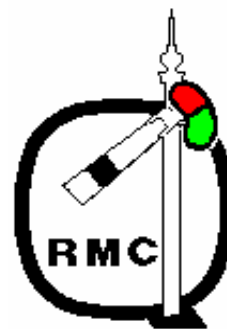


# The Semaphore

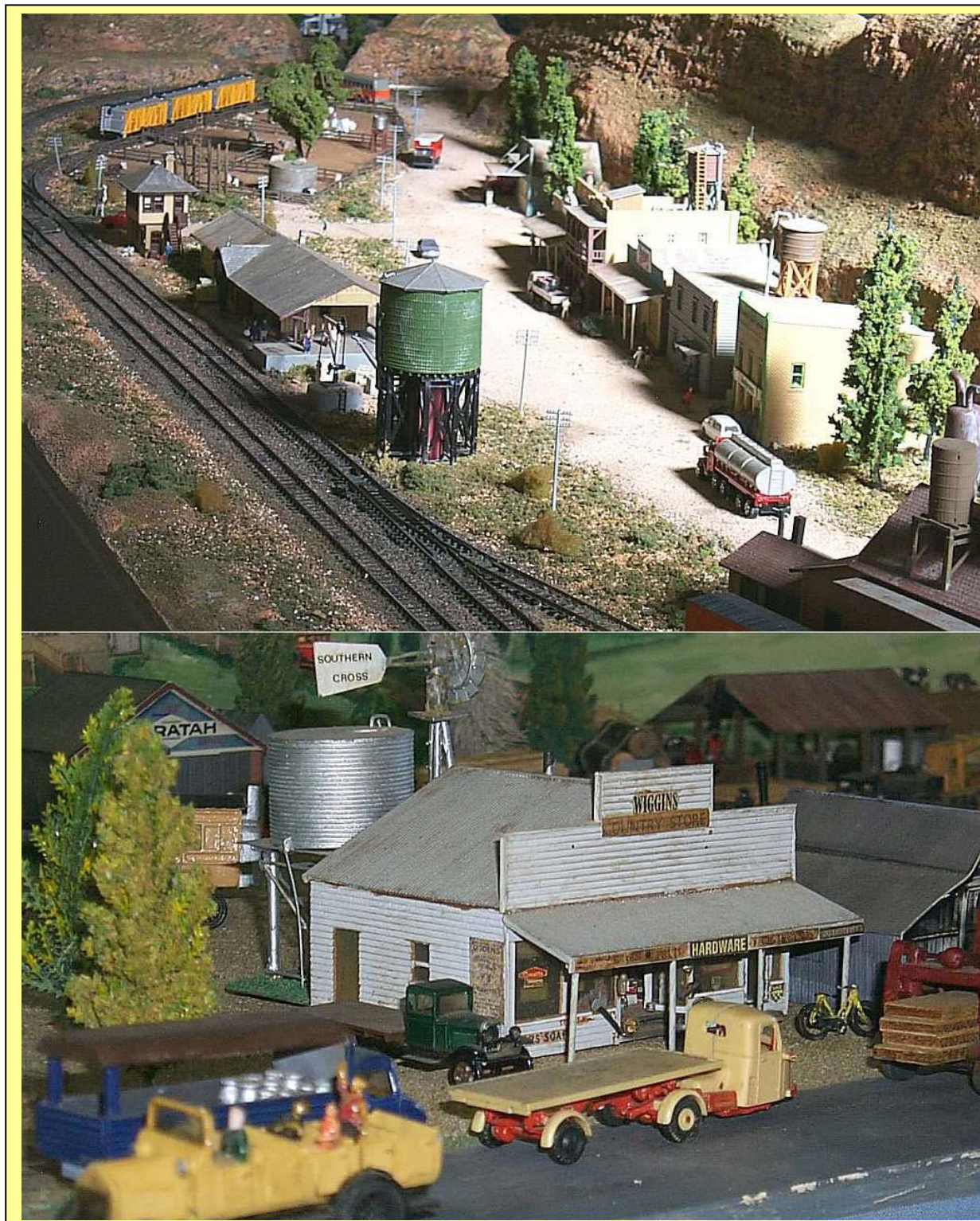


THE NEWSLETTER OF THE  
RAILWAY MODELLERS' CLUB  
OF QUEENSLAND INCORPORATED

I.A. 009526  
ABN 98 329 019 586

October 2006

Volume 15 No. 10



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**September AGM**

September was the club's Annual General Meeting with just one nomination received for each of the five positions on the Management Committee, so congratulations boys, you're in for another year!

We have Darryl Dilger in as President, with Richard McTaggart backing him up as Vice-President. For Treasurer we have Paul Cummings and for Secretary there is Bruce Harper. Trailing the pack is Paul Kaluschke as the fifth Committee Member.

**September Meeting**

Following the AGM we had the normal monthly meeting, with over 30 in attendance.

One of the main things mentioned was that members should make sure there is plenty of air on the trolley's tyres as people had been running it around with none - hence costing the club a bunch of money to get the tyres fixed.

On the bright side, the club has received an invitation to come and display at Australia Zoo on the first of December. This is for young Bob Irwin's birthday party - he is very fond of trains. The Management Committee will go and investigate the area to see what we can do and then get back to the club.

**September Raffles**

The raffle for September was won by none other than John Cloakeeeeeeeeeee. Oops, did I put tooooooo many "e"s in? (*I got in strife from leaving out the "e" in a number of Semaphores, so I'm making up for it! - Ed*)

Yep, John Cloake won himself a great 35 piece hobby tool set.

**September Presentations**

Due to so much gas bagging going on I don't think we had a presentation this month.

**Clubroom Presentations**

Any member wishing to talk on any topic can see Craig Mackie or phone him on 3272 1687. If you have a request for a particular presentation on a topic dear to your heart, also give Craig a call.

**Upcoming Clubroom Presentations** *by Craig Mackie*

After the October meeting we will have Geoff Burns in attendance who will be giving a presentation on scratch building points. Last year we had a similar presentation from Mike Boyde, whom built HO points which were very similar to the standard shapes provided by Peco. Geoff, a very good NSW modeller, dabbles in prototypically correct track for NSW and builds points that are of a much larger radius. His smallest is larger than a PECO large radius which is about a # 6. I believe he also has plans for #9's.

You will be amazed how easy Geoff makes this sound, how great the finished product looks.

If time permits we will also have a session on fitting DCC Decoders to your locomotives.

**October Meetings**

Don't forget that the October meeting will held on the 15<sup>th</sup> of October at the RMCQ Club Rooms at 2:00 pm.

A reminder to the Executive that their next meeting is on Wednesday the 18<sup>th</sup> of October at 7:00 pm.

**Senior's Show Report** *by Richard McTaggart*

Once again RMCQ was represented at the Dickson Senior's Expo. Rod and Dallas Quaiife's layout was taken this year, the layout was manned by Rod Quaiife and Jim Luff on Monday, Richard & Shirley attended for an hour or so on the Monday before we had leave. I was advised that the morning entry was above last years but the afternoon dropped off.

Tuesday was again attended by Rod, Jim, Richard & Shirley and prez Darryl dropped in for an hour before he had to go to work. The expo was well attended although I did not think that there were as many through the door this year and where we were situated was cramped into the opposite corner to last year and there wasn't as much

**RMCQ Management Committee**

Darryl Dilger	President	3264 1647
Richard McTaggart	Vice-President	3886 0376
Bruce Harper	Secretary	3264 5494
Paul Cummings	Treasury	3358 2481
Paul Kaluschke	5 <sup>th</sup> Member	3224 5442

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room. The layout and trains ran beautifully for the two days. The last day was to run until 1500 but everyone was packed up and gone by 1530. Last year the second day was supposed to run until 1600 and everybody was out by 1500 if they keep this up there won't be a second day.

