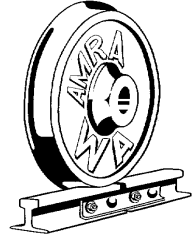


The Branchline



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

www.amrawa.com

Issue 195 October 2009 Vol 32 No. 5

Frans Fatidic

Another year and a new Management Committee. I would like to welcome Ralph Cope, our new Secretary, and Committee Member Craig Hartmann, both have been on our Management Committee before and I hope they will enjoy themselves this year.

I would like to thank the outgoing Committee Members Neill Phillips and Alan Burrough for their fantastic support over the years.

It was nice to see so many members at the 2009 Annual General Meeting which made the night go very smoothly. My special thanks to Barry Keens who once again came down to Perth to especially run the elections and once again did a great job. I must congratulate Ron Fryer and Alan Higgs for receiving their Meritorious Awards and Alan Burrough for the Ted Thoday Clubman of the Year award – the respective citations are below.

This year we hope to get the new building underway and do more maintenance on our club rooms and their surrounds, we will need everyone's help to keep this Branch one of the top Model Railway clubs in Australia.

The Management Committee has decided to again put out surplus magazines for members to purchase but please when you go through the magazines do not leave them in a messy state, make sure you put them back in the appropriate spot where you found them. If you are looking for magazines to fill the holes in your personal collection this is the place you should look.

The cleaning of our Clubrooms still leaves a lot to be desired and I urge all Groups to make sure the cleaning is carried out as specified on the appropriate date otherwise another solution will have to be found.

Christmas Social Function. Please make a note in your diaries for Saturday 5 December, starting around 1700 for members and their families to get together for a bit of Seasonal good cheer, etc. Look forward to seeing you there.

Please note our new email address – rosieandfrans@netspace.net.au

Frans Ponjee, Branch President

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

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Meritorious Awards

As Branch President I had great pleasure in presenting, on behalf of the Association's Committee of Management, Meritorious Awards to Branch members Alan Higgs and Ron Fryer at our Annual General Meeting.

Frans Ponjee

Alan Higgs

Alan has been an Association member since 1989 and has been involved in all aspects of our Branch's activities. Alan was on our Branch Management Committee for several years where he became involved in preparing the initial paperwork for a proposed extension, which hopefully we can make a start on this year.

For many years Alan has planned, prepared and help erect our Exhibition barricading, spending every day at the Exhibitions helping out in various positions as required.

Alan was, and still is, very involved with the layouts in our Clubrooms. His forte is making sure that the track work on the layouts he works on is 100% perfect, even if that means re-laying most of the layout.

Alan is a great person and always willing to help with any task that is needed in our Clubrooms.

Ron Fryer

Ron joined the Association in 1983 and has been involved with the English side of our Branch's activities, including refurbishing out *Haltwhistle* layout, rebuilding the complete village and becoming the local Vicar in the process. Ron has also built many buildings for the other layouts when requested.

Ron became involved with our Management Committee as Treasurer two years ago and managed to sort out our finances after they were left in a rather messy state and, after some very hard work, managed to turn them around to show that our Branch is in a very good financial position.

Ron has also taken on various tasks to help our Branch go ahead and to be in a good shape for the future, this includes the managing of all the finances for our Exhibition, which in itself is a very hard task.

Ron is a very valuable member of our Branch.

The Ted Thoday Encouragement Award for Clubman of the Year

It gave me considerable pleasure to present the Award at this year's Annual General meeting to –

Alan Burrough

Every Saturday and school holiday Tuesday Alan can be found under the new North American layout, busy wiring it.

He progressively plans, seeks quotes, requests Committee permission and orders the material and parts required.

As a Member of our Management Committee member he has fulfilled his duties zealously.

As House Maintenance Officer he not only arranges for work to be done, he also does the work himself, the cages over the outside lights he made himself.

When he is Duty Officer he often opens up early and you will usually find him cleaning or tidying up the Clubrooms or toilets.

When it comes to buying soft drinks for the Club, he is always on the lookout for the cheapest prices.

If anyone requests help he is more than willing to stop what he is doing and help. He attends the First Monday in the Month meetings and, of course, he has been joint coordinator of ModelRail.

Alan is the perfect Club member, easily approachable and with a good sense of humour.

Exhibition Manager's Report

Please find enclosed in Branchline an Expression of Interest Form for the 2010 Exhibition to be held on the long weekend of Saturday, Sunday and Monday 5, 6, 7 June. I would like to see this Exhibition do even better than 2009 and hope to get a lot of new Exhibitors to participate. All the information is on the form so **please read carefully**.

