



**November 2007**

**Next Meetings**

16th – 18th November – Mini Convention at Bundaberg with John Lebsanft.

8th December - Mark Ward and the Darling Downs Model Railway Club (Mark's in the morning, the DDMRC in the afternoon)

(Generally, all meetings start at 1.30pm unless otherwise advised)

**Meeting at Ian Wellings' - 13th October**

When you think of it, we all like to spend a lot of time with our models; so a modicum of comfort in the train room is desirable. Ian's Great Northern layout is in a 7 metre by 4 metre garden shed/garage in his back yard. But you would hardly know that it was a humble garden shed. He has had the interior lined in a most pleasing manner and carpet squares are on the floor. Ventilation is by a couple of "whirly-gigs" and an electric fan under one bench. It was surprising how cool the room was with lots of people in it and with sub-tropical heat on the roof.

The benchwork and other layout elements were all done in a very exacting manner. I noticed that he had sufficient strength legs under the benchwork. That is a point that often fails on home layouts. His bench legs were made from braced pine nogging and they weren't going to shift for anyone! Too many layout are supported by legs far too small in section and a slight bump makes the layout wobble like jelly.

The trains ran flawlessly except for one minor hick-up and that was someone else's loco. Ian uses DC with sound on some locos. This is a 'no frills' layout with all of the basics well done producing a pleasing operation and setting.

Glenn chaired the formal meeting and talked about some of the plans for the Convention in Brisbane next year. Mount Gravatt Showgrounds will be the site of the Convention and the Showgrounds (county fairgrounds for US readers) are on many bus routes and has several good motels around it. He mentioned that Robertson Gardens would be the venue for the dinner and that there would be plenty of time

between the last clinic and the dinner meeting time.



Ian eyes a passenger train on his GN layout, drifting down a mountain grade.

The Convention will really run from Friday lunchtime, so attendees can see the Toowoomba features, until Monday lunchtime which will include a visit to the (Railway) Workshops Museum at Ipswich. Several other suggestions were received and these will be published by the convention committee as soon as possible.

Show and Tell brought out the usual eclectic collection. Firstly Bob Deakin brought photos of his new layout in his new home. This is running after only three months of moving in. Bob suggested that those \$4 garden lights are a cheap source of high intensity white LED's and rechargeable batteries.

Allan Harland

Ken Leitch had an unusual blue SP diesel-electric. This is a model of only eight in this colour on the SP and it is of a GP40X with elephant ears.

Bob Brown had the publication "Santa Fe Locomotive Development" tracing the history of that line's steam designs.

Bob Cuffe brought along a Westertfields boxcar which had warped sides due to the glue he used to hold re-enforcing inside the car. He was seeking advice on how to return this lovely piece back to its original shape.

Geoff Aldridge showed a very useful Bosch battery drill from Bunnings that used hexagonal shafted drills bits. It recharges in 15 minutes.

Phil Perry had on hand his latest purchase, an Athearn N scale UP Challenger with DCC and sound and it shows just how fine some of these smaller models are becoming.

Ian Venables showed the NMRA publication "The Postwar Freight Car Fleet" and extolled its

usefulness. He also showed Brian Solomon's beautiful book "Railroad Signalling" which seems to be the last word on this subject.

### **Exhibition Layout**

The exhibition layout is progressing and all of the yard points have been re-laid so that the "S" bend problem of trains entering the yard ladder has been eliminated. This has shorted the yard tracks by 9 inches but the small sacrifice was a fair price to pay for the more reliable operation. Further work will soon conclude the track work and then we can get onto the structures and scenery.

### **Raffle**

Tickets are still available in the Div 1 raffle. They are \$1 each and there are only 200 of them. Geoff Aldridge very generously donated the prize for this raffle which is a \$140 gift voucher at Astral Modelcraft. Get your tickets from Glenn.

### **Generous Members**

As mentioned above, Geoff has donated a gift voucher for the first raffle. He has also donated a second gift voucher for another raffle to be run in the future. Paul Skehan has donated a new book "Detailing Diesel-electric Locomotives" (Kalmbach) to be sold for \$20 with the proceeds going towards the display layout. I'm sure the Superintendent will graciously receive any such donations that will go towards providing better facilities for our members.

### **Ideas Wanted!**

Geoff Aldridge has recently shifted house and the layout room is as yet vacant, needing his ideal railroad. He is looking for ideas, druthers, do's and don't's. Now this could be profitable for us all. We will publish the best of them in Newsletter or some other way so that all will have a chance to learn from the best brains in the Division. Send your ideas to Geoff and let's see what eventuates.

