

## NMRA DIVISION 1 (QUEENSLAND)

(www.Zelmeroz.com/anmra-1)



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MARCH 2010

### Coming Meetings

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March – Martyn Jenkins  
10/11<sup>th</sup> April – NMRA Train 20<sup>th</sup> Show  
1/2/3<sup>rd</sup> May AMRA Show  
19/20<sup>th</sup> June Toowoomba Train Show  
17<sup>th</sup> July - Denis Lane  
21<sup>st</sup> August - Graham Emery, McLeay Island  
4/5 September - Newcastle Convention  
18<sup>th</sup> October – Bob Brown  
20<sup>th</sup> November – Bill Dunn

Meetings start at 1.30pm unless otherwise stated.

### Comment

Work Trains are something you rarely see on a MR. There's not a lot of glamour about them really. But they are an integral part of the prototype and very useful for operations and reality on the model pike. When your yard is deplete of freight cars and something to catch the eye, the work train at rest can add some interest.

Move it out on the line to work and it instantly becomes a 'problem' that your more important trains have to get around. Once you get your operations going smoothly, why put in something like this? For reality and to sharpen your organisational and operational skills. Besides it's not something you would do at every operating session.

The dangers of operating a work train, especially with DCC are real and may force you into signalling or at least tighter operating methods.

I remember years ago when I worked in the country and the bridge carpenters come to town. The takings at the pub increased dramatically and one morning after a heavy night (they were all heavy nights), the carpenters set off for the day's work on their pumpers. They were going south over the long, low trestle that spanned a swamp and I thought how strange it was considering the local morning freight From Boonah to Ipswich was due about now.

Then I noticed the PB nosing itself onto this trestle in the opposite direction as though there wasn't a care in the world. Suddenly the guys working themselves out on the pumpers noticed their plight and it was a quick abandonment into the swamp.

The loco hit the pumpers for a 'six', splintered wood going in all directions. Bodies where reasonably okay

except for a few bruises, one broken arm and a lot of mud between the ears.

Being carpenters, and very skilled ones at that, they repaired (re-built) the pumpers over a couple of days and kept it quiet from the 'higher-ups'.

The train crew they tangled with were also tight-lipped and things returned to normal in a few days.

Now I'm hoping that on your layouts, you never have that sort of an incident. But care needs to be taken with work trains.

Getting scheduled trains to work around them will tax the best brains and it certainly adds interest to operation sessions. It might pay to water down the beer in your layouts pubs though.

### New AP Judges

We have two new Achievement Programme judges in Division 1. These are Graham Emery (07) 3409 4784 and Martyn Jenkins (07) 5563 7554.

Should you need clarification or judging then please contact either of these two. Graham lives on Macleay Island and Martin lives at Biggera Waters on the Gold Coast.

### Accommodation

With so many living in the southeast we tend to forget some of the problems our country brothers have. Bert Toogood (Innisfail) asked me a couple of years ago to name a few places of accommodation and their costs for those wishing to attend the May Show.

Each year I think of this and for one reason or another never get around to it. At the moment I can't drive so if anyone of you is passing through Gregory Terrace and the May Show area, would you please list the accommodation there? If you send a list to either Glenn or myself we will check the accommodation to find out prices and that way maybe help our country brothers.

A trip to the May show is a must because it is such a good way to find out new techniques, what's available on the market and to catch up with old friends. Results of our research will be posted in the May Newsletter which we will have out well before the Show.

### References

We all have our favourite reference books and it's natural that if you model the Santa Fe then a book or two about the prototype Santa Fe will be favoured references.

Personally I like books that deal with the railroads in and around the area I wish to model. They often give excellent information of a line you are interested in but they also add a further dimension. They flavour and add to the perception you may have of that area, how its industries worked and most importantly how your RR

fitted into the operation and scenery of that particular region.

On the recent trip to Sydney for the NMRA Convention, many of us did the obligatory trip into Central to visit the ARHS bookshop. I picked up a beauty for my interests, "Trackside in the South 1946 – 1959" by Holland and Yanosey. It is a picture book, nearly all of them in colour. It covers parts of the N & W, C & O, SR, C of G, A & WP, L & N, TC, ET & WNC, CRR, IC, KCS, T & P and perhaps a few others I've missed.

