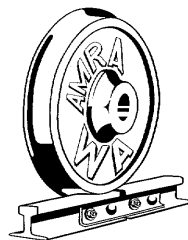


# The Branchline



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

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

**Issue 193**

**June 2009**

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## *Frans Fatidic*

### **The 2009 Branch Annual General Meeting**

This meeting will be held on Monday 17 August 2009 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 2008 Annual General Meeting. 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.

Any member who is interested in being part of the Management Committee please complete a Nomination Form and forward it to the Branch Secretary. If you would like to know more about what is involved please talk to anyone on the present Committee.

### **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.]**

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## Meeting Format

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

Frans Ponjee  
Branch President

## Vale Margaret Eagles

It was with great sadness that we learned, during our Exhibition, of Margaret's passing.

Margaret and her husband, Jack, joined our Association in the early 1970s and quickly became involved in the affairs of the recently formed Western Australian Branch.

Both served on our Management Committee and Margaret was Branch Secretary for some years. Without their support, expertise and guidance in those early days it is possible that our Branch would not have grown and achieved the success it has.

Margaret was one of a group of wives and Mums who made cakes, jams and pikelets which we sold over the gate of No. 1 Beaufort Street to passers-by on Saturday mornings to raised enough money to pay for the rent of the building.

This is a good example of Margaret's contribution to our Branch and gives an, albeit brief, indication of the value of her support.

Jack was in the RAAF and his various postings took him and Margaret away from Perth for long periods but they always kept in touch and were always interested in how our Branch was developing.

Jack was the organiser of our first Model Railway Exhibition held in 1976 in the CS Harper Hall in Hay Street Perth. Margaret's support of Jack was of inestimable value.

We extend our sympathy and condolences to Jack and his

family. Several Branch members were among the friends and family who attended the Memorial Service to say farewell to our friend.

## Exhibition Manager's Report

What a great Exhibition this year, we had approximately 12,500 people through the door, not including those under five.

I would like to thank all the Exhibitors, Traders and Clubs for making this such a great Exhibition. Without their presence the Exhibition could not have happened and my personal thanks go them. I was told by many that the Exhibition was a good mixture of Layouts, Kindred Societies and Traders.

I would like to thank all those who volunteered their services during the five days of the Exhibition setting up and breaking down and the three busy days of the Exhibition. There are far too many people to name individually but accept my personal thanks to each and every one of you.

A special thanks to James Pearce who obtained free of charge a caravan and spent three days helping in administration.

Thanks also to Tony Poole who, through Stratco, gave us the Garden Shed to raffle which was won by a very delighted family in Thornlie.

This year our Management Committee decided not to hold a Post Mortem because it has been found previously that Exhibitors do not seem to support this function. If anyone wishes to make a comment regarding the Exhibition please do so, in writing, to the Branch Secretary who's address is on page two.

The results of the Judging are tabulated, in part, later in this issue – a copy of the full tabulation is available from John Maker.

This year I believe that our advertising on Channel 10 and Michael Schultz presenting the weather on Friday was a great success, as the comments we got back were impressive, hopefully we can repeat this for next year's Exhibition.

There were some minor problems before and during the Exhibition regarding name badges but these problems will be fixed next year.

I hope next year will be even better and if anyone is interested in exhibiting next year please keep in mind the week end of 5, 6 and 7 June 2010 – notices will go out approximately October/November this year.

Again a big thanks to everyone involved in this year's Exhibition.

Frans Ponjee  
Exhibition Manager

## Literary Lines

Recently one of our members bailed up Ted and I for not acknowledging, in the April issue of *The Branchline*, a substantial [we were told] donation he had left in the Library on behalf of another person. This is yet another occurrence of someone leaving a quantity of books/magazines in the Library **without any indication** of who the donor is/was.

I have asked, time and time again, now one more time, please find a piece of paper and a pen and write, clearly, on the piece of paper **Donation from [first and second name]** then make sure the paper is attached to the donation with a paper clip, there are some in the Library desk drawer unit. We will then be in a position to acknowledge the donation.

Donations of books and magazines have been gratefully accepted and my thanks to the many members who have donated. A big thanks also to those who have assisted in bundling up the magazines [40 boxes so far!!] ready to be taken to the Exhibition, where they will be sold

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

## From the Editorial Desk

**The Branchline – August issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 1 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 31 July
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 1 August
- For items transmitted electronically via e-mail – 1800 Saturday 1 August email 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** 15 August

Please note the intended dates for *The Branchline* publication for 2009:

	<b>Editorial deadline</b>	<b>Assembly, etc.</b>
October	Saturday 26 September	Saturday 10 October – will include Minutes of 2009 AGM
December	Saturday 21 November	Saturday 5 December

Ted Thoday

## Around the Layouts

**Haltwhistle.** The layout is working okay, just a few hiccups which will be looked at after the Exhibition.

Everyone is getting things ready for the Exhibition, so please be patient and the crew will get to fixing any problems as soon as we can.

Tom Stokes  
Layout Supervisor

**Denver, Santa Fe and Valentine Railroad.** It's bridge scratch building season on the D, SF &

V with the installation of Craig's trestle on Module H and Alan's under rail girder bridge on Module A – both are most impressive structures.

Not to be outdone, the Tuesday team of Peter and Murray have been erecting the massive concrete blocks to support the embankment adjacent to the bridge near the Valentine loco service area, in addition to terrain redesign near the station.

We are appreciative of both the arrival of a transformer suitably modified by Dave Edgell and the Committee's approval to order Walthers' Glacier Gravel kit for the mine at Harris. Also the turntable in the loco servicing area is now in operation after some careful fitting and many structures have made their appearance on the layout.

Strips of paper towel soaked in plaster have been applied to modules A and H; another layer of plaster, to which a colouring agent [oxide] has been added, will be painted over the foundation layer. Both modules were lowered for ease of access to the mountainous areas.

The DC/DCC switch has been successfully connected and tested. However, the adjacent switch which gives operators the choice of one DC controller for the whole layout or five DC controllers allocated to different sections was misbehaving; it should be rectified by the time you read this.

Fortunately, the Committee accepted Craig's replacement D, SF & V RR submission [the original has disappeared – we hear Garry is on the Case]. Otherwise, it would be out with the sketch pads, pencils, graph paper . . . and sledgehammers!

Craig Hartmann  
Alan Burrough  
Layout Coordinators

## Around the SIGs

The **LNER Special Interest Group's** first meeting, on 6 May, went off very well with nine members present.

Alan Porter started things rolling with a brief run down on how the LMS, BR, and GWR SIGs came into being and some ideas of their meeting format, etc.

After some 'get to know each other' talk around the table it was into the layout room to run some trains.

Firstly on *Haltwhistle* **Geoff Mercer** ran a Thompson B1 4–6–0 No. 1040 *Roedeer* with six Thompson teak coaches – all from Bachmann Branchline, then from Hornby, J39 0–6–0 No. 1974 with six Gresley teak coaches.

