



Produced by Enthusiasts
for Enthusiasts

TRAIN TALK

June 2024 Volume 35 No 12 Issue 396
A 100% NMRA Affiliated Club





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'Train Talk' Volume 35 No 12 (issue 396)
June 2024
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Toowoomba Model Railway Club Inc.
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MEMBERSHIP FEES
Ordinary @ \$110.00*
For Twelve Months
(*\$40.00 NMRA membership
Including Public Liability Insurance)

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
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Vice President	Grant Hirning
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Committee	David Cook
	Lionel Kearney
	Gary Sardoni

TABLE OF CONTENTS

4. President's Report (David Lewis)	34. All Gauge MRC Open Days
4. Letters to the Teditor	35. Not a Miniature Railway (Jurgen Engel)
5. Teditorial (Teditor)	36. Letters to the Teditor
6. On The Footplate	38. Railway Timetable
7. UK Heritage Railways Premier League (Gary Sardoni)	40. Union Pacific Poster (www)
12. Wooden Ya Know It (Chris Lewis)	
13. June Open Weekend (Teditor)	
20. Railway Pics (As Credited)	
22. QR Dining Cars (Arthur Hayes)	
27. Full Frontal (www)	
29. DJH O Scale NSWGR C36 (Jurgen Engel)	
30. OOPS! (www)	
31. Railmishaps (www)	
32. Bayside MRC Exhibition	
33. Redlands Model Railway Show	

ADVERTISER INDEX:

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

COVER: AMTRAK E-8/9 437 waits to depart from Byers Junction City Terminal on an unnamed AMTRAK Special during the June Open House, this part of the layout is still a work in progress. *Photo; Liam Turnbull, Train; David Cook.*

For the keen eyed amongst you, it may be obvious that Wuiske Models has been on a partial hiatus for the last little while. There has been several reasons for this and the decision was not taken lightly. In short, sanity was valued as the priority. I can assure you that contrary to the wonderfully inventive rumours, Wuiske Models is still trading as it has been for the past 23 years. For those that actually know, I have been traveling and away from the shed and as a result, orders have been delayed in getting processed.

For those whom will adopt the "not good enough" attitude, this is fine and a refund will gladly be provided.

I sincerely apologise for the inconvenience, but rest assured, Wuiske Models is not going quietly into the night. We've had too many people try and shut us down to roll quietly.

Thanks for the understanding, Adam Wuiske.



Wuiske Models is proud to have been conned by Martyn Jenkins into giving some of our Queensland models to Michelle Kempema from the Colorado Model Railroad Museum. I'm VERY happy and proud to see our models running on this amazing, huge and spectacular layout over in Colordao. Thanks to Marty and

Michelle for making this happen.

Lots more on our Web Page; www.wuiskemodels.com

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June 2024

4 President's Report June 2024

Dave Lewis

Hi everyone I hope that you are all keeping warm and well now that Winter is upon us.

The open weekend went very well, with lots of visitors through the door. I talked with many of them and they were impressed with the layouts and the museum. One person (aged 91) was delighted to see his old home on the Garden City layout.



We had radio broadcasts from the club on the Saturday and they gave us a great review and interviewed a few of us.

My wife, Chris and I looked after the sales table, where we had a steady run of sales on both days. A couple of lads bought some of the more expensive locos. It was the cheaper items that were the best sales, buildings, cars, etc.

I have had a couple of health issues this month and so have not made it out to the club as much as I would have liked. However, now the cataract surgery is behind me I am looking forward to getting back into club once again.

A big thank-you to Jess Gibbs, Benjamin Martin, and Gary Sardoni for sorting out the issues with the club's Facebook Page.

Looking forward to seeing you next time at the club.

Best regards

Dave.



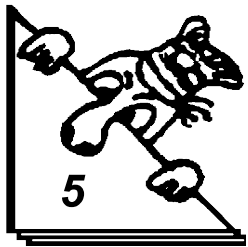
Letters to the Teditor

Don't forget to write to Letters to the Teditor for your chance to win a Decal Credit, \$5 for non members, \$10 for TMRC Inc. Members.

