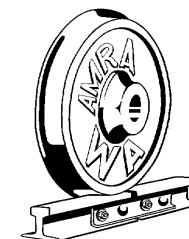


11	30	1	Port Eb	AMRA WA Branch
12	27	44	Märklin Gauge 1	Andre Leicester
13	25	40	Boxburg John Muller	
14	24	8	Large Scale Special Interest Group	AMRA WA Branch
15	22	25	Albion	Northern Suburbs MRG
16	18	17	Durham Town	AMRA WA Branch
17 =	17	32	Castledare Miniature Railway	
17 =	17	42	Mulheim John Muller	
19	16	12	Stedham East	Rand Cooley
20	13	50	Albany Model Railway Association	
21	12	9	Goletta Depot	Peter Cole
22	11	48	Rock Candy Railroad	EFD Simply Glues
23	10	27	British Railway Modellers of Australia	
24 =	9	3	E-Trains	
24 =	9	23	Knightsbury and Abbotsford	Peter Gould
26 =	8	5	Northern Districts Model Engineering Society	
27 =	8	33	Perth Electric Tramway Society	
28	7	18	Ozzie Gully	AMRA WA Branch
29 =	6	10	Australian T-Trak	John Rumming
29 =	6	35	Sn3½ Special Interest Group	AMRA WA Branch
29 =	6	56	Shoemaker Canyon	Rob Mansell
32	5	53	City Models	
33	4	45	160 years of model railways	Märklin Model Railway Group
34 =	3	41	Märklin Starter	Märklin Model Railway Group
34 =	3	43	Baulking Bill Boogaard & Charles Williams	
35 =	2	2	The Flying Scotsman	Chris Beicher
35 =	2	6	Sidetracked Electronics	
35 =	2	16	Book Sales	AMRA WA Branch
35 =	2	19	Advice Centre	AMRA WA Branch
35 =	2	22	The Way We Were	Neil Jarvis
35 =	2	26	Rail Heritage WA	
35 =	2	36	Railwest Models	
35 =	2	51	Trainman	
35 =	2	58	DCCconcepts	
44 =	1	7	Ace Radio Controlled Models	
44 =	1	11	US Model Railway Club of WA	
44 =	1	20	New Book Launch	Dave Tierney
44 =	1	21	Yarloop Workshops	
44 =	1	30	Vintage Toys	Mike Edwards
44 =	1	34	Accident at Breeza 1985	Paul Moss
44 =	1	46	Crowdundle Viaduct	Peter Higgins
44 =	1	47	EFD Simply Glues	
44 =	1	52	Talking Points	Peter & Pamela Chadbourne
44 =	1	55	Tinkering Tools	
44 =	1		Door Staff	AMRA WA Branch

Stands not listed above did not receive any votes.

# The Branchline



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

www.amrawa.com

**Issue 187**

**June 2008**

**Vol 31 No 3**

*Frans Fatidic*

## The 2008 Branch Annual General Meeting

This meeting will be held on Monday 19 August 2008 commencing at 2000. The venue is our Branch Clubrooms at 24 Moojebing Street, Bayswater, WA.

A formal notice, in accordance with our Branch Constitution, calling this meeting is enclosed with this copy of *The Branchline*, together with the Meeting's Agenda and the minutes of the 2007 Annual General Meeting and the Extraordinary General Meeting held on 3 December 2007. Please bring these with you to the Meeting.

A nomination form for the various positions on our Branch Management Committee is also included in the Supplement.

All members are invited and encouraged to attend this meeting. Any member 18 years of age or over may be nominated, or may nominate themselves, for any position on our Branch Management Committee. A nomination form is to be completed by the nominator, nominee and seconder and be forwarded to our Branch Secretary as stated on the form.

Any member who is unable to attend the Annual General Meeting may nominate a proxy to vote on his/her behalf, such proxy to be in writing and in the hands of our Branch Secretary before commencement of the Annual General Meeting.

## Clubman of the Year

Nominations are invited for the award of the *Ted Thoday Encouragement Award for Clubman of the Year*.

The presentation of this Award is normally made during our Annual General meeting each year.

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

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24 Moojebing Street  
BAYSWATER 6053  
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The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

## President's Report

Just a short report for this issue as I have asked the Show Manager to have his report in this issue.

As this edition will include the AGM Supplement, I would ask all members to please note when the AGM will take place and make sure they can attend this important meeting.

Our Branch is doing reasonably well but with rising costs everywhere we need to look at how we can save expenses so other projects can go ahead. One of the projects we will be looking at is the cost of the concrete floor for the extension, if feasible we will go ahead and get it done.

I would like to take this opportunity to thank the present Committee for their commitment to the Branch and hope to see them back again in the up coming committee for 2008–2009.

Frans Ponjee  
Branch President

## Show Manager's Report

Thank you one and all for your great support during this years Show.

This year the Show had many different layouts, small and large, all of very high standard.

Attendance was about 10000 over the three days with Saturday, because of the weather, being the quietest [but not according to the retailers].

There are a lot of people to thank starting with the Show Committee consisting of Richard Johnson, Peter Ibbs, Tony Poole, Ron Fryer, Sue Shafto, John Maker and Lyn Nichols. Others that need mentioning are the judges, Kerry Poole, Rosemary Ponjee, Michael Cazalet, Alan Higgs and a special mention to Dave Hunter and the U–drive volunteers who raised \$1500 for the Star Light Foundation and to all the other people who volunteered their services during the Show, which helped make it run smoothly.

Unfortunately, we had to have help with the setting up of the barricading which cost our Branch \$900.00, which could have been put to better use. As our Branch has over 400 members I still find it difficult to understand that we do not get more volunteers to help set up the Show. I realise it is on a Friday and some of our members find it very difficult to

3	190	52	Talking Points
4	187	29	Maylands Model Railways
5	183	7	Ace Radio Control Models
6	182	3	E-Trains
7	181	53	City Models
8	181	58	DCCconcepts
9	177	51	The Trainman
10	177	55	Tinkering Tools
11	170	60	Perth Hobby Centre
12	165	28	Stanbridges Hobbies
13	152	47	EFD Simply Glues
14	149	30	Mike Edwards Vintage Toys
15	142	24	Morley Controllers

## The Jack Stanbridge Trophy

**For the Best Operating Model Railway as seen by Fellow Exhibitors  
Summary of Voting**

Place	Points	Stand No.	Stand No.	Stand Owner
1	35	57	Feather River Route	Focus Modelling
2	21	37	Parkerville	Murray Hartzer
3	14	1	Port EB	AMRA WA Branch
4	12	31	Nonsuch	Fremantle and Districts MRA
5 =	9	39	A Day in the Life of Thomas	Connor Bombak
5 =	9	14	Lego	Perth Adult Lego Society
5 =	9	50	AMRA South,	Albany MRA
8	8	42	Mulheim	John Muller
9	7	12	Stedham East	Rand Cooley
10 =	5	44	Märklin Gauge 1	Andre Leicester
10 =	5	38	Maylands Meccano and Hobbies Club	
12 =	3	62	Arid Australia	Arid Australia Group
12 =	3	40	Boxburg	Märklin Model Railway Group
14	1	41	Märklin Starter	Märklin Model Railway Group

Stands not listed above did not receive any votes.

## The AMC Trophy

**For the 'Exhibit Considered Best' by public vote  
Summary of Voting**

Place	Votes	Stand No.	Stand Name	Stand Owner
1	685	14	Lego Layout	Perth Adult Lego Society
2	216	31	Nonsuch Fremantle & Districts MRA	
3	110	38	Maylands Meccano and Hobbies Club	
4	76	57	Feather River Route	Focus Modelling
5	72	62	Arid Australia	Arid Australia Group
6	54	15	Gornth on Tarn	Kelvin Davis and family
7	52	37	Parkerville	Murray Hartzer
8	40	39	A Day in the life of Thomas	Connor Bombak
9	33	54	Scenery Snapshots	Frank Godde
10	32	49	Trinidad Colorado	David Ross

7	276	31	Nonsuch	Fremantle and Districts MRA
8	275	15	Gornth on Tarn	Kelvin Davis and family
9	273	50	AMRA South,	Albany MRA
10	270	25	Albion	Northern Suburbs MRG
11	254	23	Knightsbury and Abbotsford	Peter Gould
12	243	12	Stedham East	Rand Cooley
13	220	43	Baulking	Bill Boogaard & Charles Williams
14	219	40	Boxburg	John Muller
15	200	18	Ossie Gully	AMRA WA Branch

**The AMRA WA Branch Trophy for the Best Presented Operating Layout**  
**Summary of Voting – maximum points available = 200**

Place	Points	Stand No.	Stand Name	Stand Owner
1	199	37	Parkerville	Murray Hartzler
2	194	31	Nonsuch	Fremantle and Districts MRA
3	193	49	Trinidad, Colorado	David Ross
4	192	1	Port EB	AMRA WA Branch
5	191	14	Lego Layout	Perth Adult Lego Society
6	188	9	Goleta Depot	Peter Cole
7	188	62	Arid Australia	Arid Australia Group
8	184	57	Feather River Route	Focus Modelling
9	182	10	Australian T-Track	Australian T-Track
10	182	25	Albion	Northern Suburbs MRG
11	164	44	Märklin Gauge 1	Andre Leicester
12	163	39	A Day in the Life of Thomas	Connor Bombak
13	162	23	Knightsbury and Abbotsford	Peter Gould
14	158	12	Stedham East	Rand Cooley
15	157	43	Baulking	Bill Boogaard & Charles Williams
16	152	50	AMRA South,	Albany MRA
17	151	15	Gornth on Tarn	Kelvin Davis and family
18	113	48	The Rock Candy Railroad	Ian Conway Powles

**The AMRA WA Branch Trophy for the Best Presented Non-Trade Stand**  
**Summary of Voting – maximum points available = 200**

Place	Points	Stand No.	Stand Name
1	197	27	British Railway Modellers of Australia
2	193	35	Sn3½ Special Interest Group
3	190	38	Maylands Meccano and Hobbies Club
4	188	5	Northern Districts Model Engineering Society
5	188	11	US Model Railway Club of WA
6	177	33	Perth Electric Tramway Society

**The AMRA WA Branch Trophy for the Best Presented Trade Stand**  
**Summary of Voting – maximum points available = 200**

Place	Points	Stand No.	Stand Name
1	198	36	Railwest Models
2	190	6	Sidetacked Electronics

do the physical hard labour because of advanced years but we must have other members that are capable of doing this work.

The TV advertising seemed to have worked, especially with the help of Michael Schultz doing the Channel 10 Weather forecast from the Show on Friday night. Also from the spot advertisement during the week leading up to the Show on both Channel 7 and 10. Community Newspapers were also used, along with various radio stations which must have had an impact.