Once again the RMCQ was shown in a good light there were a few enquiries but I don't think there was as many as last year.

### Upcoming Shows

Don't forget the club will be exhibiting the HO and N Scale Exhibition layouts at the Ipswich Train Show at the QR Workshops on the 28<sup>th</sup> and 29<sup>th</sup> of October, so a heap of helping hands will be required. Especially since Darryl D will be showing his own layout as will the Quaife's.

Then of course there's the Styrene Clinic or Building Thingy that Craig will be manning. So all up, the club will be very busy indeed.

On the 5<sup>th</sup> of November the RMCQ will again be holding a Buy & Sell, so get ready.

And if you haven't already heard, the GCMRW show that was coming up has been deferred to a time yet to be advised.

For those NG blokes out there, the Eighth Australian Narrow Gauge Convention for 2007 will be held in Melbourne, Victoria, over Easter at the Carwatha Secondary College, Noble Park North.

The convention caters for modellers of all narrow gauge prototypes, and will open on the evening of Friday April 6, with sessions, clinics and demonstrations throughout Saturday and Sunday, with a dinner on the Saturday evening.

The committee are planning to arrange layout tours to allow visits to narrow gauge layouts around Melbourne on Easter Monday, April 9, on an itinerary which will also allow time to visit the Hobsons Bay exhibition.

For further information and registration forms go to <http://users.bigpond.com/nawlins/ngconv.htm>

### **Next Running Day/Working Bee**

**Saturday 28<sup>th</sup> October starting at 10:00 am**  
Normal Running Day and Working Bee if you are not attending the Ipswich Show.

**Wednesdays from about 10:30 or 11:00 am.**  
The mid-week mob will be working on various bits and pieces on the HO and N as well as running the odd train or two.

### Membership

Just a word to all, Jim Luff is not well and at the time of printing is in the ICU of the Redcliffe Hospital. All our best wishes for a speedy recovery go out to Jim and his family.

### Front Cover

This months' front cover is courtesy of your Ed. Yep, it's another couple of shots from the RMCQ Show in August.

The top shot is of "Round Rock" which was an N Scale layout by the Northern Rivers Railroaders club.

The layout is based on USA prototypes and sees trains from such companies as CSX, Chessie, Santa Fe and Burlington Northern.

The second shot is of "Centenary of Progress" which was a HO Scale layout by Jack and Alma Buchanan which had lots of moving detail.

### Cassino Capers

*by Craig Mackie*

Well track laying has stalled slightly since the last update. While the track is laid all the way to the 38m mark, the final heights around the helix has not been adjusted. It is hoped that by the time of the next meeting this will have occurred. Track work is actually taking shape over the next 4 meter section that is Lismore on a separate baseboard. Again until the final heights are determined in the previous section, this section will not be joined to the previous helix section. After final adjustment is done, the track will quickly progress through Lismore to the next spiral and track work will quickly progress for about another 12 metres or so and the branch line will go to about the 50m mark.

I have spend time mechanically connecting up a few points in Cassino, and finishing the electrics in Grafton Yard for all the loops, and in one end of Cassino. Electrical switches have been positioned for Old Cassino and will also soon be provisioned for Lismore as well. These switches allow for isolation of locos when running in DC mode (not very often at all) and for power routing when in DCC mode. I have also had fun giving my Trainorama Reverse Livery 4416 a flogging with its cheap sound installed.

### The Club Shop

*by Craig Mackie*

### Decoders

Well, a small shipment of DCC decoders has arrived and will be distributed at the October meeting. They will be rationed on a proportional basis so that everyone that placed an order will get something, so they can start to experiment with their new systems. Pricing will be confirmed at the meeting. It is even possible that by the time the meeting comes around, we may have the full shipment requested.

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## Next Meetings

**Club Meeting** – Saturday 15<sup>th</sup> October at the RMCQ Club Rooms at 2:00 pm.

**Executive Meeting** – Wednesday 18<sup>th</sup> October at the RMCQ Club Rooms at 7:00 pm.

## Real Trains

### *Bullet Stats*

*by Deborah Cameron*

THE front carriage in most Tokyo trains has a window right behind the driver, a handy place to stand if you want to snoop on his world. It's a highly sought-after spot. There is a good view of the captain, with his immaculate white gloves and neatly tucked-in shirt standing before an array of gauges, dials and knobs. You see the track up ahead and, on the wider bends when the weather is fine, the eager faces of train spotters hanging over fences with their cameras. Japan has one of the great rail networks of the world, unsurpassed for efficiency, cleanliness and punctuality. (The average annual departure delay for the emblematic bullet train is about two seconds, according to Japan Rail.)

To help understand its success, here is a clutch of staggering facts:

Japan's trains carry 59.4 million passengers a day (that's about half the population). There are 207 railway companies and 10,118 stations. Almost 750,000 people board trains daily at Tokyo's busiest station, Shinjuku. If all Japan's tracks were laid end to end, they would stretch two-thirds of the way around the earth.



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## Down by the Station

Written by: Lee Ricks and Slim Gaillard, 1948

Down by the station  
Early in the morning  
See the little pufferbellies  
All in a row

See the station master  
Turn the little handle  
Puff, puff, toot, toot  
Off we go!

Down by the station  
Early in the morning  
See the little pufferbellies  
All in a row

See the station master  
Turn the little handle  
Puff, puff, toot, toot  
Off we go!

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## Judge for Yourself – It Could be...

You will have to judge the credibility of this one for yourselves. A few years ago, the C.P. (Canadian Pacific) locomotive engineers went out on strike due to a labour dispute. Since no trains were running, maintenance of way crews quickly took advantage of the situation to attend to some necessary track work. One such crew was working on a grade in the mountains south of Revelstoke, B.C., which is about 260 miles west of Calgary.

In the woods at the top of the hill, close to the tracks lived a hermit. He long had the desire to relocate beside a lake in the valley at the bottom of the hill, and this was his golden opportunity. As luck would have it, there was a siding with one lone flat car on it close to where he lived. With considerable effort, he managed to load all his belongings on to the flat car, including his most valued possession, an old, out-of-tune piano, that was his only means of entertainment in that remote area. He broke the switch lock, threw the switch, released the brake, and to his joy, the flat car eased out onto the main.

It quickly gained momentum, and try as he might, the hermit could not slow it down. Then, to his horror, he saw the track gang ahead of him, oblivious as to what was bearing down on them. He hollered as loud as he could, but to no avail. In desperation, he yelled, and began pounding on the piano keyboard. Just in the nick of time, the workers saw what was coming, and jumped clear, as the flat car went flying past.

Imagine the look of astonishment on the worker's faces, to be in the middle of nowhere, and to see a flat car racing towards you, with a man standing on it, singing at the top of his lungs, and playing a piano!

Rumour has it that the hermit spent some time incarcerated in penal servitude.

## Club Library News

*by Bruce Harper*

This month we've received the following publications:

NMRI's club newsletter for September.  
Quarterly newsletter from the Canberra Monaro N Scale Group - Winter Edition.  
September newsletter from the NSW N Scale Group.  
September newsletter from DDMRC.  
October AMRM magazine.  
"Crawford Hill Revisited" video.

