

The Branchline



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

www.amrawa.com

Issue 197 February 2010 Vol 33 No.1

Frans Fatidic

The start of another year and hopefully a successful one for our Branch.

A lot of work is going on in our Clubrooms and it is good to see so many people involved in these projects.

It is also good to have so many new families coming in and enjoying our Clubroom facilities and appreciating and being ever mindful of our layouts.

It is with regret that we have learned of the passing of two of our members recently, Valedictories are in this issue for Mick Horn and Graham Perry. Our Branch was represented at the funeral services. Our condolences have been sent to both families.

Mad March Sale – On Saturday 27 March, our Branch will have another Mad March Sale. We will invite individuals and other clubs to bring along their unwanted stock to sell. Tables will cost \$10 to hire and bargaining will be up to the individual. To book a table [one table per person or share]. Please ring phone 9377 3456 on Tuesdays or Saturdays and talk to Ron Fryer or myself.

Our Branch will have plenty of stock to sell so come along and pick up a bargain. The selling will start at 1430 and go till 1630

Donations. Our Management Committee wishes to thank both Robert Bell and Mrs P Scudd for their grateful donations to our Branch. Robert donated from his collection and Mrs Scudd donated her late husbands collection. These donations are accepted with thanks.

Exhibition Report

The Exhibition is coming along well and the initial paperwork is being returned. If anyone has missed out please contact me.

It looks like this year's Exhibition is going to be big and we may have to use the Webster Pavilion as well as there will be some large layouts.

We have attracted another retailer, Train World from Melbourne. It is good to see our Exhibition

**Australian Model Railway
Association Western Australian
Branch [Inc.]**
PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Ralph Cope – 9361 6732
Mobile – 0400 714 692
email – rcopey@iprimus.com.au

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
email – SteveRay@westnet.com.au

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

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

getting recognition from our Eastern States colleagues.

There will be meetings with Exhibitors to explain various points but no date has been set as yet.

Ted Thoday and John Maker are organising the advertising for the Exhibition Guide. Ted has contacted many potential advertisers – if you have not been contacted and wish to advertise please email Ted.

The normal volunteer forms will be sent out in the next issue of *The Branchline*. If you can help please fill out the form when you receive them and return as soon as possible.

Frans Ponjee
Branch President

David Peacock and The Leeds Stedman Trust

Peter Sapte will be back in Perth in mid-March and has invited a friend of his, David Peacock, to stay with him for a few days. As David is very much involved with the hobby, particularly the historical aspect [predominately Vintage 0 Gauge], Peter has suggested that David makes a visit to our Clubrooms on Tuesday 23 March from about 1030 to meet as many members as possible.

Many members will have already seen the video of his favourite subject, which Peter has already shown to a number of you. To those who have not already seen it, he will be bringing a copy of it with him.

As this is intended to be an informal visit, David will be happy to answer questions and talk about any related matters regarding his approach to the Hobby and it will be very interesting to see how the visit develops.

As David has made a big [and pleasant] effort to visit us, it would be nice to see as many of you there as possible. David has already given a talk to member of The Australian Hornby Railways Collectors Association.

The Leeds Model Company, founded by Rex Stedman in 1912, was, after Hornby and Bassett-Lowke, the third largest model railway manufacturer in the UK in the years between World Wars 1 and 2.

The company produced a wide range of locomotives from

basic models to super-detail special order items. Most popular and enduring among these are the standard tank locomotives, seven quite distinct models, economically engineered to come from a single set of tooling and dies. Rolling stock was, until the introduction of moulded Bakelite coaches, wagons and vans in the late 1930s, predominantly paper lithos on wooden bodies. The company ceased trading in 1966.

The Leeds Stedman Trust was established by David Peacock in 1983 to keep the archives of the LMC and to promote interest in and appreciation of the products of the Leeds Model Co. A near complete collection of the Company's 0 gauge models is maintained in running order. The Trust also maintains a large inventory of both original used and unused LMC parts for locomotives, coaches, wagons, signals and track and provides technical advice and support to those working on maintenance, repair and restoration of LMC models.

A complete model railway delivered by the LMC to Australia in 1929 is currently under restoration.

A book on the history of the Company is in preparation timed for publication to coincide with the centenary of the Leeds Model Company in 2012.

Frans Ponjee
Branch President

30-Year Membership Awards

The Federal Committee of Management have awarded 30-year membership Awards to the following Western Australian Branch members –

Richard Stallard [Member No. 3070]
Gavin Stallard [Member No. 3069]
Robert [Bob] Frayne [Member No. 3013]
Peter Bakker [Member No. 3061]
Robert [Bob] Hands [Member No. 3023]
Graham Horton [Member No. 3006]



On behalf of the Federal Committee the Certificates and Badges were presented to these members by Ron Fryer on behalf of our Management Committee. We would like to pass on our congratulations on behalf of the Association to the recipients. Bob Frayne and Peter Bakker were not able to attend the presentation, their Certificates and Badges were later hand delivered to them personally.

Vale – Graham Lindsay Perry

14-2-1953 to 9-12-2009

Graham was born seven weeks premature in Midland Hospital [managed by Matron Niven and later to become St. Andrew's Medical Group]. He began life with a struggle and ended life in the same manner.

Graham attended Armadale Primary School and his first year of high school was at Armadale High. In 1967 the family moved to Morley and Graham completed second and third years at the newly opened Hampton Senior High School.

Graham started an apprenticeship as a Boilermaker/Welder with the WAGR at the Midland

Workshops in 1969. On completion of his apprenticeship he left the workshops and worked in the north west for a time then returned again to the Midland Workshops as a coded welder.

Graham married in 1973 and has a son and daughter from this marriage, he was divorced in 1980. He has nine grandsons and one granddaughter.

Graham started driving trucks around 1978/9 eventually working for Bell Bros, which later became Boral Transport, and was employed with Bell Bros/Boral for twenty plus years.

Graham's passion for trains started with his apprenticeship years and continued throughout his adult life.

Graham passed away at Kalamunda Hospice after a very short stay, being admitted on Sunday 6 December, passing away the following Wednesday.

Graham will be missed but not forgotten by Tom, Dave and Arthur, his crew members on the *Haltwhistle* layout where he loved to sit and watch his trains go smoothly by.

Tom Stokes

Vale – Michael David Horn

September 1933–December 2009

Mick, as he was affectionately known, was a member of AMRA and its WA Branch from July 1987 until his death on 1 December 2009.

Like a lot of members he became more involved in our Branch after his retirement in 1995 and for the last four years or so has been my Assistant in our Branch Library. In that role he played a major role in making our Library more secure and ensuring that systems were in place to protect our extensive collection of books, magazines and videos/DVDs. Mick was always ready to play a role at our Annual Exhibition and spent many hours sorting and parcelling up the magazines that are put up for sale.

As recognition for his efforts he was awarded the Ted Thoday Encouragement Award for Clubman of the Year in 2007.



In a former life Mick was a Navy man having completed a boy's training course in 1949 in Portsmouth, UK. He saw active duty in the Korean war and visited many places during his Royal Navy years.

He married the love of his life, Betty in 1958 and decided shortly after to leave the Navy and obtained a job with British Rail. Betty and Mick were blessed with their only child Yvonne, who came into the world in June 1959.

Mick obviously still had the travel bug and he eventually persuaded Betty to migrate to Australia and they duly arrived in Fremantle in the heat of summer in 1965. Mick was employed by the railways in Perth and subsequently with the Fire Department.

Working with Mick was always a pleasure as he had a great sense of humour, was always cheerful

and was a great source of general knowledge. His main interests were reading and looking after his beloved Betty.

During Mick's long illness his main aim was to keep fit and well for Betty's sake but obviously that was not to be.