Frans Ponjee
Exhibition Manager

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 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

From the Editorial Desk

The Branchline – December issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 21 November 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 20 November
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 21 November
- For items transmitted electronically via e-mail – 1800 Saturday 21 November 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** 5 December and will include AGM material

Please note the intended dates for *The Branchline* publication for 2010 –

	Editorial deadline	Assembly, etc.
February	Saturday 23 January	Saturday 6 February
April	Saturday 27 March	Saturday 10 April – includes pre-exhibition material
June	Saturday 29 May – for routine material Sat 12 June – for exhibition reports	Saturday 26 June – will include exhibition reports and AGM material
August	Saturday 31 July	Saturday 14 August
October	Saturday 25 September	Saturday 9 October – will include Minutes of 2010 AGM
December	Saturday 20 November	Saturday 6 December

Ted Thoday

RailFest 2009

This year's RailFest is on Sunday 11 October at the Railway Museum, 136 Railway Parade, Bassendean between 1000 and 1700.

Features include the Power Parade – see various locos up close, model, miniature and garden railways, plus a range of other interesting exhibits and activities.

For further information see the flyer enclosed with this issue of *The Branchline*.

Literary Lines

The EM Gauge Society has provided us with a copy of Version 2 of the Society's Manual CD – Very much appreciated,.

Ted Thoday has provided copies of several sheets of Section 1 of the EMGS Manual – these relate to Track Construction and Features – well worth a look – the sheets are now in our Library copy of the Manual.

Ted has also supplied a copy of EMGS Newsletter No. 180, this is in the reading racks.

Donations of magazines, books and videos/DVDs continue to pour in, thanks everyone. The donations are keeping your Librarians busy and making our Library an even better place to do your research.

Magazines that are not required for our Library are for sale and will be placed in the racks in the Meeting Room, after one month any unsold magazines will be removed, bundled and stored ready for sale at our next Exhibition. **[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. The layout is going very well, now that we have ironed a few bad running spots in the sidings on the branch line.

The members are getting to know how to use the layout's new controllers and are commenting in favour of them.

I have run a few of my DCC locos with the controllers without any problems.

Tom Stokes
Layout Supervisor

The Valentine Run – The what? It has been decided by a higher authority [Craig] that *The Denver, Santa Fe and Valentine Railroad* was too much of a mouthful and took up too much of one's Saturday afternoon to say, so, henceforth the layout is to assume the above somewhat briefer title, though the original title is still the official name.. There was one who quite enjoyed members' mangling of the title until the tongue twisted victim eventually resorted to "the American layout" – but it may be discrete not to identify him [snicker, snicker].

Alan Higgs and Bob Green have been installing and testing Tortoises under the switches and we look forward to their [the Tortoises, not Alan's and Bob's] connection to the awaited control panels.

Craig has made an excellent job of building the Glacier Gravel kit – even the mock-up was in demand. The loco service area has been repowered after a fault was eventually tracked to a temporary connection [see awaited control panels].

Peter and Murray continue to enhance Modules F and G – the selection of station and associated structures at Valentine will be their pleasant duty.

One unit of the proposed memory* DC system has arrived and we are about to start trials. Also

accompanying it was a 110 volt transformer which will virtually assure the cremation of the unit if employed. As the warranty is voided if another transformer is used, we are looking for a volunteer trained in fire extinguisher usage and 240 volt survival.

* when the controller is unplugged, the loco continues at its previous speed

Alan Burrough
Craig Hartmann
Layout Coordinators

4th National Garden Railway Convention

The Wellington Garden Railway Group are hosting the Convention at the Fernridge School, Upper Plain Road, Masterton, New Zealand over the weekend of 20–21 March 2010.

For further details go to <http://www.culcreuchfold.ord.nz/wairarapa2010.htm>

Around the SIGs

N Scale Special Interest Group. It has been some time since the last report as there has been little time for much else.

The Group is again growing in attendance as more new members join in. There is also a good attendance for the Tuesday crew.

The layout is now really starting to look like a layout and not just a place to run trains. The temporary end has now been removed and a permanent end has been constructed. This is nearly finished with some scenery and some ballast needed to finish off. Bob and George as well as Wern have been really pushing hard to get everything finished.

The freight and engine yards are also nearly complete with just a few minor items to be finished.

The Friday crew has also been hard at it as well with the city and branch line end complete for scenery and a few buildings but also around to the yards as well. Ray has been also working hard to finish the dam and falls module but this has had a bit of a redesign whilst in progress. Eddie who is one of our newer members has done a great job on completing the scenery at the branch line end.

The harbour module has now been fully wired and the detailing is now moving along. Neil has been spending a lot of his time under the layout and anyone attending usually will find him under a module somewhere.

Steve has been inundated with ideas as the construction progresses.

Each running night is attended well and both *Frans River Line* and *WesterNRidge* are in operation for those wishing to run long to short trains

S Scale Special Interest Group. The Group's August meeting was extremely well attended by 42 keen members of the scale, attracted no doubt by the opportunity to see Jeff Austin's slide collection of the WAGR in the period 1965–1987. Prior to the formal part of the meeting, a number of members were lucky enough to purchase one of eight of the new Railwest D van kits. If they are anything like the recently released Railwest V van kit they should both be fantastic models for our layouts. So simple to build, one piece casting must be the way forward, where possible.

The meeting was opened by Graham Watson at 2030 and, prior to Jeff's slide presentation, the usual announcements were made and a number of items were brought and shown by the members.

