



# Trains of Thought

## Combined HRCAA/BRMA Tasmania Occasional Newsletter



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Editor David Cooke [dcooke@netspace.net.au](mailto:dcooke@netspace.net.au)

### EDITORIAL:

Dear Tasmanian HRCAA, BRMA Members, and fellow travellers. This is the third edition of this newsletter and so far I have been preparing most of the content. Unfortunately I will run out of material without your contributions. As stated last newsletter we need your input for it to continue. So don't be shy just start by looking at what you have done with your hobby take a few pictures and add a few notes we can do the rest.

The local web site at <https://www.tassiemodeltrains.com> is slowly increasing in content but we need more articles on how to do things so don't be shy just a few notes and some photos and we can make it look good on the web Yours in training *Darcy*

### Toby or Not Toby

By Allyn Cooke

Some time ago I built a new Marklin Layout using the older continuous third rail track. This was for my daughter Edwina to replace the battery operated TOMY Thomas and Friends collection of road and rail items. The layout was to be a model of the Island of Sodor and used some Superquick and Airfix models I had left over from previous layouts. Being a Marklin fan I purchased all the Thomas items available in the Marklin range this included Thomas and Percy, Annie and Clarabelle as well as two troublesome trucks and a rake of tank wagons. But oh dear my favourite Steam Tram loco was never produced by Marklin. My mind turned to how to obtain such an item to complement the other two locos. Here is how I did it.

FROM THIS



TO THIS



I looked at the Hornby and Bachmann models and thought about buying the Marklin conversion kit and a slider for pickup. This was not going to be easy as I had to source the kit and obtain locos. I had a spare Marklin tank engine that



could be used as a chassis. I only needed to make a body. I remembered the TOMY locos and realised that I could possibly use Toby and Henrietta plastic bodies and kit bash them to fit Marklin chassis. I ordered the models from England as they are no longer available in Australian toyshops – the wooden models are being marketed instead. When they arrived I went to work. Firstly I disassembled the Henrietta coach and a Marklin 4 wheeled flat wagon. I screwed the metal chassis to Henrietta's coach body. Perfect fit except for two mounting tubes that needed to be cut back inside the coach body.

Next came Toby. I cut the two ends from the body just behind the inner side doors. Sanded the cut ends and nipped the middle section back about 2 mm each end. I then reglued the ends back on and glued a piece of plasticard over the roof to cover the hole that accommodated the battery switch lever. Finally I removed the tank engine body and hacksawed the front of the buffer beam back sufficiently to allow a snug fit of the shortened tram engine body. A few replacement strips on the sides and roof fittings a bit of paint



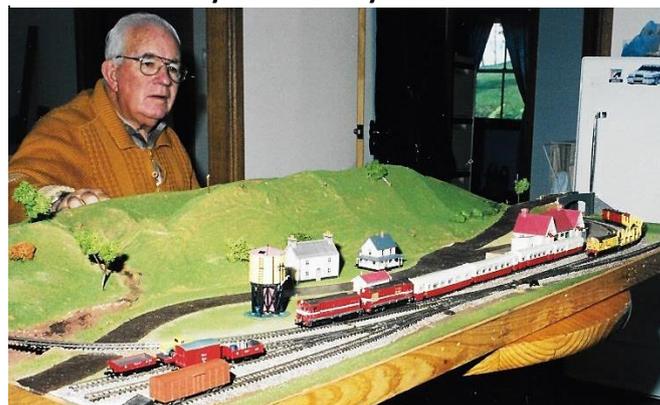


and I had Toby running the same day. Last of all put Toby to work with his mates under the fat controller's supervision it all took 4 hours work wow!!! This layout brought great satisfaction in its construction and operation but unfortunately due to space constraint and a house move it was dismantled and the buildings and other accessories were stored. . They have found their way onto other layouts