One of the Traders, from the Eastern States, was absolutely amazed to see what is being achieved over here in the West. He put our Show in line with Brisbane which is the best over in the East, what a compliment. He has already booked for next year, and will try to get other exhibitors to come over.

Thanks to Arid Australia who achieved a new record of 902 Iron Ore wagons being pulled over the entire layout and the enormously popular Lego Layout by the Perth Lego Society, which drew large crowds all day with the on going entertainment around the layout.

As the cost is rising every year for our Branch to hold the Show the new Show Committee may have to look at new ideas to offset the costs, including sponsorship.

I would also like to thank all exhibitors, retailers and kindred societies for there continuous support over the years.

Frans Ponjee

## From the Editorial Desk

**The Branchline – August issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 2 August 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 1 August
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 2 August
- For items transmitted electronically via e-mail – 1800 Saturday 2 August e-mail address is mandtt@ca.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** 16 August and will include AGM material

Please note the intended dates for *The Branchline* publication for the remainder of 2008:

### Editorial deadline

October Saturday 27 September

December Saturday 22 November

Ted Thoday

### Assembly, etc.

Saturday 11 October – will include Minutes of 2008 AGM

Saturday 6 December

## 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.

## Missing Videos

A recent check of our Library’s stock of videos revealed that the following are missing –

79	Railscene 26
116	Steam over Settle and Carlisle
192	Steam Vol.3 – The LNER
194	Steam Vol. 5 – LMS
243	Inside Isle of Man Railway
248	Postcards WA 2–7–2000
252	Railway Panorama No. 4
306	Great Railways
325	Great Little Trains from Downunder Bushmill
335	History of British Rail
DVD13	Severn Valley Railway

None of these videos or the DVD is recorded has having been borrowed by a member.

Please check that you do not have any of these at home. If you do find any please return them to our Library **and ensure they are handed to either our Library staff or the Duty Officer.**

Chris Paterson  
Branch Librarian

## Literary Lines

Many thanks to the following for their generous donations of books, magazines and videos –

Ron Chatterton   Peter Higgins   Chris Gorrington   Geoff Mercer   Lynton Englund   John Elfer

**Donations** – recently we have found several, presumably, donations of magazines, etc. on the Library desk without any indication who left them there or made the donation. As a result we are unable to acknowledge the donation in The Branchline.

If the Library staff are not available **please** leave you name with your donation, there’s plenty of scrap paper and a pen available in our Library.

**Library** - on Saturday afternoons the Library will be **open** for receiving and issuing books,

5	331	12	Stedham East	Rand Cooley
6	319	25	Albion	Northern Suburbs MRG
7	318	49	Trinidad, Colorado	David Ross
8	316	23	Knightsbury and Abbotsford	Peter Gould
9	316	18	Ossie Gully	AMRA WA Branch
10	309	15	Gornth on Tarn	Kelvin Davis and family
11	297	50	AMRA South	Albany MRA
12	288	42	Mulheim	John Muller
13	271	62	Arid Australia	Arid Australia Group
14	262	40	Boxburg	John Muller
15	229	43	Baulking	Bill Boogaard & Charles Williams

### Class 24 Cup

Summary of Voting – maximum points available = 500

Place	Points	Stand No.	Stand Name	Stand Owner
1	300	42	Mulheim	John Muller
2	295	49	Trinidad, Colorado	David Ross
3	254	23	Knightsbury and Abbotsford	Peter Gould
4	220	43	Baulking	Bill Boogaard & Charles Williams
5	220	40	Boxburg	John Muller
6	200	18	Ossie Gully	AMRA WA Branch

### The President’s Cup for the Best Diorama

Summary of Voting – maximum points available = 200

Place	Points	Stand No.	Stand Name	Stand Owner
1	189	56	Shoemaker Canyon	Rob Mansell
2	182	46	Crowdundle Viaduct	Peter Higgins
3	180	34	Accident at Breeza 1985	Paul Moss
4	171	11a	A Moment in Time	US Model Railway Club of WA
5	166	54	Scenery Snapshots (B)	Frank Godde
6	165	22	The Way We Were	Neil Jarvis
7	158	3	E_Trains	E_Trains
8	155	54	Scenery Snapshots (A)	Frank Godde
9	151	2	The Flying Scotsman	Chris Beicher

### Bill Gardner Cup

For the Best Model of a railway [as assessed by modeller judges]

Summary of Voting – maximum points available = 500

Place	Points	Stand No.	Stand Name	Stand Owner
1	367	57	Feather River Route	Focus Modelling
2	353	1	Port EB	AMRA WA Branch
3	350	37	Parkerville	Murray Hartzler
4	299	42	Mulheim	John Muller
5	295	49	Trinidad, Colorado	David Ross
6	282	62	Arid Australia	Arid Australia Group

## Judging Coordinator's Comments.

Congratulations to everyone associated with the Show this year. From all accounts, despite the different side-tracks presented to the various people associated with the Show, this year was an enjoyable one. Definitely the place to be on the Saturday with the weather we had to start the weekend off with.

This year's layouts were judged along the same guidelines as last year's. All the judges took on the responsibilities required as past judges had done. The fact that all judges returned from their duties with smiles on their faces indicated that they had enjoyed their tasks.

This year the results for the two trophies, *The Richard Smart Memorial Cup* and *The Bill Gardner Cup*, was a close affair between three layouts and the general opinion by the non-judging people I have spoken too was that it would be between those three layouts. The one layout to catch the public's eye this year certainly put on a great entertaining show all of it's own. The owners should be justifiably proud of their efforts.

Over the past two Shows, as Judging Coordinator, I have tried to listen to comments that have been constructive in relation to how both best to do the job and any changes that improve this part of the Show. After receiving many suggestions I feel that a general review of the whole judging system and the trophies awarded is needed to ensure that the interpretation of the various judging categories is consistent. Perhaps, also, to consider whether to suspend some of our present Trophies or to introduce new ones. No matter what changes are made it is clear to me that the integrity of the existing trophies has to be maintained.

Thank you to every one of the judges this year as without their dedicated work their would be no trophies awarded.

Rosemary Ponjee, Kerry Poole and Ashley Maker took their digital cameras to the Show and shot, literally, hundreds of photos of just about everything that was going on and have given our Editor copies of them. Mr Editor has spent hours and hours sorting through the photos and has selected a few for inclusion in this issue.

Thanks ladies for your efforts and for allowing us to publish some of your photos.

John Maker  
Model Railway Show  
Judging Coordinator

## Trophy Judging Summaries

### The Richard Smart Cup Memorial Cup

**For scenic excellence – summary of voting**  
**Maximum points available = 500**

Place	Points	Stand No.	Stand Name	Stand Owner
1	376	37	Parkerville	Murray Hartzer
2	373	57	Feather River Route	Focus Modelling
3	366	1	Port EB	AMRA WA Branch
4	342	31	Nonsuch	Fremantle and Districts MRA

magazines and videos **from 1400 to 1630 only.**

## Library Returns

**We've said this several times previously but a small number of members still haven't got the message, so, here it is again – please take note and comply, it really isn't difficult.**

Members returning items borrowed from our Library are asked to **ensure** that the returned item[s] are handed to the Duty Officer for logging back in.

Yes, we've mentioned this many times but we still find returned items either left on the Library desk or, we eventually find, put back on the shelves – usually in the wrong place!!

The biggest problem with not conforming to this is that another member wishing to borrow or consult that item cannot do so and we end up with egg on our face and an unhappy member!!!

## Around the Layouts

### The Denver, Santa Fe and Valentine Railroad

Scenery progress on the D, SF & V RR has been steady, with module A appearing to have suffered a (styrene) blizzard, and similar beginning to appear on module F. It's pleasing to see those areas beginning to take shape.

Module D has been block wired and successfully tested - all but the Valentine Cut-off (Loop 3 in former parlance) which is yet to be trialled. With six out of eight modules done, it's tempting to complete wiring the outer main before the seventh module for those in desperate need of running locos.

To afford greater identity to the layout, several name changes have been effected. While Needles and Valentine remain, Yards becomes Kingman, Coalmine is now Harris, Barstow (in the centre well) changes to Topock and Warehouses defers to Industrial Park. Loop 1 is now the Outer Main, Loop 2 becomes the Inner Main and Loop 3 is renamed the Valentine Cut-off. Following the line from Needles CA to Valentine AZ using Google Earth will explain several of the revisions.

When drilling down in Google Earth, the various freight trains on the mains are clearly visible. Also apparent are the short gaps between trains thundering down the mains – perhaps the true reason for the demise of the caboose was the conductor's knowledge that the 80 mph monster pursuing a mile behind would take more than a mile to stop.

Unsubstantiated rumours have suggested the wiring supervisor has been sleeping when sequestered under the layout. Such unfounded scuttlebutt should be treated with the contempt it deserves. Deep rumblings from beneath are obviously being caused by the terrain realignment teams blasting their way through solid, Precambrian styrene. However, when closing, Duty Officers may wish to glance under the layout and adopt gentle awakening procedures if necessary.

Belated thanks are expressed to Ian Landsmeer for his generous donation of many miniature switches. While fossicking through the A&O remnants box last Saturday, the container of switches was located and they will be put to good use on the control panels. We are still in need of many DPDT centre off miniature switches for electrical blocks and either DPDT or SPDT switches for points, so the donation

of any surplus to your requirements would be warmly received. Also we would like to express our gratitude to Stanbridge's Hobby Shop for their ongoing support of our project

Craig Hartmann  
Alan Burrough  
D, SF & V RR Co-ordinators

### Haltwhistle

The Management of the above Railway Company wish to apologies to club members wanting use the Haltwhistle layout, but due to unforeseen hiccups in the system its been one step forward and more than two steps back at times.

This is very noticeable by the rather large pile of grey hair around the new control panel but when the going got tough the old fellas plodded on.

We hope to have solved what was causing the problem and can get trains running again on the layout.

Members please note that the wiring crew have at times been engaged in wiring other club layouts which, through priority, have extended the time taken to wire Haltwhistle.

Tom Stokes  
Layout Supervisor

## Stanbridges Hobbies Club Night

Stanbridges Hobbies conducted a Train Club night on Tuesday 6 May. The night came about at very short notice to clubs, hence the attendance was meagre. Nonetheless, those who did attend were tempted with bargains that included 20% off all model railway items in the shop and some special bargains including N, HO and OO buildings, Dapol wagons in OO scale and Classix cars.

As well as the many bargains, attendees were treated to pizza and beverages [of the non-alcoholic variety]. In spite of the small attendance, Peter Dallimore has decided to give the Train Club night another run, this time on Tuesday 7 October 2008. The shop will be open from 1800 to 2000 for Model Railway Club members only.

Peter Ibbs has also indicated that he could be convinced to open on the same night.

