

# The Branchline



The newsletter of the Australian Model Railway Association Inc.  
Western Australian Branch Inc.

[www.amrawa.com](http://www.amrawa.com)

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## *Frans Fatidic*

Another year is nearly over and a lot of work has happened at our Clubrooms. If you look at the area outside the roller door you will see a brand new concrete floor, this is the start of the new addition to our Clubrooms and we can all be proud that this project has now started. The person to thank is Ron Fryer who has done all the groundwork and is now talking to the Council to see what has to happen next. Thanks Ron.

Inside, something happened that I have not seen before in our Clubrooms since I have been President, it was with some pride that during ModelRail I saw every layout up and running without any major problems. I congratulate everyone who helped and was involved in ModelRail especially Alan Burrough and Graham Watson who again did a great job at organising it.

There is a lot more work to be done and over the next month or so you could be asked to help with some of this. Please give some of your time to make our Clubrooms even better than they currently are.

I will be away on holidays till Tuesday 15 December and would like, on behalf of Rosemary and myself, to wish you and your families a very Merry Christmas, a Happy New Year and happy modelling.

Frans Ponjee  
Branch President.

## **ModelRail '09 – Thank You**

ModelRail is one of those great days when we come together as one Club to share our ideas and techniques with our fellow members and present our hobby to the general public. ModelRail was a success because each one of the participants gave up their time to display differing aspects of our hobby to our guests and I thank you for your efforts.

I think it is important to appreciate that every visitor who came to ModelRail with, at least, a spark of interest in model trains and it's one of our purposes to ignite that spark. This is why we had several demonstrations aimed at the beginner such as layout planning and tracklaying. I wanted beginners to

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The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

leave ModelRail saying: “I can do that.”

This year we trialled a few new ideas, these being half day option for presenters, half hour door and supervision duties and a display of models rather than a modelling competition. These seemed to have worked well and I thank you for supporting them.

To our demonstrators, Kathy, Bob, Peter, Phil, Frank, Stuart, Joe, Niels, Dave, Rob and Rod, thank you for sharing your skills with our guests in such a helpful and friendly manner. Well done. A special thank you to Kathy for coming all that way to be with us and to Niels, who got the phone call the previous evening, and stood ready to stand in.

To the teams that ran the layouts – thank you for the fine show that you put on. You weave the magic that entranced both the kids and the adults.

To our catering crew – Frans, Pauline and Barry – a great job done yet again. On behalf of all present, thank you for feeding and watering the masses.

To those who greeted our visitors at the door and guided them around the display models – some of you may have noticed the tuition I gave John the day before – thank you for welcoming our guests. Tim, your diorama looked great and it set the scene for our visitors.

To those who displayed their models, it’s most pleasing to see our Club’s tradition of fine craftsmanship continues. The closer one looks, the more one appreciates the quality of your skills. Special thanks to Graham for organising this display.

Last but by no means least thank you to the Saturday crew who put their shoulders to the wheels, so to speak, to do the multitude of tasks that needed to be done to prepare our Clubrooms for ModelRail the following day.

I am aware that Rockingham Club and Trainman also held functions on the same day as ModelRail and I commend them in their endeavours to promote our hobby. They probably read our flyers about the same time we read theirs and by that time it was too late for anyone to change dates. The coincidence of these displays indicates a need for a Model Railway calendar of events – perhaps our Committee may wish to undertake this function and after having given the Committee yet another task, I would like to express my appreciation for the support they have given me for ModelRail.

Once again, it was a great Club day – and it was a great

day because of your efforts. Thank you everyone.

Alan Burrough  
ModelRail Coordinator

[If you didn't manage to make it to ModelRail there are some photographs on pages 6 and 7 to show you something of what you missed. Ed.]

## Seasonal greeting

Happy holidays from a socially conscious person . . . .

To One and All. From me ["the wishor"] to you ["the wishee"].

Please accept without obligation, implied or implicit, our best wishes for an environmentally conscious, socially responsible, politically correct, low stress, non-addictive, gender neutral, celebration of the summer solstice holiday, practised within the most enjoyable traditions of the religious persuasion of your choice, or secular practices of your choice, with respect for the religious/secular persuasions and/or traditions of others, or their choice not to practice religious or secular traditions at all.

We wish you a financially successful, personally fulfilling and medically uncomplicated recognition of the onset of the generally accepted calendar year 2010, but with due respect for the calendars of choice of other cultures or sects, and having regard to the race, creed, colour, age, physical ability, religious faith, choice of computer platform or sexual preference of the wishee.

By accepting this greeting you are bound by these terms that:

- This greeting is subject to further clarification or withdrawal.
- This greeting is freely transferable provided that no alteration shall be made to the original greeting and that the proprietary rights of the wishor are acknowledged.
- This greeting implies no promise by the wishor to actually implement any of the wishes.
- This greeting may not be enforceable in certain jurisdictions and/or the restrictions herein may not be binding upon certain wishees in certain jurisdictions and is revocable at the sole discretion of the wishor.
- This greeting is warranted to perform as reasonably may be expected within the usual application of good tidings, for a period of one year or until the issuance of a subsequent holiday greeting, whichever comes first.
- The wishor warrants this greeting only for the limited replacement of this wish or issuance of a new wish at the sole discretion of the wishor.

Any references in this greeting to "the Lord", "Father Christmas," "Our Saviour", "Rudolph the red nosed reindeer" or any other festive figures, whether actual or fictitious, dead or alive, shall not imply any endorsement by or from them in respect of this greeting and all proprietary rights in any referenced third party names and images are hereby acknowledged.

This greeting is made under laws of the Commonwealth of Australia and the United States of America, in the English language.

Merry Christmas to all and have a Happy New Year for 2010.

## Exhibition Manager's Report

All intending Exhibitors will have until Friday 18 December to put their expression of interest in for the 2010 Exhibition, please do so, so that I can send out follow up letters to everyone and I can start planning for the Exhibition.

There is still a lot of work to be done so the earlier I know, the easier it is going to be to plan and organise and get the infrastructure in place

Frans Ponjee  
Exhibition Manager

## Job Vacancy

No prospects, certainly no pay, just the satisfaction of helping to run **your** AMRA Branch. At last year's Annual General Meeting I hinted that the current year may well be my last as Treasurer but in my mind I thought that, if no one volunteered, I might do another year. I now find that that is impossible as I will be in the UK for two whole months and therefore it would not be fair to our Branch to leave it without a Treasurer for that length of time. In fact it would be downright stupid!

Consequently we need a Treasurer for next year and therefore I would like someone to volunteer **now** so that they can be initiated into the role and not be thrown in at the deep end at the AGM in August 2010. It would suit a retired person with a basic knowledge of a computer [Word and Excel], who can add one and one and get three, sorry, two, and who is prepared to give to the job the time it requires.

If you are interested please contact me either at the Clubrooms or on my home phone number 9401 3514. Thankyou.

Ron Fryer  
Branch Treasurer

## From the Editorial Desk

**The Branchline – February issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 23 January please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 22 January
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 23 January
- For items transmitted electronically via e-mail – 1800 Saturday 23 January email address is mandtt@three.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday** 6 February

Please note the intended dates for *The Branchline* publication for 2010:

	<b>Editorial deadline</b>	<b>Assembly, etc.</b>
April	Saturday 27 March	Saturday 10 April – includes pre-exhibition material
June	Saturday 29 May – for routine material Sat 12 June – for exhibition reports	Saturday 26 June – will include exhibition reports and AGM material
August	Saturday 31 July	Saturday 14 August
October	Saturday 25 September	Saturday 9 October – will include Minutes of 2010 AGM
December	Saturday 20 November	Saturday 6 December

Ted Thoday

## From the Scribe's Quill

Due to work commitments requiring considerable overseas travel our Secretary has been unable to provide the major item extracts from our Management Committee meeting Minutes for publication in this issue – we'll catch up in the next issue.

For those who find themselves suffering from withdrawal symptoms in the absence of the extracts, copies of the Minutes are posted on our Clubrooms Noticeboard, alternatively contact any of our Management Committee members.

**Management Committee Submissions.** The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary – Committee meetings are normally held on the third Thursday of each month. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole.

The **Submission deadlines** are –

<b>Submission deadline</b>	<b>for</b>	<b>Committee meeting</b>
10 December		17 December
16 January		21 January
13 February		18 February
13 March		18 March

## Can I get *The Branchline* in Colour?

This question sums up a number of questions and a discussion I had with some members during ModelRail [most of the photographs included in *The Branchline* are in colour, these are grey scaled during the process of printing the hard copies.]

The answer is 'Yes' but only if you elect to receive your copy electronically as the cost of printing hard copies in colour cannot be justified – far too expensive.

If you wish to receive your copy of *The Branchline* electronically please send me an email request – this ensures I have your up-to-date and correct email address.