Also putting in an appearance were B17 No. 2866 *Nottingham Forrest* [From Hornby] and B1 No. 1264 [from Bachmann]. Whoops – I failed to note down who showed these.

On *Durham Town* I ran the recent offering from Dapol, 4–6–0 B17 *Doncaster Rovers* and three Gresley teak coaches with a Gresley full brake from an N Gauge Society kit in almost finished teak.

**Terry Emmerson** ran a Sentinel Steam Railcar in green/cream [a white metal kit on Farish chassis] he had recently acquired on E-Bay and 0–6–0T [Farish generic type] with a short goods train.

Our next meeting will be Wednesday 1 July when Don Henderson will present us with information on the ex-GER 0-6-0T locomotives of the J67, J68 and J69 classes.

Hope to see you then,

Steve Rayner

**S Scale Special Interest Group – [An apology.** Due to your Editor apparently having a Senior's Moment the Group's notes for February and March were not included in the April issue – here they are.]

The Group's February meeting was well attended by thirty-one keen members of the scale. The event for the evening was billed as *Road vehicles in S scale* with particular relevance to the period 1930- 72.

As is his custom Graham Watson called the meeting to order at 8.30pm and reminded members about the Model Railway Exhibition in June. We are hoping to use the Friday night running nights to spruce up *Swan View*, which is the Branch layout for the Exhibition, and it is hoped that those who are able to attend those evenings are able to lend a hand.

Graham advised that the new Z class body kit is now available from Railwest Models for the very reasonable price of \$72. It is designed to sit on a Bachmann BR 04 shunting loco mechanism which the modeller needs to buy after discussing it with Graham. Don't buy an 08 shunter unless you want to build a WAGR B class or a TA class.

Bill Gray has agreed to coordinate the S Scale Modellers' modelling desk at this year's Model Railway Exhibition. If you are interested in spending a day or part of the weekend building a model or assembling a kit to demonstrate how it's done, let Bill know so that he can draw up a roster.

Kelvin Davis was the first to introduce his selection of road vehicles to the audience. They included a Biante FJ Holden and an HK Monaro coupe, a VW van and a '55 Mercedes sedan. Kelvin also showed a Dub-City '53 Chevy and a '58 Chevy Impala.

Scott Parker also had a '53 Chevy, a '47 Chevy fleetliner, a SWB series III Land Rover and a MRWA loco book surplus to his needs.

Mel Bradbrook had a Land Rover, this time a series II SWB utility. A '47 Chevy fleetliner, a Chevy Corvette and a Ford sedan from Mattel.

Ross Green showed his Railmaster [NZ] Austin and IH trucks, a VW Combi van which he bought from the ARHS kiosk, a VW Beetle and an FJ Holden from Biante Models.

Alan Penstone showed a VW Beetle and Combi van and Geoff Logue showed a Dodge Semi Trailer [from the Matchbox King Size series] similar to the trucks he drove out of Geraldton in the 1960s.

Stuart Mackay showed a handy modeller's tool given to him as a present by his daughter Kate which came with a manicure set from Crazy Clark's stores. The drill comes with a collet which takes five different burrs and a cutting disk similar to the tool which comes with the Ped-Egg as promoted on TV over the past year. Stuart also showed an FJ Holden similar to the one owned by his Dad for eighteen years and a Holden Monaro, both from Biante models. There was also a VW beetle and a '61 E-type Jaguar similar to and reminiscent of one he saw outside the Law Chambers building on St George's Terrace, Perth as a 15 year old schoolboy in 1964.

John Hatch showed a 1940 Ford panel van, an F100 van and some Ertl tractors, an Ertl grader and an MTT bus in green and cream he had modified from a proprietary model.

Doug Firth showed a 1937 Studebaker, a 1948 Ford utility and an FJ Panel van.

Murray Hartzler broke the rule of six by about 20 items but did highlight some very different road vehicles. They included a steam roller modified from a Thomas the Tank *George*, an Allis Chalmers scraper, an ERF Readymix mixer, A WAG Railway bus in green and cream, a Foden dump truck, several graders including a D6L, a D6D and a Matchbox D8. There were also numerous scrapers and dump trucks, a jeep and several bikes, motor bikes and a Vespa scooter. Murray's road vehicles have always added that touch of realism to our exhibition layouts and have usually caught the attention of the judges at exhibitions over the past decade.

Brian Norris also brought a number of interesting road vehicles to show the Group. They included a grader on a QBB, several Chamberlain tractors and a Massey Ferguson tractor, a blue Ertl '39 Chevy, a Dennis Fire truck, a road roller [*George*, from the Thomas collection] and several Vanguard vehicles all in S scale [1/64] and all prototypical of those vehicles seen in WA in the period of the 1950s and 60s.

Garry Pilmoor's showing reflected his interest and knowledge of farm vehicles available in S scale. Garry brought a range of John Deere, Case, White and Fordson tractors, all of which are appropriate as loads on WAGR flat wagons.

Lynton Englund's models were shown on the before and after theme. Lynton likes to modify and soften the paint on road vehicles for that extra bit of realism. They included a 1956 F100 Ford, re-wheeled and painted, a model A Ford van, similarly modified and a Railway bus cut down from a Double Decker and carrying the WAGR Road service insignia and colours of the 1950s.

Bill Gray showed he is willing to scratch-build models of road vehicles in S scale. His offerings included an MTT 305 Mercedes bus, an S scale mini-moke modelled on one which he drives regularly and a QR Railways crane on a 4 wheel wagon. Bill has shown considerable ingenuity in scratch-building these vehicles rather than modifying proprietary vehicles as we mere mortals have done.

Over seventy road vehicles were brought and shown by the members of the Group. Many were duplications but considering a layout only really needs 4-6 vehicles or so there are plenty to choose from.

The March meeting was billed as a slide and video evening. Thirty five members turned out to see a large number of slides of the WAGR in the 1960s and seventies.

The meeting came to order at 8.30pm and a few members showed the recent acquisitions and modelling projects. Charlie DeBruin showed his assembled Z class shunter he recently purchased from Railwest. Geoff Logue also showed his Z shunter.

Phil Knife showed his Alyn Models Pr locomotive which Phil said went together beautifully and also runs well with its DCC Decoder. Phil also showed his GA Models ZA Guards van with a lighting kit from Richard Johnson which also worked very well.

Stuart Mackay showed a Dapol track cleaning car which he received from his good friends Graham and Sue Horton for his 60th birthday. Murray Hartzler showed a set of diamond burrs he has recently purchased from a store in Midland for \$3.99, which we all agreed was an absolute bargain.

The slides for the evening were chosen by Graham Watson and Simon Mead. They covered the photographic collections of Graham Bowen, Jim McKenzie, Don Finlayson and Bill Morgan.

Graham Bowen's collection consisted of a range of B&W snaps of WAGR locomotives in the 1960s. There were about fifteen shots of locomotives including Dds and Dms, XA hopper wagons, an S class with a large tender and a G class at East Perth.