## TT N2.7 WHAT ON EARTH IS THAT

By David & Allyn Cooke



### My Father overseeing the Layout

In the 1980's while my brother was still single and living in Queensland. He decided that the Queensland prototype would make an excellent basis for scratch building. At that time. Most people in Queensland were using standard HO 16.5mm track and building Queensland models in S scale or 1:64. He decided to try using engage track and standard shows his wheels and bogies to make Queensland Railways to a scale of 2.7mm to the foot. This gives a track gauge 9.4mm within 0.4 of a millimetre of N Gauge. And so was born his excursion away from our standard fare of HO modelling. He constructed two locomotives, a rake of passenger cars, a goods guards van and assorted goods vans. These ran on a small Queensland style layout for some years before being packed away for a house move. After his first visit to Tasmania he took a liking to the Tasmanian prototype The Tasmania Excursion is told in his own words *"Modelling in small scales is possible. My brother moved to Tasmania in 1991 and after visiting him on a few occasions with the odd trip to the Don River Railway I was determined that I would make some Tasmanian models to the same scale as my earlier models of Queensland "N2.7" means N= narrow gauge 2.7mm to foot. What to Model? Well obviously the diesel era was easiest as there is enough literature and plans available plus "N" gauge chassis were cheap and easily available in those days .I planned and built two Tassie "X" class diesel and a short "Tasman Limited" train set. Following that I made a "Y" Class diesel and log wagons. To complement these I made a typical station and signal box. All models were made from plasticard which was readily available at the time.*



The construction of all of these models was entirely out of plastic card as he said and it is amazing the amount of detail that he managed to get into such small scale models. These arrived as an unexpected gift and so I turned my attention to developing a layout. In the interim. He also gone ahead and constructed a typical Tasmanian station and signal box. The layout was duly constructed using Shinohara N gauge track with some background scenery and N Scale buildings which

were reasonably to scale, and fitted in quite well with the overall effect.



This layout was exhibited at two Rail X exhibitions in the north of the state.



The layout was decommissioned and the rolling stock stored pending a new layout using some of the new mainline Peco 009 track work. Unfortunately the rooves of some of the



carriages had assumed a banana shape as they were laminated plasticard so they are now in shops awaiting new roofing material. However, this time round we plan to shape the roof from balsa wood and cover it with a thin layer of paper using shellac as a stiffening and gluing agent.

**Below E Van C Wagon A and B Wagons**



**The Layout at Railex many years ago with a very young Marissa operation the Controls .In the back ground is the Back of o my NSWGR Scarborough Illawarra layout**



## PETIT TRAIN FRANCAIS A Creation by Allyn Cooke

Allyn has always been partial to French Hornby and has written a number of articles for the Hornby Railway Collectors magazine on his restorations of O gauge Hornby trains. His other interest of course includes his long-term Marklin HO layout that was built many years ago in Queensland as a joint project between Alan and his father. Since then it has had a number of minor alterations and attempt and has just undergone a full refurbishment. We hope to feature this layout in a future edition. He also has had an interest in three rail Hornby 00 and has built a very small layout to run his collection. As the front of his garage is used for storage of workshop equipment and other items. His space for an O gauge layout was very limited. This resulted in his first foray into this scale with a shelf layout which is featured in the Hornby Railway Collector magazine some time ago. However, this project was abandoned because of some practical issues and a new circular layout built to run his collection of French O gauge Hornby. The station building that commenced as a terminus was converted into a through station and the whole layout now sits on a fold up circular table. The following photographs demonstrate some of his rolling stock and the circular layout. The station is a particularly impressive building being constructed primarily from MDF and then paper overlays generated on his computer finish the scene. His also created an interesting



studio Castle or folly as they used to be known and this is part of the scenery on this layout. He tells us that there is more in the pipeline in the line of town buildings but will have to wait and see. In the meantime, enjoy some of the photos



of this unique very small O gauge layout. This should give us all the impetus to move out of our armchairs and do something with our model trains



**Some rolling stock collected over the last few years**



**Nord with 2 Blue Pullmans pulling out of Gare de Allyn**

### **KIT BASHING AND SCRATCH BUILDING**

Over the last six weeks I have been working on a project that has been sitting in a box for well over 30 years. This is the conversion of the Athern RDC cars into a reasonable facsimile of the BUDD railcars used by the New South Wales Railways on their South Coast daylight express from Sydney to Nowra-Bomaderry. I have had to dust off some of the old skills of kit bashing and scratch building.

For the older members of the model railway fraternity we will remember the days of kit bashing and scratch building.

For those of you who remember back to the late 1950s and the 1960s. Nothing was available in ready to run for Australian prototype and to some extent for British prototype. Continental European manufacturers however, had a much more extensive range. I am sure all of us have at some time or other undertaken modifications to proprietary product or have attempted to make things ourselves. For most scratch builders the most difficult issue was always finding a suitable mechanism for locomotives, bogies and wheels for rolling stock. Buildings and structures tended to be much easier. My brother and I started our model railway career with Marklin and HO. My father was very good at creating scenery and painted backdrops. He also made a number of colour light signals and basic accessories. With the introduction of Faller pre-coloured plastic kits in the early 1960s, we tended to use these for our buildings. We subsequently discovered the British Superquick cardboard kits which we jocularly called super slow as they were quite slow to assemble. However, they were pre-coloured and when carefully constructed were very nice models. We assembled a few Airfix railway

structures but found the painting of these somewhat tedious. As we grew older we became more adventurous and started to construct our own structures. The catalyst for this was a book now out of print called easy to build model railroad structures. These were based mainly around the American prototype, but we modified the design to suit our European-based layouts. It was during this period that I embarked on more detailed scratch built model buildings, one of which is still in captivity to this day from 1969 a Tudor style building made from cardboard balsa wood and printed roofing and brick papers. My



interest in New South Wales Railways related to our boyhood growing up in Sydney and the excitement of interstate rail travel to Brisbane. I remember the layouts by the New South Wales government railways at the Royal