*The Branchline* is available, as a .pdf file, in two different formats; one is a two page format so that

# ModelRail Photographs



**Stuart Mackay explaining some of the techniques he uses to construct his superb S scale models**



**7mm scale models by Roger Solly and Dave Port**



**Some of the S Scale Special Interest Group members' locomotives and rolling stock models**



**Kathy Price constructing, painting and weathering plastic wagon kits**



**Some of our younger visitors having fun on the two U-Drive layouts**



**GWR 65ft turntable and GWR signal box constructed by Ted Thoday**



**Niels Kroyer talking to a future modeller who was distracted by the cameraman just at the wrong moment!!**



**Buildings by members of the S Scale SIG and turnouts constructed by Ted Thoday from EM Gauge Society parts**



**William Burton doing some track maintenance on Ansbach layout**



**Frank Godde showing how he makes those magnificent buildings**



**Rush hour on the Large Scale outdoor layout. The loco on the ground didn't fall off, it was put there as punishment for misbehaving**



**Peter Sapte applying his soldering iron to the side of an etched brass coach body, just to show how easy it really is!!**

you can print off a copy on your own printer; the second is in a single page format intended for reading on screen – please specify your choice.

There are a couple of additional advantages – you will normally receive your electronic copy within a day or two of the publication date; our Branch saves on the cost of envelopes and postage.

Ted

## Membership Matters

Hello everyone, I do hope you have marked in your calendars for next year the dates for the 2010 Model Railway Exhibition. The dates you need to put aside are between Friday 5 June to Monday 7 June inc.

This summer seems to be shaping up to be an interesting one from both the weather and financial points of view. The weather so far has been running hot and cold so don't get caught with your models left in the car on the hot days. Financially, if you can get in while the Australian dollar is strong then, I am sure there are some bargains to be had from over seas suppliers.

Since the last issue of *The Branchline* all those who have paid their membership will continue to receive *The Branchline*. Those members who have not renewed will receive this issue and no more. If you have any queries as to whether you are a financial member or not, please call in and see me at our Clubrooms and I will check for you. Should you not be able to come to our Clubrooms send me an email or post mail and I will check for you.

We have also had the follow new members join the Association and thereby it's WA Branch. Please make them welcome when they come to our Clubrooms and show the usual hospitality.

Harrison Chase	Craigie	
Jamie Hudson	Scarborough	N
Lachlan Hudson	Scarborough	N
Jason Hudson	Scarborough	N
Oran Malone	Wanneroo	
Paul Malone	Wanneroo	

Our Branch members and Management Committee welcome you to our Association.

John Maker  
Membership Coordinator

## Telephone Etiquette

Over a couple of weeks late October/early November Maura has answered our home phone to be greeted with "What's [person's name] phone number?" Note that the caller has not identified himself.

A question from Maura elicits "He's an AMRA member and he's moved, what's his new number".

The phone is passed to me, I identify myself, the caller says, "[person's name], what's his phone number, he's moved".

My response was that I did not know the person had moved and did not know his phone number and suggested the caller contact John Maker, our Membership Coordinator. The caller hung up, no

"Thank you, etc."

There are three things that are relevant –

First – irrespective of who you are calling, when the called number is answered, identify yourself along the lines "good morning/afternoon, I'm [your name]."

Second – politely ask if the called person can provide you with the information you need.

Third – I am the Editor of *The Branchline*, **not** the Membership Coordinator, therefore I do not normally have access to member's details.

Ted Thoday

## **Norman Read BEM O Gauge Perpetual Award.**

*[The Association's Federal Committee of Management have modified the criteria for this Award – the full criteria is published below for members information. The main changes are in the paragraph titled **Concept**. Frans Ponjee, Branch President.]*

Layouts or modules shall be eligible for consideration for this Award provided that they meet the following criteria –

**Note-** Modules must include O gauge track configuration and enabled to connect to a standard O gauge modular layout, to be eligible to participate in this Award.

**SCALE** – between ¼ inch to the foot and 7mm to the foot, i.e. between 1:48 and 1:43.5

**GAUGE** – between 29.89 mm and 33mm

The above scale/gauge combination includes everything from Proto 48 [American protoscale] through American O, European O, British 0 to Scale 7 [British protoscale].

**JUDGING** shall take place at the AMRA Branch Annual Exhibition and it shall be left to the discretion of the Judges whether judging will be of exhibition model railway layouts or modules entered in the Modelling Competition or both.

The final decision on whether a particular layout or module meets the scale/gauge criteria shall be made by the appointed Judges and their decision shall be final.

A score of 70% of the total points, which may be awarded by the Judges for an item in any of the categories being judged, constitutes the minimum standard at which an award will be made.

Where there are no entries, in the opinion of the Judges, that meet the above criteria or such entries do not meet the minimum standards necessary to qualify for the Award, then the Award shall not be presented at the Exhibition.

Should the Award **not** be presented at that Exhibition, then the Award may then be presented at that Branches next Annual Modelling Competition, which includes either a model railway layout, or module that meets the O gauge Award criteria.

**CONCEPT** – As the original concept of this Award was to encourage the construction and display

of O gauge layouts or modules then any previous Award winning Layout or Module will not again be entitled to receive this Award.

## ***Journal* – delivery by postal means or electronically**

John Martin has provided me with copies of emails between himself and our Association's Federal Secretary regarding delivery of *Journal*. John thought this might be of interest to those members who aren't keen on receiving a paper copy of *Journal*. Copies of back numbers are available on-line for those who wish to read them but save a tree or two – see final paragraph below!

This is the gist of John's email – "Now that *Journal* is available on the Association's website, does the COM have any plans to allow members to opt out of snail mail delivery as this should save the Association some postage, etc. costs.

I currently get *The Branchline* via the 'net. Apart from the postage cost saving, **all** photos are in colour, long-term storage is simpler and the saving of paper is one small step towards saving the planet. I realise it's not for everyone but wondered if it had been considered for 'net-savvy' members."

The Federal Secretary informed John that members can already do as he suggested through the Member's Area of the Association's web site.

Access to the Member's area is at the bottom of the Membership List near the top left of the home page. Clicking on there directs you to the Member's Area where you either login or register. Logging in/registering takes you to the Membership details page, near the bottom of which is a button marked <Change Modelling Interests/Privacy>. Under your name and modelling interests is a tick box labelled <Don't send me *Journal* by mail>. Click the box to tick it, then the <update'> button and <logout> on the left of the screen and you're done.

## **Literary Lines**

Many thanks to the following for their continued support with donations of videos, DVDs, books, magazines, maps, etc. –

Andrew Wells, Pauline Burton, Roger Stanton, Adrian Elder, Neill Phillips, Bill Pidgeon,  
Don Cason, Graham Watson, Roger Solly, Paddy Alcock, Alan Porter, Terry Hammond,  
Peter Cox, George Noble, Brian Hansford, Bruce Temperley, Ron Richardson, Peter Sapte.

**Library** – on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

## **Around the SIGs**

**GWR Modellers Special Interest Group.** The topic for the October meeting was GWR Signalling.

It is a quality of a model railway that, even when there are no locomotives or rolling stock to be seen on the layout, a well-informed observer will be able to identify the company [or the country] owning the prototype on which the model is based, whether it be a model of a real place or a 'might have been/could have been/should have been' location. The line side furniture of a British railway company was often unique to that company and these items, if well modelled, provide the giveaway

to the informed observer – for example the concrete fencing and other items so loved by the Southern Railway and the slanted running-in boards [station name-boards] and the 45degree picketed station fences of the Midland Railway.

The GWR had a unique style with its semaphore signals and these, if properly modelled, will be the identifier of a good model of a real GWR location or a 'might have been/could have been/should have been' GWR location.

In the Broad Gauge era Brunel's Disc and Crossbar signals came into service in 1840 – they were the first signals to show positive *Stop* and *Go* displays. The signals of the few other railways simply displayed a *Stop* sign, leaving the *Go* sign to be the absence of any signal to be seen on the post! The disc indicating *All Right* was 4ft in diameter and was perforated to lessen the wind resistance. Underneath the disc and at right angles to it was the crossbar to indicate *Danger*. The crossbar was 8ft long and 1ft 3in deep and was slotted to reduce wind resistance. The disc and crossbar ensemble was painted red and mounted on top of a mast that was between 40ft and 60ft high.

Brunel's theory was that the differing shapes of the disc and the crossbar, not their colour, made the difference! At night, a lamp powerful enough to be seen at five miles in clear weather was hoisted to the masthead – white for *All Right* and red for *Danger*.

It was soon found to be impracticable to turn the heavy wooden mast through a quarter of a circle, so the mast became a fixed support for a much lighter metal spindle, on top of which was placed the disc and crossbar ensemble and at the bottom of which was a handle for the policeman to rotate the spindle. [The policeman was, of course, the precursor of the modern day signalman and is the reason for signalmen being known as 'the bobbie']

Various changes and additions were made to the disc and crossbar system and these are described in the facilitation notes. The system was to last on some parts of the GWR long after the broad gauge had gone and in extreme cases, they lasted into the twentieth century, but in general they were uncommon on the line after 1880.