He was extremely proud of his daughter, who obtained her nursing degree in Perth, and now has a demanding job in London and Europe.

Mick has donated a considerable number of his books, DVDs and VCRs to our Branch and will be remembered fondly.

Chris Paterson

From the Editorial Desk

The Branchline – April issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday 27 March** 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 26 March
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 27 March
- For items transmitted electronically via e-mail – 1800 Saturday 27 March 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 10 April** – includes pre-exhibition material

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

	Editorial deadline	Assembly, etc.
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 2009 AGM
December	Saturday 20 November	Saturday 4 December

Ted Thoday

Literary Lines

Very grateful thanks to the following for their donations of books, magazines, video tapes and DVDs

Robert Bell, Ernest Holland, Tom Stokes, Bob Phelps, Frans Ponjee, Peter Cox, Roger Powell, Alan Porter, John White, T. Emmerson.

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

Books for Sale

The recent audit of our Library book stock has found around forty books which are surplus to the Library requirements. These books are offered for sale through our Paddington Market facility.

Listed below is a selection of the books available just prior to deadline date –

Encyclopaedia of Railways
The World of Model Trains
The British Book of Railways
The Last Steam Locomotives of British Railways
The Wonderful World of Steam Locomotives
The Guinness Book of Rail Facts and Feats
LMSR Locomotives
The Great Trains
Everyone's Book of Trains
Pictorial History of Trains
Great Railway Journeys of the World
The Great Steam Trek
The Great Book of Trains
Steam Railways of the World
The Illustrated Encyclopaedia of Railway Locomotives
Great Trains of North America
More Great Railway Journeys
Trains in Colour
Railway Chronicles
Great Railway Journeys of Australia
British Steam Railways
Veterans in Steam
Steam Railways
Railways of Cardiff
Romantic Railways
The World Encyclopaedia of Locomotives
A Day in the Life of British Rail
Was Your Grand Father a Railwayman
Recent Locomotives
Trains – a Piccolo Fact Book
Southern Aurora
Railways – A History of Australia's Trains
Sunshine Route Jubilee
British Steam Postcards
Trains in Colour.

Tracks by the Swan

This is the title of a book expected to be published in March by the Perth Electric Tramway Society Inc. which is said to be the definitive history of the electric tram and trolley bus era of Perth.

It is a hard-bound book containing 304 pages in landscape A4 format profusely illustrated with black and white and colour photographs, system maps, etc. etc.

Standard edition \$88.00, limited number edition in embossed case with certificate \$115.00.

For orders received by 28 February, standard edition only \$75.00. All prices plus postage and packaging.

For more information or to place an order contact Perth Electric Tramway Society Inc. PO Box 257 MOUNT LAWLEY WA 6929 or via email at <pets1@inet.net.au>

Copies of the PETS information sheet are available in our Clubrooms.

Wanted – An N Gauge Layout

Paul Longhurst is about to become a member of our Association and its WA Branch and wants to purchase an N gauge layout to get him started in our hobby.

If any member has a suitable layout they wish to part with please contact Paul on 0409 527 003.

Around the Layouts

Ebford Regis. This layout continues in operation with occasional track/wiring problems They stop us becoming bored!!! . . . And from time to time we see visiting locomotives and rolling stock which pleases us greatly. Whilst the layout is built to Gauge O Guild fine scale standards [29mm back-to-back] we have found that vehicles to NMRA and European standards can go round although somewhat unsteadily near turnouts but by all means come along and try your rolling stock out.

Port Eb. Although this is effectively a branch of *Ebford Regis* it is most often run independently and John and Roger have recently, with help from others, installed Sprat and Winkle automatic couplings on the wagons and coaches which are normally used on this layout. John and Des can now enjoy hands-off stunting, which is very impressive to onlookers—mind you we do have to keep an eye on alignments of rail and couplings otherwise we revert to hands-on operation which is not what we expect.

Dennis Ling
Layout Supervisor

Haltwhistle. The layout has been very busy with the new members to the club giving it a good workout. The point motor which was giving us a bit of a problem has been replaced and is now okay.

Tom Stokes
Layout Supervisor

Dowerin goes Railway.

As you might know live steam will be coming to Dowerin in the near future with rolling stock stored at Minnivale. Now model railways will also be part of the Dowerin scene!!

I have been given the use of the lower part of the Exhibition Hall at the Recreation Centre at Dowerin to store and display my railways on the proviso that something is up and running by the Dowerin Field Days in August. It will be!!!

There has been interest shown by members of the Community who wish to be involved so perhaps

we will be able to form a small group in the near future. There will be space if anyone wants to come and have a couple of days with their layout in Dowerin but accommodation will be at a premium. Contact me on 9631 1608 or Email bjserendipity@bigpond.com

Barry Keens.

Peter Denny [1916–2009]

Peter Denny died soon after Christmas, having been unwell for some weeks in hospital. His wife, Sylvia, had died two years ago and after 58 years of marriage his final years were a little lonely, although he had been looked after by carers on a daily basis in his last months.

Younger and newer members of the Branch will, no doubt, saying “Who was this Peter Denny guy?”. Older members, both in age and in years of involvement in the railway modelling hobby, will most probably remember him as having been inspired by his numerous writings about the EM gauge *Buckingham Branch Lines* of the Great Central Railway set in 1907. He started to build his model of the imaginary Buckingham [Central] terminus station in 1945 when he lived as a bachelor in a 14ft. by 15ft. one-room London flat and the railway, when erected, occupied most of the room and straddled his bed twice! OK for a bachelor perhaps but when he married Sylvia in 1949, the room had then to accommodate a double bed and the railway, when erected, had its storage sidings over the bed. As he once wrote, “At first sight this might be thought to be a happy arrangement but it was not really so, especially when Sylvia wanted to go to bed!” What an understanding wife! Theirs was truly a marriage made in Heaven.

In 1952 Peter was appointed curate at Harrowbarrow in the Parish of Calstock and although he and Sylvia now had a house in which to live, their first son, Stephen, had arrived by then and there was even less space for Buckingham [Central], so it was adapted to fit into the living room! In 1956 he was appointed vicar at Newlyn East and the ‘living’ there included a Georgian house with twenty-three rooms. Now there was plenty of space for Peter, Sylvia and their three sons [Martin and Crispin having arrived in the meantime]. A 12ft. x 14ft. room with adjacent 8ft. x 6ft. boxroom was available for *Buckingham [Central]* and the new additions which came along quickly – a rather grand junction *Grandborough Junction*, a country branch line terminus *Leighton Buzzard [Linslade]*, revolving storage sidings and an electro-mechanical computer [also known as ‘Automatic Crispin’] that worked a bit like a pianola roll and was designed to replace his youngest son as an operator on the railway when not at home!

Finally, Peter retired from active Church of England duties and in 1982 he and Sylvia moved into a smaller Church Commissioners’ house in Truro. Here a special railway room 17ft. x 14ft. designed by Crispin was built, financed by an inheritance of several thousand pounds that Sylvia had just inherited – what more could he want from such a loving wife! With the possibility of a move in mind the railway had been built in sections between 4ft and 6ft in length and 2ft. wide so it was quite easy to shift it the eight or so miles to Truro in two journeys in son Martin’s van.

After settling in, Sylvia started operating a B&B and I know there are a couple of AMRA members who had stayed there, took the optional dinner and after a port or two Peter Denny had offered them the opportunity to help him operate his railway. How lucky they were – Paul Kehoe was one and wasn’t I half-envious!

Although I never saw Peter Denny’s *Buckingham Branch Lines* in the flesh, so to speak, it was always in the magazines of the era, *Model Railway News*, *Model Railway Constructor* and *Railway Modeller* – over one hundred articles in all, including all the articles in a *Peter Denny Special* May 1966 issue of *Railway Modeller*. Every article was inspirational to me and to others – there was literally nothing at which he didn’t have a go.

