



Trains of Thought

Combined HRCAA/BRMA Tasmania Occasional Newsletter



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EDITORIAL: Dear Tasmanian HRCAA, BRMA Members, and fellow travellers. This is the fourth edition of this newsletter and still Need more content. I will soon run out of material without your contributions. As stated last newsletter we need your input for it to continue. So, do not 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> has little new content. We need more articles on how to do things and on your layouts. So, do not be shy just a few notes and some photos and we can make it look good on the web

Yours in training *Darcy*

MALCOLM HOWIE'S DOUBLE-DECKER LAYOUT

When Malcolm moved from his previous residence to his new home the space available for a model railway was limited. Malcolm loves to run trains and watch them running. He has a collection of O gauge course scale running on Gargrave's track and a collection of 00 finer scale running on code 100 Peco track. Malcolm decided to build a shed in his backyard and to be able to have both layouts in the shed he decided to build the O gauge at a low level and the 00 at a higher level with drop flaps on both layouts at the doorway to be able to enter the layout area in the shed. The way the layouts are designed is rather ingenious. On one side of the shed the O gauge layout with its station, engine shed, and goods loops takes up one of the side walls. The 00 layout is a very narrow double track shelf layout that goes over the top of the O gauge on this side and is hardly visible or impinging on the visual aspects of the O gauge.



On the other side the O gauge track runs into a tunnel under the 00 track which has a spacious station with goods loops a turntable and engine storage sidings. This is an ideal way of compressing and combining both aspects of the hobby. Malcolm is very much a Midland enthusiast although he does have an interest in the Great Western Railway namely the Castle class and the associated super detailed Hornby 00 brown and cream coaching stock. The amazing thing is that the Castle class locomotive and its rate of coaches can still stand up against the most modern productions

from Hornby Bachman and others.



The 00 layout uses the trustee H & M speed controllers which still work remarkably well on both older locomotives with heavier current draw and the more modern locomotives available. The O gauge locomotives of course need more voltage and current. The O gauge layout sports a range of Hornby tinplate station signal box and accessories and most of the locomotives are of Midland outline or Midland region.



As some of you may know Malcolm was a premium apprenticed at Derby workshops before coming to Australia to take up a position as an engineer with the Tasmanian government railways. The accompanying pictures give some idea of Malcolm's set up. Some of you will have been to his layout room on Hornby Days

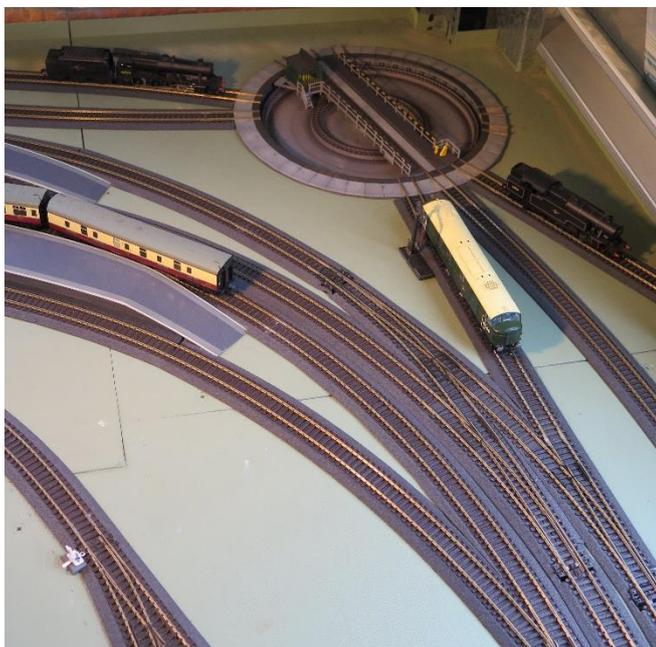
So, you do not have to be a scale modeller with perfect scenery to enjoy your trains. So, do not leave the loco in the box make a running layout and watch them in Action



Station Forecourt with Diecast vehicles on the O gauge



OO Gauge Turntable and Yards



SOME MORE TTN2.6

in the last newsletter it was mentioned that my brother had made some Queensland rolling stock to this scale before embarking on the adventurous construction of the Tasmanian stock. Below are several pictures of some of his Queensland constructions. As they are in a Perspex case the clarity of the photos is not ideal but does give an idea of what can be done in this scale.

