

The Branchline



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

www.amrawa.com

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Frans' Fatidic

I would like to thank the membership for the vote of confidence in voting me in as President for the 2011–2012 period. A well-attended AGM saw a new Management Committee voted in with new faces, Graham Bell as Vice President taking over from John Maker who then became a Committee Member. Craig Hartmann at the first Committee meeting made himself available as Treasurer and the Committee accepted his offer to take over the position from Ron Fryer. I would like to thank Ron for his dedication as Treasurer and our Branch should be very grateful that he did such a great job. Both Ron and Steve Rayner have been asked to stay on and help with various tasks at hand.

Our thanks also go to Alan Porter, Des Edwards and Chris Paterson for volunteering again for their positions, Alan as our Branch Auditor, Des and Chris as the Librarians. A special thanks to Alan Porter who acted as Chairperson during the Election process.

I would also like to congratulate Brendan Jackson and Rosemary Pearce [Ponjee] in receiving the Ted Thoday Encouragement Award for Clubman of the Year.

We are hoping to get the new building extension underway sometime this year which will make more room available for additional layouts. We are applying for a Lotteries Commission grant so the building could take a little bit longer as we are unable to proceed until we hear from them.

The sale from the Jim Bond estate was reasonably well attended but there is a lot more stock to be sold. A list of saleable items is on the Notice Board. If you are interested contact the Duty Officer or myself. I will be taking the remaining stock to Railfest on 16 October 2011 and could use some help to sell the left over stock, otherwise ModelRail will also be used.

Our Branch has more BHP Iron Ore wagons for sale, also shirts, caps and, in the next few weeks, more books that have been donated to the library will go on sale.

Please do not use our Clubrooms as drop off point for unwanted items unless you have spoken to a member of our Management Committee first.

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2012 Model Railway Exhibition.

I would like expressions of interests for a small group of members to help with the Exhibition next year. There are various subjects to be discussed and we could use some additional input.

I would also like to know if anyone is interested in taking over the position of Exhibition Manager for 2013 as there is a good chance that Rosemary and I will be away. It is not hard work if you have a good Secretary or a very understanding wife who will help in the back ground.

Could you notify me as soon as possible so I can set a date for the first meeting.

Frans Ponjee
Branch President

ModelRail

Sunday, 6 November 2011

Members 0900 to 1700

Open to the public 1000 to 1600

The Committee has set Sunday 6 November 2011 as the date for ModelRail 2011 so please put this date in your diaries.

The event is a fantastic opportunity for us to showcase the model railway/railroading hobby, our various Branch layouts and activities and the excellent modelling skills of our members to the public. It is also a great opportunity to catch up with fellow members and for newer members to experience what the Branch and clubrooms have to offer.

As was the case last year, ModelRail 2011 will take the format of an open day. It is hoped that all of our Branch's layouts will be in operation and I am confident that members who have not been to our clubrooms for a while will enjoy seeing the progress that has been made on the layouts that are still under construction.

Entry will be by gold coin donation and refreshments will be available for purchase on the day.

This year some of our members will be displaying dioramas and modules that they have produced. If you too have a diorama or module that you would like to display please do not hesitate to contact me. I also welcome offers from members who have locomotives, rolling stock, structures and buildings that they have

produced/modified for inclusion in a display at ModelRail.

Regrettably there will not be a modelling competition this year. After seeking feedback from the Special Interest Groups the Committee determined that there would be insufficient entries to justify running the competition. However, the Committee is investigating options for having a competition in next year's event in a slightly different format that may generate more interest amongst members.

We will have a number of demonstration tables running during ModelRail where members will demonstrate an aspect of the hobby to the public. While I will be contacting members who have demonstrated at previous ModelRail events and inviting them to do so again this year, I invite any member who would like to demonstrate an aspect of the hobby at ModelRail 2011 to contact me. It may be the perfect opportunity for you to get a few hours to work on a project that you haven't been able to find the time for recently.

Your support will make ModelRail 2011 a great day for Branch members and the public alike. There are opportunities to assist in preparing and running the Branch layouts, staffing the door to welcome visitors, assisting with the hot dogs and drinks stand and in preparing our clubrooms before and after the event. Please see the notices that will be placed in the clubrooms that will provide further details about how you can assist.

Set aside 0900 to 1700 Sunday 6 November 2011 for a fun day at ModelRail 2011 and remember to tell your family, friends and work colleagues that ModelRail is open to the public between 1000 and 1600.

Trevor Burke
ModelRail 2011 Coordinator

The Ted Thoday Encouragement Award for Clubman of the Year

Rosemary Ponjee

Rosemary Ponjee could be said to have married into our hobby with her eyes wide open as she quickly proved the old saying that behind every successful man there is an equally successful and supportive woman.

Rosemary is extremely competent with computers and soon after her marriage she began showing her new husband, our President, the benefits of using electronic mailing methods and how they are far superior to the snail mail he was used to.

Rosemary became involved in the organisation of our Exhibition in several distinct ways but usually in the background, producing the various forms and letters, etc. required, designing the Staff and Exhibitor name badges



and doing many of the clerical tasks involved in organising this major annual event.

During the Exhibitions Rosemary involved herself with the cash handling, food provision and just about anything else that needed doing.

It is an under statement to say that Rosemary's support and advice has made our President's task in running our Branch and its Exhibition much, much easier.

Brendan Jackson



Brendan joined the Association as a Family Member just over two years ago, his parents, Ian and Helen, are also members. Brendan will be 14 years old in September.

Brendan has impressed other members with a maturity and outlook one might expect from older members. He is very polite and will always take on board any advice given to him.

He seeks out, on his computer, information about trains and railway matters of interest and shares this information with others.

Brendan is a Saturday and, during school holidays, Tuesday meeting regular when he can be found operating our *Haltwhistle* layout, running his trains in correct formations and at realistic speeds.

Brendan will often act as a mentor to other young members, explaining how *Haltwhistle* works and how to run their trains in the same way he does his own.

With young members of Brendan's calibre we can be assured that the future of our Association, its WA Branch and our hobby is in good hands.

New Management Committee

At the recent Annual General Meeting the following were elected to form the Management Committee for 2011/2012 –

President	Frans Ponjee
Vice President	Graham Bell
Secretary	Neill Phillips
Treasurer	Craig Hartmann – see note below
Committee	Trevor Burke
	Neils Kroyer
	John Maker
	Garry Pilmoor
	Tom Stokes

Note – There were no nominations for Treasurer at the AGM, Ron Fryer offered to remain as Treasurer on a short term temporary basis.

At the Management Committee meeting following the AGM Craig Hartmann offered to become Treasurer, the offer was accepted.

Librarian
Library Assistant

Chris Paterson
Des Edwards

Layout Supervisors:

N Scale *Frans River Line*
N Scale *Durham Town*
N Scale *WesternN Ridge*
HO Scale *DSF & V Railroad or Oh God*
OO Scale *Ossie Gully*
OO Scale *Haltwhistle*
S Scale *Swan View*
HO Scale *Ansbach*
O Scale *Ebford Regis/Port EB*
Large Scale
TT Scale
Goldfields
Paddington Market
Moojebing Market
House Officer [General]
House Officer [Maintenance]
Programme Coordinator
Editor *The Branchline*
Branch Registrar
Workshop and Tool Supervisor
Bereavement Assistance
Events Coordinator
Exhibition Manager
Assistant Exhibition Manager
ModelRail Coordinator
Stores Supervisor
Assets Registrar

Steve Raynor
Dave Edgell
Craig Hartmann and Alan Burrough
Dave Edgell
Tom Stokes
Graham Watson
Bill Pidgeon
Dennis Ling
Graham Bell
Frans Ponjee
Rob Kay
Garry Pilmoor
Duty Officer and Garry Pilmoor
Graham Bell
Graham Bell
Ted Thoday
John Maker
Tom Stokes
Management Committee
Trevor Burke
Frans Ponjee
Rosemary Pearce–Ponjee
Trevor Burke
Niels Kroyer
Niels Kroyer

From the Editorial Desk

***The Branchline* – December issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 19 November.

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 3 December

Please note the intended dates for *The Branchline* publication for 2012 –

Editorial deadline

Assembly, etc.

February Saturday 24 January
April Saturday 24 March

Saturday 5 February
Saturday 7April – includes pre-
exhibition material

June	Saturday 26 May – for routine material Sat 9 June – for exhibition reports	Saturday 23 June – will include exhibition reports and AGM material
August	Saturday 28 July	Saturday 11 August
October	Saturday 22 September	Saturday 6 October – will include AGM Minutes
December	Saturday 17 November	Saturday 1 December

Ted Thoday

Literary Lines

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

Around the Layouts

WesterN Ridge returned from the Model Railway Exhibition a little the worse for wear but having achieved a very creditable equal second in the Richard Smart Cup [for scenic excellence]; fifth in the Bill Gardner Cup [best model of a railway] and was also placed fourth in the public vote. So, well done to the Scenery gang for their hard work prior to the Exhibition and also to those who erected and set the layout to work [and kept it running] for the Exhibition.