More recently in the 1900s, Paul Karau of Wild Swan Publications encouraged Peter Denny to write it all up in two books still available from the WSP stable. They're well worth acquiring [they are about £10 each].

What was it that made Peter Denny's EM gauge *Buckingham Branch Lines* so notable? I think it was its completeness, its overall very good standard [perhaps marginally short of excellent] and its many mutations over the years. These are some Peter Denny quotes that summarise his modelling –

- “When I first started in those early days just after World War Two there was no alternative other than to build everything from scratch, particularly as I wanted to create an Edwardian railway scene. I was therefore so addicted to scratch–building that when I have built the occasional wagon kit it has never given me the same amount of pleasure as when it has been all my own work.”
- “Whilst I admire those who work to perfection, my approach has always been to create a general impression of what I thought the Great Central Railway might have looked like in 1907.”
- “If you cannot see some detail on a model from two feet away, don't bother with it!”
- “It has been my fortune to find that I am a jack–of–all–trades and really master of none, so that I derive equal pleasure from whatever side of railway modelling I am pursuing.“
- “Why did I choose the GCR in 1907? I soon found out that the majority of members of The Model Railway Club [then meeting in the Ambulance Room underneath Waterloo Station] were keen Great Western Railway enthusiasts who knew all the finer details of Great Western design and were critical, in a friendly way, of each other's efforts: this helped persuade me not to model the Great Western!”

Peter Denny has joined some others in modelling Heaven who similarly inspired me with their writings when I was young – John Ahern, Edward Beal (another clergyman), Frank Dyer [I did see his *Borchester Market* layout recently on a visit to UK], Roye England [of Pendon fame – I did have the pleasure of meeting him] and Guy Williams [perfection scratch–building loco builder for Pendon].

Long may he be remembered for what he did for the hobby – inspiring those younger than him. Hopefully, there are top–shelf modellers out there now who are inspirational to those younger one following. Fortunately, I think there are.

What is to happen to *The Buckingham Branch Lines*? It's located in a house owned by the Church Commissioners who are willing to sell the house with the railway in situ, so if you're interested put in a bid! However it is to be hoped that some good folk will offer to remove it [it is sectional, so that helps] and to preserve it for all to see in the same way as Frank Dyer's *Borchester Market* can now be seen.

Alan Porter

Research

Recently Alan Porter was asked by a member of BRMA if he had any information on Brierley Hill

Station, which was on the former GWR line between Oxford, Worcester and Wolverhampton.

On a recent Saturday afternoon Alan raised the question in our Clubrooms and there was a short brain storming session for possible information sources.

Suggestions included Google, Wikipedia, the R.A. Cooke track diagram books, etc.

Within a couple of hours Alan had found a brief description and photograph of the station, which no longer exists and according to the text it's former location is difficult to see/find currently.

There were several other suggested sources of information/photographs and these have all been passed on to the original enquirer.

Just another of the benefits of belonging to our Association and its Western Australian Branch.

Around the SIGs

British Railways Special Interest Group. The subject for the November meeting was Signal Box interiors. Like many other items of the railway's infrastructure such as goods sheds, bridges, station buildings, loco sheds, etc. inherited by British Railways in 1948 from the Big Four, signal boxes were, in the main, in fairly good nick and there was no immediate need for their wholesale replacement. BR changed the lever frames in some older signal boxes for more modern frames and there were a few, [very few] new, mechanically operated, signal boxes built by BR. It was not until the concept of power assisted signalling took firm root, followed soon after by the concentration of signalling into a smaller number of power boxes using modern solid state electronics that BR built a significant number of new signalling facilities.

Therefore our look at signal box interiors will be largely a look at the interiors of the signal boxes that BR inherited from the LMSR, LNER, GWR and SR in 1948.

The facilitation notes of the meeting are too detailed to provide in an abbreviated form and I could not do justice to them, so I will just basically list the contents and suggest that you apply for a complete, detailed set of notes from either Ron Fryer or Alan Porter.

The notes dealt with Mechanical Signal Boxes first and the following items were discussed in detail

- The Lever Frame
- The Signal Levers
- Level Crossing Gates
- The Block and Other Instruments on the Instrument Shelf
- Single Line Working Equipment
- Creature Comforts and Other Features

The next section of the notes is given over to those signal boxes that were Power Assisted in their operations. There then follows two smaller sections as follows –

- Powered Signal Boxes
- Radio Electronic Token Block Signalling

The notes finish off as usual with a list of models available and also the references used by the author of the notes, **plus** as a bonus, several pages of very informative photographs of signal box

interiors.

After our usual break we continued with –

New Acquisitions –

Doug Firth – showed two GWR 20T Brake vans, one Hornby and one Mainline. The Hornby one we all agreed was gross!

Steve Rayner – showed a Bachmann G/Farish N scale Class 04 Diesel shunter in BR Green pulling a Bachmann(GF) 30T Bogie Bolster wagon in BR Grey followed by three Bachmann[GF] 16T slope-sided mineral wagon with riveted side door in Ministry of War Transport Brown.

Geoff Mercer – showed four Oxford Diecast Commercials in OO as follows –

- BR Bedford TK Personnel Carrier in Yellow
- BR “ TK Engineer’s Unit in Yellow
- BR “ TK Emergency Bridging Unit in Yellow
- LNER Mechanical Horse c/w Van Trailer in LNER Blue

Geoff also showed Heljan’s Hawker Siddeley *Kestral* HS 4000 and a pair of Vi-Trains Class 47 Colas Rail Diesel locomotives, No. 47749 *Demelza* and No. 47727 *Rebecca*.

Ron Richards – brought along a OO model from EFE of a Leyland PD2 Lowbridge Western Welsh Bus. He also showed a 2010 calendar from the NRM of Vintage Railway Posters. His last item was four packs of GWR 6-wheel American bogies in brass and whitmetal [1pair of bogies per pack] that he had purchased from some guy at a railway orientated swap meet.

Doing Things –

Peter Sapte – showed us the two Maunsell Coaches that he has made by converting two ordinary coaches for one of his friends back in the UK. He has finished them as far as he can here in Australia and will complete them back in the UK. They really are superb!

Nick Pusenjak – informed us that he is wiring his layout – when he finally gets the wire!

British Railways Modellers Special Interest Group’s December meeting was, as usual, the Annual Quiz Night followed by Christmas Cheer but before that let us look at –

New Acquisitions –

Ron Richards – showed two books –

- Railways in Profile Series No. 17 – GWR Wagons before 1948. Volume 2 by R. Tourret [Cheona Publications], and
- Private Owner Wagons – An Eighth Collection by Keith Turton [Lightmoor Press]

Geoff Mercer – showed the latest Bachmann OO gauge locomotive Class 66 Diesel No. 66152 *DB Schenker*.

Alan Porter – showed his latest Bachmann Standard Class 3MT 2–6–2T 82005 BR lined green with late crest

12

Doing Things –

Steve Rayner – showed his efforts in building N Scale Society kits of shock wagons.

Alan Porter – showed just how far he has progressed in the saga of the Water Mill. Since the GWR meeting last week he has done a significant amount. We are impressed!

As with the GWR Quiz the most prominent thing about it was the lack of knowledge that abounds in the Group's membership. I have come to the conclusion that we are only there for the nosh and bubbly and why not ! Season's greetings to everyone. Roll on 2010.