Easter show. Sometime later our father took us to a very early model railway exhibition in lower town hall Sydney where an O gauge NSW layout was on display. Subsequent to this an HO layout was displayed at Christmas time in the local McDowell's department store in Caringbah. This made use of Marklin mechanisms and scratch built bodies. After I was married I left home the interest in New South Wales models directed my early efforts in layout building.. My two favourite locomotives with a 38 class steam engine and the



44 class diesel electric. Both of these were produced by Lima along with the southern aurora coach. The more common air-conditioned daylight expresses cars it was what I decided needed to go behind my 44 when I first purchased it.. As a medical student on the Commonwealth government scholarship finances are very tight so I decided to proceed with the scratch building of the passenger cars and some of the goods wagons that I remembered. In those early days a number of resin kits were available but their quality was extremely poor. So plastic card pencil, dividers and craft



knife along with needle files gradually produced a pair of RUB coaches and a small selection of goods wagons. The goods wagons unfortunately have disappeared in numerous house moves, but I still have the two coaches and two

accompanying coaches built from resin kits. As far as the locomotive situation was concerned Lima eventually produced the C38 Pacific Steam locomotive but this was not a very accurate model. However, workshop five produced a streamlining kit and a tender a kit which I subsequently purchased and rebuilt the locomotive as a streamlined version. The valve gear was basic but this was super detailed as was the front compressor. The whole locomotive was repainted in the correct livery and lined by hand. The 44



class diesel also went into shops for the super detailing treatment, individual window glass was cut from acetate sheet and glued into the appropriate windows, window wipers were added as was a full buffer beam skirt front and back, along with brake pipes and other details. I still have both of these locomotives and they still run reasonably well



however the motors will be tweaked. My current project as outlined above is to produce a four car set from the American RDC's.



Some 20 years ago I had made a basic attempt at this but was not really happy with the end result. This time round I feel I have a more accurate profile and front end along with the recessed doors that were typical of the New South Wales prototype. This is proving to be a somewhat protracted and difficult exercise. A number of mistakes have had to be corrected as the next photo will show but I do hope to have a reasonable facsimile of this express train to run on my New South Wales layout of Scarborough on the NSW South Coast. Some members of the BRMA would have attended



last October's event and seen some of my plans along with my current rolling stock. Since the early days, much more is available in ready to run format but somehow it is just not the same as being able to say I built it myself. The path to hand building can be slow tedious and difficult, but nonetheless it has its rewards. I would recommend to anyone to at least have a go at building something either from a kit or from scratch. It brings a different type of satisfaction to the hobby and is a very satisfying experience when complete. The accompanying photographs show some of these models and some progress pictures of my work on the RDC cars

**The Front end of one car with a new toilet window frame and recessed new doors. Note also the new roof section above the door.**



**The end of the baggage car with the two rear windows decreased in size the window frames next to the fill in pieces were a real challenge**



## HORNBY TERRIER 'NO.44 FULHAM' R2605

By Steve Oppermann



This model was first released in mid-2006 and is one of a number of variations on the Terrier theme introduced by Hornby since taking over the model from Dapol. Apart from fitting their own type of motor Hornby have left the original Dapol model virtually unaltered. Over the years, this model has been produced in a variety of liveries to reflect the real life loco's long and chequered history.

History Considering that a number of these locos are still in revenue earning service on preserved railways in Britain; it's hard to believe that the first class members entered service in 1872. Designed by William Stroudley for the London, Brighton and South Coast Railway the first six A1's to be introduced in that year were followed by further deliveries up until 1880 bringing the class total to 50.

The locos were 26 feet long, weighed 28 tons and carried 1 ton of coal and 500 gallons of water. The boiler pressure was 150 psi and tractive effort almost 11,000 pounds. The six-coupled wheels were 4 feet in diameter and originally had no train braking facilities, being fitted simply with wooden block locomotive brakes applied by steam or by hand.

