



Trains of Thought

Combined HRCAA/BRMA Tasmania Occasional Newsletter



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Editor David Cooke dcooke@netspace.net.au

EDITORIAL: Dear Tasmanian HRCAA, BRMA Members, and fellow travellers welcome to issue 5 of this newsletter. Once again we need more. 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 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*

THE MAGIC OF PIERT PENHALL

From the pen of Ian Simpson

Many years ago, the late member Ian Smith, obtained two kits from Piert Penhall. He acquired a LNER 4-4-0 and a Schools class. Casting around to have them assembled and finished he contacted your scribe to do the work.

I was amazed at the quality and precision of the parts involved, each was an exact replica of the Hornby product, all tabs were where they were supposed to be along with the relevant slots. The assembly was quite straightforward, resulting in a very satisfying result. Wheels, motion and motor were all supplied (can type) however an original 20 V mechanism could be fitted if we could get one. I finished and lined the locomotives, Ian specifying black as the main colour. When finished both engines ran faultlessly.



The Schools on the Turntable



The Black Yorkshire

More recently I was able to obtain a boxed southern tender at auction for a very good price so what about the engine? For years

I've been trying to collect the four specials with no luck for the L1. Overseas prices were very very dear. I therefore turn to Piert to see if he still had the kit for the loco. He just had one left which was destined for the late Frank Scheehan but was not collected. I just could not believe my luck. The loco arrived, however and it had been preassembled and was accompanied by a bagful of bits to add on and complete a chassis that I had already started.

The finished L1 in original livery



A beautiful loco in the finish. I did my own painting and lining finishing off with Piert's appropriate transfers. My quartet was now complete. The accompanying photos give some idea of the finished product and I am sure you all will agree that even Frank himself would have been pleased.

FURTHER INFORMATION ON THE LBSC TERRIERS

Steve Opperman in his recent article in the newsletter on the London Brighton and South Coast railway terriers gave us some insight into both the prototype and the Hornby model. Ian Simpson has provided further information. As everyone knows there were two liveries in the days of Mr Stroudley that was his passenger livery known as Improved Engine Green and the goods livery which was a dark green relieved by black lining. There is an apocryphal tale which has been repeated so many times that no one is sure whether it's true or not as to how these colours came to be. Apparently Mr Stroudley in discussing paint with one of his staff picked two leaves off a tree one being an autumn leaf and the other being still in the late summer green and said these will be the colours of the engines the autumn leaf for the passenger engines in the late summer green for the goods engines. When his painting ideas were taken to the board Mr Stroudley was informed that all engines on the Brighton line were to be painted green. Mr Stroudley was punctilious and following through with his instructions from the board hence the name improved engine green. One might wonder why such a small engine was produced for the Brighton company. One has to remember that there was a significant number of Suburban services operated by

the Brighton and the coaching stock tended to be four wheelers or occasionally six wheelers furthermore the lines were fairly lightly laid and heavy engines would not have been appropriate. In the Terrier Mr Stroudley produced one of the most effective engines for the line. The model engineer LBSC otherwise known as Curly Lewis served an apprenticeship on the Brighton line and made the comment that even a child could drive a Terrier.

IAN SIMPSON PROVIDES THE FOLLOWING BACKGROUND TO HIS INTEREST IN MR STROUDLEY'S TERRIERS.

When I started serious 4 mm scar modelling in 1958, I settled on the great Western (beautiful liveries, handsome engines and no outside valve gear!) However along with this I had a passion for the little tank engines the subject of this article. They were nicknamed ROOTERS and later TERRIERS. The ROOTERS served on the London Underground and were fitted with condensing gear to swallow their own exhaust and help pre-heat water on the side tanks. When their work on the underground was finished they became nicknamed TERRIERS (strong, aggressive and powerful for their size) they were then distributed around the southern region and some other places-The Isle of Wight, Hayling Island branch, Kent and East Sussex, Clevedon branch (GWR, two off) to name a few. Today a significant number of them operate on preserved lines one was carefully restored in original Stroudley livery and used as a work shunter named Brighton Works. Hornby made a 4 mm scale model. As already mentioned, they were small powerful for their size free steaming and a pleasure to drive. Due to my passion I've collected a number of them over the years since they entered the market by Hornby some years ago followed by Dapol. My 4 mm scale items are mainly from Hornby.

Hornby Models in OO



The 7 mm items by Dapol and ETS are very detailed models.



