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Chapter 1 : SIGNAL & LINESIDE DETAILS Page 1 " Model RR Warehouse manufactures Prototype Spec

Mostly, though, the information on track can be picked up more easily in books specifically dedicated to trackwork and the information on the details would be better in a book on that subject. Still, it has a few winners.

Even here in Australia the back of a building can be a whole lot more interesting than the front and modelling the back of a row of town buildings can deliver a much more interesting scene than modelling the scene from the street. I took this photo in Childers Queensland a couple of weeks ago when the lineside detail caught my eye. The street side of this view is your usual bustling and prosperous country town. Lots of cars, lots of trees and quite a few people. Click the image for a bigger version of the photo minus all the numbers and arrows. This photo was taken before any pre-season maintenance work was done yet where are the weeds and the grass growing between the rails. Here at least the trackwork is in good condition with plenty of clean ballast in place and there are warning signs for the loco drivers too. The one facing away from the camera warns drivers that they are approaching a busy level crossing. You could spend weeks modelling all the lineside detail that you can see in this photo and it would be a real talking point for visitors. Railway Sheds Long before recycling became fashionable and a necessity the various state railways around Australia were into recycling in a big way. For example when an open wagon was surplus to requirements you could remove the sides and ends and use the frame as the basis for a container wagon. The need to carry horses may have passed but there was plenty of life left in the underframes of the wagons that had been used for horse transport so why not build passenger carriages on those underframes. Suburban power cars might have passed their use-by dates but the bogies still had plenty of life in them so why not have Clyde use them under a new class of branchline locos? And there were times when the reverse applied and the body was fine but the underframe was beyond repair or no longer suitable for a use on a modern railway. Here are two examples: At some stage there was a need for a simple storage shed in the yard at Bathurst and somewhere on the system was an old HG guards van that was no longer required and here is the result photographed sometime after It may have fairly dilapidated to begin with but after years on the ground in Bathurst it looked even worse. In Queensland the move away from 4-wheel rolling stock saw a number of wagon classes removed from operation despite being in relatively good condition. The ALY steel louvered vans were one group of wagons that still had a lot of life left in them and what better use for these steel-bodied vans started finding their way into various railway yards. I photographed this one in the yard at Mungar on the North Coast mainline a couple of years ago. While modelling the old HG may be something of a challenge modelling the QR ALY is going to be a little easier thanks to Southern Rail Models who have grounded bodies available with or without graffiti. Modelling Grain Storage These days there are some great individual kits available if your modelling grain storage facilities but if you live in the city it can be hard to know just how all these kits can fit together. A couple of weeks ago my partner and I headed west a long way west and I spotted these two grain storage facilities just west of Dalby in Queensland. Both examples could look good on a model layout and the photos should give you some idea of how these facilities are set out. Just out of view on the right-hand side of the second photo was a B-double that appeared to be empty and on the way out the gate. The facility in the first photo can ship by rail while the second larger grain storage facility may not be served by rail at all even though it does sit beside the railway line. A Different Bridge As I said in my last post, you see some interesting things on country backroads and this bridge is definitely interesting. When this local wanted to advertise his excavator business he grabbed an old truck he had on hand and used the back to advertise his business Farm Shed Weathering Need some suggestions on how to weather farm sheds on your model railroad? All of these were located north of Taree along the Pacific Highway. The Brown Shed I have no idea what this shed was used for but obviously ventilation was important. Construction materials are timber for the walls although there is some corrugated iron on at least one of the walls and corrugated iron for what looks like a flat roof. The Corro Shed This neat shed has some interesting features. I guess there was a tank

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there at one time but it has been removed. Note that the power comes in via a tall pole attached to the side wall and see how the power pole passes through the roof-overhang. The paint is peeling from the bottom of the timber walls and from parts of the door too. The exterior walls are beginning to deteriorate but the roof looks to be in quite good condition. The Green Shed Another shed that could have been used for just about anything but we can see that this shed has the power on and much of it is open on two sides so it could have been used at one stage for storing farm equipment under cover. And then there is the heavily rusted corrugated roof – if you added that much rust to the roof of a model there would be some who would suggest that you had over-done the weathering. The Long Shed I have absolutely no idea what this shed was used for. By my reckoning the wall with almost no paint on it is facing in a roughly westerly direction while the side wall is facing towards the north. Even the roof is still keeping the rain out – but who would believe that a roof could look like this one? He asked if I could post them somewhere because some of the group were looking at the area as a modelling project so here they are – better late than never.

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