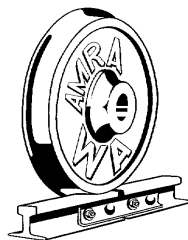


The Branchline



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

www.amrawa.com

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Frans Fatidic

Just a short note before the AGM, our Branch is running smoothly and various projects have either been addressed or are in the process of being addressed.

The outdoor area is slowly progressing but a working bee will be held in the near future.

Bayswater City Council has given us the OK to go ahead with the extension and the concrete will be poured soon.

Work on the various layouts is progressing very well with hopefully one of the newer layouts being able to go into the 2010 Exhibition.

Most of the plumbing and the electrical work has been done, some more complicated things will be done at a later date.

As this is my last Fatidic before the Annual General Meeting, I would like to thank the Management Committee for supporting our Branch and me with all the tasks that have had to be taken care of and hopefully the new Committee can continue to help this great Branch over the next twelve months.

DVDs of this year's Exhibition are now available – see Duty Officer – price \$10.00 each.

Frans Ponjee
Branch President.

ModelRail

This year's ModelRail will be on Sunday 8 November between 1000 and 1600 and will be an open day with a display of members' models aimed at assisting modellers already involved in the hobby to further develop their modelling skills.

It is intended that a selection of modelling activities will be presented by experienced modellers in a

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosie.pearce@bigpond.com

Vice President

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

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Alan Burrough – 9316 1045 [work]
email – alan.burrough@det.wa.edu.au

Niels Kroyer – 9315 9635
email nkroyer@portbouvardltd.com.au

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

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

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

Editor

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

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

way that allows the visiting modeller to interact, ask questions and learn from the presenters.

For ModelRail to be a success we will need every possible assistance – will you help? If you would like to be one of our demonstrators I would like to hear from you as soon as possible.

I would also like to hear from any other member, who is prepared to give some time to assist with the various administrative tasks that need to be done. Please let me know as early as possible if you are prepared to assist.

Alan Burrough

Railway Modelling Competition

Our Management Committee has accepted a recommendation that the Railway Modelling Competition should be held every **two years** instead of annually as has been the practice in the past.

As a result the Competition will **not** be held in conjunction with this year's ModelRail.

This will give modellers plenty of time to get their entries ready in time for the Competition to be held in conjunction with the ModelRail event in November 2010.

Alan Burrough

Mea Culpa!!

One did not need to be very eagle eyed to spot several errors in the printed version of the June issue.

Unfortunately these crept in after the proof reading and during the final tidying up prior to despatch to our printers. The major errors were due to cut and pastes going wrong and not being noticed. A couple of minor errors were caused electronically during the conversion of the original copy to .pdf format – something which happens occasionally.

All but one of the errors was spotted and corrected before the electronic copies were sent.

I've stood in the silly corner and promise to take my concentration medication next time.

Ted

From the Editorial Desk

Please note the changed deadlines and publishing dates for the October issue –

Please also note that by the time you read this my new email address – mandtt@three.com.au will have been activated.

The Branchline – October issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 12 September 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 11 September
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 12 September
- For items transmitted electronically via e-mail – 1800 Saturday 12 September email address is mandtt@three.com.au – please use subject heading The Branchline.

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

Collation, etc., will be on **Saturday** 26 September and will include Minutes of 2009 AGM

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

Editorial deadline

Assembly, etc.

December Saturday 21 November

Saturday 5 December

Ted Thoday

Literary Lines

Many thanks to the following for their continuing support with donations of books, magazines, DVDs, etc.

R. Bell, Alan Porter, Roger Powell, Ern Holland, Jim Hidden, Gary Bettison, Ken Shenton.

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

Around the Layouts

Haltwhistle. Our Management Committee has decided to purchase a Morley Controllers Vortrak 09, this is a four track controller which can be controlled either from the panel or switched to a handheld controller which will allow operators to move around the layout.

There will be four separate handheld controllers which will power Up Main, Down Main, Cumwaite yard and part of the branch line, Haltwhistle yard and part of the branch. This Controller is

smooth power and is okay to run DCC fitted locos.

Would members please ask for help on first using this controller as there are certain guidelines that must be followed to protect this controller.

Tom Stokes
Layout Supervisor

The Denver, Santa Fe and Valentine Railroad. Progress continues on several areas of the railroad. The loco service area is being wired up and, after prolonged fine adjustment, the turntable aligns correctly – when rotated clockwise. The ore loading facility at the mine proved too large for its proposed location; it has been moved closer to the SW corner and the loading tracks have been realigned. Plaster is being spread on module B and shrubbery is now growing in the crevices of the cement blocks supporting the bridge approaches at Valentine.

Whenever one wants to test out one's layout, one invites a group over to run on it. Accordingly, when the NMRA Group visited on Sunday 26 July, although the electricians performed well [both DC and DCC], several of the switches [ie. points] chose to remind us of their need for modification.

We would like to acknowledge the generous donation by Brian Norris of several pieces of rolling stock. Thanks Brian, they will be put to good use.