The layout is now in various pieces with much work being done to get the non-operational parts of the layout running in time for ModelRail which will be held on Sunday 6 November. As many hands as possible would be much appreciated at ModelRail and in the weeks before the event to get the layout up and running again.

As most would be aware, there has been some angst caused by members thinking that the layout needed some revision and then commencing those revisions without consulting the Committee or even other members of the N Scale SIG.

Three people have been elected to a *WesterN Ridge* Management Committee that will oversee any future revisions in consultation with our Branch's Management Committee. The Gang of Three is Terry Emerson, Steve Rayner and Neill Phillips. Any member with bright ideas for improving the layout should approach at least one of the Gang of Three and wait for a nod of approval before undoing other people's hard work.

There has been a lot of effort made to fit lighting to some of the buildings on the layout.

Additionally, a lot of wiring has been revisited to make more of the layout work properly at its next showing. There is still a lot of work to be done to the main station, to the port and to the branch line areas. Hands-on members are always welcome to progress work on various parts of the layout.

Book Release

Following on from his visit and talk to AMRA WA Branch last year, David Peacock, who is the Archivist of The Leeds Stedman Trust, has now published his book about the history of The Leeds Model Company and it will be available in the UK on the 6th October.

The book is entitled *The Leeds Model Company, 1912–2012 – The First 100 Years, An appreciative history*. The book consists of 128pp and is printed in portrait style [170 mm x 240 mm] with some

120 photographs and drawings and, as it is self published, will only be available direct from David

I am prepared to bring a reasonable number of copies with me on my next visit to WA on the 18th October. If anyone would like a copy please let me know by Email before the 15th October– my address is pfsapte@gmail.com.

The cost is £19.95 (Au\$ 30). David is quite happy to receive Australian cash as he will be visiting NSW/TAS in January. I will be taking the ordered copies to AMRA WA Branch Clubrooms on Saturday the 22nd October – if that is not convenient then I can bring them on any Saturday until the 10th December – just let me know. For those who would rather pay by cheque then please make payable to **P F Sapte**.

If you have not got access to the internet, Ted Thoday will pass on the details to me – Ted’s contact details are on page two of this issue.

Peter Sapte

Facebook – a word of caution

Channel Seven’s Sunrise programme on Tuesday 27 September carried a segment about the latest Facebook upgrade – to call it disturbing probably understates the situation.

The major parts of the segment’s report, in summary, were –

- Facebook covertly installs a Cookie on the user’s computer [*most web sites do this and many of them will not allow access if Cookies are disabled*]. Facebook’s Cookie is designed to transmit back to Facebook details of the user’s Internet use. The technical advice was to delete Cookies on each occasion of accessing Facebook or using the Internet – on the Browser top bar click on **Tools**, click on **Internet options**, click on **Delete**, ensure there is a tick in the boxes **Temporary Internet files, Cookies and History**, click on **Delete**. It was suggested that if the user considers it necessary to have a Facebook account they should use a separate web browser solely for Facebook.
- **All** information, photographs, everything and anything that the user puts on Facebook becomes the sole property of Facebook, for Facebook to use at any time and in any way it wants to. This point raises questions of possible industrial espionage as many organisations use Facebook. Even if the user deletes all their personal information and closes their Facebook account, the information is still available to Facebook.

See www.yahoo7.com.au/sunrise for more information, the web site contains a link to a Microsoft site giving information on how to delete Cookies from various browsers, etc. – well worth a read.

All we need now is for the hackers to find a way of doctoring Cookies with malfeasance in mind.

Late news. Media reports are indicating that legal action is being started in America over Facebook’s Cookie ability to transmit details of user’s Internet use.

Some Additional Information

[**Editor’s Note.** David Collings, who is on our complimentary mailing list, lives in Helston,

Cornwall and is involved with the Helston Railway Preservation Society. David has provided some additional information which may be of interest and has sent us a copy of the latest HRPS *Journal* which is now in our Library].



In the latest HRPS *Journal* there is a colour photograph of the Helston Railway's Class 103 on the back cover. David noticed that this class of DMU was mentioned in *The Branchline* and he believes that theirs is the last survivor of the class.

The Diesel Group volunteers must have spent hundreds of hours restoring it but it still has one or two mechanical problems to be sorted out.

In a previous issue of *The Branchline* there was an article which gave a lot of food for thought – and still does. It was about period modelling and getting the changes in fashions, modes of road transport, architecture and other details right to fit the time frame.

David thought the author of this article made some very pertinent points.

There are always exceptions to be taken into account though. See photograph of a postman delivering mail on horseback. The postman is George Osborne and he is seen delivering mail on his rounds at Newmill, as he usually did in 1964.

David supposes it was out of the ordinary at that late date but in Paul village [just outside Penzance] where he was living at that time a local carrier was still delivering coal by horse and cart

and yet another local shopkeeper made occasional deliveries of vegetables and fruit by horse and wagon at that time.



Around the SIGs

Great Western Railway Modellers Special Interest Group's subject for the July Meeting was the GWR's Saddle Tank locomotives.

Introduction –

The saddle tank was usually of semi-circular section but this design posed problems with boilers fitted with a Belpaire firebox. In some cases the saddle tank was of square section.

The tank could be of various lengths –

- a. short tank over the boiler barrel only
- b. short tank extended over the firebox
- c. short tank extended over the smokebox
- d. full length tank covering both firebox and smokebox.

The saddle tank was favoured over side tanks in the 19th Century by successive GWR Locomotive Superintendents as it gave easier access to the inside motion over the top, it required only a single filler and it dispensed with the need for connecting and balancing pipe work. At the relatively low speeds that the six-coupled tank engines worked on shunting and freight duties, the disadvantages of a higher centre of gravity and any tendency to unsteadiness arising from the free surface effect of a large volume of water sloshing about when the tank was only partly full, could be disregarded.

The design of a saddle tank to fit over a parallel boiler and round-topped firebox was quite easy but the shape of the Belpaire firebox [which started to come into favour on the GWR in the late 1890s] and, later, the tapered boiler barrel made it more difficult. Also, the derailment of 0-6-0ST No. 1674 at speed whilst piloting a New Milford to Paddington train in 1904 led to critical comment from the Inspecting Officer of the Board of Trade about the stability of such locomotives and a general swing to pannier tanks then got under way. This involved the conversion of all but 78 of the then existing saddle tank locomotives to the pannier tank form and the cessation of building any more saddle tank locomotives.

In addition to the saddle tank locomotives actually built at Wolverhampton and at Swindon, the GWR inherited a number of saddle tank locomotives from the Absorbed Railways at the time of the Grouping, mostly from South Wales. Many of these were scrapped in the mid- 1920s but some were Westernised with flower-pot safety valve covers and pannier tanks. Some even lasted into BR days!

References for those saddle tank locomotives built by the GWR and those inherited from the lesser railways in 1923 are listed in full in the facilitation notes, as are those saddle tank locomotives inherited by the GWR in earlier absorptions.

A brief look at each of these categories –

Saddle Tank Locomotives Built by the GWR 1864–1910. Between 1864 and 1910, the GWR built 1,178 saddle tank 0-6-0 locomotives to fifteen different classes at either Wolverhampton or Swindon and it converted a further seventeen tender locomotives to 0-6-0 saddle tank locomotives. Of these, 1,092 were converted to pannier tank form from 1910 onwards, leaving 113 locomotives in the saddle tank form. One of these was converted back to saddle tank form in the 1920s. Before 1923, thirty five of the surviving saddle tank locomotives were sold to various collieries and manufacturing companies and to other railways operating in South Wales, leaving just 78 saddle tank locomotives to remain unscathed in GWR ownership throughout their entire lives. Additionally, 17 of the saddle tank locomotives that had been sold to the other railway companies operating in South Wales came back into GWR ownership at the 1923 Grouping! The facilitation notes lists all the fifteen Classes complete with the details.

Saddle Tank Locomotives Inherited from Lesser Railways in 1923

There is much detail in listing these locomotives to a similar degree as in the previous section and only the major features of each railway company's contribution to the GWR are given. Still, there were fourteen companies that contributed saddle tank locomotives in the 1923 Grouping and their names and locomotive details are listed in the facilitation notes.

Saddle Tank Locomotives Inherited Earlier Than 1922

Between 1854 and 1921 the GWR absorbed some 29 other companies, some quite minor [such as the North Pembrokehire and Fishguard Railway] and some quite large [such as the Oxford, Worcester and Wolverhampton Railway]. Although some of the larger railways had a few saddle tank locomotives, all had been withdrawn by 1900. It was only the minnows that had any

significant number of saddle tank locomotives and seventeen of these locomotives survived well into the 20th Century. Details of the five railways where the inherited locomotives came from are listed in the Facilitation Notes.

