SAINTS & SINNERS

Featuring the techiniques you need for successful structural modelling

by Jim Fainges

From St. Augustine to St. Zorastra, you can bet the name has been used for a church somewhere in Queensland.

From the Exchange or the Commercial or even the "purple" Railway, Hotels were to be found in the smallest of towns, in fact towns were once rated, not by their population, but by the number of pubs that were to be found in a town.

This being the case, our Model Railways should also reflect this fact, and then the "saints" and "Sinners" of our make believe towns have somewhere to go.

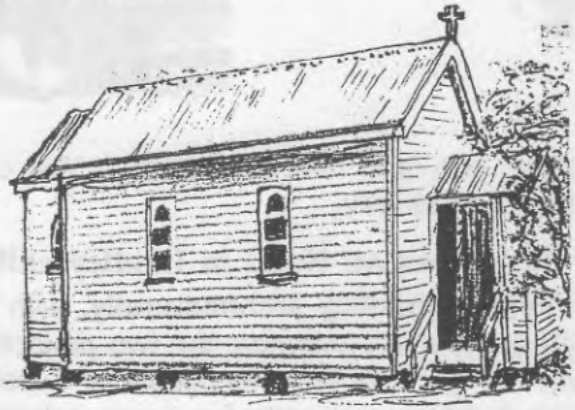
This year I will take it as previously known that everybody has a concept of the area that they are or intent modelling, and refer you to previous notes for

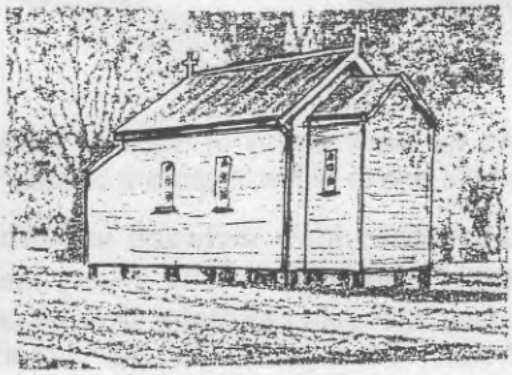
Queensland 'Architectural Detail' and in this talk we will move on to the recording of that detail.

Measuring and interpreting these facts into models of churches and pubs, and how the same methods can be used for either of these buildings and for other buildings.

During your travels around this vast state, I hope you may have recorded more than the trains.

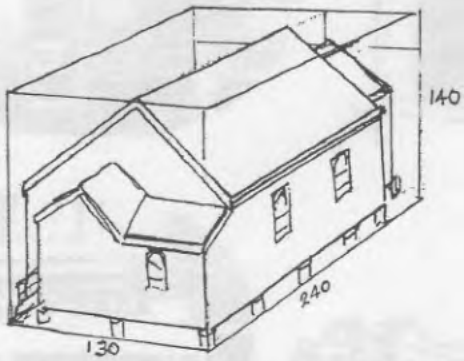
It is always wise to look beyond the train operation of the railway and look beyond and note the interesting buildings and scenery, and in regard to this aspect take notes and/or photographs as you can come back next week, and what was once an interesting church like this one - on the southern outskirts of Toowoomba will be just a patch of bare earth.





These small structures like St. Bartholemews, which is a little more interesting that the average country "God" box, can be modelled without any distortion, as the building is quite small

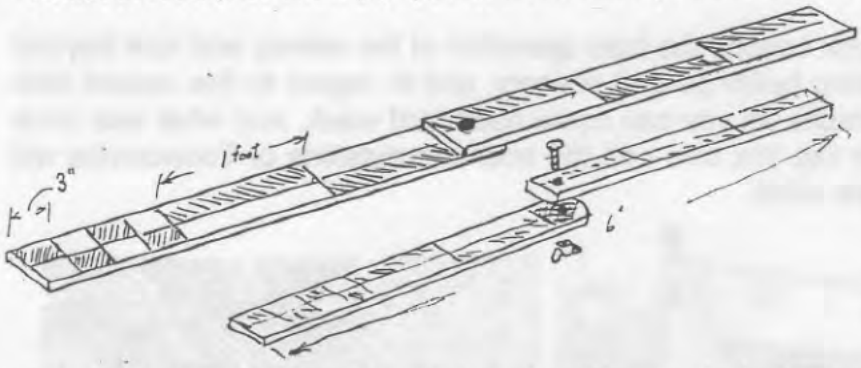
St. Bartholemew's is only 35 ft. x 18'6" x 20 ft. high, which in HO scale (3.5mm = 1 ft) is 120mm x 65mm x 70mm, or in O Scale 240mm x 130mm x 140mm, which as an actual model works out less than 10" x 5" x 6".

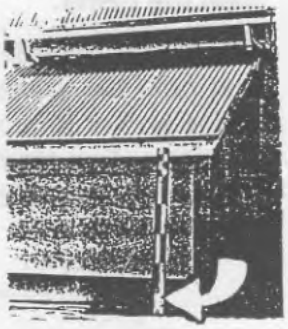


These photographs and a few measurements are all I needed to draw the plan included

St. Bart's can be modelled in styrene or cardboard to suit your style (and pocket). Weatherboard is quite simple to reproduce using card, and will be covered later on in these notes.

To get these dimensions I recommend the following method to you all, and a great help is to have a "scale rule" with you (at all times if the family car will allow) which is a strip of 6mm ply painted alternately black and white thus:-





As we work mainly in Imperial scale, this one is in feet and inches. You can make one in Metric if you are happier working this way.

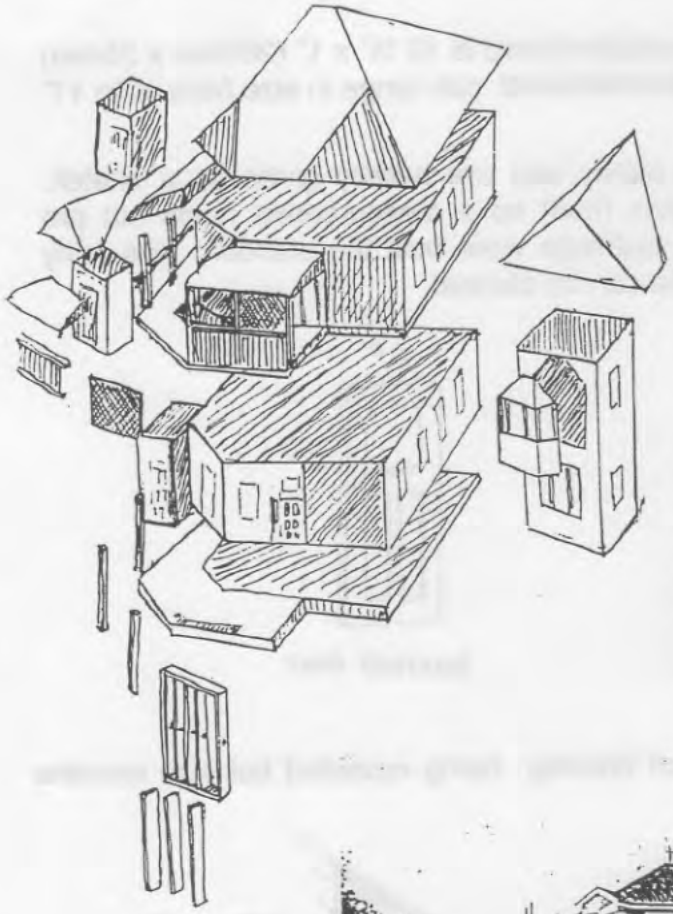
The other plan included in with this shows an Hotel in Laidley called the "Exchange". It is a very **interesting building architecturally,** with its many interesting elements like the arch at the main entrance, the two projecting fronts,(1) the gable over the verandah roof,(2) iron lace,(3) double and treble awning posts (4)- BUT this is a large building and calls for some selective compression.

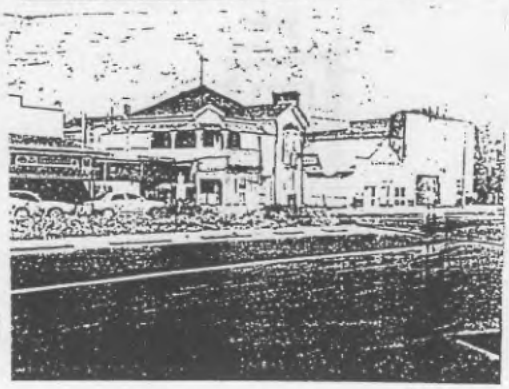
While the plan shows all the various elements of the photos the model is some what narrower - the model building is approximately ¾ the width of the actual building - and by placing a building such as this against the background it can be a great deal less in depth.

I will develop the technique further with the "Grand Hotel" at Oakey. The interest here is the small gable and return on the upper verandah. On the left hand end the trellis and vertical louvres to keep out the western sun definitely need including to make this an interesting model.

These details make for a more difficult model, but if the details are taken one at a time and reduced to simple shapes they can be achieved.

Think of them as a number of simple blocks and you should see the light an just how simple they are to achieve. See Sketch.





If you modelled the complete building with the beergarden and bottle shop, it would cover a large area - about 24" x 18" (600mms x 450mm) in HO scale - and take up a great deal of space on your layout.

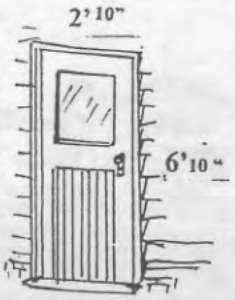
Therefore it would be advisable to model only the main section of the hotel building and modify the depth to stop where the windows change at the side (at this point it looks like an addition was added onto at some time).

The "Exchange" and the "Grand" also show the difference between brick and weather board construction. Another important detail to note in modelling.
The small churches found in most country towns seem to be mainly constructed of weather or chamfer board, and both these effects can be simulated with commercial plasticard from "Evergreen" USA.