Rob Clark brought in some nice Mucky Duck slide transfers which he has organised to be made for models of WAGR railway vehicles. Many of our locos, coaches and railcars displayed these emblems and members should contact Rob if they are interested in purchasing a sheet these S scale transfers.

Ron Fryer advised members of the decision by the Management Committee to go ahead with the store-room addition and John Maker appealed to members to attend the AGM.

Graham Watson announced that ModelRail will again go ahead this year but the modelling competition has been deleted from the program due to the small number of entries received over the past few years. Instead, modellers will be invited to display their latest models at ModelRail without the pressure of competition. The competition may be re-introduced in the future if there is interest from the membership. Graham also gave out some N class loco 4-4-4 class smoke stacks to those who were interested.

Alan Bone showed a lighting kit and locomotive cradle from DCC Concepts. The cradle comes in three sizes and sells for \$45, \$50 and \$55 depending on the size. The lighting kit enables station lighting to be varied to any brightness depending on the preference and needs of the modeller.

Ray Cooper, who is modelling Yarloop, brought and showed his very nice Class 2 station building which was at Yarloop for many years. The roof was corrugated aluminium which Ray ran through a set of rollers to obtain the desired effect.

Paul Tranter showed the recently released Railwest V Van kit that he put together since the last meeting. Paul said it was one of the simplest wagons he had ever put together and it really did look good. Paul built a jig to assemble the 4' 6" arch bar bogies which come with the kit and explained how the bogies can be tacked together in the jig prior to more permanent gluing with araldite or other two part epoxy glue.



One of the new Railwest V van kits which Paul Tranter has assembled

Stuart Mackay showed his Z9 guard's van which he built some years ago. Stuart has a pattern and mould of the roof which he offered to members who want to build not only Z9 but the shower car or the buffet car which all had the same dimensions (and roof). Hotham Valley Railway is the custodian of Z9 and the other two can be seen at the ARHS museum.

Bill Gray again appealed for short articles and photos for the ASNM Magazine. This is an excellent magazine which invites and needs the support of WA members if it is to survive.

Following the Bring and Show our invited guest and author, Jeff Austin gave a presentation of slides of the WAGR for the education and edification of those present. Thanks to Simon Mead the projector ran flawlessly and over eighty slides were shown. Jeff spoke about each of the slides and his knowledge of the WAGR system as it was in the sixties, seventies and eighties was greatly appreciated by the members.

Some of the highlights among the slides included many single and double headed X classes in various states of oiliness, one of only two modern 6 wheel LX ballast ploughs and LA ballast wagons working at Subiaco, a yellow American built XA hopper, many out-of-sheds in various combinations and orientations as well as a vast number of locational scenes, many long since gone. There were shots of engine sheds at Wagin, Narrogin, Collie and Bunbury and wheat bins at Miling, Goomalling, Hyden and Mukinbudin, numerous station buildings such as Boyup Brook, Gnowangerup and Woodanilling to mention just a few. There were signals and signal boxes, water tanks and bridges and railcars such as the Shopper and ADA/ADGs each in their finest liveries and sadly, not to forget, steam locomotives in their dying days. All the slides made for a great and nostalgic show. Thanks to Jeff for preserving them for us on film. Thanks also to Graham for asking Jeff to come along and show the slides.

The Group's September meeting was a little less well attended than the previous month's meeting with 33 members in by 2030. As usual the meeting was opened by Graham Watson with a number of announcements and several items were brought and shown by the members.

Members were again reminded of ModelRail which will be held on Sunday November 8. Members were urged to bring along a model which they are happy with and display it for the day. There will not be a competition as such but this new approach will may provide the opportunity for greater participation by the membership.

RailFest will again be held at the Museum on Sunday October 11 which could inspire members to start a new modelling project and, the annual Trek-the-Trail will be held on Sunday September 20 if you want to combine modelling with a chance to improve your fitness. Graham also put out an audit sheet, as a matter of interest, to update the number of locomotives and railcars built and owned by the membership.

Murray Hartzel brought in a copy of Jim Powe's *Trains and Railways of Australia* which is available from Big W for \$19.95, soft covered. The book has hundreds of photos on all the State railways of Australia including the WA system. More of a picture book, it's a nice one to add to any Australian railway enthusiast's library.

John Hatch showed the Group the three 1950s S scale road vehicles he bought from Perth Hobbies for \$9.95 each. It's always good to have a smattering of appropriate road vehicles on the layout.

Ray Cooper showed the fine goods shed he has been building for his Yarloop layout. The shed boasted 132 single sheets of corrugated aluminium on the roof which Ray made with plain sheets of aluminium which he had passed through a set of rollers. The walls of the shed were lightly

weathered and the roof had a hint of rust for an overall aged effect.

Stuart Mackay reported briefly on his very recent trip to the battlefields, memorials and cemeteries of the Somme and the many rail trips he had between Liverpool, London, Lille, Paris, Berlin, Potsdam, Antwerp, Bruges and Amsterdam. He also showed the Railwest D van and V van kits he has been assembling and the fourth XA hopper he has put together.