Great Western Railway Modellers Special Interest Group. No topic for the December meeting but before we started the Quiz and Christmas celebrations we had a look at –

New Acquisitions –

Steve Rayner – showed us a very nice N scale train comprising all Graham Farish by Bachmann rolling stock – hauled by Class 04 0–6–0DM Drewry Shunter D2264 in BR Green were nine Conflat A wagons –

- 1 x BR B709708 13T with 1 x BD Crimson container
- 2 x BR B704954 11T each with 2 x AF White containers
- 2 x BR B709437 11T each with 1 x AF Blue container
- 1 x BR B704503 12T with 2 x AF *Birds Eye* containers
- 1 x BR B505569 13T with 1 x BD *Speedfreight* container
- 1 x GWR 39354 12T with 2 x AF GWR containers

A really nice looking freight train and, even though it was N scale, the printing on both the wagons and the containers was perfectly legible. Steve's last item was a OO Oxford Diecast model of a Sunbeam Rapier Mk. III in Pearl Grey/ Pippin Red. Very nice.

Ron Fryer – showed an N scale Oxford Diecast model of a Bedford OB Coach with Duple body *GEORGE EWER*. The detail on these models is excellent considering the extremely low cost of them. He then showed confirmation of his order from the NRM for the RM/Bachmann OO model of *City of Truro* with was released on 4 December at the GWR, Toddington. The platinum version [wooden box, velvet inlay etc. etc.] is £197 and the standard version is £145, both plus postage. Due for release in ten days and sent to UK addresses for £5 postage and overseas for £50+ postage. Ron had his sent to his cousin in the UK and will have it sent out after Xmas sometime.

John Brenchley – showed a nickel silver etch of a LNWR 10T Covered Goods Van from the 2mm Scale Association. The etching is beautifully detailed and cleanly done.

Ron Richards – showed us a book *Diesels in Wessex* by Tony Molyneux and Kevin Robertson [Ian Allan]. He also showed us an assortment of etches from Dave Cleal [Mainly Trains] part of Dave Cleal's big consolidation clearout.

Doing Things –

John Brenchley – showed us the finished versions of the three cattle wagon kits that he had previously shown to us in kit form – 1 x GWR, 1 x Southern, and 1 x N.E. ex G.E. – very nice.

Alan Porter – explained his plans for the water mill kit that he is going to build – we await the

next instalment!

Roger Solly – remember the Ford 12v motors that we all bought some years ago and that operate most of the points on Ebford, well Roger has designed a locking system to stop the sloppiness of the motor once it has been operated. It works! Well done Roger!

Ron Richards – has solved the electrics on the scissor point that he has built. It also works!

Peter Sapte – showed the Pull–Push set that he has built for a UK friend. As the song says, ‘He has gone about as far as he can go’. Very nice. He also showed a Parkside Dundas kit of a LNER DX on a Conflat–S that he has started to build to fill in the time before he departs back to the UK.

Now to the Quiz! This proved once again how hopeless we all are when it comes to a quiz, however we all had a good laugh at our lack of knowledge and the mince pies, cake and bubbly went down very well. We all look forward to another interesting year.

The subject for the January meeting was the GWR’s Bolster, Depressed Centre and Special wagons. These wagons were used to carry long loads, high loads and heavy loads but not all at the same time! Bolster wagons were used for long thin loads such as girders and other steel sections, rails, logs, sawn timber and pipes. Depressed centre wagons were used to carry loads that would be too high if carried on flat wagons or in open wagons. Special wagons carried, well special loads that the other types could not carry, things like boilers, transformers, military and naval ordnance and bridge girders.

It’s a big ask to look at all these in great detail, so let’s sub–divide and summarise. Like all GWR wagons, they had code names used to simplify their descriptions when telegraphed and what a wonderful collection of natural history names they had. In most cases, they were manufactured in very small batches but there were many similar wagons, differing only in the suffixes attached to their names.

POLLENS – articulated wagons for carrying boilers, guns and bridge girders slung between a pair of wagons. Initially Pollens had swivel bolsters but later wagons had turntables to allow the load to swivel. There were six different types of Pollens built to nine different diagrams. There were only ten sets of these articulated wagons, which just shows how individual these wagons were.

TOTEMS and **SERPENTS** – these were armour plate, ingot and mill roll carrying wagons. There were only three types of Totems built to three diagrams and just a total of three wagons built. There were five types of Serpents built to six diagrams plus one from the Taff Vale Railway. There were a total of 115 Serpents including the TVR one.

CROCODILES – these were Boiler trucks, later called Trolleys. The end platforms of Crocodiles were of steel plate, occasionally with triangular opening to the track. The floor of the well of Crocodiles was made up of timber planks, either transversely or longitudinally laid, but from about 1938 steel floors became common. Thirteen types of Crocodiles were built to twenty–seven diagrams. There were not too many Crocodiles made despite the number of diagrams. An example for us modellers is the Bachmann Crocodile H, Dia.C23, No. 41973 only three were made Nos. 41973–41975, so anyone with four of them it’s one too many!

CORALS – these were Well wagons for carrying plate glass in crates. They were 4–wheel well wagons with vertical racks in which large plates of glass could be stacked vertically. The Well ran the full length of the wagon, above the axles. Two types were built to two diagrams, a total of twenty–five wagons.

(Continued on page 17)

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.

February

Friday	5	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	6	[4]	General Activities The Branchline assembly
Monday	8	[5]	S Scale Special Interest Group meeting – Painting your models – latest news and innovations.
Tuesday	9	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	10	[7]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	12	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	13	[9]	General Activities
Tuesday	16	[10&11]	Daylighters Group – daytime meeting

Wednesday	17	[12&1]	Great Western Railway Modellers Special Interest Group meeting – GWR Mobile Cranes, Crane Locomotives and Fixed [Yard and Shed] Cranes.
Friday	19	[2]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	20	[3]	General Activities
Tuesday	23	[4]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	24	[5]	British Railways Special Interest Group meeting – Oil Company wagons running on BR metals.
Friday	26	[6]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	27	[7]	General Activities

March

Monday	1		Making Trees for your Layout. <i>[Labour Day Public Holiday]</i>
Tuesday	2	[8]	Daylighters Group – daytime meeting
Wednesday	3	[9]	LNER Special Interest Group meeting – Overview of the J Group 0–6–0 locos with Don Finlayson
Friday	5	[10&11]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	6	[12&1]	General Activities
Monday	8	[2]	S Scale Special Interest Group meeting – Bring a Train, run it on <i>Swan View</i> and Talk about the vehicles in the consist.
Tuesday	9	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	10		DCC Special Interest Group meeting – venue Naval Base
Friday	12	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	13	[5]	General Activities
Tuesday	16	[6]	Daylighters Group – daytime meeting
Friday	19	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	20	[8]	General Activities

Tuesday	23	[9]	Daylighters Group – daytime meeting – see article on Page 2 re. David Peacock's visit during this meeting. North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	24	[10&11]	Great Western Railway Modellers Special Interest Group meeting – Bring, Run and Tell about a GWR Train [Running Night].
Friday	26	[12&1]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	27	[2]	Mad March Sale – see note in <i>Frans Fatidic</i> on page 1 The Branchline editorial deadline.
Tuesday	30	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	31	[4]	British Railways Special Interest Group meeting – Bring, Run and Tell about a BR Train.

April

Friday	2		Good Friday – No Meeting
Saturday	3	[5]	General Activities
Monday	5		Need Help with your current Model Building or Rolling Stock? Come along and receive help from fellow modellers or even pass on your own knowledge. <i>[Easter Monday public holiday]</i>
Tuesday	6	[6]	Daylighters Group – daytime meeting
Wednesday	7	[7]	LMS Modellers Special Interest Group meeting – Pipe Dreams – If I had unlimited time/space/money which main line station would I model?
Friday	9	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	10	[9]	General Activities The Branchline assembly
Monday	12	[10&11]	S Scale Special Interest Group meeting – Slide/ Video/ Movie/ E-Photo night
Tuesday	13	[12&1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	14	[2]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	16	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	17	[4]	General Activities

(Continued from page 13)

MORELS – these wagons were for large wheels and ship propellers. They were flat wagons with an open well and a large pair of trunnions from which to support the wheel or propeller by its axle. The centre line height of the trunnions was some 7ft. allowing wheels of perhaps 13ft. to be carried within the load gauge. The well of the wagon was built with a steel lip on which slid steel reinforced wooden chocks to pack the load. Loads suspended from the trunnions without packing were not to exceed 5–tons. There was only one type of Morel built to three diagrams, a total of five wagons plus one wagon ex–Barry Railway and one ex–Rhymney Railway.