A commuter train of Qld side door wooden Stock



1527 on the viaduct



1527 Front on view

THE PRODUCTS OF FRANCIS WEBB

For many years I have been fascinated by the locomotives produced for the London and north-western railway in England. Some years ago, we had the opportunity to visit a large model railway exhibition at York. One of the layouts there was called LNWR STEAM SHED 1901 and had a significant number of quaint London North Western steam locomotives. This layout was effectively a steam shed with a track running past the front where trains ran to a schedule while the locomotives shunted around the shed. Francis Webb was the chief mechanical engineer of the London & North Western Railway and produce some very sound designs before embarking on his experiments with compounding. These were nowhere near as successful as the compounding used on the Midland and North Eastern Railway. His standard engines were built in large quantities and were very successful lasting many years and giving long service. The three photographs following show some of his designs and some of his predecessor's designs.

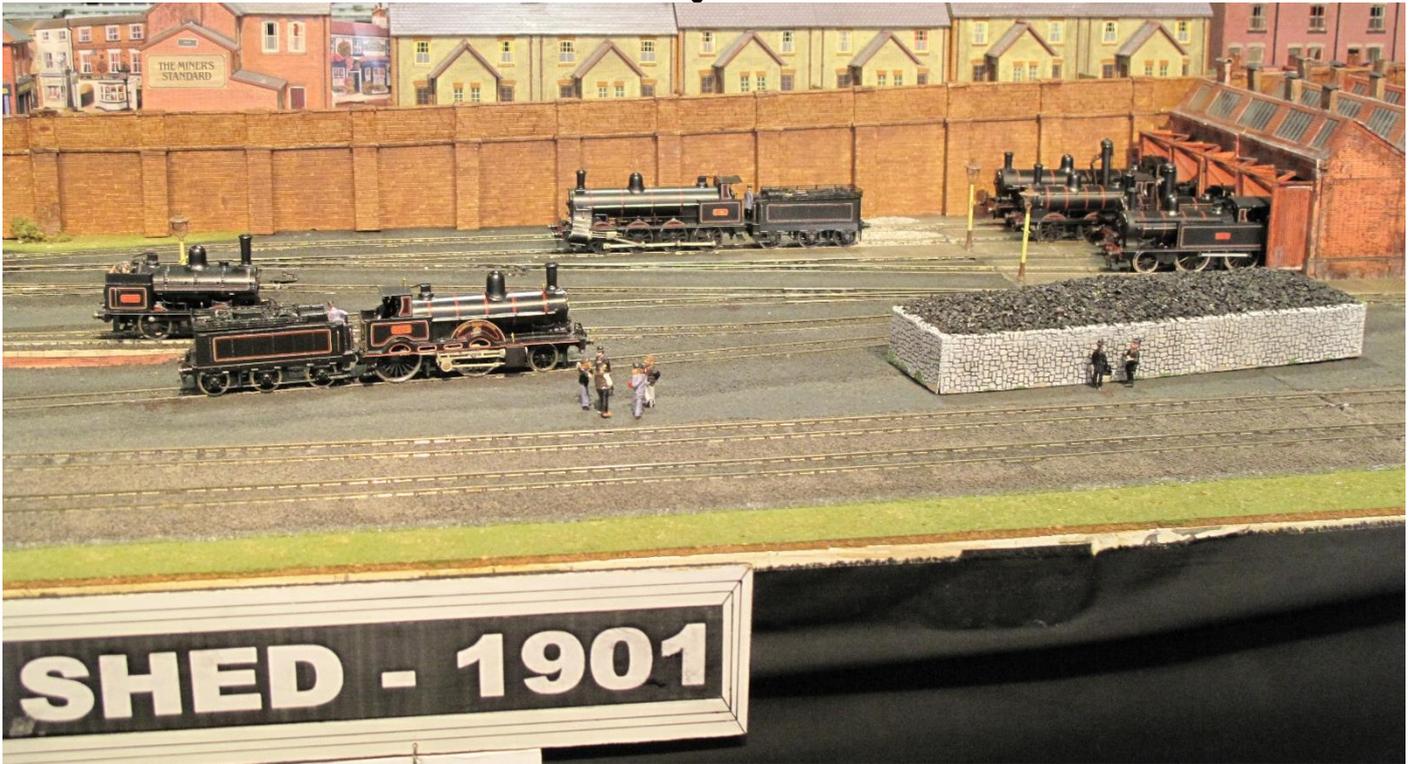
In the picture below the large single driver Cornwall is seen near the water tower