They were initially employed on London suburban services but as these trains became heavier the Terriers were transferred to other duties including shunting and station pilots. They proved useful on branch lines where their light axle loading made them invaluable. Eventually the LBSCR decided to reduce their numbers and scrapped 11, reboiled 20 with different domes and safety valves and sold the remainder to other railways.

The reboiled examples were reclassified as A1X and received a number of other minor modifications including extended smoke boxes and coal bunkers, new sandboxes and coal rails added to the bunkers. A number which had been sold off to other railways including London & South Western Rly, South Eastern & Chatham Rly and the Isle of Wight Central Rly all ended up back under Southern Railway control after the grouping of 1922.

Under the SR several more locos were sold, this time to branches operated by the famous Colonel Stephens including the Weston, Clevedon & Portishead Rly, to contractors working for the Great Central and the Great Western and to the Admiralty. Two examples

even ended up in South America on La Plata Tramway. Finally those still on the books at Nationalisation in 1948 passed to British Railways.

As a result we have examples appearing in the liveries of LB&SCR (improved engine green), Southern Railway (olive green), Kent & East Sussex (lined dark blue, later malachite green), Isle of Wight Rly (olive green), WC&PR (olive green), GWR (Brunswick green) and finally BR (lined black).

### The Model

The model comes packaged in the usual moulded foam nest contained in the familiar red and yellow Hornby outer box. Also included are a number of small plastic mouldings that enable the owner to modify the loco by extending the bunker and smoke box, adding a different dome and safety valves as briefly outlined in the history section above.

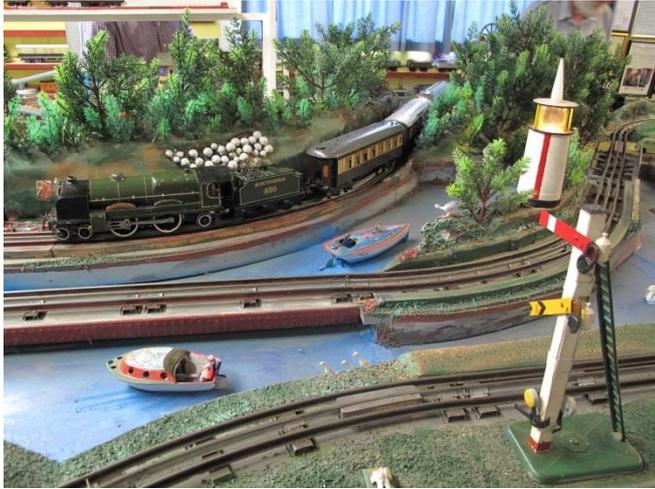
The loco is fitted with Hornby's latest fine profile tension lock couplers very similar to the early Bachmann type. These are easily unscrewed for removal or replacement with some other coupling such as Kaydees. Removing 2 Phillips head screws between the wheels easily dismantles the loco. As mentioned above the motor is a Hornby type, which is designed to be replaced after 150 hours of running, as the brushes cannot be changed. This is not such a drawback as it first appears, as 150 hours is a lot of 'playing with trains'. The motor drives the rear wheels via very quiet running brass worm and double reduction nylon gears. With a suitable controller, the loco will crawl along at very prototypical shunting speeds. It can easily pull a train of 20 four wheeled goods wagons without slipping which is probably more than the 'real' engine could comfortably handle. The loco is finished in the famous Stroudley 'improved engine green' which is actually a tan or coffee colour. The paintwork, lining and lettering is first class with details picked out in silver, brass and red as appropriate.

In conclusion this little loco is an excellent performer, well finished and good value for money. It would be equally at home on a branch line or as a shunter or station pilot for a larger layout.



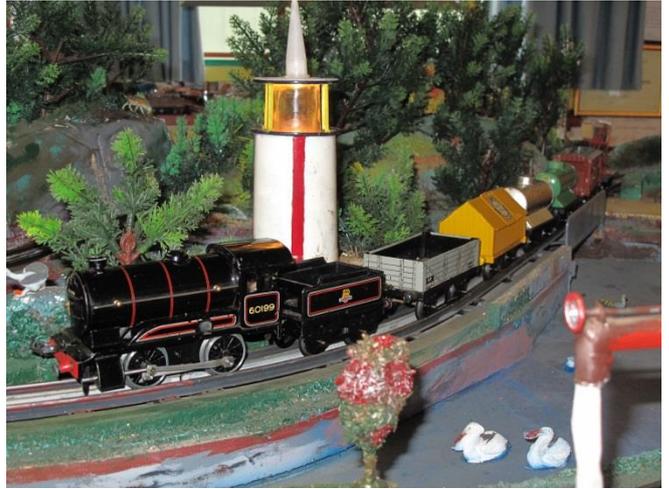
### The Quixotic Layout of the Late Chas Goodwin