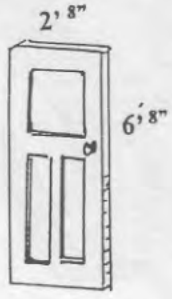
NOTE:- The difference in terminology between USA and Australia - "weatherboard" is called "clapboard" and "chamferboard" is called "novelty siding". A range of sizes are stocked by many of the various Model Railway outlets.

In Queensland the standard size of weatherboard is 10 ½" x 1" (265mm x 25mm) of which 9" (220mm) is exposed. Chamferboard can range in size from 4" to 11" (100mm to 275mm).

A knowledge of standard sizes is handy and are hereby given as a sketch. These sizes do vary by a few inches (mm) so a measurement helps but pre decimalisation when most of these buildings were built the standard was fairly close. Therefore some artistic license can be allowed.



external door

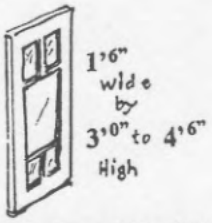


internal door

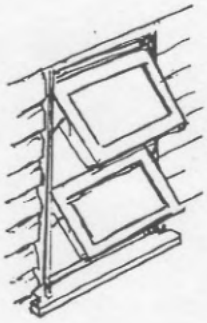
Doors vary in detail check photos of building being modelled but size remains fairly constant (can be larger).

double hung window

colonial hung window

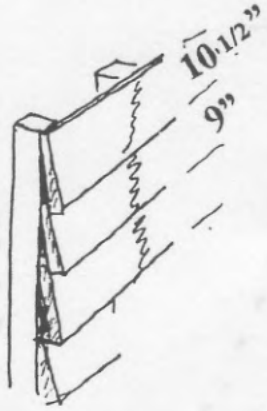


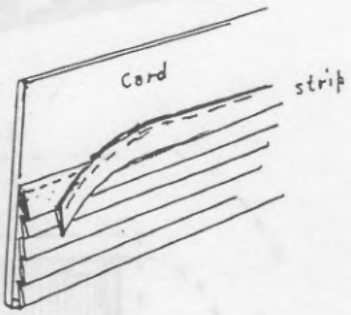
casement window (single)
can be used in multiples



hopper window
2'6" by 4'0"

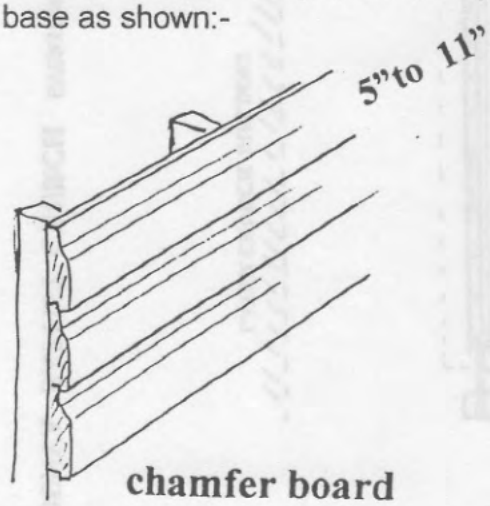
Windows--of various types approximate sizes shown





weather board

Weatherboard is easy to model by overlapping strips of card onto a heavy card base as shown:-



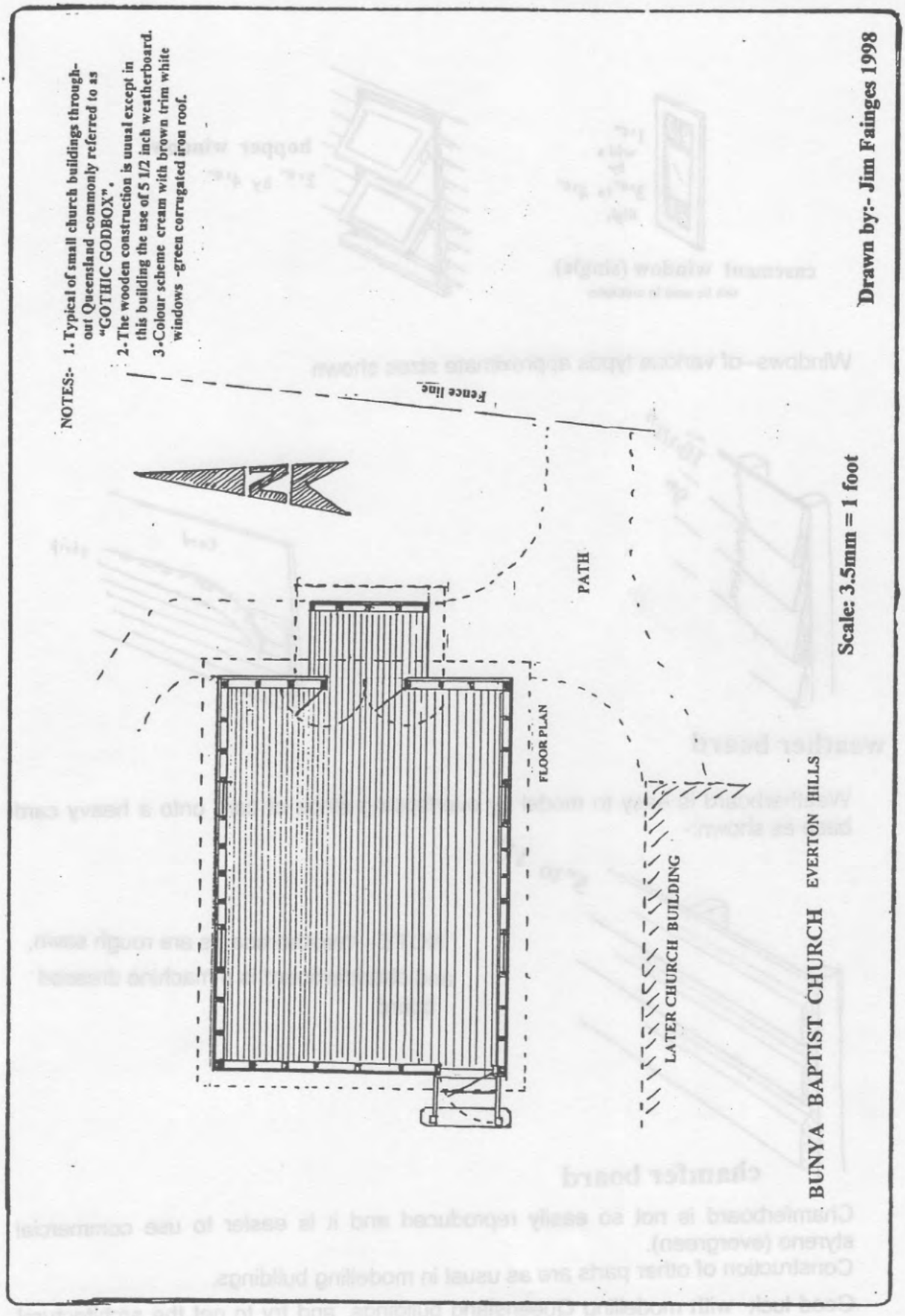
NOTE - Weatherboards are rough sawn, and chamferboard is a machine dressed board