Dave Lewis is actually this month's winner with a \$10 credit. Get those letters in.

June 2024

T EDITORIAL



As I write this the June Open Weekend is now over and what a successful event it was, I would like to thank all the members who participated as without you the event could not occur.

It's an unfortunate aspect that there is very unlikely to be another big EXPO so the club relies on these events to continue to survive and flourish.

We were fortunate in obtaining financial assistance from Toowoomba Regional Council that saw new A Frame signs promoting the event along with printing of 2,000 coloured fliers that were distributed by members along with other aspects that enjoyed the Council support, we are most grateful.

It would have been nice to sign up some new members but it is a very difficult aspect to achieve, especially with regard to younger people with so many other activities attracting them.

With regard to memberships, the renewal date is the end of June and unfortunately not everyone has rejoined. In particular I mention Ben and Angela Martin who have made that decision. With busy lives and involvement in multiple activities, they have re-prioritised the activities that they are able to manage. We thank them for their contribution to the club via their involvement in the roles of President, Secretary and Treasurer and we wish them all the best."

Some recent activity around the club has included considerable cleaning up of the premises in regard to general housekeeping and disposing of unwanted items, it is also good to see that steps have been taken to eradicate insects and rodents through a pest control treatment by a local company - Razor Pest Control - at a very reasonable rate, being housed in the showgrounds, next to a poultry pavilion and the amount of equestrian activities that occur this pest control was deemed a necessity, follow up has shown benefits already and we can feel a lot more comfortable that our layouts and assets are not going to be rat and mouse fodder.

As the weather takes a turn from the extreme cold we hope to see more of our members attend the club, there is a lot of layout building to be done.



Tune in for the best of sounds for everyone's likes 4AK and 4WK - Your stations!
June 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
Authorised & Qualified
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Helping to make your day special!!



Jurgen Engel

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

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

June 2024

UK HERITAGE RAILWAYS PREMIER LEAGUE ⁷

by Gary Sardoni

You may recall that over the last few months, I described my visits to some of the UK's heritage railways in 2023. Those visits more-or-less completed a bucket list of English and Welsh heritage railways that I intended to eventually visit. This quest started during a 2010 holiday, continued with a 2013 holiday and finished with my 2023 holiday. While there are in the vicinity of 150 heritage railways in the UK (yes the poms love their trains!) I was quite selective with choosing those that I wanted to visit.

1 Train Arrives at Lakeside Station



While not a football tragic, I do follow the English Premier League, especially those teams that have some Australian involvement, which at the present time I understand only relates to Tottenham Hotspur. Anyway, I digress. I liken my selection of railways to visit to the Premier League, as in my opinion, there about the same number of "Premier League Railways" as there are Premier League football teams. Actually, there are 20 Premier League football teams and I visited 16 heritage railways all up, but those numbers are close enough.

In my mind I ranked those railways in my own league table from 16 to 1, and I intend to share my experiences with you. My "league table" is based on my personal experience at each railway, not a direct ranking of the railways as such.

8 *Continued from page 7*

In any case, my criteria are totally arbitrary and non-scientific. For example, comparing my experiences from 2023 with those from 2010 introduces a memory-based bias even before I get started. Also, some of my experiences are doubly historical, as not only is a heritage railway historical in itself, but my visit could have its own historical element, as there may have been significant changes at the railway since my visit. Where these changes are significant, I hope to mention them. So, here goes, starting at the bottom of my list and working my way upwards.



16: Lakeside and Haverthwaite Railway (visited 2013)

This railway manages to get into the "Premier League" but is nearer the bottom of the table than the top. It is the final part of what was originally a Furness Railway branch line to Lakeside at the southern end of Lake Windermere in the Lake District in north-west England. It was originally opened in 1869 and closed in 1967. A 5.1km section was re-opened as a heritage railway in 1973. For me, one of the main attractions of visiting the line was to see its primary motive power, a pair of large 1950 era 2-6-4 "Fairburn" tank engines in action.

I did get to see these locos, but only in the workshop shed at Haverthwaite, with sufficient parts removed to make it clear that maintenance was going on with both of them. The trains this day were hauled by a much more diminutive 0-6-0 "Andrew Barclay" loco, built in 1911.