Models. The Notes contain a short list of models that are available in kit form. No RTR models are available as far as the writer can establish.

These are followed by three pages of photographs of various saddle tank locomotives. All the above information is given in much more detail in the Facilitation Notes which are available on request.

New Acquisitions –

Ron Richards – showed his new Bachmann OO Class 37/0 Diesel D6801 in BR Green. Steve Rayner – showed his latest N scale models from Oxford Diecast, they are a model of a London Transport Q1 D/D Trolleybus, No. NTR001 and a model of a London Transport Tram, No. NQ 1001.

He also showed his purchase from the N Gauge Society and they were three kits of GWR Bolster wagons as follows–

- GWR Borail C Bogie bolster wagon
- GWR Macaw C Bogie bolster wagon
- GWR Macaw B Bogie bolster wagon

Alan Porter – showed his latest acquisition – a copy the 7th Edition of Ramsey's catalogue.

Doing Things –

Steve Rayner – has been assembling the above kits of Bogie bolster wagons, and very nice models they make.

Alan Porter – continued with the saga of the Dapol OO Stove R vans. He now confirms that he can see the light at the end of the proverbial tunnel!

Barrie Peacock – bought several secondhand wagons at our recent Exhibition and is now repairing/rebuilding them. We look forward to seeing the results in the not too distant future.

Great Western Railway Modellers Special Interest Group's subject for its August meeting was the GWR Parcels Traffic Rolling Stock.

Introduction

Parcels traffic covered lightweight goods requiring prompt [often same day] delivery and an immense amount of parcels traffic was worked in passenger brake vans or in the van section of passenger coaches or in special parcels trains. This prompt delivery commanded a higher price than if the goods were sent by normal goods train.

As far as the railways were concerned, a parcel had to be lightweight [under two hundredweight or 100 kilograms] and capable of being lifted over the receiving counter by one person [a BIG ask!]. If not already cardboard boxed, it was to be wrapped in some covering material [paper, canvas, etc] and tied with string or light rope. However, parcels could come in many shapes and sizes and, although the majority of those carried by the GWR fitted most aspects of the description above, other items which were needed urgently did count as a parcel – items such as newspapers [still tied

up with string though!], fruit and vegetables in baskets, milk in churns and other perishables.

GWR Parcels Offices

Most GWR passenger stations had a Parcels Office where parcels would be received, weighed and documentation prepared for their onward despatch by rail and at which parcels arriving at the station by train would be kept until delivery by a GWR service or called for by the consignee. The Parcels Office was often combined with the Cloak Room as a part of the main building and with a separate entrance from that to the Booking Office. However, at small stations there was often no such facility and parcels were accepted and processed by the same staff who issued passenger tickets and probably also handled the goods traffic through the goods shed and sidings.

At major stations, the Parcels Office was usually in a separate building – for example, the Parcels Office at Paddington, built in 1932, was at the far end of Eastbourne Terrace which runs along the south–western side of the passenger station. It had direct access to two adjacent Parcels Platforms,

A [930ft. long] and A South [580ft. long], both of which were west of and around the curve from Platform 1. It was connected to Platforms 1 to 9 by a ramp and subway which then released the Lawn from any congestion caused by parcels carts and Royal Mail Vans. In 1913 for example, there were 1,100 parcels carts and 200 mail vans using the Lawn every 24 hours and competing with intending passengers.

Transfer of parcels between the Parcels Office and the other platforms in many other large stations was usually by way of an overhead bridge with lifts serving each or a pair of platforms. The Lancashire & Yorkshire Railway had an overhead electric monorail system which by a circular route passed over all platforms. It was operated by a lad porter riding in a cabin suspended below the monorail from where he could raise or lower a wicker basket to deliver or pick up parcels from any platform at which a vehicle carrying parcels might be berthed. At all stations, four–wheeled trolleys were used to move parcels and these could either be pulled along by porters or in multiple by an electric tug. The GWR offered an express pick–up and delivery service for small parcels particularly in major cities. In country districts this service, if available, was often provided by a local cartage contractor.

GWR Parcels Traffic Patterns

Small volumes of parcels [and mail] were usually carried in the van sections of passenger vehicles or in a full–brake van attached to regular passenger services, in both cases being under the watchful eyes of the guard! Larger volumes of parcels traffic could involve a dedicated van, either four–wheeled or bogie, attached to the front or rear of the train whichever was the most convenient from a marshalling point of view. With the growth of parcels traffic it became necessary to run regular parcels trains to supplement the passenger services which could no longer cope with the volume.

The majority of parcels carried by these trains were of two types; firstly, the residue of the Royal Mail parcels post not being carried in TPO vehicles and, secondly, the GWR's own parcels services originating from its own agents, from traders and from private individuals. In 1937 there were fourteen regular through parcels trains per day – seven up and seven down.

The formation of the trains varied as they made their way along their routes. The Facilitation Notes lists the times and routes of these fourteen trains and also shows how a train leaving Paddington and arriving at Plymouth [Millbay] changed as it progressed along its route.

GWR Peak Period Parcels Traffic

At the festive season the volume of parcels traffic increased enormously and at Paddington, the

entire parcels operation was diverted to the GWR's Alfred Road Depot which was about 1.3kms west of Paddington and on the opposite side of the main line. Special parcels trains commenced about mid-December and by 20th December had risen to six departures each day! These six trains, totalling 210 vehicles left the Depot at regular intervals. The trains were made up entirely of four-wheeled vacuum braked Mink vans.

GWR Parcels Rolling Stock

There were various types of vehicles used by the GWR for Parcels Traffic, as follows –

1. Diesel Express Parcels Cars –

Parcels carried in the brake section of coaches of an outer suburban train could cause lengthy delays at intermediate stopping stations while they were loaded or unloaded. This was a particular problem on the Reading to Paddington section where there were a large number of intermediate stations at which the trains would call to pick up or let down passengers. The GWR over came this problem by ordering a diesel powered Express Parcels Car [No.17] in 1935 from AEC and the Gloucester Railway Carriage and Wagon Co. built the streamlined body to the same design as the diesel passenger cars [Nos.1–16], except that there was no seating and no windows. No.17 proved to be a great success and in 1941 No.34 was delivered from Swindon but this time with a body similar to Nos.19–38 then being built. It was more powerful than the No.17 and, being equipped with buffers and coupling gear, could haul a four-wheel van to supplement its parcels capacity.

2. Parcels Brake Vans –

These were sometimes referred to as Passenger Brake Vans although no passenger accommodation was provided. One hundred and eighty-four Parcels Brake Vans were built by the GWR after 1923 to nine different K Diagrams [34–38, 40–42]. A further forty vehicles were built by BR[W] to GWR K Diagrams [45–46].

3. Bogie Parcels Vans –

These are all in the Siphon series which were originally designed for the transport of milk in churns, mostly without mechanical or any other means of refrigeration. As transport of milk moved away from churns to bulk in four and, later, six-wheeled stainless steel milk tankers, the Siphon series vans became used more and more for the carriage of parcels. Three hundred and seventeen Siphons were built to eight O Diagrams [7, 10–12, 22, 31, 33, 40].

4. Bogie Scenery Vans & Bogie Covered Carriage Trucks –

These large bogie vehicles were also used in parcels traffic service when not being utilised in the service for which they were primarily designed. Eighteen Monsters and/or Giants were built by the GWR to three P Diagrams [490–492, 581–582, 584–592, 594–595, 486,489]. The GWR design Scenery Vans were perpetuated in BR Days with a further eleven Monsters being built to the P Diagrams [493–498, 596–600].

5. Four-wheel Siphons –

There were also some four-wheeled Siphons which were suited to Parcels Traffic service, although after their milk churn service, they seemed to have gravitated into the sausage traffic from the Harris factory. Sixty Siphon C vehicles were built to two O Diagrams [1515–1518, 1525–1542 and 1482–1501, 1503–1514, 1519–1524].

6. Other Four-wheel Vans –

As parcels trains ran at speeds close to those of non-suburban passenger trains, all the vehicles had to be of the XP category, i.e. fitted with continuous vacuum brake and having a wheelbase of at least 10ft. Certain GWR vans met these requirements and were destined for use on parcels trains from time to time as the work for which they were designed disappeared or in peak parcels periods.

There were three main types –

- a. **Merchandise Vans [Minks]** – There were 749 assorted Minks built by the GWR to five V Diagrams.
- b. **Passenger Fruit Vans** – 200 Fruits were built to three Y Diagrams. These were transferred to the Parcels Van classification when fruit was out of season.
- c. **Passenger Fish Vans [Bloaters]** – 100 Bloaters were built to two S Diagrams. All were transferred to the Parcels classification in 1941–42, although seventeen of them were reclassified for fish traffic in 1945.