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“Salute to the Warbonnets” video.  
October newsletter from SANGS.  
September/October newsletter from the Grampians club.

### **N Scale Clubroom Layout**      *by Richard McTaggart*

The boys and girls have been busy with the N Scale layout and have now started attacking it with a paintbrush as well!



Progress is also being made on the crossovers that are needed on the three loops so that you can get into the marshalling yard.



### **President’s Report**

*by Darryl Dilger*

#### ***Re-elected Management Committee***

Many thanks to members of the Club for your ongoing support of the management committee during the past year and for the next twelve months.

This next year I believe will be as successful for the Club as the last previous years and will see further development of the club facilities at Brendale. Hopefully our current building plans will be realised early in the new year with a further extension twelve months later.

#### ***RMCQ Exhibition 2007***

As discussed at last month’s meeting, a number of members have volunteered to review how the club runs our exhibition. If you have thoughts on where and how the exhibition should be held, please contact Bruce Baty, Craig Mackie, John Bergh etc all ideas are welcome.

#### ***Updated Membership List***

With this month’s Semaphore members will receive an updated list of current members of the club. Members are reminded that the list is for internal club use only and for member use only. Due to privacy rules details are not to be passed on to a third party without permission.

#### ***Ipswich Model Railway Exhibition***

28 & 29 October in the annual exhibition at the Ipswich Railway Museum this year the club will be represented by the club HO & N scale layouts along with two private club layouts (Mine/Chris’s & Dallas & Rod) along with the structure building display. This is a big commitment for the club and it would be great if all members could attend at some time during the weekend. Entry to the museum is included for exhibitors. If you haven’t been to the museum this is a great time to have a good look around the big trains and also a well presented exhibition of model trains. Hope to see you there.

#### ***Club Buy & Sell***

Sunday November 5 is the buy and sell at Bald Hills Uniting Church Hall, Gympie Road, Bald Hills. Sellers from 1pm and buyers from 2pm. As with previous Buy & Sells many members make light work see you at the clubrooms from 11am.

#### ***Christmas Hamper***

It’s that time again Christmas is coming and it’s club hamper time. All donations gladly accepted I have placed two plastic storage boxes in the club rooms please feel free to add items at anytime. To be drawn at the December meeting Christmas Party 9 December.

#### ***Christmas Modelling Competition***

Again this year the club will be running a modelling competition at the Christmas meeting. All members are eligible for entry with a range of awards available. Craig will supply more info in due course. At this month’s meeting further discussion will be held re a new award for members.

Well that’s all for me for now, must get back to the layout, much work to be done prior to the Ipswich Exhibition.

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## Our Club

Meetings are held from 2:00pm on the second Saturday of each month (exhibitions permitting) at members' homes or in the clubrooms. Working sessions are held every Wednesday from 10:30am, and running/working sessions are held on the fourth Saturday of each month in the Clubrooms. Clinics are also scheduled for the second Saturday of each month. These include all facets of the hobby, drawing upon the particular knowledge of club members in their area of expertise. Organised activities are sometimes held on the fourth Saturday of the month. Cold Drinks and Tea/Coffee are available in the clubrooms. Visitors are most welcome.

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## Dub Dub Dub

by Paul Kaluschke

*Sierra Scale Models* is owned by **David Barron** who is a Master Model Railroader (*you'll meet him later in the newsletter*) and is located in the US of A (*that's not in Australia for you Craig*).

Here is the blurb from their website:

*Sierra Scale Models provides information, products, and photographs related to model railroad scenery and structures.*

*Learn techniques for building model train layouts, applying cedar shingles, constructing wood log cars, painting backgrounds, installing scale glass, making molds, and weathering. Aspects of logging industry scenery, such as tree stumps, logging turf, and sawmill wood are included.*

*Our products including realistic scale glass, weathering powders, cedar shingles, sawmill wood, and turf. They reflect 40 years' experience in model railroading, and have been instrumental in numerous awards, including Master Model Railroad designation by the NMRA. A shopping cart has recently been added, and credit card and PayPal payments are accepted.*

*Our Gallery includes photographs of some of the most famous steam railroads in the world. The Article section provides tips and techniques that are relevant for all railroad scales, including N, HO, S, O, G, and narrow gauge.*

For all of you in the club without internet access and for all those who do not browse much, David has allowed us to use some of his articles from his website in our club Semaphore newsletter. So you'll be seeing some of the above mentioned articles over the coming months. There is

no way I can fit everything he has done into our newsletter, so don't forget to fire up the internet and check out his site. You might find something to purchase as well – seems well stocked.

<http://www.sierrascalemodels.com/index.html>

## Art or Crime?

by Trevor Luckman

This site is titled "Art Crimes : Trains" and it has 100's of photos of trains from around the world (even including one of an EMU here in Brisbane) that have been graffitied or Taged in some way.

If you are planning to add some real life character to your layout or rolling stock this is a great source of inspiration. With a colour printer and some decal paper, you could paint the town red... so to speak.

<http://www.graffiti.org/trains/index.trains.html>

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## 2006 WPMU

by Bruce Harper

Whilst browsing through the Atlas HO Scale forums on the Internet the other day, I came across a heap of photos a bloke took of the 2006 Western Prototype Modeller's Meet. There are 180 images from the famous La Habra, CA modeller's meet over in the USA recently.

[http://www.pbase.com/mrmrl/wpmu\\_2006](http://www.pbase.com/mrmrl/wpmu_2006)

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## Helpful Hint 1 - The Humble Screw

by Mike Boyde

*You may have seen this one quite a while back in Semaphore, but I am reprinting Mike's article as recently I saw a mate of mine doing just the wrong thing when it comes to screws; no it was not Craig - Ed.*

What is the most important stage of building a layout? "The trackwork," says one, "No, it is the scenery", says another, Then, yet another says, "It's the benchwork". Now, this fella is probably the closest! There have been many articles about building the framework for a layout and nearly every Framework has one thing in common. They all use the humble wood screw!

Yes, it's been around for a long time now, at some stage, we have all 'used' them, but how many of us have also 'abused' them. For that reason this article is an attempt to explain some of the endless features of this wondrous gadget. In most applications that we encounter in everyday life we use them to join two pieces of wood together. So let's try using them properly. Yes, there is a right and a wrong way!

To start with, always try to attach the thinner piece to the thicker piece if one exists, or putting it another way, the head of the screw should be against the thinner timber. Why you ask? Because there are more threads in the thicker piece than there would be in the thinner piece, and that means greater resistance to pull out forces. Go on,

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## **Railway Modellers Club of Queensland Inc**

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**Web** [www.rmcsq.mixedpk.com](http://www.rmcsq.mixedpk.com)

**email** [rmcsq@mixedpk.com](mailto:rmcsq@mixedpk.com)

now you can say it. "I knew that", but sadly a lot of modellers don't realise that!