Semaphore signals were never used on the GWR's Broad Gauge. They were introduced on the Standard Gauge [4ft 8½in] in 1865.

The first semaphore signals were three position signals. Horizontal meant *Stop*, 45-degree downward angle meant *Caution*, vertical and invisible [slotted inside the post] meant *All Right*. The arm was mounted on a spindle passing through the post.

The above is just an introduction to GWR signalling, the facilitation notes give much more details on items such as –

- Semaphore signal posts and dolls
- Semaphore signal arms
- Ladders and landings
- Finials
- Painting
- Upper quadrant signals
- Independent ground signals
- Banner repeaters
- Colour light signals
- Models available

## 12

- References from which these notes have been obtained.

Finally, attached to the notes is a Signal Chart illustrating the most common style in the period 1912–22 for pre-Grouping companies, and 1928–34 for post-Grouping designs.

After a break we continued as usual, with **New Acquisitions** –

**Doug Firth** – showed a book *Modelling the Old-Time Railways* by E. Beale [Fresh Flame Publ.] Next he showed us his Grandfather's NSW guard flags [1 red; 1green]. His Grandfather died in 1935. He next showed a model of a Southern built Box Van in GW markings and he queried the accuracy of it. He was assured that it was indeed genuine, the Southern Railway having built vans for other companies during World War II.

**John Brenchley** – brought along the Summer 2009 edition of the *GWR Journal* for us to peruse.

Alan Porter – had several items –

- Dapol 7–plank wagon *GRAZEBROOK* on the new 9ft wheelbase
- Dapol 5–plank wagon *MARSHALL* also on the new wheelbase
- Dapol 7–plank wagon *RICHARD WHITE & SONS* [in bright blue] on the old 10ft wheelbase
- Parkside Dundas LMS Covered Carriage Truck CCT
- LWB covered van
- Slaters MR Coke wagon
- Slaters ex MR Fruit Van
- K's plastic 7–plank LMS end door open wagon
- Ratio ex CR 50ton bogie Iron Ore wagon [in LMS livery] used for iron ore [Glasgow – Upper Clyde]
- Ratio ex LNWR 2plank drop side open wagon in Engineering Dept fleet colours
- Unknown vintage 7–plank open wagon with unknown vintage plastic body with separate white metal castings for axle boxes and brake gear
- PC Models part built, about 90%, LNWR Brake Third, 57ft Compartment Coach kit with printed sides. Underframe truss rods and battery boxes missing.

All the above were OO rolling stock.

**Ron Richards** – showed his latest purchases –

- Bachmann Class 25/3 Bo-Bo Diesel D7646 BR in two-tone green
- Hornby BR Intercity Class 43 HST set
- a book *GWR Album* by Rex Conway [The History Press]

**Ron Fryer** – brought along a Hornby All Third Clerestory Coach in chocolate and cream with gold lining that he bought secondhand at Railfest.

**Doing Things** –

**John Brenchley** – showed a Ratio signal kit in N scale, so fragile that he is planning to make it in a fixed position.

**Roger Solly** – showed his Test Rig for 7mm signals, both for hand-operated magnetic and electrically solenoid operated signals.

**Ron Fryer** – Completed the building of cottages for *Durham Town* layout and has spent part of last week putting new couplings on his new clerestory coaches.

Full copies of these facilitation notes are available on request.

The **Great Western Railway Modellers Special Interest Group's** topic for their November meeting was the GWR's 2-8-0 and 2-8-0T locomotives.

In the nineteenth century, several of the British railways other than the Great Western Railway had latched on to the advantages of eight-coupled driving wheels for locomotives as 0-8-0s with their improved adhesion for heavy freight haulage. However, the GWR persisted with rather heavy 4-6-0 and 2-6-0 designs until the first few years of the twentieth century when George Jackson Churchward had taken over the CME post from William Dean. As part of his proposed range of standard locomotives, the first British 2-8-0, GWR No. 97, appeared in 1903, using the same boiler type as on his Saint Class 4-6-0 No. 98 but fitted with 4ft.8½in. diameter driving wheels. [*The RCTS Locomotives of the GWR, Part Nine, page J19, says that Nos. 97 and 98 were fitted with 4ft 7½in wheels. Ed.*]

No. 97 was tested in service for two years before another eighty-three of what became the 28xx class 2-8-0s, were produced at Swindon in seven batches over a period of fifteen years. The prototype locomotive No. 97 differed somewhat from the production locomotives and eventually in April 1906 it was altered to conform to the production specifications and renumbered to No. 2800.

Twelve locomotives were converted to oil burning in 1945-47 and were then renumbered 4800-4811. They were reconverted back to coal firing in 1948-49, reverting to their original 28xx series numbers at the same time. Various alterations were made to the Class during their lives, which was long, probably the most important being Automatic Train Control apparatus which was fitted to all locomotives in the Class between June 1930 and October 1931. It is this 28xx class that Hornby have modelled over the past eighteen years in various forms and liveries.

Twenty years passed before the next class of 2-8-0s appeared on the scene and that was the 38xx class 2-8-0s, eighty-two appearing between 1938-1942. These were an up-to-date version of the 28xx class with various modifications being made. Eight of these locomotives were converted to oil-burning in 1945-47 and were renumbered 4850-4857, reconvertng back to coal-firing in 1948-49 and reverting to their original numbers at the same time.

In GWR days both classes [28xx and 38xx] had a Blue Route availability and were E rated for power. In BR days they were rated 8F. For many years these two classes were confined principally to heavy coal traffic but as numbers increased they worked heavy freight between Birmingham and London and between Bristol and London. In later years they were used on intermediate freights or even on pick-up goods and they were also used on Bank Holiday specials on which they could show a great turn of speed with their 4ft.7½in driving wheels!

When the BR Standard Class 9F 2-10-0s began to reach the Western Region in large numbers from 1958 onwards, the withdrawal of the 28xx class began with the class leader No. 2800 in April 1958, after a life of almost fifty-five years, and the last being Nos. 2859 and 2873 in December 1964 after lives of forty-four years.

Withdrawals of the 38xx class locomotives were not far behind, being swept up in the massive 'de-steamification' [AAP's word] of the Western Region. No. 2888 was the first to go in February 1963

and No. 3836 the last in November 1965.

No. 2818 was kept as part of the National Collection. Seven of the 28xx class and nine of the 38xx class finished up at Dai Woodham's scrap yard at Barry, only one being actually cut up, the rest being preserved/restored at organisations around the UK. Was Dai a business genius or an 'ole softy, maybe a little bit of both.

By the end of WW1 there was a need on the GWR for a powerful locomotive for working fast freight trains of vacuumed [continuous] braked stock. The prototype of 47xx class No. 4700 appeared in 1919 and was a development of the 28xx class but with larger driving wheels and larger diameter cylinders. It was fitted with the same Standard No. 1 boiler but was found to be wanting for such a large machine so the larger Standard No. 7 boiler was fitted in 1921. Another eight locomotives were built in 1922–23 identical to the modified No. 4700. The weight of the locomotives being 117.7 tons and their long-coupled wheelbase of 20ft limited them to a Red Route availability and their use was restricted to fast overnight services between London and Wolverhampton, Newton Abbott or Plymouth and to summer expresses between London and Devon. As a consequence no more were built. All the class were withdrawn between 1962 and 1964.

The 42xx class 2–8–0T was Churchward's design for a locomotive for the short haul South Wales mineral traffic from pithead to power stations and the docks for which services bunker capacity for coal and water was less critical. They were essentially the Barry Railway's 0–8–2T back to front!. They were Churchward's tank engine version of his 28xx class.

The first of the class, No. 4201, was built in 1910 and was trialed for fourteen months before another 201 locomotives were built in twelve batches over a period of 28 years. These locomotives had their coal bunker capacity increased by a rearward extension of the bunker. The class leader had its bunker extended in 1919. These locomotives had a Red Route availability and in GWR days were E rated for power. Their small coal capacity rendered them unsuitable for long distance work and as a result, selected examples had their frames extended at the rear to accommodate a radial axle and to carry a larger coal bunker containing an extra 2tons of coal and 700gall. of water. Thus the Churchward original 2–8–2T design of 1905 materialised, although it wasn't until the second half of the 1930s that any 2–8–2Ts ran in traffic. Withdrawals commenced in 1959 and the last in 1965. Eight locomotives found their way to Dai Woodham's yard and all eight were rescued and are preserved in some state or other.