At the end of each section [1 – 6a, b, c] are listed those models of the appropriate vehicles that are available in RTR or kit form.

New Acquisitions –

Alan Porter – first showed some Oxford Diecast OO models –

- a London Routemaster Bus and Taxi Gift Pack. Taxi OK but the bus was a little bit crummy – no number plate for a start!
- An Austin 18 Ambulance – a very nice model indeed.

The next two items that he showed were both Hornby OO models –

- R6537A BR Horse box W532W – really nice.
- R2936 LMS 4–6–0 Patriot Class locomotive No. 5532 *Illustrious*

Finally he showed us the latest Pocketbond Catalogue that Hattons had enclosed with his goods. It cost him 30cents! It is multi-paged, and is packed with diecast models, kits of all scales and all types of models. A bargain at twice the price!

Tony Gray – [a new member] Welcome Tony to our Branch and especially to the GWR SIG. Tony showed us a OO model of Bristol VR111 D/D bus, belonging to Western National, that was painted in GWR colours of chocolate and cream to celebrate the 175th Anniversary of the GWR. He also showed us a Hornby Pullman SR Luggage Van which he had purchased thinking it to be a GWR Van.

Doug Firth – told us about buying a 5-sided tapered broche from Sievers in Barrack Street. He phoned them, was informed that they had them, he ordered and in less than 24 hours it was delivered to him in the outback of Jarrahdale! Now that is service.

Ron Fryer – showed an acquisition of a very old book that was in a poor state – pages were breaking away from the spine and sometime in its life a very young tyke had acquired a pencil and had proceeded to scribble on most of its 80 pages. The book title is *Stone's Patent Electric Light System for Railway Carriages – 3rd Edition*. Check out **Doing Things** for Part 2 of this saga.

Doing Things –

Alan Porter – he promises that this is the final part of the Dapol Stove R van saga. He has now completed [to his satisfaction] one of these vehicles. He has now only three to go! Thank God he can see that light at the end of the tunnel!!!

Ron Fryer – Part 2 – The first job that he did to repair the book was to glue the pages together and to the spine. This he did and left it for a couple of days to set and then using three different types of erasers proceeded slowly to get rid of the pencil scribbling, taking great care near to the edge of the pages as the paper was old and weak. He ignored inside covers for the time being and just concentrated on the pages. He managed to do 40 pages at one go and decided that that was enough for one night. On the inside cover of the book was stamped the name H.J. GAZARD, WORMWOOD SCRUBBS. Was he something to do with the Prison? He vowed to find out!

British Railways Modellers Special Interest Group's August meeting subject was the Pioneer BR Main Line Diesel and Gas Turbine locomotives.

1. General Overview

Right from the very start of railways there was always a need to economise in some way. This took place in many areas –

- improved materials such as the use of the more expensive steel rather than cast iron for locomotive tyres and rails but giving less wear on the tyres, reduced rolling resistance and thus less strain on components reducing wear and lower maintenance costs,
- change of materials, such as the Midland Railway's change of locomotive livery from green to crimson lake in 1882 because the latter colour did not fade as much and locomotives did not then need repainting so often,
- different technology, superheating the steam produced in a locomotive boiler in order to use less coal and water, which outweighed the extra cost of construction and maintenance.

The whole steam locomotive scenario was very labour intensive in construction, operation, servicing and maintenance and savings could also result from reduced manpower requirements. The cost of labour in the 19th and early 20th centuries was not as significant as it was later to become, particularly after WW2 when the available labour force was being attracted to cleaner and easier vocations than attending to the needs of the steam locomotive! Consequently, just before and just after WW2 the railways started looking at other methods of providing rail traction. There were two options – electric locomotives [collecting current from overhead wires or from a third rail] or internal combustion–engined locomotives. The initial capital outlay and the maintenance costs of electrification generally made it unsuitable at the time and several railways world–wide turned to the internal combustion engine.

2. Compression Ignition [Diesel] Engined Locomotives

The development of the compression ignition engine by Dr. Rudolf Diesel in Germany in the 1890s and its development/cloning by William Priestman and Herbert Ackroyd–Stuart in Britain led to the development of the modern high–compression engine. The development of airless fuel injection enabled the advent of the lightweight, fast–running diesel engine which opened up the possibilities for main–line diesel traction. Much progress was made in the late 1920s and early 1930s in

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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 are invited to make a gold coin donation 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.

October

Saturday	8	[1]	<i>The Branchline</i> assembly General Activities
Monday	10	[2]	S Scale Special Interest Group meeting – a second MRWA night, with slides/video of MRWA
Tuesday	11	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	12	[4]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	14	[5]	N Scale Special Interest Group meeting General Activities
Saturday	15	[6]	General Activities
Tuesday	18	[7]	Daylighters Group – daytime meeting
Wednesday	19	[8]	Great Western Railway Modellers Special Interest Group meeting – GWR Footbridges

Friday	21	[1]	N Scale Special Interest Group meeting General Activities
Saturday	22	[2]	General Activities
Tuesday	25	[3]	Daylighters Group – daytime meeting
Wednesday	26	[4]	British Railways Special Interest Group meeting – BR Nuclear Flask Wagons
Friday	28	[5]	N Scale Special Interest Group meeting General Activities S Scale running night
Saturday	29	[6]	General Activities

November

Tuesday	1	[7]	Daylighters Group – daytime meeting
Wednesday	2	[8]	LNER Special Interest Group meeting
Friday	4	[1]	N Scale Special Interest Group meeting General Activities
Saturday	5	[2]	General Activities
Sunday	6		ModelRail
Monday	7		Programming Your Loco DCC Decoder
Tuesday	8	[3]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	9		DCC Special Interest Group meeting – venue Naval Base
Friday	11	[4]	N Scale Special Interest Group meeting General Activities
Saturday	12	[5]	General Activities
Monday	14	[6]	S Scale Special Interest Group meeting – Kit-built wagon roundup. Bring and show one of your latest kit-built models over the past 12 months
Tuesday	15	[7]	Daylighters Group – daytime meeting
Friday	18	[8]	N Scale Special Interest Group meeting General Activities
Saturday	19	[1]	General Activities
Tuesday	22	[2]	Daylighters Group – daytime meeting
Wednesday	23	[3]	Great Western Railway Modellers Special Interest Group meeting – Dean's and Collett's 0–6–0 Locomotives
Friday	25	[4]	N Scale Special Interest Group meeting General Activities S Scale running night
Saturday	26	[5]	General Activities

Tuesday	29	[6]	Daylighters Group – daytime meeting
Wednesday	30	[7]	British Railways Special Interest Group meeting – Liveries in BR Diesel Days, 1948–55, 1955–65 and 1965–95
December			
Friday	2	[8]	N Scale Special Interest Group meeting General Activities
Saturday	3	[1]	General Activities
Monday	5		Bring and Show Unusual Model Railway Items
Tuesday	6	[2]	Daylighters Group – daytime meeting
Wednesday	7	[3]	LMS/LNER Special Interest Group meeting – Christmas Meeting
Friday	9	[4]	N Scale Special Interest Group meeting General Activities
Saturday	10	[5]	General Activities
Monday	12	[6]	S Scale Special Interest Group meeting – Advertising vans. bring in your advertising van and/or view some slides of these unique wagons.
Tuesday	13	[7]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	14	[8]	Great Western Railway Modellers Special Interest Group meeting – End of Year Quiz/Entertainment DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	16	[1]	N Scale Special Interest Group meeting General Activities
Saturday	17	[2]	General Activities

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Denmark, Germany and Britain.

In Britain, the firms British Thomson Houston and Armstrong Whitworth were supplying diesel locomotives to countries around the World with coal supply problems. Armstrong Whitworth even built a 800hp main-line diesel-electric unit that was tried on the LNER in 1934.

In America the advance of diesel power was initially slow but by the end of WW2, 75% of all new locomotive orders throughout the USA were for diesels. Sir Harold Hartley, Vice President of the LMS, visited the USA in 1936 and again in 1938 to ascertain how far the diesel locomotives were giving satisfaction and how their operating costs compared with those of steam traction.

Back in Britain he stated that there was little doubt that under the operating conditions that existed in the USA, the diesel locomotive had come to stay, however conditions in Britain were so different that it may well be difficult to find conditions under which diesel locomotives could be more

advantageous over the modern steam locomotive. At that time, the estimated cost of a main–line diesel–electric locomotive was four to five times that of an equivalent steam locomotive and for that to be justified, considerable increases in availability and daily mileage had to be achieved. In Sir Harold’s opinion, that wasn’t possible on the LMS in 1938.