AEROS – aeroplane three–bladed propeller wagons. One type, one diagram and one hundred and seventy five of them were built between 1938 and 1941 for obvious reasons. All were converted to open goods wagons in the early 1950s. They carried two propellers each in its own packing case that stood upright in a small centre opening supported by two triangular cradles.

LORIOTS, HYDRAS and MAYFLYS – these were 4–wheel flat and well wagons for carrying road vehicles. Loriot and Hydras were essentially 4–wheel well wagons with sloping ramps down to the well, sometimes with no end platforms. Early Diagrams were of an angular style but later Diagrams were more curvaceous. The Hydras were passenger rated Brown vehicles and were of a lower capacity, less than 10tons, whereas the Loriot could load between 10 and 20 tons. The Hydras had larger wheels [sometimes wooden block Maunsell type] than the Loriot and consequently they were higher above the rail.

There were eighteen Loriot types built comprising 17 diagrams. In total there were 122 built plus 1 ex–Taff Vale Railway [Loriot G] and 1 ex–Rhymney Railway [Loriot H].

There were four types of Hydras built using nine diagrams giving a total of 40 wagons. Six Mayflies were built all to Diagram G23 in 1919/20 to carry transformers. They were all condemned by September 1940.

BEAVERS, MACAWS, GANES, MITES and DOUBLES – rail and timber bolster wagons.

Beavers were early bolster wagons converted from Broad Gauge vehicles for carrying rails and baulks of timber. Only thirteen Beavers were built of two types and three diagrams. One Beaver C, built in 1889, was converted to a GADFLY [Flat truck for aeroplanes] in 1917.

The Macaws are the most prolific in numbers. Almost 3000 Macaws of differing types and diagrams were built, the most prolific being Macaw Bs [1906]. The facilitation notes list the types, diagrams and quantities built in detail.

Two types of Gane were built covering four diagrams totalling 129 units. These were built for the Construction and Engineering Departments and were still being built in early BR days.

Between 1874 and 1903 2480 Mite and Mite B 18T twin articulated single bolster wagons were built to Diagram J9.

Thirty one 14T double bolster wagons were built to Diagram J7 between 1902 and 1908. They were formerly coded Macaws A and F.

RECTANKS ex–War Department machinery trolleys]

Rectanks [ex–War Department machinery trolleys] were shallow well, 35T bogie trolleys that were first built during WW1 to each carry two of the then new–fangled tanks. Forty wagons were built to Diagram C20 during WW1 and another fifty–two to Diagram C21 in 1921–1922. Some were

sent to France in WW2.

Trestle Plate wagons. Ten O37 4-wheel open wagons were fitted in 1942, to Diagram FF1, with a steel trestle for the conveyance of steel plate. They were down-rated to 9T. Ultimately they were returned to general merchandise goods traffic.

After our usual break we continued with –

New Acquisitions

Ron Fryer – showed a Xmas present – a packet of toothpicks. What's so special about them you may ask. Well the non-pointed end is a turned end and is ideal for making stair balustrading. His NRM/Bachmann model of City of Truro has left the UK, hopefully to arrive soon in Perth.

Ron Richards – showed a mirror in a wooden frame. The frame was painted GWR Green but in the middle of the actual glass was a leadlight GWR roundel in coloured glass. Unusual, but quite nice.

Barry Peacock – showed some GWR long bogie clerestory coaches in chocolate and cream. He is planning to do his usual upgrading to make them more accurate.

Alan Porter – showed his Bachmann model of a 3MT in BR Green No. 82005. He explained how it ran like a dog [his words] when he received it, what were the problems and how he overcame them.

Doing Things –

Ron Fryer – explained that he had been making library boxes for the VHS and DVDs, out of foam board.

Doug Firth – made up the freebie model of a country garage [ex-Scalescenes] that was given away free with an issue of Hornby magazine. He didn't, however, bring it in! He will next month.

Ron Richards – working on woodwork for his layout.

Barry Peacock – going through his rolling stock and doing preventive maintenance and modifications.

Alan Porter – showed the current stage in the Water Mill saga. He has really forged ahead in leaps and bounds. It looks good. Keep up the good work!

As usual the full facilitation notes are available on request.

S Scale Special Interest Group's December meeting was very well attended by 36 enthusiastic members, many of whom came, no doubt, to see and hear Rob Clark's presentation on the topic, *Named Trains of the WAGR*.

After the usual meet and greet session the meeting was formally opened by Graham Watson at 2030. Graham wished everyone a happy Christmas and a prosperous New Year. He also welcomed AMRA member, Trevor Burke to the SIG meeting.

Tony Kelly reported that he had run out of copies of the new book, *Western Australian Steam* but promised to have a new batch for the January meeting. Tony also announced the impending

release of John Long's *History of WAGR Road Services* and Graham reported on the impending release of volume I of David Hunt's book on the *Era of Steam Railways*.

Bill Gray reported that he still had S scale figures available for use as locomotive crews. John Hatch mentioned his disappointment at the S scale information in the Nov–Dec 2009 edition of *Journal*. Others concurred. In fact there was no S scale information other than two photos which were positioned out of context to the rest of the WA state news even though there was white space available. Stuart Mackay undertook to write to Journal Editor, Stuart Pattison, in a most polite and professional way, expressing our heartfelt concerns.

Prior to Rob Clark's presentation Graham called for members to show any recent items that they thought might be of interest to the group.

Phil Knife was the first to display his recently completed 4–4–4T N class tank locomotive which he scratch–built on a modified Hornby Jinty mechanism. Some of Phil's inspiration came from the ideas set out in Neil Blinco's detailed article describing the way he built his N class some years ago. Phil made his own body and boiler and used castings of the stack provided by Neil and Graham and castings of the bogie side frames and other detailing parts provided by Railwest models. The result has been another very nice model of an N class, of which there were 42 units on the WAGR system between 1896 and 1960, and constructed by three different British companies.

Rob Clark showed his partially completed ADUs which have been given square ends to run on a Shopper set or on such trains as the *Midlander* or *Mullewa*. Rob used castings from the *Wildflower* set supplied by Railwest Models.

Greg Aitken who has now moved back to Perth from Melbourne showed some very nice sheep wagons he scratch–built some years ago when he was living and working in Indonesia. There were a couple of CXAs, and also a DX weighbridge testing van, a JA wooden water carrier and an LA ballast hopper which is now available in kit form from Greg's own GA Models. The members also wished Greg a warm welcome back to WA.

Following the usual Bring and Show segment, Rob Clark began his much anticipated presentation on the *Named Trains of the WAGR*. Much of what Rob described is included in his chapter 7 of Geoffrey Higham's book, *From Mandurah to Marble Bar*. Rob acknowledged the help he received from Joe Moir, Lyndsay Watson, Jeff Austin, Jim Bidsdie and others in writing his chapter. Due to the limitations of space only a brief summary of Rob's presentation can be provided here. Named trains began in 1938 with the introduction of the *Westland*. A slide showing an oil burning P522 hauling an early *Westland* was remarked upon and discussed. We were reminded that the U class were not the only oil burning steam locomotives on Western Rails. The early coaching consists included AZ First Class sleeping cars, an AV dining car and ARS cars.