The 72xx class 2–8–2T was unusual in that no new locomotives were built, the class being all rebuilds of 42xx class. The first twenty locomotives were 42xxs that had been put into storage immediately on being built, due to the downturn in the South Wales coal traffic. So useful and powerful did they prove to be that the Operating Department requested more and two further batches were rebuilt using locomotives from earlier builds that had been withdrawn from service. These took place in 1935–36[20] and 1937–39[14]. The class was Red Route availability and in GWR days E rated. In BR days they were rated 8F. They were all withdrawn between 1962 and 1965. Three locomotives went to Woodham's yard and all three were rescued.

There followed in the facilitation notes a fairly detailed description of other 2–8–0 classes that, whilst not truly GWR engines, were in fact used on the GWR system during the WW11 years and after. These were the ROD class [30xx class] 2–8–0, the LMS [Stanier designed] 8F 2–8–0, the USA S160 2–8–0 and the War Department Austerity 2–8–0. All the information on these classes is available in the full facilitation notes.

### **New Acquisitions –**

**Alan Porter** – showed two books by Pete Waterman [Ian Allan] *Just Like the Real Thing* and *A*

*Train is for Life*. Alan next showed the November issue of *Model Rail* just received in the post which included as a separate supplement a 100page EXPO TOOLS catalogue. Next was a double DVD – *The Right Track Series No.11 – Weathering Techniques*.

**Peter Sapte** – showed an Oxford Diecast OO scale Black Morris 8 Series E sedan [less the police sign which he had removed] as it was identical to the 12inch to the foot one that he used to own. He also showed two packs of lamps [street and station] that he had bought from DCC Concepts. They are all wired up to work, a little expensive but they do look the part.

**Ron Fryer** – two Coopercraft GWR Cattle Wagon kits bought on his behalf by AAP at the recent BRMA Convention in Brisbane.

### Doing Things –

**Alan Porter** – has now acquired sufficient stone embossed styrene sheets to complete his water mill project. He reckons it is now full steam ahead! – we will see!!

**Peter Sapte** – showed to us the job he has undertaken, for a UK friend, to complete whilst he is here in Australia. Two Airfix LMS Suburban Coaches are to be converted into a Southern Railway Maunsell Ironclad 2-coach push-pull set using a set of brass sides and parts etc from a company called 247 Developments. He is doing an excellent job by the look of things.

**Ron Richards** – is in the process of working out the wiring from the instructions supplied with the DCC Concepts ‘MASTER’ Switch ‘PLUS’ that will operate his scissors crossovers.

**LNER Special Interest Group** – Since our first meeting in May this year things look good for the LNER fans out there. No notes of our meetings have hit these pages because the SIG’s Scribe missed the Editor’s deadlines for one reason or another. Briefly here is a run down of our meetings so far.

**May** – was a very informal session, running some trains, then over a cup tea coffee chatted about how we will fill in the time at future meetings.

**July** – the 0–6–0 tank locos from the GER. [J67 J68 and J69] was our subject of discussion. Don Finlayson had put a lot of effort into preparing some notes on this interesting group of locos.

**September** – watched a video *Steam Locomotives of the LNER*. An informative look at many loco classes from A to Z in which footage of more than fifty steam loco classes appeared. After this was a look at film around Kings Cross from 1930s to 60s.

**November** – another running night with a good variety of trains, from Andrew Morling’s kit built P2 2–8–2 [OO] with its train of Gresley teaks, to a humble N scale J39 0–6–0 [also kit built] and train of about 25 coal wagons. Then to more serious things – form a programme for 2010 which is as follows –

Wednesday 6 January	Signalling – John Martin
Wednesday 3 March	An overview of the J classes of 0-6-0 locos – Don Finlayson
Wednesday 5 May	Running Night – bring an LNER train or two to run
Wednesday 7 July	Gresley Corridor Coaches – Roy Goodyer
Wednesday 1 September	The D 4-4-0 locos – Andrew Morling
Wednesday 3 November	Another chance to run one or two of your LNER trains.

See you in the New Year,

(Continued on page 19)

## Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:–

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

## Programme

**Note 1.** The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

**Note 2.** The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

**Note 3.** Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

## December

Monday	7		<b>Constructing Rolling Stock My Way</b> , with Kathy Price
Tuesday	8	[3]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	9	[4]	<b>Great Western Railway Modellers Special Interest Group</b> meeting – Quiz and Christmas Cheer Night <b>DCC Special Interest Group</b> meeting – Quiz and Christmas Cheer Night – venue AMRA WA Clubrooms
Friday	11	[5]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	12	[6]	<b>General Activities</b>
Monday	14	[7]	<b>S Scale Special Interest Group</b> meeting – Named trains of the WAGR

Tuesday	15	[8]	<b>Daylighters Group</b> – daytime meeting
Wednesday	16	[9]	<b>British Railways Special Interest Group</b> meeting – Quiz and Christmas Cheer Night
Friday	18	[10&11]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	19	[12&1]	<b>General Activities</b>
Tuesday	22	[2]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	23		<b>No meeting</b>
Friday	25		<b>Christmas Day – No meeting</b>
Saturday	26		<b>Boxing Day – No meeting</b>
Tuesday	29	[3]	<b>Daylighters Group</b> – daytime meeting

## January

Friday	1		<b>New Year's Day – No meeting</b>
Saturday	2	[4]	<b>General Activities</b>
Monday	4		<b>Show and Tell your Model Railway Christmas Presents</b>
Tuesday	5	[5]	<b>Daylighters Group</b> – daytime meeting
Wednesday	6	[6]	<b>LNER Special Interest Group</b> meeting – Signalling with John Martin
Friday	8	[7]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	9	[8]	<b>General Activities</b>
Monday	11	[9]	<b>S Scale Special Interest Group</b> meeting – Bring and show what you received for Christmas or what you bought yourself
Tuesday	12	[10&11]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	13	[12&1]	<b>DCC Special Interest Group</b> meeting – venue Naval Base
Friday	15	[2]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>

Saturday	16	[3]	<b>General Activities</b>
Tuesday	19	[4]	<b>Daylighters Group</b> – daytime meeting
Wednesday	20	[5]	<b>Great Western Railway Modellers Special Interest Group</b> meeting – GWR Bolster, Depressed Centre and Special Wagons
Friday	22	[6]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	23	[7]	<b>General Activities</b>
Tuesday	26		<b>Australia Day – no meeting</b>
Wednesday	27	[8]	<b>British Railways Special Interest Group</b> meeting – BR Rail Buses
Friday	29	[9]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b> – S Scale Running Night
Saturday	30	[10&11]	<b>General Activities</b>

## February

Monday	1		<b>Weathering and Enhancing your Layout's Buildings and Rolling Stock</b>
Tuesday	2	[12&1]	<b>Daylighters Group</b> – daytime meeting
Wednesday	3	[2]	<b>LMS Modellers Special Interest Group</b> meeting – Bring, Run and Tell about an LMS Train [Running Night].
Friday	5	[3]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	6	[4]	<b>The Branchline assembly</b> followed by <b>General Activities</b>
Monday	8	[5]	<b>S Scale Special Interest Group</b> meeting – Painting your models – latest news and innovations
Tuesday	9	[6]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	10	[7]	<b>DCC Special Interest Group</b> meeting – venue AMRA WA Clubrooms
Friday	12	[8]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	13	[9]	<b>General Activities</b>

(Continued from page 15)

The **S Scale Special Interest Group's** October meeting was well attended by 33 enthusiastic members. After the usual meet and greet session the meeting was formally opened by Graham Watson at 2030.

Graham called for volunteers to man *Swan View* for this year's ModelRail. Modellers were also invited to display their latest models at ModelRail, without the pressure of competition. The Competition may be re-introduced in future years if there is interest from the AMRA membership.

Members were also reminded that we need an S scale layout for the 2010 Model Railway Exhibition and a call for suggestions and ideas was made. Stuart Mackay called for ideas for the 2010 S Scale SIG program which is in the preparation stage. Graham said that this year's Locomotive audit is still being prepared and anyone who has not participated is cordially invited to do so at the next meeting or to Graham on the number below. The audit is revised every 2–3 years and members will be advised of the results in due course.

John Maker reported that plans for the extension to our Clubrooms were progressing slowly but surely, with Ron Fryer taking an active role with the builders.

Kieran Wright reported that Perth Hobbies usually has Dapol figures suitable for S scale in stock. Bill Gray said he had some plastic figures and Stuart Mackay said Railmaster of New Zealand has a range of metal S scale figures in sets of six. Graham and Kieran both noted that S scale figures interestingly were a little large for crews in S scale loco cabs and it was generally felt that 4mm scale figures were just as appropriate especially as often only the top half of the figure is visible in the cab.

John Hatch reported that he was designing some disks and shades for the WAGR single aspect search–light signals and anyone interested in acquiring some should see John. Rob Clark reminded members that he has plenty of mucky Duck slide transfers for \$5 and 1<sup>st</sup> and 2<sup>nd</sup> roundels for \$4. The polar bear decals for freezer vans such as the WA and WAR will soon be available at a price to be arranged.