Jim McKenzie's slide collection was mainly taken around Wyalkatchem. They included lots of photos including MU operation of locomotives such as three X classes and 2 Fs's and An X class. There were several MRWA locomotives including the B class when it was on static display in Geraldton. One wag heard to comment that two of the X's were probably dead but Joe Moir said that was a bit of a slur on the X class which settled down to be a good locomotive and gave valuable service for nearly thirty years on almost every line in the state.



Triple-headed X class locomotives in original livery. Note the water bags, in country WA.  
Photo - Jim McKenzie

Don Finlayson's slides were over 35 in number and included a large collection of wagons rarely seen these days. One interesting photo was of Katie on a road Transporter being moved to the Claremont Showgrounds.

The final group of slides came from Bill Morgan's collection and included many shots of locomotives at the ARHS Museum before the acquisition of the large covered area. The slides showed the work being done to preserve the locomotives and to protect them from the elements.

**S Scale Special Interest Group** members have been very active over the past two months.

The Model Railway Exhibition is a major event on the AMRA calendar and, at the time of writing, this event is almost upon us. *Swan View* is the main Branch layout being exhibited and Group



members have been renovating the scenery and the electronics in preparation for the Exhibition. Bob Bruce, who resides in Narrogin, has been busy making extra trees for the layout and has donated a number of new large gum trees and some of his wonderful Australian Christmas trees which will enhance the scenery. Repairs to the layout have made and the layout has been washed to restore its original green and lustrous appearance.

*Swan View* has the advantage of running DC and/or DCC locomotives and so the public will have the opportunity to see a wide range of motive power on the layout. Simon Mead has made modifications to the controls in the fiddle yard to permit two operators to change points at either end of the yard. New track lighting is being supplied by Graeme Mackay from Lighting By Design in Osborne Park. John Hatch has designed and made the supports for the lighting.

In addition to *Swan View*, the S Scale Group will be providing a modelling desk where the public can see how S scale kits and models are assembled. Railwest Models will again have a stand at the exhibition so that the public has the opportunity to see what is available in the WAGR range. There will also be a stand promoting the range of kits produced by GA Models, Double G Models and X class Models.

Thirty-one members attended the Group's April meeting which covered the topic of modelling in Styrene.

Stuart Mackay gave a brief talk on the tools and equipment needed to scratch-build a model of a wagon, locomotive or structure in styrene card. Essential items of equipment include a cutting board with rules attached to permit consistent right angle cuts, which are essential in making models in Styrene. Basic tools needed include an Olfa P-cutter, craft knife, propelling pencil, various files, numbered drills and a pin vice. A small, variable speed reversible cordless drill and a metal scale rule are also fundamental to make complex models in styrene card.

The main card thicknesses used to build almost any model in styrene include 1mm, 1.5mm, 0.5mm and 0.25mm sheet. These are all usually available from our Branch's *Moojebing Market*. Stuart spoke briefly on laminating styrene including the do's and don'ts. For example MEK should only be applied to join two pieces of card but should not be used for laminating card as it dries too quickly and tends to delaminate and warp. Rather, the use of Revell or Humbrol styrene cement is recommended for laminating as it has a longer setting/drying time. He then showed a model of a WAGR ADK railcar which incorporates various styrene sheets laminated to produce 3mm walls and 8mm roofs as well as .015" clear styrene which Stuart uses for windows and flush glazing.

A general and very useful discussion ensued regarding the solvents, fillers and glues used in the process, how to cut out windows, as well other tools and information helpful to the modeller. All MEK based products should only be used in a well ventilated space. John Hatch reported that he has used a glass hypodermic syringe to apply MEK sparingly and consistently. Plastruct Weldene is a Citronella based alternative product which welds styrene and is probably a lot safer than MEK to use. Silicone has also been used successfully to fit windows and Blutak has many uses including keeping bottles of MEK and phosphoric acid stable when in use on the modelling bench.

Graham Watson followed up with a brief talk on the tools he finds helpful when he is making models and patterns in styrene. Graham spoke briefly on the range of Evergreen Strip which is available to assist the modeller to capture the detail of wagons and buildings. Graham showed the set square and aluminium Mitre box he uses to get his models to sit square while welding sheets of styrene at right angles.

In addition to their P-cutter, Olfa also make a circle cutter which Graham also finds invaluable in marking off dimensions on his modelling projects. Graham also showed the North West Shortlines

chopping board he uses for cutting Evergreen strip.

Simon Mead showed his models of a WAGR A class locomotive [1511], the body of which he built entirely of styrene card and mounted on a set of Airfix Class 31 bogies. Simon also showed the detailed model of a WAGR T class he built in Styrene sheet and strip. The model was unpainted and showed the considerable detail possible using the various forms of styrene. Of interest is the fact that the T class styrene body sits snugly on a Lima 0-6-0 Class 09 shunting loco

John Hatch showed his model of an XA coal hopper which he built in styrene and the latest NW Shortlines chopping board which is a considerable improvement on the one Graham has been using for many years.

Thirty four members attended the Group's May meeting. Bill Gray reported on the Brisbane Exhibition where there were 68 stands and on the progress of the working committee to assist in keeping the ASnM Magazine in print. John Hatch brought in his model of a CXB sheep wagon which he has scratch-built and Stuart Mackay showed his Railwest model of Pm 713 and his X-class Models kit of U 665 which he recently painted in green and black livery.

Graham Watson showed the one piece castings of a V Van and two ADU coaches which Railwest hope to release this year. There is also a one-piece model of a D van in the pipeline. These models go together very quickly, easily and look great.

The May meeting was scheduled for the topic of weathering wagons, locomotives and structures with particular reference to vehicles of the WAGR and the MRWA. Simon Mead, Kieran Wright and Paul Tranter each gave short presentations on how they weathered their wagons and locomotives and their techniques have application for the weathering of all coaches and structures on any layout.

Simon talked on the importance of weathering, stating that railways, locomotives and wagons are not the clean and pristine places that we often like our models and layouts to appear. Simon described the techniques of weathering with reference to the air-brush as the main medium for applying the dirt, soot and dust that appears on railway vehicles. He emphasised the importance of starting with a fully painted model including lettering and numbering, studying photographs and looking at the source of the weathering, be it spray from the track or soot from stacks or exhausts, or water and steam from clack valves or exhaust emissions from the top of DE locomotives. Soot settles, water and oil run downwards while spray flies upwards and this should all be noted and incorporated into the weathering.

Kieran and Paul both use pastel chalks of the non-oily type in the quest to have realistic and weathered vehicles. Paul uses artists' chalks, from Jackson's Drawing Supplies, which he scrapes from the sticks to derive a powder. Kieran uses Carr's ready to apply chalks in powdered form.

Chalks are applied to a finished loco that has been previously sealed with a dusting of Estapol matt varnish from an aerosol can. The main colours used by both modellers are black, grey, white or off-white and browns of various hues. The chalks are applied with a dry brush and the excess removed with a larger softer dry brush onto a piece of white paper placed under the model and retrieved for later use – there need be very little chalk wasted. Kieran demonstrated on two wagons and showed how easy it is to apply.