At the June COM meeting your author witnessed one of the least convincing product demonstrations he has ever had the misfortune to attend – especially since he put it on. D, SF & V requires walk-around controls, otherwise locos can perform all sorts of unwanted activities [eg. selective deviance at points, adopting horizontal inclinations, mating with other trains, etc.] when hiding out-of-sight on the far side of the layout. Thus your scribe pre-arranged with a chorally gifted track builder [who shall remain nameless] to have a finished layout available on which to demonstrate a multiple socket DC system with memory.

When preparing the demonstration, your scribe was somewhat under-whelmed to find that awaiting him was an unfinished layout with electrical conductivity dependent on aged, suspect fishplates. While the loco performed well over the 15cm track piece to which the wires had been attached, Brio techniques [also known as *gerfingapoken*] had to be employed on its crossing to further pieces, culminating in its arrival at a crossover, where it fell off.

Fortunately, in its wisdom, the COM agreed to purchase one unit to be trialed on the D, SF & V. As for our chorister, your writer understands the angelic choir has vacancies; I am as yet undecided whether to dispatch him as a tenor or a soprano.

Alan Burrough
Craig Hartmann
Layout Coordinators

Ansbach Branch. This layout was built by Bill Pidgeon in his residence commencing in 1973. When this residence was sold in 2005 the layout was dismantled and all elements carefully numbered. The layout was offered to our Management Committee who considered that, as the layout was of a different prototype to those represented by our existing layouts it would compliment them, the offer should be accepted.

The layout was transported to our Clubrooms and re-erected by Bill with the help of many members, particularly Dave Port, Mick Horn, Roger Solly and John Elfer. It is now complete subject to some minor adjustments and the installation of lighting for the buildings.

The layout consists of a double track main line with six storage sidings on the lowest level. The junction station with the branch line, Oberbaumbach, is on the middle level with many shunting opportunities. The terminus Ansbach is on the upper level also with scope for shunting.

It is proposed to have both shunting sessions and main line running at 1300 on Tuesdays. All are welcome and shunters are needed. Those wishing to participate are asked to meet at the layout at 1300 and contact Bill Pidgeon, John Elfer or Les Kurylowicz.

Chassis Construction

Arguably the most difficult aspect of railway modelling is constructing a chassis that is square and runs freely first time.

A recent innovation solves all the associated challenges of chassis construction. It is called Chassis²PRO and is manufactured by Avonside Works. This is a real professional piece of kit – don't just take my word for it – read the two review articles in *Model Railway Journal* No. 191, Avonside's advert on the back cover and visit www.avonsideworks.com

Right Man for the Job

While it is not uncommon for our illustrious Treasurer to withdraw \$50, it was somewhat unusual to observe him making this withdrawal – from the rubbish bin in our Library. Patrons gasped in awe – briefly – then, following his departure, upended the receptacle in search of further windfalls. Rumours of other secretion locations led to the inversion of tables, chairs, fridges and other furniture throughout the clubrooms, all to no avail.

My theory [too late – I've tested it before you read this] suggests a false bottom in the Library bin conceals a certain type of printing press capable of maintaining a healthy Club financial position – evidenced by the above withdrawal.

Yet another example of the financial foresight of our funds manager, making provision for the leaner times our Club may one day face.

A. Nudda Nonymouse

Around the SIGs

Great Western Railway Special Interest Group – The topic for the June meeting was the GWR Horse Power [four-legged variety]. Horses for courses! There were two main applications of genuine horse power on the GWR –

- for pulling road trailers of various types and sizes for the pick-up of goods from customers and delivery of goods to customers who, in either or both cases, were not close to a GWR railway station and who did not have their own cartage facilities, and
- for moving wagons and vans around a goods yard in the absence of a steam locomotive.

There were different types of horses for these applications and for cartage work there were different types of horses used for different load types. The horse was the only mobile power unit available for cartage work on the GWR for many years and, despite the introduction of mechanical cartage on the GWR in 1902, the horse kept going, in decreasing numbers of course, in the following years.

To give some idea of the number of horses in cartage service on the GWR, there were over 3000 in 1909, reducing to 2896 at the end of 1925, to 2828 at the end of 1926, to about 2000 at the end of 1935, to 1773 at the end of 1936 [of which 500 were employed at Paddington for London deliveries] and even in 1945 the total was almost 1000. By another nine years, the horse was no longer being used by the GWR for cartage work. They finally disappeared from places like Evesham in 1952 and from Paddington in 1954.

In the case of shunting horses, it is not entirely clear just how many the GWR had at its peak. By about 1890 the Company owned 117 horses solely used for shunting purposes in various parts of the country. This would undoubtedly have increased up until the First World War but by 1925 the last shunting horse was used at Paddington. The calibre of horse required for this job was a high starting torque at low revs and for this the heavier draught horse breeds were used.