So put the new date in your diaries and let both proprietors know what you would like to see on special.

## Albany Hobby Expo

The Expo will be over the weekend of Saturday and Sunday 4 and 5 October 2008 and will be open to the public from 1000 to 1700 on Saturday and 0900 to 1600 on Sunday in the Albany Agricultural Society Centennial Hall, Lockyer Avenue, Albany. Admission \$5/\$2

Model trains, model railway layouts plus other hands on hobbies and trade stands. Refreshments available.







For more information contact Bruce Norton, PO Box 5271 Albany 6332, phone 08 9844 3480 [home] or 08 9842 4224 [work] or email <[bruce@omninet.net.au](mailto:bruce@omninet.net.au)>

Exhibitors and visitors intending to attend the Hobby Expo are urged to arrange accommodation as soon as possible. If you need local help to secure accommodation then please contact the Albany Regional Booking Service, Albany Visitors Centre on 9841 9377, fax 9842 1490, or via the website <[www.albanytourist.com.au](http://www.albanytourist.com.au)>

Please note I will be providing invitations to other clubs, selected individuals and trade representatives at the 2008 Model Railway Show but if we have failed to contact someone who has previously expressed an interest in attending as an exhibitor please contact me ASAP.

Bruce Norton

## Around the SIGs

### LMS Modellers Special Interest Group

The agenda topic for the Group's April meeting, Liveries that LMS Locomotives Carried in British Railways Days, had been agreed at the February meeting but it had not been possible to publicise it in the last issue of *The Branchline*. Nevertheless, word of mouth had obviously worked for the attendance at the meeting, although not spectacular, was considerably better than had been the case at the last few meetings in 2007.

As is now usual in the GWR and the BR Special Interest Groups, the agenda topic was dealt with ahead of the New Acquisitions and the Current Projects segments of the meeting.

A Facilitation Note had been prepared to assist with the discussion. It started by tracing the indecision of the LMS Directors, immediately after WW2, in the matter of the livery of its locomotives.

There was a hankering for a return to crimson lake for the express passenger locomotives but with chronic staff shortages, that livery was pointless if they could not be cleaned at loco depots!

After a brief flirtation with No.6235 *City of Birmingham* in a blue/grey akin to the livery of RAF road vehicles, Robert Riddles [an ex-L&NWR man], the Vice President for Engineering, suggested varnished black, with maroon and straw yellow lining. The LMS lettering and the numerals were to be in plain straw yellow bold [so-called 'grotesque'] sans serif with a fine maroon line inside the straw yellow. This was adopted for the express passenger locomotives. **All** other locomotives were to be painted in plain black without any lining – this included the mixed traffic types such as the Black Fives and thus there was no distinction between them and the humble goods locomotives!

Every effort was made to get as many of the express passenger locomotives into this new livery before nationalisation in 1948, but few of the mixed traffic locomotives received the new drab livery or the new lettering and numerals and they carried on in their war-worn livery.

Robert Riddles was appointed Executive Member for Mechanical and Electrical Engineering on the newly formed Railway Executive in 1948 and he was instrumental in getting the Executive to adopt black, lined in L&NWR style, for the ex-LMS express passenger **and** mixed traffic locomotives while a more permanent decision was awaited for these and for the locomotives inherited from the LNER, the GWR and the SR.

The Executive made a quick decision on the numbering of the 18000 locomotives inherited from the



Big Four and the LMS copped the 40000–59999 group. This was to be achieved by simply adding 40000 to the existing LMS running number but until new transfers for cab and tank side numbers and new castings made for smokebox numbers could be made, the letter M was added by whatever means to the existing LMS running numbers. This situation lasted for a few months and by mid-late 1948, a Gill Sans style of numeral was agreed and appropriate transfers and castings were made, although, like all changes, it took some time for these new numerals to be applied, generally at overhaul time.

It took a little longer to come up with a motif for the BR fleet and until that was decided the words BRITISH RAILWAYS were applied to tender and tank sides. Until transfers became available this was done by hand-painting – in the case of ex-LMS locomotives this was in a plain straw yellow 'grotesque' sans serif style with a fine white line within the straw yellow. By mid-1949, a totem of a stylised lion astride a locomotive wheel with the words BRITISH RAILWAYS in a band across the centre [the 'ferret on a wheel' or 'the monocycling lion'] was adopted and applied. This was available in transfer form in several sizes and in two versions, one facing left and one facing right, so that the lion was always facing forwards.

It took longer again for the Executive to decide on the liveries for its newly acquired fleet.

A beauty parade was held in January 1948 for the Railway Executive to look at various options applied to four Black Fives, which included the shades of green of the LNER, the GWR and the SR and black lined out in LNWR style. From this a decision was made to paint the express passenger locomotives in GWR green [perhaps the ex-GWR man on the Executive was the most powerful or perhaps he had the last word, both physically and metaphorically!]. Robert Riddles got his way for the mixed traffic locomotives were to be done out in the lined black!

Despite the decision on GWR green, the Railway Executive still held doubts on the matter of the express passenger livery and in May 1948 seven ex-LMS Princess Coronation class [Duchesses] were turned out in deep ultramarine blue in an attempt to get some opinion from passengers on the ex-LNWR West Coast Main Line services and three ex-LMS Jubilees and two ex-LMS Patriots were turned out in LNER apple green with grey and red lining in order to get opinions from passengers on ex-Midland main line and on Euston–Wolverhampton services respectively.

It seems that the public did not react very enthusiastically to these experiments and the Railway Executive, undaunted, decided on a lighter shade of blue for top link express locomotives and on Brunswick Green [close to the GWR shade] lined out in black and orange for all other express passenger locomotives. Mixed traffic and lesser locomotives retained the lined black style with L&NWR style lining and freight locomotives were to remain unlined plain black.

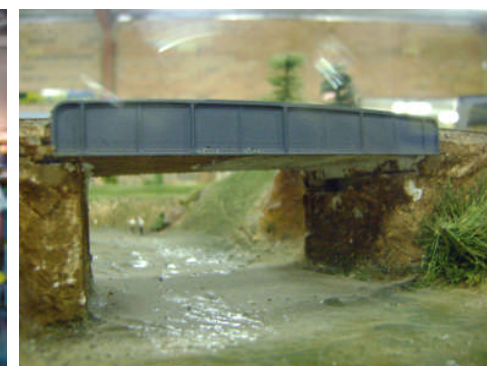
The blue livery was applied to five Princess Royal class locomotives and all but eleven of the Princess Coronation class locomotives. The Brunswick Green livery was applied to all the Royal Scots and to all of the Jubilees except for twelve that received the L&NWR style lined black livery. The Patriots kept their L&NWR style lined black livery.

The Facilitation Note listed the Princess Royals, Princess Coronations and Jubilees which were affected. In little time, the blue paint showed every speck of dust and signs of wear and the decision was taken to repaint the blue locomotives in the lined Brunswick green which had been chosen for the second string express passenger locomotives. This was done at various times between April 1951 and August 1955.

Similarly, those Jubilees that had been painted black and all the Patriots were repainted in Brunswick green in roughly the same time frame.

In 1956, the London Midland Region of BR was permitted to paint sixteen of its *Princess Coronations*

### A selection of other photographs – unfortunately no captions were available before printing





## Rob Kay's Curiosity

Recently Rob was found waving a strange coach model around our clubrooms . . . . .



Have a close look at the words in the inset picture which is an enlargement of the bottom left hand corner of the model.

## Model Railway Show Photos

Two Alans [Higgs and Burrough] erecting the barricading.



in maroon with black and orange lining. These were all English based locomotives and were listed in the Facilitation Note.

Also in 1956, a new totem was adopted – a lion standing on a crown and holding a railway wheel in its paws [‘the lion holding aloft a dartboard’], all enclosed in a circle with the word BRITISH on one side of the circle and the word RAILWAYS on the other side. This was available in two sizes and initially in two versions, with the lion facing to the left or to the right so that it always faced forwards.

Soon after its introduction, the College of Heraldry decreed that as the lion had been taken directly from the British Transport Commission’s heraldic crest, it had always to face *sinister*, ie. to the left, as on the heraldic crest and as a result from around 1957, the lion always faced left, irrespective of the side upon which it was applied.

Generally, the ex-LMS locomotives continued without any further changes of livery until their withdrawal, except that during the 1960s, when withdrawal was seen to be not too far away, the lining was often omitted when locomotives were repainted at major overhaul.

After a coffee break, the meeting then heard from members about their New Acquisitions.

**Steve Rayner** showed a Dapol LMS Grain Wagon in N scale and a Dapol 0-4-2T [No. 1466] and its accompanying auto-coach No. 187 in GWR livery [Steve was forgiven for sullyng the clear waters of an LMS meeting with something from ‘that other railway’!]

**Shane Busing** showed a set of three N scale private owner wagons available as a limited edition release to members of the Bachmann Collectors Club and a Grafar by Bachmann N scale Jubilee class 4-6-0 No. 5682 *Trafalgar* in LMS crimson lake livery. This locomotive was DCC ready, the decoder to be carried in the tender, had see-through wheels and a decent scale bogie which was 100% and more superior to the bogie on the old GF 4-6-0s.

**Alan Porter** had been playing catch-up with a big selection of books recently acquired from Midland Counties Publications. These included –

- Issues 18, 19 and 20 and the special 85th LMS Anniversary issues of *LMS Journal*
- Issues 25 and 26 of *Midland Record*
- The long awaited Volume Two of *Midland Railway Locomotives* by Stephen Summerson and published by Irwell Press. This volume deals with the Kirtley Classes and was preceded by Volume 1 in 2000, Volume Three in 2002 and Volume Four in 2005.
- *LMS Locomotive Profile No.10 – The Standard Class 4 Goods 0-6-0s* and its Pictorial Supplement by Bob Essery, John Jennison, Fred James and David Hunt and published by Wild Swan Publications
- *The Book of the LM Garratts* by Ian Sixsmith [his fifth book in *The Book of ....series*] published by Irwell Press
- *An Illustrated Historical Survey of a Great Provincial Station – Manchester London Road* by John Hooper and published by Book Law/Railbus Publications [this one came as a freebie as a result of Alan spending too much at MCP!]

In the Current Projects segment, only **Peter Sapte** had any evidence of doing something with their hands. This was a Comet Models etched brass and white metal castings kit for an LMS six-wheel Stove R parcels brake van which he was building for a friend in UK and had been doing the assembly and some painting during the first of his 2008 visits to Oz with the intention of doing the finishing touches on his return home. Peter related how he was having some problems with the application of the paint to the brass sides – a not unusual problem with brass!

The Group's next meeting will be on Wednesday August 6. The agenda topic for that meeting will be selected at the Group's meeting on 4 June. Any member not present at that meeting will be advised by email [or snail mail or by telephone] and a notice will be placed on the Branch white board.