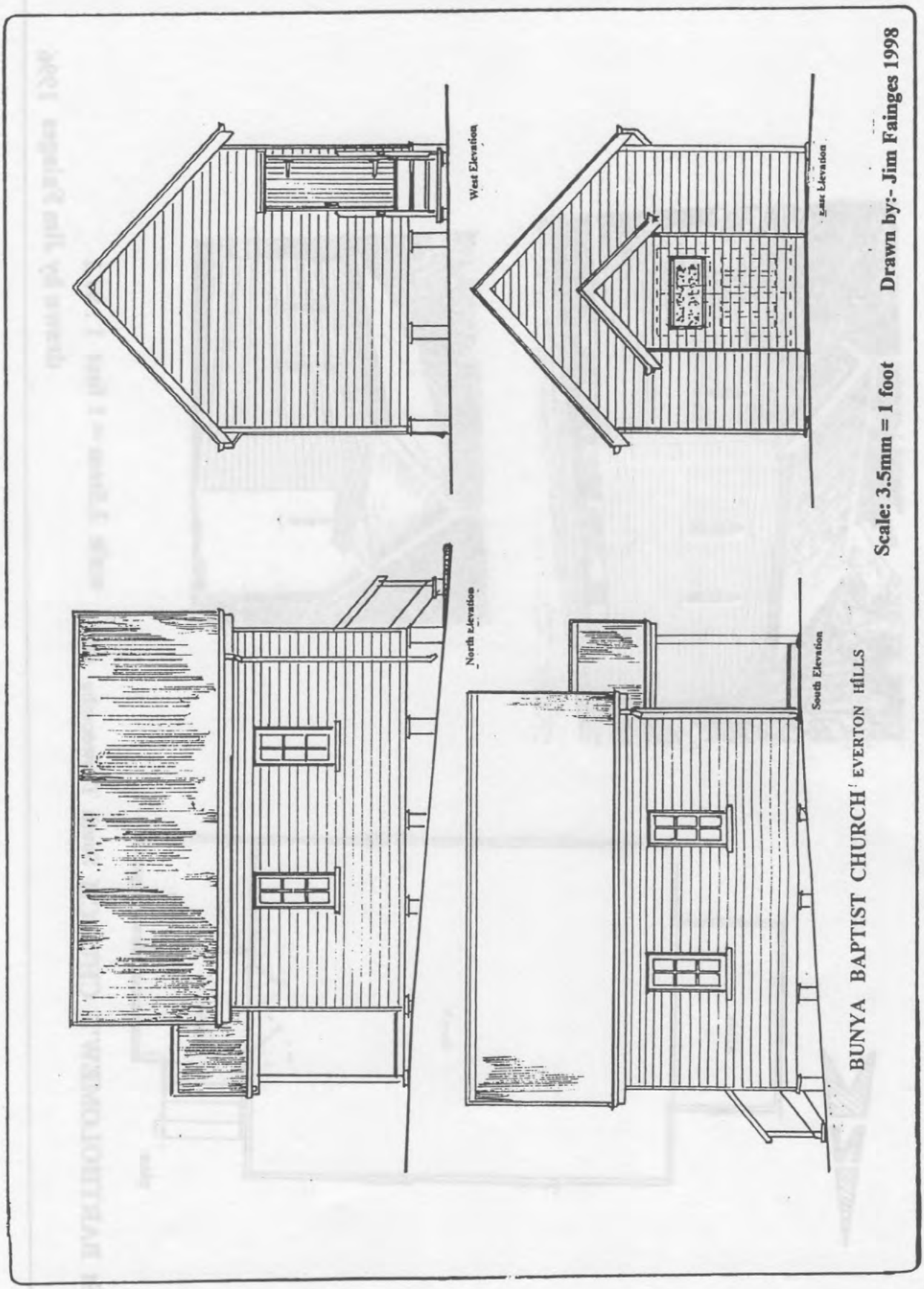
chamfer board

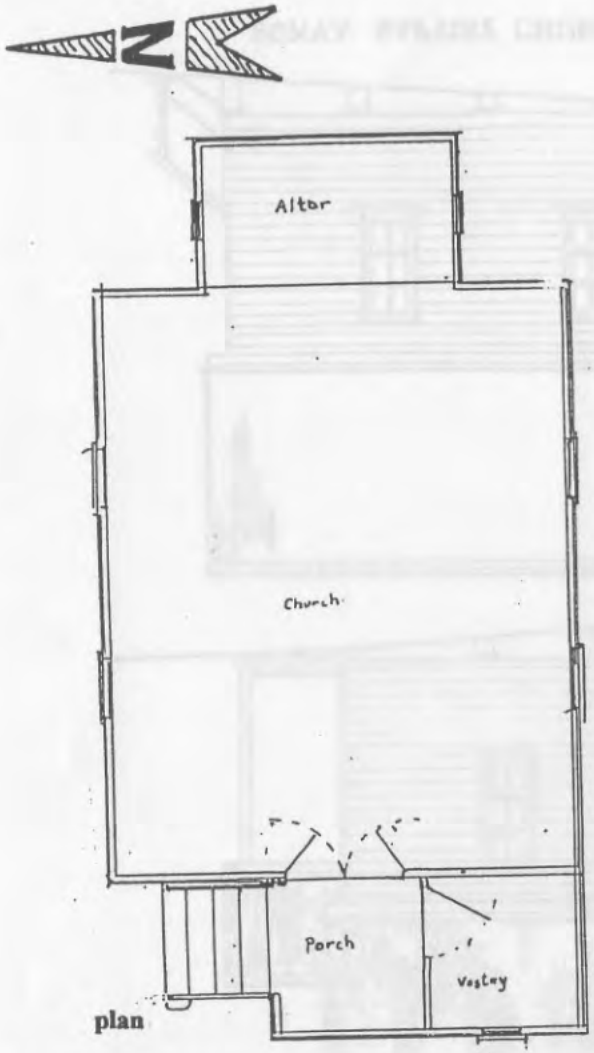
Chamferboard is not so easily reproduced and it is easier to use commercial styrene (evergreen).
Construction of other parts are as usual in modelling buildings.

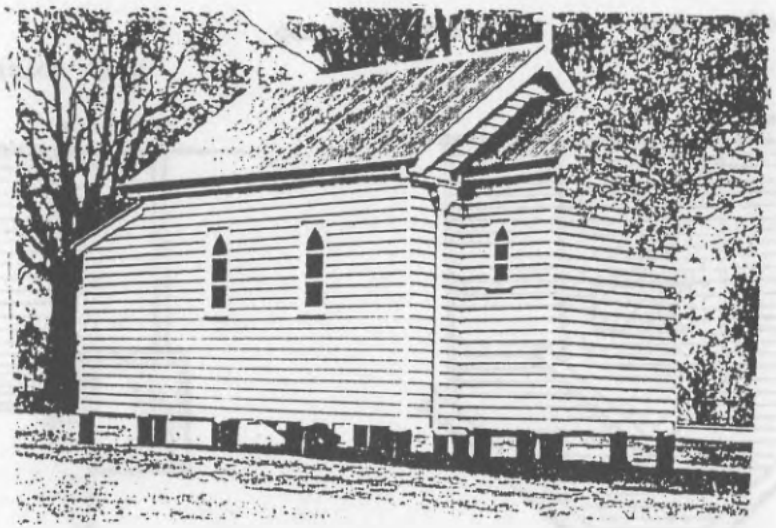
Good luck with modelling Queensland buildings, and try to get the architectural details right -Then the buildings will fit in with your trains.

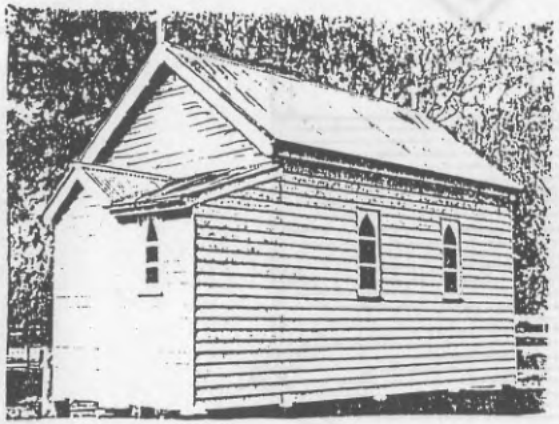
finis


NOTES:- 1. Typical of small church buildings throughout Queensland -commonly referred to as "GOTHIC GODBOX".
2. The wooden construction is uuual except in this building the use of 5 1/2 inch weatherboard.
3. Colour scheme cream with brown trim white windows -green corrugated iron roof.
Drawn by:- Jim Fainges 1998
Fence line
PATH
FLOOR PLAN
LATER CHURCH BUILDING
Scale: 3.5mm = 1 foot
BUNYA BAPTIST CHURCH EVERTON HILLS


West Elevation
East Elevation
North Elevation
South Elevation
BUNYA BAPTIST CHURCH EVERTON HILLS
Scale: 3.5mm = 1 foot
Drawn by:- Jim Fainges 1998