To feed the large numbers of horses was a mammoth task and so a very large Provender Store was built at Didcot [it was demolished in 1976]. The weekly consumption of forage averaged 1000 sacks of oats, 220 sacks of beans, 480 sacks of maize, 110 tons of hay, 16 tons of oat straw and 18 tons of bran, while 40 to 50 tons of straw were used for bedding. The Provender Store was also the repository for medicines, blankets, linseed and other equine needs, all of which had to pass through this store before being distributed around the system.

In the London area, a new single storey set of stables were built in 1876 in South Wharf Road, adjacent to the Paddington Basin of the Grand Union Canal and were known as the Mint Stables [after the nearby public house of the same name]. In 1884 this complex had a second storey added onto it, and this included a farrier's shop, vet. Dispensary, harness room and a mess room and offices for the staff were also included. In approximately 1897 a third storey was added and finally, in 1910 a fourth storey was added.

In every extension the builder was told that "the existing roof was to be removed and replaced when the extra storey was built". In all the extensions the inward and outward appearance of the extensions had to match the existing buildings. There were of course, stables at most stations for one or more horses according to requirements. There was even a Home of Rest [for horses] at West Ealing.

A full set of facilitation notes is available on request.

After a short break we returned and commenced with –

New Acquisitions –

Terry Emerson – showed a book *GWR Sheds in Camera* by Roger Griffiths [Guild Publishing] that he acquired via eBay.

Alan Porter – had a new book from Ian Allan Ltd. *BR Western Region in Colour* by Lawrence Waters, he also showed another book *Illustrated History of the Travelling Post Office* by Peter Johnson and published by OPC.

Ron Fryer – showed two trains. One consisted of a Class 22xx Collett 0–6–0 GWR tender locomotive pulling eight empty open wagons plus a GWR TOAD brake van and the other consisted of a rake of assorted vans [made up of three cattle trucks, one Siphon H bogie van and five general vans plus another GWR TOAD brake van. They had all sat in a cupboard for a number of years but were in excellent condition. Ron bought the lot for \$140.00. Very good value indeed.

Doing Things –

John Brenchley – showed two kits that he has built, a SR Cattle wagon and an 8-plank open wagon, both from the 2mmScale Association. The underframes are all etched brass and the detail is superb. He has yet to paint them.

Alan Porter – talked about his continuing plans for his Wills Water Mill kit – it is progressing well in the planning stage.

Ron Fryer – talked about the Metcalfe N Scale card kits of railway cottages that he is tackling for *Durham Town*. He now knows why he has chosen OO for his preferred scale!

Great Western Railway Special Interest Group. The subject for the July meeting was the GWR Diesel Shunters.

The British standard gauge diesel shunter for general rail application dates back nearly 77 years to 1932 when the LMS Works at Derby constructed an 0–6–0 diesel shunting locomotive on the frames of a LMS Class 1F tank locomotive No. 1831 originally built in 1891. This machine proved to the LMS that a diesel locomotive was greatly superior to a steam locomotive for shunting duties – it did not need a fireman, it could be shut down and restarted as and when required and it did not require frequent journeys away from the job to top up with coal and/or water.

Having shown the way with a diesel power unit but with frequent failures of the transmission equipment, it was used on shunting duties at Derby until 1939 when it was converted to a Mobile Power Generating Unit MPU3 in which form it served at Coventry, Crewe and Derby during WW2.

Between 1934 and 1936 the LMS ordered a variety of diesel shunters and in 1939 and 1940 three of the shunters, Nos. 7069, 7071 and 7076 were loaned to the GWR for a short period before being loaned to the War Department.

Leaving the LMS to LMS SIG, we now turn to the GWR. The Hawthorn–Leslie salesmen must have been peddling their 350hp diesel shunter design around the traps for, in addition to the loan of 7079 to the LMS in 1934 and its success having been proven by 1935, an almost identical diesel electric shunter appeared on the GWR in 1936 – it was given GWR No. 2. It and LMS 7079 carried the classic cast Hawthorn–Leslie maker's plate on each cab side. The shunter, GWR No. 2, was purchased outright from the beginning and was renumbered by BR 15100 [being the only GWR locomotive to be renumbered when passing into BR ownership]. It was withdrawn in the late 1950s.

After WW2, the GWR designed seven more diesel electric shunters to serve with No. 2 [which was to have been numbered GWR No. 500] but these were not built and put into service until BR days. These seven diesel electric shunters were essentially identical to the later BR Class 08 and renumbering of a Bachmann or a Hornby model of a Class 08 is all that is required to make a model of any of Nos. 15101–15107.

The only other GWR diesel-mechanical shunter was No. 1 purchased by the GWR in April 1933 after a short period as a demonstrator. It was built by John Fowler & Co.[Leeds], the famous traction engine and road roller manufacturer. It was painted GWR green, fully lined out and carried the words GREAT WESTERN' on the cab sides above and below the cast metal maker's plate. It worked in the yards at Swindon until March 1940 when it was sold to George Cohen, Sons & Co.Ltd, Stanningley, Leeds, who resold it late that year to the Ministry of Supply.

Much more information is included in the facilitation notes which are available on request.