Thanks must go to Simon, Kieran and Paul for their interesting and inspiring presentation on weathering and it was an evening not to be missed.

The S Scale Special Interest Group meets on the second Monday of every month at 2000 in the

AMRA clubrooms in Moojebing St, Bayswater – visitors are always welcome.

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

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

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

**Great Western Railway Special Interest Group.** The subject for the April meeting was the GWR's 2-6-0 Mogul locomotives. In 1899 Churchward and Dean introduced the first of a pair of Moguls, No. 2601 [it was in reality a 4-6-0] and in 1901 the second of the pair No. 2602 came on the scene as a 2-6-0. A further eight of these 2-6-0 locomotives were built in 1903. They were quite ugly in appearance and soon assumed the name Krugers.

In 1900 Churchward, now beginning to assume control as the new prospective CME, introduced locomotive No. 33, a smaller and much neater 2-6-0 compared to No. 2601. In 1901-02 he built a further forty locomotives similar to No. 33. In 1902 another twenty were built and in 1903 ten more. The class now totalled seventy-one locomotives and they became known as the Aberdare class. The ten Krugers, some only three years old, were all scrapped in 1906.

Between 1911 and 1925 Churchward introduced four new classes of 2-6-0s, the 43xx, 53xx, 63xx, and 73xx, totalling 322 in all.

In early 1928 Collett, who succeeded Churchward in 1922, modified sixty-five of the 53xx series and these became the 83xx class. In 1932 Collett also built a de-luxe version of the Churchward design. These were the 93xx class and twenty were built.

More details are in the facilitation notes and these are available on request.

After the usual break we continued with –

### **New Acquisitions –**

**Ron Fryer** – first he showed two DVDs that he had recently acquired – *Yorkshire Steam – A year in the life of the North York Moors Railway* and *A Steamy Affair – The Flying Scotsman story – its return to the NRM*.

Ron then showed some books he had purchased since the last meeting – *BRM No.1 – Lineside Buildings* by Paul Bason – an how to tackle all the different types of building kits and *The History of the GWR AEC Diesel Railcars* by Colin Judge. If you are into Railcars then this is the book for you.

He also showed our Branch's copy of *Ramsey's British Model Trains Catalogue [6th Edition]* that had arrived with Peter Sapte from the UK. Thanks Peter.

Finally, Ron showed two packs of plastic paint pallets from Spotlight [50c and \$1] ideal for mixing paints when only a little is needed.

**Steve Rayner** – showed the exquisite Dapol model in N Scale of the LBSCR 0-6-0 Terrier *STEPNEY* [Magnifiers available on request]

**Trevor Batchelor** – [here by mistake] Showed a book *A Historical Dictionary of Railways in the British Isles* by David Wragg and published by Pen & Sword Books. He also showed an EFE model of an RTL London Transport double deck bus. His last item was another book *The Duchesses* by Andrew Roden, published by Aurum.

**Terry Emerson** – showed a book called *LNER Sheds in Camera* by John Hooper and published by OPC.

Alan Porter – showed three wagons from a UK supplier, all limited editions –

- 7-plank open wagon *TRIMSARAN ANTHRACITE* No. 295
- 4-plank open wagon *ABERCRIBAN QUARRIES Co. PONTSTICILL* No. 57
- 7-plank open wagon *NEWPORT ABERCARN Black Vein Steam Coal Co. Ltd. T. Beynon & Co.* No. 3

Also a copy of *Rail Magazine* for Jan 14–27 2009 Issue 609 containing an article on *The Bigger Picture – Paddington and Swindon* showing aerial pictures of them in their BR heydays.

**Barry Peacock** – showed a book *Locomotives at the Grouping [1923] – Great Western Railway* by H.C. Casserley and S.W. Johnston and published by Ian Allan.

### **Doing Things –**

**Peter Sapte** – whilst he is here in Perth he is converting a standard Hornby Duchess into an Ivatt Duchess [one of the last two built] using a Comet conversion kit and it would seem that he is losing his patience with the said kit.

**Alan Porter** – is attempting to complete about a dozen part built kits that he had started but not finished from time past. We have all got some of those kits I'm sure.

Thanks to Alan for the notes once again.

The subject for the May meeting was the GWR Passenger Brake Vehicles [including Full Brakes].

The guard on a GWR passenger train had a different role to that of a guard in charge of a goods train, especially if the goods train was unfitted [ie. – did not have automatic brakes controlled by the locomotive], who had the important responsibility of applying the van's handbrake to stop wagons buffering-up or of coupling snatch. He also had to know the road and was also responsible for changing the rearward and forward lamps on the van as the train changed lines or entered a loop or siding.

Every vehicle of a passenger train was equipped with the automatic vacuum brake. This eliminated the need for the passenger train guard to be constantly on his guard for falling gradients etc. etc. It would seem therefore that the GWR passenger train guard had little to do except read his newspaper, but that is not so!

One of his main responsibilities was duty of care for the passengers. The duty of care hardware items that were carried in the guard's compartment consisted of a well-stocked first aid cabinet, a fire extinguisher, an axe, and, if space permitted, a ladder. He also had a gauge showing the vacuum pressure in the automatic braking system and a valve enabling him to make an emergency brake application. All of this equipment plus his desk, chair, pigeon holes to perform his office duties were generally in a 6ft compartment.

He was also responsible for a wide variety of parcels ie. – handling, stowage and unloading.

These parcels could be of the wrapped variety [all sizes and shapes], boxes, bicycles, perambulators, newspaper bundles, milk churns, small consignments of fruit or vegetables, small livestock [cats, dogs, live poultry and pigeons ], small consignments of mail in Post Office bags, passenger's excess luggage and luggage in advance and there would be other odds and ends.

For a full set of facilitation notes which cover this subject in much more detail, please contact us.

After our usual break for refreshments we continued with –

### **New Acquisitions –**

**Steve Rayner** - showed six Oxford Diecast vehicles in N scale –

- Ford 105E Anglia Sedan [TDJ524E]
- FX4 Black Taxi Cab [P428RVP]
- Humber Super Snipe Station Wagon [694LCC]
- Jowett Javelin Sedan [ERV840]
- Morris Traveller Van Old English White [YD197G]
- Bedford OB Coach Southdown [JCD390]

**John Brenchley** – showed some coaches that he had bought on E-bay. A G/Farish GWR Suburban Brake end 57ft and a Dapol B Set 6736 and 6738. All in N scale. He also showed two books – *The LMS Wagon* by RJ Essery and KR Morgan published by David and Charles and *A Pictorial Record of LNER Wagons* by Peter Tatlow published by OPC. Lastly he showed a 1980 calendar of a variety of railway pictures painted by Mr Cuneo himself.