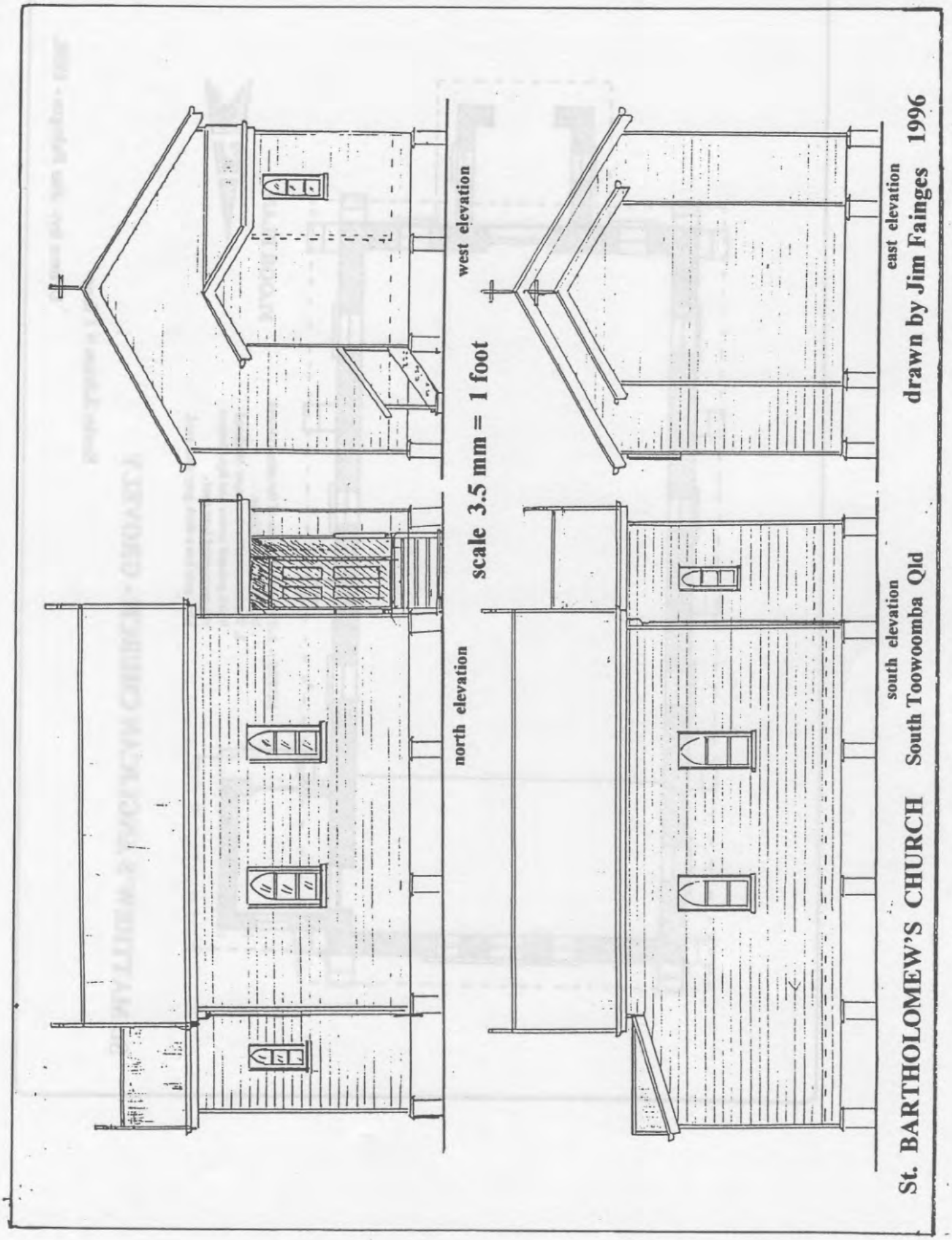


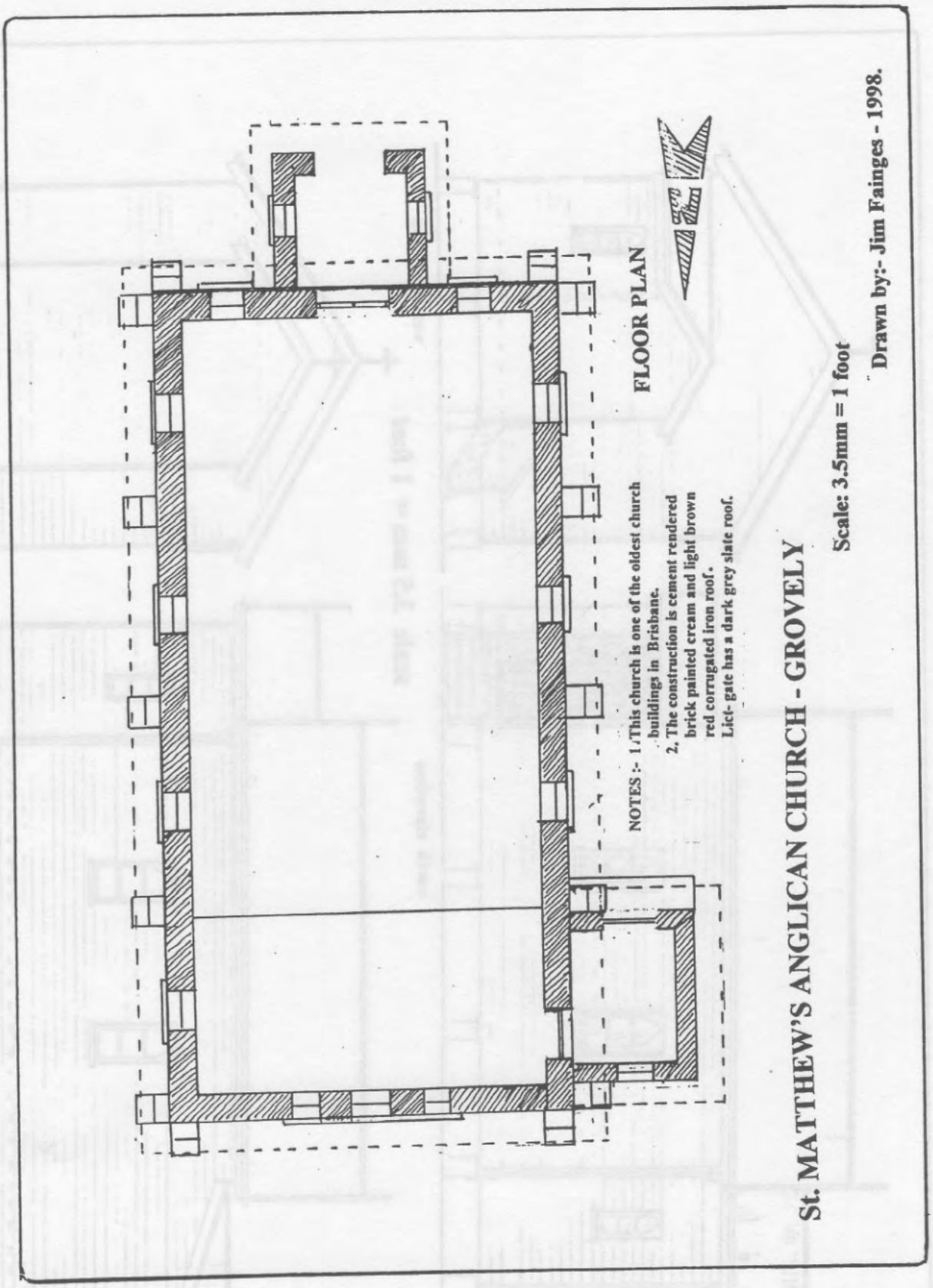


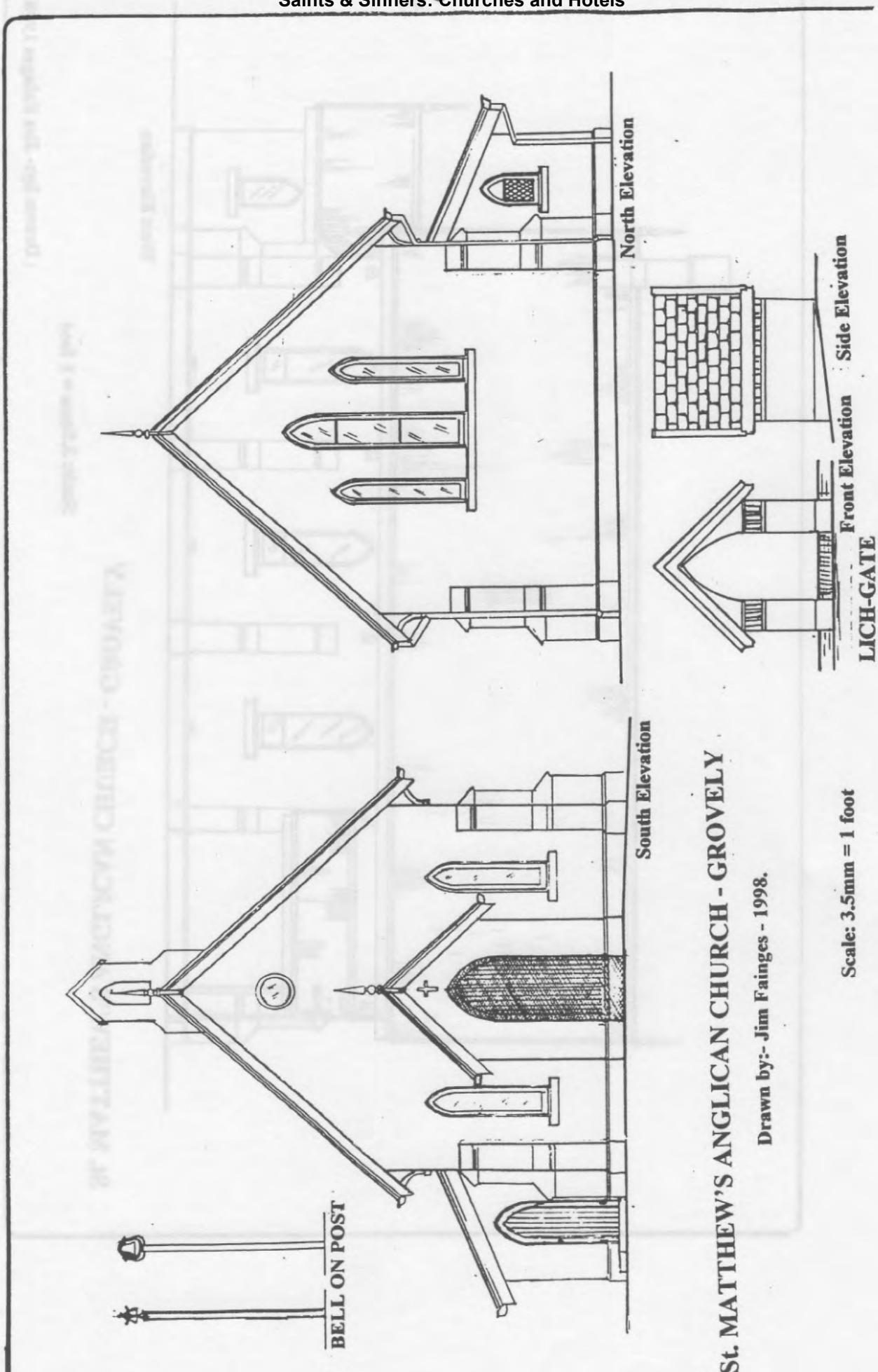


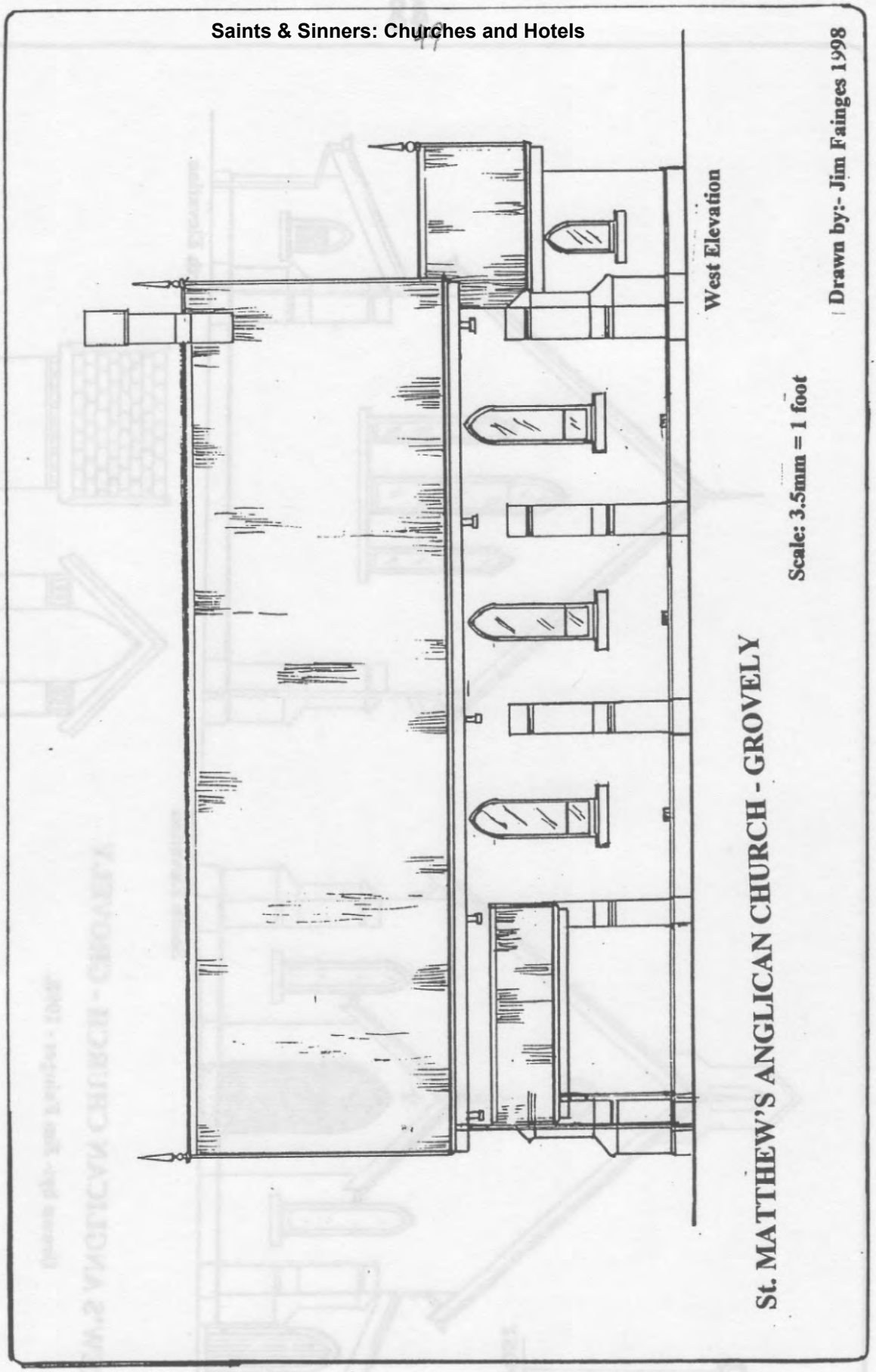
St BARTHOLOMEW'S CHURCH South Toowoomba Qld. scale 3.5mm = 1 foot 1 : 87.1