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Barry Peacock was under the impression that the subject for the night was the GWR Bogies and had come prepared, so not to disappoint him whilst we had a hot drink and a biscuit or two we held an informal discussion on bogies – GWR style. Barry had several different types to show us, most of which he had adapted to look like the correct format of the various GWR bogies. This is a subject that we could spend some more time on in the future – one of next year's subjects maybe.

New Acquisitions –

Ron Richards – showed us his new Dapol wagons – GWR shirtbutton, Fruit D van, GWR 5–plank open wagon and GWR 20–ton Loco coal wagon.

John Brenchley – showed the latest copy of the *Journal of the Great Western Study Group*.

Terry Emerson – showed a set of 5 DVDs call *The Decades of Steam 1920s – 1960s*.

Barry Peacock – told about his purchase from Great Western Trains, Safety Bay of a GW Clerestory half brake, half third coach that he is now 'amending' to something else. We await with bated breath!

Ron Fryer – had four books to show that he had bought secondhand although they were in excellent condition, as follows –

- *GWR Service Timetable Appendices 1945* published by D. Bradford Barton Ltd.
- *The Heyday of Steam in South Wales* by Derek Huntriss published by Ian Allan
- *On Cambrian Lines* by Derek Huntriss published by Ian Allan
- *Great Western SWINDON* by Robin Jones published by Mortons Media Group

Doing Things –

John Brenchley – showed a GE Cattle wagon – a 2mm plastic kit with an etched chassis. Also a 2mm Association kit of a GW Cattle wagon with an etched kit. He must have the patience of Job!

British Railways Special Interest Group. The subject for the June meeting was the BR Peaks [Classes 44, 45 and 46] Diesel Electric Locomotives.

In 1955 the Modernisation Plan produced by the British Transport Commission proposed the replacement of the steam locomotive by electric and diesel locomotives and by electric and diesel multiple units [EMUs and DMUs]. Originally pilot orders were placed for three types as follows –

- Type A – 800–1000hp for freight traffic
- Type B – 1000–1250hp for mixed traffic
- Type C – 2000hp and above for heavy duties

The Type C locomotives ordered were –

- ten 2000hp diesel electric locomotives from English Electric [using EE engines and transmissions] and destined for the Eastern Region,
- five 2000hp diesel hydraulic locomotives from the North British Locomotive Co. [using MAN engines and Voith transmissions] and destined for the Western Region,
- ten 2300hp diesel electric locomotives from BR [using Sulzer engines and

Crompton Parkinson transmissions] and destined for the London Midland Region.

The locomotives in [a] were the prototype for the 1Co–Co1 Class 40s, those in [b] were the Class 41 A1A–A1A Warships and those in [c] were the 1Co–Co1 Class 44s and it is these last mentioned that are the subject for the evening.

The BTC placed an order for ten 2300hp diesel electric locomotives with BR Derby Works in December 1955. Construction started in mid–1958, the first one being completed in April 1959 and the last one appeared in February 1960. They were very heavy locomotives weighing in at 133.1 tons and, as the axle loading requirements could not exceed 17.5 tons, they could not be carried on six axles. A leading pony truck was eventually incorporated in the bogie design, thus we get 1Co–Co1 wheel arrangement and this reduced the axle loading to 16.63 tons.

They were originally numbered D1 – D10 and subsequently, under the TOPS scheme, 44001–44010 in the same order. They were named after mountains in England and Wales, thus the Class name Peaks came into being. Their performance was, however, somewhat disappointing and with the arrival of the Class 45s they were allocated to Toton Depot where they spent the remainder of their working life until withdrawal between 1976 and 1980.

During 1957, before the first Class 44 was even started, a batch of 127 locomotives to the same design was ordered with the slightly more powerful Sulzer 2500hp engine. They were slightly heavier [136.1 tons] but basically their characteristics were the same as the Class 44s. In 1960 construction started at Derby Works on D11 – D49 and at Crewe Works on numbers D50 – D137. In 1967 a refurbishment programme was introduced to improve their reliability and all members passed through Derby Works during the late '60s.

Initially seventeen of the locomotives were named, sixteen after various Regiments and Corps of the British Army and one after a destination on the London Midland Region!! Not one English or Welsh mountain was included but the Class was still known as Peaks. The final Class 45s were withdrawn in 1988.

In 1959 the BTC ordered a further 76 locomotives from the Derby Works, basically the same as the Class 45s but with Brush transmission in place of Crompton Parkinson. Only 56 locomotives were actually built [the left–over parts were used in the building of the Class 47s but that is another story]. This fleet of 56 locomotives became Class 46 Peaks [none being actually named after any peak!]. The last Class 46 was withdrawn in 1984. Four were kept by the BR Research Centre in Derby [No.46009 being used for the British Nuclear Fuels flask collision at Old Dalby – a rather spectacular ending to its life.] A full set of notes is available on request,

New Acquisitions –

Tom Stokes – showed his models of the Oxford Diecast 00 Daimler hearses [one with a coffin that he has put into it complete with floral tributes]

Geoff Mercer – showed his new Dapol 00 Track Cleaning Car.

