busy meant vigilance by members was of utmost importance, we had some situations where hands created problems, one was on Byers Junction where some errant hands derailed a train causing a massive pileup and short circuit, our reward, given the finger by the little



culprits (around 12/13yrs old) as they high tailed it for the exit.

In general the public were well behaved but a few areas caused congestion when B Double Baby Carriages came in, some of these things are enormous and must be some sort of a status symbol like big SUV's seem to be.



Our sales table ably handled by Christine Lewis did a roaring trade although the New and Near New HO Locomotives didn't sell but it was amazing how many small items sold.

Aaron Durkin once again presented a new layout, On30 as seen above.



# Rail Mishaps

www

FOLKSTON, Ga. — Three CSX crew members have been taken to a hospital with non-life-threatening injuries after an intermodal train struck a standing rock train in Folkston, the railroad said in a statement this afternoon.

The collision occurred about 1:24 p.m. Two locomotives, two intermodal cars, and two rock cars derailed as a result, and a small fire resulted that has been extinguished. No hazardous materials are involved.

“We appreciate the swift response of local first responders,” CSX said in its statement. “CSX has deployed resources to assess the situation, remove the equipment, and restore the area. The cause of the incident is under investigation.”



The National Transportation Safety Board has announced it will also be conducting an investigation.

Charlton County Sheriff Robert Phillips reports the collision occurred just north of the State Route 121 overpass in Folkston. That bridge remains open, while the Charlton County Herald reports on Facebook that a number of downtown railroad crossings in Folkston are closed as result of the derailment.

Folkston, a popular railfan location, is about 35 miles southeast of Waycross, Ga., and 42 miles northwest of Jacksonville, Fla., It is a meeting place for CSX’s Nahunta and Jesup subdivisions, funneling traffic to and from the Northeast and Midwest/Waycross, Ga., respectively. As of 3:35 p.m. ET, the Amtrak Alerts feed on X reports the derailment has led to cancellation of Amtrak’s Auto Train today and tomorrow in both directions, as well as today’s Silver Meteor from New York to Jacksonville.

— Updated at 3:20 p.m. CT with map, background information on Folkston, and Amtrak cancellations; updated at 8:48 p.m. CT with NTSB announcement of investigation.

Derailed locomotives at site of collision. A small fire resulted from the collision, which was quickly extinguished, CSX said. Charlton County Sheriff Robert Phillips



# FULL FRONTAL <sup>27</sup>

S2108 at the Premier Coal train loading point east of Collie, Western Australia. Photo: Joe Moir.



Photo: Joe Moir

© Phil Melling

<http://www.rick.com/yahoo>

**28** *Continued from page 27*

The S class are a class of diesel locomotives built by Clyde Engineering, Forrestfield for Westrail in 1998.

**History**

The S class were the first and only dual-cab locomotives purchased by Westrail. In May 1996 nine were ordered from Clyde Engineering as part of an order that also included 15 1,435 mm (4 ft 8+1/2 in) standard gauge Q class locomotives. The order later extended to eleven. They are an evolution of the FreightCorp 82 class. All were assembled at a facility established by Clyde Engineering within Westrail's Forrestfield Depot to fulfill the contract. The frames were built at Clyde's Somerton plant with other components manufactured at Kelso. **S2106 in July 2008**



The S class locomotives entered service in June 1998 hauling ore and mineral trains in South West Western Australia. All were in service by November 1998.

All were included in the sale of Westrail to Australian Railroad Group in December 2000, with the class redesignated as the 3300 class. In June 2006, all were included in the sale of Australian Railroad Group's Western Australian operation to QR National.