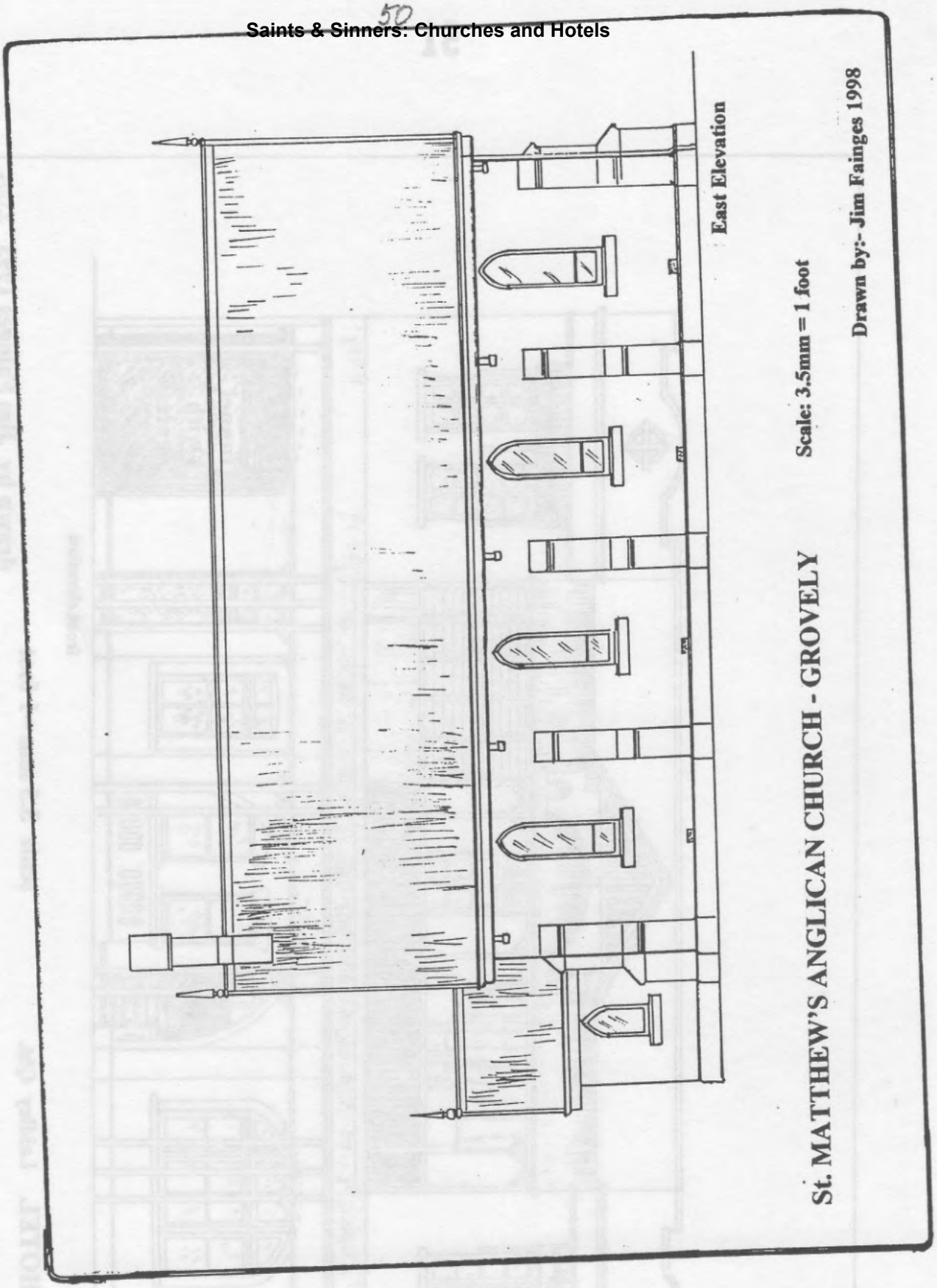
drawn by Jim Fainges 1996

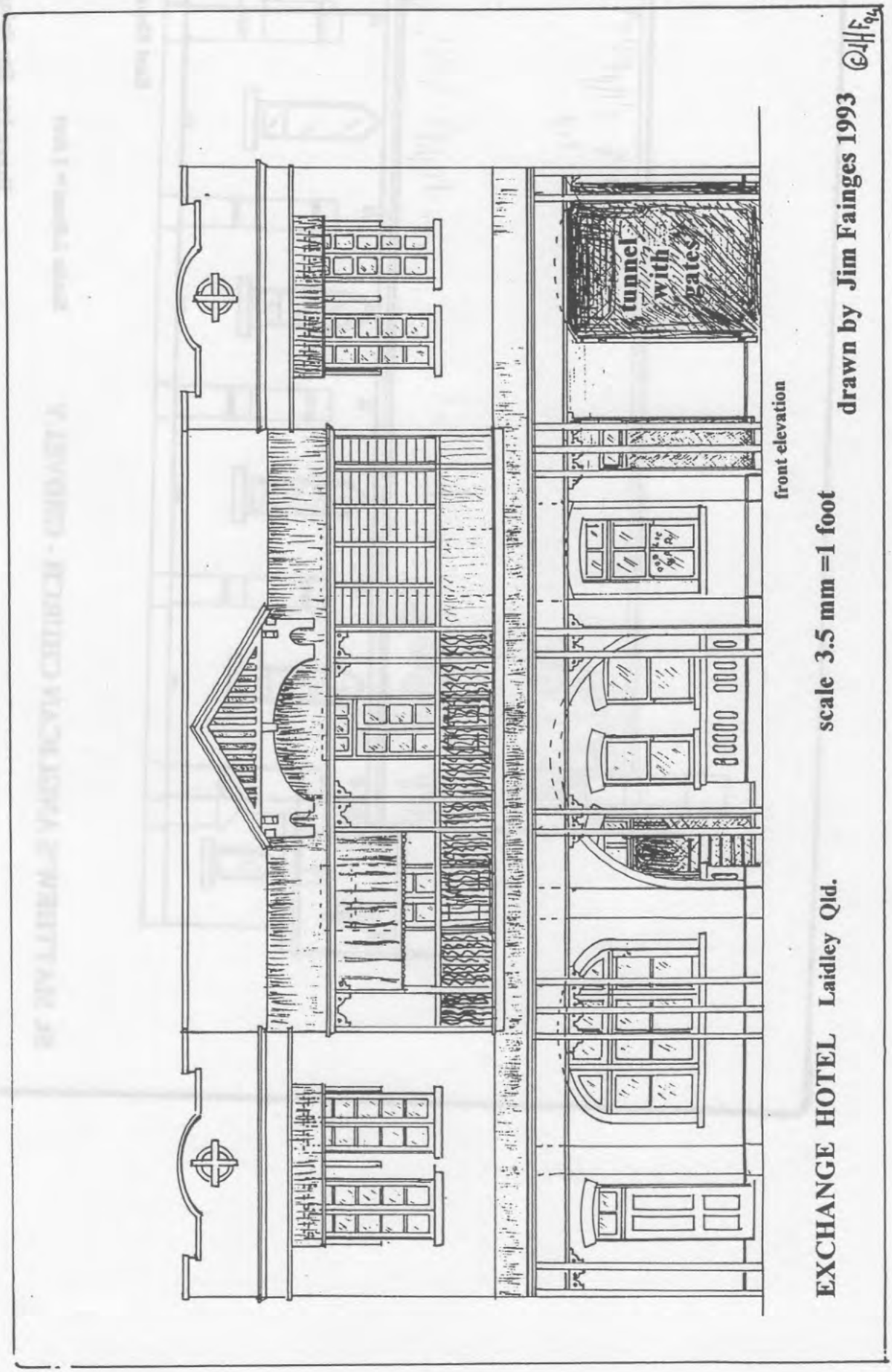

west elevation
east elevation
scale 3.5 mm = 1 foot
drawn by Jim Fainges 1996
north elevation
south elevation
St. BARTHOLOMEW'S CHURCH South Toowoomba Qld