Terry Emerson – showed a secondhand book that he had acquired – *Western Australia Government Railways – Rules 1962*.

Steve Rayner – brought in his purchase from the Exhibition, a Hornby Dublo Breakdown Crane set complete in its box. Definitely a collector's item but very usable.

Ron Richards – showed a model of a signal box and gantry that he bought secondhand. He

Where we meet and when

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

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

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

Programme

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

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

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

August

Saturday	15	[8]	The Branchline assembly followed by General Activities
Monday	17		Annual General Meeting
Tuesday	18	[9]	Daylighters Group – daytime meeting
Wednesday	19	[10&11]	Great Western Railway Special Interest Group meeting – GWR Coach Bogies
Friday	21	[12&1]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	22	[2]	General Activities
Tuesday	25	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	26	[4]	British Railways Special Interest Group meeting – Open merchandise wagons

Friday 28 [5] **N Scale Special Interest Group** meeting – layout construction
General Activities – S Scale Running Night

Saturday 29 [6] **General Activities**

September

Tuesday 1 [7] **Daylighters Group** – daytime meeting

Wednesday 2 [8] **LNER Special Interest Group** meeting – topic to be notified

Friday 4 [9] **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 5 [10&11] **General Activities**

Monday 7 [12&1] **Share an interesting video with other members.**

Tuesday 8 [2] **Daylighters Group** – daytime meeting
North American Railroads Special Interest Group meeting –
Large Scale Special Interest Group meeting –

Wednesday 9 **DCC Special Interest Group** meeting – Naval Base

Friday 11 [3] **N Scale Special Interest Group** meeting – layout construction
General Activities

Saturday 12 [4] **General Activities**
Note – revised deadline for October issue of The Branchline.

Monday 14 [5] **S Scale Special Interest Group** meeting – Bogies, wheels and wagons of the WAGR/MRWA in S scale. Train running on *Swan View*.

Tuesday 15 [6] **Daylighters Group** – daytime meeting

Friday 18 **N Scale Special Interest Group** meeting – layout construction
General Activities

Saturday 19 [7] **General Activities**

Tuesday 22 [8] **Daylighters Group** – daytime meeting
North American Railroads Special Interest Group meeting –
Large Scale Special Interest Group meeting –

Wednesday 23 [9] **Great Western Railway Special Interest Group** meeting – Bring, run and tell about a GWR train

Friday 25 [10&11] **N Scale Special Interest Group** meeting – layout construction
General Activities – S Scale Running Night

Saturday 26 [12&1] **The Branchline assembly** followed by
General Activities

Monday 28 **Queen's Birthday Public Holiday** – no meeting

Tuesday 29 [2] **Daylighters Group** – daytime meeting

Wednesday	30	[3]	British Railways Special Interest Group meeting – Bring, run and tell about a BR train
<h2>October</h2>			
Friday	2	[4]	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	3	[5]	General Activities
Monday	5	[6]	Railway Bridges – different types for your layout
Tuesday	6	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	7	[8]	LMS Modellers Special Interest Group meeting – Modelling the contribution of the Lancashire and Yorkshire Railway and the other English constituent railways to the LMS.
Friday	9	[9]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	10	[10&11]	General Activities

(Continued from page 9)

intends to modify it to look GWR-ish. The purpose of it is to hide a point motor.

Terry Hammond – produced a rather long list of items that he had to show. The first four items were from City Models –

- Hornby R2581 BR 4–6–0 N–15 30764 *Sir Gawain* steam locomotive, weathered and included a whole package of bits to be fitted including driver and fireman. \$140.00
- Hornby R2685 BR 4–6–2 West Country class locomotive *Bude* with LMS tender [1948 trials]. It also included a package of bits and pieces as above. \$150.00
- A Metcalf kit MQ054 Red Brick Sheets. Contains a really useful assortment \$19,95
- A copy of *Trains Illustrated No. 29 Express Trains*. As it covered several Southern expresses Terry was happy. \$1.00
- A book/magazine *Flying Scotsman* edited by Nigel Harris published by Silver Link \$5.00
- Next was a Wills Scenic Materials pack – Corrugated asbestos from Maylands Model Railways \$10,00 [\$18,00 new]. Seems quite a good bargain,
- A book *Somerset & Dorset Locomotive History* by D. Bradley & D. Nilton, published by David & Charles, printed 1973. £3.50 from Mike Edwards.
- Hornby Scenics – eight bags of scatter material at half price \$5.30 down to \$2.65
- Jigsaw puzzle Age of Steam series – At the Station – LMS 4–6–0 6138 locomotive – 1000 pieces \$25.00
- A DVD *Vintage Steam* \$5.00 ex–Maddington Markets
- Another DVD *Extreme Trains – High Speed Trains and Crash Investigations*. A

Birthday present from his son and, finally, his purchase, which he could not as yet show, a cast-iron notice of Southern Railway origin, that he had bought from a York Antiques Shoppe. He is awaiting its arrival and we hope to see it at the next meeting.