Foreground Lady of the Lake class by Ramsbottom and a Cauliflower goods engine by Webb



This Picture shows a Teutonic Class Compound one of the more successful designs and a compound goods in the background

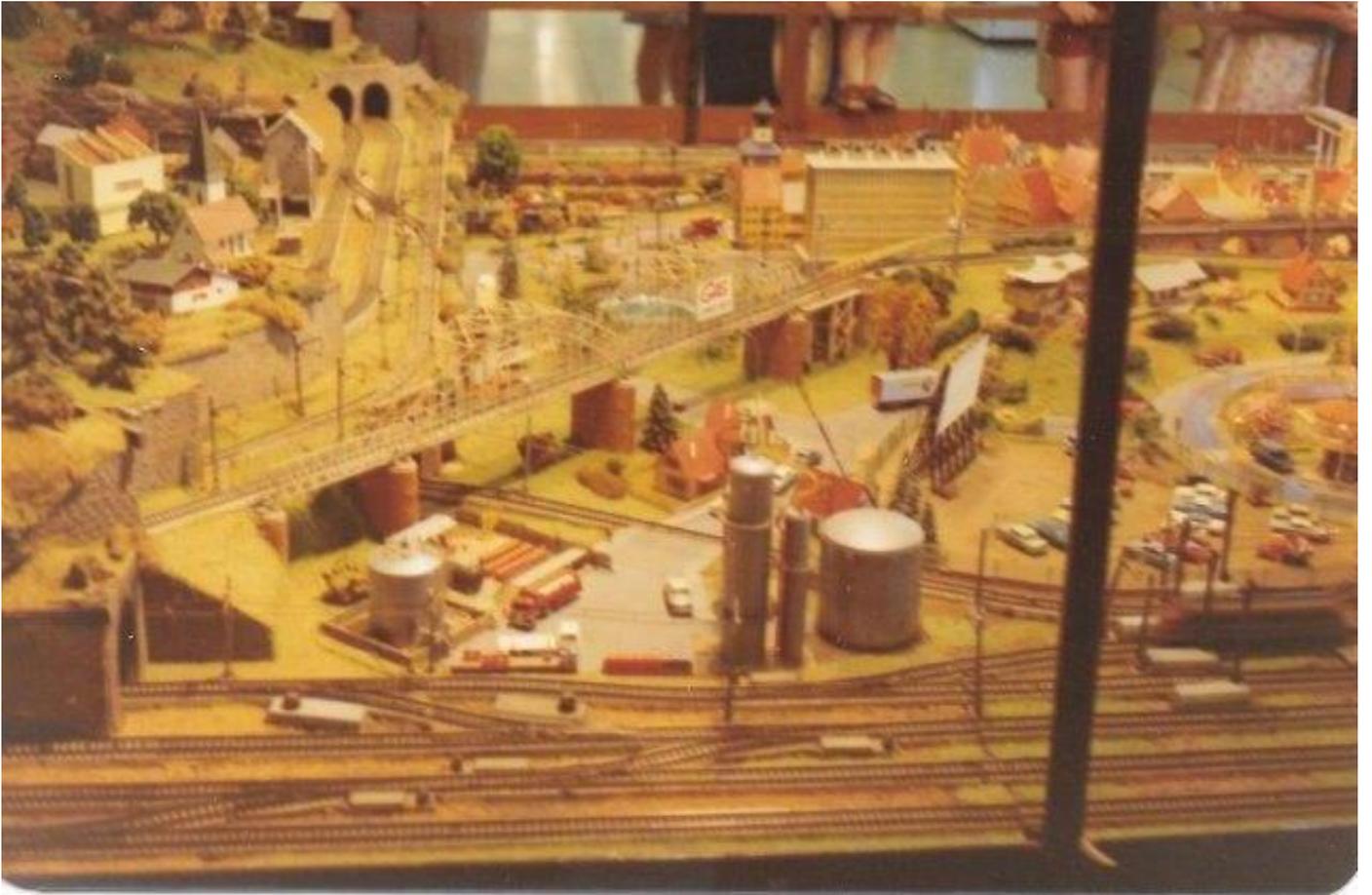


GONE BUT NOT FORGOTTEN MARKLIN MINI CITY TRAVELLING DISPLAY MADE BY KLAUS MYER & HIS BROTHER



In the 1950s and 1960s there were three model railway systems that were in active competition against each other in Australia with fourth competitor and fifth competitor lagging behind. As children we grew up with the West German brand of Marklin our next-door neighbour had the Triang system my best friend at school had Hornby Dublo our cousins had Hornby Dublo as well. We occasionally came across Hornby O gauge and would see examples of this occasionally in shops. However, our main interest remained with Marklin. We started with a simple clockwork a HO train set which unfortunately suffered from an overwhelmed spring by some enthusiastic older boys. My dad went back to the model shop Searle's of Sydney and they advised him to move across to the electric system. So, for my fifth birthday CM 800 tank engine transformer and track arrived and we were able to use the rolling

stock from the clockwork set as it was compatible with the electric system. Slowly little at a time our collection grew with the addition of a diesel Railcar then a 2-6-0 steam tender engine and a larger V 200 diesel. Bit by bit rolling stock was added to complement these engines. As time went by in a layout improved and became more scenic as my father developed more skill in shaping hills and tunnels. There was a new complex developed at the Miranda Shopping centre called Miranda Fair and one Christmas they hosted Marklin Mini City in the main foyer at the centre of the shopping centre.



This became an absolute magnet for boys who enjoyed trains and my brother, and I got to know Klaus and his brother very well. We eventually got free access to the layout and would often be found there in the days leading up to Christmas. It was as a result of this association that we were able to buy a second-hand turntable and engine shed which we still have today. The photos are a little bit grainy but give some idea of the complexity of Marklin Mini City. It was an extremely complex layout with a lot of automatic features and quite a lot of modification to the basic mark on running system. Obviously with such a complex layout it was important that it ran faultlessly without derailments or accidents. A lot of maintenance went into the running of this layout after hours. Mini City eventually ended up on the Gold Coast and my brother and I visited this on several occasions after we've moved to Queensland.

AN AMERICAN LAYOUT IN A GARAGE

