

Produced by Enthusiasts  
for Enthusiasts

# TRAIN TALK

February 2025 Volume 36 No 08 Issue 404  
A 100% NMRA Affiliated Club





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'Train Talk' Volume 36 No 08 (issue 404)

February 2025

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The TMRC Inc. takes no responsibility for any loss or damage thereof. MOTION:04/02/03.

Please note; schedules for club activities are notified in Train Talk - RAILWAY TIMETABLE - Page 42, and via email, if you have an email address and are not on our 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

**Toowoomba Model Railway Club Inc.**

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TMRC Inc.

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**COVER:** "A Stanier class 8F 2-8-0" in this drone shot traverses the viaduct on the N Scale Welsh Club Layout Conwy Castel (Conway Castle). Built by club member Doug Clarkson many years ago the layout has had a long life with the TMRC Inc. and never loses its appeal, it has never needed any upgrade work beyond a better DC CDA Twin Controller with a cooling fan installed. *Photo Jeff Fritz.*

**February 2025**



## ON THE FOOTPLATE

Member participation is an important part of the “club’s 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’d’ay to everyone and invite them to ‘get involved’, we are all in this hobby for the same reason - “To have fun”

**Model Railroading ‘IS’ The World’s Greatest Hobby.**

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# FACEBOOK

The Toowoomba Model Railway Club Inc. Has a FACEBOOK page dedicated to keeping everyone up to date on what is happening in the club.

Regular updates, photos and videos are a feature that let you know what is happening in the club, when events are on and full details regarding events.

Look for Facebook Toowoomba Model Railway Club Inc. and enjoy the items we regularly feature for your viewing, please feel free to comment.



I'VE HAD ENOUGH OF THIS, LOU... NEXT TIME YOU TELL ME YOU'RE GOING TO A BAR - YOU'D BETTER **BE** AT A BAR!



Dave Lewis



1242AM Toowoomba | Darling Downs | Lockyer Valley



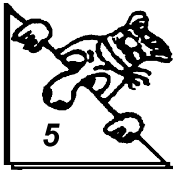
96.3m Darling Downs - 95.5fm Toowoomba - 95.2fm Stanthorpe - 95.9fm Dalby

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

**February 2025**



# T EDITORIAL



It's a strange thing for an editor to state, but I have so much material for "Train Talk" it's not funny, of course the subject matter can be a problem as "Train Talk" is not a dedicated publication but one to keep a multitude of people interested. How do I know what each individual will like? I don't so I gain my perspective from the subjects I enjoy and hope there will at least be something for everyone.

It has become rather obvious to me that the 'O' Gauge Fraternity enjoy talking about their hobby, and it is a subject I enjoy immensely being where I started with my father and spending time at 'O' Gauge House in Ashfield, my father 'Norm' was a very capable 'O' gauge model builder, two locomotives I recall him building were a NSWGR's 32 class and a Streamlined NSWGR's 38 Class, although he never had a layout we did finish up with some Ferris trains with track laid on the concrete backyard slab when weather permitted.

What happened to any of that has left my mind now but did lead to my lifelong love of trains including my time on the NSWGR's as a Fireman/acting driver, although my life has been a full one I often wonder if leaving the railways was the correct decision.

While living in NSW I never got involved in any train clubs, they were all too far away, moving to Toowoomba however meant closer connection anywhere across the city hence I joined the then Darling Downs Model Railway Club and through thick and thin feel I have never regretted it, in fact I am happy to have been involved in the club's success and hope it continues to prosper for a long time yet.

We are possibly coming upon a hurdle where the NMRA may make the hobby even more financially difficult, I'm not scare-mongering as the NMRA (National Model Railroad Association) has made their future objectives clear to all its Australian members (unfortunately led by the NMRA USA objectives, this will be an interesting time for the hobby in Australia especially when the Aussie dollar is already strangling us.

I recently got some much needed parts from Atlas, parts \$9.00 US, postage \$25.00 = \$34.60 US = \$54.08 Aus. Similarly from Kato for spare parts \$77.80 US including \$25.00 postage = \$127.25 Aus.

It's difficult times to be in - but as a club member (any club) you benefit by so much being provided you can still enjoy the hobby at minimal cost.



**Jurgen Engel**

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Heads, NSW, 2448.**

**February 2025**

# 6 "DRAYTON HARBOUR" NEWS

By Gary Sardoni

It's been a few months since the progress on "Drayton Harbour" has been reported on. Nevertheless, there has been plenty going on. The previous article was largely focused on "Deep Gully", which has multiple train tracks crossing over it at different levels. Attention has now shifted to the tracks to the south of "Deep Gully". This part of the layout is a long 'finger' with a steep hill on its spine. The branchline continuous run travels along the top of the spine, and the double track mainline runs at ground level along both sides of the 'finger' with a long tunnel taking the tracks from one side of the finger to the other. At the front side of the 'finger', the branchline also runs along at ground level.