Doing Things –

Graham Horton – demonstrated his 3-drawer carry box [a flat-pack kit from IKEA] all inclusive – \$20.00.

S Scale Special Interest Group. The Group's June and July meetings were well attended with 33 and 44 keen members, respectively. The event for the June evening was billed as a Bring and Show and gave the members the opportunity to evaluate the display of *Swan View* at the Model Railway Exhibition.

The meeting was opened by Graham Watson at 2020. Stuart Mackay was unable to attend the meeting as he was on a short holiday in Dunsborough and Brian Norris was unwell. So it fell on Bill Gray to write up the notes for the meeting. Visitors welcomed to the meeting were Neill Turner, Brian Muhling, Stuart Donetta [Keith's brother], Torquin Beckett, and Alan Meldrum.

Discussion took place regarding the Exhibition which, from all accounts, went well, with the costs being covered by the end of Sunday. While *Swan View* won the Richard Smart Trophy for the Best Scenery, the Jack Stanbridge Trophy for the Best Model Railway and the Bill Gardner Cup for the Best Model of a Railway. Kelvin Davis, a keen member of the Group received the Best Presented Stand award for his layout of the World War II, *Siegfried Line*.

The lighting on *Swan View* received many favourable comments and thanks were expressed to Murray Hartzler, John Hatch and Graeme Mackay for providing the system. Thanks were also expressed to Murray and Brian for coordinating the layout operations and to Simon Mead for the new and additional points control panel. There were some comments on minor issues. They included not enough trains being out where the public could see them, some models near the front of the layout were in shadow and the members manning the Demonstration tables probably needed to interact with the public a bit more. The inevitable question arose as to what layout to display next year? Bindiup won't be available. If it is not sold in the next couple of months it will be broken up. Bill Gray also called for articles for the *ASn Modeller* magazine for the coming editions.

The theme for the June meeting was to bring and show a current modelling project.

Gary Gray showed his model of a WAGR bogie cool storage van, built by joining two EB kits together on an RCA wagon underframe. There was some discussion regarding the colour of the refrigeration unit which is blue in some photos. Gary also showed a set of GA Models LA ballast wagons, all joined together with No. 4 fishing swivels. The height of the models makes using KD couplers difficult. The fishing swivels are also much cheaper than multiple KDs.

Bill Gray showed this year's Exhibition project, an EB cool storage van. This is the first Railwest Models kit he has modified to provide a new class of wagon.

Murray Hartzler showed three S scale model trucks, made by Vanguard, which he purchased for a good price at the Exhibition. These were a Commer, a Bedford S type, and a Thames Trader. He now has a dilemma because one of them was a limited edition model. Should he give it the chop to Western Australianise it, or not?

Roger Palmer showed a Railwest Models D class van he put together at the Exhibition. He also

showed a JH tanker built from a GA Models kit and some superglue accelerator, very useful for making the super glue go off on white metal bogies.

Charles de Bruin showed a Railwest Models Z class he has been building, with a few modifications, including a hand rotary pump on the running board, and his photographed number plates.

Neil Blinco showed his V class loco, which performed extremely well during the Exhibition. It was built on a Bachmann Berkshire chassis, with altered valve gear.

Paul Tranter showed an On30 set of points he purchased at the Exhibition. The sleepers are very close to WAGR size and spacing, albeit a fraction long. They are a No. 5 turnout, a bit sharper than a Peco medium radius turnout.

John Hatch talked with Tony of Model Etch at the Exhibition about doing a brass etch of the CXB sheep wagon he is working on. **Greg Aitken** purchased some ladders from Tony for his VFA van and JN tank wagon and they look very nice.



One of Greg Aitken's VFA vans modified from an X class models VF van kit with an etched brass ladder, from Model Etch.

Gray Pilmoor showed a couple of HO scale double stacked container wagons. These are American vehicles which Gary has Australianised. He also showed a sheet of Australian National decals which he made on a laser printer, using a sheet of laser decal paper he bought from Stanbridges and a spray can of Brunswick Green auto touch up paint. The colour is almost perfect for AN green.

Graham Watson showed a book on the *History of the Pinjarra to Narrogin Line* by Roger Sollis. It was being sold at the Exhibition by the Hotham Valley Railway. He also showed the new Railwest

one piece D van kit, which is basically a box, to which the ends and roof are glued to complete the body, thus saving any difficulties in getting the body square. Finally, he showed a jig which he uses to get the axles on four wheel wagons parallel, the right distance apart and with the wheels in line.

After the usual coffee break, the *Swan View* layout was re-erected in the layout room.

The Group's July meeting was well attended by 42 members and two visitors. Mike Milner was also a welcome member, he had made the long trip up from Busselton.

The formal part of the meeting was opened at 2030 with an introduction by Graham Watson. Graham referred members to the recent email describing the new items available from Railwest Models and more specifically, to the availability of a parts kit for those who want to scratchbuild a WAGR N class 4-6-4 steam locomotive. A complete kit of a D van will also be available in the near future to complement the V van kit released this evening. Graham also asked for a few volunteers to help Simon in laser-levelling the *Swan View* layout at the conclusion of the formal part of the meeting.