The latest Railwest D van kit as assembled by Stuart Mackay

The topic for the evening was W irons, bogies and wheels on the wagons of the WAGR. This is a problem that faces every serious S scale modeller of WAGR railway wagons. The first thing Graham did was to list the major sources of information available to modellers to accurately model the running gear of the wagons. These included the wagon outline drawings housed in the AMRA library, Andy May's Railway page on the internet and the preserved wagons at the ARHS Museum.

Graham then provided a framework for modellers which would help them in their modelling. In summary there were three eras between 1874–1972 into which the WAGR wagons fell and the running gear used on those wagons.

This framework can be summarised in the table below. [**Editor's note.** Due to space limitations it was not possible to include the table. Any member wanting a copy of the table should contact either Graham Watson or Stuart Mackay, contact details at the end of the S Scale SIG notes]. It is provided only as a helpful guide and modellers should check the running gear on the particular wagon they are modelling before proceeding.

Graham cautioned that there are exceptions to wagons which do not fit this framework and this is where research is vital. Once again a careful study of the wagon outline drawings housed in the

(Continued on page 11)

Good, Bad and Goody Twoshoes go Train Spotting

When Goody Twoshoes was little a film crew built a rail crossing in the desert near her home and shot a scene with an old time train. Good and Bad asked Goody Twoshoes what she would like for her birthday [the fifth one this year]. Goody wanted to see the trains in the desert. Good and Bad didn't think much of that idea – there are no train tracks in the desert, they said.



Goody, being Goody, insisted, using the “you promised me, you said you would” tale, so off they set in Bad's battered old ute.

After a while they saw a sign which said ‘Rail Crossing’ with a red flashing light and ringing bell but there were no tracks. Good and Bad said, ‘told you so, no tracks, no trains’.

Big black clouds were gathering in the distance, rumbles of thunder could be heard and flashes of lightning seen.

The thunder got louder and louder, the lightning flashes closer and closer.



Then above the noise of the storm could be heard the Whooooo, Whoooo, Chuffity, Chuff, Chuffity, Chuff of an old time train.

Goody's birthday wish had come true.

Thanks to Chris who sowed the seed for this, to Ashley for taking up the challenge and drawing the cartoons and to T'Editor for telling the story. We'll leave the reader to work out the identities of G, B and G T.

(Continued from page 9)

AMRA library, reference to Andy May's Internet page and a visit to the preserved wagon at the ARHS Museum will be helpful in coming up with the correct running gear for the wagon/era you are modelling.

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

Great Western Railway Modellers Special Interest Group. The subject for the August meeting was an in depth look at GWR Coach Bogies.

Until 1874 the passenger carrying vehicles on Britain's railways all had either four or six-wheels which were mounted directly onto the underframe. It was the growing need for increased passenger carrying capacity, the demand for onboard facilities [such as better lighting, heating, toilets, beds and catering] and the desire for still greater speeds that forced a change in how coaches were constructed.

In contrast, in North America, the early railways tended to be pushed through as expeditiously and cheaply as possible. Consequently tracklaying was not as well engineered as on the British railways and the routes taken were not always the best, more pronounced curvature and more severe gradients were accepted, consequently American railways used bogied rolling stock virtually from the start.

On the well-engineered lines of the British railways the six-wheeler was a cheaper option than the bogie coach and so British railways muddled along quite happily until 1874. In that year the Midland Railway produced the first British bogie mounted railway coach.

The GWR had started to build eight-wheeled coaches for the broad gauge in 1876 but the four axles were fitted directly to the underframe with the outermost axles having sufficient lateral play to allow the coach to negotiate curves.

The first GWR coaches built with independent bogies were produced in 1888 and they facilitated the conversion of broad gauge coaches to standard gauge a few years later.

Broadly speaking passenger carriage bogies on the GWR developed as follows –

- | | | |
|----|--|-------------|
| a. | Dean suspension bogies | 1880–1903 |
| b. | Plate frame wooden bolster bogie | 1904–1906 |
| c. | Equalised bogies of American design | 1906–1914 |
| d. | 9ft. wheelbase fishbelly light bolster bogie | c.1910–1925 |
| e. | 7ft. wheelbase single bolster bogie | 1925–c.1933 |
| f. | 9ft. wheelbase standard double bolster bogie | 1932–1954 |

Diagrams illustrating these various types are included at the end of the facilitation notes, a full set

(Continued on page 15)

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.