**Alan Porter** – firstly a book, *Private Owner Wagons of Bristol & District* by Ian Pope and published by Lightmoor Press. Next he showed two OO wagons by Dapol [limited editions], a 7-plank open wagon HARTNELL & SON, TAUNTON & BISHOPS LYDEARD No. 23 and a 4-plank open wagon TIMSBURY COLLERIES No. 118 BATH

**Ron Richards** – showed a Peco side-mounted point motor PL-11, followed by two books –

- *Private Owner Wagons – Seventh Collection* by Keith Turton publ. by Lightmoor Press,
- *From Dean to Churchward – Vol.1* by Glyn Williams publ. by Edward Talbot.

**Doug Firth** – showed his new 0-4-2T chassis to replace the faulty one in his Dapol locomotive.

### **Doing Things –**

**Alan Porter** – has decided to forego outside contractors and make his Grand Design of the Ration Water Mill himself. He has designed an extra foundation which he is going to set into the steep hillside on his layout. We will wait with bated breath!

**Doug Firth** – has been painting loco crews and putting them into his locomotives.

**British Railways Special Interest Group.** The subject for the April Meeting was BR Wagon Markings from 1949 to privatisation.

*(Continued on page 16)*

# Where we meet and when

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

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

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

## Programme

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

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

Saturday	13	[12&1]	<b>The Branchline assembly</b> followed by <b>General Activities</b>
Tuesday	16	[2]	<b>Daylighters Group</b> – daytime meeting
Wednesday	17	[3]	<b>Great Western Railway Special Interest Group</b> meeting – GWR Horse Power
Friday	19	[4]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	20	[5]	<b>General Activities</b>
Tuesday	23	[6]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	24	[7]	<b>British Railways Special Interest Group</b> meeting – BR Class 44, 45 and 46 diesel electric locos [Peaks]
Friday	26	[8]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b> – S Scale Running Night
Saturday	27	[9]	<b>General Activities</b>

Tuesday 30 [10&11] **Daylighters Group** – daytime meeting

## July

Wednesday 1 [12&1] **LNER Special Interest Group** meeting – the ex-GER 0-6-OT locomotives of the J67, J68 and J69 classes.

Friday 3 [2] **N Scale Special Interest Group** – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains.  
**General Activities**

Saturday 4 [3] **General Activities**

Monday 6 **Checking out your Locomotive – What to check and how.** [see first Note under Programme heading above]

Tuesday 7 [4] **Daylighters Group** – daytime meeting

Wednesday 8 **DCC Special Interest Group meeting** – venue to be advised

Friday 10 [5] **N Scale Special Interest Group** meeting – layout construction  
**General Activities**

Saturday 11 [6] **General Activities**

Monday 13 [7] **S Scale Special Interest Group** meeting – Photo etching, mould making and casting kits in S scale

Tuesday 14 [8] **Daylighters Group** – daytime meeting  
**North American Railroads Special Interest Group** meeting –  
**Large Scale Special Interest Group** meeting –

Friday 17 [9] **N Scale Special Interest Group** meeting – layout construction  
**General Activities**

Saturday 18 [10&11] **General Activities**

Tuesday 21 [12&1] **Daylighters Group** – daytime meeting

Wednesday 22 [2] **Great Western Railway Special Interest Group** meeting – GWR Diesel Shunters

Friday 24 [3] **N Scale Special Interest Group** meeting – layout construction  
**General Activities**

Saturday 25 [4] **General Activities**

Tuesday 28 [5] **Daylighters Group** – daytime meeting  
**North American Railroads Special Interest Group** meeting –  
**Large Scale Special Interest Group** meeting –

Wednesday 29 [6] **British Railways Special Interest Group** meeting – Road vehicles in the 1950s and 1960s

Friday 31 [7] **N Scale Special Interest Group** meeting – layout construction  
**General Activities** – S Scale Running Night

# August

Saturday	1	[8]	<b>General Activities</b>
Monday	3	[9]	<b>Bargaining Night</b> – Bring your unwanted items and try and persuade someone to purchase them and vice versa. If there are any magazines remaining unsold after the Exhibition now is your chance to fill in those holes in your collection. [see first Note under Programme heading above]
Tuesday	4	[10&11]	<b>Daylighters Group</b> – daytime meeting
Wednesday	5	[12&1]	<b>LMS Modellers Special Interest Group</b> meeting – Bring, Run and Tell about an LMS Train
Friday	7	[2]	<b>N Scale Special Interest Group</b> – 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	8	[3]	<b>General Activities</b>
Monday	10	[4]	<b>S Scale Special Interest Group</b> meeting – Slide/video night and train running on <i>Swan View</i>
Tuesday	11	[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	12	[6]	<b>DCC Special Interest Group</b> meeting – AMRA Clubrooms
Friday	14	[7]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	15	[8]	<b>The Branchline assembly</b> followed by <b>General Activities</b>
Monday	17		<b>Annual General Meeting</b>
Tuesday	18	[9]	<b>Daylighters Group</b> – daytime meeting
Wednesday	19	[10&11]	<b>Great Western Railway Special Interest Group</b> meeting – GWR Coach Bogies
Friday	21	[12&1]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>

*(Continued from page 13)*

A fascinating subject that can be divided up into three phases. On the 1st. January 1948 when BR came into being and took over thousands upon thousands of steam locomotives, coaching stock and freight stock, [and the odd one or two diesels], the markings and numbering systems used by the Big Four varied considerably and so BR realised that it needed some form of standardisation and uniformity in its marking systems.

In 1949 it introduced a series of specifications for liveries and markings for all rolling stock, including steam locomotives, coaching stock and freight stock [and those few diesels]. Thus we can



call this the First Phase of liveries and markings by BR and it covers the period 1949–1964. In the case of freight stock [tonight's topic], BR supplied four drawings for covered vans, standard open wagons, one-plank wagons and containers, giving details of the size and placement of the various markings [running number, carrying capacity, tare weight, wheelbase, XP rating, lifting and painting dates, vacuum brake release string, brake overhaul date, bearing and pad examination dates, oiling date and District Number where last oiled, end door markings, bottom door markings, etc. etc.] Three of these drawings are included in the facilitation notes.

The Second Phase can be classed as 1964–1972 when BR introduced significant livery changes, together with a different lettering style and more frequent use of code names, commencing around 1964.

The Third and final Phase is from 1972 to privatisation and was the introduction of the computer-based TOPS System – an acronym for the Total Operations Processing System – developed by the Southern Pacific Railroad in the USA and adapted by BR in 1971.

The facilitation notes are jammed pack full of information and if you model the BR scene then it is imperative that you have the correct liveries and markings for the correct time slot. The notes are available on request.

A quick break was followed by –

### **New Acquisitions –**

**Steve Rayner** – showed his N-scale Dapol 0–6–0 LBSCR Terrier *Stepney*. Absolutely superb, Dapol have excelled themselves with this model. Steve is looking for an anorexic loco crew in N-scale to fit into the cab.

**Nick Pusenjak** – showed the OO Heljan Class 17 Clayton diesel, looks very nice but apparently the model has problems world-wide [same as the prototype].