Books like this show scenic details and colour, cuttings and fills, wharf tracks and car ferry loading, industries, signals, stations and dozens of structures and their colouring and weathering. There is information there that will keep me happy for years.

Another book several of us bought some time back was "Steel Wheels Rolling" by J. Parker Lamb. It too was loaded with usable railroad photographs full of ideas and encouraging structural details. Almost every picture has me saying, "I must remember to include that".

We expect to see stations along our right-of-way but do you have laden hand carts lined up near where the engine stops to service head end cars?

Are your ground throws and switch machine covers numbered conspicuously as they are on some RR's? Water outlets and steam outlets with hoses are another detail near where the locos stop at stations.

I see telegraph poles on some layouts but I never see terminal boxes on poles.

How often have you seen loading pallets around industries on a layout?

Adding these to your layout is often a 15 minute job or less yet they enhance to overall authenticity of your railroad.

I'm sure nearly all of you have a stack of RR books at home. Open them up and try and disregard the mighty loco you see there and look at the humble things around the picture that don't immediately grab your interest. Go through a few of these books and make a list of the things you see that should be added to the layout.

Write down a short description, the book's title and the page number so that you can come back to it. Then start at the first item and slowly work your way through your collection. In next to no time you will have dressed up your layout with authentic detail.

If you scratchbuild a few of them, they will be unique and you will have added to your skills as a modeller as well; skills you might need to do the unthinkable! Scratchbuild that illusive freight car you have always wanted and yet is not available commercially.

### **False Impressions**

Living as some of us do, several thousand kilometres from the RR's we model, what we perceive as normal is what we glean from the RR media. Much of that comes from RMC and MR plus Trains, Railfan, etc.

Some years ago I used to be invited to the showing of American RR films and was surprised at how many incorrect ideas I had picked up over the years. One film I enjoyed was made in the late 1940's on the east coast and I was surprised at the large number of 4 wheel bobsbers being used. I had thought that by then, 4 wheel bobsbers had long disappeared. The yards were probably PRR and Reading or B & O, but several scenes showed at least a dozen or more in action. First generation diesels were also seen in the same scenes and a host of camel-backed steam locomotives.

The Postwar Freight Car book by NMRA has many photos of either Reading or PRR yards in 1948. Yet many of the regulations that existed at that time were being ignored judging by the photos in this marvellous book. There are plenty of billboard reefers, arch bar trucks, etc. and obviously not on their home road. To try and get some idea of road mix on a typical freight train during the transition period, I took a census of freight consists over several years taking at random the photos published in the press of relevant trains.

That eventually gave me 114 relevant consists. 41% of freight trains never had a single freight car from the home road! 16% never had a single freight car from a road that they interchanged with. 77% had at least one freight car from a RR with headquarters on the opposite side of the Mississippi-Missouri.

Signals are another area where the rules have been "extended".

I won't attempt to go into such things as lettering to AAR standards or safety appliances to AAR standards and that includes braking systems.

It all reminds me of the lovely Italian girl I once asked, "Why do they bother having traffic lights in Rome?" She replied that in Rome traffic lights are just a suggestion!

On the internet some years ago, I posted a question, "What date did Southern start changing its diesels from imitation aluminium and black to green and white?"

The arguments raged for many months and I even heard that a couple of friends fell out over this argument.

That's sad. I received an impeccable reply from a Southern expert and followed his dictum. Only recently I found a dated photo that proves him wrong!

Too late, the engine has been painted now and my story is that its colours were changed later.

So it is with many of the rules and regulation in American RR's.

The next time you hear the pundits and experts say that such-and-such was the case after a certain date, note it, but don't stick rigidly to it.

Research, that is finding out about these things, has its own intrinsic value and enjoyment. If you read Jack Burgess's wonderful article in the January 2010 RMC about his Yosemite Valley Railroad you will see what I mean.