September

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

October

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
Monday	12	[12&1]	S Scale Special Interest Group meeting – Sheep and cattle wagon audit – Bring in your stock wagons, show and tell.
Tuesday	13	[2]	Daylighters Group – daytime meeting
Wednesday	14	[3]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	16	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	17	[5]	General Activities
Tuesday	20	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	21	[7]	Great Western Railway Modellers Special Interest Group meeting – GWR Signalling
Friday	23	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	24	[9]	General Activities
Tuesday	27	[10&11]	Daylighters Group – daytime meeting
Wednesday	28	[12&1]	British Railways Special Interest Group meeting – Class 104, 117, 118 and 121 Diesel Multiple Units
Friday	30	[2]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night

November

Monday	2		Using Sound on your Layout
Tuesday	3	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	4	[4]	LNER Special Interest Group meeting – topic to be advised

Friday	6	[5]	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	7	[6]	General Activities
Monday	9	[7]	S Scale Special Interest Group meeting – Modifying S scale kits to get a different class of wagon
Tuesday	10	[8]	Daylighters Group – daytime meeting
Wednesday	11		DCC Special Interest Group meeting – venue Naval Base
Friday	13	[9]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	14	[10&11]	General Activities
Tuesday	17	[12&1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	18	[2]	Great Western Railway Modellers Special Interest Group meeting – GWR 2–8–0 and 2–8–2T Locomotives
Friday	20	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	21	[4]	General Activities
Tuesday	24	[5]	Daylighters Group – daytime meeting
Wednesday	25	[6]	British Railways Special Interest Group meeting – Signal Box Interiors
Friday	27	[7]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	28	[8]	General Activities

December

Tuesday	1	[9]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	2	[10&11]	LNER Special Interest Group meeting – topic to be advised LMS Modellers Special Interest Group meeting – Modelling the contributions of the Scottish railways to the LMS and Christmas Cheer Night
Friday	4	[12&1]	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	[2]	The Branchline assembly followed by General Activities followed by Members only Christmas Social Function from 1700
Monday	7		Weathering and Enhancing your Layout's Buildings and Rolling Stock
Tuesday	8	[3]	Daylighters Group – daytime meeting
Wednesday	9	[4]	Great Western Railway Modellers Special Interest Group meeting – Quiz and Christmas Cheer Night DCC Special Interest Group meeting – Quiz and Christmas Cheer Night

(Continued from page 11)

of these are available on request.

After the usual break we continued with –

New Acquisitions –

Ron Fryer presented four books to the meeting as follows –

- GWR Service Timetable Appendices 1945
- The Victorian Railway by Jack Simmons [Thames & Hudson]
- Complete BR Maps & Gazetteer 1930–1981 by CJ Wignall [OPC]
- GWR Stations Vol.III by RH Clark [OPC]

Alan Porter showed us some of the items that he had brought back with him from his UK trip –

- Models of an RAC box and a red double pillar post box from Harburn Hobbies.
- GWR Road Vehicles Pt.1 by Bill Aldridge & Alan Earnshaw [Transpennine Publishers]
- GWR Road Vehicles Pt.2 by Alan Earnshaw [Nostalgia Road Publishers]
- Whitmetal Wheelbarrows [Pk of 4]
- GEM Models Whitmetal Drinking Fountains [Pk of 4]
- Assorted pamphlets including, Pendon, Papplewick, South Devon Railway, Vale of Rheidol Railway and Talylyn Railway amongst others.
- *Modern Locomotive Illustrated* magazine No.176 on the Blue Pullman and the ill-fated APT Fleet.
- *BR Western Region* book by Laurence Waters [Ian Allan]

Roger Solly showed two items, one a booklet on the 2009 *Traveller's Guide to the Festiniog Railway* and a rather tatty book given to the writer by an elderly gentleman friend with the instructions that "I should give it to someone with an engineering bent who would appreciate it." Roger was the recipient and he sure does appreciate it. It is a 1933–34 edition of the *Bond's Model & Experimental Engineering Handbook* priced 6d. It contains, amongst other things, a catalogue complete with prices of the available railway models, etc.

Doing Things –

Roger Solly – remember the Ford door-lock mechanisms that were available a few years ago for around \$3.00 each? Well all the point work on *Ebford Regis* layout is controlled by them, as most of us know. They do have a minor fault which is that when they have been activated there is a certain amount of sloppiness in the arm. This was not a problem for its original use but when used as a point motor the slightest free play can cause the switchblades to move and cause a derailment. So Roger has been trying to improve and eliminate this play. It would appear, that with the Mk. XXVI version, he has succeeded. All queries to Roger!

Thanks, once again, to Alan for the Facilitation Notes.

British Railways Special Interest Group – The subject for the August Meeting was the BR Open Merchandise Wagons.

In January 1948 the newly formed British Railways became the owner of some 1,279,543 wagons and containers inherited from the four main line companies. These self same wagons had worked hard throughout the war years, carrying a prodigious tonnage of freight. Although loadings had dropped a little from the heights of 1943, the railways still handled massive quantities of merchandise and mineral freight and the wagons used to carry this traffic were beginning to show their age. By 1946, 92,724 LMS wagons, nearly one third of all its wagon stock, had been built in or before 1922. At the beginning of 1947, some 71,247 wagons owned by the Big Four were under or awaiting repair.

British Railways' immediate reaction to the situation that it had inherited was to repair those wagons that had a reasonable life expectancy and to scrap the remainder, building larger and more modern vehicles as replacements. So successfully was this policy pursued and so rapidly did the situation change that before the nationalised railway had reached its majority [21 years of age in 1969] there was a surplus of wagons and the relatively modern vehicles were being scrapped!!