One of my models was assembled in the 1960s from an old case kit it was finished with a humble 10 of Stroudley's improved engine green and case transfers. At my very early involvement with the hobby I had to make one fortunately at that time Romford wheels were on the market combined with a Triang XO4 for motor. The body was made from flattened sunshine powdered milk tins a Deans Goods came later, fittings were made from suitable bits and pieces on hand. The dome was the hard bit made from tube with the curved part made by cutting around the tube to form spear-shaped cuts.

These were bent over to form the rounded top sold added and then finished off. It came out quite well.

The little thing ran for quite a few years pulling those Peco wonderful wagons and CCW wooden six-wheel coaches.

Ian's first Terrier was the scratch-built model below



The recent introduction of the Terriers has been so popular that many livery styles have been introduced. Including Great Western, LBSCR, SESR, K&ESR and Southern. The amount of detail in some of these models both OO & 7 mm is astounding

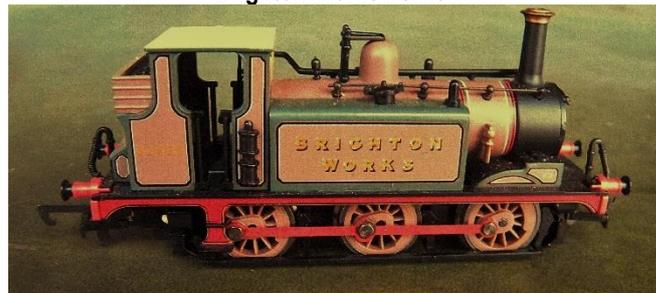
This Photo is of the OO model with interior detail



The 7mm Models interior



Brighton Works Terrier



AN EARLY MARKLIN LAYOUT

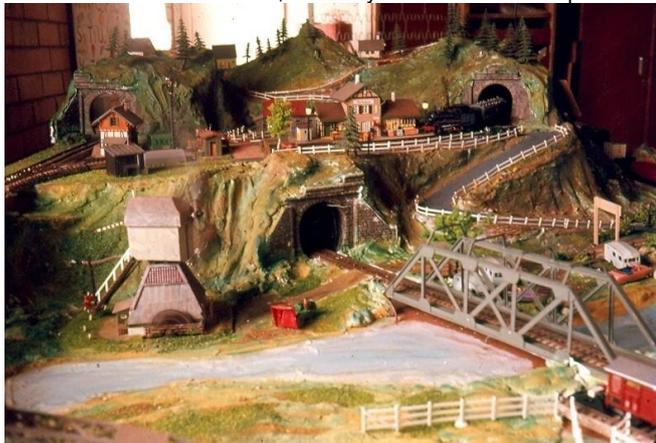
Memories of days gone by Darcy

For those of you who have read the Webmasters bio, you would be aware that your scribe started his model railway endeavours with the products of the German company Marklin. Like all young modellers the typical oval was what we started with shortly afterwards my father added a loop. As he worked in the old PMG there was a lot of equipment in the 1950s being thrown out as scrap. This included old wire looms and PMG switches. These were extremely robust and came either as a centre of or to position. My father found some coloured light globes and with a backing plate produced colour light signals operated by the PMG switches. As they were a double pole switch this enable current switching as well as colour light switching. We had a number of these layouts and on the last one in Sydney we added the luxury of the Marklin semaphore signals. In my last newsletter I mentioned the fact that we had scored a turntable and appropriate engine shed from the folk running the Christmas exhibition layout Mini-city

At the end of 1968 we moved to Queensland. Luxury of luxuries most Queensland homes were high set. This meant a large open space underneath the house. My father quickly enclose this area and we helped him cement the floor. At last we could build something bigger than a simple 8 x 4 layout. My brother and searching through his archives recently has unearthed two colour photos of this Queensland layout. My father was always interested in a mountain branch line and this particular layout had yet another iteration of the mountain branch-line we had had in Sydney. The layout was an L-shaped 10 feet down either side of the layout and 4 foot wide. This enabled significant increased space and were able to incorporate the turntable and develop a goods yard alongside.