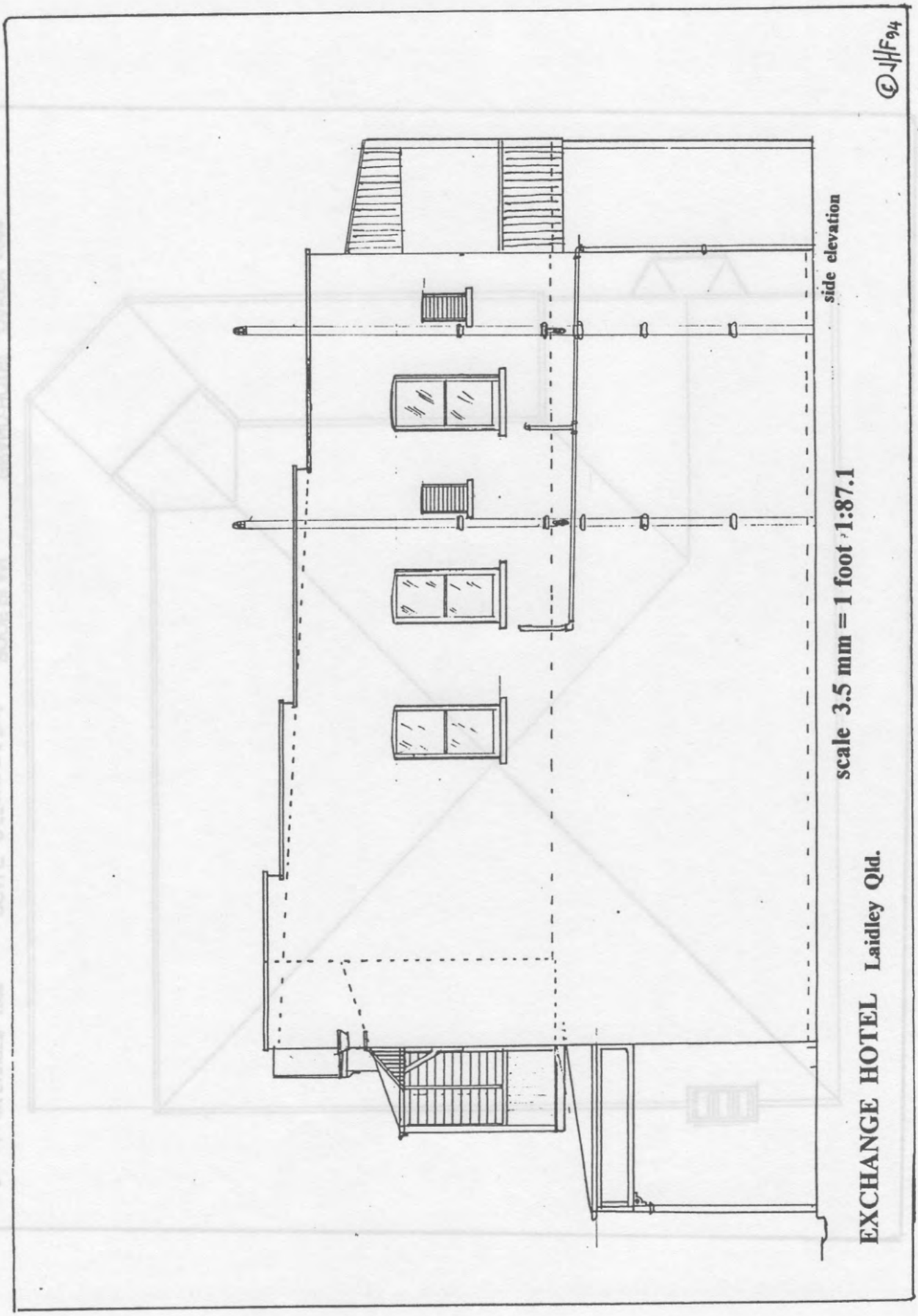

St. MATTHEW'S ANGLICAN CHURCH - GROVELY
Scale: 3.5mm = 1 foot
Drawn by:- Jim Fainges - 1998.
FLOOR PLAN
NOTES :- 1. This church is one of the oldest church buildings in Brisbane.
2. The construction is cement rendered brick painted cream and light brown red corrugated iron roof.
Lich- gate has a dark grey slate roof.

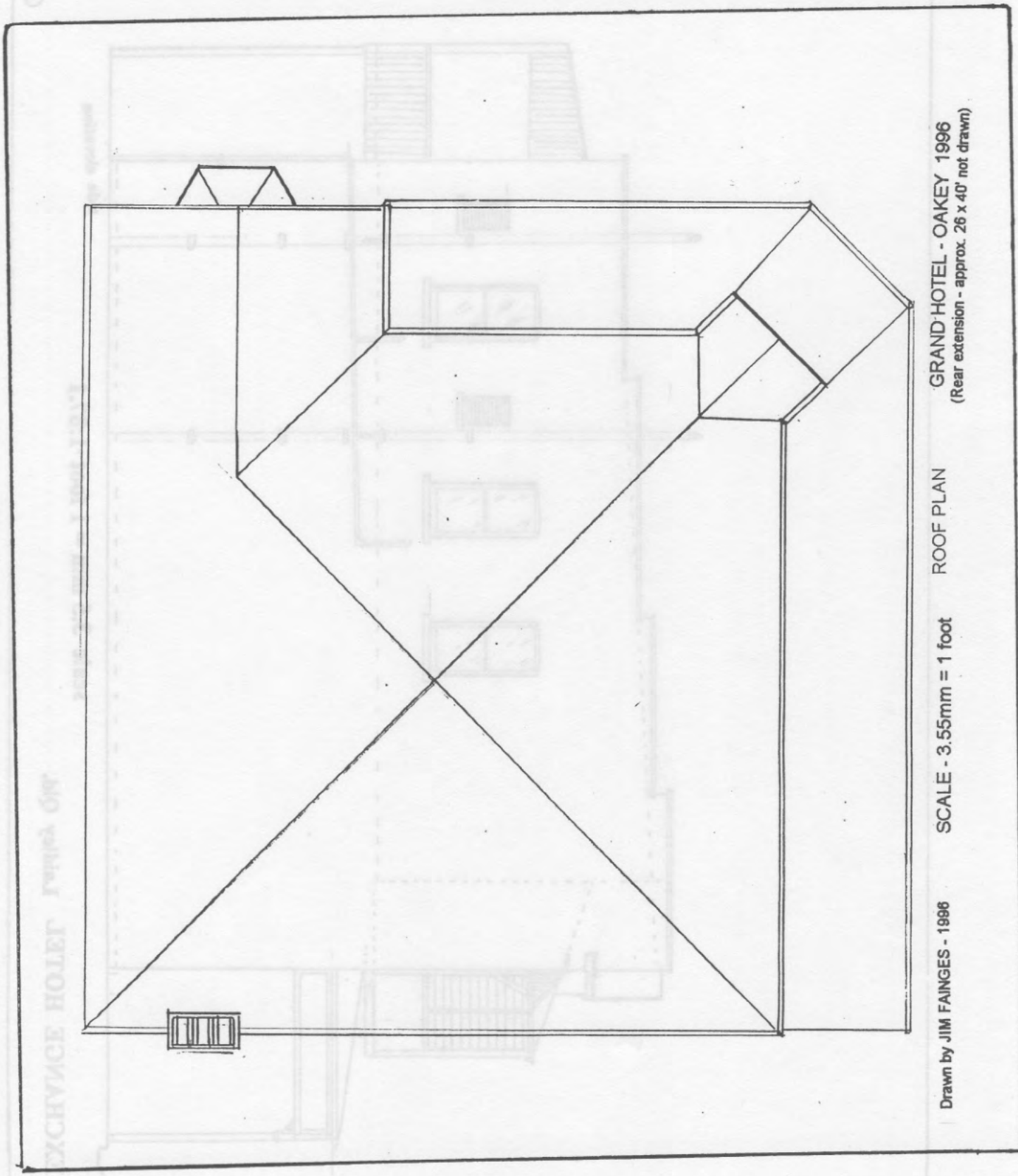

North Elevation
South Elevation
BELL ON POST
Front Elevation
Side Elevation
LICH-GATE
St. MATTHEW'S ANGLICAN CHURCH - GROVELY
Drawn by:- Jim Fainges - 1998.
Scale: 3.5mm = 1 foot