5 Goods Shed at Haverthwaite Station



6 Fairburn Tank Loco 42085 at Haverthwaite

This loco handled its 4 coach train without problems, but without the loud chuffing and whistling that I was hoping for. Nevertheless, the journeys from Lakeside Station up to Newby Bridge Halt and then Haverthwaite Station and back were very pleasant.

Lakeside Station is a remnant of its former self, with open platforms only, and evidence of the removal of a previously existing roof. However Haverthwaite Station was a hive of activity, tastefully preserved and with considerable ambience.

The plan for the day was to visit this railway only if time permitted, as there were plenty of other things to see and do in the Lake District. If I had not got there, I would not have fretted very much. However, it turned out to be well worth the visit. The highlight on the day was the ambience of Haverthwaite Station.

Cheers,
Gary



Toowoomba Regional Council June Open Weekend Support



A big thank-you to Toowoomba Regional Council for their financial support for the June Open Weekend.

With a \$1500.00 Grant we were able to purchase A Frame signs, 2,000 A5 Fliers and cover costs related to running the event.

The Mayor of Toowoomba Geoff McDonald paid the Open Weekend a visit and had Jeff Fritz, Ted Freeman and himself photographed with the Toowoomba Region banner.

Wooden Ya Know it Wooden Trains Are Best

The Saturday Evening
POST
December 19, 1953 - 15¢

The Amazing True Adventures of
THE INCREDIBLE CAPTAIN KENEDY
By Richard Thruelsen

I Say Basketball's Our Best Game
By Coach Ken Loeffler



June Open Weekend ¹³

Text Teditor: Photos as credited

The June Open Weekend turned out to be a very successful event with fine weather that although a bit cold first up turned out reasonable, we certainly miss our Annual Expos but these Open House events are proving to be very worthwhile with solid turnouts of visitors and assistance to the club coffers.

UnfORTunately promotion got a bit ramshackled with my finishing up in hospital for a week followed by a week's home nursing things didn't go too badly thanks to members getting fliers distributed and some good printed media, radio and TV coverage.

We were very privileged to have both 4AK and 4WK Broadcast live from the venue on the Saturday, a major boost in promotion for sure and a most enjoyable time talking to them live on air.

Thanks to the members who gave their valuable time and effort to help make the event the success it was. Th next big one - CARNIVAL OF TRAINS in September - information next month.



And now for a pictorial coverage of the events action.

Santa Fe Fp45 on a long freight drag on Byers Junction N Scale layout with The Mitsubishi Man overseeing the action.
Liam Turnbull

Aaron Durkin's latest compact O n 3 0 layout,
Jeff Fritz





Above; Another view of Aaron's layout.

Below; NSW's 8046 heads up a Long Grain train on the HO/OO Drayton Harbour Layout.

Both photos; Jeff Fritz





Above; A light USRA 4-8-2 on a coal train through Hooker Hill on HO Drayton Harbour.



Above right; Director class 4-4-0 on OO Jamestown.

Bottom right; another Castle, Conway Castle on the N Scale layout of the same name.



Bellow; The mine scene on N Scale Twin Falls. All photos Jeff Fritz.





Above; AN 830 Class on the HO/OO Drayton Harbour Branch.
Above right; AMTRAK Express on N Scale Byers Junction.
Below; The Lolly Factory loads another Hopper with a lolly.
Below right; Smoko time on the Lolly Factory. *All photos; Jeff Fritz.*





Various scenes on the N Scale Byers Junction.
All photos; Liam Turnbull





More N Scale Byers Junction by Liam Turnbull with Japanese and American trains combined.



On "Jamestown" HO/OO layout, LNER 4-4-0 D11 ("Director") Class Loco #5511 has stopped at Jamestown Station Platform 1 with its passenger train, while LNER 0-6-0 J11 class freight loco #5317 with its goods train overtakes it on the adjacent passing loop.