### S Scale Special Interest Group

The Group's April and May meetings were successful gatherings dedicated to the modelling of the narrow gauge scene in Western Australia. Thirty six members met in April for a very rewarding slide show and twenty six members gathered in May for the kit-building evening.

Following the usual announcements of news-worthy items from Graham Watson and requests for volunteers for the up-coming exhibition, by both Graham and Peter Higgins, members settled down to a viewing of some of Graham Bown's recently donated slides of the WAGR in the 1960s. Graham Bown is a recently retired secondary school principal and was a member of the ARHS in the 1960s. Thanks to him we have another wonderful collection of slides of the WAGR in those halcyon days when steam ruled the rails.

The slides began with a side-on view of Ut 664, a JA tank containing fuel oil and a guard's van. Graham Watson pointed out that this was not a standard Z van but one converted from a BA horse box when such vehicles were no longer required on the system. It was allocated the classification ZBA.

Andrew May notes, on his website, that there were five ZBA vans on the system from 1952 to 1977 and they were numbered 435-439. The ZBA would make a fine model for those contemplating another guard's van for their layout or collection. The vans suit the era which many of us model, the nineteen fifties, sixties and seventies, when steam and diesel ran concurrently on western rails. In fact many of the parts are available to the scratch-builder, or kit maker. They are immediately distinguishable by their double sliding doors and their centrally positioned guard's lookout.



ZBA 435 Guard's Van. Photo from the Graham Bown collection

no learning or skill building required...nothing more to improve on

# Outcome-based Toy Railroading

August 2005 \$5.50

Two How-to articles:  
-Installing rolling stock  
onto track  
-How to purchase

New line of Thomas  
too real?

Using Brio track  
for n-scale

Tips and Tricks:  
Removing items from  
their package

Ebay shopping: Is it modeling?

1 23456 78901 2

Just look at the interesting and informative articles included!!!!

This foray into stupidity to protect us from not only the substance Lead but any inference through the use of its name [or similar] has been filed under patent 2008-493H-AUS and went into official effect on the 1st of April 2008.

If you have any questions and/or comments relating to this subject, contact your local Office of Environment Impact Resource under the heading of Govt. G O T U-A-GANE.

*[Reprinted, with permission, from Train Talk, the Newsletter of Darling Downs Model Railway Club. Ed.]*

## Jack and Melba's Show Impressions

After visiting the very successful and impressive Model Railway Show with my new bride Melba [I was extremely impressed with Arid Australia – what a feast for the eye], I put the video I took from the Show on YouTube. Because YouTube will only allow videos of maximum ten minutes and/or 100Mb, I had to chop the video up into six parts.

These videos can be best seen by typing in the word “hondekop3” in the empty window near the top, to the left of the word videos. This will automatically bring-up all my movies, many of which are either model railway or railway related videos. I regularly take videos at the Old Kwinana Bus Station of any goods trains that head for or leave the Kwinana Freight Yard. If that fails, just type the following link into your web-browser and it will lead you directly to the first of the six movies. In a separate window on the right hand side of the video, you will also see some of my other related videos. It then becomes easy just to click on them to view them - <http://www.youtube.com/watch?v=EyxIHUbpYk>



I also intend to publish an article about the TrammelanT Tram, Trolleybus and Bus Museum – a layout that I am currently building. The article, if published, should have photos showing the progress of the work.

Melba and I also intend to show the Woodlines lay-out, that I purchased about a year ago, at next year's Show but we are keen to discover its history [when it was built, who built it, who owned it in-between, etc.] A photo of the layout is included if you recognise it please email us what you know about it to [stessl@bigpond.com](mailto:stessl@bigpond.com).

## Outcome Based Model Railroading!!

We've all heard and read about the outcomes based education fiasco, haven't we????

Who thought the bumlbers, having failed to impose it on education would try and target our hobby?? Just too late for the April issue this landed on my computer – thought I'd share it with you anyway!!

The audience was then treated to views of many WAGR locomotives at work and at rest at various locations from Bunbury and Picton, to Brunswick and Collie, as well as locations around the former East Perth shed. Views of Leighton Yard at its height were also included.

Most of the locomotives were of the larger variety including the mighty V class, as well as the W, S, Fs, F, P, Pmr and the more diminutive A and G classes. There was also the opportunity to see some of the less remembered items on the system such as coal stages, turntables, trestle bridges, sheds and signals and location-specific wagons such as the fleet of GSW hopper wagons on the Bunbury wharf. Locomotives with recent repaints to those with extreme weathering were all in abundance. Diesels such as the Y class were seen at Leighton but otherwise views of diesels were restricted to a solitary X class. The ARHS is fortunate, as are the AMRA modellers of the system, to have such an asset, recently made available by Graham Bown, to view and enjoy.

The May meeting was billed as an evening dedicated to kit assembly with 26 members in attendance. Members were asked to bring along their next kit or the kit that they were currently assembling.

Graham Watson was in New Zealand for this meeting and so Stuart Mackay stood in as MC. The meeting began at 8.25 with general announcements. Peter Higgins gave his profuse apologies but Stuart relayed the message that those members who offered their locomotives for the static display at the Show should bring them to the Show on the Friday night or the Saturday morning. Murray advised that Parkerville was ready and really just needed some dusting off and that one track will be DC and one will be DCC operation. Stuart advised that the roster for both the modelling desk and the Parkerville layout were close to being finalised and invited members to check their times.

Stuart welcomed new and old members and introduced Rex Vellender and Allan Howe and his wife on behalf of the Group. Allan agreed to show and talk about a few of his locomotives and coaches which he built several years ago. The locomotives included the massive ASG class Garrett, a P class, a Pm and a Pmr, a D, a Dd and a Dm, all scratch-built in brass. Allan showed his skills in making detailed working valve gear and neat soldered bodies. The members were just as impressed with the locomotives as they were with Allan's scratch-built suburban passenger coaches of 1911 vintage. These included two AT second class compartment coaches and two AU first class brake coaches. Approximately 25 ATs and 11 AUs ran on the suburban system for over forty years and they can be revisited in Bill Gray's book on the history of WAGR passenger carriages. Thanks to Allan for bringing his superb models to show and share with the members, especially the more recent members of the group.

Brian Norris reported that he visited Greg Aitkin on his recent trip to Melbourne and he brought back a number of kits of containers which the WAGR used on their flat cars during the 1960s and 70s. Brian showed the full range of four containers which were all one piece castings and which will make a fine addition to a WAGR layout. We look forward to seeing Greg at the Model Railway Show in June.

Lynton Englund showed his Kadee coupler gauge which is invaluable for setting up coupler heights and glad-arms to the correct position and a board made by Richard Stallard which is useful for measuring wagons from rail/track height. Stuart Mackay showed the latest XA hopper wagon he was assembling from his kit and a sanding board which he advised was indispensable for sanding the backs of castings and removing sacrificial flanges.

Gary Gray spoke briefly and modestly on his lineside kits which he now provides to the Group. They include a goods platform crane, a toilet and the side planking for a goods platform which can be adapted to suit goods platforms of various lengths and widths. The kits are a welcome addition to the range of kits available to the S scale modellers.



Following the formal presentations, members enjoyed a cup of tea or coffee, while others worked on or discussed their kits or ran locomotives on Swan View. Rex in particular showed he has not forgotten his modelling skills as he worked on his GA models kit of a ZA guard's van. All in all this was another enjoyable evening for the members who had the opportunity to meet and discuss their modelling of the Western Australian narrow gauge scene.

The S Scale Group meets on the second Monday of every month at 2000 at the AMRA clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome. Contact Graham Watson on 9250 1084 for information regarding Railwest or GA models or Stuart Mackay on 9310 3858 for information about X-class models and general information about the S Scale Special Interest Group. Peter Higgins is the Australian Sn Modeller's WA representative and can be contacted on 9593 7945.

### Great Western Railway Modellers Special Interest Group

The agenda topic for the April meeting was GWR Manor and Grange Class 4-6-0s and as usual a Facilitation Note had been prepared before the meeting in order to facilitate and to guide the discussion and the showing of examples of both locomotive classes.

These two classes of GWR locomotive were of the same lineage as the six standard two-cylinder locomotive types propounded by G.J. Churchward in 1901 which were to all have the same size cylinders and to require only two types of boiler using the same flanging blocks, three different size driving wheels [4ft. 7½in., 5ft. 8in. and 6ft. 8½in.] and two patterns and lengths of coupling rods. Prototypes of five of the types he had proposed were built between 1903 and 1905 – 28xx 2-8-0 with 4ft. 8½in driving wheels, the 4-6-0 Saint with 6ft. 8½in. driving wheels, 2-6-2T Large Prairie Tanks with 5ft. 8in. driving wheels and 4-4-0 County and 4-4-0T County Tanks, both with 6ft. 8½in. driving wheels, but the proposed 4-6-0 with 5ft. 8in. driving wheels was, strangely, omitted.

Instead, a prototype 2-6-0 with 5ft. 8in. driving wheels was built in 1911 – a tender version of the 2-6-2T Large Prairie Tank – and 292 of these were built before the Grouping and a further 50 were built between 1923 and 1932 in Collett's time as CME. Although satisfactory the 2-6-0s lacked boiler power for some applications and they tended to nose about under certain conditions. In response to requests from the Running Department for an updated version of the 2-6-0 for mixed traffic duties, Collett decided instead that a modified Saint 4-6-0 would better fill the bill. Accordingly St. Martin with 6ft. 8½in. driving wheels was converted to have 6ft. 0in. driving wheels and after three years of trialling, construction of new locomotives to the basic design of St. Martin started. These were the Halls, of which 259 were built between 1928 and 1941 when Collett retired.

With most of the 2-6-0s being 20 plus years old and the last batch being heavier and not as good as the originals, the experience gained with the Halls led the Running Department to request a locomotive with a leading bogie and a boiler larger than that used on the 2-6-0s. Collett obliged with a 4-6-0 with 5ft. 8in. driving wheels and the same boiler as the Halls – exactly what Churchward had proposed 26 years earlier!

These locomotives were the Granges and they could be regarded as a Hall with driving wheels 4in. smaller or a lengthened 2-6-0 with a bigger boiler and a leading bogie! Eighty Granges [Nos.6800–6979] were built between 1936 and 1939 using some components [driving wheels, tenders and some motion parts] from scrapped 2-6-0s.

The Granges were only marginally lighter than the Halls and were unable to work over the GWR's Blue routes. Collett had foreseen this and had simultaneously designed a lighter version of the Granges – these were the Manors and, apart from having a smaller boiler, were otherwise almost identical to the Granges. Twenty Manors [Nos.7800–7819] were built in 1938 and 1939, again using some components from scrapped 2-6-0s.

modellers to set up rocking W irons and fixed and sprung axle boxes so that the axles are parallel. The gauges come in two types, one for wagons with wheelbases between 6' and 12' in 6" increments, the second for wheelbases between 6' and 22' in 3" increments. [Detailed instructions are available for downloading from <[www.brassmasters.co.uk](http://www.brassmasters.co.uk)> Brassmasters say that the gauges are 16.1mm wide and therefore only suitable for EM/P4. Ed.]