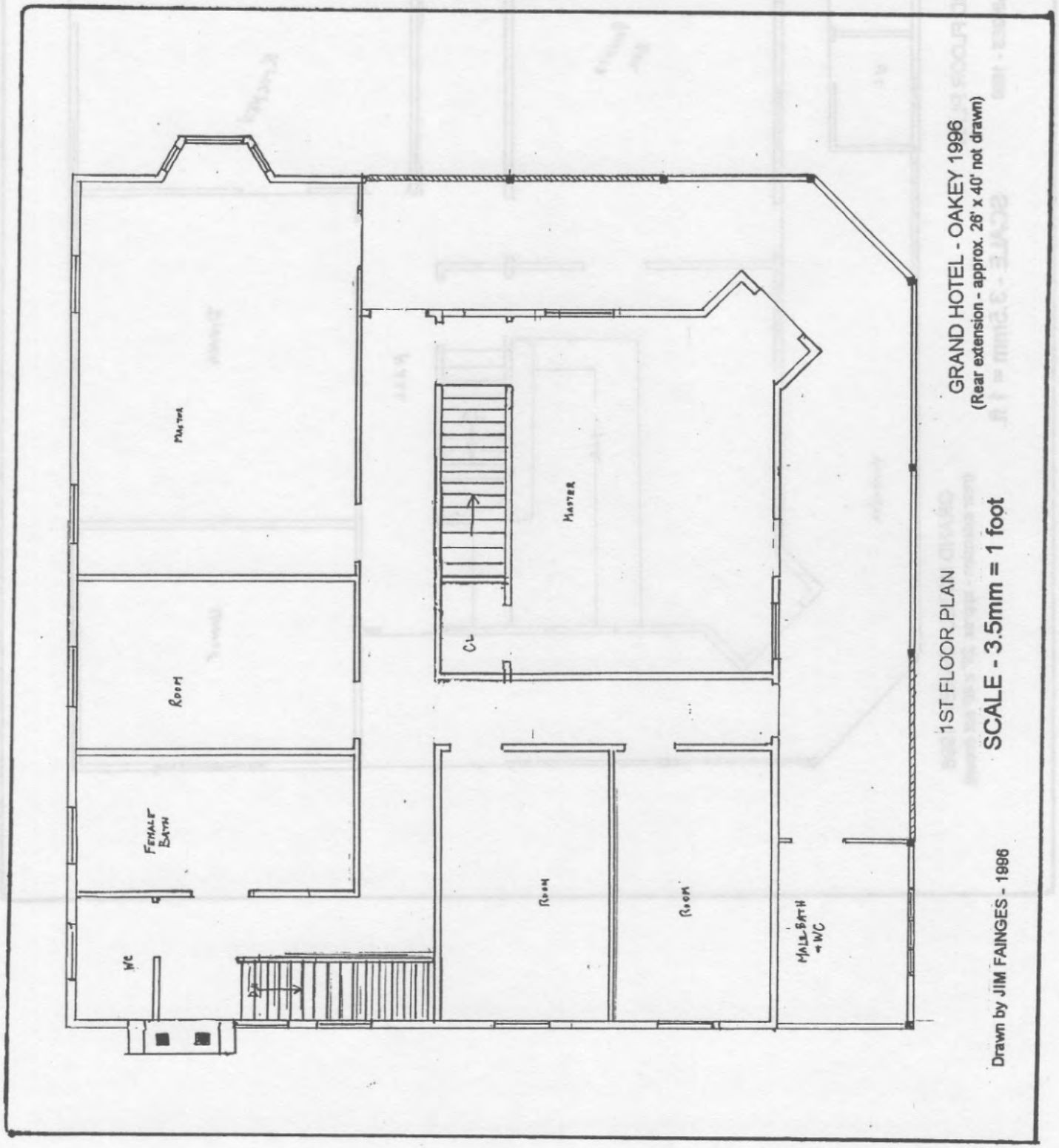

West Elevation
St. MATTHEW'S ANGLICAN CHURCH - GROVELY
Scale: 3.5mm = 1 foot
Drawn by:- Jim Fainges 1998

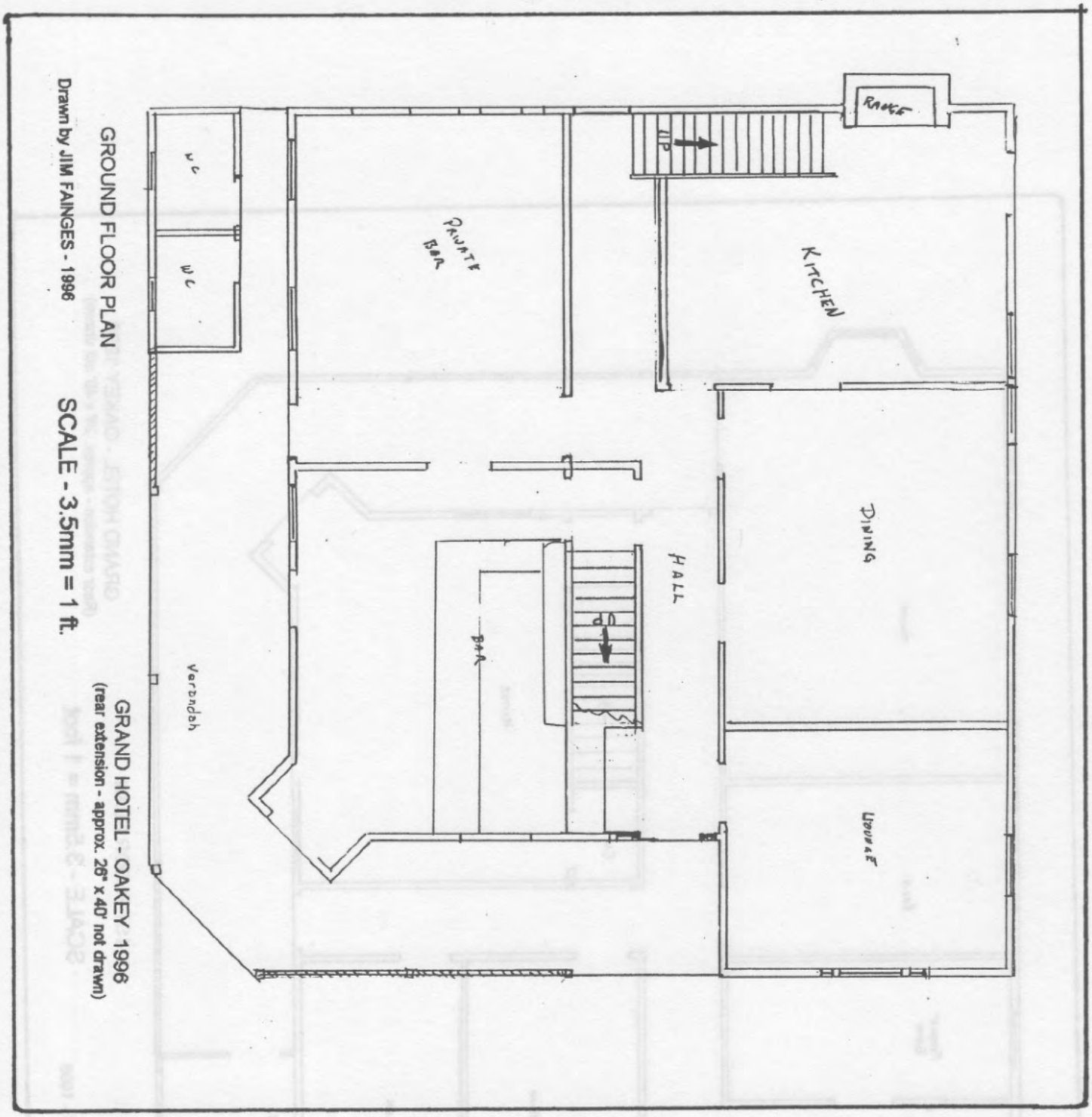

East Elevation
St. MATTHEW'S ANGLICAN CHURCH - GROVELY
Scale: 3.5mm = 1 foot
Drawn by:- Jim Fainges 1998


tunnel with gates
front elevation
EXCHANGE HOTEL Laidley Qld.
scale 3.5 mm =1 foot
drawn by Jim Fainges 1993 ©JHF'94


©JHF94
side elevation
scale 3.5 mm = 1 foot 1:87.1
EXCHANGE HOTEL Laidley Qld.


GRAND HOTEL - OAKEY 1996
(Rear extension - approx. 26 x 40' not drawn)
ROOF PLAN
SCALE - 3.55mm = 1 foot
Drawn by JIM FAINGES - 1996


GRAND HOTEL - OAKEY 1996
(Rear extension - approx. 26' x 40' not drawn)
1ST FLOOR PLAN
SCALE - 3.5mm = 1 foot
Drawn by JIM FAINGES - 1996
MASTER
CL
ROOM
FEMALE BATH
WC
ROOM
ROOM
HALL BATH + WC