The double track mainline runs at ground level all the way around the layout, whereas the single track branchline is partly at ground level and partly at elevation. The branchline has a spiral at each end of the 'finger' so trains on the branchline go up the spiral at one end of the 'finger' and down the other spiral at the other end as they travel along. The spiral at the northern end is totally enclosed inside "Hooker Hill", whereas at the southern end the track passes through a mixture of cuttings and tunnels.

All these tracks have been ballasted over the last few months, using whatever ballast was available in store at the clubhouse. The appearance of the ballast is not the same everywhere, with different colours on different tracks, which is prototypical in many places on 'real' railways.

As well as ballasting track, other incidental scenery has been put in place, with trees, fences, hedges and farm animals filling the available otherwise blank grassy spaces. These scenic elements have all come from items donated to the club over time. Nothing of significance has been purchased so far, over a period of years. However if and when we run out of something scenic-related that we really need, we will no doubt get a shock to see how the prices of things have risen. The accompanying images show the appearance of the ballasted tracks and nearby scenery.

Captions for images:

- 1: Front of layout 'finger', looking north toward "Hooker Hill". Mainline tracks with grey ballast, branchline with brown ballast.
- 2: Front of layout 'finger', looking in opposite direction to Image 1.
- 3: Rear of layout 'finger', looking north toward "Hooker Hill". Mainline tracks at left, branchline at right on upper level
- 4: Rear of layout 'finger', looking in opposite direction to Image 3.
- 5: Branchline with passing loop, fence, hedges and trees.
- 6: Closer view of branchline, fence, and trees
- 7: View slightly to the north of Image 6, showing branchline bridge over Deep Gully.

Cheers,  
Gary

















7



Flat tyre or Flat wheel  
Dave Lewis





# UK HERITAGE RAILWAYS PREMIER LEAGUE: Part 9 <sup>13</sup>

By Gary Sardoni

This is the ninth instalment in my countdown of my favourite English/Welsh heritage railways, based on my visits in 2010, 2013 and 2023. To refresh your memory, railways mentioned so far were:

**16: Lakeside and Haverthwaite Railway** (visited 2013)

**15: Keighley and Worth Valley Railway** (visited 2010)

**14. Dartmouth Steam Railway** (visited 2023 and already described in December 2023 "Train Talk")

**13. East Lancashire Railway** (visited 2013)

**12. Llangollen Railway** (visited 2023 and already described in April 2024 "Train Talk")

**11. Churnet Valley Railway** (visited 2013)

**10. North Norfolk Railway** (visited 2013)

**9. South Devon Railway** (visited 2023 and already described in November 2023 "Train Talk")

**8. West Somerset Railway** (visited 2010)

**7. Mid-Hants Railway (Watercress Line)** (visited 2013)

**6. Swanage Railway** (visited 2010)

This month, the featured railway is:

**5. Severn Valley Railway** (visited 2010)



February 2025

Continued on page 14



We are really getting to the 'business end' of my personal league table. The Severn Valley Railway in the English midlands is 'top drawer' in every respect, with a nice long run (26km), beautiful scenery, plenty of interesting locos (mostly steam) and rolling stock, and well preserved and appealing infrastructure. Over the years many UK based period dramas have been filmed at various locations along the railway. However, my 'league table' is based on my experiences on the day, rather than an unbiased ranking of different heritage railways themselves.

The day of my visit started off well enough, with a suburban commuter train from my digs in Birmingham (near New Street Station) to Kiddeminster, the southern end of the SVR. I arrived in plenty of time for the first train of the day, got on board with numerous other patrons, waited for departure time which came and went, and then waited, waited and waited. Eventually, after about an hour, one of the volunteers, in highly apologetic tones, informed us that the delay was due to the fact that some young hoons had decided to set fire to a tree beside the track somewhere down the line (as one does on a pleasant Sunday morning!) and that it was not safe to travel until the fire was extinguished, which was not until about another hour later. So, a good couple of hours of train riding, soaking up scenery etc gone. Also, the planned timetable for the day was totally shredded, so trying to work out where to get off, explore, get back on etc was a totally futile exercise.

## 2 Arley Station



Despite these problems, I did get to see and do just about everything that I had hoped for, with only one exception.