### **Comments**

The collector in us all sometimes beats the modeller in us. Just look at some of our rosters. Many of us would well and truly qualify for a spot on the ABC-TV programme "The Collectors" and in the interests of furthering this hobby, I'm sure some of us should! There are a few that can amass a great collection of locomotives and still do all of the other things a modeller should do like build a railroad, structures, lineside features, electrical wiring,

operating sessions, etc. But we have to admit that some of us are collectors only. Nothing wrong with that; but should we push ourselves a little more.

Most collectors concentrate on locomotives, naturally, their action, even when standing still, is magnificent. I dare say that very few collect freight cars. A few I know collect passenger coaches perhaps for their colour. Who collects signals, scenery or structures?

That new NMRA book "The Postwar Freight Car Fleet" might get a few to concentrate on freight cars. But maybe we should be more builders and less collectors. We've become so imbued with consumerism that we now think it a supreme skill, that is to shop rather than make things.

So check out the journals and look for building articles. Try a fairly easy project first and get some styrene, or brass tubing or scale lumber and have a go. If that attempt fails, put it in the background and hide the awful bits with vegetation. Then have another go. How often have you heard that to arrive is great but the journey can be most enjoyable.

You could finish up with a unique piece that really fits your situation. Or you could learn to build a fantastic structure like Denis Lane's sawmill. Although I haven't asked Denis, I feel sure that the building of his sawmill gave him as much pleasure as placing it on his Westridge RR.

The main point of all of this is to be more a model railroader or a railroad modeller rather than a model railroad shopper.

### **Pikesize Passenger Trains**

From Glenn Stevens (With thanks to Model Railroader Magazine)

Having a small home layout does not mean you cannot model prototype passenger trains. The following notes are from an article in the March 2006 issue of Model Railroader, which will provide more background detail.

### **D&RGW Trains 1 & 2: The Royal Gorge, Denver to Salida, 1964 to 1967**

Consist: One PA-1, one heavyweight baggage car, one lightweight coach.

### **L & N Trains 1 & 4: The hook & Eye, Knoxville to Atlanta, 1940's**

Consist: One light Pacific, one heavyweight RPO/Express car, one heavyweight combination baggage/coach, one heavyweight coach.

### **Soo Line Trains 62 & 63: Minneapolis to Duluth, 1950's**

Consist: One FP-7 or GP-9, one heavyweight baggage/RPO, one heavyweight paired window coach.

### **B & O Trains 251 & 252: Buffalo to Pittsburgh, 1950's**

One USRA light Pacific or Mikado, one heavyweight RPO/Express car, one heavyweight baggage car, one heavyweight coach.

### **Snippets**

January 28 1935 – The prototype GG1 makes a test run from Philadelphia to Washington. The loco covers the 134 miles in 110 minutes, averaging 73 mph, but hitting 102mph for a portion of the trip.

January 1 1969 – The Pullman Company ends sleeping car operations.

June 1 1972 – The Chicago & North Western becomes “employee owned” following purchase of stock from the parent company.

### **Help Wanted**

Ross Evans is in need of two only “SOUTHERN PACIFIC LINES” white decals 1/8” high. These are required for the tender of a Mogul locomotive. Has anyone got a couple of decals they don't need so this project can be completed?

### **Bundaberg Mini Convention**

The Mini-Convention at Bundaberg will be held on 16th – 18th November, 2007. John Lebsanft has worked out a very interesting programme for this including clinics, layouts, museum visit, dinner, etc. It is important that you let John or Glenn know if you are going for catering reasons. It is important also to book as soon as possible as there is another event on at Bundaberg on the same weekend. Of course accommodation or even camping at Bagara is an option.

The short programme guide goes something like this:

Friday evening – Informal gathering and BBQ dinner at home of John Lebsanft. In other words, train talk with food. Shared costs.

Saturday morning – Visit Bundaberg Railway Museum. A great display of rolling stock from 50 – 100 years old, right next to the northern line. Cost \$3.

Saturday afternoon – Division 1 meeting with visit to John's train shed. Afternoon tea as usual.

Saturday Evening – Members, partners and guests dinner at the Brothers Club.

Sunday morning – Visit Bundaberg botanic Gardens with a genuine and working coal fired cane loco giving rides. General Museum, Japanese Garden, Bert Hinkler House and Fairymead House Sugar Museum.

Sunday lunch you are left to your own devices. Then it's back to Brisbane if you are a hurry. I'm sure there will some visits to the world famous Bundaberg Rum Distillery, also the Bundaberg Ginger Beer factory and other choice places.

Already at least 17 members are going and if you intend going please let Glenn know as soon as possible. If going, you are required to book your own accommodation.

That sounds like one great weekend for railroaders and it should be a grand party when you consider how well our Division 1 members get along with one another.

### **Resolutions**

Prepare some modelling resolutions for 2008!



*May you and yours all have a very Merry Christmas with plenty of cheer among family and friends. And with that may you all find time to do some modelling or at least ponder over your modelling plans for 2008.*