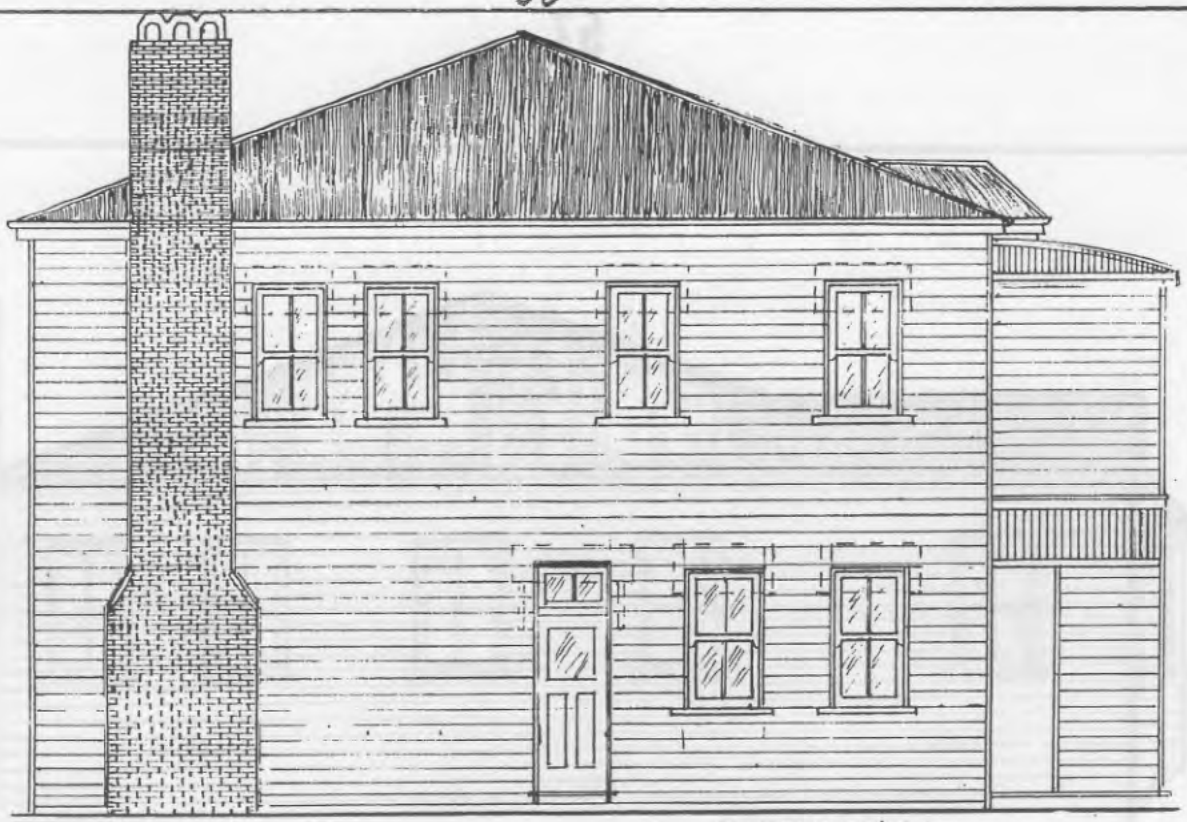
GROUND FLOOR PLAN

GRAND HOTEL - OAKEY 1996

(rear extension - approx. 26' x 40' not drawn)

Drawn by JIM FAINGES - 1996

SCALE - 3.5mm = 1 ft.



REAR ELEVATION

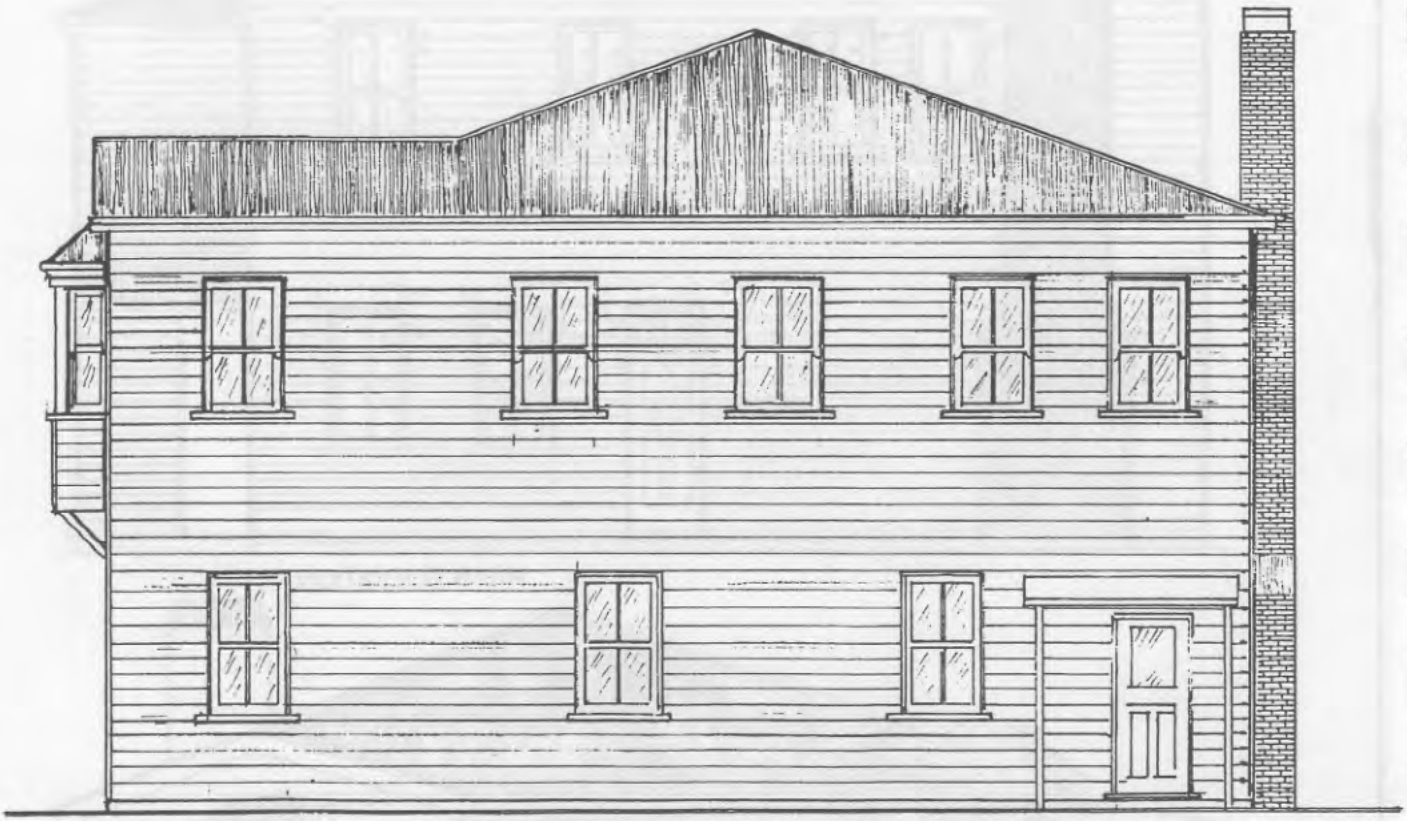
FRONT ELEVATION

Drawn by JIM FAINGES - 1996

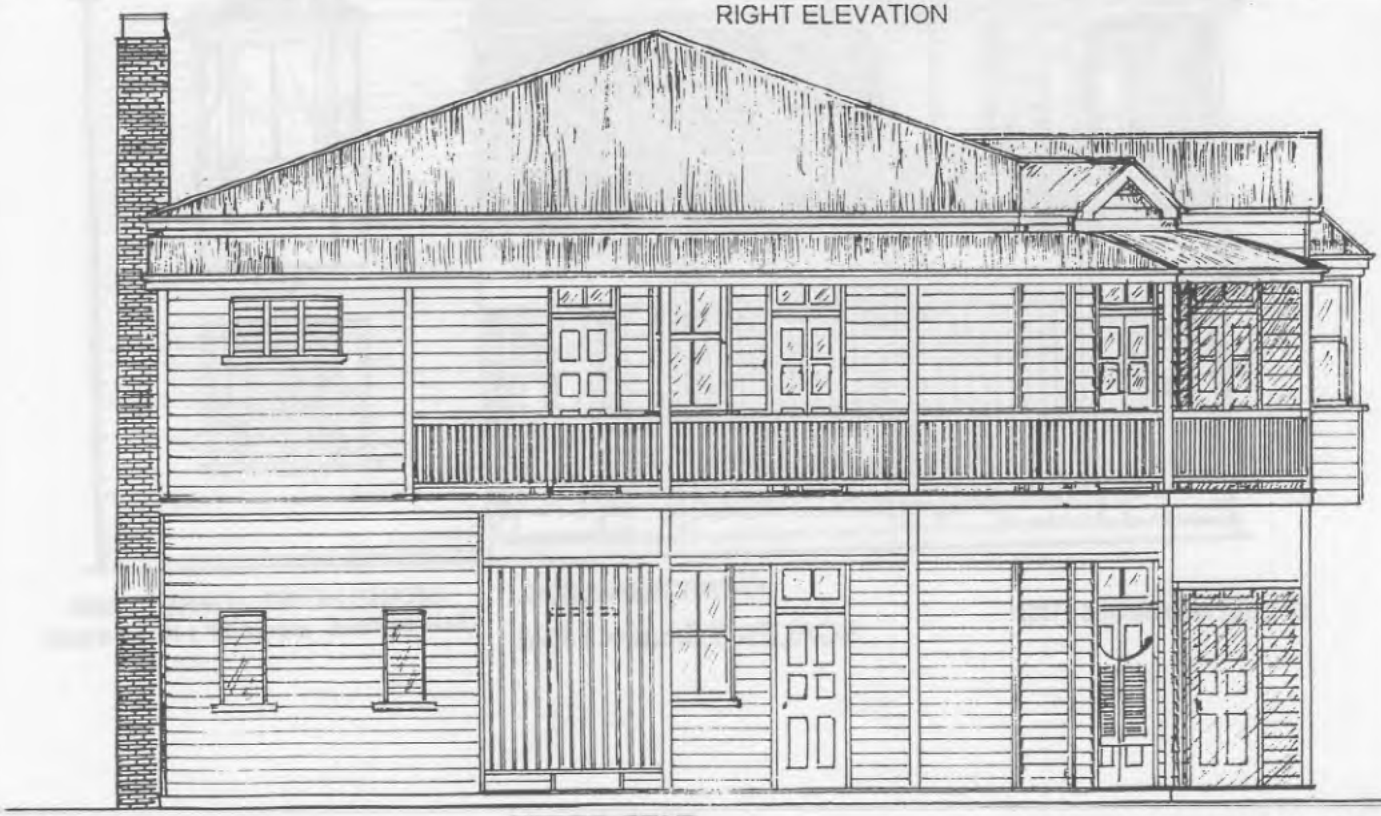
SCALE:- 3.5mm = 1 foot

GRAND HOTEL - OAKEY 1996

(Rear extension - approx. 26" x 40" not drawn)



RIGHT ELEVATION



LEFT ELEVATION

GRAND HOTEL - OAKEY 1996
(Rear extension - approx. 26" x 40" not drawn)

Drawn by JIM FAINGES - 1996

SCALE:- 3.5mm = 1 foot