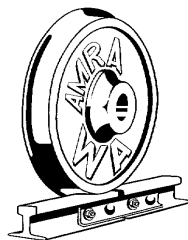


The Branchline



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

www.amrawa.com

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Frans Fatidic

A couple of good months behind us and hopefully a good time ahead. Our Branch has had a very interesting visit from David Peacock from the Leeds Stedman Trust, who gave a very enlightening talk about the Trust. It was good to see a lot of people there who enjoyed themselves.

My special thanks to Peter Sapte who bought David to our Branch for this special occasion.

The mad March Sale was also a great success with quite a few people getting good bargains. Our Branch sold a fair bit of equipment which had been donated by members and non-members.

You will find a report regarding our Exhibition. As this is going to be a reasonably large Exhibition, I would like to encourage all members that can be of assistance to put their name forward on the Roster form. I have inserted the Roster form with a Basic Guideline to the various positions that need to be filled over the three days of the Exhibition.

As this may be my last year as President I encourage people to think seriously about the various positions on our Management Committee. If you are interested and would like to know more please ask any member of our Committee.

Donation. Recently Norman Hazzlewood, a former member who is down-sizing his modelling materials, donated a sizeable quantity of scenic modelling material to our Branch. Thanks very much, Norman, for this generous donation.

Frans Ponjee
Branch President

Exhibition Manager's Report

Most of this year's Exhibition infrastructure is already in place, we will be using the Webster and Robinson Pavilion's so we need extra staff this year.

Enclosed with this issue of *The Branchline* is a Duty Roster form and I ask all members to put their

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name down to help out with the various duties during the Exhibition. A short summary of duties is included. Please return the forms by Saturday 1 May

I will be holding a meeting with Exhibitors on Tuesday 4 May 2010 at our Clubrooms starting at 1930 to explain about the Exhibition, expenses, payments, barricading and other business that might arise. It would be advisable to attend this meeting so the setting up will run smoothly as we have a large number of Exhibitors.

This year we will again be sponsoring the Star Light Foundation through the U Drives and hopefully will be able to get Michael Schultz to do the Weather Report on Friday night from the Exhibition.

Setting up will be on Thursday and Friday and break down is on Tuesday as per normal, full details are in this issue.

Our Management Committee has decided that, because of the cost involved, a member will have to be working at the Exhibition for at least **five hours** to be eligible for a meal voucher.

Important Notice – 1 Electrical Equipment Safety Checks

Strict safety regulations require all electrical equipment and power cables to be tested and tagged for the Exhibition.

This year it is up to each Exhibitor to make sure their items are properly tagged – an out of date safety tag means the equipment **cannot** be used at the Exhibition – **don't say you were not told!!**

An electrician [Eric Thomas] will be in our Clubrooms to test and tag all electrical equipment on Saturdays 15 and 22 of May 2010 between 1330 and 1630. The cost will be \$3.00 per item payable on the day.

Important Notice – 2 Roster Forms, etc.

The Exhibition will be staged in the Robinson and Webster Pavilions at the Showgrounds, over the Foundation Day long weekend – Saturday 5 June,

Sunday 6 June and Monday 7 June.

Included with this issue of *The Branchline* are a Roster Form, some hand bills and a poster. **Note** – if you receive your copy of *The Branchline* electronically the Roster Form, handbills and poster will also be sent to you electronically as printable .pdf files. Please print these off, complete and return the Roster Form, print several pages of handbills and cut each sheet into four handbills and distribute locally as requested below – if you need more handbills they will be available in our Clubrooms.

I am asking you all to put your name forward with the times you know will fit in with your other commitments. If everyone is able to take one or more slots over the three days this will make it a more even and enjoyable weekend for everyone involved in this year's Exhibition.

Please return the form by Saturday 1 May 2010 to either me at our Clubrooms, the address is on the form, or email to rosieandfrans@netspace.net.au

We will be running a media campaign again this year but it will be very helpful if everyone can distribute handbills at work, at church, at your other clubs, in your neighbourhood mail boxes [unless they state they do not want junk mail], to your friends and maybe even to the local schools and library.

We will be running raffles each day and tickets can be purchased at the Exhibition daily.

Important Notice – 3 Identification Badges

All exhibitors both AMRA and non-AMRA, will be issued with special Identification Badges that **must** be worn at **all times whilst on duty**, including when entering or leaving the Pavilion.