As many of you know I lived for 20 years in Queensland after moving there in 1968 with my family. After completing medical studies and some further postgraduate work in England I returned to Queensland and private practice in the city of Ipswich. One of the common events in general practice is the appearance of representatives for drug companies and one of those representatives happen to be a model train enthusiast. Needless to say, his product detailing took a back seat to our general discussions on things railway and modelling. When I moved to Tasmania I lost track of this chap but he turned up on holidays and found my practice in Launceston and we are able to host him and his wife to lunch while they were still here. They invited us to call on them next time we visited Queensland which we did in 2008. Interestingly enough he had accumulated a large amount of information on the New South Wales station of Scarborough on the south coast line. It had been his intention to build a layout of this location however his interest waned, and he moved to the American prototype and so passed all this information on to me. As a result I was able to build the first version of Scarborough which was displayed at early Railex exhibitions and will be the subject of another iteration of this layout if ever I get the time in the next year or so. However, the subject of this article is his magnificent American prototype layout in his double garage. As he so rightly pointed out garages are meant for model Railways not cars and so the cars remain in the driveway all the more important contents of the garage become the location for the layout. This particular layout is a single-track end to end with passing loops along the way, but it is extremely well scenic as the following photos will demonstrate.

This photo demonstrates the station and passing loop with the mainline rising to meet a branch from a coal mine



The level of detail is exquisite as demonstrated in the following photo of a small settlement by a passing loop



Typical American style trestle bridge trestle



As can be seen from this photo the layout is predominantly a freight line



Tail Lamp

Cottage Industries & Shops Horton Reproduction Transfers

Over the last two months I have been slowly sorting through the heritage transfer reproductions produced under the Wessex transfer liable by Rob Horton.

Most of the transfers in his catalogue I find are still available some are in short supply and one or two are not available.

If you are interested in any transfers please send me an email at dcooke@netspace.net.au or a stamped addressed envelope to David Cooke PO Box 35 Riverside TAS 7250

Tasmanian Model Railways

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

<https://tassiemodelrailways.com/>

Handmade Accessories by Rob Matthews

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

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

The Little Train Shop at Newnham

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



Well that about it for this newsletter
Or as they say in the cartoons
that's all folks

Kind regards to all Darcy

SAR 500 Class at the Port Dock Museum



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