**Terry Hammond** – brought along various items, as follows –

- a Britbus Guy–Arab PRV bodied D/D bus City of Southampton.
- a Hornby OO 6–wheel [ex Lima] Express Dairy Milk Tanker.
- a Marklin HO van MARS [as in bar].
- a Hornby OO M7 0–4–0T tank loco in BR black.
- a Bachmann plywood Van in Bauxite.
- a Bachmann planked Van in Bauxite.
- a 1/70th model of Der Adler 1835 locomotive in Brass [plastic], and
- a miniature 4–4–0 locomotive in brass, a Christmas tree decoration.

**Alan Porter** – showed a variety of stock –

- Bachmann 12ton Southern planked Vent, Van BR[S] in bauxite
- “ “ “ 2+2 planked Vent. Van BR in bauxite
- “ “ “ Plywood panel Vent. Van BR in bauxite
- “ “ BR Plywood Vent. Van in early bauxite.
- “ “ Planked Vent. Van in early bauxite

- “ “ Plywood Fruit Van in early bauxite
- “ “ Insulated Van BR in white
- Trackside [Corgi] Harrington BR Horsebox
- “ “ Thornycroft Nippy BR dropside truck
- Classix [Pocketbond] Ford Thames Estate wagon BR
- “ “ Morris J Van BR
- Oxford Diecast Flat Trailer LMSR
- “ “ Covered Trailer BR
- Hornby 2009 Catalogue [227 pages]
- Bachmann 2009 catalogue [155 pages]

**Ron Richards** – showed a book called *A Digital Command Control for Railway Modellers* by Nigel Burkin & published by The Crowood Press.

### **Doing Things** –

**Steve Rayner** – showed his Mill Lane Sidings shock wagons he has now completed.

**Peter Sapte** – showed his finished [well almost] conversion of a Duchess locomotive. However, he is definitely not happy with Comet and their conversion kit. Bits that should have been included in the kit were not included and so Peter had to scratch build them. However, when I visited him recently he had just completed it ready to pack it to take back to the UK when he leaves on 20 May and it really is a credit to you Peter, a superb model.

**Terry Hammond** – showed a new scratch built loco wheel cleaner he has made from 4inch brass bristled brushes that he obtained from Bunnings [where else?].

The topic for the May meeting was the transportation of motor vehicles by British Rail.

Transportation of motor vehicles by rail falls into two classes –

- movement of individual road vehicles from place to place, and
- movement of road vehicles en masses from the manufacturer to dealers or for export.

Over the years, the railways of Britain had developed rail vehicles suitable for carrying individual road vehicles of various sizes, but in most cases the loading and unloading required some form of lifting gear. Restraining the road vehicle from movement whilst in transit involved the use of lashing down ropes [cars] or chains [for lorries of other vehicles] usually passed over the axles. Not only was this time consuming but there was the possibility of damage to the vehicle, especially to its paintwork.

The railways soon developed rail vehicles that overcame some of these problems, at least as far as cars were concerned. These vehicles were the Open Carriage Truck [OCT] and the Covered Carriage Truck [CCT]. Generally 4-wheeled vehicles, they had originated in the era of the horse-drawn carriage [hence the names] when it was common for the gentry to take their horses and carriage with them when they travelled up country. Both types of vehicles had adjustable bars across the floor to provide anchoring points for the ropes which held the carriage in place on the rail journey. Over the years numerous rail vehicles of differing diagrams were built. However, in 1956 a completely new approach was adopted which offered long-distance passenger and vehicle

loading at a single depot – the MOTORAIL Service. The last Motorail Service ran in 1995.

The carrying of road vehicles en-masse from factories became an increasing business and by the 1930s most road vehicles shipped by rail were new vehicles being moved around the Country. At the time, mass production was not as massive as at present and a consignment might consist of perhaps five or six vehicles going to one dealer or even a one-off if the vehicle was for the upper end of the market. Bulk cars for export were often shipped as CKDs [Cars knocked down]. The chassis was nested in batches of four or five, the body sections were similarly nested. Wheels were bolted together, tyres stuffed in crates as packing, and engines and gearboxes in crates etc, etc.

As production increased better ways had to be found to speed up bulk delivery and Motorail served that purpose with whole trains carrying vehicles becoming commonplace between 1957 and 1975. During this time BR began building two-tier bogie wagons [Tierwag].

The next development was the articulated two-tier wagons [CARTIC-4]. Since then various other types have been built like the LOWLINER, LOWTIC, PROCOR 80, AUTIC SIX and COMTIC.

For further information ask us for a full set of the facilitation notes. Very interesting.

After a break to stretch our legs we continued with –

### **New Acquisitions –**

**Steve Rayner** – showed the Oxford Diecast cars and bus that he also showed on the last GWR night.

**Geoff Mercer** – showed the latest Class 57 Diesel Locomotive from Bachmann DIRECT RAIL SERVICES. Class 57 locomotives were old Class 47 locomotives that had been upgraded – new engine, new traction motors, etc.

**Graham Horton** – showed a Peco Service Pit for use in his loco depot. As he said, much easier than trying to make one himself.

**Trevor Batchelor** – showed four books –

- *Gallery of Steam* – Steam Railway Magazine, published by Haynes Publishing
- *The Glorious Years* – Steam Railway Magazine, published by Emap Active
- *Malcolm Root's Railway Paintings* – text by Tom Tyler, published by Malcolm Root
- *Pageant of Transport* – text by Tom Tyler, Halsgrove

**Ron Fryer** – showed the six Lima GWR coaches that he had just purchased from Nick Pusenjak. They consisted of two Brake Thirds, a Full Brake, a Restaurant Car and two Composites. Along with the couple that he already has he can now run a full set pulled by his Castle class locomotive.

### **Doing Things –**

It would appear that no-one is doing any modelling at the moment. Maybe they are working hard for the Exhibition!

**LMS Modellers Special Interest Group.** To use a nautical analogy, the Group spent most of 2008 in the doldrums but it hoisted a new sail early in 2009 and is now sailing with a fair wind.

The new sail was the decision to return to having an agenda item at each bi-monthly meeting and the first two agenda subjects of a planned four-part series were addressed at the April and June meetings. The series has the general title of *Modelling the Contribution of the XYZ Railway to the LMS*, where the XYZ Railway equals the London & North Western Railway or the Midland Railway or the Lancashire & Yorkshire Railway and the other English constituent railways or the Scottish constituent railways.

Modelling the Contribution of the London & North Western Railway to the LMS was the agenda topic at the April meeting and Modelling the Contribution of the Midland Railway to the LMS was the agenda topic at the June meeting. At each of these meetings, a Facilitation Note was tabled outlining the number of locomotives built of each class that came into the LMS, the numbers that might even have made it into BR days, the dates of last withdrawal and, where known, the identity of the last locomotive withdrawn.