As usual the meeting began with an interesting bring and show.

Charlie De Bruin showed his recently completed S class locomotive with detailed pipework and an open roof hatch which Charlie modified on the original kit. The locomotive was subtly weathered and really captured the reality of the steam era.

Ralph Horley showed how he has been modifying the Bachmann 03 chassis to accommodate the Railwest one-piece casting of the Z class locomotive. Ralph completely dismantled the loco and carefully filed down the split frame chassis block which was too high to fit under the long hood.

Stuart Mackay showed his recently completed kit of a three-road locomotive shed. The shed started life as a 4mm scale shed for the British market by Pikestaff Depot. Stuart's long-time friend Graham Horton found it surplus to his needs and offered it to Stuart. The kit comes in blue injection moulded styrene panels which can be built to suit the heights and widths of N gauge and OO locomotives. With a little further modification to the width and the height of the doors and the addition of the optional concrete plinths to raise the height, it can be used as an S scale shed. The shed resembles the loco shed on the MR line at Watheroo and would be a nice addition to a layout recalling the post-world war II period.

Stuart also showed a couple of the X class variants he is currently building from his X-class models kits. One was an XA on the mechanism supplied with the kit and the other was an X class [or an XB] with the alternative floor to suit the Bachmann DD40 mechanism. The DD40 is due to be re-released by Bachmann this year and is an eminently suitable source of mechanisms providing two X class mechanisms from each DD40 model.

Finally, Stuart showed two examples of the GA models LA ballast hoppers he has recently assembled. These are delightful little models which ran in un-braked blocks of eight or more on work trains all over the system. Joe Moir reminded the members of the differences between the L and LA types. Andrew May's website describes and explains the history of the L/LA wagons and their differences which is more than just the addition of hungry boards. The L's were an earlier version of the LA.

The GA Models LA kit comes without hungry boards and these can be added by the modeller. The casting method used prevents the hungry boards being included in the one-piece mould. The MRWA also had a hopper wagon classed O [64 units] built by the WAGR for the MRWA and absorbed by the WAGR in 1964. They were reclassified L and these had significant differences yet

again to the LA version. It is believed that none of the MRWA versions are preserved. A photo of the MRWA version of this interesting hopper is also include on Andy May's web page.



Models of LA wagons, minus hungry-boards on Medullup Railway.

The original outline drawings show brake and hopper wheels but most photos and surviving wagons at the Museum, Bennett Brook and at Mingenew have handles rather than wheels. Simon Mead said that the wagon at Whiteman Park had blocks between the springs and the sole-bars to raise the heights of the wagons just as Gary Gray has done on the rake of wagons he has built. The discussion which the models raised was valuable for those intending to assemble kits of the LA wagons.

The main topic of the meeting was the making of etched brass parts for models of various scales. Brian Norris and Lynton Englund have both had success in producing etched brass bits and fittings for models using simple, inexpensive low-tech methods. Brian began the talk by showing the disposable black meat trays, plastic tools and etchant he uses to etch the brass sheet. Brian uses a computer with the Word drawing facility to draw the desired item.

In Brian's case he drew fences and gates for end platforms for the Gilbert cars and AV/AS/AQS coaches. These are then printed from the computer and photocopied onto etching paper. The blue etching paper is then ironed onto brass sheet leaving a black resist outline on the brass. The brass strip is then placed in a tray of the etchant for up to three hours, dissolving the unwanted brass and leaving the desired part or fitting. Discussion ensued regarding the safety measures required when working with caustic liquids and the gear required, such as safety goggles, gloves, plastic tools and

the appropriate handling and disposal of spent etchant material.

Lynton endorsed Brian's narrative and described additional methods he used to produce etched brass fittings. Name-plates and number plates lend themselves to the etching process using dry, rub-on letters and numbers [such as Letraset or similar] which form the resist for etching using a powder/water mix of etchant. Lynton has also drawn outlines directly onto brass strip using fine permanent marker pens with good results. For those who wish to use these methods Lynton referred modellers the Feb and October, 2004 issues of the *Australian Model Railway Magazine* which describes the process in more detail.



An LA wagon on display at Mingenew in 2008, without the hungry boards.

Thanks to Bill Gray and John Hatch for taking notes at the past two S Scale meetings while Stuart Mackay has been enjoying a bit of a rest. Stuart reports that his latest treatment has been successful at this stage and he thanks all the members of the Branch for their expressions of concern and best wishes.

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

Contact Stuart Mackay on 08 9310 3858 or 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

British Railways Special Interest Group. The subject for the July meeting was a BIG, BIG subject and what follows in the facilitation notes only scratches the surface! Maybe we will explore further at some future date.

The first part of the Notes explains Registration Marks, these are what we would normally call Number Plates. The system used in Britain seems, at first glance, to be very complicated but it isn't all that hard to understand [provided you have a Ph.D.]!