By 1948 there was the new *Westland* and the fleet had been expanded to two sets, painted in green and cream. In 1947 the *Australind* began its service from Perth to Bunbury. The new U class locos were used to haul this express but, as discussed, the 14 Us were not used exclusively on this famous train but were also used on freight trains on the heavier lines. The six coaches of the *Australind* were all new and purpose built for that train.

In 1958 Cyril Wayne became Commissioner and under his leadership the WAGR embarked on a comprehensive re–building and re–badging program of the passenger and freight trains on the system, within the limited budget available. In 1960 the *Australind* consist was removed from service to be completely refurbished. It returned after several months with the resplendent green and cream livery and carried a crest on the front of the X class locos which were usually but not exclusively used to haul the train. The *Australind* now had a ZJ guard's van [427] with corridor

connections which was used exclusively on the train.

1961 saw the advent of the *Albany Progress* passenger train with an AQS, AQL, an AQZ and an ACL for Second Class passengers, the *Capital City Freighter* and the *South West Enterprise* were also introduced and were the first named freight trains operating on the system. October 1961 saw the introduction of the *Mullewa*. One lesser known fact was that the *Perth Express* freight train had a rather short life of just 16 days that year. The *Kalgoorlie Express* had its name shortened to the *Kalgoorlie* and gained the AYS Colgoorla buffet car.

1964 saw the introduction of the *Shopper* and the *Bunbury Belle* using modified sets of ADF and ADU railcars arranged in six car sets similar to the Blue Pullman sets in Britain, with power cars at each end of the train to permit fast turn around. Bunbury was thus being served by two trains each way, each day, six days a week. The *East Freight* was also introduced in 1964 as was the *Midlander* with its red and ivory livery. Since the *Midlander* ran to Geraldton on Tuesdays and returned on Thursdays, coaches from this train were able to be used on the *Albany Weekender* on Fridays, returning on Sunday nights.

In 1966 the *Australind* set was used to carry dignitaries up the Avon valley to open the new standard gauge railway to Northam. The last *Westland* ran in 1969 while the *Kalgoorlie* continued on until 1972 until the Prospector began its long life on the standard Gauge.

Sadly, by 1978 all the named trains on the narrow gauge had been withdrawn except the *Australind* which soldiered on in various forms, until the much-heralded introduction of the new *Australind* railcars in 1987; a sorry demise of what was an ambitious and exciting period for named passenger and freight trains in WA. Thanks Rob for such an interesting and stimulating talk, particularly from a modeller's point of view.

At the Group's January meeting thirty seven members enjoyed an evening of entertainment and education following as it did, hard on the heels of the silly season.

Most members were at our Clubrooms by 2000 exchanging Yuletide stories or acquiring bits and pieces from Tony Kelly who had the latest copies of *West Australian Steam*, Greg Aitken; GA Models, Gary Gray; Double G Models, Bill Gray; S scale cab and station figures, Rob Clark; Decals and laser etchings, Niels Kroyer; Brass platform etchings, Stuart Mackay; X Class Models and of course Railwest Models.

Graham Watson called the meeting to order at 2030 and made one or two announcements and called for any announcements from the members. Graham announced the result of the recent Sn3½ loco survey and provisional estimates were 330 locos assembled and running which is something of a minor achievement for members of the Group over the last 25 years.

John Maker reported that the new computer was now available and that all members had access through it to the Internet. The computer is located in the meeting area and not in the Library for reasons of security and access.

Stuart Mackay reported, as promised, that he had e-mailed Stuart Pattison, the Editor of *Journal*, concerning the brevity of the last S scale report from WA and that the Editor had replied. He gave an undertaking that the next copy of *Journal* would contain information about the S Scale SIG's activities in WA.

The main topic of the evening was to be a Bring and Show of what you received or gave yourself or made for Christmas.

Doug Firth was first. He has modified a case to hold his models in individual compartments and he showed a Bianti Models of a 1948 Holden in green which his wife gave him for Christmas. Although he would have preferred a different colour he is thankful for the present which is a superb S scale model and would enhance any layout with a WA setting. Murray Hartzler quipped that it was a far better present than a piece of coal which many of us husbands probably deserve.

Phil Knife showed the chassis of a WAGR B class 4–6–0T loco which is his next modelling project. If it's anything like Phil's scratch-built N class it should be a great model. We look forward to seeing it next month.

Scott Parker brought in a Bachmann high rail vehicle which he gave himself for Christmas.

Charlie De Bruin showed off his W class locomotive which will join an X and U class which he has built for his layout.

Paul Tranter described and showed the humorous highs and lows of a Modeller's Christmas. The highs being a book on the SA Eyre Peninsular railway and a box of chocolates with a very good view of a Victorian K class locomotive on the lid and a 2010 Australian Railway Calendar. The low, being a 1975 second hand boxed train set in N gauge by Minitrix which had a burnt out locomotive, given to him by his brother-in-law. Needless to say Paul does not model German Railways nor does he model in N scale but he assures us he accepted all the gifts from his family members in the spirit in which they were intended. You have to admit we're tolerant and forgiving blokes, us railway modellers.

Jeremy Ludlow showed the twenty wagon kits he is enjoying building in batches of four and two. They included 4 GEs, 4 RCAs, 2 V vans, 2 VAs, 2 Z vans all from Railwest, and 6 GA Model DC vans. Jeremy says there are numerous advantages in doing them in batches from a learning, accuracy and improvement point of view, to having two complete trains when he is finished. Well done Jeremy.

Kelvin Davis showed a range of Right clamps which he bought from the USA for about \$20 each. They make soldering and joining various sheets of metal and styrene easy and accurate. John Hatch showed how he has modified the connecting rods on his Tortoise point motors to get around the cramped spaces under the base-board frames of his Pinjarra layout. John has 24 points on the layout.

Lynton Englund showed the magnificent *Albany Progress* AQL coach he has assembled using laser-cut frets from Brunel Models. Lynton was keen to say that the coach was a group effort. Group effort or not, the result was quite magnificent. The roof and floor were by Brian Norris, the bogies by Graham Watson, the bogie side-frames by Bill Gray and the decals were by Rob Clark. The result belies that old saying that a horse designed by a committee can often turn out to be a camel.

Stuart Mackay brought in a number of items he has been working on since July. They included an X class and XA class locomotive in green with red and yellow stripes. The stripes were from Pacta Trim Tapes which come in various widths from 1mm to 10mm. He also showed his Z124 and a ZF440 guard's van assembled from kits by Railwest Models and his N class locomotive which he scratch-built in 2004 but has just had a major overhaul which included new valve gear, lowered bogie bolsters and a DCC decoder.

Graham Watson showed the new Olfa circle cutter he bought for himself for Christmas. Graham says he has found it has many uses, the least of which being to cut circles, for which it was primarily designed to do.

At the conclusion of the bring and show Simon Mead presented a short but interesting slide show of pictures taken in the period 1928 to 1932 by surveyor William Fretwell [1874–1958] who migrated to WA in 1911 and worked on construction projects for the Railways Commission in WA. 575 of these slides can be seen on flickr.com/photos/dybarber/sets/72157617026589767/ Most, if not all are never-before-seen photos of places on the WA railway system. The photos were often before or after snaps of locations being altered or upgraded and included Kelmscott, Midland, Beechina near Woorlooloo, Southern Cross and Kalgoorlie. Thanks to Simon for organising just a sample of the 575 slides in the collection.

The S Scale Special Interest Group is a very active group of AMRA modellers which meets on the second Monday of every month at 2000 hours in the AMRA clubrooms in Moojebing St, Bayswater – visitors are always welcome. Contact Stuart Mackay on 08 9310 3858 or mackays@inet.net.au for general information about the S Scale Group. Bill Gray, william_gray@optusnet.com.au is the WA contact for the Australian Sn Modeller and is always seeking articles for publication.