The next step to consider with the screw is the clamping force. If we want the joint to be firm then we want a high clamping force. We don't use little brads, we use decent size screws, and to achieve a tight joint we need lots of friction. How many times do we see people building a layout by holding the two pieces of wood together, and then, using chipboard screws, drive them in with a power tool. Forget it - just use a blob of Bluetack because it would be just as good! What does all this add up too? Just this - you cannot get two pieces of any material to clamp tightly together by using a screw gun and driving the screw through both pieces in the one action. The material directly under the screw head must have a clearance hole in it. If you don't believe this then try a little experiment! Grab a threaded bolt and two nuts. Spin one nut about half way up the thread. That nut represents the top timber. Next, spin the other nut on but stop it about one millimetre from the first nut. This now represents the bottom timber. Now our test begins! Hold both nuts with pliers then start turning the bolt as if to tighten it. What happens when the head of the bolt touches the first nut? Does it tighten the second nut against the first nut? No, it doesn't. The one millimetre gap will not reduce! As a wonderful old man by the name of Professor Julius Sumner-Millar used to say in the old days of TV, "Why is this so?" The only way we can close that gap is to remove the threads from the first nut by drilling it out to clear the bolt threads. So there we are, what we have proven is that we must have a clearance hole in the top timber of such a diameter as to just clear the screw diameter.

If the bottom timber is very hard then by all means, drill a pilot hole, the diameter being no greater than the minor diameter of the screw, the smaller the better. The reason behind this is quite simple. As the screw forces it's way in it pushes aside the timber fibres and those act like millions of tiny springs trying to get back to their original positions before being so rudely pushed aside. This causes compressive forces to act on the screw and keep it tight.

Another point about screws. Avoid putting them all in one line. They may look good that way but staggering them is much stronger.

One could babble on about screws for ages but that should be enough for now!

### **Helpful Hint 2**

If you are using dirt on your layout, you know, that stuff

that is now showing up more and more in your lawn since the drought started, remember to run a strong magnet in a plastic bag through the dirt. This will get all the metal particles out of it so they do not become loose and gum up engines and wheels.

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### **For Sale**

The club still has plenty of Fridge Magnets and Stubbie Coolers for sale.

### **Wanted**

Craig Mackie is after the following items if anyone wants to sell any:

Hornby Dublo Point Controls

Medium or large radius Peco points – preferably Insulfrog but others considered.

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### **This is For Real**

*by Paul Kaluschke*

Listed below are some actual complaints from locomotive engineers (E) and their responses by the repair shops (S). These were taken from actual paperwork of North American railroads:

- (E) Thin flanges on #3 wheelset almost need replacement.
- (S) Almost replaced #3 wheelset
  
- (E) Dynamic brake very rough at any speed.
- (S) This locomotive not equipped with dynamic brake
  
- (E) #2 traction motor seeping oil.
- (S) #2 traction motor seepage normal - #1 #3 and #4 motors lack normal seepage
  
- (E) Something loose in cab.
- (S) Something tightened in cab
  
- (E) Evidence of leak in crankcase.
- (S) Evidence removed
  
- (E) Alerter volume unbelievably loud.
- (S) Volume set to a more believable level
  
- (E) Locomotive dances up and down when brake applied at up to 89 m.p.h.
- (S) Could not reproduce problem in engine house
  
- (E) Dead bugs on windshield.
- (S) Live bugs on order
  
- (E) Parking brake causes throttle lever to stick.
- (S) That's what it's there for
  
- (E) Engine missing.
- (S) Engine found under hood after a brief search
  
- (E) Locomotive handles funny.

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(S) Locomotive given verbal warning to be serious

(E) Radio hums.

(S) Reprogrammed radio with the words

And below is my all-time favorite:

(E) Engine makes noise.

(S) Engine is supposed to make noise

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### Introduction to David Barron

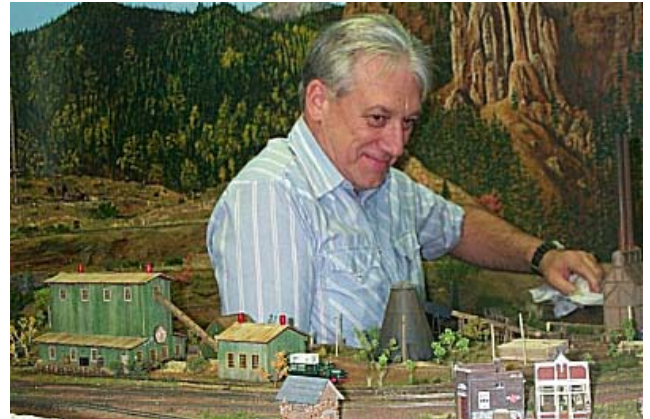
by David Barron

In 2002 I joined the Texas Western Model Railroad Club in Fort Worth, Texas. Being a new member, I wanted to contribute my talents to the railroad. After looking around, I chose an area that both reflected my interest and capabilities, the HOn3 Logging complex area. That area already had a backdrop painted, the track was in place, some details in, and a rough scenery shell. My job was to build and install appropriate structures for a logging complex, from the tree cutting areas to the finished wood products. I also had to bring all the individual areas together with finished and appropriate scenery.



This photo shows the front side of the sawmill with the saw cutters room above the loading area, the second story cutting floor, equipment floor with access door slightly open, twin boiler steam generation plant, and stacks of cut

lumber drying outside and to the left the sawdust burner. The two trucks near the mill are old Con-Cor plastic kits while a new REA Truck with freight box is metal. Power Poles are from Sierra Scale Models.



This shows part of the small town in the foreground with myself, an out-of-scale figure, cleaning the logging pond. This entire area is HOn3, except of me!



This shows the logging camp with the detailed railroad equipment repair sheds.

*From Ed – David has kindly allowed us to use some of his articles in our newsletter – Thanks David, it's really appreciated. By the way, David has visited Down Under previously and even made it up to the Barron Falls near Cairns.*

### Lighting Protection Systems for under a Dime

by David Barron

When I was growing up in the upper Midwest, I remember very clearly visiting my grandfather's farm in Grays Lake, Illinois. I was told prior to his death that he was not only a farmer but also a J. I. Case Equipment dealer. He had a very large three-story barn where he kept his tractors and equipment. His business was known as Barron Implement. As I grew up, I remember the unusual vertical rods on top of his barn and other wooden yard structures. One day I asked my father what they were for, and he told me the following story.

First, he said that when he was a young boy, the glass balls

on the rods were targets for his .22 caliber rifle -- until he got caught! My father emphasized that his father got rather angry for shooting the balls off his lightning rods! Gee, I wonder why? He then told me that the rods were part of a lightning protection system which was installed on the buildings to protect them from lightning damage, mainly fire. When I asked about the glass balls, he said that they were indicators that a lightning rod had been hit by lightning. The rod would super heat and cause the glass ball to shatter, thus becoming an indicator of a strike and to check the system for damage. These colored glass balls were not merely ornamental, but a vital element in the protection system.

These systems had always intrigued me and in my early modeling years, I installed them on the roofs of my scale structures. In some NMRA contests and in a few published pictures, I have seen these rods installed on other models, some of them properly and others improperly. In an effort to get the best information available about lightning rods, I contacted one of the leaders in the field, Mr. Douglas J. Franklin, Vice President (and descendent of Benjamin Franklin), Thompson Lightning Protection, Inc., of St. Paul, Minnesota. Mr. Franklin provided all the diagrams from his catalog. I also consulted my local Internet service and did a search for more information.

First of all, let's discuss a little about lightning. Lightning is a short lived, high current electrical discharge in the atmosphere, which can occur between clouds, cloud to air, and in its most destructive mode, cloud to ground. Lightning is responsible for millions of dollars worth of damage every year to both forests and civilized areas, just in the United States! It is further responsible for between 200 to 500 deaths per year, just in the United States. Basically what happens is that buildups of negatively charged free electrons exist in the atmosphere. Their invisible release along a specific path, known as stepped leaders, occurs when a discharge takes place near a cloud base. The negatively charged step leader works downward to a point approximately 150 feet or less above the ground where another stepped leader from the ground, a building, tree, or other protruding objects, reaches up to meet it. At that point, when the two leaders meet, the visible lightning is produced. Several strokes of lightning can occur along this path until the charge center as the base of the cloud has dissipated. The thunder that we hear is really a shock wave caused from the intense and explosive heating and expansion of the air along the discharge path.