I would have liked the opportunity to walk down to a viewing point to see the famous Victoria Bridge, which at 61 metres long, was the longest single cast iron bridge in Britain at the time of construction (around 1860). Travelling over this bridge by train was the best I could manage. The railway, as the name suggests, travels alongside the upper reaches of the Severn River, changing sides as the Victoria Bridge is crossed. (The Severn River is the longest in the UK and it also carries the greatest volume of water where its estuary empties into the Bristol Channel, but in the vicinity of the railway it is just a small steadily flowing stream.) The railway was opened in 1862 and closed in 1963. For most of its existence it was part of the Great Western Railway, and with characteristic GWR station buildings and other infrastructure, it oozes everything GWR. It was reopened in stages until 1984, when its present route was established.

### 3 Upper Arley Village



Although only a single track railway (with passing loops at most stations), most of the infrastructure (bridges, cuttings etc) was built to accommodate double tracks, but this doubling never eventuated. The stations in order from south to north are: Kidderminster, Bewdley, Arley, Highley, Hampton Loade and Bridgnorth, with a few halts thrown in as well. In its GWR days, the railway extended beyond Bridgnorth and linked up with other lines, but after closure in the 1960s, the original trackbed became housing estates etc, so the possibility of extending beyond Bridgnorth is never going to happen.

The locomotive headquarters and workshops are at Bridgnorth, and there is a museum at Highley, called the "Engine House" for locomotives out of service. In its preservation days, the railway has unfortunately experienced significant damage at times, due to land slips after exceptionally heavy rain. The most recent such event was in January 2025. Due to a landslide, Bridgnorth is presently cut off from the rest of the line, and its economy is feeling the effects. Hopefully, the full length of the line will be operational soon.

The accompanying images hopefully give some idea of the ambience of the railway and its surrounds, but this small selection unfortunately can't do justice to the whole experience that this railway offers to visitors.

Next instalment, attention turns to:

#### **4. Great Central Railway** (visited 2010)

Cheers,  
Gary





## 5 Locos at Bridgnorth



## 6 “Erlestoke Manor” (1939 build)



## **7 Large Prairie #5164 (1930 build)**



## **8 Stanier Mogul # 42968 (1934 build)**



## 9 (part of) Engine House Museum Highley



American  
F Unit Cab  
Dave Lewis



Continued from January Train Talk.



**Fettling gang waiting for Driver's tuition train to pass.**

As they say, what goes "UP" comes "DOWN", trains to Beaudesert are "UP" trains, trains returning to Brisbane are "DOWN" trains. What goes out on one train, returns on the next a few days later. Stock trains unload and return mainly with the same train empty, it's just getting the van on the other end being the issue in a smallish yard.

Research and looking at photos can also assist the modeller to run prototype trains in their selected locations.

Once again looking in Railways of Queensland an album of .... Volume Two, lo and behold there is a photo of train 134 at Kingston taking water by Stan Moore, the photo was taken on the 28 January 1963. Some factors to consider are, school holidays over the Christmas period, public holidays (26th Australia Day) and not the cattle season. The train consisted of PB 15 # 443, 2 - ABG, 2 - CMB, F wagon, FJS, ALG Box wagon and a van, in short empty butter wagons and general goods.

This next photo shows a D.H. on Train 594 at Coopers Plains. Date unknown, looks like mid 1970's. On the train is a FJS covered with a tarp (slat, maybe), 4 - K and a KKB of cattle, 2 - open type wagons, 2 box type wagons, one looks like an ABG for butter and a van. At times, the salt going to Beaudesert could be around equal to 10 F's in HJS and FJS wagons.





Sunshine Express showed the following for train 594 in March 1976, DEL 1707, 2 CMB, FJS, ALYT, Van 1159. Once again, empty butter wagons and a couple of wagons of general goods.

1981 Working Time Table showed trains running as required on the branch. Trains would be published on a Train Notice when required.

All of the above trains are great size trains to model on a layout. The branch regularly saw stock trains of all sizes, at times more than one a day.