On our large "Drayton Harbour" HO/OO scale layout British "Manor" class locomotive "Hinton Manor" waits at Drayton St. Edward's station with its passenger train. *Both photos; Gary Sardoni*



June 2024



20 RAILWAY PICS

All photos Western Australia

X1029 "Muliarra" and X1015 "Cheangwa" seen stripped and sitting on flattops at Midland Workshops in July 1975, These were the first two X's to be withdrawn in 1972 but they would sit in a stripped condition and were finally cut up in October 1979. Photo: Jim Bisdee.



Z1152 one of the Midland Workshops shunter's in July 1975. Photo: Jim Bisdee.





On the 4 October 1988, DD592 was put onto one of the afternoon loco hauled Armadale passenger trains to commemorate the 20th Anniversary since end of suburban steam operation on the Perth Rail System. Here we see DD592 moving from the sidings at the Fremantle end of Perth Railway Station heading to the platform. The scene is totally different today. Photo: Phil Melling.

V1223, W958 V, W, V tender, W and S in salvage yard Midland Workshops in July 1975. Photo: Jim Bisdee.



Photo: Jim Bisdee

© Phil Melling

<http://www.flickr.com/railwa>





CONTINUED FROM THE June ISSUE OF TRAIN TALK

The following moves would be required.

Prior to the arrival of the Westlander, the shunt engine would pick up the dining car from the siding.

One of two things would be required, turn the dining car on the angle or run around the dining car. Running around a vehicle is going to the other end, in this case the dining is on the Brisbane eastern end of the shunt engine coming out of the siding and needs to be on the western end. Wait the arrival of the train in a siding with access to the main line.

With the Westlander stopped on the platform with the guards van on the platform, the incoming DEL would come off the train to go the shed.

Two C17 locomotives attached would be shunted to the lead of the train. During these moves, passengers would be leaving the train heading for the refreshment rooms for a cuppa and something for breakfast if you were not going to the dining car after departing.

The train's power car attendants would disconnect the power cables supplying A/C power to the train between cars 3 and 5. The shunter would uncouple the leading section of the train, the train engine would pull ahead clear of the loop points,

Shunt engine would push the dining car onto the leading section of the train and return to the siding.

The lead section of the train would push back on the carriages on the platform, couple up and hook up A/C power supply. A train safety test would follow before departure. 37 minutes was allocated for the work.

Much the same occurred detaching the dining car, the shunt engine would be attached to the dining car after the train had been parted. After the train departed, the shunt engine would place the dining car in its siding.

In 1970 all dining cars were converted to Griddle Cars which provided both meals and refreshments reducing the time required at stations, these cars were on the train for the entire journey. Food Bar Cars were converted from first class seating cars for the western trains allowing the converted dining cars to work the Sunlander services.

The plan book does not show many Dining Cars, prior to the arrival of the Sunshine Cars, most appear to be conversions from other carriages. All up three Sunshine Express Dining Car were built, two (1255/1256) were built with first batch of cars and a third (1376) with the second series. Carriage 1376 was similar to other two carriages except windows in the kitchen end of the carriage. Car 1255 is in the current heritage fleet, Car 1256 became part of a Cooroy Restaurant in the butter factory siding and car 1376 was converted to a CW 74 camp wagon in April 1965.



In 1970, cars 1255 and 1256 were converted to Griddle Car. The kitchen area was extended to make a servery, gas bottles were added reducing seating from 30 to 22. These wooden cars were used on special trains that ran and second division of mail trains running during holiday periods.



24 *Continued from page 23*

My model is a carriage from the first batch and is a 3 foot 6 model kit. During construction the only photos I had was of 1255 as a Griddle Car. Some features of the carriage were questionable as a dining car. As per Norm, when finished you find the answers you were looking for, I located a John Armstrong photo of the carriage 1256 in 1964. My educated guess turned out to be correct.



The carriage body was painted with PGC "QR Passenger RED" lacquer paint. The dining area was scratch build for styrene, very simple construction as only the top of the tables are visible. Seating was much the same, just blocks with backs made of styrene. The figures were given to me by Ken, an eBay purchase for a few dollars. I think the scale could be 1:100. The pack contained about 100 figures, with many repeats and not much detail. That would be OK given they were inside a carriage. The figures were hand painted with Model Colours. I find a drop of paint goes a long way and dries within a few minutes. The two cooks in the kitchen and the two waitress were Preiser figures.