However, opinions in the top engineering levels of the LMS differed, and it took until 1946 before Ivatt, now CME of the LMS, was able to seek support for two 1600hp main–line diesel–electric locomotives, hopefully to be made in Britain, and would be a showcase for the firms producing the engines and transmissions which would lead to overseas orders.

On the Southern Railway a team was sent to the USA in 1946 to review and report on, amongst other things, the use of diesel traction on the Southern Railway as an alternative to further electrification. From the team’s well–reasoned report, a strong pro–diesel camp developed but it came up against the anti–diesel camp of the lone Mr. Bulleid and the Southern Railway had to wait until his departure in 1948.

The LNER and the GWR did not seem to show any enthusiasm for main–line diesel traction.

3. Pioneer Br Diesel Electric Locomotives – Nos.10000 and 10001

Apparently, these were also known as British Rail Class 16/1. About a year before the Railway Nationalisation Act, the LMS announced that they were keen to investigate the advantages of diesel traction for main–line use and that they were going to construct two prototype locomotives.

Construction of the two prototypes was carried out at Derby Works with English Electric providing the diesel engines that developed 1600hp. The first locomotive No.10000 emerged in November 1947. The livery was black with silver waist–high band, roof and bogies, together with the letters L M S at mid height on the body side. After various tests were carried out and adjustments made, it was eventually, in February 1948, released to general service on the Midland route. The second locomotive, No.10001, was not completed until July 1948, emerging without the LMS legend on its sides. After the obligatory testing period it replaced 10000 on the Midland run whilst that locomotive returned to Derby Works for inspection. By September 1948 both locomotives were available for operations.

Between 1949 and 1953, the locomotives were either used singly or in tandem on a variety of St. Pancras and Euston main line services. In March 1953 both locomotives were reallocated to the Southern Region where they continued operation until Spring 1955 when they returned to London Midland Region. During 1956 both locomotives were given classified overhauls at Derby and emerged painted in standard locomotive green livery. From then until their final withdrawals in the 1960s, both operated on the London Midland Region at the head of freight and passenger duties. It must not pass without comment that the English Electric EE 16SVT diesel engines used in these locomotives were developed and refined and has since seen use in many designs of BR diesel electric locomotives including Class 40s and 50s.

Nos. 10201, 10202 and 10203 – [Also known as British Rail Class 16/2]. In 1949 the Southern Region made its first move towards main–line diesel traction when then frames for a 1Co–Co1 locomotive [10201] were laid down, and before it was completed the frames for a second [10202] were assembled. The third locomotive [10203] was not constructed until 1953–54. All three locomotives used the same design body shell but differed in the power units installed. Nos. 10201 and 10202 used the same English Electric EE16SVT diesel engine as used on 10000 and 10001 [although it seems to have been tweaked a bit to give another 150hp!] but 10203 used the EE16SVT Mk.2 which gave 2000hp. No. 10201 was completed in November 1950 and No. 10202 was completed in July 1951 and they commenced regular passenger duties in October 1951.

During February 1953, Brighton Works commenced the construction of the third locomotive [10203] which was completed in March 1954. A number of technical differences were incorporated, the most significant being the higher powered EE16SVT Mk.2 engine which developed 2000hp. After commissioning trials she joined her sisters in regular operation. By the end of the 1950s the locomotives saw less and less work and in November 1962, Nos. 10201 and 10203 were taken out of service and stored at Derby Works, being joined by No.10202 in early 1963. At the end of 1963 they were all withdrawn and offered for scrap.

When constructed, all three locomotives were painted in black livery with silver lining but when they moved to the London Midland Region in 1955, Derby Works out-shopped them in locomotive green livery.

4. Gas Turbines

The gas [or combustion] turbine consists of three separate but connected parts – an upstream rotating air compressor coupled to a downstream turbine with a combustion chamber in-between. The atomised liquid fuel is mixed with the compressed air and ignited in the combustion chamber. The gaseous products of combustion at high velocity and volume are then directed through a nozzle over the blades of the turbine, thus spinning the turbine shaft which powers the compressor. Up to half the power generated by the turbine is used to drive the compressor. Gas turbines are considerably less complex mechanically than internal combustion piston engines as simple turbines have just one moving part. However, the required precision manufacturing of components and temperature resistant alloys necessary for high efficiency often make the construction of a simple gas turbine more complex than that of a piston engine.

Advantages of gas turbines –

- very high power-to-weight ratio compared to reciprocating engines
- smaller than most reciprocating engines of the same power rating
- move only in one direction, with far less vibration than a reciprocating engine
- fewer moving parts than a reciprocating engine
- lower operating pressures
- high operation speeds

Disadvantages of the gas turbine engines –

- cost is very high
- less efficient than reciprocating engines at idling speed
- longer start-up time than reciprocating engines
- less responsive to changes in demand compared to reciprocating engines.

5. Pioneer BR Gas Turbine Driven Locomotives No.18000 – [apparently also known as British Rail GT1].

Britain's first main-line gas turbine locomotive was ordered by the GWR in June 1940 from the Swiss company of Brown Boveri. Although ordered eight years before Nationalisation, No.18000 was not delivered until 1949. On shipment to England No.18000, painted in main-line black and silver livery, was put through its paces at Swindon Works and in early 1950 it took to the main line for running and performance tests over the 1:42 Hemerdon Bank where the best it could manage was 297tons from a standing start without assistance. It was kept in service operating the Paddington-Bristol/West of England route until April 1951 when a fire in the heat exchanger

caused it to be out of service until late August. Between 1952 and 1960, No.18000 operated on the Western Region main line with good availability.

In December 1960 the decision was made to withdraw the locomotive from any further testing and until January 1964 it lay at Swindon awaiting its fate. It was eventually sold back to the builders leaving England on 8th January 1964 and was still intact during 1987.

No. 18100 – [apparently also known as British Rail GT2]. A second gas turbine powered locomotive was ordered by the GWR in the mid 1940s, the contract being placed with the Metropolitan–Vickers Co. of Manchester. The locomotive was delivered to Swindon in December 1951. At nearly 130tons No.18100 was 15tons heavier than No.18000 but it could still be carried on six–wheel bogies. However, its turbine generated 3000hp [500hp more!] and this allowed all six axles to be powered, thus making it a Co–Co, and providing the extra rail power which the Western Region required.

After delivery to the Western Region, No.18100 underwent a series of performance tests over a number of routes with differing train formations. Unlike her Swiss sister, No.18100 was able to haul 300+ton trains over Hemerdon Bank and start an eighteen–coach train on the incline without any difficulty. By 1952, No.18100 was taken in general traffic and commenced operating many Paddington–Bristol/West of England services. Between 1952 and 1958 the locomotive operated successfully with few major problems and clocked up some 450,000miles prior to being withdrawn from service and stored at Swindon Works.

No.18100 was then sent to Metropolitan–Vickers at their Bowsfield Works where it was converted into the prototype 25kV AC electric locomotive E1000, later to be renumbered E2001. It was used next at the Rugby Testing Station from 1962 and then it was eventually sold for scrap, being dismantled in January 1973. When built the locomotive was painted in black livery with silver lining and bogies and it remained in this livery for the whole of its life.

GT3 – During English Electric's quest to advance rail traction, the company designed and built a gas–turbine powered locomotive, GT3, between 1959 and 1961. The physical appearance of the design closely resembled a 4–6–0 steam locomotive, the tender of which carried diesel fuel in place of coal!

GT3 was significant in having a mechanical transmission. Its prime mover was an EM27L gas turbine delivering 2,750hp and its combined operational weight was 123.5tons. GT3 emerged from the Vulcan Foundry in May 1961 painted in red oxide livery with a cast GT3 numberplate on the cab side. After the locomotive was accepted by BR for operation it was sent to Rugby Testing Station where stringent proving and comparison tests were carried out.

In early 1962, GT3 was used for testing over the arduous Shap incline with trains of up to 16 coaches. These tests proved very successful and on one run a speed of 43mph was recorded at the summit. However, by this time the BTC had decided to invest in diesel and electric traction and thus the gas turbine principle had no place in the modernisation of the railways. By late 1963, GT3 had been returned to English Electric, stripped of components and the chassis sold for scrap. On a number of official English Electric papers of the time, GT3 was referred to a BR No.19000.

The One That Was Not Built – In December 1952 the Ministry of Fuel and Power placed an order for a coal–fired gas turbine locomotive to be used on British Railways. It would burn pulverised coal, would have two turbines and the transmission was to be mechanical via a two–speed gearbox. The locomotive specification was Horsepower 1,800, later reduced to 1,500, weight: 117tons, later increased to 150tons [!]. Wheel arrangement C–C, later changed to 1A1A–A1A1 [!].

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Needless to say, the locomotive was never built, a model of the proposed locomotive is in the Glasgow Museum of Transport.