The Newsletter and Manual Sheets are in our Library.

## How's this for skill!!



Note the extra fittings on the machine to enable it to stay on the hopper wagons. He's done this before!

**But do not try this at home!!!!**

## DELS!

As is known throughout the hobby, solder has now become lead free, environmental concerns and political correctness seem to be strong points in our lives. Amongst the electrical angst another common item used intensely in model railroading has been affected, not in its content, but purely in its connotation of dread via its name.

The ubiquitous LED has been subjected to attack as its name is common with the poisonous substance LEAD now removed from solder to protect us. To separate the LED from this connection, the name has officially been rearranged, instead of Light Emitting Diode, they must now be referred to as Diode Emitted Light Source or DELS for short.



the clubrooms is never wasted.

The new members who have joined since the last issue of *The Branchline* are:

Darren Ferdinando	Mount Hawthorn	OO
Daniel Palmer	East Perth	HO
Clive Whitehead	Como	OO

The Western Australian Branch of the Association, at the end of May 2008, has 364 members out of the total of 1251 for the Association Australia wide. For this time of year we are actually fifteen members higher than last year. This is a good sign for the Association and our Branch especially. I encourage new and existing members to come to our clubrooms as the activity level is very high and more members are always welcome to use our great facilities.

I hope to see you all at the AGM this year.

John Maker  
Membership Registrar

## Rob to the Rescue

In the lead up to the Show it became apparent that our Branch could not provide screening for the BRMA Stand.

Rob Kay became aware of this and, with a bit of lateral thinking, came up with the idea of constructing a number of screening panels using aluminium tubing that was surplus to the requirements of the N Scale SIG.

Thanks Rob for the idea and assisting me in the actual construction, Roger Solly for his input and Geoff Mercer's daughter for supplying the curtains.

Alan Porter

[This article has been severely edited. Ed.]

## EM Gauge Society Newsletter No. 175

Of interest to modellers of the British scene is an article titled *BR AWS Sensor Protection Plates*, which describes what they are, what they are for and includes several photographs of the real thing.

## The Latest EMGS Manual Sheets are –

- 3.2.6.(8) Bachmann GWR 57xx Class Pannier conversion
- 4.2.3.(2) Converting Hornby Maunsell coaches

While these two Sheets are about converting the loco and coaches to EM gauge, they are more generally useful for the information on how to take them apart, plus drawings, sketches and photographs showing how to do it, etc.

- 9.2.3.(2) Axle Spacing Gauges – Brassmasters. These gauges are intended to enable

It had been planned that eventually 300 of the 2–6–0s would be replaced by a total of 300 Granges and Manors but the advent of WW2 frustrated that plan and it was not resurrected after the war. However another ten Manors [Nos. 7820–7829] were built in BR days using new parts rather than relying on the 2–6–0s.

Tenders of the Granges and the first 20 Manors were initially of the Churchward 3500 gallon/7 tons type from scrapped 2–6–0s but the picture with Granges became clouded with a modified Churchward type, the Collett 3500 gallon/5½ tons type and his later 4000 gallon/6 tons type and the Hawksworth slab-side type all being involved at various times.

Both classes carried a rather bland unlined middle chrome green livery with the GWR's shirt-button motif before WW2 and the widely spaced letters, G W R after WW2. All the Granges and the first 20 Manors carried an equally bland unlined black livery in BR days until 1956. The ten BR built Manors carried the BR lined black mixed traffic livery when built. After 1956, both classes were turned out in lined BR green livery with later BR emblem when they passed through Works for major overhaul. The 80 Granges and the 30 Manors lasted into the early 1960s with some of the much older 2–6–0s outlasting both classes!!

Hornby models of the Grange class and Mainline and Bachmann models of the Manor class were shown by various members of the Group.

After a refreshment break, members of the Group turned to showing their New Acquisitions.

**Steve Rayner** had a Dapol N scale 0–4–2T No.1466 in GWR post-WW2 livery and its accompanying auto-coach No. 187, Parkside Dundas GR 20 ton coal wagon produced for the N Gauge Society and a copy of the classic spiral-bound Ian Allan publication *British Railways Pre-Grouping Atlas and Gazetteer*.

**Doug Firth**, back from a trip to South Australia, showed a copy of the book *End of the Line* describing the Mount Barker to Victor Harbor railway line, a Glenelg tram kit and an off-the-shelf Bull Ant powered bogie with 9.6mm diameter wheels set to a 21mm wheelbase which is equivalent to a prototype 5ft. 3in. and fitted with a Mashima 1015 12 volt motor. [Bull Ant bogies can be ordered to a variety of wheel diameters, wheelbases and gauges.

**Ron Richards**, also a recent traveller, showed a BR Box Mineral Wagon that he had acquired for just \$5 at the ABT Railway Shop at Queenstown, Tasmania. For Easter, Ron's daughter had given him a Thomas the Tank Engine carrying a chocolate egg – still uneaten when Ron showed it!

**Mike Czalet** showed the latest issue of the Bachmann *Collector's Club* quarterly magazine that, he said, contained nothing new for OO modellers. An irreverent remark from a modeller of that railway north of the Thames said "I'm just lusting for the long-awaited ex-LNWR G2A 0–8–0"!

Talking of lusting, Mike showed his [one of a limited run of 2500] Bachmann model of the prototype Deltic diesel electric locomotive that had been commissioned by the National Railway Museum, York. Warning others not to drool upon it as it was passed around, he compared it with the Bachmann model of one of the production Deltic class locomotives – shorter wheelbase bogies, longer body without headlights, etc. – a lovely model only promoted by way of the Internet and therefore missed out by the cyber-space illiterate! However, it is rumoured that the NRM will be getting another 2000 models made next year or perhaps in 2010, possibly weathered and possibly DCC fitted. Time will tell!

**Alan Porter** showed a Dick Smith DSE Personal Magnifier [T4598] that he had acquired for just a smidgeon under \$30. Like the Curate's Egg, it has its good points and its less-than-good points when

compared with the *OptiVISOR* which is regularly advertised in *Railway Modeller* and was available some years ago [and may still be] from a jewellers/watchmakers supply house in Perth [Seivers Australia, then in St. Martins Tower, now around the corner at 25 Barrack Street].

Both can be worn over normal spectacles and both can be tilted back over the head when not in use. The *OptiVISOR* has a more user-friendly method of adjustment of the tightness of the headband – adjustable knurled screw vs ‘sticky buckle’ [plastic pins fitted into holes] catching your hair if adjusted in situ! The *OptiVISOR* has a better control of tilting the magnifier head [adjustable knurled screws on both pivot points vs non-adjustable pivots]. The tilting head of the *OptiVISOR* is lighter than that of the Dick Smith’s job which tends to sag downwards if only tilted upwards a little above the eyes.

The *OptiVISOR* costs £38.95 and is supplied with a twin lens plate of one of the six magnifications available ranging from 1.5X to 3.5X, another £23.00 for a spare plate with different magnification lenses, a further £10.95 for the attachable single *OptiLOUPE* lens which increases the magnification of the lens plate in use by 2.5X and yet another £19.95 for the *VisorLIGHT* – a total of £92.85 or nearly Aus\$200 at the current exchange rate.

You get the lot with the Dick Smith job. It has a basic lens giving 1.8X magnification; a second drop down lens increases this to 2.5X and a swivelable loupe that then gives a 4.8X total magnification. It also has its own built-in headlights which required two 1.5 volt AA dry cells – and it costs only a bit under \$30, or about 15% of the cost of the *OptiVISOR*. Despite its faults, the Dick Smith Personal Magnifier is good value for money.

Alan also showed a recently released Hornby model of the Maunsell Southern Railway Brake Third coach that he had acquired from Great Western Trains for \$59.95 on behalf of his Sydney pal Harry Howell who could not locate one in his hometown. A really lovely coach with lots of detail [*No Smoking* signs, seat numbers, etc.] and the very best lining ever on a proprietary R–T–R coach. Although he had questioned how Harry could justify such a coach [to top up his four other Maunsell coaches behind his Schools Class locomotive] on his post electrified mid 1960s Stafford layout, Alan indicated that he was beginning to search for a reason how he could justify a train of Maunsell coaches on his Wheatstone Bridge layout [set on the Midland main line north of Derby] in its late 1930s mode!

The agenda topic for the May meeting was Pullman Cars and Luxury Coaching Stock on the GWR.

The Facilitation Note prepared before the meeting dealt with –

- the very brief relationship between the Pullman car Company and the GWR for the use of Pullman cars on the Paddington–Plymouth Ocean Liner boat trains and the all–Pullman Torquay Pullman. This had been facilitated by Sir Felix Pole, the GWR’s General Manager in 1929 with a view to the two Pullman services commencing in July of that year.

A personality conflict within the GWR led to Pole leaving the GWR on 8 July 1929 to take up an appointment with Associated Electrical Industries and his successor James Milne, supported by the GWR’s Chairman Viscount Churchill, did not favour the agreement that Pole had made with the Pullman Car Company and everything possible was done to diminish the attractiveness of the Torquay Pullman and to compete with its own faster services to the Tor Bay resorts.

Pullman Parlour Cars *Eunice*, *Juana* and *Zena* and Pullman Kitchen Cars *Ione*, *Joan*, *Loraine* and *Evande* were used on the Torquay Pullman. The Torquay Pullman and the use of Pullman cars on the Plymouth boat trains was wound up in September 1930.

Wednesday 27 August Chemical Tank Wagons Running on BR

Contact persons for Special Interest Groups are:

<b>British Railways</b>	Gordon Bramwell	0432 871 197
<b>Digital Command Control</b>	Richard Johnson	9455 6421
<b>Large Scale</b>	Jim Gregg	9298 9442
<b>Great Western Railway Modellers</b>	Roger Solly	9444 7812
<b>LMS Modellers</b>	Alan Porter	9330 1848
<b>N Scale</b>	Neill Phillips	9403 0924
<b>North American Railroads</b>	Peter Scarfe	9359 2281
<b>S Scale</b>	Stuart Mackay	9310 3858
<b>Southern Railway Modellers Group</b>	Terry Hammond	9458 9768

## From the Scribe’s Quill

**Meeting No 309 – April 2008.** The major items of business dealt with at this meeting were –

- Arrangements for the June Show were discussed, noting that advertising for the Show would now not be handled by Curtin University media studies faculty.
- The Committee agreed that those with sound equipped locomotives could only operate the sound for the ten minute period after each hour at the clubrooms, as a courtesy to other members.
- It was noted that the cleaning roster had fallen into disrepute – ie. not much cleaning was being done at SIG meetings. The Committee resolved to deal with this issue after the Show.
- The Committee also decided that a period at each Saturday meeting would be devoted to preparing items for the Show.