However, we did not use the roundhouse that came with it. I had come across an American book called EASY TO BUILD MODEL RAILROAD STRUCTURES out of this book we built a scratch built engine shed and an open covered service area as well as a goods platform and my brother made a set of silos from cardboard tube flat cardboard & balsa detail, suitably enhanced with paint



At the foot of the mountain we had a camping area, and this is seen in the second photo. Unfortunately, we don't seem to have pictures of the far end of the layout showing the silos and the goods platform. There was a passing loop at each end of the layout and a mountain branch line. All of this was made with the standard Marklin stud contact track and a lot of the buildings were made by Faller we also

were now experimenting with the Superquick cardboard range and modifying them to fit in to our layout. The difference between 3.5 mm scale and 4 mm scale didn't really worry teenage boys. It was not till much later that we became more pedantic. In the meantime, we had lots of fun not just with the layout but as it was a new location and not very busy we finally were able to purchase some old pushbikes do them up and tour around the district. We were living in Cleveland at the time which was the embarkation point for the ferry to Stradbroke Island. We occasionally acted as deckhands got a free trip over and back a coffee and a slice of bun loaf for our trouble.

MORE MARKLIN MEANDERINGS

As the previous article has pointed out the family direction of modelmaking started with Marklin HO. Marklin first began manufacturing HO model train in 1935. Their early ventures into the small gauge were not all that prototypical although they probably made a much better attempt at following the prototype then did some others of that era. In 1935 they introduced a steam engine which was a 0-4-0 tender engine based very loosely on some of the smaller branch line 2-6-0s then operating in Germany. They also introduced an overhead electric locomotive similar to some of the smaller early electrics operating in Germany and Switzerland. These models were very foreshortened but to the average boy imagination would have taken over and done the rest. The rolling stock in these early days consisted of a small range of goods wagons and four-wheel passenger cars once again a foreshortened model of the so-called thunder boxes of the Deutsch Reichbahn. In the 1980s Marklin reproduced these sets for the 50th anniversary HO models. These were produced as two separate train packs. The steam engine had three passenger four-wheel carriages and the electric locomotive had three goods vehicles. These were box in a presentation box along with a medallion to celebrate 50 years. Both my brother and I acquired a set each and they are still available today on the second-hand market at a very inexpensive price because of the large volume that were produced. In 2012 the local H RCAA decided to host the 2012 AGM in Tasmania. I was on the committee and also hosting part of the layout tour to my property. The question arose what to exhibit. My collecting is quite eclectic and hence I had a significant amount to choose from. I had already developed the products of Binns Road layout which demonstrated my interest in Hornby Dublo and Hornby O gauge. The question remained how was I going to demonstrate my extensive range of Marklin HO. I decided that I would build for exhibition at the AGM 2 layouts. The first was a facsimile reproduction of the 1935 shop display layout produced to introduce the Marklin HO range to the general public. I also decided to build a 1950s style layout with the older three rail track. After much pencil chewing and drawing, I finally came up with a workable layout that had three circuits two of which demonstrated the overhead catenary system developed by Marklin and the third loop was a steam only loop. The following photographs demonstrate both of these layouts. The 1950s style layout had a degree of automatic signalling. Namely that as the train left the station it reset the signal behind it to red. When the green signal was released it set up the points for the appropriate route. This work really well until of course the day. It would work perfectly okay while I was watching it. The minute I would turn my back suddenly one trainer run into the back of the other. I think this is called Murphy's Law but I'm not sure that Murphy was a train enthusiast. So maybe we had better call it Trevithick's law to give it a railway feeling. All jokes aside the limited automation features available in Marklin were well in advance of their time. They had developed a very successful indexing turntable which not only stopped at the appropriate Road but supplied current to that as well.



The 1935 Ho Marklin Reproduction layout

They had also developed an operational crane with a magnetic The 1935 Reproduction layout grab. Automatic uncoupling within uncoupling ramp and some locomotives that had automatic uncoupling built into them. The so-called Telex coupling. Most of these features work remarkably well when you when you but as the years rolled by, they required quite a lot of maintenance to continue operating successfully.



The 1950 style Ho Layout with Marklin stations and signal box

The 2012 AGM was a great success and the layouts were enjoyed by approximately 100 members. Layouts included Ted Kayser's Masterpiece which will be an article in a future newsletter John Lemon/s Settle and Carlisle and Ian Smiths O gauge tinplate layout. Sadly, none of these layouts are now in existence as their owners have passed on.