LMS Modellers Special Interest Group's December meeting was quite well attended – maybe it was the attraction of an end-of-year meeting without a quiz but still offering food and good cheer to those attending!

The topic for the night was the last of the series on Modelling the Contributions of the Constituent Companies to the LMS. This one dealt with the Scottish railways – the Caledonian Railway, the Glasgow & South Western Railway and the Highland Railway.

A Facilitation Note was tabled outlining the number of locomotives built of each class and that came into the LMS from each of these railways, the numbers that made it into BR days, the dates of last withdrawal and where known, the identity of the last locomotive withdrawn. Similar but less comprehensive data was presented for the coaching stock and the freight stock that came to the LMS and in all cases, as well as for the inherited infrastructure items, any RTR models and kits which are [or in some cases, were] available to the modeller were listed.

Andrew Wells, an enthusiastic modeller of things Caledonian, showed several [nay, many!] unmade kits of Caley locos and wagons, some of them to Sassenach eyes, from obscure and previously unheard of makers! In fact, as Andrew pointed out, there is an active Caledonian Railway Society which has encouraged several cottage industries to produce these kits, all of which were very nice. See Andrew if you want to know more about them!

Alan Porter showed the Hornby model of the famous Caledonian Single No. 123 in its original CR blue livery and in its early LMS crimson lake and later LMS black liveries. He also showed the Hornby model of a Caledonian 0–4–OST Pug in CR blue livery and a made up GEM white metal kit of one of the famous Cardean class 4–6–0s, one of which was involved in the terrible Quintinshill disaster in 1915.

Copies of the Facilitation Note are available on request.

Before the end-of-year frivolities however, members were required to show their Recent Acquisitions.

Shane Busing must have been saving up for a while for he brought in a whole lot of stuff! He had the most recently published *LMS Profile* [No.11 dealing with the Coronation Class Pacifics] as well as the Photographic Supplement to No.10 [which dealt with the LMS Standard Class 4 Goods 0–6–0]. He had *LMS Journals* No.26 through to No.28 and Keith Turton's latest *Private Owner Wagons* book [No.8 – when will he come up to the buffer stops?]. He showed the two limited edition N scale Gloucester Gas & Light Company wagons Nos. 51 and 57 that *British Railway*

Modelling magazine had commissioned from Dapol.

Now was it Shane or was it Steve Rayner who produced some more N scale rolling stock? I think it was Steve but whoever it was, the vehicles were all Graham Farish by Bachmann – a set of several container flat wagons and a GWR bogie bolster wagon.

In the Current Projects segment Shane Busing showed the N scale model [brand not recorded unfortunately] of LNER B17 4–6–0 No. 2850 *Grimby Town* which he proposes to convert to No. 2856 *Leeds United* using Roberts nameplates and transfers.

Peter Sapte showed the progress he had made in making a Southern Railway Ironclad Push–Pull coach for a UK friend during. [Hey Peter – at an LMS Modellers meeting, you’re supposed to stay north of the Thames!]. This was being done by using an Airfix 57ft. suburban coach as a donor to accept etched brass sides from 247 Models. Very nice it was too. Peter also showed the beginnings of work on a Parkside Models plastic kit PC35, an LNER Conflat S container flat wagon, of which he confessed he knew little and sought information.

And after all that it was on with the dancing girls – no, just some food and bubbly with which to drink a toast to ‘The LMS and all who sailed in her’ – sounds like we were launching a ship!

Now, what is to become of us in 2010? Well, the Group started off in 1993 and until 2008 it met on a monthly basis with nine or ten of the meetings each year having an agreed LMS topic for discussion and the showing around of any models appropriate to the topic. In that period, 125 individual topics had been covered, some of them more than once!

2008 was a year in which the Group almost lost its way with no pre–determined programme of agenda topics and a falling attendance at the meetings which had been spread out to every second month. So at the February 2009 meeting, a programme of related topics was thrashed out for the bi–monthly meetings in the remainder of 2009, These topics were Modelling the Contribution of the XYZ Railway to the LMS, XYZ Railway being in turn LN&WR [April], MR [June], the other English railways [October] and the Scottish railways [December] with August being a running night.

The Group is now in a similar position – no programme of topics for 2010 has been planned as yet [actually, we all forgot about this in the celebratory mood which followed the December 2009 meeting – too many fruit mince pies, too much Christmas cake and too much good cheer!]. The four related topics which were dealt with in 2009 seemed to go down reasonably well, so at the February 2010 meeting I will be suggesting a series of four related topics for the remainder of the year.

What I have in mind for the topics is a series of pipe–dreams with the common title of How I would model an LMS xyz I’ve Always Admired if I had Unlimited Space, Time and Money [and What I Would Actually do with the Space I have and the Time and Money I can Spare!] where xyz will be Main Line Station [April], Branch Line Station [June], Large or Small Terminus Station [August], Dockside or Industrial Location [October] and Motive Power Depot [December].

As they say, watch this space!!

Alan Porter

Contact persons for Special Interest Groups are:

British Railways
Digital Command Control

Gordon Bramwell	0432 871 197
Richard Johnson	9437 2470

Great Western Railway Modellers
Large Scale
LNER
LMS Modellers
N Scale
North American Railroads
S Scale

Roger Solly	9444 7812
Jim Gregg	9298 9442
Steve Rayner	9379 1147
Alan Porter	9330 1848
Neill Phillips	9403 0924
Peter Scarfe	9359 2281
Stuart Mackay	9310 3858

From the Scribe's Quill

It has been a couple of issues since the last Quill. These will bring members up to date on what has happened.

Meeting No 326 – September 2009

- There is progress in getting the floor down for the extension but there are still no quotes for the building. Our Treasurer is to continue to canvas others to gain plans and costing.
- The Committee has stated the preferred layout, for the Exhibition, is the new N scale layout. The members of the Special Interest Group have increased their efforts to make it ready.
- The other layouts are working well with requests for material and equipment from the coordinators.
- The Committee has now stopped making layouts for sale as this practice was using valuable time of persons required to assist with our Branch's own layouts and the members were growing weary and losing interest.

Meeting No 327 – October 2009

- The Exhibition Committee has met to look toward the 2010 Exhibition. Financial support is being sought to assist financing the Exhibition.
- Security of our Clubrooms is to be upgraded with a new keypad and a check of the systems.
- The extension floor should be laid by the end of November.

Meeting No 328 – November 2009

- The floor has been laid for the extension but still no closer to plans or costing for the extension.
- ModelRail was a great success with all the layouts working very well on the day and construction being of great interest.
- The Committee has decided that the N scale layout will be going to the 2010 Exhibition as a work in progress as the layout is operational on the main lines and some of the other areas as well.

- Our Library is to under go a complete revision of its recording system with the present system to be abandoned once the new system is devised.

Meeting No 329 – December 2009

- The Exhibition planning is progressing well with many returns coming in from both retailers and exhibitors.
- The Committee cancelled the Christmas function but was not able to get the message out to those who would have turned up. Even though the details were on the whiteboard, some members and guests arrived. There will be no function next year as the Special Interest Groups have a small function on the last meeting prior to Christmas.
- A function in July is being considered and discussion is encouraged by all.

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 and are to be received no later than the Saturday prior to the meeting.

Your Management Committee invites any member to come along, as an observer, to any of the Management Committee meetings to see how our Branch is administered. The meetings are usually on the third Thursday of the month unless otherwise advised – on these nights our Clubrooms will be closed to other Branch activities

The **Submission deadlines** are –

Submission deadline [Saturday]	for	Committee meeting [Thursday]
13 February		18 February
13 March		18 March
10 April		15 April
15 May		20 May

Membership Matters

Hello everyone I do hope you have marked in your calendars for this 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 inclusive.