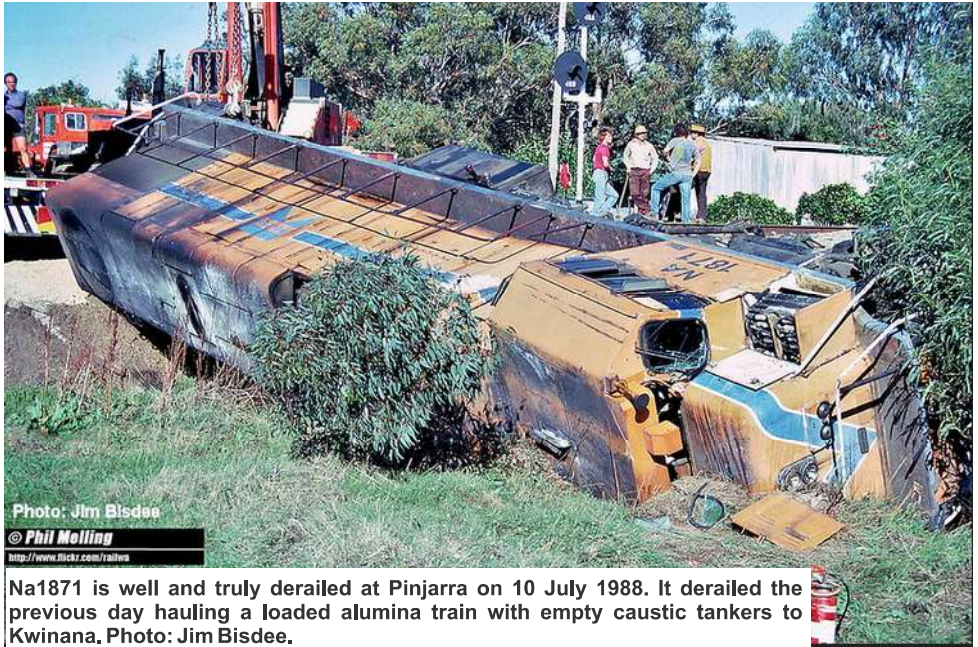


**MORE TO  
C O M E  
N E X T  
MONTH**



# 22 RAILWAY PICS

All photos Western Australia







Ac4306/ CBH121 are on 5s56 loaded grain made up of the new CBH CGKY wagons seen passing through Thornlie on 3 April 2025. Photo: Phil Melling.



P2503/ P2517 on 6G30 empty grain to Canna CBH seen passing Tenindewa (old General store in the background) on 31 January 2025. Photo: Phil Melling.



# 24 MODELLERS' CORNER

It's not all about Trains, these vehicles would more than likely be 1:64 scale = S Scale.

Three of Teditor's works installed on these vans

Regards Terry Hicks



February 2025





# Rail Mishaps

25

www

MENDON, Mo. — A BNSF Railway train hit an ATV that was stuck on the tracks Monday near Mendon, Missouri, officials say.

The Missouri State Highway Patrol said the train crash happened at about 8:40 a.m. Monday near Mike Road, north of Mendon in Chariton County.

No one was injured, according to MSHP. The cargo on the train was also not damaged; however, there was significant damage to the ATV and some damage to the train engine.

MSHP said roadways in the area are not affected, but the railroad will be delayed until crews can remove the train and ATV debris.



Amtrak's Southwest Chief route from Kansas City to Chicago also uses that same BNSF railroad line near Mendon, Missouri, so Amtrak travelers could see delays Monday.



February 2025



# FULL FRONTAL

© Phil Melling

<http://www.kirk.com.au/kirk>

Photo: Joe Moir





The P class are a class of diesel locomotives built by A Goninan & Co, Bassendean for Westrail between 1989 and 1991.

### History

In 1988, Westrail placed an order for 15 CM25-8 Dash 8 locomotives for bulk grain and general freight haulage with A Goninan & Co. A 16th was later ordered followed by a 17th funded by AMC Mineral Sands.

In 1997, the class was fitted with Locotrol equipment to allow them to operate in top and tail formation.

All 17 locomotives, with the class redesignated as the 2500 class. In early 2014, all were included in the sale of Australian Railroad Group's Western Australian operation to Aurizon. All 17 in service.

### Westrail No Aurizon No Name(s)

P2001 P2501 Shire of Mingenew  
 P2002 P2502 Shire of Moora  
 P2003 P2503 Shire of Victoria Plains  
 P2004 P2504 Shire of Dalwallinu  
 P2005 P2505 Shire of Lake Grace  
 P2006 P2506 Shire of Quairading  
 P2007 P2507 Shire of Perenjori  
 P2008 P2508 Shire of Carnamah  
 P2009 P2509 Shire of Three Springs  
 P2010 P2510 Shire of Corrigin  
 P2011 P2511 Shire of Narembeen  
 P2012 P2512 Shire of Mullewa  
 P2013 P2513 Shire of Morawa  
 P2014 P2514 Shire of Wongan-Ballidu  
 P2015 P2515 Shire of kULIN  
 P2016 P2516 Shire of Coorow  
 P2017 P2517 City of Geraldton

### Type and origin

Power type	Diesel-electric
Builder	A Goninan & Co
	Bassendean
Model	General Electric
	CM25-8
Build date	1989–1991
Total produced	17
•AAR	C-C
•UIC	Co'Co'
Gauge	1,067 mm (3 ft 6 in)
Loco weight	98.5 t (96.9 long tons; 108.6 short tons)
Fuel type	Diesel
Prime mover	GE 7FDL-12J4
Engine type	V12 diesel
Alternator	GE GMC191A1
Traction motors	GE 761



