

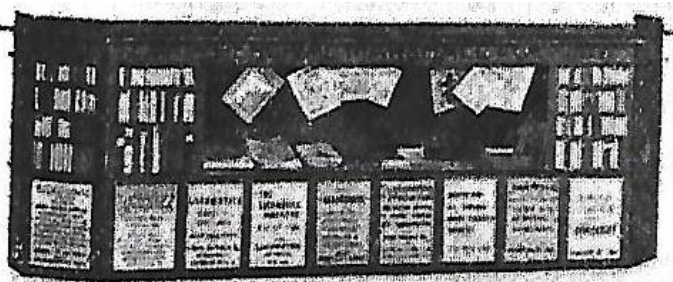


**EDITORIAL:**

Dear Tasmanian HRCAA, BRMA Members, and fellow travellers as we are currently isolated, I thought it would be interesting to circulate an occasional newsletter for members. It is envisaged that this would be no more than four pages and distributed as a PDF. This First Edition is 4 pages. The Editor of the HRCAA Collector magazine and I have done this on a national level for our members. The first article is also in his news letter  
Members are invited to contribute material. It is best if this is short with a picture to enable the newsletter to have significant interest and not replace the TCH magazine or the HRCAA Collector. Obviously this occasional newsletter will effectively relate to Tasmanian members only. However, feel free to share the newsletter

**A RECENT PROJECT BY DAVID COOKE**

A little while ago I was tasked with the responsibility of helping to dispose of a deceased estate. Many members will remember Jon Lemon, who was a member of the HRCAA and a great LMS enthusiast. He had a layout based on the Settle & Carlisle. He was very conscious of the fact that this railway ran through some of the most inhospitable territory in the north of England was surveyed by a young Tasmanian surveyor who sadly became ill as a result of the inclement weather and did not live to see the line complete. Some of the photos from that layout were displayed in a recent TCH magazine. One of them is repeated in this newsletter. However, the project I am referring to is the discovery of an O gauge newsstand in need of some repair. Its provenance is uncertain I initially thought it was by the Leeds Model Company. However David Peacock of Leeds Stedman Trust says that it is not LEEDS but most likely a Bassett-Lowke model. It is made entirely out of timber with various paper and photographic clips pasted on to simulate a typical newsstand. When it was extracted from its dusty environment, it looked somewhat worse for wear. The front pillars had become loose and one was missing; a careful dust still did not improve its appearance much. It was therefore very carefully cleaned with a damp cloth and a damp soft toothbrush. The timber work was then touched up with orange shellac, better known as French polish. The advantage of this material is that with a soft brush it can be applied very easily, is very thin and touches in areas without damage to the paper signs. Approximately four coats of French polish were required to bring it up to an appropriate lustre. Some of us are old enough to remember the old timber newsstands, some of them quite ornate. The photos below show some before and after pictures and tell the story. Also included is a copy of the Leeds Model Company newsstand which is quite different



The Leeds model Company Version



Before Restoration



After Restoration



## Memories of Past Exhibitions



**Rushy Creek** By John Fielding NSW 32 class ambles a long a country branch line



**Binns Rd** by David Cooke, the Fat Controller, chats to a fellow HRCAA member



**Classic Triang** By John Rush

**Monsal Head** in "N" Gauge by Tim Cooper



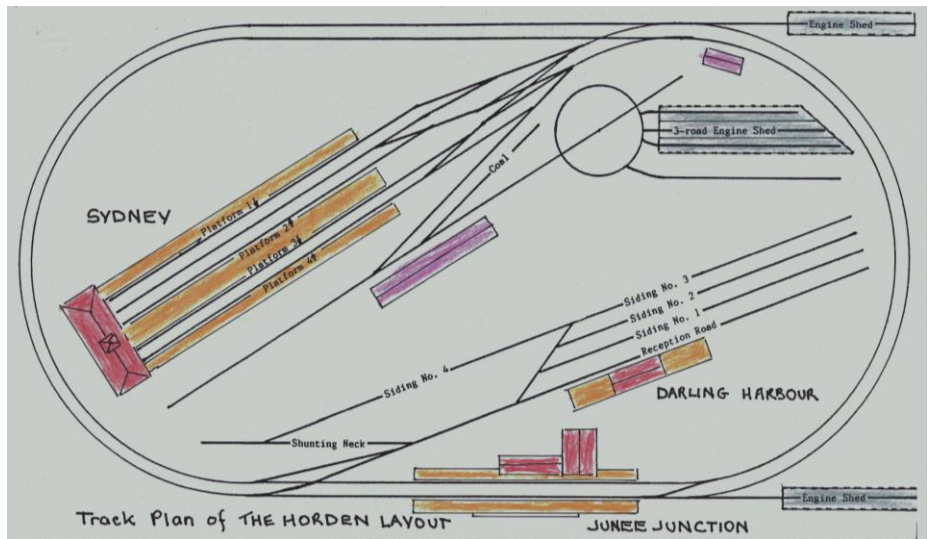
## Leeds Model Company & Anthony Horden's of Sydney