This summer is certainly shaping up to be a hot one. So do remember not to leave any models in your car, they might not be the same shape as you left them.

I hope Santa was very good to you on Christmas Day.

We have also had the following new members join the Association and its WA Branch. Please make them welcome when they come to our Clubrooms and show the usual hospitality.

Cassidy Newland	Manjimup	Sn3½, 009
Tristan Hunnisett	Inglewood	N, HO
Mrs Jane Hunnisett	Inglewood	N, HO
John Hunnisett	Inglewood	N, HO
Jim Lee	Wungong	HO, OO
Greg Aitken	Greenwood	Sn3½
Ted Millson	Forrestfield	G1

John Maker
Membership Coordinator

EM Gauge Society Manual Sheets

The latest Manual sheets are –

- 1.2.0.(6) – Track Construction – 6 – Functional Chairs on Wooden Timbering
- 3.2.3.(9) – Hornby Class 121 conversion to EM
- 3.2.6.(12) – Bachmann 3F Jinty conversion to P4

The last two are of general use for their descriptions for taking the models apart and putting them back together again.

The three Manual sheets together with EM Gauge Society Newsletter No. 182 are now in our Library.

Hornby Royal Scot Shorting Problem

I was recently challenged to find the reason for the regular shorting out of a Hornby R2728 Royal Scot loco fitted with DCC when operated on the owner's layout powered by a Hornby Select DCC system. The only advice provided was that the loco shorted out the Select unit when negotiating turnouts [points].

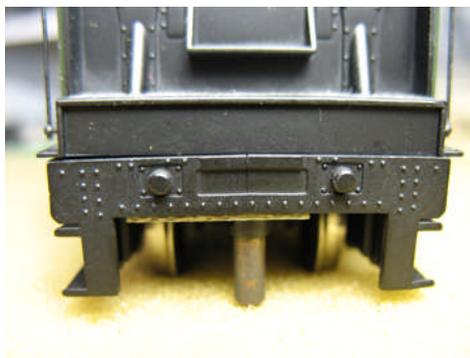
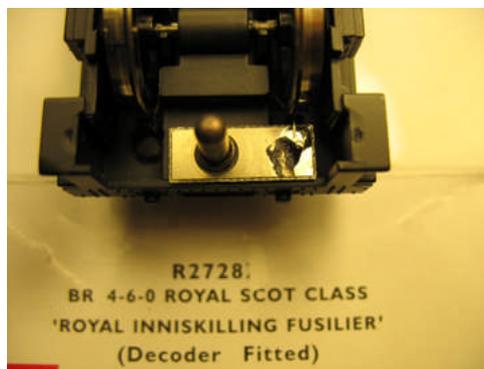
Initial running on my layout in forward and reverse and in both directions around the layout did not reveal any problem until after about 20 minutes of running it finally happened, a short occurred whilst negotiating one of my layout's sharper, approximately 650mm radius, curves – good, something to follow up on. Holding the loco and tender and moving them about on the track revealed that something was shorting on the model.

Separating the tender from the engine revealed that the tender appeared to be the problem. A quick visual inspection did not reveal anything unsuspecting so the tender was dismantled, still nothing untoward noticed, so back onto the track as a chassis and the problem was still present!

Closer examination revealed that the front right hand wheel flange when pressed fully to the right side would contact the wire leading from the pick up plate [pcb] for the electrical connection to the engine. [The electrical connection relies on the tender mounted pin which connects to the loco drawbar and the pcb surrounding the pin for the other connection, the engine will run without the tender attached.] – *see photo top right page.*

Simply bending the offending wire a little sharper, to clear the flange, when it leaves the pcb fixed the problem.

Two lessons from this, the single stand wire used from the pcb had its insulation stripped back further than necessary, the flange would have only rubbed on the insulation for probably the life of the model without ever causing a problem and secondly that the polarity of the wire was from the opposite side, if it had been from the same side no shorting would have occurred – *see photo below left*



During the disassembly of the tender it became apparent that the draw bar pin on the tender had been riveted into the plastic frame with considerable force to the extent where the chassis had partially cracked and distorted resulting in a small gap between the top of the chassis and the bottom of the water tank on the right hand side – *see photo above right*

The other thing noticed with this tender was the poor rolling ability. Some oil on the axle bearings and some heavy hand pushing back and forth on a piece of track eventually made it a lot freer rolling which should result in an increased trailing load for the loco.

Bruce Norton

Going Down The Tube — The Answers

Hope you all had a wonderful Christmas and that the New Year brings you happiness and contentment. Now to business, thanks to all those who entered the Quiz, I hope you had as much fun doing so as I had preparing it – the answers are as follows –

- | | |
|--|----------------|
| 1. Angry Monarch | Kings Cross |
| 2. Make 'em sick | Turnham Green |
| 3. Monks with dirty hands | Blackfriars |
| 4. A road with a betting shop | Ladbroke Grove |
| 5. Ecological vicars | Parsons Green |
| 6. Richard Whittington's desirable Residence | Mansion House |
| 7. Charred quercus robur | Burnt Oak |

- | | | |
|-----|--|---------------------|
| 8. | Which car is this? | Watford |
| 9. | Angry model shop owner | Hatton Cross |
| 10. | Passports please | Heathrow |
| 11. | This place is a riot | Brixton |
| 12. | Cockney rabbit 'ole | Warren Street |
| 13. | Woof, woof! | Barking |
| 14. | Created a valley | Maida Vale |
| 15. | A mound of dyslexic mosquitoes | Gants Hill |
| 16. | She was not amused | Victoria |
| 17. | An American setting for English comedies | Ealing Broadway |
| 18. | Where a Frenchman met his end | Waterloo |
| 19. | An old place to roll your own | Holborn |
| 20. | A place to live and let die | Bond Street |
| 21. | Is there a branch of Lloyds Bank here? | Blackhorse Road |
| 22. | A colourless town | White City |
| 23. | Babar and Balmoral | Elephant and Castle |
| 24. | Is this Charlie's regal tree? | Royal Oak |
| 25. | Non-alcoholic lager | Barbican |
| 26. | Does the chief executioner live here | Hanger Lane |
| 27. | Tea party at the big house | Boston Manor |
| 28. | Catches rabbits by a stream | Snaresbrook |
| 29. | Heidi's house | Swiss Cottage |
| 30. | Anyone for tennis? | Wimbledon |
| 31. | Regal open space | Park Royal |
| 32. | Labour's card game | Redbridge |
| 33. | University city with a big top | Oxford Circus |
| 34. | Is Karl Marx's grave a communist plot? | Highgate |
| 35. | Elliptical | Oval |
| 36. | Flockwatcher's flora | Shepherds Bush |
| 37. | Chelsea's home by a stream | Stamford Brook |
| 38. | A lucky number of nuns | Seven Sisters |
| 39. | Where you cultivate calcium carbonate | Chalk Farm |
| 40. | Car manufacturer part of GM | Vauxhall |
| 41. | An ancient thoroughfare | Old Street |
| 42. | Describes the enormity of this station | Wapping |
| 43. | Sound horn on this wide road | Tooting Broadway |
| 44. | Gabriel | Angel |
| 45. | Seat of Government | Westminster |
| 46. | Doctor Foster practices here | Gloucester Road |
| 47. | Is this station falling down? | London Bridge |
| 48. | The home of a little bear | Paddington |
| 49. | Obelisk | Monument |
| 50. | A Scottish thoroughfare | Caledonian Road |

Well, there you have it! Yes, I know that there were possibly other answers but these are the ones that I needed. No-one achieved the magical 50 but we have two clear winners with 49 correct answers and they are Barry Keens and Jim Hidden. Congratulations to you both. One again thanks for those who entered. Next year's quiz is already in the pipeline, hope we can get more entries.

The Hon. Rev.