At first wagons continued to be built to the designs of the old railway companies. Each company had wagon orders that had not been completed by the time of nationalisation. In some cases it is believed that these were completed as ordered but in other instances – and this is especially true of wagons ordered by the LMS – the original Lot numbers were cancelled and BR Lot numbers were substituted with the relevant Diagram being issued in the BR series.

The first phase gave way fairly quickly to the second, where designs originating from British Railways started to take over from those of the former railway companies. However, there was no sudden change of policy and it is sometimes difficult to say if a design was 'pure' British Railways!

The second phase followed the publication of the Report of the Ideal Stocks Committee which had been set up in February 1948 by the Railway Executive. This Committee had the remit "To consider and report, having regard to probable traffics in 1950, on the approximate 'ideal' stocks and types of locomotives, carriages and wagons under conditions of unified working so as to cater efficiently for anticipated traffics and to yield the maximum reduction in costs, to consider these 'ideals' in relation to actual stocks and to make recommendations as to how the 'ideal may be achieved".

The Committee's *Report on Design, Capacity and Types of Railway Freight Rolling Stock* appeared in 1950 and their recommendations were reflected in the building programmes of goods wagons for the next five years or so.

The third phase followed the 1955 Modernisation Plan which envisaged faster trains vacuum-

braked throughout, air brakes then being eschewed on the grounds of expense. This phase turned out to be the swan-song of the traditional wagon as the freight business moved away from wagon load to block trains with all the wagons destined for the same destination.

The final phase was the result of the on-going modernisation of British Rail when, following the Beeching Report, the decision was taken in the mid-1960s to introduce the air-brake system on new builds of goods wagons and to convert older stock that still had a useful life. This meant that such vehicles would be compatible with the braking system used in most countries in Europe.

The Notes go on to describe the various types of British Railways wagons as follows –

- BR Unfitted and Vacuum Braked Open Merchandise Wagons
 - a. Low Goods Wagons
 - b. Medium Goods Wagons
 - c. High Goods Wagons
- BR Unfitted and Vacuum Braked Open Shock Wagons
- BR High Goods Wagons for Continental Traffic
- Air-Braked Open Merchandise Wagons
- Models Available
- References used in the Notes.

A full detailed set of these facilitation notes – ten pages in all – is available on request.

The customary break was followed by:-

New Acquisitions -

Ron Fryer showed three books that he recently acquired –

- *A Book of Australian Railway Journeys* compiled by J. Cook [Collins]
- *English Cottages* by T. Evans & C. Lycett-Green [Weidenfeld & Nicolson]

[Both of these books were obtained from the recent Save the Children book sale at the UWA for \$2.00 each.]

- *GW Coaches Appendix – Vol.2* by J.H. Russell [OPC]

Ron Richards brought along some new rolling stock that he had just received –

- G.Farish [Bachmann] 7-plank wagons – 3 x end door *THE CAMBRIAN WAGON*, 1 x end door *ABERPERGWM*. [Problem is that they are N scale, Ron thought that he had ordered OO]
- Dapol 10T LWB 4-wheel Fruit D Van [Brown vehicle] No. 2877 [This was 'OO']

Steve Rayner showed two new locomotives he'd recently bought –

- G.Farish [Bachmann] Class 45 1Co-Co1 D67 *The Royal Artilleryman*
- G.Farish [Bachmann] Class 8P 4-6-2 locomotive *Duchess of Hereford* in BR Blue.

[He bought the last one because it looked lonely sat on Stanbridge's shelves and also he got it at a

good price!]

Geoff Mercer showed three new oil tankers and three new locomotives all manufactured by Bachmann and all 4mm scale as follows –

- 100ton TEA Bogie Tank Wagon *Shell BP*
- 100ton TEA Bogie Tank Wagon *AMOCO*
- 100ton TEA Bogie Tank Wagon *BP*
- Class 37/5 37507 Triple Grey *Hartlepool Pipe Mill*
- Class 37/5 37510 DRS and Class 37/5 37688 *DRS Kingsmoor TMD* [Boxed as a set]
[All the locomotives were produced exclusively for *Rail Express*]

Alan Porter showed a mixture of items that he had acquired on his recent UK trip –

- A book *The Second Generation of DMUs* by Colin J. Marsden [OPC]
- 4 x 12ton Planked Vent Van Plywood Doors BR Bauxite
- The June/September Catalogue from Oxford Diecast
- Various pamphlets and booklets from the UK.

Trevor Batchelor showed –

- *The DVD Book of Steam* [incl. DVD]
- A book *The Duchesses* by Andrew Roden [Aurum]

Doing Things -

Steve Rayner showed a file of photocopies that he has made of his British locomotive fleet also rolling stock and road trucks. He simply fills the glass platen of his copier with stock, replaces the lid, selects colour and voila! He now has a perfect insurance tool. [It also works with OO, I tried]

Ron Richards has made a seat on wheels so that he can ‘travel’ under his layout to work on it in comfort. What will he get up to next?