<b>Power type</b>	<b>Diesel-electric</b>
Builder	Clyde Engineering, Forrestfield
Model	Electro Motive Diesel JT42C
Build date	1998
Total produced	11

**Specifications-Configuration:**

UIC	Co-Co
Gauge	3 ft 6 in (1,067 mm)
Length	20.8 m (68 ft 3 in)
Loco weight	116 long tons (117.9 t; 129.9 short tons)
Fuel type	Diesel
Prime mover	Electro Motive Diesel 12N-710GB-ES

**Performance figures**

Maximum speed	115 km/h (71 mph)
Power output	3,010 hp (2,240 kW)
Tractive effort	74,440 lbf (331.1 kN)

**Career**

Operators	Westrail
Number in class	11
Numbers	S3301–S3311
First run	6 March 1998
Current owner	Aurizon
Disposition	11 in service

**May 2024**



# Letters to the Jeditor. <sup>29</sup>

Hi Ted,

Saw the TrainTalk email.

Here are a couple of photos.

The first is the old Dirranbandi railway station that is now being repurposed for community activities.



The second is the end of the line looking back towards Thallon where the south west line now terminates.

The line from Thallon to Dirranbandi was badly damaged during a flood and it was determined that it wasn't economically viable to repair at the time.

Thanks, Grant Hirning.

May 2024



30

# OOPS!

www



May 2024



# Standard Gauge

31

Dave Lewis

The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Well, because that's the way they built them in England, and English engineers designed the first US railroads. Why did the English build them like that? Because the first rail lines were built by the same people who built the wagon tramways, and that's the gauge they used. So, why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that same wheel spacing. Why did the wagons have that particular odd wheel spacing?



Well, if they tried to use any other spacing, the wagon wheels would break more often on some of the old, long distance roads in England . You see, that's the spacing of the wheel ruts. So who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (including England ) for their legions. Those roads have been used ever since. And what about the ruts in the roads?

Roman war chariots formed the initial ruts, which everyone else had to match or run the risk of destroying their wagon wheels. Since the chariots were made for Imperial Rome , they were all alike in the matter of wheel spacing. Therefore the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. Bureaucracies live forever.

So the next time you are handed a specification/procedure/process and wonder 'What horse's ass came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' asses.)

Now, the twist to the story: When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah . The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds. So, a major Space Shuttle design feature, of what is arguably the world's most advanced transportation system, was determined over two thousand years ago by the width of a horse's ass. And you thought being a horse's ass wasn't important? Ancient horse's asses control almost everything.

May 2024





## Annual Show

**Birkdale Multi-Sports Club**

**Judy Holt Park off Randall Road, Birkdale.**

***Saturday 13<sup>th</sup> July***

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

***9am - 4pm on both days***

***Adults \$10***

***Family Pass \$20 (2 Adults & 2 Children)***

***Seniors & Concession Card Holders \$5***

***Children \$5 (Children under 5 free)***

For more information check out our Facebook page

<https://www.facebook.com/groups/876973917563068>

Or Birkdale Multi-Sports Club

<https://www.facebook.com/birkdalesportsclub/>





**UNION PACIFIC MODEL RAIL CLUB**

# **OPEN DAYS 2024**

**Come and see model trains  
running on our large layout!**

**Sunday: 9am to 2pm**

**9 June**

**8 September**

**At our clubroom at rear of the  
Holland Park Sports and Community Club  
49 Abbotsleigh Street, Holland Park 4121**

**Entry: Gold Coin Donation**

## **TABLE SALES**

**Have some trains to sell? Just 6 table spaces available.**

**Email now to book a table and avoid missing out.**

**Full table \$20 or Half table \$10.**

**Union Pacific Model Railroad Club Inc.**

**Email: [sec.upmrc@gmail.com](mailto:sec.upmrc@gmail.com)**

**<https://www.facebook.com/UPMRC/>**

# ***TWO BIG MODEL TRAIN SALES in 2024***

***Sunday July 28th.***

***Sunday November 24th.***

*55+ Tables at both Sales, under cover and FULL  
of Trains, Paraphernalia, Hobbyists needs.*



Queensland Rifle Association Restaurant 1485 Old Cleveland Road,  
Belmont, Brisbane. Spacious, Airy, Bright.  
Lots of free parking including at the rear of Sale area.