Readers may be aware of my interest in the products of the Leeds Model Company, the brain child of Rex Stedman, an expert modeller of not just trains, but scenic dioramas for exhibitions and displays. He constructed a number of fully scened layouts some for private individuals. One known as "The Horden Layout" came to Australia. The order from the Leeds Model Company is shrouded in mystery, but it is well known that Rex produced an excellent working diorama of the Sydney Harbour Bridge. Maybe this stimulated the Horden family to have a layout constructed for them by the Leeds Model Company. This layout was a special one-off order from one branch of the Horden family for their 3 sons in 1927. Some readers may remember the large department store in Sydney "Anthony Hordens". Their motto was "While I live, I grow" with a picture of a large tree which was located in the central highlands of NSW. The demise of Sydney's largest department store and at one time the largest in the world, was accompanied by the death of the tree very shortly after. Sadly the grand old building in central Sydney has since been demolished.

The Horden layout was a complete model railway with a main station

"Sydney Central" a goods yard "Darling Harbour" and a through station "Junee". The layout had three engine sheds, a turntable and a magnificent Hotel over the main station. It had a double track main line, complex point work into the main station with fully working and lit signals. The whole layout used the outside third rail system common in the 1920's.

The five Locomotives were from the super-detailed Mansted Foundry series of locomotive and included a LNER Pacific MF No.110 ( named Sydney ), an LNER Mogul MF No.111 ( named Woolloomooloo ), a Urie 2-6-4 tank engine MF No 112 ( named Redfern ) and 2 saddle tanks MF Nos 113 & 115. There were 36 pieces of goods rolling stock and 4 rakes of coaches. Comprised of two 4 car articulated suburban sets and two rakes of mainline coaches.







### Tail Lamp by Editor



As relaxation from medical study more years than I care to confess, I scratch built in styrene NSW passenger carriages that I saw at South Brisbane laboriously measured and hand drawn plans to scale. Goods vans and wagons followed, these were augmented by the Lima C38 and some early kits from Workshop 5, MRC and Freidmont. A Lima 44 was super detailed and a workshop 5 streamlining and tender kit soon followed. 3801 rolled out of shops painted and hand lined. These models still run on my 2 rail NSWGR layout. The 38 is shown above.

### Early Memories of model railways

My earliest memories of railways were when my mother took us to watch The Royal Train passing through Epping station in 1954. I remember the green pilot engine followed by 2 blue diesels hauling the train. The Queen and Duke were waving from the observation car. I was later to learn that the engine was a NSWGR C38; the diesels were the Royal Blue 40 class. The following Christmas my Dad bought our first train set. (An HO Marklin clockwork passenger.) Unfortunately older boys over-wound the spring with the inevitable (Ching) result. This was a blessing in disguise. After the Christmas break my father took it back to "J Searle & Sons" Pitt St Sydney for repair. They advised him that repair was expensive and he would be best to convert to electric. They then showed him how to use the existing rolling stock and sold him a discounted 0-6-0 Marklin CM800 tank engine transformer and track in a train set box



### The Editor in front of an Australian Steam Loco



Guess the class of loco (See at bottom of Page) .When our family went on holidays in the 1950s it was always by train we never had a car until 1958.



### Some people have all the luck

The Editor Driving a Miniature Tasmania K 1 Garrett on the Kyre Valley Private railway in the UK Well as they Say in the Cartoons That's all Folks till next time

*B & W Loco is a Queensland Railways PB 15 at South Brisbane station in the late 1950s*