From time to time some carriages had white wall types on the wheels, I don't think it lasted all that long, one of the Griddle Car photos shows the carriage with them. To give the carriage a smart look I added them with the view if I don't like it I can repaint them black.

From above you can see that you can have some operations with your mail trains by having a dining car on your layout. I'm using the dock platform as the dining car siding during the running of my second 13 down, in other words "second division of the Westlander".



The 1970 Supplement to Working Time Tables shows a 1720 locomotive can haul 510 tons on a passenger train consisting of ordinary carriages from Charleville to Brisbane. The maximum of vehicles must not exceed 15. The same locomotive can haul 370 tons between Murphy's Creek and Toowoomba in the UP direction heading west, that about 12 carriages.

My second division of 13 down is marshalled similar to the Westlander. Loco, AL first class seating car, 2 DAS first class sleeping cars, dining car, 2 FBS second class sleeping cars, 3 BL second class seating cars, baggage car and mail van.

In the 1960's second division of the mail trains run at Christmas, Easter and start and finish of school holidays. Roads around the state were not that good, many were just corrugated dirt roads that wrecked your car. Train was the way to travel, on holidays, kids to boarding school etc.

AHRS Sunshine Express shows the following second division passenger trains in the mid 1970's. I think this may have been close to the end of such services. By this time, most western roads had bitumen surfaces, altered trains service and with diesel electric locomotives, extra carriages could be added into time tabled trains.

26 *Continued from page 25*

The standard Westlander was 11 vehicles, during holiday time's 14 vehicles was common. After 1970 with the introduction of the "Capricornian" service, the Sunshine Express cars were not required for any regular time table long distance passenger trains. Baggage Cars and Mail Vans were given other duties as parcel vans attached the North Coast express freight and passenger trains. QLX wagons (Red diamond vehicles at the time allowed on passenger trains) were used as baggage cars and had to be marshalled behind the loco. Wooden carriages conveying passengers were not to be marshalled between steel vehicles.

2ND WESTLANDER 15th January 1975. DEL 1525, FBS 1245, AAS 1318, JCS 1175, FBS 1320, BL 1336/1246, MV 1059.

12.08.77. To Charleville x Roma Street. DEL1507, QLX, JCS 1007, FBS1288, 1240, 1242, AAS 1233, BL 1338, AL 1317, BLV 1123.

Sun 14.08.77. Extra northbound & southbound Sunlander ran DEL 1561, QLX, AAS 1231, FBS 1243, 1237, AAS 1243, 1229, 1280, 1278, FBS 1285, Dining Car 1255, JCS 1005, AL 1246, BL 1321, 1359, 1331, CLV 483

The 1967 Working Time Table shows the following which gives an overview of the workings of the two trains. 16 Up is the second division and 8S the Westlander heading west. On the return 13 down is the Westlander and 2nd 13 down is the second division of the train.

The time table does not show Brisbane – Toowoomba sector.

	16 Tues/F	8S Tues/F		13 Thur/Su	2nd 13 Thur/Sun
Toowoomba (R)	10:03 pm	10:28/ 50	Charleville (R)	4:05 pm	4:40 pm
Dalby (R)	11:48/ 51	12:31/ 39	Morven	6:12/17	6:47/57
Chinchilla	1:18/2 5 am	2:7/15	Mitchell (R)	8:28/38	9:03/13
Roma (R)	5:5/30	5:56/6:	Roma (R)	10:37/11	11:18/38
Mitchell (R)	7:30/5	8:22/3	Chinchilla	2:48/58	3:23/28
Morven	10:11/	11:00/6	Dalby (R)	4:24/32	5:01/9
Charleville (R)	12:11 pm	1:44 pm	Toowoomba (R)	6:30/7:0 0	7:05
	Sat/W	Sat/We		Mon/Fri	Mon/Fri
(R) Refreshment Rooms.					

Looking at the timetable, timing at Refreshments Rooms stops, staffing and the number of dining cars in service, plus the information in the Sunshine Express, I think having a dining car on train 2nd 13 would have been luxurious and most likely did not happen in real life. Management on the SWR looks after their passengers and goes the extra mile for their comfort, thus a dining car on my 2nd 13 down.