**Meeting No 310 – May 2008.** The major items of business dealt with at the meeting were –

- The Committee approved a motion to cash in the Club’s Investment Account to finance the Show this year.
- The President advised that all preparations for this year’s Show were complete, with the exhibits covering two pavilions. Advertising arrangements were in hand and the Starlight Foundation will be assisting with the U–Drive stands.

**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. Items can be posted to the address on page 2 of this issue or placed in the Secretary’s pigeon hole. The **Submission deadlines** are 12 July, 9 August and 13 September respectively.

## Membership Matters

Welcome to all the new members who have joined our Branch, whether you joined at the Model Railway Show or from hearing about us through other sources. 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 the Branch which, even after being a member for a few years now, am still finding out, so each day at

class, R4262B Third class and R4260 Brake Composite]. No doubt Geoff has more of each at home.

- two Bachmann 38–190 BR 10ton insulated vans in BR light blue livery
- a Hornby R6289 pack of four methanol 20 ton tank wagons and a BR standard 20 ton brake van priced at £25.00
- a Hornby R4262 *Talisman* coach pack consisting of three BR Mk.I coaches in BR carmine and cream livery

all of the above acquired from Hattons.

**Alan Porter** showed a new book that had arrived that very day from Midland Counties Publications – *British Rail Mark 2 Coaches – The Design that Launched InterCity* by [the late] Michael Harris, first published by Mallard Venture in 1989 and reprinted in 2007. Although marked at £30.00 on the inside of the dust cover, MCP had billed it at £25.00, further discounted down to £22.50 – had it fallen off the back of a truck?

Seriously though, it is a useful companion to Keith Parkin's *British Railways Mark 1 Coaches* of 36 pages published by the Historical Model Railway Society and Atlantic Transport Publishers in 1991. It is an excellent reference book of 192 pages covering the full history of the Mk. 2s from the first production models, through the Mk. 2As, the Mk. 2Bs and Mk. 2Cs, the air-conditioned Mk. 2Ds, the Mk. 2Es and the Mk. 2Fs, as well as the Mk. 2 Pullman cars, Mk. 2s that never were, Mk. 2s the world over and the various conversions into catering vehicles, Gatwick Express and push-pull, Royal train and departmental – as they say, everything you ever wanted to know about the Mk. 2s and a lot more that you did not want/need to know!

Kelvin Davis also showed a book, *The Birmingham to Gloucester Loop*.

In the **Current Projects** segment of the meeting, there was evidence that some people are still using their modelling skills, despite the great quality of today's RTR models.

**Steve Rayner** spoke of and showed how he had used to advantage some parts left over from the construction of a Parkwood Models N scale kit for making a Bogie Bolster E or a BR *Turbot* 34-ton bogie ballast wagon. Having opted to build the Bogie Bolster E, Steve had the sides for the *Turbot* left over, so he cut out a base from sheet styrene, took a Peco N scale 15ft. wheelbase wagon underframe and cut it in two and rejoined the two parts further apart to produce a four-wheel 30-ton *Pollock* ballast and spoil wagon – a case of waste not, want not!

Steve also spoke about how he was making up a Parkwood Models N scale kit for a Warwell bogie well wagon.

**Kelvin Davis** showed the results of his labours in preparing models for his family's exhibit this year's Model Railway Show. These included an assembled Dapol plastic kit for the Booth 15 ton Engineer's Crane which he had painted in the all-black livery of the 1950s but for which he is temporarily stymied by a lack of suitable transfers, a Tri-ang R152 incorrectly inside framed BR Class 08 diesel shunter of 1962 vintage to which he had painted yellow wasp stripes fore and aft and a Tri-ang/Hornby R357 Class 31 A1A–A1A diesel electric locomotive of 1960s vintage on which he had improved the pick-up qualities of the rear unpowered bogie.

The Group's next meetings will be –

Wednesday	25 June	BR Class 24 and Class 25 Diesel Electric Locomotives
Wednesday	30 July	BR Rolling Stock Bits and Pieces [Bogies, Buffers, Coach Roof Details, Corridor Connections, Loco Lamps, Tail Lamps, etc.]

- brief coverage was given to the South Wales Pullman [which was a steam hauled all-Pullman train operated by BR between 1955 and 1961] and the various BR [Western Region] Blue Pullman services, the Bristol Pullman [1960–1973], the Birmingham Pullman [1960–1967], the Oxford Pullman [1967–1969] and the South Wales Pullman [1961–1972]
- believing that what the Pullman Car Company did, the GWR under James Milne could do better, eight Super Saloons were built in 1931/32 to take the place of the short lived Pullman service for the Ocean Liner boat trains to and from Plymouth. These coaches, all named after members of the Royal Family of the day, were the absolute epitome of luxury and well up to the Pullman standard, if not better. They were 61ft. 4½in. long and very wide at 9ft. 7in. and the entry doors were recessed due to the extreme width and for safety reasons. After the Southern Railway modernised Southampton and the trans-Atlantic liners called there rather than Plymouth, these Super Saloons were used for race trains and for private hire duties but never used by the general public.
- the Centenary Stock of 26 coaches, with the same dimensions as the Super Saloons built in 1935 for the Cornish Riviera Express and finished with a degree of luxury not far short of the Super Saloons. When replaced by new Hawksworth coaches in 1946, the Centenary Stock was used on Paddington to Weston–super–Mare and on Paddington-to South Wales services,

Models of Centenary Stock produced by Airfix, later Mainline, then Dapol and finally by Hornby were shown by members of the Group. It was noted that the Brake Third has to be modified to enable the corridor of the entire train to be on the same side.

- the V.I.P. vehicles : two special duty coaches [Nos. 9001 and 9002] which were 70 ft. long but only 8ft. 11 in. wide [making them more route versatile] and running on six-wheel bogies were built in 1940 for V.I.P. use.
- the Special Saloons: two special saloons [Nos. 9005 and 9006] which were 60ft. 11½in. long and 8ft. 11in. wide were built in 1945 on underframes of war-damaged stock and running on four-wheel bogies. These had slightly different interior arrangements, one with a kitchen, dining room, bathroom, saloon and three sleeping compartment, the other with two larger bedrooms, a lounge and guard/luggage space. These were both rehabilitated and painted dark claret in 1955 becoming the nucleus of the Western Region's Royal Train.

After a coffee break, members showed their latest acquisitions.

**John Brenchley** showed a sample of the very fine wood from the circular package in which King Island Brie cheese is packed. It seems to be less than one millimetre thick and could be a very useful modelling material.

**Ron Fryer** had a *Visitor's Guide* to the North Yorkshire Moors Railway that had been sent to him by a friend from Guisborough, near Middlesbrough.

**Doug Firth**, who runs *Biblio and Folio* in Fremantle, showed a book he had made for note-taking on GWR matters and which he had embossed with the words *Model Railways* in coronet font!

**Barrie Peacock** spoke of [but did not actually show] four Trix private owner coal wagons of the late 1960s/early 1970s that he had acquired from Maylands Model Railways. These have quite good bodies but 'orrible underframes so Barrie made the trek from Madeley [which is way up north

between Marangaroo and Wangara] to DCC Concepts at Naval Base [which is way down south] to get some Slaters underframe kits to make ‘em better. Now that’s dedication.

Copies of the Facilitation Notes distributed at this meeting are available on request.

The Group’s next meetings will be –

Wednesday	18 June	GWR Branch Line Sheds
Wednesday	24 July	GWR Small Prairie 2–6–2Ts
Wednesday	20 August	GWR Fish Traffic

N Scale Special Interest Group

It has been some time since the last report but this is due to the amount of work that has been undertaken.

The *Frans River Line* layout has had many checks made and is being kept in full operation and has seen many nights where many different train consists have been spotted. The layout remains the main layout for those who wish to come along and run any type of train. It doesn’t matter which geographical region the train is modelled on, as long as it is N gauge, you can run it.

There is a plan to make the layout ready to be used as a quick deployment layout to take to places other than just the Show. This will be accomplished by making both ends one piece each and the straight sections as one piece as well, making only four sections to move.

*WesterN Ridge* is finally starting to take shape with the modules at the west end nearing completion. The underlying basic scenery is fully completed and some finishing scatter has been applied with the town now taking shape quickly. Many buildings have been constructed and are now ready to place but the road surfaces need to be finished before the building placements. Ralph Cope has been hard at work putting the end together.

Meanwhile, Neill Phillips and Steve Rayner have been hard at work bringing the engine yard and the setup yards to life with power and linking them to the rest of the layout. Overcoming the endless supplies of electrical shorts is the real challenge. The two main lines are still in full operation but using them on any Friday night when it is being worked on would be impractical.

The gorge where the bridge crosses, is being carefully built by Ray Stewart and scenery has now starting to be applied. During the following weeks, the gorge will finally see a real change with the track base being placed for the side rail from the ridge end. The gorge has been a mammoth undertaking due to its size.

Due to the small numbers turning up, the construction has been slow. If you wish to come along on any Friday night and just want to run trains, please feel free as there is still *Frans River Line* available. Not everyone is in to construction so don’t be put off by the schedule reading construction night. This means that these nights are the nights that *WesterN Ridge* is being constructed and is not meant to be used for running on this layout.

British Railways Modellers Special Interest Group

The agenda topic for the April meeting was BR Diesel Multiple Unit 1–, 2– and 4–Character Headcodes.

<i>Chub</i>	25–ton 4–wheel ballast and spoil wagons built in 1979, being conversions of 250 redundant ferry vans
<i>Clam</i>	4–wheel ballast and spoil wagons built in 1989/90, being conversions of 450 redundant 21-ton coal hopper wagons
<i>Dace</i>	4–wheel ballast and sleeper wagons built in 1981/82, being conversions of 154 redundant shock absorbing wagons
<i>Limpet</i>	4–wheel 33.8–ton ballast wagons converted from redundant air–braked tank wagons
<i>Zander</i>	4–wheel 24½–ton ballast wagons converted from redundant vacuum braked mineral wagons that had previously been privately owned tank wagon underframes.
<i>Plaice</i>	22–ton ballast and sleeper wagons built in 1980, being conversions of redundant plate wagons
<i>Pike</i>	Ballast and sleeper wagons built in 1980/8, being conversions of redundant air–braked plate wagons
<i>Doorand</i>	33½ ton bogie ballast and spoil wagons converted from redundant privately owned air–braked wagons
<i>Pollock</i>	30–ton bogie ballast and spoil wagons built in 1984 using redundant bogie bolster wagons. Three conversions having drop down side doors and angled, fixed ends.
<i>Tope</i>	22–ton 4–wheel ballast hopper wagons built in 1989–91 being conversions of 7000 redundant coal hopper wagons
<i>Gunnell</i>	35–ton bogie ballast hopper wagon converted in 1993/94 from a redundant Procor wagon previously in aggregate traffic

Details of numbers built, dates of building, running numbers, etc. were given in the Facilitation Note, where known.