Finally, Stuart Mackay reported, on behalf of Neil Blinco, that Stanbridge's has a supply of the latest 1948 Holden Sedan in 1/64 scale. Known commonly as the FX these are beautiful models and sell for \$22 less the 10% AMRA discount if members show their AMRA Membership card.

The meeting was billed as a Bring and Show with an emphasis on Stock wagons and members could not have been disappointed with the range of vehicles bought and shown.

**Paul Tranter**, a long-standing S scale modeller brought in a range of wagons that he had scratch–built or assembled over the years. They included one of his very early scratch–built GC wagons, a D van, a scratch–built R wagon, a kit–built VF from X–class Models and a Railwest RCA, QRB and his most recent one piece V van.

**Peter Edwards**, a relatively new member of the Group, showed that he has been very busy assembling a Railwest V van and a Z class shunter with LEDs, DCC decoder and speaker.

8.5

**Kieran Wright** was the first to show only stock wagons with his Branchlines of NZ etched brass kit of the NZ/WAGR horse–box, a Railwest BA horse box, a Railwest BE cattle wagon and T bogie wagon, a GA Models BD and a T bogie cattle wagon and a Railwest TAD. All Kieran's stock wagons were well put together and very suitably weathered.

**Kelvin Davis** followed with a range of very nice wagons including a Branchlines Horsebox, a BD and BE and a CXA sheep wagon in white metal.

**Ralph Horley** who has been missed at meetings of late showed his Railwest BE and his GA models BD cattle wagons which were very well assembled and painted.

**Phil Knife** did not have any stock wagons but he showed us his recently assembled X class models U class 4-6-2 locomotive with Romford tender bogie wheels with live pick-ups. Fitted with a DCC chip. More than one member commented that it was quite magnificent.



Phil Knife's model of a U class using an X-class Models kit on a Mehano light pacific chassis.

**Brian Norris** showed a terrific range of very nice stock wagons including 2 BDs, 2 BEs, a BA horse-box, 2 Ts, a TA and a TAD. Murray Hartzler showed the two TAs he innovatively scratch-built many years ago on Hornby freightliner Chassis and bogies.

**John Hatch** has been busy of late, building 2 BEs a BA horsebox, a TA and an extremely detailed CXB sheep wagon.

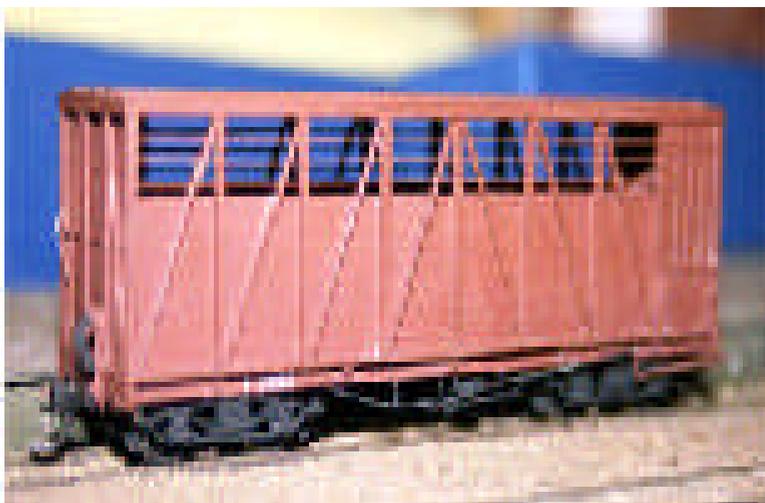
Finally **Graham Watson** showed his TA, BE cattle wagons and a BA horsebox.

All in all there were 34 Stock wagons brought and shown. They comprised of 28 cattle wagons from either GA Models or Railwest and two sheep wagons [a CXA and a CXB]. This relatively high number was somewhat unexpected as it is well known that stock wagons especially cattle and sheep wagons are particularly fiddly and difficult to re-create in model form. A final consensus that the

illusiv see through look required in cattle and sheep wagons can be obtained using a fine black marker pen in the spaces between the slats on the sides and, in particular, on the roof of the wagon in question. This is probably satisfactory for exhibition standard if not for competition standard modelling.



A GA models BD cattle wagon.  
Photo by Greg Aitken



A GA models T cattle wagon.  
Photo by Greg

Thirty six keen members met in November at a meeting which was billed as a Bring and Show with an emphasis on WAGR or MRWA modified or kit bashed wagons. Once again the formal part of the meeting commenced at 2030 sharp with the ringing of the bell. Graham Watson introduced Phil Gray, a new AMRA member and potential S scaler, who was made to feel welcome by the old hands.

Graham announced that Boyanup is a possible layout for the 2010 Exhibition. This layout, which is owned by Simon Mead, was last exhibited in 2004. Bill Gray showed members a copy of the latest Australian Sn Modeller and invited members to subscribe to this quarterly publication if they have not already done so.

**Kieran Wright** spoke of the latest publication of WAGR coloured photos in a book available from the ARHS Museum and PETS at Whiteman Park. Neil Blinco spoke of the range of Holdens in 1/64 scale at Alpen Rail of NZ. They have a Web site which is easily access through Google or a similar search engine.

**Paul Tranter** gave a brief but informative talk on paints which are suitable and useful for modellers of the local scene. They included spray cans by White Knight which are available from Bunnings for \$3.15 a can. Modellers should always test them first on a piece of plastic card to avoid damaging a model. So much discussion ensued that it was proposed to make this a topic for the 2010 S Scale SIG programme. Thanks Paul for raising the possibilities.

Forty three modified or kit-bashed wagons were brought and shown as part of the night's topic.

**Murray Hartzler**, without hair or moustache, for Movember, the fundraiser for men's illnesses, was the first to show his clever way of modifying wagons to achieve his desired results. These included a Z van with metal rain strips applied by a method developed by Murray. He also showed an ingenious way to have sliding doors on DC vans, or similar wagons, using the scrap brass from W-iron frets. Murray showed how he built a WA bogie freezer van from two Railwest EBs on a Railwest RCA floor. Now that Rob Clark is producing decals for WAs and WARs there is the added incentive to start building more of these cool storage bogie wagons.

**Brian Norris** brought in a huge collection of vehicles he has modified to produce other similar vehicles for which there are no kits. They included a GJH HCL tanker and a JGS both made from Railwest GS wagons, an AG clerestory coach from an American Sn2 coach and a C class sheep wagon from a Railmaster NZ railways sheep wagon. There was also a high roofed V van, a J tanker with concave ends, a WAGR R wagon from a Railmaster kit, an F class diesel from a NZ loco kit, two WAGR platform ended Z vans from a NZ Brass guard's van kit, a 4-6-0 G class loco from a 2-6-0 Railwest G class locomotive and a ZA van by joining parts of a Railwest ACL coach and a Railwest Z van. In earlier days Brian modified one of Adrian Gunzburg's Z vans to make a platform-ended Z van. Brian, like Murray has also built a WA cool storage van from two Railwest EBs. His masterpiece however was a WAGR steam railway crane heavily modified from a 4mm Hornby crane of similar design.

**Lynton Englund** showed his BA horsebox which he has modified into a West Australian Bank's country inspectors van and a Railwest Z van with end platforms.

**Kieran Wright** has used Railwest/NZ G wagons to make an M coal wagon, a shunter's float and an H wagon. Like Brian he has used a NZ guard's van to produce a clerestory roofed and platform ended guards van as seen on the WAGR.

**Neil Blinco** has also been busy modelling the WAGR in recent years. Neil has assembled more AYE's than most and one in particular he has converted to an AYF with a Guard's compartment much as the WAGR did to permit a fast turn-around for loco hauled passenger trains at terminuses such as Armadale, Fremantle and Midland, especially at peak times. Neil has also used ARS coach kits to produce a variety of country passenger trains including AQZ 424 and AQZ 423. This can involve the removal of top-lights and the application of smooth siding to replace the matchboard siding of the original coaches depending on the era required.

**Graham Watson** has modified many of his 4-wheel wagons to achieve similar wagons with different classifications. The removal of one plank from a GE will give a GN and the application of a scribed lead floor to a GS will give a GST. Two GEs joined together will give an ex-MRWA RBM [WAGR RAM] bogie wagon. By applying GM doors to an RCA and removing the top plank he produced an RC wagon. The most interesting and indeed striking wagon was the red JGH Acid

wagon which looks great in any freight consist provided there is only one because that is probably all there was.

So, in total there were 43 examples of wagons and coaches which had been modified from other kits to add variety to members' wagon manifests. Well done and thanks to those modellers who brought and showed their modified S scale vehicles.

The S Scale Special Interest Group meets on the second Monday of every month at 2000 in the AMRA clubrooms in Moojebing St, Bayswater – visitors are always welcome.

There's always something of interest at our meetings the January and February meeting topics are in the Programme pages.