The full set of facilitation notes also contains information on the kits/RTR models that are available, along with references, plan drawings and photographs.

New Acquisitions –

Ron Fryer – showed a new book [just bought from Ron Richards] called *British Railways Western Region in Colour* by Laurence Waters, for the Modeller and Historian.

Nick Pusenjak – showed four Oxford Diecast OO models –

- 76MES001 Blue Morris Eight E Saloon
- 76WOL003 White Wolseley 6/80 Saloon
- 76AK005 Austin Service Austin K8 Threeway Van
- 76TR005 The Happy Plaice Mobile Trailer [Mobile fish and chip shop]

His next model was a Hornby BR Std Class 4, 4–6–0 No.75070 in Black. All the above were absolutely delightful models [especially the mobile Fish & Chip shop].

Alan Porter – showed the new Hornby R6537A BR Horse Box W532W. A really nice model with full underframe braking detail – we believe the GWR version is even better! He also showed a packet of bollards from the Bachmann Scenecraft range – really well done and detailed.

John Maker – showed eleven new DVDs that he has recently obtained from a UK company [Heritage Media Digital Productions]. Prices varied from £1 to £5 each. Too many to list but they covered Rail, Traction, and Lorries. Also showed two books *Doncasters Railway Legends* and *Britain's Weirdest Railways*, both published by Morton's Media.

Doing Things –

Ron Fryer – this is part 2 of the old book saga. Part 1 is in the July report of the GWR SIG Meeting. Well he completed the erasing of all the pencil graffiti in the book and turned his attention to establishing just who H.J. Gazard, Wormwood Scrubbs was [or still is?]. His eldest son James, a computer whiz kid, entered the name into a programme that he knew of after we had selected the period of 1900 to 1940, apparently if the person has appeared in a newspaper or magazine in the time period this programme searches the file and can tell you when and why, and who and what etc. etc.

Well, lo and behold it did, and we found out that H.J. Gazard was nothing to do with the Prison, in fact, in 1936 he was a Foreman on the GWR at St. Quinton and Wormwood Scrubbs Station on the old West London line. However, in 1940 Mr Hitler stepped in and one of his bombers flattened the station and it was closed [not surprisingly] and never rebuilt. We also found photographs of the station before and after the event. My next step is to communicate with BR at Paddington Station and try to establish what happened to H.J. Gazard. Don't miss Episode 3. It's almost as exciting as the Duck Saga!

Ron Richards – has been working on the back scenes on his layout and apart from a little fine tuning they are finished.

Steve Rayner – showed the three completed BR 21ton Dia.146 N scale Coal Hopper wagons that he has made up from kits. Beautiful little models and well made by Steve.

Alan Porter – has now moved on to upgrading his models of the 21ft. 4-wheeled vans. Thanks once again to Alan for the Facilitation Notes.

S Scale Special Interest Group's August meeting was attended by forty members and visitors coming to our clubrooms to hear the latest news, views and events for modellers of the WA scene.

Graham Watson welcomed all those present, in particular Ben Hollands and his Dad, Graeme, Garry Grey who was back from Europe, Cris Fitzhardinge, Gavin Stallard and, last but not least, Simon Barber who was guest presenter for the night's meeting. Apologies were received from Garry Pilmoor who was in the eastern states on business.

Members were reminded of the AGM to be held on the following Monday and Graham Watson expressed the hope that as many of those present would make an effort to attend. John Maker also requested that members pay their upcoming membership fees by the 1 September, preferably directly to the Federal Treasurer.

Graham announced that it was time to do another loco audit to assess the increase on the 2009 count of 331 locomotives of WA prototypes owned and built by club members. To satisfy the audit conditions the locos should be painted and in running order. Numbering and lettering is desirable but not essential for the count.

Graham also sought expressions of interest for those who would like to attend a workshop on a given Sunday to assemble a kit of an S scale model. The date is to be announced at the September meeting. Following the main announcements a general bring and show ensued.

Graham Watson showed the latest offering from Railwest Models. This was a new FD van which is virtually a one piece urethane body kit which requires the modeller to add cosmetic ends, a metal roof and the usual under-floor detail.

Neil Blinco showed the castings he has made for his underfloor detailing parts for his AZ first class sleeping car which he makes under the Westoz Models label. Neil has been experimenting with the use of Lego pieces as mould surrounds to enable the casting of round tanks which are otherwise difficult to make in one piece.

Doug Firth showed nine of the 4-wheel wagons which he has been working on over the past few months. They included a Railwest J tanker, two X class Models JAs an H, a GA models GC, an EA and a MRWA Bm wagon from X class models. All the wagons were nicely assembled and painted as they would have appeared in the 1950s/60s.

Phil Knife showed the decals for his scratch-built MRWA A class loco from Rob Clark's Westland Models. The Decals look great and finish off the black locomotive in distinctive yellow lettering.

Roger Jenkins showed the M and Ms Garratt locomotive tenders which he has been building in brass over the past year. Roger's fully scratch-built models of the early series of WAGR Garratt locos are proceeding slowly and we look forward to seeing them in their final form.

Murray Rowe showed his fully assembled X class Models kit of the MRWA A class locomotive. Murray used Westland Decals and added some extra details to the rear bogies. He also showed his NA sleeper wagon which he has made as a kit to run as a block train in the era of the orange and yellow livery. The WAGR or Westrail built twenty of these wagons in the 1980s.

Stuart Mackay showed the urethane castings of coal and ballast loads he has made for his XA

and XM hopper kits respectively. Stuart also showed three aerosol paints he purchased from an Auto-One outlet for \$3.49. The colours he purchased were red oxide, grey and matt black, all of which are suitable for our undercoat needs. Doug Firth reports that he has tried the red oxide and reported that it is a very pleasant and close reproduction of the WAGR red/brown.

The topic for the August meeting was locos and wagons in orange and yellow livery, principally from the Westrail era.

Gavin Stallard showed a number of modern wagons, hoppers and containers he has scratch-built or is in the process of building as well as his DB locomotive in its distinctive orange livery.

Murray Rowe showed a range of wagons he has been building to suit the Westrail era as well as two of his X class locomotive variants on orange livery. Members were impressed with the finish of the painting and lining on these locomotives which certainly capture the colour and atmosphere of the period prior to their withdrawal in 1983.

Paul Tranter showed two Railwest Models VVW wagons, resplendent in weathered Westrail yellow. These were big wagons built for the standard gauge but like the XM hopper wagons saw time on the 3' 6" lines in places as far-flung as Hyden.

Lynton Englund showed his GA models GHE steel high-sided wagon he purchased from Greg and assembled some years ago. This is a particularly fine example of a GA Models kit and Lynton's assembly did it justice.

Kris Fitzhardinge showed the Z van and his NA kit-bashed from a KA which he has built over the past year. They looked great and evidenced the fact that as time passes there are an increasing number of younger modellers who really only knew the Westrail livery and consequently feel more at home with vehicles of this era.

Stuart Mackay showed a yellow Zs brake van, an Xb hopper wagon, an XAC hopper and an XM ballast wagon. These could all be easily hauled by his scratch-built Alco N class loco on Mainline bogies in Orange Westrail livery.

Graham Watson showed Garry Pilmoor's very nicely assemble Railwest kit of a VVW van and his own yellow Hc ??? wagon with full brake gear. Graham said he would be painting it brown in the coming days unless someone made him an offer for the wagon which would not fit in with his fleet of WAGR wagons.

Photos of most of the wagons and locos in this evening's presentation can be seen on the WASn3½ Models website at wasnmodeller.blogspot.com, or via Google.

Discussion also ensued regarding the most appropriate paints to use for the Westrail Orange and yellow era. Joe Moir suggested that Floquil golden yellow was very close to Westrail's yellow while Humbrol No. 24 is a close yellow while Revel No. 30 orange is a good match for locomotives.

Following the Bring and Show Simon Mead showed forty interesting and colourful slides from Simon Barber's extensive collection of slides of vehicles from the Westrail era. Simon Barber gave a light commentary on the slides and his contribution to the evening's presentation was greatly appreciated. Thanks go to Simon Barber for letting us see his slides. Those who have copies of Simon Barber's book *Changing before our Eyes: Westrail 1982-1998*, may have been familiar with several shots but it was great to see them on the big screen.

The topic for the September meeting was Bring and Show one of your scratch built vehicles

and/or structures followed by an informal train running on *Swan View*. Thirty one members attended the meeting which was slightly below the average but a good turn-out nevertheless. The formal part of the evening began at 2030 with **Graham Watson** welcoming visitors which included Don Finlayson, Andrew from the eastern States, Don Moir who has been working in Belgium and James, a brand new AMRA member.