The Note also included an outline of the time spans of the black, Gulf red, olive green and yellow/grey [Dutch] liveries on ballast wagons, a listing of the RTR models and the known kits available in 4mm/ft scale and a list of useful references.

Copies of the Facilitation Notes are available on request.

After a coffee break, members showed their New Acquisitions.

**Ron Richards** showed a model of a GWR 20 ton Felix Pole end-tipping steel mineral wagon in GWR dark grey livery that had been produced as a limited edition by Dapol for Michael Martin of West Wales Wagon Works of Newcastle Emlyn, Cardigan, Wales. WWWW had arranged for two differently numbered versions of this wagon, assigned to the Ebbw Vale Steel & Iron Co. Ltd.. They were numbered 10972 and 10995, there being only 97 of the former and only 118 of the latter produced. We think Ron had one of the 97 limited edition models!

**Steve Rayner** had a set of four Dapol N scale BR *Dogfish* ballast hopper wagons he had acquired for £10.95. Dapol have produced this model in limited runs of 500 in 2005 and 2006, each run having a different running number, – ten runs were in BR grey livery, ten runs were in BR departmental black livery and eight runs were in BR bauxite livery, which had been sprayed to appear rusty with parts of the lettering missing. Memory seems to recall that Steve’s lot were in black livery.

**Geoff Mercer** did not disappoint, dragging the following from his box of tricks under the table –

- a pack of four Bachmann 38–160 BR planked 12 ton ventilated vans in bauxite livery
- one each of Hornby Gresley corridor coaches in BR maroon livery [R4261B First



<i>Dolphin</i>	40-ton bogie rail, sleeper and ballast wagons inherited from the LNER and ninety built by BR in 1950 as a BR standard wagon
<i>Sturgeon</i>	the BR standard 50-ton bogie rail, sleeper and ballast wagons, 883 built between 1951 and 1961
<i>Tench</i>	<i>Sturgeon</i> wagons converted to air-braking
<i>Hake</i>	Reconditioned and air-braked <i>Grampus</i> ballast wagons
<i>Crab</i>	<i>Lamprey</i> rebodied in 1980s with fixed sides
<i>Rudd</i>	<i>Grampus</i> ballast wagons reconditioned with 8-shoe, air-operated brakes
<i>Turbot</i>	34-ton bogie ballast wagons built by BR in the 1980s.
<i>Halibut</i>	Two 50-ton bogie ballast and sleeper wagons built in 1980
<i>Sea Hare</i>	31-tonne 4-wheel ballast wagons, similar to <i>Sea Horse</i> and <i>Sea Urchin</i> [see C below] but with drop downside doors and fixed end.
<b>b</b>	
<i>Mermaid</i>	Side tipping 14-ton 4-wheel ballast wagons built by Metro-Cammell and inherited from the GWR and 1189 built by Metro-Cammell for BR between 1952 and 1961
<i>Herring</i>	20-ton 4-wheel ballast hopper wagons with centre discharge only, inherited from the GWR and 50 built by BR in 1950. Also BR 20-ton ballast hopper wagons with centre discharge only, based on the <i>Mackerel</i> , 100 built in 1952.
<i>Trout</i>	25-ton 4-wheel ballast hopper wagons with centre and both sides discharge inherited from the LMS and the LNER and 113 built by BR in 1948-50
<i>Mackerel</i>	17-ton derivative of the <i>Trout</i> with reduced height sides and centre discharge only, 134 built in 1951/52.
<i>Catfish</i>	19-ton 4-wheel ballast hopper wagon with centre discharge only based the <i>Mackerel</i> design but using different materials of construction. 716 built between 1953 and 1960.
<i>Dogfish</i>	Enlarged version of the <i>Catfish</i> carrying 24 tons and having centre and both sides discharge. 1249 built between 1956 and 1961.
<i>Gannet</i>	25-ton 4-wheel ballast hopper wagons with both sides discharge only inherited from the LMS and 84 built by BR in 1949/50.
<i>Walrus</i>	40-ton bogie ballast hopper wagons with centre and both sides discharge inherited from the SR and 50 built by BR in 1954.
<i>Whale</i>	50-ton bogie ballast hopper wagons with centre and both sides discharge [stretched version of the <i>Walrus</i> ]. Ninety wagons – the first air braked wagons on BR – were built by BR in 1966/67 but suffered from poor bogie design until replaced by Bettendorf style bogies
<i>Sea Cow</i>	40-ton bogie ballast hopper wagons with centre and both sides discharge and running on Bettendorf style bogies. 28 air-braked and vacuum piped wagons built in 1970 and another 251 air braked wagons built in 1981-82 with protective canopies over the end platforms.
<i>Sea Lion</i>	Air and vacuum braked version of the <i>Sea Cow</i> . 460 wagons built in 1971 and 1973.
<i>Stingray</i>	<i>Sea Lion</i> bogie ballast hopper wagons equipped in the early 1990s with an on-board generator for working in locations where a shore supply of electricity was not available
<b>c</b>	
<i>Sea Horse</i>	41-tonne 4-wheel ballast wagons built in 1981 with low fixed sides and higher fixed ends
<i>Sea Urchin</i>	31-tonne 4-wheel ballast wagons built in 1979 with fixed low sides and fixed ends of the same height

Steam locomotives showed the identity of the train they were heading by means of four lamp-irons [three on the buffer beam and one at the top of the smokebox], on which one or more oil-fuelled [kerosene] lamps could be positioned, their positions according to a code describing in general terms the type of train being hauled.

The Southern Railway and its successor, the Southern Region of BR, had six lamp-irons on the front of the steam locomotive, four as above and two more at the sides of the smokebox. The oil-fuelled lamps in this case did not indicate the type of train but its destination. The SR's code enabled the display of one, two or three lit lamps or white discs, the positioning of which could indicate up to thirty different routes on the SR system. Even then, some of these indications were shared by sixteen different routes! Fortunately these routes were well separated across the SR system so there wasn't really any risk of confusion.

The GWR was the first of the Big Four to have any significant number of DMUs [the so-called Flying Bananas] and they had electric lamps installed in the same positions as the lamp-irons on the steam locomotives but in reality only three indications were needed –

two lamps alight on buffer beam = express passenger train not stopping in section  
upper lamp only alight = ordinary or branch passenger train  
lamps alight at centre and left hand end of buffer beam = empty coaching stock.

The earliest DMUs introduced by BR [the Derby Lightweights, the Metro-Cammell Low Density Classes 101 and 111, the Cravens Class 105 units, the Derby High Density Class 116 and the Swindon Cross-Country Class 129 units] between 1954 and 1959 used this [electric lamps] method of indication of what type of train they were but there was also an indication of their destination by means of a roller blind housed in a panel above the cab front windows.

It took BR a couple of years after the first of these DMUs entered service to realise that the four electric-lamps was not ideal and that some sort of alpha-numeric display on the front of the DMUs was required. Displays of just one letter or a display of a letter and a numeral or a display of one letter and three numerals progressively met this need.

The one-character display was limited to just one DMU type, the so-called Swindon Works BR Inter-City Services, Western and Scottish Regions 3-car sets introduced in 1956. These had no destination blind but just one enormous letter about 2ft. square in a stencilled metal panel with back illumination. The letter A stood for express passenger train, the letter B stood for ordinary passenger train and the letter C stood for empty coaching stock.

By 1957, BR realised that something more was needed on the front of the expanding fleet of DMUs to give more explicit information than the four electric lamps or the single letter displays and the two-character [one letter and one numeral] display was introduced generally in 1958, although it does seem that some DMU classes did get this type of display earlier than 1956. No explanation for this anomaly could be found. The panel housing the two-character headcode was always located below the cab front windows.

The DMUs that received the two-character display were the Metro-Cammell Low Density Classes 101 and 111, the Derby Heavyweight Long Framed Low Density Class 114, the Birmingham RC&W Low Density Class 104, the Gloucester RC&W High Density Single Car Class 122 and the Cravens Parcels Car Class 129.

Surprisingly, the various Regions of BR differed in how the two-characters were displayed. The Western Region put the numeral 1, 2 or 3 first [type of train] and then a letter [A, B, C, F, H, J, T or

Z] indicating the train's divisional destination within the WR. An example was 2A = a DMU operating a stopping service between Reading and Paddington.

The London Midland Region put the letter A, B or C first [type of train] and then a numeral from 0 to 9 giving the train's destination. Like on the SR, the same numeral was used in several different, but well separated, locations within the LMR. Examples are A1 =

- a DMU operating a Euston to Watford limited stops service or
- a DMU operating a limited stops service between Buxton and Nottingham or
- a DMU operating a non-stop service between Carnforth and Heysham or
- a DMU operating a limited stops service between Holyhead and Rhyl.

The Eastern Region had a similar but smaller system to that used on the LMR and, again, the same numeral was used in different, widely separated, locations. Examples are B2 =

- a DMU operating a stopping service between York and Sheffield or
- a DMU operating a stopping service between Newcastle and South Shields or
- a DMU operating a stopping service between Leeds [City] and Hull.

By 1959, it was realised that the increasing number of diesel locomotives and DMUs could not be adequately described to railway personnel by the existing systems and the four-character display became the standard for new construction of all remaining First Generation DMUs between 1957 and 1963 and, where possible, for retrofitting to DMUs. However, it seems that none of the DMUs which had been delivered with four electric lamps display were modified to the four-character display and only a few of those DMUs delivered with the two character display were modified.

In most cases the four-character display was by way of four separate roller blinds with the characters on them, the whole ensemble being housed in a panel in the roof dome usually above the cab front windows and the destination blind being housed either just below it or in the upper part of the central cab front window. In one case [the Trans-Pennine six-car Class 124 Sets] the four-character display was below the cab windows.

The four-character display was comprised of –

**the first character** – a number [1, 2 or 3] indicating the type of train  
**the second character** – a letter indicating the DMU's destination within each Region as had been used by the Western Region with its two-character displays.