On Monday 8 March we invite you to bring a train, run it on *Swan View layout* and talk about the vehicles in the consist. The April meeting on Monday 12 April will be a slide/video/movie/e-photo night specifically for S-scalers.

Information regarding models and kits of WAGR prototypes by Railwest Models, GA Models, Double G Models and X-class Models is available from Graham Watson on 08 9250 1084 or via email [grahamrwatson@hotmail.com](mailto:grahamrwatson@hotmail.com)

Contact Stuart Mackay on 08 9310 3858 or [mackays@iinet.net.au](mailto:mackays@iinet.net.au) for general information about the S Scale Group.

Bill Gray is the WA contact for the ASnM magazine and is always grateful for contributory articles no matter how long or short. Bill can be contacted on [william\\_gray@optusnet.com.au](mailto:william_gray@optusnet.com.au)

**British Railways Modellers Special Interest Group.** The September meeting was a Bring, Run and Tell night, so we reversed the order of proceedings and commenced with –

### **New Acquisitions –**

**Ron Richards** – showed a replica tin sign for Hornby Trains dated around 1940s–1950s. He also showed two pandrol ??? What are they, no-one knew, perhaps he should show them to the Sn3½ Group. ????? [were these Pandrol clips the full size railways use to fix rail to sleeper?? Ed.] The next item he showed was his new homemade seat on wheels that he uses when he is working under his layout. He ignored the rude comments of jealousy. Great idea Ron!

**Steve Rayner** – showed his latest N scale Oxford Diecast acquisitions –

- Bedford OB Coach *Royal Blue*
- AEC Routemaster double deck bus *London Transport*

He also showed two N scale locomotives –

- Graham Farish Class 44 *Pen-y-Ghent* 44008 in BR blue
- Dapol Class 73 *Kentish Mercury* 73119 in Dutch grey/yellow.

His last item was a Graham Farish brake van, Midland Region.

**Geoff Mercer** – Only two items from Geoff this time –

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- Hornby Class 59 in new Aggregate Ind. Colours *Yeoman Endeavour* No. 59001, and
- Bachmann Class 150 Sprinter (2-car) in Regional Railways livery.

**Terry Hammond** – paid a visit to the Save the Children Fund Sale at Cannington recently and bought videos and books –

- two videos *Scenic Railway Journeys of the World*, and
- a video *Railway Adventures Across Australia*, for 50cents each.

The books were –

- Readers Digest – *The Glorious Age of Steam* – [\$6]
- *Railways* by G. C. Allen – [\$3]
- *Early British Steam 1825–1925* – [\$6]

**Alan Porter** – showed an Oxford Diecast commercial vehicle in OO scale, an LMS Mechanical Horse 256G plus an insulated Road/Rail tanker trailer.

**Doing Things** –

**Kelvin Davis** – brought in a Class 15 locomotive that he had built, and very nice it looked too.

After a short break for a drink and a stretch we moved into the layout rooms and ran trains, starting with the OO scale trains.

**Geoff Mercer** – ran two trains –

Hornby Britannia No. 70013 *Oliver Cromwell* pulling nine Gresley coaches – brake first, all first, composite, all third, buffet, all third, composite, all first and a brake first. The destination boards on the coach sides were Liverpool Street–Norwich.

His second train comprised a Hornby Class 60 No. 60062 hauling ten Bachmann 100ton GLW tank wagons – three BP tank wagons in green, four BP tank wagons in silver and three BP tank wagons in black.

**Ron Fryer** – followed with a BR[WR] Special hauled by Hornby 4–6–0 *Derwent Grange*, in black, complete with a Settle–Carlisle Special headboard, pulling nine Lima coaches in chocolate and cream – full parcels brake, brake third, two composites, Restaurant Car, two composites and two brake thirds.

**Nick Pusenjak** – another passenger train, this one pulled by a rather attractive A4 4–6–2 in blue, No. 60028 *Walter K. Wigham* and six Mk.1 Bachmann coaches comprising brake composite, open third, corridor first, RFO, corridor third and a full brake.

**Kelvin Davis** – Kelvin's first train was based on a picture, on page 47, of a book titled *British Fleet Scenery No.1*. Kelvin has replicated it in model form – an Alexander Models white metal kit of Class 15 locomotive D6201 Midland Region, [his latest acquisition referred to in previous notes], fitted with one central Bull Ant motor driving all axles, pulling a mixture of Mainline, Bachmann, Dapol and Hornby wagons, all fitted with Kadee couplings –

Four 16ton steel mineral wagons and a 20ton brake van. His second train was an Heljan Class 27

locomotive with a head code 7M62 pulling an eleven vehicle Fish Van consist –

- three Dapol *Blue Spot* in white livery
- two early Hornby in blue livery
- one Bachmann in blue livery
- two Triang in blue livery
- one Hornby *Birds Eye* livery
- one Bachmann refrigerated Fish Van in white livery
- one Dapol 20T brake van kit.

We then moved to the N scale layouts where **Steve Rayner** showed us two trains – A Graham Farish by Bachmann Class 44 No. 44008 *Pen-y-Ghent* was pulling a Merry-go-round train of HAA wagons made up of 22 Minitrix, 5 Graham Farish by Bachmann, and 9 Peco all with removable coal loads.

His second train was a Dapol Class 73 Electro Diesel pulling a train of –

- 1 x N Scale Society *Shark* Ballast Brake
- 4 x Dapol *Dogfish* wagons
- 4 x Parkside/Dundas wagons [2 *Grampus* and 2 *Clams*]
- 1 x Parkwood *Tarbot* bogie wagon
- 2 x Parkwood *Pollocks* 4wheel on Peco underframe
- 1 x Peco Flat wagon
- 6 x N Scale Society BDA Bolster Wagons
- 1 x Minitrix 20ton Brake Van

Altogether a very satisfying evening. A Copy of these notes and all facilitation notes from previous meetings are available on request.

The October subject was Diesel Multiple Units [DMUs] Classes 104, 117, 118 and 121 [Bubblecar]. These four classes of BR diesel multiple units came from two stables – the Birmingham Railway Carriage and Wagon Company [BRCW] and the Pressed Steel Company [PSC].

The origins of the Birmingham Railway Carriage & Wagon Company Ltd are almost as old as the railways of Britain. The company was founded in Birmingham in 1854 and for most of its existence was located at Smethwick with the factory divided by the boundary between the two places. As its title tells, it was mainly a builder of railway locomotives, carriages and wagons but it also produced a range of vehicles from aeroplanes and military gliders to buses, trolley buses and military tanks. It supplied vehicles to all four of the pre-nationalisation Big Four companies, to British Railways, to the Pullman Car Company and Wagon-Lits, plus many overseas railways. For British Railways alone it produced diesel electric locomotives of Class 26 [47], Class 27 [69], Class 33 [98] and it produced the 22 Class 81 25kV AC electric locomotives.

It produced 585 BR Standard Mk. I coaching stock, 17150 BR 16ton steel mineral wagons and 500 BR 21ton steel mineral wagons, as well as the BR Class 104, Class 110 [Calder Valley sets] and Class 118 DMUs. All the above were produced in the 1950s–early 1960s. It then ran into financial difficulties and the business closed early in 1964.

The Pressed Steel Company was a British car body manufacturing company at Cowley near Oxford

in 1926 as a joint venture between William Morris, the Budd Corporation and an American bank. Morris had seen the potential of pressed steel car bodies being developed by the Budd Corporation in the USA and the new venture started up by supplying car bodies to the Morris Motor Company, its plant being located alongside that of PSC. By 1935 BUDD had withdrawn and PSC became fully independent and by the late 1950s was producing bodies for most of the major car companies in the UK.

An existing engineering factory was acquired at Linwood, Near Paisley in Scotland in 1947 where they manufactured railway rolling stock, the peak of production being reached in the late 1950s–early 1960s. The range of stock included 75350 BR 16ton steel mineral wagons, 1087 BR Standard Mk. I coaching stock, 91 BR Class 303 Glasgow Blue Train 3–car sets and of course the BR Class 117 and Class 121 DMUs.

With the completion of the changeover by BR to diesel–powered trains and its need for modern carriages being met by BR Workshops, PSC received few orders after this. In 1965 PSC was acquired by the British Motor Corporation [BMC] and then through various mergers became part of the British Leyland Motor Corporation [BLMC] in 1968.

**Class 104** – The Class 104 DMU series were the first BRCW units and were very distinctive with their three–window cabs being starkly upright with a ventilator grille below the second man’s window. The general layout of the coach bodies followed the Derby Class 108 design very closely and yet they managed to appear totally different to them. All the Class 104 vehicles were 57ft over headstocks and 60ft 7¾in over the buffers. The trailer cars were unusual in that they had windows on either side of the concertina at their vestibule [non–toilet] end. The DMBS and DMCL cars each had two BUT [Leyland] 6cyl. horizontal type 150hp diesel engines exhausting at the rear end. They had standard mechanical transmissions and were coded Blue Square for coupling to other Classes.