P2511 at Goomalling in October 2013

Cylinders 12

### Performance figures

Power output	1,830 kW (2,450 hp)
Tractive effort	375 kN (84,000 lbf) (starting) 286 kN (64,000 lbf) (continuous)

### Career

Operators	Aurizon
Number in class	17
Numbers	P2501–P2517
Delivered	8 December 1989
First run	1989
Last run	1991
Current owner	Aurizon
Disposition	17 in service

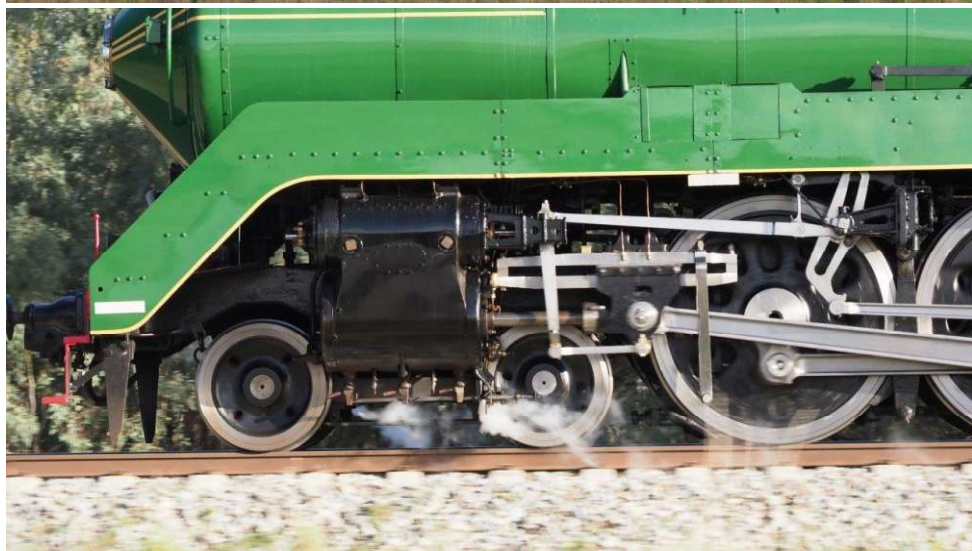


# 3801 Excursions

Submitted by Arthur Hayes







# 30 Microsoft Train Simulator

A & M Cassidy

Another Saturday AM post golf run on a nice sunny warm day, the golf not so good that day, but then is it ever, LOL!...? The usual spots on the way home were dry this day, but the final stop provided some action with two BNSF locals. The first one was Job 102 using a Road Power set and switching the Brunette Yard (New Yard), around the corner from Braid St., where I'm located. This is Mile 145.0 on the CN Westminster Sub. Unfortunately, I got there a tad late to catch all the power, as they were already in the process of backing the set up to Brunette.

The power was interesting though, as it had the BNSF 4723 (GE Dash 9-44CW) up front. This was the Microsoft Train Simulator Unit. That game came out in 2001. Behind it was the BNSF 5076 (GE Dash 9-44CW), and BNSF 6632 (GE ES44C4),



BNSF 4723-5076-6632 Switching New Yard At Brunette From Braid, Mile 145.0, CN New Westminster Sub. (New Westminster, 2019-04-20, Andy Cassidy)

February 2025

Continued on page 31





BNSF 4723-5076-6632 Switching New Yard At Brunette From Braid, Mile 145.0, CN New Westminster Sub, (New Westminster, 2019-04-20, Andy Cassidy)

**“Teditor’s Comments”;** I would like to welcome on board “Train Talk” A&M Cassidy, A&M Cassidy (I don’t know their names) were introduced to me by Trevor Gibbs who is involved with the Free Australian E Magazine Railway Modeller.



Shoppers heading north into Braid, British Columbia from Mile 145.0, CN New Westminster Sub, (New Westminster, 2019-04-20, Andy Cassidy)



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I now face a dilemma with the introduction of A&M Cassidy to “Train Talk” by the fact that there is generally quite an amount of text, but even more daunting, heaps of photos.

The problem of course is just like 3801 in the Riverena's I can only fit just so many in, (some articles have anywhere up to about 30 photos). In reality all just can't be used and I have to be selective but carrying articles over several issues is not an ideal way to present a magazine.

I could extend the number of pages but then the size gets bigger for emailing.

The articles are for the most part Canada/USA but to my knowledge are limited in distribution so we may be exclusive, your thoughts.