Similar but less comprehensive data was presented for the coaching stock and the freight stock that came to the LMS and in all cases, as well as for the inherited infrastructure items, any RTR models and kits which are [or in some cases, were] available to the modeller were listed. Members showed examples of any relevant RTR models and any relevant kits whether unmade, or partially or completely built. Copies of these two Facilitation Notes are available on request.

At each of these meetings, members' New Acquisitions and their Current Projects were also shown and discussed. At the April meeting **Alan Porter** showed four new books – *The London & North Western Railway Eight-Coupled Goods Engines* by Edward Talbot and the three volumes of D.J. Norton's *Pictorial Survey of Railways in the West Midlands* by R.J. Essery – and the newly released Bachmann parallel boiler Patriot class locomotive No. 5541 *Duke of Sutherland* in full lined LMS crimson lake livery. The model was compared, somewhat unfavourably, with the Hornby product of 1980.

**Peter Sapte** showed a colour photograph of the 4mm/ft scale LMS diesel electric locomotive No. 10000 produced as a limited production by FIA [Models?]. Bespoke built in brass in Korea, it is a magnificent model which Peter had recently acquired at a discount of some £100 (!) but he had decided to leave it back home in the UK and to just let the members of the Group drool over the photograph!

Peter also showed photographs of the layout he is building in his new house in Kings Langley back in UK and he described the planning for the layout design and construction. Finally, he showed and described the difficulties he had encountered with the project he had been tackling during his current sojourn in Perth – modifying a Hornby unstreamlined Princess Coronation class locomotive No. 6230 *Duchess of Buccleuch* to the Ivatt version of the class No. 6256 *Sir William Stanier FRS* using a Comet Models kit which includes an etched brass tender.

At the June meeting, **Shane Busing** showed a recently released Union Mills N scale model of a Midland Railway Johnson 2F 0–6–0 tender driven goods locomotive and compared it with an earlier Union Mills Johnson 3F 0–6–0 [both were relevant to the agenda topic for the meeting]. Union Mills is a cottage industry located on the Isle of Man – their locomotives pull like young bulls! Shane also showed a refugee from the railway to the east, namely a very newly released Dapol N scale model of LNER Class B17 No. 2850 *Darlington* in exquisite LNER apple green livery. Finally, he showed an N Gauge Society assembled kit of a Weltrol fitted with three trestles for carrying large plates of steel for ship building and the like – he had acquired the model at the Model Railway Exhibition for a virtual song!

**Terry Emberson** showed a book *LMS Sheds in Camera* which he had acquired second-hand [and which showed fading of the orange dust cover to a pale yellow as has that owned by your scribe –

damned ultra-violet!]

**Alan Porter** showed a newly published book, *A Modeller's Handbook of Painting and Lining*, and the last two issues, Nos. 27 and 28, of *Midland Record*. He also described [and was prepared to show – as it was outside in his car!] his current project, the afforestation of one module of his *Wheatstone Bridge* layout which he had spent three days doing at the Model Railway Exhibition.

The August meeting will now be a Bring, Run and Tell about an LMS Train and the October meeting will look at Modelling the Contribution of the Lancashire & Yorkshire Railway and the other English constituent railways to the LMS.

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

## From the Scribe's Quill

Meeting No 321 – April 2009. The major items of business dealt with at this meeting were –

- The Exhibition Manager advised that arrangements for the Exhibition were under control with over 60 stands anticipated. TV advertising had been produced and is a much slicker production than last year's. He also advised that he would meet with exhibitors on 5 May to explain, amongst other things, funding arrangements for the Exhibition. He also advised that there would not be a post-mortem function this year.
- A Federal balance sheet for 2008 has been put on the noticeboard. The Federal Executive had decided not to include balance sheets in the AMRA Journal because they thought members would be more interested in railway content.
- The Committee has engaged an electrician to rectify some electrical defects in the clubrooms and to install some lighting in the garden railway enclosure.

**Meeting No 322 – May 2009.** The major items of business dealt with at this meeting were –

- Final arrangements for the Exhibition were discussed. The Exhibition Manager advised that he has several radio interviews to attend through the week before the Exhibition and that final arrangements were being made for Michael Schultz to do the weather from the Exhibition on 29 May. Moving arrangements were also discussed, as were the mechanics for the sale of the basic layouts that several members have built in recent weeks. He also advised that Community Group newspapers had been to the clubrooms for local flavour photographs that should appear shortly before the Exhibition.

- Ron Fryer advised that the photocopier required servicing on 19 May. The new contractor advised that records of the AMRA contract could not be located [but this has been a common theme since they took over] but the service was carried out in any case. A new maintenance contract will be forthcoming very shortly. As a footnote, since the key has been incorporated into the photocopier, machine usage has decreased markedly and payments for private copying have increased.

**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 –

<b>Submission deadline</b>	<b>for</b>	<b>Committee meeting</b>
18 July		23 July
12 August		20 August
10 September		17 September

## **Membership Matters**

I don't know about you but I would have thought the weather lately has been great for those who don't have a leaky roof, for doing either some modelling or just running those engines and rolling stock that hasn't been run for while.

For those who went to the Exhibition I do hope you enjoyed yourself. I know I saw many smiling faces on not only the small kids but the big kids too.

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

Gerald Kirk	Glendalough	HO/OO .
Kathryn Price	Marangaroo	HO G
Lawrence Price	Marangaroo	HO G
Micheale Gardiner	Glen Forrest	N
John Hall-Freeman	Glen Forrest	N
Andre Leicester	Maylands	Gauge 1

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

John Maker  
Membership Registrar

## **Interesting Web Site**

Ian Wood has suggested this site is worth a look – YouTube - Miniatur Wunderland \*\*\* official corporate video \*\*\* largest model railway / railroad in the world

# Three Spires Railex 2009

My spy at the Falmouth Model Railway Club has sent me details of Cornwall's *Premier Model* railway Exhibition, which is being presented on Saturday and Sunday 22 and 23 August in the Truro School, Trennick Lane, Truro.

There will be around twenty layouts and fifteen traders. More details on their web site [www.threespiresrailex.ord.uk](http://www.threespiresrailex.ord.uk)

If you intend visiting UK in August mark this in your list of places to visit. There's plenty of other interesting places in this part of UK to visit and things to see for those family members not into model railways!!

## Wreck at Dwellingup

Jeff Austin provided the answer to Ian Willis who forwarded it on to your Editor.

The photo depicts the crash of Cs 440 on the Banksiadale bush line on 25 November 1952. Six men were injured. The loco was recovered and rebuilt at Midland for service.

The newspapers gave it good coverage and I would recommend looking up those details.

Charles de Bruin has provided some additional information –

The mystery photo, I believe is either, Cs 436 or Cs 440.

Cs 436, the Railway Department Mill, Banksiadale loco which according to *Rails Through the Bush*, by Gunsburg and Austin, was the 'relief engine – never named or painted green [unlike Cs 440 Jarrah, 432 Marri, 270 Black Butt[e] or Cs 439 Banksia [ed]] written off 7.9.1954' page 130. They also state that it was 'the standby engine', page 129.