**Railway Modelling – Science or Art?
By Steve Oppermann**

I'm asking the question because I believe that our hobby combines the two. We are all railway modelers – we all plan to build the model which satisfies our vision of what a miniature world should look like. Our aspirations and standards vary according to our skills and abilities. When we go to a model show or visit the home layout of a fellow modeler, we marvel at the precision and expertise of our peers or sometimes not !Some of us are happy to spend our time researching the perfect layout we plan to build one day. We attend shows and meetings read lots of books and scour the internet for information about the prototype. For everyone the wishes and the outcomes are different. For some it is coarse gauge tinplate models of a bygone era,



For others find pleasure with a LEGO train, whilst for many the 6 x 4 HO layout fills the bill.



Some of us decide that life is too short to build track from scratch. For others a model loco correct to the last rivet is the answer. Myself I began at about 7 or 8 years old with Triang trains running on Wrenn flexi-track. Of course, I was not the Chief Engineer – that was my father. He himself had begun in the 1930's with Bing German-made trains running on track that he made by soldering thin bronze brazing rod to widely spaced brass sleepers. Even at that early age the choice between Hornby-Dublo and



Triang which were the readily available formats – was easy. The Triang 2-rail system to my eye was more realistic and I stress to my eye. This where it all begins – your own perception of what the miniaturized world should look like. Think about the skills we possess and employ – we are artists, engineers, electricians, carpenters, painters and draughtsmen. As draughtsman we set about designing what we plan to build – this after much thought and consideration and research. Outcome the books, magazines and photographs. Sketches on scraps of paper, old envelopes made whilst having a cup of coffee or sitting on a bus or luckily for some, a train. These rough ideas are drawn out more accurately sometimes to scale, sometimes full size. There are of course computer programs – CAD and Templot for example but I'm willing to bet most layouts still owe their embryonic stage to good old paper. Some of the best designs are already out there. Why not copy an existing layout? Hopefully the silly mistakes have already been made and corrected. I have made several layouts over the years which have been unashamedly copies of something seen in a book or magazine. Is it to be roundy-roundy, end-to-end, terminus to fiddle yard or double track mainline with scale-length trains?

Make your curves as generous as possible and remember, trackwork doesn't have to run parallel to the baseboard edge!

Will the layout fit the space we have available? Is it to be exhibited? I always encourage people to make a layout at least transportable – they may move house somewhere down the track. The main consideration ought to be "how much time can you devote to your project?" You can have a million dollars to spend and a building the size of the Boeing Factory but if all you can spare is 30 minutes a week you will never achieve your goal. Tailor your aims to your budget, the space available and above all, how much time you spend building your dream.

Then comes the baseboards. There are more theories about baseboard construction than there are choices at McDonalds. It boils down to your choice within your carpentry ability or in some cases metal working skills. Lightweight is best – you are going to have pick it up and carry it at some stage. The baseboards are up, the legs or stands are complete. Now comes the fun of the trackwork – but wait! A railway runs through a landscape which was there for millennia before the dawn of the railway age. Should you consider building the track to fit the landscape instead of fitting the countryside in later?

Think about the overall effect – if your railway is set in industrial Britain you won't be needing too many trees. City, country, desert, mountain – railways run in all these landscapes – where is yours set? Take your time laying the track. It is the foundation of your railway. Although errors can be rectified later getting it right at this point means years of trouble-free enjoyment.

Then comes the electrical work. Analogue DC, DCC or radio control are the main choices. You could have both or all three on one layout, but you could lose track of what was operating which train. Don't dismiss any form of control without doing the research.

Modern, miniature electronics are made for model railways. Tiny components, whole modules are available to do more than you can think of when it comes to train control.

Don't be intimidated by technology. Books, the internet, group meetings and fellow modellers are all the resources to help you electrify your model. Power your trains by radio control and your wiring worries are over – well almost. You may want to have signals and remote control of points. Lighting of buildings is another consideration.

Operation of the trains – Do you intend prototypical operation? A train running to somewhere with a purpose? Freight picked up here, shunted and taken somewhere else to be unloaded? Will you use a timetable? Will the signalman use bell-codes?

How serious are you? Having visited some home layouts which were operated to timetable or by bell-codes or a series of cards describing

the train and it's destination I've realized that my own enthusiasm doesn't extend that far. I'm happy with a branch line with one-engine-in-steam and a shunting-puzzle type goods yard.

So the question is Art or Science? To my mind it is a combination of both. Employing science, we construct, build, form and operate the model. Wood, metal, plastic, paper, electricity, electronics, computers all play their part. Using art, we deceive the eye into believing the little world we have created is real. Colour, texture, proportion, perspective are all employed to make it as realistic as possible. The Reverend Wilbert Awdry, a Church of England clergyman was also the creator of Thomas the Tank Engine.

