



MAY 2006

### Next Meetings

**6<sup>th</sup> May:** Gold Coast Model Railway Workshop  
10.00am (This is a special invitation outing. For further details see below)

**17/18<sup>th</sup> June:** Toowoomba Train Show (the initiation of our display layout)

**8<sup>th</sup> July:** Ken Leitch, Landsborough

**9<sup>th</sup> September:** Graeme Emery & Avon Aitchison, Macleay Island

**4<sup>th</sup> November:** Mark Ward, Toowoomba

(All meetings start at 1.30pm unless advised)

**14/15 October:** National Convention, Niagara Park (Gosford Area)

### Visit to Denis Lane's Layout

Twenty-three members and friends turned up at Denis Lane's to see the progress on his Westridge RR, based on B & O, WM and other coal roads in the Allegheny Mountains. A lot of beautiful scenery has been done and this is augmented by many great structures including a street of company houses. Denis's trackwork seemed to go impeccably all day. He has thoughtfully ensured that there are lots of places where good photos can be taken with admirable foreground interest, the trains in middle distance and suitable background.



A scene from Denis's Westridge RR which features mountain forests and heavy coal transportation.

At this outing, several awards were handed out and included 3 for Denis himself, Scenery, Structures and Golden Spike. Mark Ward was on hand to receive his Scenery AP and Bob Brown received his Golden Spike. All of this is thanks to Gerry Hopkin's visit last month and of course the good work done by our Queensland modellers.



Denis Lane receiving one of his three awards from Division Superintendent Glenn Stevens. Photo Col Upton.

Show and Tell gave us the chance to see Grahame Davis's very detailed creations in On30, one a old and very untidy workshop area, another a caboose heavily kitbashed from a Bachman combine and another again a heavily kitbashed 2-4-4 from a Porter 0-4-0.

It being April Fool's Day, one wag said he is waiting to see Grahame's kitbash of a Bachman 0-4-0 into a Kato Dash 9! Grahame also had a building tip, showing us Starbuck's wooden stirrers that scale out at 12" x2" planks in his scale and he bought 5000 for \$18.

Tony Reidpath gave an informative review of the Fast Track switch jigs and holding blocks from Canada. This aroused quite a bit of interest.

Graeme Prideaux showed a Train-O-Rama broadgauge S.A. type 930 locomotive – top quality. Ross Evans made many feel they are in modelling heaven by showing some Athearn, Red Ball and Silver Streak kits from the '50's.

Bob Brown showed some of his latest quality acquisitions; these being Bachman ore dump cars, log cars, British Rail 4-6-2 and 4-6-0, a BLI NYC 4-6-4 and the latest high quality and well priced reefers from Athearn.

Finally, Garth Fraser showed some photos of the 1:1 scale Buderim tramway Krauss 0-6-2 for 2' 6" gauge that he is helping to restore. This loco is equipped with a full Westinghouse braking system.

### Election Results

No earth-shattering news about the recent election results. As Returning Officer, I received three completely separate nominations for Glenn to be our Superintendent. As there were no further nominations, Glenn Stevens is declared to once again be our Superintendent. That points to the fine job he has been doing and our way of saying, "We would like you to continue, Glenn".

### Display Layout Progress

With only a few weeks to go before we show our display layout work is now proceeding at a frantic pace. Scenery continues with the river now flowing

and ready for swimming. The feed mill is built and an appropriate semi-trailer is ready for unloading. Bridge abutments are done and the bridges have been detailed and painted. Work is proceeding on some of the other scenic features. We are painting the yard area flat black and the display side is getting a soil colour that will match our muddy river.

It seems impossible to have it all finished before our first showing. But we intend to keep our appointment with the Toowoomba train show, regardless. I'm sure the layout will evolve as time goes by. As new things are built for it and also as public demand dictates, additions and perhaps deletions will occur.

### Queries

I've received one reply about my queries on the colours of Borden "Butterdish" milk tankers from Allan Harwood who sent me some relevant information. It seems that these usual tank cars were painted in several colours including white with blue frame and black lettering, silver with black lettering, bright red with yellow lettering, green (what shade?) with yellow lettering, green (what shade?) with white lettering. I'm not surprised that I haven't been inundated as this is probably a very difficult query to answer. Perhaps you have a query and someone who reads this Newsletter can answer it. Please send me your query and we will see if you get an answer.

### AP Programme

The Golden Spike Award is designed to demonstrate familiarity and skills with different areas of our hobby and is divided into 3 main categories. Rolling stock and motive power requires that you display 6 units of either commercial kits, craftsman kits, kit-bashed or scratchbuilt items that you have assembled, painted, decal weathered and perhaps added a few bits of your own.

Construct a minimum of 8 square feet of layout or diorama with a bit of scenery that must include three different engineering features e.g. a point, a grade elevation, a crossing, good ballasting, etc. to show you understand how roadbed and track are built and operated.

Completing five structures like a bridge, a trestle and/or buildings painted and weathered is another requirement.

For engineering you must wire track so that 2 trains can run simultaneously. Added to this 1 additional electrical feature is required like a lighted building, powered turnout, signals, etc. Now here's a bit of relief. Not all of these things have to be on the same layout. The rolling stock doesn't even have to be on a layout!