All the driving cars were built with a two–character train description box under the centre cab window with a head/tail lamp on either side. The Class 104 series was delivered in the following set formations –

- Two–car sets [DMBS/DMCL] – two batches were built in 1957 and 1958, ten sets for the London Midland Region and five for the North Eastern Region.
- Three–car sets [DMBS/TCL/DMCL] – built in 1957 these were supplied to the London Midland Region.
- Four–car sets [DMCL/TSL/TBSL/DMCL] – the final form of the Class 104 series and these were built for the North Eastern Region.

It should be noted that although the original allocations were limited they eventually became quite widespread across the BR network. None of the Class was refurbished and the Class was fully withdrawn by October 1993.

**Class 118** – built for a Western Region requirement, these fifteen BRCW 3–car Suburban sets [DMBS/TCL/DMS], delivered in 1960, were to the standard Derby Heavyweight design of the period and were presumably ordered from an outside builder in order to procure quick delivery. They are very difficult to distinguish from their Derby Heavyweight and PSC counterparts, all having the same front end design.

The DMBS and DMS cars each had two BUT [Leyland] 6cyl. horizontal type 150hp diesel engines exhausting at the rear end. They had standard mechanical transmissions and were coded Blue Square for coupling to other Classes. Their allocation was to the Plymouth, Bristol and Birmingham areas where they gave good service but were not included in the BR Refurbishment programme. They were all withdrawn from passenger use in 1994.

**Class 117** – these Suburban sets for the Western Region were presumably ordered from PSC as a matter of expediency, the railway workshops of BR having full order books at the time. They followed the basic design of the Derby Heavyweight Class 116 high density 3-car sets but they incorporated a number of features that Derby had included in the later sets that they had built for the London Midland Region.

The series consisted of 42 sets [DMBS/TCL/DMS] and were allocated to Paddington [26 sets], Bristol-Taunton area [5 sets] and 11 sets for services in Devon and Cornwall west of Newton Abbott. Again, like the other Classes mentioned in these notes, the DMBS and DMS cars each had two Leyland 6cyl. horizontal type 150hp diesel engines exhausting at the rear end, had standard mechanical transmissions and were coded Blue Square for coupling to other Classes. The Class was amongst the last first-generation sets to remain in service being face-lifted at Doncaster Works and emerging in Regional Railways liveries. By 2006 all passenger carrying sets had been withdrawn.

**Class 121** – the Western Region identified a need in 1958 for a dual-purpose type of car which could be used on lightly trafficked lines but could also be used in peak hours to augment the standard High Density 3-car Class 116 sets then being built by Derby Works. This resulted in the Single units, the first of which were the Gloucester built Class 122 cars, commonly known as Bubblecars [shades of the GWR's AEC-engined railcars!].

Following their success a further series was produced by the PSC in 1960 for the Western Region. The DMBS cars were fitted with two BUT [AEC] or Leyland equivalent 6cyl. horizontal type 150hp diesel engines exhausting at the non-brake end through twin exhaust pipes which were aligned with the pillars of the cab-end windows as far as cantrail level and then bent outwards in a curved cow-horn shape.

Like the Class 122s, the Class 121 DMBS could deputise for a power car in a 3-car set or simply be added to one end of a 3-car set to make a 4-car formation. They could also, if needed, haul a GUV, a Siphon G or H or even an ex-LMS Parcels Brake!

Following on these facilitation notes are a full set of plans covering all the units in the four Classes that we have looked at and a full set of these notes are available on request.

As we were running somewhat late due to printing problems, we grabbed a cuppa and carried straight on with **New Acquisitions**

**Kelvin Davis** – showed a brochure from a company called Coffman Graphic Solutions demonstrating their Clamps. Too much to describe here but I believe that a brochure has been placed on the Club Notice Board. His next item was a Heljan OO Class 17 in *RIBBLE CEMENT* colours that he intends to repaint in BR Green. Two books from Boffins followed –

- The Power of the 20s by Pip Dunn [OPC] and
- The Heyday of the HST by Gavin Morrison [Ian Allan]

**Geoff Mercer** – showed an assortment of little people from the Bachmann Scenecraft series. Very nicely done, works out at about \$2 per figure.

**Peter Sapte** – showed brochures of various UK Railway Exhibitions from good to bad. Peter also showed a photo book that his brother David had made of Peter's old layout – *Wendon 2003*.

**Alan Porter** – a new book on Fred Dibnah called *Did you like that?* by Don Haworth [BBC Books]. Plus –

- *The Second Generation DMUs* by Colin J. Marsden [OPC], and
- *British Rail Standard Diesels of the 1960s* by David N. Clough [Ian Allan]

### Doing Things –

**Kelvin Davis** – still working on the Diesel Brake Tenders.

**Ron Richards** – is now checking electrical circuits on his new layout.

**Peter Sapte** – his modelling job whilst here in Australia is fitting coach overlays for a Maunsell Push–Pull set for a UK friend – apparently, a little bit tricky! Will be demonstrating this at Model Rail [he did. Ed.]. At home in the UK he is making the 26th point for his new layout.

Our future programme –

Wednesday 31 March	Bring, Run & Tell about a BR train
Wednesday 28 April	Lighting of BR Freight Yards, Loco Sheds and Station Platforms
Wednesday 26 May	BR Small Shunters

The **LMS Modellers Special Interest Group's** October meeting looked at the modelling of the contributions of the Lancashire & Yorkshire Railway, the North Staffordshire Railway, the Furness Railway, the North London Railway, the London, Tilbury and Southend Railway and other minor English railways to the LMS in 1923. This was the third of a series of four related topics scheduled for discussion during 2009. Before the Group settled down to the topic for the evening, the usual Agenda items of New Acquisitions and Current Projects were dealt with.

### New Acquisitions –

**Terry Emberson** showed an interesting book which fell into line with the topic for the night – *150 Years of the Lancashire & Yorkshire Railway* by Noel Coates and published by Hawkshill Publishing in conjunction with the L&YR Society [ISBN 1 900349 11 6]. Noel Coates is the Secretary of the Lancashire & Yorkshire Railway Society and Hawkshill Publishing is a joint venture of well-known modellers Mike Peascod and Iain Rice.

**Steve Rayner** showed the recently released N scale LMS Stanier type Goods Brake Van from Graham Farish by Bachmann. This is a much improved model when compared with the previous Graham Farish version, which was a re-liveried LB&SC brake van.

**Steve Cooke** had been playing catch-up with a number of books to show. These were –

- *LMS Journal No.26*
- *LMS Journal [LMS 85th Anniversary Issue]*
- *Midland Record No.28*
- *LMS Locomotive Profiles No.11 – The Coronation Class Pacifics*
- *Raymond Williams' LMS Steam in the Thirties* by Peter J. Boswell & R.J. Essery and published by Wild Swan Publishing [ISBN 1 874103 64 X]

**Alan Porter** told of a proposal being promoted in the October 2009 issue of the *Hornby Magazine* to commission from Dapol a OO model of the LMS Stove R six-wheel Parcels Brake Van, much missed since the Hornby–Dublo tinplate version of the early 1960s and only available in kit form from Comet Models and a couple of others. The N Gauge Society had been successful in generating

enough demand for Dapol to produce this vehicle in the smaller scale and it is hoped that the same can be done in OO. CAD/CAM drawings of the model from four different angles were illustrated in the magazine. The model is planned to be available in five different liveries –

- LMS crimson lake with crimson lake ends and devoid of lining
- LMS post 1936 crimson lake with black ends and full lining
- Post–1949 BR carmine red
- BR post–1956 lined maroon
- BR Corporate Blue with double arrow loco

Readers interested in acquiring this model were encouraged to register and they would subsequently receive advance information about the project. If insufficient interest is not forthcoming the project would not go forward but if it does, the implication is that those who have registered may have to put their money where their mouth is!

He also showed a couple of newly released Dapol private owner wagons [B766 7–plank *M & W. Grazebrook Ltd.* No.49 and B767 5–plank *Marshall* No.2] now mounted on a [new] correct 36mm [scale 9ft.] wheelbase wooden underframe – not before time! However the excitement of the correct wheelbase was diluted by the high–riding appearance of the wagon [mostly caused by the pin–point axles running in recesses which are level with the bottom edge of the axle boxes rather than the centre!], by the excessively long [but otherwise much improved] hook and bar coupling and by the unpainted underframe solebars [always painted the same as the body in the heyday of private owner wagons].

His final showing was a lovely Oxford Commercials 1:76 scale model of LMS Scammel Mechanical Horse 256–C [Reg. No. ANK 225] hauling LMS Insulated Road Rail Tank trailer No.2, both in crimson lake livery. Incredibly there is a photograph of this Mechanical Horse and this trailer in *Railway–Owned Commercial Vehicles*, as well as another photograph of Trailer No.2, ahead of identical Trailer No.1, chained down onto a special six–wheel underframe. Clearly Oxford Diecast Ltd. has used this reference for its model but unfortunately the model differs in at least four features from the trailer depicted.