In conclusion I will leave you with his statement in which he compared the Church of England with British Railways:

Both had their heyday in the mid-19th Century; both own a great deal of Gothic-style architecture which is expensive to maintain; both are regularly assailed by critics; and both are firmly convinced that they are the best means of getting man to his ultimate destination.

Australia's Break-of-Gauge Railways

By Steve Oppermann

Currently there approximately 33,000 kms of railway in Australia. This made up of 11,800 kms of narrow gauge, 17,400 kms of standard gauge and 3,200 kms of broad gauge. In addition, Queensland has over 4,000 kms of 2' gauge sugar cane railways.



Most people would be surprised to learn that there have been no less than 22 track gauges used in Australia since railways began here in 1831. In the late Tim Fischer's book *Steam Locomotives that Galvanised the Nation* he talks about the effect the Tyranny of Break of Gauge has had on Australia's development and economy. Tim besides being a very able poly admired by both sides of The House was as some of you will know, an advocate and enthusiast about all things railway. If you visit the National Museum of Australia in Canberra there is precious little to see regarding railways which is surprising considering the huge impact on the country that railways have made. But on a wall as you go from one gallery to another are 3 sets of sleepers and small sections of rail – 3'6", 4'8½" and 5'3" – the Main Gauges of Australia - there's not a whole lot more they need to say! Despite advice in 1848 from the Secretary for the Colonies, Earl Grey – yes, that one! - in London to adopt a uniform gauge of 4'8½" in case the lines of the colonies should ever meet, each colony decided to choose something different.

Apart from a wooden tramway at Port Arthur, Australia's first real railway was built in 1831 at Newcastle, NSW to connect a coal mine to the port. As far as I can discover this was 3' gauge. Australia's first passenger railway was the Hobsons Bay Railway between Flinders Street and Port Melbourne with a gauge of 5'3" or Irish Gauge opened in 1854. South Australia opened its first line in 1856 with the same gauge. While all this was going on, NSW was planning its first railway from Sydney to Paramatta. Although

the Governor, Charles Fitzroy had decided on 4'8½" for the colony's railways the engineer, one Francis Webb Shields at first favoured 5'6" but he persuaded the company to change to 5'3". But in 1850 Shields and 3 subordinates resigned over salary disputes. The new Chief Engineer James Wallace chose 4'8½" or Standard Gauge. The line opened in 1855 NSW asked Victoria if they would change to Standard Gauge but as the Hobsons Bay Company had ordered its locomotives and rolling stock they could not change. Things got worse in 1865 when Queensland opened a railway from Ipswich to Grandchester using 3'6" gauge.



The plan was that it would be cheaper and faster to construct and could use sharper curves. In the main QLD did remain consistent and built all its mainlines in that gauge. But later it also built an extensive network of sugar cane lines using 2' gauge. Despite adopting 5'3" South Australia then went ahead and started building lines in more remote areas using 3'6" gauge. These were the lines to Oodnadatta, Broken Hill and Port Lincoln. The idea was that these lines would never need to connect to the 5'3" lines! Western Australia opened its first line from Geraldton to Northampton in 1879 also using 3'6" Tasmania built its first line from Launceston to Deloraine using 5'3" but for some strange reason a line from Deloraine to Mersey was planned as 4'6"! Fortunately, this never eventuated.



The Tasmanian Government however decided on 3'6" for the Island's main lines and built the Launceston to Hobart line in that gauge. For a while a dual gauge line ran from Western Junction into Launceston but in time the Deloraine line was changed to 3'6". The rest of the lines around the state including the Emu Bay line were 3'6". So were planted the seeds of the Great Gauge Muddle which was to hinder and beset Australia for decades to come.

At Federation the new Commonwealth Government decreed that in future all railways built with Federal money would be to Standard Gauge. This sounds like a step in the right direction but as we shall see in some instances this actually made things worse.

The Transcontinental railway was commenced in 1911 being completed in 1917. This ran from Port Augusta in SA to Kalgoorlie in WA. This was a Federal project so was built to 4'8½" but of course the state lines at both ends were 3'6"!