FULL FRONTAL ²⁷



Southern Pacific 6051 is an EMD E9 diesel locomotive. It was one of nine E9s built for SP by EMD in December 1954 for the Southern Pacific (SP).

SP 6051 is the only surviving Southern Pacific passenger-dedicated diesel locomotive, and it currently resides at the California State Railroad Museum (CSRM) in Sacramento, California. It is also used for train excursions

6051 was delivered in the Daylight paint scheme, with Farr-Aire intake grilles, a Pyle National Gyalight in the upper headlight housing, nose MU connections, dynamic braking, Nathan model M5R24 air horn (it currently sports a Nathan P5), a single Model 4740 steam generator producing 4,500 lb (2,000 kg). of steam per hour, a 1,200 US gallons (4,500 L) fuel tank, a 1,350 US gallons (5,100 L) boiler water tank, automatic transition, and a freight pilot.

It weighed 336,000 pounds (152,000 kg) and had 56,600 pounds (25,700 kg) of Starting Tractive Effort. Gear ratio was 55:22, with the Locomotive Overspeed set at 83 mph (134 km/h). In June 1958, SP 6051 was painted in the experimental black with orange nose "Halloween" paint scheme.

It received the gray and scarlet "bloody nose" paint scheme shortly afterward, likely in 1959. SP 6051 was retired on December 24, 1969, and was donated to the Railway & Locomotive Historical Society at the end of the year.

SP 6051 was cosmetically and mechanically restored in the early 1980s and is in its original 1955 appearance in the Daylight paint scheme. SP 6051 was also part of the 1981 "Railfair" festivities to celebrate the opening of the California State Railroad Museum.



Power type Diesel
 Builder General Motors Electro-Motive
 Division (EMD)
 Model E9
 Build date 1954

Specifications Configuration:

- AAR A1A-A1A
- Gauge 4 ft 8+1/2 in (1,435 mm)
- Wheel diameter 36 in (914 mm)
- Minimum curve 27° - 214.18 ft (65.28 m)
- Length 70 ft 3 in (21.41 m)
- Width 10 ft 7+1/2 in (3.239 m)
- Height 14 ft 7 in (4.45 m)
- Loco weight 315,000 lb (143,000 kg)
- Fuel type Diesel
- Prime mover (2) EMD 567C
- RPM: Maximum RPM900
- Engine type V12 Two-stroke diesel
- Aspiration Roots-blower

Traction motors (4) GM D37
 Cylinders 12

Performance figures

Maximum speed 117 mph (188 km/h)
 Power output 2,400 hp (1,790 kW)
 Tractive effort 56,500 lb (25,600 kg) starting, 31,000 lb (14,000 kg) continuous

Career

Operators Southern Pacific Transportation Company
 California State Railroad Museum
 Number in class 9
 Numbers 6051

Current owner California State Railroad Museum

Disposition Operational



DJH O Scale NSWGR C36..

29

Jurgen Engel

DJH O Scale NSWGR C36. I took the tender body for a swim this arvo to see where it's all at.



The tender should be a simple thing to knock together eh. It's just a box on wheels I was once told.

Wrong. The tender for this kit has as much detail as the loco, be prepared to spend considerable hours. If adding working markers, don't forget to core them out at this point. I don't fit the markers to the body until the very end when the LED's go in (it's the LED's that hold the markers in place).

There is a lot of fabrication and bending, a lot parts to be fitted to the tender and it's at this point I need to take a break

and do something else for a day. I would estimate the body is around 50% complete at this point.

You will notice the knobs for the railings have their bums exposed and they need to be cut flush and filed down. The rear tender wall is lightly tacked on for now, I have caught myself out before and when everything is done, that's when I will seal it up.

I'll now give the body a decent clean, check for any cold joins and finish the detailing.



June 2024

OOPS!