***Entry to our TableSales are FREE.***

*They're open to the public at 9am and finish around 1pm.*

*Brekkie? See the Red Coffee Van's menu ...  
and the Club's Sausage Sizzle inside the Table Sale.*

Phone (0406 346 266) for a Sale table (\$25) and information.

Standby for **2025**: Next year's (July 27, November 30) Sales Sites are reserved.

***May 2024***

## Letters to the Jeditor. <sup>35</sup>

Thanks Ted, always a good read, well done.  
Keep up the good work.  
Brent Smith.

To the editor

Hi Ted

Thanks again for your informative newsletter. It makes us feel less isolated from the main stream of our wonderful hobby. I have attached a photo of my rebuilt A4 Pacific Sir Nigel Gresley, including the name plate decal you printed for me a couple of months ago. It is now loco drive with a body and wheels from an auction in Canberra,

a chassis from a local friend, the tender body from a UK internet



site and finally a decommissioned ringfield tender chassis also from auction. As I used plastic drive wheels I was able to build pick ups on both sides and also feed power from the non working ringfield motor in the tender, so a smooth runner.

Keep up the good work in Toowoomba as we look forward each month to your Train Talk.

Regards; Eion Wheeler, Townsville Multi Gauge Group

Thanks Ted,

This low res version worked fine. As always, a very professional production and great reading.

All the previously sent, high res attachments had no problems prior to the April Train Talk.

If you have the time could you please sent a fresh email with the high res attachment to see if it was a one off problem for me.

Kind regards; Peter Martin

Hi Ted,

Thanks for another interesting issue of Train Talk.

As a commercial pilot, I was intrigued by the photo of the Handley Page Hermes that overran the end of the runway, stopping on the railway line. Surely that's taking easy transport connections a little too far!

Hoping to start work with you on some more Tasmanian decals soon.

Regards, Geoff Collis

May 2024

36 **What a Sad Sight**



**Buckambool Model Trains**

The home of DCC N Scale in Australia  
*as well as the HO, O and large scale modeller*



Budget decoders (hardwire, 6, 8, 18, 21 pin) from **\$29**

ESU & ZIMO (N & HO) sound decoders from **\$165**


Enquire about N scale DCC installations

Visit our online store: [www.bmodeltrains.com.au](http://www.bmodeltrains.com.au)

[bmodeltrains@gmail.com](mailto:bmodeltrains@gmail.com)

0430 460 985

May 2024



**24/7  
TOW IT ALL**  
TOOWOOMBA

**Nathan - 0448 134 774**  
Toowoomba and surrounds  
Accidents Breakdowns



**GROWTH DESIGN**  
Quality, Support & Hope

Steve Budden  
Landscape/Garden Design

**0409 037 775**  
[stebud1@hotmail.com](mailto: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)



May 2024

## 38 **Railway Timetable**

**THIS COMING EVENTS LISTING IS PRESENTED AS ACCURATELY AS KNOWN AT THE TIME OF PRINTING, IF YOU WISH TO CONFIRM ANY DETAILS AND/OR HAVE ANY OTHER EVENTS FOR LISTING, PLEASE SEND THE INFORMATION TO THE CLUB EMAIL ADDRESS - [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\****

### **June**

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

**Monday 3rd** - Committee Meeting at Fitzy's 153 Margaret Street, commencing at 7pm

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

**Friday 7th** - Open House Preparation from 6.30pm

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

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

**Friday 21st** - Social/Running Night - from 6.30pm, bring the family, bring nibbles, socialise, run trains, **FREE** Tea & Coffee.

### **July**

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

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

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

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

### **August**

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

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

**Monday 12th** - Committee Meeting at Fitzy's 153 Margaret Street, commencing at 7pm

**Friday 16th** - 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).***

**May 2024**




Explore

NOTE:- Dimensions ascertained by photogrammetry  
exact accuracy not guaranteed

# Queensland's Narrower Gauges


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

scale 3/4 inch = 1 foot  
 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 Blain Collection



May 2024