The Commonwealth also funded several isolated lines in various states over the years all at Standard Gauge. These include the Salmon Gums to Esperance line in WA and the lines around Ceduna and Whyalla in SA. The CAR line north from Port Augusta was 3'6" to open up the land in the Far North of SA – this was to be the Bread Basket of the Empire, but the average rainfall failed to meet earlier

expectations. As Adelaide developed it was reliant on NSW coal for its power station. Coal was discovered at Leigh Creek around the turn of the Century but not until the late 1940's was anything done to put it to use. Premier Playford decided to exploit the states own energy potential by building a new power station at Port Augusta but in the meantime coal from Leigh Creek was transported south to Adelaide via the existing 3'6" line through Quorn. This soon proved to be more than the line could cope with so Commonwealth funding was sought to build a new line further west from the coal fields to Port Augusta. This is where it gets interesting – Federal money meant the line must be Standard Gauge, so a new line was constructed which at first only went halfway. So, we have coal trains on Narrow Gauge being carried piggyback fashion on special Standard Gauge flat cars. Eventually the line was finished as far as Marree when another break -of-gauge was created by the Commonwealth requiring the construction of an extensive dual gauge yard and a long dual gauge platform where travellers would swap to the narrow gauge train for the old Ghan to Alice Springs .



SA is the state perhaps worst affected by the gauge issues. All over SA are stubs of Broad Gauge which are bypassed by the Standard Gauge which has replaced the mainline. Apart from the Adelaide Suburban Network these lines are mostly closed, replaced by more convenient road transport. As the states developed lines reached out until they met up at the borders. SA and Victoria ran through trains from Melbourne to Adelaide fairly early on. Only when the NSW and Victorian lines met at Albury in 1883 and the Queensland and NSW lines met at Wallangarra in 1888 did the break of gauge become an issue. Railways headed north from Port Augusta and south from Darwin in the 1880's employing 3'6" gauge but although finally reaching as far north as Alice Springs by 1929, stubbornly refused to close the 1060 or so kms in between. Numerous proposals to connect this gap were put forward. Sidney Kidman, the cattle king offered to finance a line linking Alice Springs to Larrimah, the southern terminus of the NAR and across from Tennant Creek to Mount Isa but SA, QLD and the Commonwealth could not agree. In 1953 the Federal Parliament discussed another scheme through western QLD to Darwin, but no agreement was reached. In the 1980's the Central Australian Railway costing more and more each year to maintain was replaced by a standard gauge line on the western side of Lake Eyre but this new line only went as far as Alice Springs. The Fraser Government planned to complete the line to Darwin but when Bob Hawke came to power in 1983, he cancelled the project. It took until 2004 for the gap to be finally closed by a new standard gauge line linking Alice Springs to Darwin built by private enterprise with a very small contribution by SA and the Commonwealth. The governments of the day looked for solutions. There were more than 200 suggestions put forward to solve the problem but other than dual gauge tracks and bogie exchange none were adopted. The solution for passengers was a very long platform with standard gauge on one side and narrow gauge on the other or as in Albury, broad gauge on the other side. Assuming trains were

on time, generations of weary passengers clutching their luggage and children would make their way across the platform to the waiting onward train. All over the country there were dual gauge bogie exchange sidings, dual gauge turntables and uniquely at Wallangarra



, a dual gauge wye for turning locos. Port Pirie and Gladstone in SA were famous for having triple gauge stations! SA also had a line in the states SE to Mount Gambier, which was built as Narrow Gauge, changed later to Broad Gauge with provision to change to Standard Gauge in the future. A program of standardisation taking many years and many millions of dollars has alleviated some of the worst logjams. Railways on the major routes connecting Perth to Adelaide to Melbourne to Sydney to Brisbane are at last Standard Gauge. Standard Gauge into Brisbane was completed in 1930 with the NSW North Coast line from Kyogle being extended to South Brisbane Station. Standard Gauge linking Melbourne to NSW was completed in 1962, Broken Hill to Port Augusta and Perth to Kalgoorlie by 1970. But all over the country there are still remnants of the old bugbear. There dual gauge lines in all states but NSW and Tasmania. Newly laid suburban tracks in Adelaide currently on 5'3" have dual gauge sleepers. How different might the history of rail travel in Australia have evolved had a unifying gauge been selected at the outset? Although it would have made sense to select 4'8½" as at that stage most of our equipment originated from Britain, any gauge from 4' to 6' would have done provided we had been able to reach agreement. Break of Gauge was not the only problem – we also had bureaucratic idiocy and union pig headedness which prevented or hampered through traffic even when the gauge was common. Some good examples of this are the Silverton Tramway which was



only allowed to carry goods to the NSW/SA border as SA was not permitted to build a line into NSW. The tramway which was in fact a full sized 3'6" railway ran from Broken Hill to the SA border – some 50kms. At the border the Silverton locos were replaced by SA locos for the onward journey to the Port Pirie smelters. This continued until 1969 when Silverton closed being replaced by standard gauge and some common sense.