WWW



RailMishaps

WWW

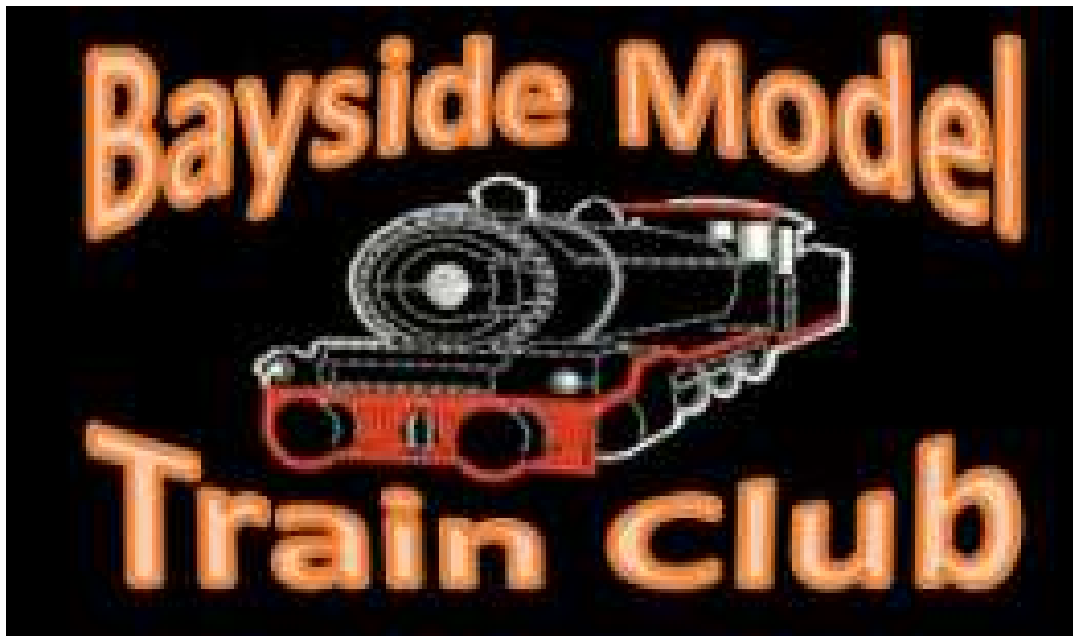
A train Bihar was speeding along smoothly when suddenly there was a loud rumbling noise, and the train jerked to a halt in the middle of the track on a bridge. Upon inspection, it was found that the engine had malfunctioned due to a broken pressure leakage pipe. The abrupt stop of the train caused panic among the passengers. The weather was bad, and since the train was on a bridge, the engineers were apprehensive of a possible accident. They were unsure of what to do next.



Gathering his courage, the locomotive pilot went outside. Crawling under the train, he reached the spot where the leakage pipe was broken. Somehow, he managed to attach the pipe to the bridge while hanging from it. He then came back and started the engine, moving the train forward. A video has surfaced showing how the locomotive pilot risked his own life to save the lives of more than 500 people. Watching this video, you too will salute the bravery and dedication of this Indian Railways employee.

According to the information received, the incident took place in the Bagaha area of Bihar. The engine of train number 05497, travelling from Narkatiaganj to Gorakhpur, experienced an air leakage. Due to this, the train came to a halt between Valmikinagar and Paniyahwa. Locomotive pilot Ajay Yadav and assistant locomotive pilot Ranjit Kumar demonstrated immense bravery by risking their lives to repair the engine and move the train forward. In recognition of their bravery, the division awarded them a cash prize of ₹10,000.





Annual Show

Birkdale Multi-Sports Club

Judy Holt Park off Randall Road, Birkdale.