Many HRCAA members would have had the pleasure of attending the layout of Chas Goodwin in the little hamlet of North Moton



Charles' layout was extremely interesting and took up a large area of a new extension shed on the end of his son's home. Charles had a little bedsit off to one side

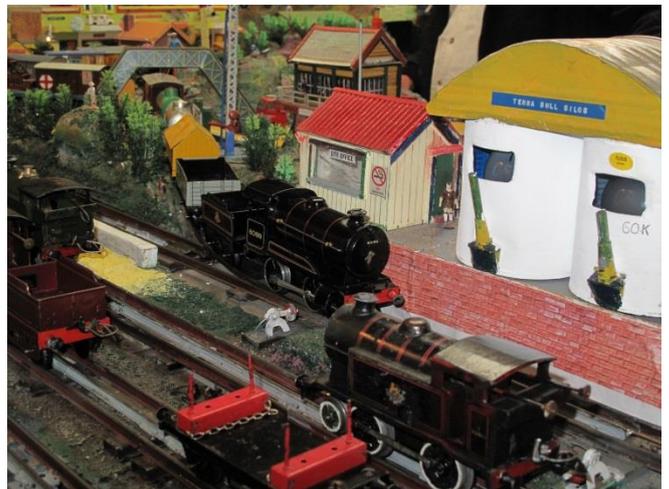
There were often new ideas cropping up each visit and the layout gradually developed over time Charles also had another layout in the shed for live steam, which was composed of Mamod track.



There were one or two hilarious moments when live steam set fire to various aspects of the layout and one particularly memorable day when the metho burner



and a workshop along with an eclectic collection of interesting artefacts. Charles was the ultimate recycler. Many of his buildings were repurposed tin cans leads off sauce bottles panel pop sticks for fences and many other interesting uses of everyday objects. If you look carefully at the photographs you will see how some of these things were used



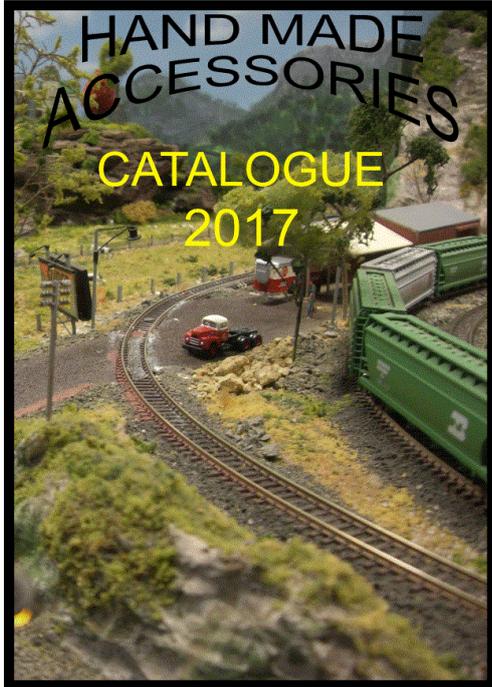
got so hot that the replacement white metal wheels on one of the locomotives melted. The coup de grace of a visit to Charles, was to take the exciting trip on the Battery Electric "Toonerville Trolley", down the hill to the buffer stops. It had all been carefully calculated to stop without too much risk but nonetheless was hair raising.



Suppliers and Cottage Industry Handmade Accessories  
by Rob Matthews

<http://www.handmadeacc.com/brochure/index.html>

An excellent range of signals and railway accessories locally  
made in Launceston



# TMR

**Tasmanian Model Railways**

Simon Handby has established an online shop for his  
Tasmanian Model range

<https://tassiemodelrailways.com/>



**Station Etches**



**C Wagon Resin Casting**

**The Little Train Shop at Newnham**

<https://littletrainshop.com.au/>

This New business in Launceston has quite an extensive  
range and an online shop with Free Postage at present on  
most orders.

They has the **Delux** range of Glues and railway related  
products .

They also stock or can order the **DCC concepts Cobalt**  
point motors and accessories

Check out their online store

The service is limited on a face to face basis due to Corona  
virus restrictions and phone contact is difficult as the store is  
only open limited hours

The online shop however is efficient and rapid

Check out their online store



**The Fairbourne Railway Wales UK**



**Tail Lamp**



As you can see from the Cottage industry  
and Suppliers we now have a new supplier  
of Tasmania prototype products in

# TMR

Tasmanian Model Railways  
which is under the  
Proprietorship of Simon

Handby see above for details we wish him  
all the best *Kind regards to all Darcy*