During the 1700's, Benjamin Franklin was doing his famous "fly the kite in the storm experiments." By 1749, he had suggested the use of lightning protection equipment in the form of metal rods for building and other structures. Ben's theory was that if a metal rod was placed at the highest point on the structure and grounded by a low resistance cable, lightning would strike the rod and pass harmlessly along the system and into the ground. Ben went on to say that a rod's area of protection was equal to a cone-shaped area with its base equal to the height of the rod itself.

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Well, now that we know a little about lightning, how do we model a protection system on our scale buildings? Several different applications can be used -- from just cutting off the head of a straight pin and sticking it into the apex of roofs to a full fledged model of a lightning protection system. I suggest using a K&S .020 solid brass rod and super gluing either Clover House #39 or Sierra Scale Models #120 white or colored insulators (glass beads) midway on the rod or "air terminal." Figure 1 shows a copper or aluminum class 1 air terminal with threaded mounting pin. This will provide several very realistic rods for less than a penny.

Figure 1. Rod w/insulator.

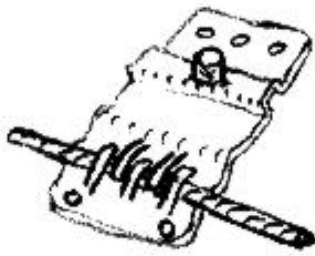


for this.

Several different rod designs are offered from the Thompson Lightning Protection, Inc. All of these designs, some as old as the turn of the century, have some form of grounding cable attachment points. A sample is shown in Figure 2. Some designs are for flat structures, some for peaked roofs; others are for stacks and chimneys. Grounding cables can be simulated using waxed thread, wire, or monofilament line. Connect all rods together and continue down to and attach to a copper ground rod. The standard grounding rod is anywhere from 1/2 inch to 3/4 inch in diameter and up to twelve feet long. I suggest using the K&S brass rod

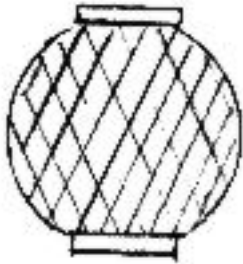
Figure 2. Mounting base.

The glass balls were used exclusively up to the 1940's. After that, plastic balls became common, and few manufacturers continued producing the glass balls. Some of the balls were hand blown, as the "Polar Star" (Figure 3), which dates back to 1916. They were five inches in diameter and fit a 5/8" lightning rod. They came in



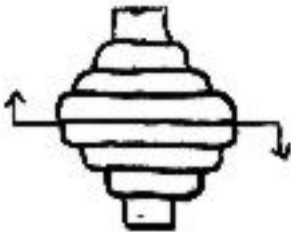
transparent amber,  
opaque blue,  
transparent green,  
transparent red, and  
opaque white.

Figure 3. Polar star.



Today, an increased demand for glass balls has resulted in complete new designs. Thompson offers these new glass products in transparent amber, transparent blue, transparent dark green, transparent ruby red, and opaque white. Now, the balls come in two hemispheres and are plastic, which are put together face to face on the rods. The two halves can be of different colors, resulting in an infinite number of color possibilities. The plastic balls are set together, (Figure 4 illustrates a skyline plastic ball with ribbed style).

Figure 4. Skyline plastic balls.



They are made of a tough weather-resistant and fade-resistant styrene plastic and are almost indestructible -- purely decoration.

They come in many colors also -- sky-blue, transparent red, golden yellow, silver gray, transparent green, and snow-white. The glass balls were held in place on the lightning rod with a ball support ring, plastic balls fitting tightly over the rods. That ring is really nothing more than a thick metal washer device, with setscrews to tighten them down on the rod. Then, a special hold down washer is used to prevent the balls from blowing off the lightning rods. A note should be made that at no time were holes drilled in the rods or pins installed for this application because heating and cooling could cause the pins to become loose. Then, they would fall out causing the indicator balls to fall and break. A good simulation of these support rings and hold down washers can be made by cutting a short section of insulation from an insulate wire and putting it above and below the glass bead.

By now if you have followed this article and studied the drawings, you have become an "expert" in the lightning and model lightning protection field. Since you know the dangers of not protecting your structures, you should either add these items or show some structures with lightning damage! You could start a new industry on your pike for



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selling lightning protection equipment or have some men either repairing or installing a new system on one of your buildings.

**Sources**

Franklin Lightning Protection Inc., St. Paul, Minnesota

**Internet sites**

Thompson Lightning Protection:  
<http://www94.thomasregister.com/olc/thompsonlightning/indexcat.htm>

National Lightning Safety Institute:  
<http://www.lightningsafety.com>

**Types of Assembly**

*by Craig Mackie*

I've been reading quite lately a lot of people on newsgroups complaining about how people describe their products on ebay. I thought it may be appropriate to cover the various types. There is of course:

- Ready to Run
- Shake the Box
- Kit assembled
- Kitbashed, and
- Scratchbuilt.

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Email: [paul@redcliffeworldtravel.com.au](mailto:paul@redcliffeworldtravel.com.au)

Ready to Run means that the model comes out of the box, goes straight onto the track and is runnable.

Shake the Box covers kits where you may have to install a few bits of detail that come with the kit. The detail can be handrails, wheels, couplings etc. Nothing too difficult here.

Kit assembled is where all the parts for the kit come in the packet. For kit assembled rollingstock kits you may have to add wheels, decals, couplings and give it a paint, but you don't do anything too taxing here either. For buildings you may just need to assemble it and place it on a scene.

With Kitbashed, you take a kit and you can substantially change its intended purchase, this could include cutting up some of the components. Manufacturing your own components to supplement or enhance the kit.

With Scatchbuilt kits you start with a clean pallet. You build everything from the ground up, but you certainly can resurrect some components out of your scrap box to enhance the kit.

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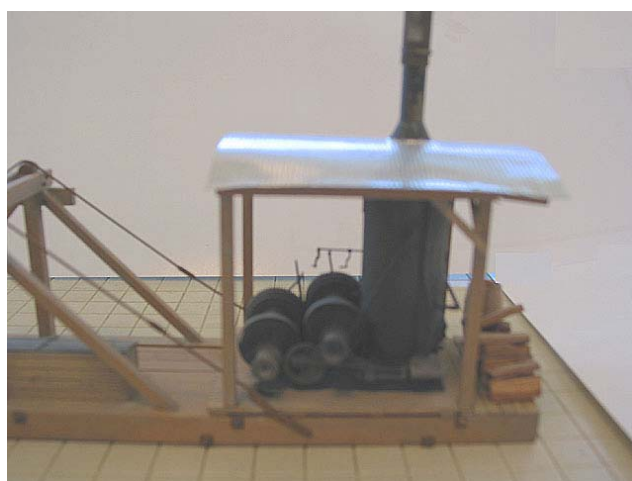
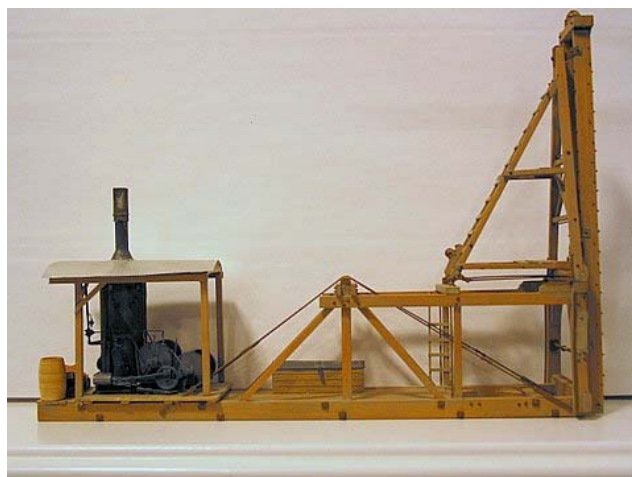
## What's New