Saturday 13th July

Sunday 14th 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/>

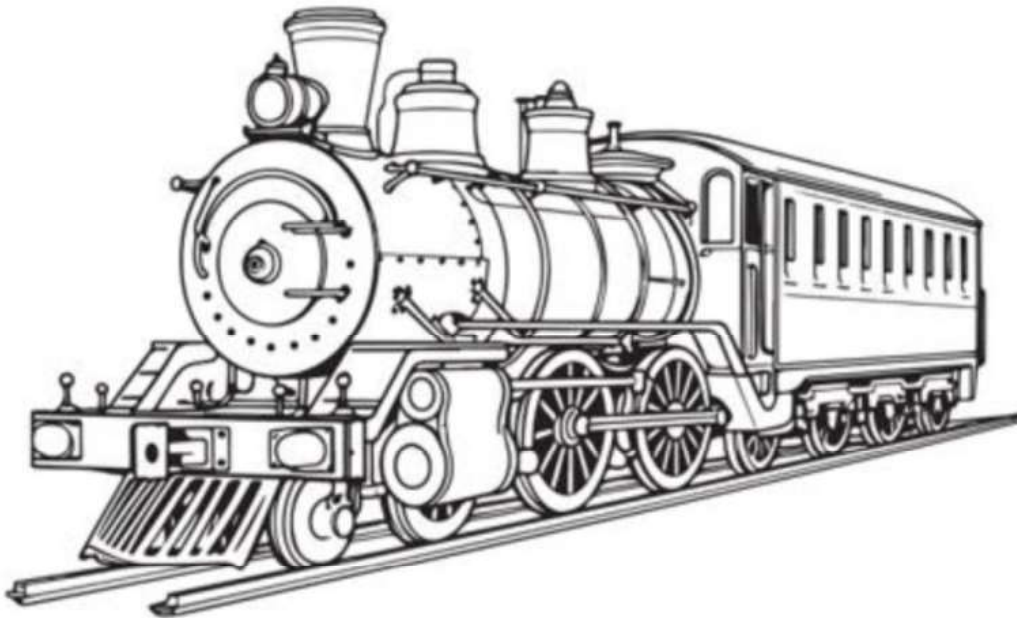
Redlands Model Railway Show

August 24 & 25

Saturday 9 to 5, Sunday 9 to 4

Cleveland Assembly Hall

44 Smith Street, Cleveland



Adults \$10, Concession \$5, Children \$2

under school age free

Family \$20 (2 adults, 2 children same household)

(Includes entry to the Redland Museum on same day)

Enquiries to redlandsmodelrailway@gmail.com

Phone Roy 0416 207 321 Chris: 0488 031 085

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.*

This isn't a miniature railway, ³⁵ this is an operation.

Jurgen Engel

The yard, engine house, storage sheds, turntable, and locomotive loading tracks at the 1/8 scale Train Mountain Railroad in Chiloquin, Oregon



June 2024



36 *Letters to the Jeditor.*

Hi Ted

Another great Train Talk. Well done.

Best regards, Dave Lewis

Hi Ted

Thanks to the Toowoomba club and your ideas's I stole your Ideas of Promoting Railway clubs through Bunnings outlets and took the Caloundra club to Bunnings on Saturday

Sure we are not up to the Standards you Have developed with your displays at Toowoomba but did enjoy our first promotion at this venue and do hope to continue with others

Have attached a photo or two. Regards - Terry Hicks



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

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bmodeltrains@gmail.com

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June 2024



**24/7
TOW IT ALL
TOOWOOMBA**

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Toowoomba and surrounds
Accidents Breakdowns



0409 037 775

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



June 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****

July

Wednesday 3rd - Running Day from 2pm

Saturday 6th - NO ACCESS DUE TO MONSTER TRUCKS

Monday 8th - Committee Meeting at Fitzzy'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.

22nd to 30th - QLD OUTDOOR ADVENTURE EXPO - Access via Harvey Rd.

August

Saturday 3rd - Running Day from 2pm

Wednesday 7th - Running Day from 2pm

Monday 12th - Committee Meeting at Fitzzy'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.

September

Wednesday 4th - Running Day from 2pm

Saturday 7th - ANNUAL GENERAL MEETING 2pm

Monday 9th - Committee Meeting at Fitzzy's 153 Margaret Street, commencing at 7pm

Saturday 14th - Carnival of Trains

Sunday 15th - Carnival of Trains

Saturday 21st - Carnival of Trains

Sunday 22nd - Carnival of Trains

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).

June 2024



Explore

NOTE: - Dimensions ascertained by photogrammetry
exact accuracy not guaranteed

Queensland's Narrower Gauges

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

Scale 1/4 inch = 1 foot

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

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



© Lynn Zelmer

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

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

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



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June 2024