A rundown of the system as it has evolved from 1903 through to the present follows in the Notes and may be useful background information. It may also assist in correcting the number plates of model road vehicles, the prototypes of which were first manufactured **after** the year[s] indicated on the number plate of the models.

The second part of the Notes tells us of the Ready-to-Use 4mm/ft scale models of road vehicles of the 1950s and 1960s by the manufacturer of the models and just how accurately scaled they are or are not! Following on from this information a very useful bar chart for the period 1945–1984 is included at the end of the Notes. It illustrates the time span when various vehicles were made and when they were no longer in production but common on the roads. It includes some of the RTR models available up to 2007. However, it omits many, many RTR models which have appeared since 2007 and so a further tabulation has been included within the Notes in an attempt to fill the gap.

These notes are available on request.

New Acquisitions –

Terry Hammond/Ron Richards – showed their PO wagons that they received as part of their Bachmann Club memberships. We gave some thought and discussion as to whether the Club fee of Stg£33 was worth it. The wagon concerned was a 7plank end door, open wagon *Thomas Hunter Ltd, Rugby* [Bachmann p/no.37-2009k]. Terry also showed a booklet [secondhand] called *The Horse Bus as a Vehicle* by Charles E. Lee, that he had purchased.

Steve Rayner – showed some N scale vehicles by Farish [Minis & FX4 Taxis]. Two points were expressed by Steve that they were not a patch in quality on Oxford Diecast models and were much dearer. Steve also showed a Farish [Bachmann] Class 73 Electro-Diesel Bo-Bo locomotive 73138 in BR blue [large logo] in N scale.

Nick Pusenjak – showed two Oxford Diecast models of the same vehicle, a Daimler DS420 limousine in white, one in 4mm scale and the other in O scale. He owned a 12in/ft version for 14 years and can vouch for the accuracy that the models have.

He also showed a TRUX model of a Sydney Leyland Atlantean D/D Bus in 1:76 scale. His final showing was a new Hornby SR Schools Class 4–4-0 locomotive and its 1981 Hornby version for a comparison. The 1981 version stands up surprisingly well.

Doing Things –

Ron Richards – informed us that he is at present wiring up his control panel on his new layout.

Terry Hammond – showed us a set of rears of houses that he has adapted from Metcalfe kits. He has also built all the various rooms, stairwells, etc. from scratch and he intends to suitably decorate then illuminate them. It just shows how versatile Metcalfe and Superquick card kits are.

Contact persons for Special Interest Groups are:

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

From the Scribe's Quill

Meeting No 323 – June 2009. The major items of business dealt with at this meeting were –

- The preliminary outcomes of the Exhibition were discussed. All in all it was a very successful event, with attendances near 12500 for the weekend.
- Damage was caused to the Robinson Pavilion during the setup. AMRA paid \$99 to make the building safe but without admitting liability.
- The Committee agreed to attend the Wembley Downs Fair again this year, on 31 October. The *Goldfields Line* will be displayed.
- The lighting used on *Swanview* at the Exhibition was considered very good and would be easily adaptable to all AMRA-WA layouts. The cost of a set of lights would be investigated and a firm proposal developed in due course.
- Proposed works around the clubrooms include tree lopping to reduce the influx of leaves into the clubrooms and concreting a pad on the north western side of the building.

Meeting No 324 – July 2009. The major items of business dealt with at this meeting were –

- Installation of the lockable cabinet to store videos and DVDs is continuing. All electrical work in the library area has been completed.
- The Committee accepted a quote for \$8250 to concrete the pad leading to the current storage area. The works will be carried out when the contractor's timetable permits.
- The Committee made a contingency to cover the potential costs of repairing damage to the Robinson Pavilion that was caused during the setting up of the Exhibition. AMRA's insurance company has already been informed of the potential claim.
- The Branch will be obtaining some DVDs of the 2009 Exhibition that will be available to members at a cost of \$10. The DVD is a series of shots that might be used in 2010 TV advertising.

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 –

Submission deadline	for	Committee meeting
10 September		17 September
8 October		15 October
12 November		19 November

Membership Matters

I do hope you have all been using the time when the rain has been falling to good use.

Time is coming upon us that for those who have not renewed yet to renew their membership. If you wish to renew at our Clubrooms then you have until the middle of September to do so, otherwise you will have to renew online through the Association’s web site or send in your renewal yourself.

Since the last issue of *The Branchline* the following people have joined our Association.

Drew Graham	Carramar	9mm
Mark Galatowitsch	Nedlands	HO
James Hidden	Koongamia	O 7mm
Ian Spencer	Clarkson	
Clare Gartner	Mount Lawley	45mm
John Gartner	Mount Lawley	45mm
Brian Hansord	Swan View	HO
Desmond Houldsworth	Maddington	HO OO
Brian Muhling	Kenwick	O OO Sn3.5
Neill Turner	Woodvale	Sn3.5
Alan Meldrum	Como	OO/HO
Charles De Bruin	Jane Brook	Sn3.5
William Quartermaine	Thornlie	HO
Simon Clarendon	Narrikup	Sn3.5 On30

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