by Paul Kaluschke

**Republic Locomotive Works** have released an N Scale **Trestle Construction Pile Driver & Steam Donkey**.

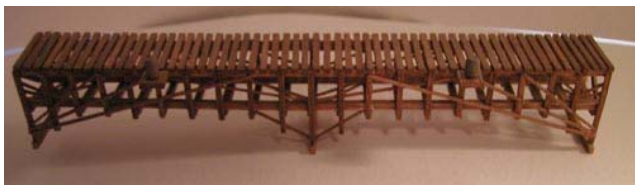
This is a trestle building pile driver. It is powered by a small steam donkey. The steam donkey drives piles for a railroad trestle. Building an early-day logging railroad was generally accomplished by sidecasting with a power shovel, and using a pile driver to build trestles to cross deep canyons, streams and swampy areas. In the rugged mountains of the west coast there were many such trestles, some reaching heights above 175 feet. Logging railroads

built many trestles of this type and they were a common sight in the west circa 1880 to 1930.

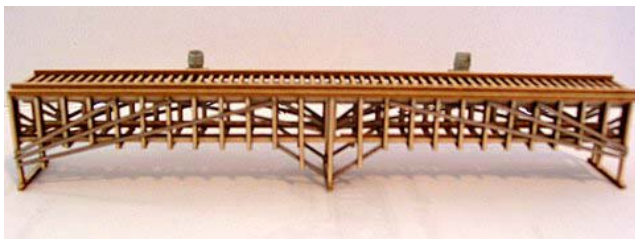


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Another N Scale release from *Republic Locomotive Works* is a *Bollman Deck Truss Bridge*.

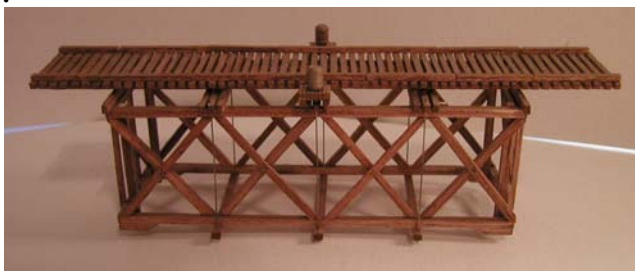


This is a wood version that follows Wendell Bollman's design. This is a deck design where the bridge supports are below track level. The bridge segment has the following dimensions: deck length - 100 feet; deck width - 15 feet, height total 17 feet.

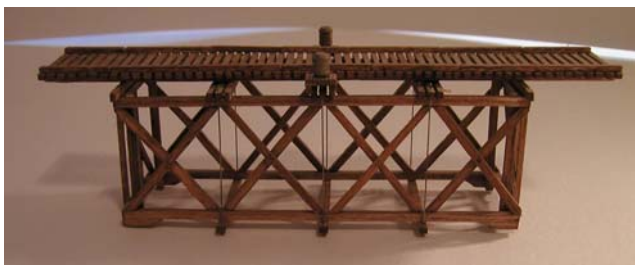


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And another *Republic Locomotive Works* N Scale bridge is the *Deck Double Warren Truss Bridge*.



This is a classic example of a deck variant (below rail) of the Warren truss. A Warren truss, patented by James Warren and Willoughby Monzoni of Great Britain in 1848, can be identified by the presence of many equilateral or isosceles triangles formed by the web members which connect the top and bottom chords. These triangles may also be further subdivided.



A Warren truss may also be found in covered bridge designs. The bridge segment has the following dimensions: deck length - 85 feet; deck width - 15 feet, height (from bottom to top of ties) 23 feet, bridge supports 60 feet long.

While I'm on about N Scale bridges, *Republic Locomotive Works* also has a *Bollman Truss Bridge*.



The Bollman Truss Bridge has the characteristic of the support struts emanating in a ray like pattern at track level from each end of a bridge segment. These struts join the upper support beam and fan out from the segment ends and run up to the upper support beam. Each bridge segment is supported from below at both ends of the segment. This design was first constructed by Wendell Bollman and was used for bridges on many early railroads. The bridge segment has the following dimensions: deck length - 100 feet; deck width - 15 feet, height 42 feet total, 24 foot opening from ties to top of supports overhead. As with any structure you add to a project, make sure to measure its critical dimensions for your self.

---

*T.R. Knapp* have released a *Carter Brothers Stock Car* in Nn3.



Based on stock cars built by the Carter Brothers in 1887 for the Pacific Coast Railway, as documented by Curt Johnson in "The Pacific Coast Railway - California's Premier Narrow Gauge" published by Benchmark Publications. The Pacific Coast cars were odd numbers from 679 to 699. The side doors opened to the left. Some doors had diagonal braces while others did not. Parts are included to allow the modeller to tailor the model to suit. The cars could be converted to flatcars by lifting the stock-car superstructure off. At least one car was converted to an open-top car to haul sugar beets. The kit contains highly detailed resin castings and metal base. The step by step instructions are clear with detailed drawings. You will need to purchase the following to complete the kit: Diamond arch-bar trucks: Micro Trains #961 Couplers: Micro Trains #903 or #905 Paint: Floquil recommended - "box car red" for the Pacific Coast Decals to Suit:

Available from Republic Locomotive Works



*Solder Flux 2*

Suitable for use with non-ferrous metals such as brass, nickel-silver, copper, etc. It will leave corrosive residues that should be washed or wiped thoroughly when the joint is completed.

*Solder Flux 3*

A non-corrosive flux intended for to be used for soldering joints that cannot be washed. It is not as active as Flux 1 and 2.

*Solder Flux 4*

Used for soldering stainless steel and other difficult to solder metals. It is very corrosive. Care should be taken when using it. The finished joint should be thoroughly washed.



**Structorama's** HO Scale **Garage** is now available.

This kit is now for sale over our counter. It includes the fuel pumps & decals in modern names such as BP, Ampol and Mobil (decals come random).



*145C Solder*

This solder is ideally suited for detailing (adding small parts to an already completed structure that has been soldered together with a solder of a higher melting point).

*188C Solder*

Ideal for the construction of etched kits and joining sheet metal.

*188C Solder and Flux*

This solder contains a non-corrosive flux and can be used for the construction of etched kits and joining sheet metal. It can also be used for electrical and electronic soldering.

*224C Solder*

This solder is suited for normal soldering of etched kits and sheet metal but is particularly suited for soldering brass and filling gaps.

*243C Solder*

This is particularly suited to constructing modules that will later be incorporated into a larger assembly. When soldering these modules into a larger assembly a lower melting point solder should be used (such as 188C).