# Club Happenings<sup>33</sup>

Teditor

We have an extensive Model Railway Museum incorporating models from Z Scale to O Gauge, we have made an attractive display using steel shelving from SuperCheap.



To protect the displays there is a clear perspex sheet screwed to the shelving, a simple method that allows easy access.

A recent donation of excellent condition 'O' Gauge Clockwork trains and accessories required more display space so another shelving section was put into place.

Of course this meant another Perspex sheet had to be cut to fit the new shelving. It had been a while since anyone had cut perspex so a bit of a trial how it was done.

The final technique adopted was to use a good old fashioned hand saw, Lionel and Dave secured the sheet of Perspex while Gary carefully cut the perspex along a marked line with a straight edge to keep it all in proper alignment.

The final task then was to mount the Perspex to the shelving by drilling appropriate sized holes and securing the Perspex with self tapping screws.





The lower staging yard has been delayed somewhat with an electrical problem that has cropped up and just doesn't want to be rectified, worst part about it is that it involves just one turnout on the Western end of the yard.

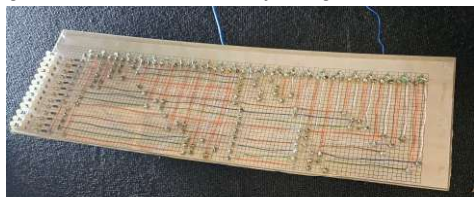


A problem we were not initially aware of is that the yard is not symmetrical at both ends, something that would have made wiring it up much easier, of course when we first received the layout this problem wasn't apparent as all the turnouts were Peco hand thrown, they are now all Tortoise Slow Motion Turnout Motors and setting them up for diode matrix operation has been a nightmare.

The turnout on the bottom still has its spring in for manual operation and will lead to some short storage tracks. The staging yard has twelve yard tracks and a through mainline accessed via a four loop helix at each end, this makes the exit at each end challenging but we have a system where



we allow three cars per powered axle on the level and two cars per powered axle on the grades, so three six axle diesels theoretically handle 36 cars on the layout grades, of course everything has to be working correctly with free rolling cars.



The Diode Matrix Control Board was designed and made by our club President Dave Lewis, As mentioned previously all but one turnout is preventing final operation and due to one more recently introduced problem we have to have it working properly, that problem is self induced and we will introduce it next month.

Here's the staging yard showing a few trains ready to go, it does tend to be tucked away under the main layout and really needs to be reliable, eventually it is hoped we will have some sort of track occupancy so we may see which tracks are clear, video cameras could be another method used, we will see as we go along.



Model railway layouts can require a lot of trees, depending on how finicky you are will depend on what suits you, handmade or commercial, I tend not to know one tree from another but what does bug me when trees are scaled, modellers tend to use trees that are too small, in real life trees can be quite large and more often than not dwarf the scenic items around them. I tend to obtain multi-tree packs from China in the



largest sizes I can, some are very basic while some are quite nicely made.

Of course one problem faced is holding them straight in the scenery until the glue dries, it also depends on the foundation the trees are mounted in too, foam is pretty good at holding them, while a cardboard web with toilet paper covering can be difficult, in this case the good old household washing peg is your friend, just don't glue it to the scenery.



It may seem a lot of what I write about is in reference to N Scale, that's true due to N Scale being my primary scale, but I am universal in my interests and like trains in any scale and/or prototype, Gary Sardoni covers our larger scale well.

**February 2025**



# *Letters to the Teditor.*

Hi Ted - I was just thinking the other day that I hadn't heard from you for a while. Maintaining continuity gets harder as we are all getting older. Glad to hear that you're recovering from your illness anyway and hope you continue to do so.

People say they want things, like our magazines, but these days they want everything to be done for them and are not prepared to make the time or the effort to help so all the work falls to a few of us.

If I were in your position I would not bother trying to catch up with January/February/March and start again from April. It should mean that you have some material still in the bank for issues going forward and will take off some of the pressure.

Stay well. Best Wishes, John

AMRA Queensland appreciates your ongoing efforts in the hobby, It is a good read and my members get into it

Yours, Bruce Meiklejohn

G'day Ted,

Thanks for the "December" Train Talk. I had noticed that I had not received Train Talk for some months and was wondering if you were unwell.

I am sorry to hear about your stint in hospital. I wish you a good and speedy recovery.

Even though Train Talk is primarily for TMRC members I always find it an interesting read. Not only the general interest articles included but it is also good to hear the goings on at the TMRC. Other clubs can be inspired by what the TMRC and it's members do.