LMS Modellers Special Interest Group. The Group’s August meeting had been planned at the beginning of the year to be Part Three of the series on modelling the contributions of the pre-Grouping railways to the LMSR in 1923 – that of the Lancashire & Yorkshire Railway and of the other English constituent railways. However, due to the overseas travel plans of the Group’s Scribe and provider of the Facilitation Notes, it was decided at the June meeting to change it to Bring, Run and Tell about an LMS Train.

Despite this reporter having arrived back, suitably jet lagged, earlier that day from overseas, he did manage to scribble down some notes of what went on and what follows is hopefully a reasonable record of who brought what!

Before the Group’s members adjourned to the Layouts Rooms to run their trains, the normal agenda items of New Acquisitions and Current Projects were tackled.

Andrew Wells showed a newly published book, *Caledonian Railway Livery* by Ian McIntosh and published by Ian Allan Ltd.. Expensive at £30.00 but you do get 328 pages which, as we often say, tell you everything you ever wanted to know about the Caley’s liveries [and a lot more that you

didn't want to know!]. He also showed a DVD on the famous P4 layout Heckmondwyke which he was prepared to gift to the Branch's Library. Finally, he showed a partially built kit of a Neilson 12 inch [cylinder diameter] 0-4-0 mineral engine from High Level Kits.

Shane Busing showed four publications –

- the latest issue [No.25] of *LMS Journal*
- *Midland Steam Journey Volume One* by Rex Conway and published by History Press
- *Britain's Railways in Wartime* by Kevin Robertson and published by OPC
- *A Train is for Life* by Pete Waterman and published by Ian Allan Ltd.

Shane also showed the latest Graham Farish by Bachmann N scale locomotive, a Royal Scot class 4-6-0 No. 6115 *Scots Guardsman* in LMS lined black livery. This had correctly scaled front bogie wheels and a bag of many bits and pieces – a very nice model!

Steve Cooke [who we hadn't seen for some months] showed his latest acquisition – a Bachmann parallel boilered Patriot class 4-6-0 *Duke of Sutherland* in LMS line crimson lake livery. This model had been seen earlier in the year [or was it last year?] but a re-sighting was well worth while – it's a fine model and vastly superior to the Hornby effort of a couple of decades ago.

Alan Porter showed the latest livery that Corgi has used on their Harrington-bodied horse-box road vehicle – this one was in splendid LMS crimson lake [earlier versions have been in SR, GWR and BR liveries and maybe also have been in LNER livery but no-one was quite sure about that]. He had acquired this model recently in UK, as well as seven of the original Peco Wonderful Wagons private owner wagons series produced from 1954 to 1961 with thin plywood sides and ends onto which the embossed printed sides and ends were glued – the later [post 1962] Wonderful Wagons series had white metal bodies. These had been found at Buffers, an interesting model railway shop located in a disused petrol station 'in the middle of nowhere' on the A358 north of Axminster – the one he showed was a *Devlin's of Granton 7*-plank wagon with side and end doors.

Then into the Layouts Rooms to run some LMS trains. For a change all that were shown were N scale trains which ran on the *Frans River Line*, although Steve Cooke did run his Bachmann Duke of Sutherland on the *Haltwhistle* layout to see if it ran as beautifully as it looked – it did!

First up was **Shane Busing** who ran a Union Mills model of LMS 2F 0-6-0 No. 22958 hauling a realistic looking long mixed freight train consisting of two Dapol private owner wagons [*Dinnington* and *Bourne Fisher*], a Graham Farish *T. Burnett* private owner wagon, a Graham Farish by Bachmann *Arley Colliery* private owner wagon [from Castle Trains, Warwick], a Graham Farish by Bachmann *Bitumuls* tank wagon, a Peco *Express Dairy Eggs* ventilated van, a Graham Farish LMS refrigerated van, another Peco van, an N Gauge Society ex-Midland railway covered van and a Graham Farish by Bachmann LMS Stanier type Brake Van.

On the other line, Shane ran his Royal Scot class 4-6-0 No. 6115 *Scots Guardsman* hauling another realistic looking train of twelve Graham Farish by Bachmann LMS coaches [two each of Corridor Brake First, Corridor Brake Third, Corridor Composite, Corridor First, Corridor Third and Open Third]. These two trains showed how N scale can capture the feel of the real thing with long trains hauled at realistic speeds.

Steve Rayner had a Graham Farish LMS Black Five No. 5041 [with five-pole motor] trying to haul an N Gauge Society horse box, a Lima Paethorpes Siphon G, two Peco Worthington's covered vans, a Graham Farish covered van, a Dapol LMS bulk grain wagon, four Peco milk tank wagons – two Express Dairies [sic] and two United Dairies – and a Graham Farish by Bachmann LMS brake

van. Shame! The Black Five wouldn't go, so a tiny little Dapol ex-LBSCR Terrier 0-6-0T came to the rescue and romped away with the train!!