*70C Solder*

This solder is normally used for soldering white metal components. Flux 1 should be used.

There have been rumours circulating that the European Union is banning all solders containing lead from the 1st July next year and that somehow this will affect Australian

**Brunel Models** have a range of **Solders and Flux**.

*Solder Flux 1*

Used to solder whitmetal and other non-ferrous metals. It will leave a non corrosive residue at temperatures above 250C. The finished joint should be washed or wiped.

modellers. This is simply not true. Although solders containing lead are being banned in the European Union (EU) for the production of electronic equipment this ban does not extend to banning the production and use of solders for other purposes (see EU Directive for the use of "Hazardous Substances in Electrical and Electronic Equipment"). If solder manufacturers in the EU consider it worthwhile to continue manufacturing solder for modellers and hobbyists they are free to do so. The article in MRJ No: 160 by Brian Lewis ("The Politics of Soldering") infers that it will not be commercially worthwhile for solder companies to continue manufacturing the small amounts of solder required by modellers.

In Australia there is no move to follow the EU and the suppliers of Brunel Models solder have assured us that the EU ban will have no impact on the supply of our solders to our Australian and international customers.

Note that the melting point specified for solder is the point at which it first starts to melt. Normally a higher temperature is required to cause it to flow appropriately for the soldering being undertaken.



**New Rail Models** have released HO scale **Bungalow** painted in 1920s colours.

You can find small bungalows like this one close to the tracks all over North America. This particular house was a "kit" house, delivered by a box car. Such kit houses were common in the 1910s and 1920s and are often called "Sears" houses. However, there were many companies selling kit houses and Sears was just one such company.

This particular house was designed by the Gordon Van-Tine Company, of Davenport, Iowa.

*Features:*

We've put a lot of attention and engineering into this kit to make it easy and enjoyable to build, but produce the superior look and finish of a craftsman kit. Here are some of the features you'll find in this kit:

Engineered to be easy to build, but with the detailed look of a craftsman kit.

- . Tab and slot construction
- . Peel and stick Shake Ultra Shingles and stick concrete block foundation
- . The best instructions, with step-by-step colour photos and text
- . Cast "concrete" front stairs include lip detail
- . Grandt Line chimney
- . Removable roof allows detailing and lighting of the interior
- . Dimensions: 3-1/2" by 5-1/4"
- . Complements our 1920s Garage kit



Available in N Scale and HO Scale and soon on O Scale and S Scale, **New Rail Models** have this actual 1920s design from a **mail-order garage** made by the Gordon-Van Tine Co. You could find garages like this all over the country. Our model will allow you to build the garage as shown with a half-hip roof, or with a conventional gable roof (not shown). We also include an alternate garage door in the kit in case you'd like a more modern look. The tri-fold garage doors were considered "fancy" at the time and most have been replaced with overhead-hinged or roll-up doors for use with automatic garage door openers.

We will offer this kit simultaneously in N and HO. A third party will be selling the S scale versions of this kit, with details to be announced later. And O scale version will be available soon.



Here is the more modern roll-up door, along with a conventional gable roof. It also shows a door instead of a window on the side.

---

*Key benefits:*

- . Slot and tab construction simplifies assembly and provides perfect alignment each time.
- . Ultra Shingles™ come as a single peel and stick sheet with a photographic image of rows of shingles. These fool even the best of modellers.
- . Details like the trellises, carry-through beams on the ends, and rafters.



The folding doors can also be built in the open position so you can detail the interior and/or have a vehicle partway inside.

*Variations:*

- . Hip Roof: Can be built with conventional gable roof or with the hip roof as shown above.
- . Side/Back Door: One of the small windows on the side or back can be replaced with the included door.
- . Window Position: The side and back windows can be installed either in the closed or open position.
- . Garage Door: The main garage door can be installed in the closed or open position. Additionally, we include a separate overhead-hinged door for a more modern look.

---

I found this one whilst checking out eBay recently - This bloke in the USA makes these and sells them from his eBay shop online. <http://myworld.ebay.com/randgust>

This is a newly-offered model in N scale – an **18-ton horizontal-boiler Class A Climax** geared steam locomotive. Just the thing for your backwoods logging layout and to partner with your Atlas Shay! This is a FINISHED and PAINTED model, not a kit, and what you see in the picture is the exact model you get. Penny is shown for size comparison. This custom-finished model is offered through Ebay and is not available through any other sources online or through distributors.

This is a built-up resin model I developed from original scratchbuilt pattern masters by myself, and copyrighted in 2006. The model is built over the original and proven Kato 11-105 powered “critter” chassis, which features 8-wheel electrical pickup, one-truck four wheel drive (one wheel with traction tire) and an improved Kato 12v. motor with no resistor. The mechanism is quiet and smooth and

operates well over typical N scale switches with no modification.

The model measures 27' long over the frame ends in N scale and accurately depicts an 1911-era Climax Locomotive with a horizontal boiler, steel frame, standard round water tank, partially-enclosed cab, and single kerosene headlight. Locomotives similar to this were manufactured in Corry, PA between 1911 and 1928. They were used worldwide on small logging and industrial railroads, and operated successfully over primitive and difficult track and hash conditions. Similar wood-frame locomotives were manufactured between 1882 and 1920.

Details of the finished model include:



- Durable cast resin parts throughout (CR-600 grade)
- Removable cab roof
- Custom-made cast metal weights in wood bin area and cab for extra traction and electrical pickup.
- Body attached to frame with removable screws
- Real wood in fuel boxes, cut and split to scale size
- Operating MT “Z” scale 905 coupler on rear with trip pin, cast dummy coupler (compatible to MT couplers) mounted in simulated ‘link and pin’ adapter box in front
- All-metal, brass wire, .010 handrails, sand lines, and injector piping
- Individually applied, custom-made Climax truck-design sideframes
- Simulated under-floor gear drive train to trucks
- Minimum radius 7 ½” (tested)
- Individually-applied cast-metal number board/builders plate on boiler for #”6”
- Separately-cast and applied headlight
- Custom-made laser-printed “Climax Mfg. Co. Builders Corry PA” laser decals developed from original builders photo images.
- Woodwork painted grey, steelwork painted grimy black.
- Glazing in cab windows
- Footboards on both ends with bolt detail
- Detail includes wood-grain on sides, poling pockets, bolt heads on appropriate components, and full rivet detail on boiler and tank.
- Original Kato frame, motor, and electrical pickup system is fully intact assuring maintenance and repair ability if necessary

- Painted with commercially-available paint for colour matching purposes
- Cab interior may be fully detailed if desired. Photo shows removable cast-metal weight in place.
- Now featuring Engineer in cab!

If DCC is desired, conversion hints can be furnished along with a replacement smaller cab weight that leaves some additional room under the roof. The original Kato circuit board in the cab floor is fully intact for modification if necessary to isolate the motor for DCC purposes.

**Atlas** have this new bridge as well - in HO Scale they have now released an **18" Through Truss Bridge Kit**.

Inspired by a prototype Northumberland, Pennsylvania, this NEW 18" Through Truss Bridge is the first truly American 18" bridge offered by Atlas. The HO Through Truss Bridge features simple, snap-together construction and specially designed bridge track. With two different colours to choose from for both Code 83 and Code 100 layouts, this bridge is perfect for any modeller.



*Features:*

Rivet detail  
Simple construction - little glue required!  
Kit includes 18" Through Truss Bridge & track with bridge tie spacing.