I look forward to seeing Train Talk in my in-box each month. I am pleased that you are still enthusiastic about producing Train Talk. Please feel free to lift any thing that you find useful out of the Booster. I am happy to send original photos if you need them, please just ask. As it is now March I think that you should not worry about January and February issues and possibly March. Start again at the April issue. I do not think that any one will mind. It is too much to expect you to do three issues in very quick succession. Thanks for all 400 plus issues of Train Talk. Keep well.

Cheers Ken, Newsletter editor Adelaide Model Railroaders Inc.

Teditor:

I had just written to ask you to stop sending me the MMRD.

BUT: I do wish to continue to receive this Train Talk.

The MMRD is a great magazine too, but I am now getting too many online magazines.

As for Train Talk, I always find something I like. The quality is high and that makes another reason to want to keep on getting it.

Obviously your health is more important. So, just do what you can do and we appreciate all your efforts.

I will continue to pray for you. Thanks! Morgan Bilbo



Ted,

This is Carol, Bob Lampe's wife. I know how that goes when things happen and you're unable to do anything....I have my own heartaches on that note. Just letting you know that Bob has passed away, Jan 16, 2025. It was sudden....he is sorely missed.

Please keep sending the Train Talk to Bob's email addy. I love reading them. I will be keeping his email address and phone number (as long as I can afford to do so) in order to contact others he and I were friends with. We both are in the same hobby line. I TOO am a railroader fan and collector. I have my own trains which I had collected over the years. I have several scales, S, HO, and even an N scale which someone had given me for a very low price just to get rid of it. I even acquired a model Navy WWII ship besides other ships, including various model planes (one being an F-4 Phantom) added to that collection. Like Bob, I'm also a Veteran, Bob and I met at an event and we became active in reenactment events....I guess you might say we were soulmates.

Here's hoping you recover soon, and may God bless you and keep you in his care...Bob thought a lot about you and his passing is hard to handle right now. With God's grace, Carol JS Lampe.

***Carol, thanks for the kind words, sorry to hear of Bob's passing, I hope Train Talk is of assistance in your keeping up your interests, take care - Teditor***

Hi Ted ,I've just received this latest email and Train Talk. I sincerely hope you are getting back your health. Your enthusiasm to this great hobby seems undaunted ,I for one hope you will continue with Train Talk as I have really enjoyed receiving and reading same ( including submitting some material .)  
All the best my friend. Stirling

Ted

This is great reading like all club news but your health must come first and you need to slow down.

It would be a shame to see it disappear as there is always interesting articles which is a credit to you and the club.

Must be someone in your club that can carry on or help you prepare the articles. All the best we are here to enjoy life not stuff it up with trying to do to much - I know.

Kind Regards - Rusty Smith

Hi Ted,

Having circled the drain pretty hard myself in the not so distant past (with residual issues and other things requiring almost annual surgeries and hospital visits since), although I didn't actually know you were currently experiencing difficulties, I was aware you had been through some recently and subliminally attached that idea to the lack of current newsletter issues.

That said, I very much look forward to getting the newsletter and other communications from your side of the world and just assumed more would be forthcoming when you were up to it or had passed the torch on to others.

Thanks for including me, B. L. Griffith

***February 2025***





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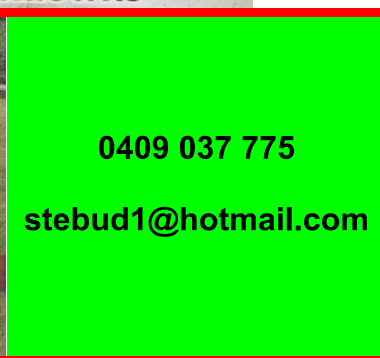
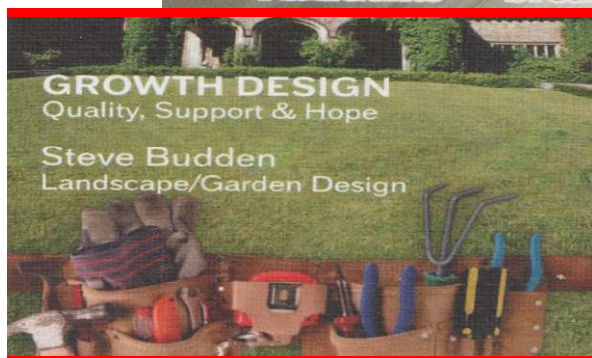
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**February 2025**



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*February 2025*

# 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\****

## February

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

**Wednesday 5th** - Running Day from 2pm

**Monday 17th** - Committee Meeting at Fitzy's 153 Margaret Street, commencing at 7pm

**Friday 21st** - Social/Running Night - from 7.00pm, bring the family, bring nibbles, socialise, run trains, **FREE** Tea & Coffee.. Members who don't have a clubhouse key, please contact the club to confirm that a member with a key will be attending on Friday night.