Up-coming events were also announced which included Railfest at the Rail Heritage Museum on Sunday 16 October and AMRA's own ModelRail on Sunday 6 November. Graham also announced the kit-building workshop which will be on Sunday 25 September between 1030 and 1430. Ten keen members have expressed an interest in attending but this event will of course have taken place before this edition of *The Branchline* goes to press. Finally, **Bill Gray** announced that the Spring edition of the ASnM has been proof-read and will go to press before the end of September. Bill, as Editor of the ASn Magazine, also appealed for more articles for the next edition which should come out as the summer edition.

Some items of a general nature were then shown to the members present.

Phil Knife showed his X class locomotive No. 1012 as built. Phil has weathered the locomotive and added brass numbers and name plates made by Adrian Pressler in Melbourne.

Doug Firth showed his completed FD van which he assembled from a Railwest one-piece body kit. Doug reported that it was one of the easier vehicles to assemble.

Stuart Mackay showed some simple, useful tools he purchased from Micro-Mark which included a set of pounce wheels, useful for embossing rivets in styrene or metal, a set of numbered drills, and a window punch. All three were very reasonably priced, especially in the present exchange rate regime of Australian dollar parity with the US dollar. On the downside Stuart reported that delivery was a bit slow, four weeks, from America.

The second part of the meeting was given over to the presentation of scratch-built vehicles and structures by members. There was a variety of scratch-built items brought and shown by only eight of our members.

Paul Tranter gave an extremely interesting talk on how he has been scratch-building a coach in S scale for his CR Northern Australian Railway, Darwin to Birdum. Paul showed how he made the coach in three main parts, a roof, a chassis and a body. All three go together to provide a very nicely built coach. The coach can be dismantled for repairs and to add figures to the interior. It should look great behind his double-headed NSU class CR locos. Paul has cast up six roofs so that he can make more coaches when the need or the urge takes him. Thanks Paul for such an informative talk on scratch-building and for providing an insight into the thoughts, ideas and planning of a scratch-builder.

Phil Knife showed his scratch-built WAGR B class steam locomotive. This diminutive locomotive was built to Phil's usual high standards of research and technique. Phil has built a number of scratch-built locos in S scale as well as several from kits and his B is a delightful reproduction of the prototype.

By coincidence, **Don Moir** also brought along his B class loco which was built almost completely in brass, also to a very high standard. In fact it was interesting to see both B classes, built independently by Don and Phil, side by side to compare them. They were both models which any S scale modeller of the WAGR would love to have on his roster.

Bill Gray showed the first wagon he ever built in S scale. It was a four-wheel flat wagon NFA.

The wagon was super detailed with all the brake gear in its correct place.

Stuart Mackay showed the goods shed he modelled in styrene sheet based on the one still in situ at Wongan Hills using several photos and some key measurements. He took photos of the building on a winter wheat belt jaunt with his wife and kids in about 1996. Stuart also showed several line side huts and sheds from his collection of scratch-built structures he built for his Medullup and Canning River railway.

Roger Jenkins showed the progress he is making on the two Garratt locomotives he has been building for the past year. One is an M, the other an Ms. They were originally British built locomotives, the earlier versions of the Garratt, which were followed by the Msa which were built at Midland. Roger has used the running gear from two Mantua articulated logging locomotives but has had to turn the driving wheel sets around to suit the WAGR locomotives. Roger is making progress and indications are that he will soon have two very good models of this prototype running on a layout

Lynton Englund showed a nice little station building he built in card for the Burges Module which was built by Bruce Norton in the late 1980s. Lynton has been a pioneer in the modelling of the WAGR in S scale and he has had to develop his own techniques and materials to achieve his excellent results.

Graham Watson showed several wagons which he scratch-built in North Eastern Timber at least 25 years ago, long before styrene and urethane became the common medium in our Group. The wagons included a DA van, three 4-wheel flat wagons [an NF, NFA and an HAD] as well as a short QJG bogie flat wagon. All of these WAGR wagons were probably the first wagons to be scratch-built accurately and faithfully in S scale, or maybe any scale for that matter.

Once again, the August and September meetings were successful gatherings for the S Scale Group. Lots of things are happening so if you are at all interested, feel free to come to one of our meetings. The Group meets on the second Monday of every month at 2000 at the AMRA WA Branch Clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome. Contact Graham Watson on 9250 1084 or Stuart Mackay on 9310 3858 for general information about the S Scale Group.

British Railways Special Interest Group's July meeting's topic was BR Liveries in the Steam Era 1948–1968.

1 Liveries in the first year or so

The Railway Executive, established by the newly elected Labour Government under the 1947 Transport Act to manage the nationalised railways as one element of the British Transport Commission, set out quickly in 1948 to select new BR liveries in order to create public relations in their favour, faced as they were with much public hostility and old company loyalties.

While the options for the colours of locomotives and rolling stock were being considered, the liveries of the former railway companies continued to appear. The old company designations, LMS, LNER, GWR and Southern were painted over with the words BRITISH RAILWAYS hand painted onto tenders and side tanks in the lettering styles of the old companies. As the hand painting of the words was a time consuming affair, many locomotives left the Works after overhaul without their BRITISH RAILWAYS ownership lettering applied! To avoid duplicating locomotive numbers for longer than was necessary, the old company numbers were given temporary prefixes. E for LNER types, M for LMS types, S for SR types and W for GWR types.

During 1948, a comprehensive re-numbering system was adopted. The number 30000 was added to ex-SR locomotive running numbers, 40000 was added to ex-LMS locomotive running numbers [except those whose LMS running number was above 20000, in which case 30000 was added] and 60000 was added to ex-LNER locomotive running numbers. The ex-GWR locomotives retained their existing GWR numbers in view of the anticipated high cost of replacing the cast metal cab side number plates which they carried.

Various colour schemes were tried from January 1948 for the Railway Executive, both for locomotives and coaching stock, but they were not very successful, only a mere thousand responses were received from the public! No particular effort appears to have been directed towards freight stock at this early stage and the Regions continued to paint these vehicles as normal. Early in 1948 the Railway Executive decided that BR should be divided into six regions –

- a. The Eastern Region [ER] – The station emblem being the new double sausage [the lozenge] in ultramarine blue with white lettering.
- b. The London Midland Region [LMR] – The station emblem [the lozenge] in maroon with white lettering.
- c. The North Eastern Region [NER] – The station emblem [the lozenge] in tangerine orange with white lettering.
- d. The Scottish Region [ScR] – The station emblem [the lozenge] in light Caledonian blue with white lettering.
- e. The Southern Region [SR] – The station emblem [the lozenge] in Malachite green with white lettering.
- f. The Western Region [WR] – The station emblem [the lozenge] in chocolate brown with white lettering.

2 BR 1949 standard liveries for locomotives and rolling stock locomotives –

Following the trials with the experimental livery during 1948, the Railway Executive announced the standard liveries in April/May 1949. These were –

Top Link Classes – Medium blue [halfway between ultramarine and Caledonian blue].

However, as occurred with the experimental blue paints, it was found to be wanting in the length of time it retained its colour and so eventually these locomotives were repainted in Brunswick green.

Other Express Passenger types – Brunswick green.

Lesser Passenger types and Mixed Traffic Classes – Lined gloss black.

Freight and Shunting Locomotives – Unlined gloss black.

The buffer beams on all locomotives were vermilion red. All locomotives were to carry the new lion over wheel totem facing forwards on the tender, side sheets or side tanks of tank engines. The locomotive number was painted on the cab sides, the exception being the ex-GWR locomotives who kept their cab side brass number plates.

Coaching Stock –

Mainline Corridor stock and Full Brakes for principal trains – body sides of Carmine red with cream upper panel [blood and custard], lined gold and black, above and below the cream panel. Vehicle ends black, roof grey.

Non-corridor Carriages and other Passenger Train Vans – body sides of Carmine red, lined gold and black as above. Vehicle ends black, roof light grey. Note that there was no identification of BR ownership on carriages as there was on locomotives. Restaurant, Kitchen and Buffet Cars, and Sleeping Cars had the appropriate name placed centrally on the side of the vehicle. First-class compartments had the figure 1 painted on the compartment doors.

Freight Stock – Wagons

Unfitted – Battleship grey

Fitted or piped – Orange brown

Insulated – Stone [changed to Top white when white became available] These were the original schemes. In due course, the grey became a lighter shade and the orange brown became Bauxite red. All wagons were to be lettered in white except insulated wagons which had black letters.

Containers – Orange brown, except for insulated containers which were stone colour. These colours changed later, as previously mentioned.

All freight stock carried a prefix letter as follows –

- B for new wagons built by BR, and ex-MOT and ex-MWT 16ton steel mineral wagons.
- E for all ex-LNER types
- M for all ex-LMS types
- S for all ex-S types
- W for all ex-GWR types
- P for all former private owner wagons
- C for with the above defined letters as suffixes
- D for service vehicles, ahead of the above defined letters/eg.– DE, DM etc].