Perhaps more ludicrous was the situation at the NSW/ACT border – here a train from Sydney bound for Canberra regularly patronized by our elected representatives changed its crew for the final 20kms

into the capital with the NSWGR crew being replaced by Commonwealth Railways personnel.

But perhaps the one that takes the cake is the privately-owned



Midland Railway in WA. Here a train from Perth had to change the WAGR locos at Midland, after travelling just 17kms then proceed to Walkaway, a further 450kms with Midland locos where once more the locos were changed to WAGR locos for the final 39kms into Geraldton.

REMEMBERING RAILEX

Many of our readers will remember the halcyon days of the Railex exhibitions at Evandale. Your scribe first came to Tasmania in 1991 and by chance happen to go to an event at Evandale. He also chance to look over the fence and spot a miniature railway. This of course was like a magnet and it was not long before membership of the Evandale light railway and steam society was embarked upon. In 1993 the Society was looking at ways to increase its revenue to enable it to extend its track and facilities. Your scribe had in the past run a number of events for local schools and suggested a model railway exhibition including the light railway. People who make suggestions are usually managed in the usual way namely "so would you like to do it" and so began the history of the Railex exhibition. This event became an annual event and attracted significant crowds around the 3000 mark for each exhibition. The exhibition grew in size from the original Falls Park Hall to include the other public hall in the town and eventually encompass not just model and miniature railways but traction engines, a steam carousel brass bands, model boats, model aeroplanes, diecast miniature toys and vintage cars. However, despite these additional attractions the model railways and miniature train ride still took pride of place. Over the years many friendships were made that continue to this day and have resulted in the current membership of both the HRCAA and BRMA expanding significantly in the state. Unfortunately, there is very little in the way of photographic record in digital format from the early days of the exhibition. Most of us had normal cameras and it was not until later in the 2000's that digital photography became the norm. I do however have a number of digital pictures of these exhibitions from 2002 and 2006 what follows is a photographic record of these exhibitions. Due to the relocation of the Evandale light railway away from falls Park the exhibition finally was discontinued. A new exhibition commenced in Launceston called North Rail model Expo. This continued for quite some years but it finally had to cease due to the venue in which it was held developing significant structural problems with the floor which made it increasingly difficult to manage the layouts in that facility. We are now left with just the Hobart model railway show but it too has had to be put in mothballs due to the corona virus pandemic. It is hoped however that in the near future maybe 2021 will be an opportunity for us to once again develop layouts for exhibition display.

The well-known tunnel mouth created by the ever-ingenious Greg Waddle sadly passed on.



Live steam Maisie 3 1/2 inch gauge



A full trolley of happy passengers on the light railway



There are many memories of the layouts of the past and the best of them still survive to this day.

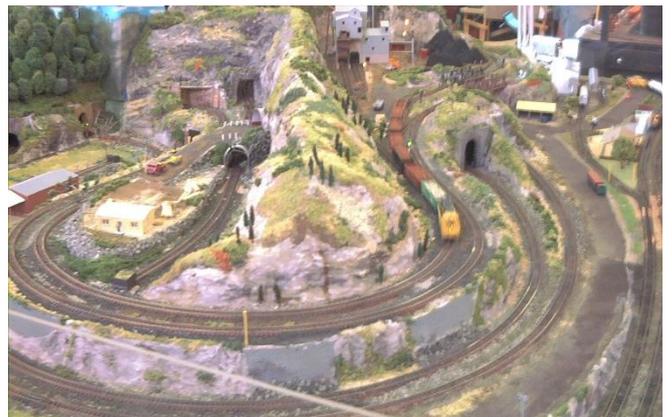
Tasmanian S scale



Gawler South Australia



N Gauge



Well that's all there is for this newsletter folks' further newsletters will depend entirely on contributions from readers, so keep the content coming continuation of this newsletter is entirely in your hands.

*Looking forward to your
contributions
Darcy*