## March

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

**Wednesday 5th** - Running Day from 2pm

**Monday 17th** - Committee Meeting at Fitzy's 153 Margaret Street, commencing at 7pm

**Friday 21st** - Social/Running Night - from 7.00pm, bring the family, bring nibbles, socialise, run trains, **FREE** Tea & Coffee.. Members who don't have a clubhouse key, please contact the club to confirm that a member with a key will be attending on Friday night.

**Thursday 27/Friday 28/Saturday 29** Toowoomba Royal Show.

## April

**Wednesday 2nd** - Running Day from 2pm

**Saturday 5th** - Running Day from 2pm

**Monday 14th** - Committee Meeting at Fitzy's 153 Margaret Street, commencing at 7pm

**Friday 18th** - Social/Running Night - from 7.00pm, bring the family, bring nibbles, socialise, run trains, **FREE** Tea & Coffee. Members who don't have a clubhouse key, please contact the club to confirm that a member with a key will be attending on Friday night.

**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.**

**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 are 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).**

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**February 2025**



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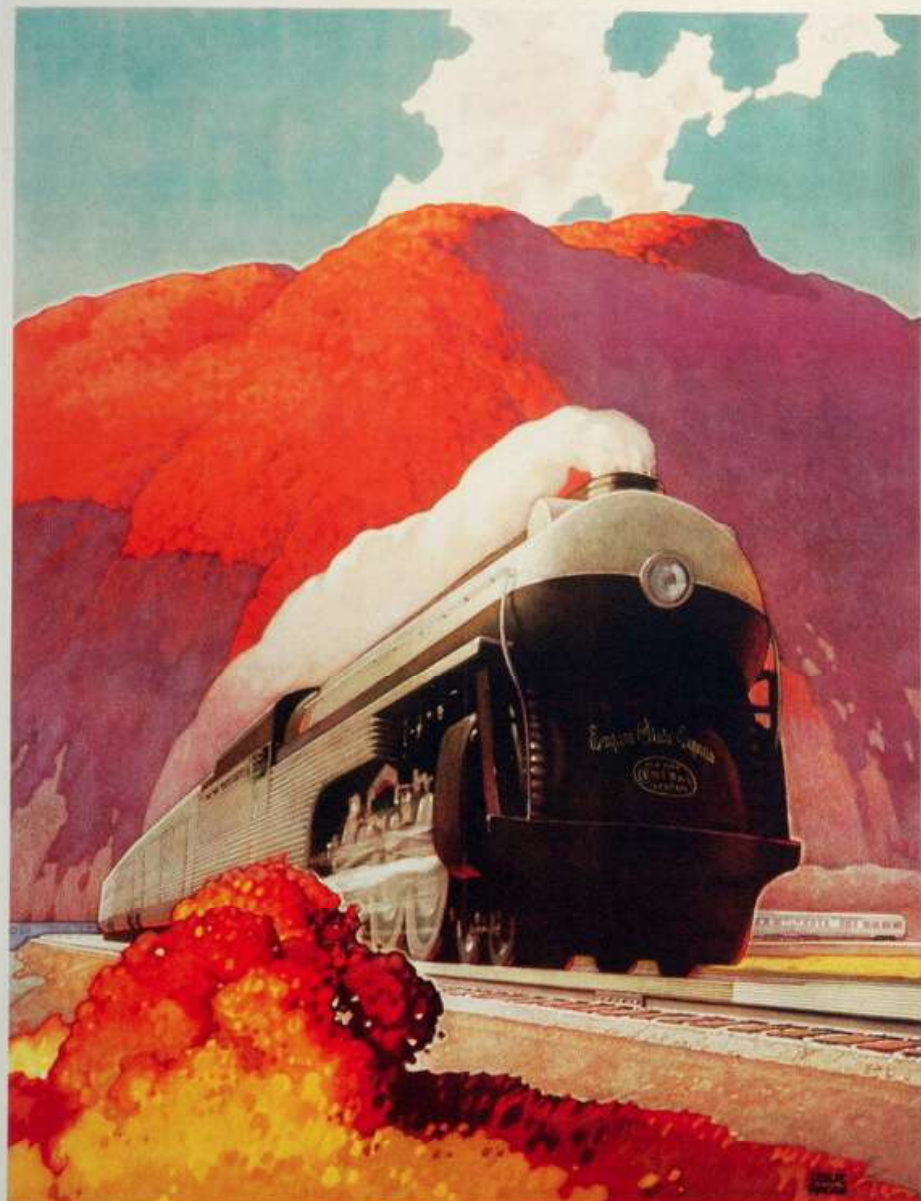
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