Wheelbase marking and the power brake symbol XP were applied as required.

3 The 1956 Revisions –

A change of government in 1953 led to a changed philosophy for BR – less centralisation and more local decision making and this, with a revised lion-and-wheel totem, produced a new look for BR.

The livery changes were –

Locomotives – In 1956 the LMR decided to paint its express passenger Pacific 8P locomotives in Crimson Lake, called maroon at the time for political correctness!! On the SR and on the WR, some of the smaller passenger and mixed traffic locomotives had their liveries upgraded from lined black to lined Brunswick green. Indeed, Swindon seemed determined to turn out everything in Green, although the lesser types were unlined. The new totem with a somewhat emaciated lion standing on a crown adorned with a rose, a thistle and a leek, holding a railway wheel and with the words BRITISH on one side and RAILWAYS on the other side of the totem.

Coaching Stock – Three distinct liveries replaced the Carmine and cream colours on express passenger corridor stock.

The Western Region chose GWR Chocolate and cream lined in gold, yellow and black. This lining

was abandoned in 1962.

The Southern Region chose unlined Stock green, darker than Malachite green, but not matching the Brunswick green of the locomotives that hauled them.

All the other Regions were Maroon with yellow and black lining.

Non-corridor [slam door] carriages were also changed to Maroon with the same lining except on the SR where unlined stock green was used. **All** carriage roofs were mid-grey. For the first time, ownership of the carriages intended for locomotive hauled trains, was indicated by the new BR totem contained within a horizontal band carrying the words BRITISH RAILWAYS. It was placed at the mid-point of the carriage and below the window line.

Freight Stock – There were few changes to freight stock at this time. White had been introduced for fish vans and insulated containers. Demountable box containers were changed to maroon with cream lettering.

4 The New Corporate Image of 1965 –

Locomotives – Steam locomotives, being phased out by the advent of diesel and electric locomotives, were out-shopped in the mid-1960s without any lining – this was to save time and money their demise being imminent.

Coaching Stock – The coaching stock was given completely new liveries –

Express passenger concertina gangway connected stock – Rail blue [lower panel] and Rail grey [upper panel]

Non-corridor [slam door] passenger stock and non-passenger stock – Rail blue

Freight Stock – Apart from the gradual introduction of air-braked vehicles, the freight stock remained basically unchanged in livery, although there had been a development in the early to mid 1960s when all information on the wagon/van side was grouped in a black background box in the bottom left-hand corner of the vehicle. This included vehicle type, load, tare weight and running number.

5 Modelling Paints – The facilitation notes lists those companies and their product reference numbers that would be of great help to those modelling the early BR era through to the start of the diesel and electric era.

6 Transfers – Listed next in the notes are those companies that can provide the necessary transfers.

7 References – Listed are the references used in the preparation of these notes. A full set of these detailed facilitation notes are available on request. The last two plus pages of the notes are useful photographs and drawings on the early BR liveries.

New Acquisitions –

Ron Fryer – showed a DVD – *A Driver's eye view of the Liverpool and Manchester* – a minute by minute driver's view of the journey from Manchester Airport via Manchester Piccadilly to Liverpool Lime Street, [including the whole route of the original L and M Railway] and takes the full 65 minutes of the journey. Ron's wife bought it for him for his birthday.

Nick Pusenjak – showed us his new Bachmann OO Class 37 in Green with yellow half-panels. In comparing it to Alan Porter's earlier Bachmann model it appears to have some slight disadvantages in comparison to Alan's model. A case of one step forward and two steps back!

Alan Porter – showed a 6-wheel Milk Tanker of ROBERT WISEMAN DAIRIES – fictitious? All done in the name of a Charity helping to fight cancer.

Trevor Batchelor – showed us a presentation box of a 0-6-0 Terrier STEPNEY and a Maunsell Brake Composite Coach celebrating the 50th Anniversary of the Bluebell Railway.

Doing Things –

Both **Steve Rayner and Alan Porter** were the only two attendees who were visibly doing things but as these were the continuation of the same items as in the July GWR report there is no point in duplication.

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Tom Stokes	9275 4508
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Graham Bell	9295 4461
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 349 – August 2011. The major items of business dealt with at this meeting were –

- As a result of the Auditor's comments at the Annual General Meeting concerning the pre-signing of cheques, the Committee decided that the current system for issuing AMRA WA cheques should remain in place, noting that invoices are available at any time for review by the prior signatory and the Committee reviews all cheques issued, including cancellations, via records tabled by the Treasurer at each Committee meeting.
- The date for ModelRail11 was set for Sunday 6 November 2011. The Modelling Competition usually associated with ModelRail will not be conducted this year.
- Craig Hartmann was invited to speak and offered to accept the Treasurer's position from Ron Fryer. The Committee gratefully accepted Craig's offer and the handover commenced soon after the Committee meeting ended.
- Two quotes for the building extensions were tabled by Ron Fryer. The quotes were for building and plans, \$71,900 plus GST and associated electrical works, \$3220 plus GST. The Committee decided that AMRA WA proceed with obtaining plans and Council approval for the building works (cost \$1850) through the builder, noting that the final go ahead may depend on a grant yet to be resolved.

The next few Committee meetings will be held on Thursday 20 October, 17 November and 22 December. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

Membership Matters

Since the last issue of *The Branchline* we welcome the following who have joined or rejoined our Association.

Phillip Gray	South Guildford	
Chris Doroszenko	Beechboro	HO
Ian Spence	Waikiki	
Tony Gray	South Lake	OO GWR
Byron Spartalis	Coolbinia	
Thelma Beaumont	Pingelly	OO SR
James Kirk	Gnangara	HO
Peter Shurman	Carine	OO/HO Sn3½

Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch. Time at our Clubrooms is never wasted.

John Maker
Membership Registrar

Dark Suckers

Bell Labs Proves Existence of Dark Suckers

For years it has been believed that electric bulbs emitted light. However, recent information from Bell Labs has proven otherwise. Electric bulbs don't emit light, they suck dark. Thus they now call these bulbs dark suckers. The dark sucker theory, according to a Bell Labs spokesperson, proves the existence of dark, that dark has mass heavier than that of light and that dark is faster than light.

The basis of the dark sucker theory is that electric bulbs suck dark. Take for example, the dark suckers in the room where you are. There is less dark right next to them than there is elsewhere. The larger the dark sucker, the greater its capacity to suck dark. Dark suckers in a parking lot have a much greater capacity than the ones in this room. As with all things, dark suckers don't last forever. Once they are full of dark, they can no longer suck. This is proven by the black spot on a full dark sucker.

A candle is a primitive dark sucker. A new candle has a white wick. You will notice that after the first use, the wick turns black, representing all the dark which has been sucked into it. If you hold a pencil next to the wick of an operating candle, the tip will turn black because it got in the path of the dark flowing into the candle.

Unfortunately, these primitive dark suckers have a very limited range. There are also portable dark suckers. The bulbs in these can't handle all of the dark by themselves and must be aided by a dark storage unit. When the dark storage unit is full, it must be either emptied or replaced before the portable dark sucker can operate again.

Dark has mass. When dark goes into a dark sucker, friction from this mass generates heat. Thus it is not wise to touch an operating dark sucker. Candles present a special problem, as the dark must travel in the solid wick instead of through glass. This generates a great amount of heat. Thus it can be very dangerous to touch an operating candle.

Dark is also heavier than light. If you swim deeper and deeper, you notice it gets slowly darker and darker. When you reach a depth of approximately fifty feet, you are in total darkness. This is because the heavier dark sinks to the bottom of the lake and the lighter light floats to the top. The

immense power of dark can be utilized to man's advantage. We can collect the dark that has settled to the bottom of lakes and push it through turbines, which generate electricity and help push it to the ocean where it may be safely stored. Prior to turbines, it was much more difficult to get dark from the rivers and lakes to the ocean. The Indians recognized this problem and tried to solve it. When on a river in a canoe travelling in the same direction as the flow of the dark, they paddled slowly, so as not to stop the flow of dark, but when they travelled against the flow of dark, they paddled quickly so as to help push the dark along its way.

Finally, we must prove that dark is faster than light. If you were to stand in an illuminated room in front of a closed, dark closet, then slowly open the closet door, you would see the light slowly enter the closet but since the dark is so fast, you would not be able to see the dark leave the closet.

In conclusion, Bell Labs stated that dark suckers make all our lives much easier. So the next time you look at an electric bulb remember that it is indeed a dark sucker.

[Editor's Note. This article reprinted by kind permission of Bell Labs.]

Modelling Challenge!!

There is a prototype for everything but who would believe a model/diorama of this scene? No!! I have not tried to count the number of people in this view. There's obviously no Work Safe type organisation in India.