They also state on page 125, 'One Oa class, No 171, arrived in December 1955, to relieve Cs 440, which was out of service after an accident. There were a couple of spectacular train wrecks at Banksiadale. The Oa was only there for a short time but is remembered as having only worked a ballast train and not being popular with crews'.

The photo of the wreck shows the running board mounted sand box with sand spilling, lid missing. The photos in the book show all the locos [some showing both sides of the locos] with sand boxes, however the photo of Cs 436 shows only what appears to be a running board mounted tool box. This could be a clue!

## EM Gauge Society Newsletter No. 179 and Manual Sheets

The latest Newsletter has information on new products from four companies plus reviews of two books, which might be of general interest.

**Manual Sheet 3.2.3.(8)** covers the conversion of the Hornby Gresley Pacific. As usual with these EM conversions the main interest is in the instructions for dismantling and re-assembly of the model, included in this Sheet is a reproduction of the Hornby spare parts list that includes drawings

which identify each part and where it goes.

**Manual Sheet 3.2.6.(5)** covers the conversion of the Bachmann GWR 45xx Small Prairie 2-6-2T. The main interest is in the instructions for dismantling and re-assembly of the model.

**Manual Sheet 9.2.3.(3)** is a gauge suitable for checking Alan Jackson coupling and buffer heights on 4mm scale models.

All of these are in our Library.

## Wanted – Lima O Scale Couplers

John Gaspari needs some original Lima O scale couplers as shown in photo, molded spring may be broken/missing, any number considered for purchase.

John also has NZ North Yard O scale wheel sets [fine scale] spoked [different types] and disc type plus various Lima plastic bogie side frames if any one is interested.

John can be contacted on [08] 9841 5523 or email [johnngg@westnet.com.au](mailto:johnngg@westnet.com.au) or by snail mail at Lot 16 Peppermint Drive Albany WA 6330.



## Missed the Exhibition?

Some photographs of the exhibits you didn't see!!









*Paradise City* by the Perth Adult Lego Society.

A good example of what can happen if your little people allow the big people to play with their Lego!!

The bow arch bridge in the background is about 14.2 metres long

## Judging Coordinator's Comments

Congratulations to everyone associated with the Exhibition this year. From all accounts, all the people and judges associated with the Exhibition I have spoken to, this year was an exciting and enjoyable one. Definitely the place to be on the long weekend with the weather we had being most helpful.

This year's exhibits were judged along the same guidelines as last year's. All the judges this year took on the responsibility with the appropriate duty required as past participants 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 again, the judging for *The Richard Smart Memorial Cup* and *The Bill Gardner Cup* was a close affair between a few layouts. The one layout to catch the public's eye this year certainly put on a great entertaining Exhibition all of its own. The owners should be justifiably proud of their efforts.

Over the past three 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 Exhibition. After receiving many suggestions I feel that a general review of the whole judging and trophies awarded needs to be a continuing process of change to best impart the various categories criteria and, perhaps, introduce other trophies. No matter what changes are made it is clear to me that the integrity of the existing trophies has to be maintained.

A special mention needs to be made of one of our long standing judges, Alan Porter, who through commitments over the weekend was not able to impart his wisdom and expertise on the judging team. Alan has in past years been a stalwart in the judging team and his efforts have been appreciated by me. I do think he enjoyed a different role this year at the Exhibition.

Also this year we had two judges who are excellent modellers in their own right. Their general comments were that they enjoyed the experience and thought the quality and quantity of the

exhibits was well worth their time and effort.

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

I have, for the first time, received interest from some people at the Exhibition who are prepared to be a judge next year. Anyone wishing to help out as a judge please contact me or any other member of our Management Committee – your help will be very much appreciated.

John Maker  
Model Railway Exhibition  
Judging Coordinator

## **Trophy Judging Summaries**

### **The Richard Smart Memorial Cup for scenic excellence**

**First three places – Maximum points available = 600**

<b>Place</b>	<b>Points</b>	<b>Stand No.</b>	<b>Stand Name</b>	<b>Stand Owner</b>
1	521	32	Swan View	AMRA WA
2	490	41	Enniwayr	Fremantle and Districts MRA
3	483	55	Rockford	US Model Railroad Club of WA

### **Class 24 Cup**

**First three places – maximum points available = 600**

<b>Place</b>	<b>Points</b>	<b>Stand No.</b>	<b>Stand Name</b>	<b>Stand Owner</b>
1	424	58	Eugowra	Focus Modellers
2	401	20	Daun	Märklin Model Railway Group
3	385	36	Siegfried Line	Kelvin Davis

### **The President's Cup for the Best Diorama**

**Two entries only – maximum points available = 600**

<b>Place</b>	<b>Points</b>	<b>Stand No.</b>	<b>Stand Name</b>	<b>Stand Owner</b>
1	518	33	Street Running	Tim Shenton
2	478	57	Didubringabeerbak	Railway Focus Modellers

### **Exhibition Manager's Cup Encouragement Award**

<b>Exhibit No.</b>	<b>Exhibit</b>	<b>Name Owner</b>
37	War Factory	Hugh Davis

## **Bill Gardner Cup**

**For the Best Model of a Railway [as assessed by modeller judges]  
First three places – maximum points available = 600**

<b>Place</b>	<b>Points</b>	<b>Stand No.</b>	<b>Stand Name</b>	<b>Stand Owner</b>
1	437	32	Swan View	AMRA WA
2	435	55	Rockford	US Model Railroad Club of WA
3	424	58	Eugowra	Focus Modellers

## **The AMRA WA Branch Trophy for the Best Presented Exhibit**

**First three places – Maximum points available = 200**

<b>Place</b>	<b>Points</b>	<b>Stand No.</b>	<b>Stand Name</b>	<b>Stand Owner</b>
1	184	36	Siegfried Line	Kelvin Davis
=2	176	9	Day in the life of Thomas	Connor Bombak
=2	176	45	Neceby	Dennis Ling

## **The Jack Stanbridge Trophy**

**For the Best Operating Model Railway as seen by Fellow Exhibitors  
First three places**

<b>Place</b>	<b>Points</b>	<b>Stand No.</b>	<b>Stand No.</b>	<b>Stand Owner</b>
1	18	32	Swan View	AMRA WA
=2	17	58	Eugowra	Focus Modellers
=2	17	11	Sierra Yards	Northern Suburbs MRG

## **The AMC Trophy**

**For the Exhibit Considered Best by public vote  
First three places**

<b>Place</b>	<b>Votes</b>	<b>Stand No.</b>	<b>Stand Name</b>	<b>Stand Owner</b>
1	1257	43	Paradise City	Perth Adult Lego Society
2	495	48	Sylvaplana	David Weber
3	207	41	Enniway	Fremantle and Districts MRA

A copy of the full Judging results tabulation is available from John Maker via email at [jonmaker@westnet.com.au](mailto:jonmaker@westnet.com.au) or by post from PO Box 60 MAYLANDS WA 693, please enclose an A4 size stamped, self-addressed envelope with your request.