There must be many of you out there who qualify for this award. For more information check the NMRA website or contact our local AP man Grahame Davis.

Grahame himself is well on the way to get his MMR and we look forward to seeing the layout when he qualifies.

### Here's Another Ten Questions for You

1. What were Jim Crow coaches?
2. By what name do we in Australia call the equivalent to American Gandy Dancers?
3. New York Central ran the Twentieth Century Limited between New York and Chicago. What was its opposition on the Pennsylvania RR called?
4. What railroad was called "The Route of the Phoebe Snow"?
5. What is a common name for a hoghead?
6. What city was the headquarters of the Norfolk & Western?
7. At its peak the famous Virginia & Truckee ran between what towns in Nevada?
8. The Baltimore & Ohio was the first common carrier RR in the USA. What year did it carry its first passenger?
9. When did the first railway operation begin on the Pacific Coast?
10. What part did "Buffalo Bill" (William F. Cody) play in western RR history?

### Answers to Last Issues Quick Quiz

1. The Western Pacific.
2. Chicago Indianapolis & Louisville Railway.
3. Chicago & Illinois Midland.
4. 1956.
5. 250.
6. Refrigerator cars of the Atcheson Topeka & Santa Fe.
7. Four, the Southern, the Central of Georgia, the Nashville Chattanooga & St. Louis and the Tennessee Alabama & Gadsden.
8. Western Pacific, Southern Pacific and Virginia & Truckee.
9. Macarthurs.
10. A caboose with an extended passenger seating section.

### Fashions in Scenery

Just like so much else in life, there are fashions in the way we model scenery. You don't believe me? Glance back over your old magazines and you will see just how much "influence" and "fashion" emanated from the work of John Allen. There were many followers who expertly created similar sorts of habitat and even his whimsy. Going even deeper, fashion dictates the way we present the habitat on our layouts.

Once, when looking at some superb scenery at the AMRA May show, a colleague from the wildlife field sidled up and said, "what a shame such skills aren't used to make the scenery more realistic." I was shocked! But then recognised that yes, while the techniques used were exemplary, the various elements of the scenery didn't fit together. Things weren't as they are done in nature. We modellers have become attuned and dare I say brainwashed by accepting what a lot of magazine published experts do.

Are they that far wrong? In some cases – yes. Some of them keep telling us to look what happens in the real world. But only a few understand it and pull it off well. My argument is that while you might get a lot of praise for your scenery and it might be beautifully made, the ones that are really excellent have habitats fitting the way they should.

We have to make a lot of compromises in modelling in limited areas, but we should ensure that we get nature right. Don't follow some fashion in scenery. That will appeal to other modellers who unknowingly except that fashion, rightly or wrongly, and see it as okay. Get it really correct because non-modellers may be interested and perhaps that is what appeals to some of them. And let's face it; we need them in this wonderful hobby.

It's been said before but when you curve your track, have some reason for the change in tangent. When you put in a bridge, ensure you really need one rather than a fill. If your river has a curve, don't have a floodplain on the outside of that curve.

In the wildlife world in which I'm involved, we have to give a lot of consideration to habitats. That means firstly, that we note the geology. Why? Because the geology determines what the "shape" of the ground is going to be. It also tells us what the origins of the local earth is and from all of that, what sort of trees are going to grow there and from that, the habitat type we can expect and from that, what animals are likely to make this their home.

So you don't see rainforest on rocks. Even rainforest in sand is pretty rare and that's what puts Fraser Island and Cooloola on the World's Heritage List. Nor do you see rocky fast running streams in deserts. Yes, there are exceptions and they are as rare as seeing a Pennsylvania GG electric pulling a Milwaukee Road streamliner through the Rockies. It could happen but terribly unlikely.

Each couple of months we have an outing, usually to someone's layout. We all enjoy them immensely. Perhaps we should have an outing to look searchingly at scenic elements. No not to America, that's too far for us, but a trip through some of our own country because most of the main principles apply no matter where. Lots of photos will help. All we need to do from there is to intelligently apply what we learn.

And who knows, you might find elements that make your scenery truly outstanding and memorable.

### **Gold Coast Visit - Details**

We have been invited by the Gold Coast MR Workshop to visit them on Saturday 6<sup>th</sup> May. Their gathering commences at 10.00am.

There is a large Westfields shopping centre nearby at Helensvale where the ladies may prefer to go. The Habourtown Shopping Centre is also close to the clubhouse.

At the Workshop a BBQ lunch will be available for \$3.00 with cans for \$1.00.

To find your way there, take the Helensvale/Labrador turn-off on the Gold Coast/Brisbane Motorway (Helensvale South Off Ramp 62). Pass through the Helensvale traffic lights and two additional sets before you arrive in Labrador. As the road rises to meet Pine Ridge Road on the left and Captain Cook Drive on the right there is another set of traffic lights and be sure to be in the right lane to turn right into Capt. Cook Drive. The first left is Kendor Street which you enter and you will see the road ahead veers sharply to the right. Just before this bend, there is a driveway and you should be able to see the GCMRW banner flying at the front door.

UBD Map 18, H 17. Thanks to Charles Clarke for these directions.

### **May AMRA Train Show \***

Hope to run into you at the Train Show this coming long weekend Sat 29<sup>th</sup> April to Mon 1<sup>st</sup> May.