Finally, **Terry Emberson** ran a Graham Farish LMS Compound No. 1111 in lined crimson lake livery hauling a train consisting of four Graham Farish LMS refrigerated vans, two Peco LMS 7-plank open wagons, two Peco LMS 5-plank wagons and a Peco ex-Midland Railway 10-ton brake van with a verandah at one end and an open platform at the other end.

A good time was had by all and it brought home to the modellers in OO that N scale can reproduce very realistic looking trains and that, generally, the N scale locomotives can pull them!

The Group's next meeting will be on Wednesday 7 October and the agenda topic will be Modelling the Contributions of the Lancashire and Yorkshire Railway and of the other English constituent railways to the LMS. The December meeting [to be held on 2 December] will not have the usual quiz format but will have as its agenda topic Modelling the Contributions of the Scottish railways to the LMS, to be followed by a bit of Christmas good cheer and a mince pie or two.

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

LGB For Sale

I have received a lengthy list of LGB locomotives, rolling stock, track and accessories which are for sale. Most are still in their boxes.

If you are interested in seeing the full list and prices, etc. please contact michaelsainsbery@yahoo.com.au – 0403 862 909

From the Scribe's Quill

Meeting No. 324 – July. Most of this meeting was taken up with the Model Railway Exhibition reports, etc.

Meeting No. 325 – August. The major items of business dealt with at this meeting were –

- The new Committee settled into their new jobs and discussed arrangements for the 2010 Exhibition. Frans is to continue on as Exhibition Manager and the Exhibition Committee will again be used as this has worked well so far.
- The extension is still in planning and close to the floor laying stage followed by construction of the building.
- Layout construction is also a concern as one of the new ones is desired to go to the next show but this depends on whether either is running sufficiently for exhibition.

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
24 September		1 October
15 October		22 October
12 November		19 November
10 December		17 December

Membership Matters

Hello everyone I do hope you have been able to put the time it has been raining to good use. Catching up on those modelling jobs that need doing or just enjoying your model railway hobby.

Since the last issue of *The Branchline* Association membership renewals for those who were financial members to August 2009 have now become due. So I urge you to renew using the form sent to you with your last issue of *Journal* as soon as you can.

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

The members and Management Committee of the WA Branch welcome you to the Association.

Paul Amstalden	Caversham	N
Ryan O'Niell	Stoneville	HO Sn3.5
Thanh Burns	Rivervale	HO
Gerard Burns	Rivervale	HO
Ralph Horley	Cloverdale	S N
Richard Johnson	East Victoria Park	
Brendan Jackson	Kensington	OO
Helen Jackson	Kensington	OO
Ian Jackson	Kensington	OO
Clive Jarman	Nollamara	1
Matteo Vinci	Yokine	

Obey the Rules or Commonsense?

[One of my spies emailed a set of photographs, four of which are below, you'll get the drift I'm sure. Ed.]

It was a normal day in Sharon Springs, KS. When a Union Pacific crew boarded a loaded coal train for the long trek to Salina . Just a few miles into the trip a wheel bearing became overheated and melted, letting a metal support drop down and grind on the rail, creating white hot molten metal droppings spewing down to the rail.

A very alert crew noticed smoke about halfway back in the train and immediately stopped the train

in compliance with the rules. The train stopped with the hot wheel over a wooden bridge with creosote ties and trusses.

Rules are Rules! But don't let **common sense** get in the way of a good disaster!



New Collector's Fair

A new series of Collector's Fairs with an emphasis on models trains has been started by Andrew Morling and Ray Kinsella. The next one will be held on Sunday 8 November, at the Memorial Hall on the corner of Carrington Street and Rockingham Road, Hamilton Hill. As well as model trains there will be other collectables on sale such as model cars, model buses, porcelain and stamps. If you have something you would like to sell ring Ray on 9434 3940 to book a table.

The Great Southern Steamup

This event will be held over the weekend of Friday to Sunday, 2 to 4 October 2009, at the Mechanics Institute Hall, Emerald, Vic.

Further information from www.tgssu.com or email info@tgssu.com

Chassis Construction

Following publication of the August issue George Noble sent details of his home grown and much

less expensive version. Ed. – in George's own words –

I read with much interest the article in *The Branchline* about the Chassis²Pro chassis erection jig.

I have been using a similar principle which I copied from Chris Pendleton when he built the LNER A1 Peppercorn pacific in MRJ Nos. 28 and 29. I have nearly finished my third version which is a Rolls–Royce version and has cost me approx. fifty dollars.

The NSW C 38 Pacific which I recently built was made on my second jig and when I put the coupling rods on the assembled chassis they went on and the loco rolled without any extra clearance in the coupling rods. When I got up from the floor I rolled the loco again to my amazement. Mind you this is only one part of success as every thing else along the way has to be built to careful ,exactng etc. standards. The jig will not make up for sloppy work as members would know all too well.

The three pictures are of my third jig which I feel will work better and a lot easier. There is the option to build a five axle loco, also there are two top plates. One so that you build the rods on the jig and another so you then build the chassis on the same axle/coupling rod jigs thus there is no variation of where and how they will end up.

If you would like more detail about its construction please contact me by email at mitze45@bigpond.com