After numerous customer requests, **Atlas** will be making more N Scale **50' Flatcars** with New Road Names & Road Numbers and a few favourites from the previous run, with an estimated delivery in March 2007.



*Features:*

AccuMate® couplers  
Detailed printing  
Stakes are included, but not installed

**Log Loads** add Interest to Z Scale Freight Consists.

If your diesel-era railroad hauls logs, **Micro-Trains®** log loads are ideal for adding realism to your log cars. In the early years of logging, woodcutters were working old-growth timber. By the 40s and 50s, logging lines were serving cutting areas in second-growth and cultivated timber - the trees were (and are) younger and not as thick. These new loads have the look of bundles of smaller trees typical of those seen beginning in the late steam era and continuing today on remaining logging railroads. Use them as loads on log bunk cars or flats on your Z Scale pike.



**How Anxious Is He?**

*by PK and Craig*

The other day, Eureka Models updated their webpage with more information as to the delivery date for their new sound equipped HO Scale AD60 Garratt steamers.

They even mentioned the exact date and ship that the new locos were coming in on - the "CSCL Jalarta".

One very anxious club member, name not mentioned, then went and did some searching and found even more information out from the internet. He found which dock etc that the ship would berth at! If he could have gotten time off work, I bet he would have travelled to the docks down south and unloaded the whole vessel just to get his hands on his new loco.

Here's a clue to him - "de voorzitter"

And a photo to go with the RMCQ attendance at the **Dickson Senior's Expo**.

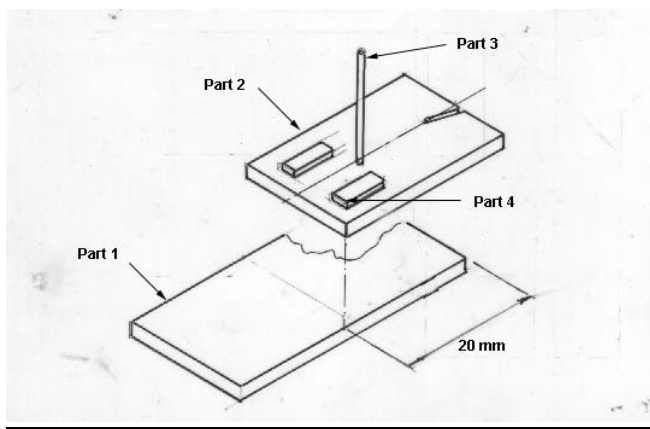


Here's Jim and Rod



**Kadee no 714 Coupler Assembly Jig** by Mike Boyde

If you prefer to use Kadee No.714 knuckle type couplers then go for them. The overall size is approximately 75% of the No.5 unit. It has a more realistic appearance as a result of this, however the assembly of them is somewhat daunting to say the least. Be not be dismayed – The little jig below makes it much easier to assembly.



KD 714 Assembly Jig.

- Part 1. Base - 40 x 25 x 3mm styrene
- Part 2. Plate - 30 x 25 x 3mm styrene
- Part 3. 1.25mm diameter nail with the head snipped off – 25mm long.
- Part 4. Lock pads – two off 7 x 5 x 1mm.

- a. Glue the plate to the base with the overlap of 20mm.
- b. Drill a hole for the nail 10mm from the front (where the slot is located)
- c. Drive in the nail.
- d. Locate and glue the two pads. Front level with pin and 5mm apart. Use the KD base as a guide.
- e. Cut slot at a slight angle. You will understand this step clearly when you try with the knuckle.
- f. Clamp the knuckle to the plate.

This holds everything whilst you insert the spring. What do they say – “Hope springs eternally!” Oh dear - that one is so old!

One last tip – when you assemble the coupler the

instructions tell you to hold it all together with a heat weld. The easy way to do this is to first clean the soldering iron tip all the way up the copper shaft. Then tightly wrap a piece of solid copper wire such as that used in household power wiring all the way up the shaft leaving about 20 to 25 mm sticking out straight. That makes a nice small tip hot enough to melt the plastic!

Incidentally, a No.714 couples with a No.5

AND THAT’S YER BLOOMING LOT!

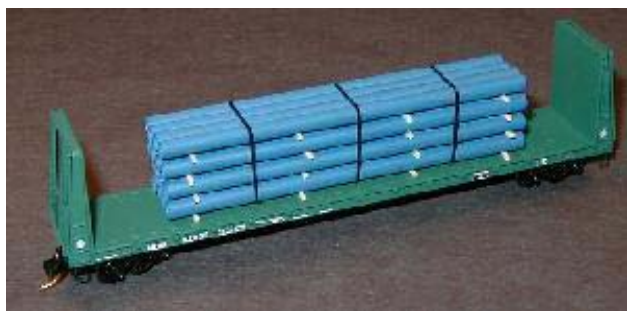
**Loads for Wagons**

by Paul Kaluschke

Whilst doing my obligatory search of the Internet to find bits and pieces for the Semaphore, I came across a mob who make pipe loads for wagons. You think I can remember where? If you come across the site, please let me know who they are.

But since I at least got the photos off the site, I’ll show you them. It might give you some ideas for some of your own loads.





### November Cutoff Date for Receipt of Articles

Just so everyone knows, the cutoff date for the receipt of articles, reports, pictures, advertisements and such for the November issue of Semaphore will be midnight on Friday the 3<sup>rd</sup> of November.

## RMCQ Club Diary.

<b>RMCQ October Meeting</b>	Sat 14 <sup>th</sup> October from 2:00pm RMCQ Clubrooms Buckley Park, Terrence Road BRENDALE, QLD
DDMRC Buy & Sell	Saturday 21 <sup>st</sup> October Doors Open 10:00am Book-in from 10:30am to 12:30am Sale from 1:00pm to 2:30pm Recover Unsold Items From 3:00pm Old Maudsley House Ballie Henderson Hospital, TOOWOOMBA, QLD
GCMRW Buy & Sell	Sunday 22 <sup>nd</sup> October Registration from 9:00am Contact Mike on 5578 2072 for Registration Sale starts at 11:00am – 2:00pm Nerang Bi-Centennial Centre Price St (UBD ref Map 20 - H19/20) NERANG, QLD
AGMRC Buy & Sell	Friday 27 <sup>th</sup> October Book-in from 6:30pm Sale starts at 7:30pm Zahel St CARINA, QLD
RMCQ Running Day/Work Bee	Sat 28 <sup>th</sup> October from 11:00am RMCQ Clubrooms Buckley Park, Terrence Road BRENDALE, QLD
Ipswich Model Railway Show	Saturday & Sunday 28-29 October 9:30am - 5:00p daily The Workshops Rail Museum North Street, North Ipswich
<b>RMCQ Buy &amp; Sell</b>	Sunday 5 <sup>th</sup> November Check in at 1:00pm Sale starts at 2:00pm Uniting Church Hall Gympie Road, BALD HILLS, QLD
<b>RMCQ November Meeting</b>	Sat 11 <sup>th</sup> November from 2:00pm RMCQ Clubrooms Buckley Park, Terrence Road BRENDALE, QLD
UPMRC Buy & Sell	Tuesday 21 <sup>st</sup> November Registration from 6:00pm Inspection 7:45pm Sale starts at 8:00pm In Holland Park Bowls Club Abbotsleigh Road HOLLAND PARK, QLD
RMCQ Running Day/Work Bee	Sat 25 <sup>th</sup> November from 11:00am RMCQ Clubrooms Buckley Park, Terrence Road BRENDALE, QLD