- The Western Region used eight separate letters of the alphabet
- The London Midland Region used twelve different letters of the alphabet.
- The Eastern Region had a different system for each of its Sections – the ex-GNR lines used fourteen different letters of the alphabet while the ex-GER lines used sixteen different letters until May 1969, when it went away from the letter indicating a destination to a system utilising just three letters to indicate the speed of the train.
- The Scottish Region limited its use of the four-character headcode system to services from Glasgow [Central] for which they used eight different letters of the alphabet to indicate the route being taken [eg. – C = DMU service via Muirhouse Junction and Circle Lines; H= DMU service to Ayrshire Lines via Paisley Canal]

- a collection of Langley Models, made large by Kelvin to get above a threshold for free [or reduced] postage [!] and including F21 a rustic bus shelter, F24b two pillar boxes, F87 a large gibbet crane, F95 lifelabels and stands, F109 ten Guards bands men marching, F150 four rock climbers and F172a ten football supporters

quite an eclectic mixture which makes one wonder how and where Kelvin will use them!!

The agenda topic for the May meeting, BR Ballast Wagons, had been suggested by Kelvin Davis and he did not disappoint with a showing of a good selection of the main four-wheel ballast wagons built by BR itself in the 1950s.

However the topic was discovered to be somewhat greater than just those wagons and a Facilitation Note listed all the ballast, spoil and sleeper wagons inherited from the Big Four, those built by BR and the various conversions made in the 1980s.

The Note recorded that the Fishkind names by which these wagons were commonly known before the TOPS system was fully adopted [and accepted] were telegraphic names intended to avoid the use of lengthy [and possibly confusing] descriptions and were adopted by BR in the early 1950s. It also indicated the magnitude of the amount of ballast [new and old] to be handled in the complete renewal of a mile of double track – about 1900 tons of each as well as about 4250 old sleepers.

The wagons were divided into three broad categories –

- three- or four-plank open wagons [or equivalent height if of steel construction] with drop down sides [and in some cases the ends too] from which new ballast could be shovelled overboard and into which spoil could be loaded by hand shovel or by mechanical means
- hopper wagons from which new ballast could be discharged from bottom doors onto the track-bed centrally and/or at the sides
- three-plank open wagons with fixed ends and sides [these became the preferred type of wagon in the 1980s for handling new and old ballast when complete replacement of the track became more common and the process of 'deep digging' was adopted using mechanical grabs to load the old track-bed onto the wagons and to unload the new ballast.

In summary, the wagons in the various classifications were as follows –

<b>a</b>	<i>Starfish</i>	10-ton 4-wheel ballast wagons inherited from the GWR and eighty built by BR in 1949/50
	<i>Sole</i>	12-ton 4-wheel ballast wagons inherited from the LMS and 350 built by BR in 1949/50
	<i>Ling</i>	14-ton 4-wheel ballast wagons inherited from the GWR and 200 built by BR in 1948. Also 15-ton 4-wheel ballast wagons inherited from the SR
	<i>Tunny</i>	20-ton 4-wheel ballast wagons inherited from the GWR and 120 built by BR in 1949. Also 20-ton 4-wheel ballast wagons inherited from the SR
	<i>Gudgeon</i>	20-ton 4-wheel ballast wagons inherited from the LNER
	<i>Lamprey</i>	20-ton 4-wheel ballast wagons, 201 built by BR in 1950/51 based on the GWR <i>Tunny</i> but with removable top panel at each end and drop down lower half.
	<i>Grampus</i>	the standard BR 20-ton 4-wheel ballast wagon of which 4059 were built between 1951 and 1959 based on the <i>Lamprey</i> design
	<i>Shrimp</i>	30-ton bogie ballast, rail and sleeper wagons inherited from the LNER
	<i>Pilchard</i>	20-ton bogie ballast and sleeper wagons inherited from the LNER

Wednesday	20	[8]	<b>Great Western Railway Special Interest Group</b> meeting – GWR fish traffic
Friday	22	[9]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	23	[10&11]	<b>General Activities</b>
Tuesday	26	[12&1]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	27	[2]	<b>British Railways Special Interest Group</b> meeting – Chemical tank wagons running on BR metals
Friday	29	[3]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	30	[4]	<b>General Activities</b>

(Continued from page 19)

**Steve Rayner** had bought up big at the recent ARHS surplus book sale with –

- *Great Railway Photographs* by Eric Treacy compiled by G. Freeman Allen
- *The British 4–6–0* by John F. Clay
- *English Electric Class 50s* by the Diesel & Electric Group and published by D. Bradford Barton
- *Narrow Gauge* [author not recorded]
- *Steam Alive* [A *Trains Illustrated* publication].

He also had a number of N scale vehicles produced by P & D Marsh. They were a Morris Minor, a 1949 Dennis F7 Pump Escape Fire Engine, a 1948 Ferguson TE20 Tractor, an FX4 London taxi and a Series I Land Rover.

**Nic Pusenjak** showed a Bachmann 3-car Class 108 diesel multiple unit in BR green with half size yellow front panels and a two-character headcode display below the cab front windows. He was reminded that only five of these 3-car Class 108 sets were built in 1958 for the North Eastern Region.

The rather similar 3-car Class 107 DMUs, of which 26 sets were in 1960 for the Scottish Region, had AEC engines in place of the Leyland engines of the Class 108 but had the later roof-mounted four-character headcode display.

**Kelvin Davis** dug deep in the box of goodies he had brought along and showed –

- a Bachmann 38–190 BR 10 ton Insulated Van in light blue livery
- a Hornby R6070 BR 21 ton steel mineral wagon No. 310312K [ex Airfix tooling] obtained unboxed for just £4 from Hattons
- four packs, each of 10 Bachmann metal spoked wagon wheels
- a Dapol B507 *Blue Spot* Insulfish [insulated fish van] No. E87524 in white livery [ex Hornby Dublo tooling]
- an Eckon two-aspect colour light signal

- Inter-Regional trains used seven separate letters of the alphabet to indicate the Region from which a DMU service originated or was the destination [eg. –

- E = Eastern Region [ex–GNR, GER & LTSR lines]
- M = London Midland Region
- N = Eastern Region [ex–NER lines], O = Scottish Region
- S = Southern Region
- V = Western Region and
- X = excursion and special trains

**The third and fourth characters** – Class 2 and Class 3 [ECS] trains – into which categories many DMU services fell – were allocated a route number, whereby all trains operating over one route carried the same number.

Each Region evolved its own variations to the standard theme for its internal services and there was such a tremendous variety of these numbers that it was only possible to give just a few examples at the meeting.

A more complete coverage is given in the Ian Allan publication *British Rail Headcodes – A Complete List of all British Railways Headlamp, Disc and Two- and Four-Character Codes*.

Class 1 trains, in which category few DMU services fell, were numbered from 00 to 99 on the Western Region, on the London Midland Region and in the GNR and NER Sections of the Eastern Region but a different system was used on the GER Section of the Eastern Region where the numbering sequence was even numbers from 10 up to 98 for down trains and odd numbers from 11 up to 99 for up trains.

The Scottish Region used the four-character headcode system only on its services from [Central] and the third and fourth characters here were used for indication of a DMU's destination [eg. 08 = Glasgow Central to Hamilton, 43 = Glasgow Central to Ayr].

Several examples of DMU models from Anbrico, Tri-ang, Trix, Hornby, Lima and Bachmann were shown with four electric lamp positions, two-character headcode display and with four-character display.

After refreshments had been taken, the meeting considered members' New Acquisitions.

**Trevor Batchelor** showed his Hornby model of the GWR sharp edged Flying Banana railcar No. 26 in GWR brown and cream livery with the shirt button motif. This is a mechanically improved and DCC ready version of the Lima model No. 20 introduced in 1980 and No. 29 introduced in 1998.

**Mike Cazalet** showed his recently acquired Bachmann OO model of the demonstration 3300 hp diesel electric locomotive *Deltic* of which 2500 models have been commissioned by the National Railway Museum. A beautiful model in a distinctive sky-blue livery with three black-edged yellow nose-end whiskers and two long side stripes which came together at a point at each end and with a very large headlight in each nose-end! In the discussion it was mentioned that some modellers in UK had questioned whether the blue colour was quite right. Of course, it is easy to check that against the preserved locomotive which is in the NRM collection but there is a subtle difference in perceived colour of a model and of the 12 inch to the foot full size item when both have been painted with the same pot of paint!

(Continued on page 22)

## Programme

Explanatory notes for programme events are in the 'What's On?' article. Information regarding contact persons, etc. for Special Interest Groups is given in the 'Around the SIGs' article.

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

### June

Tuesday	24	[5]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	25	[6]	<b>British Railways Special Interest Group</b> meeting – BR Class 24 and 25 diesel electric locomotives
Friday	27	[7]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	28	[8]	<b>General Activities</b>

### July

Tuesday	1	[9]	<b>Daylighters Group</b> – daytime meeting
Friday	4	[10&11]	<b>N Scale Special Interest Group</b> meeting – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. <b>General Activities</b>
Saturday	5	[12&1]	<b>General Activities</b>
Monday	7		<b>Video Evening</b> – if all goes to plan there will be one, possibly two new videos that you may not have seen before.
Tuesday	8	[2]	<b>Daylighters Group</b> – daytime meeting
Wednesday	9	[3]	<b>DCC Special Interest Group</b> meeting –
Friday	11	[4]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	12	[5]	<b>General Activities</b>
Monday	14	[6]	<b>S Scale Special Interest Group</b> meeting – Modelling the Guards Vans of the WAGR/MRWA
Tuesday	15	[7]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Friday	18	[8]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>

Saturday	19	[9]	<b>General Activities</b>
Tuesday	22	[10&11]	<b>Daylighters Group</b> – daytime meeting
Wednesday	23	[12&1]	<b>Great Western Railway Special Interest Group</b> meeting – GWR Small Prairie 2–6–2Ts
Friday	25	[2]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	26	[3]	<b>General Activities</b>
Tuesday	29	[4]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	30	[5]	<b>British Railways Special Interest Group</b> meeting – BR rolling stock bits and pieces [bogies, buffers, roof details, etc. etc.]

### August

Friday	1	[6]	<b>N Scale Special Interest Group</b> meeting – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. <b>General Activities</b>
Saturday	2	[7]	<b>General Activities</b>
Monday	4		<b>Structure Modelling with DAS and simple materials</b> with Richard Johnson
Tuesday	5	[8]	<b>Daylighters Group</b> – daytime meeting
Wednesday	6	[9]	<b>LMS Modellers Special Interest Group</b> meeting –
Friday	8	[10&11]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	9	[12&1]	<b>General Activities</b>
Monday	11	[2]	<b>S Scale Special Interest Group</b> meeting – What project is on your modelling bench now?
Tuesday	12	[3]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	13	[4]	<b>DCC Special Interest Group</b> meeting –
Friday	15	[5]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	16	[6]	<b>The Branchline assembly</b> followed by <b>General Activities</b>
Monday	18		<b>Annual General Meeting</b> – see Members Only Supplement enclosed with this issue
Tuesday	19	[7]	<b>Daylighters Group</b> – daytime meeting