Initially thought to be for milk traffic, a little research has proven otherwise – Bob Essery's *LMS Wagons [Volume One]* has a drawing of the eight Diagram D1988 six–wheel under frames for road/rail edible oil tanks. The drawing shows two road trailers chained down to the underframe and there is also a photograph of two trailers [Nos. 7 & 11, identical to Nos. 1 and 2] mounted on one of these under frames. Not for milk it seems but for edible oils, although the Lot Book for the under frames describes the trailers as Tanks for Whale Oil! Despite all this, you can use them for milk if you want to – after all it's your railway and you can do as you like!!

Finally, on to the topic for the evening. As usual a Facilitation Note had been prepared ahead of the meeting and copies were distributed to those present. If anyone else would like a copy of this Facilitation Note, please contact Alan Porter.

The Note firstly reviewed the contributions of the minnows that came into LMS ownership in 1923 – the Cleator & Worthington Junction Railway, the Garstang & Knott End Railway, the Maryport & Carlisle Railway, the Stratford–upon–Avon and Midland Junction Railway and the Wirral Railway. Their total contribution of locomotives was a mere 63 and as they were very much non–standard and were mostly scrapped by 1934, they were not considered further.

The route mileages and contributions of locomotives, steam coaching stock, goods vehicles and special vehicles by the five Constituent Companies of the LMS listed in the title of the agenda were

tabulated and although there were several gaps in the table due to the information being hard to find, there was no doubt about the dominance of the LYR – about 8% of the route mileage of the LMS and between 12% and 19% of everything else. The NSR and the FR came next with 1–3% contributions.

For each railway, the Note outlined briefly where each railway operated and the general thrust of its business. It then tabulated in Excel spreadsheet form the various types of locomotive contributed, the numbers built, the numbers which came to the LMS and the numbers [if any] which came into BR ownership, the date of last withdrawal and the RTR models and kits which are or have been available to the modeller.

The Note had less detail on the coaching stock and goods rolling stock contributions but it did list those RTR models and kits available to the modeller. In general, there is/was little, if any, assistance for the modellers of the NSR, FR, NLR and LT&SR and to do justice to the modelling of these railways there's a lot of scratch-building required – but isn't that what railway modelling is supposed to be all about? However, there are plenty of drawings of the equipment from all these railways and attention was drawn to the various indices available in the AMRA WA Branch Library which indicate where to find them.

The Group's next meeting will be on Wednesday February 3 and members are asked to Bring, Run and Tell about an LMS Train [or two]. The programme of meetings for April, June, August, October and December 2010 will be decided at the meeting on December 2 and some of this information will appear in the February 2010 issue of *The Branchline* – copies of the year's programme are available from Alan Porter.

#### **Contact persons for Special Interest Groups are:**

<b>British Railways</b>	Gordon Bramwell	0432 871 197
<b>Digital Command Control</b>	Richard Johnson	9437 2470
<b>Great Western Railway Modellers</b>	Roger Solly	9444 7812
<b>Large Scale</b>	Jim Gregg	9298 9442
<b>LNER</b>	Steve Rayner	9379 1147
<b>LMS Modellers</b>	Alan Porter	9330 1848
<b>N Scale</b>	Neill Phillips	9403 0924
<b>North American Railroads</b>	Peter Scarfe	9359 2281
<b>S Scale</b>	Stuart Mackay	9310 3858

## **Around the Layouts**

**Ansbach Branch.** The operators were very sorry to hear that John Elfer died on Saturday 17 October 2009. When I and other members were re-erecting the Ansbach layout they were approached by John with an offer to help and the help he subsequently gave was invaluable. When the layout became operational John was a keen operator and brought a number of unique European models to run on it. He will be a great loss and we send to Kay and the family our deepest sympathy.

The layout was fully operational during ModelRail on Sunday 8 November with three trains being operated independently – one on the outer main line, another in the opposing direction on the inner main line and one on the branch line. The branch line train had a tank engine each end to avoid the necessity of the train engine having to run around the train at each terminus. The dial up system on the main lines made it possible to change the trains from time to time to expresses, local and goods trains.

The layout will be closed for a week or two to replace a turnout on the siding between Oberbaumbach and Ansbach. When this is done we will again have operation and shunting sessions at 1300 on Tuesdays.

Bill Pidgeon  
Layout Coordinator

**Haltwhistle.** The layout ran without a hitch on Sunday 8 November when we held ModelRail at our Clubrooms.

There were plenty of willing helpers who kept the trains running all day and plenty of interesting remarks from the public who were picking out different things on the layout which seemed to bring back memories of their younger days.

I would like to thank all the members who gave their time to operate the layout and make the day a very pleasant one.

Tom Stokes  
Layout Supervisor

**The Valentine Run.** ModelRail proved to be a good test of the layout with both DC and DCC sessions running smoothly. Well, almost – apart from the three train pile-up in the most inaccessible section of the tunnel, an attempt at running two trains on one loop culminating in an elongated consist complete with a mid-train helper and three DCC locos declining to both participate and to be reprogrammed. Thanks to Garry, Hardy, Trevor, Nat and Craig, we managed to keep a variety of trains rolling. Well done guys.

Further research indicates some sound chips require either a programming track booster [such as a Soundtraxx PTB – 100] or a later model hand piece [such as a NCE Power Cab]. Litchfield Station's review suggests the Power Cab will only operate with NCE's CP6 circuit breakers; as we have a DCC Specialties PSX-4 installed on our layout, the PTB appears the preferred choice.

The disadvantages of fixed DC throttles were again in evidence. Loop running became a team event when trains were alternated from the yards hidden on the far side of the layout by the backscene. Similarly, an assistant was required on the concealed end of the branch line. We look forward to trying a memory throttle.

Unkind mutterings were heard from within the 'well' the previous week when two wires elected to detach themselves from the DCC/DC switch and had to be reattached. As the closing of the switch panel would put pressure on these soldered joins, the panel was left open during ModelRail and performed faultlessly, much to the relief of your scribe.

Late in the afternoon at ModelRail a certain iron chef [sausages], renowned for his loud distain of DCC, sound and US prototypes, was observed using an NCE throttle to run a sound equipped, DCC chipped, Santa Fe 2-8-0 through its functions on the DSF&V – and enjoying himself greatly. Good fun, isn't it?

Alan Burrough  
Craig Hartmann  
Layout Coordinators

## Going Down The Tube

As we enter the season of goodwill here is a little quiz for you all that still retains the main purpose of our Club – TRAINS. Listed below are fifty clues to fifty London Underground stations, can you work out just what they are?

Two of our Branch's supporters, Stanbridges Hobbies and Maylands Model Railways, have kindly donated two Gift Vouchers as prizes. So send your answers, photocopies acceptable, include your name, address and Membership Number to –

The Hon. Rev. AMRA [WA] Inc, P.O. Box 60, Maylands 6931, **or**  
place your entry in the box provided in our Clubrooms.

The closing date is Saturday 9 January 2010, Committee Members and the Editor of *The Branchline* are disqualified from entering the Quiz. The Hon. Rev.'s decision is final. The winners and the answers will be published in the February issue of *The Branchline*. It just remains for me to wish all members and their families throughout Australia, a very Merry Christmas and a Happy New Year.

'The Hon. Rev.'

Angry Monarch .....	Does the chief
Make 'em sick .....	executioner live here?
Monks with dirty hands .....	Tea party at the big house .....
A road with a betting shop .....	Catches rabbits by a stream .....
Ecological vicars .....	Heidi's house .....
Richard Whittington's .....	Anyone for tennis? .....
desirable Residence .....	Regal open space .....
Charred quercus robur .....	Labour's card game .....
Which car is this? .....	University city with a big top .....
Angry model shop owner? .....	Is Karl Marx's grave a
Passports please .....	communist plot? .....
This place is a riot .....	Elliptical .....
Cockney rabbit 'ole .....	Flockwatcher's flora .....
Woof, woof! .....	Chelsea's home by a stream .....
Created a valley .....	A lucky number of nuns .....
A mound of dyslexic mosquitoes .....	Where you cultivate .....
She was not amused .....	calcium carbonate .....
An American setting for .....	Car manufacturer part of GM .....
English comedies .....	An ancient thoroughfare .....
Where a Frenchman met his end .....	Describes the enormity of this station .....
An old place to roll your own .....	Sound horn on this wide road .....
A place to live and let die .....	Gabriel .....
Is there a branch of .....	Seat of government .....
Lloyds Bank here? .....	Doctor Foster practises here .....
A colourless town .....	Is this station falling down? .....
Babar and Balmoral .....	The home of a little bear .....
Is this Charlie's regal tree? .....	Obelisk .....
Non alcoholic lager .....	A Scottish thoroughfare .....