Any exhibitor not wearing their Identification Badge will be required to pay the appropriate entry fee – **no exceptions**.

The Exhibition is open each day from 1000 to 1700 and AMRA staff are requested to be at the Pavilion at least thirty minutes before their duty begins, especially 0930 for 1000 start.

We need your help, please

Most Saturdays in May will be taken up with preparing for the Exhibition so please turn up as normal and do the various jobs that you are asked to do.

If we all work together we can ensure this Exhibition is as successful as last year's – but it is going to take the combined effort of **all** members to make this happen. I know you will not let us down.

Saturday	1 May	Check and count barricading parts.
Tuesday	4 May	Exhibitors meeting starting at 1930 please attend
Saturday	8 May	Check ticket booths, Advice Centre, etc. to ensure they are clean, painted and in working order. Arrange surplus magazines in bundles, etc.
Saturday	15 May	Continue preparations also Electrician available
Saturday	22 May	Continue preparations also Electrician available
Saturday	29 May	Stow loose items in transport containers.

Thursday	3 June	Unload equipment – 0730 loading at our Clubrooms then off loading at the Showground's and setting up.
Friday	4 June	0830 to 2000 set-up
Saturday	5 June	Model Railway Exhibition – open to the public – 1000 to 1700
Sunday	6 June	Model Railway Exhibition – open to the public – 1000 to 1700.
Monday	7 June	Model Railway Exhibition – open to the public – 1000 to 1700 followed by take down
Tuesday	8 June	0730 load equipment at the Robinson Pavilion and off load at our Clubrooms.
Saturday	12 June	Clean up Clubrooms

From the Editorial Desk

The Branchline – June issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 29 May please for routine material and Saturday 12 June – for exhibition reports 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 28 May
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 29 May
- For items transmitted electronically via e-mail – 1800 Saturday 29 May 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 June and will include AGM material

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

	Editorial deadline	Assembly, etc.
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 4 December

Ted Thoday

The Leeds Stedman Trust

[Editor's Note. Around forty Branch members were privileged to hear David Peacock's presentation in our Clubrooms on Tuesday 23 March and to see the slides with which he illustrated his presentation. David has very kindly provided me with a shortened version of his presentation notes and given permission for them to be used in *The Branchline*.

David, who is the archivist of the Leeds Model Company and Proprietor of the Leeds Stedman Trust, gave us a presentation on the history of the Company, its founder Rex Stedman, and the products, from 1912 to 1966.]

From modest beginnings, supplying hand-built wooden rolling stock, the Company, with finance

initially from G.P. Keen, developed a range of mass produced scale locomotives. These were at first clockwork powered but from the mid 1920s, electric motors were progressively introduced into the earlier models, the 0–4–0 saddle tank, [which remained in production until the late 1950s], a range of standard tank locomotives and enduring models including LNER ex GC 4–4–0 *Butler Henderson*.

Early in 1920, Stedman developed the paper litho on timber body concept for wagons, vans and coaches. The liveries were of the pre-grouping companies and it was not until 1928 when Stedman took over the Company and ran it under his own name, that the liveries of the big four were finally fully in the product range.

Stedman left the company in 1932 to pursue his cinematographic interest but this was not before he had completed designs for the second range of small boilered standard tanks, which today are probably the products by which the LMC is best known. In 1936, moulded Bakelite was used to produce a range of vans, wagons and coaches of outstanding quality and detail, this marking a quantum leap in mass production model realism.

The post-WW2 years were difficult for all model companies. Nevertheless the LMC. Models, including standard 4–4–0 tender locomotives and a new standard tank configured as a short 0–6–0, were designed for maximum cost reduction without undue sacrifice of realistic appearance. The future of 0 gauge, on which the company was focused, was very uncertain in those days and finally in 1966 the Company, trading as Ellemmsee Products went into liquidation.

The Leeds Stedman Trust was established in 1983, following the untimely death of Rex Stedman's son Adrian. The Trust keeps the archives of the Company and has a near complete collection of its 0 gauge product range. Manufacture and supply of replica spare parts, repairs and restorations complement the services offered by the Trust.

For the centenary of the Company in 2012 David Peacock is preparing a book on the history of LMC, with a CD of photographs of the product range. *[I have invited David to provide me with details of the book, when published so that they can be included in a future issue of The Branchline. Ed.]*

[David has asked me to thank members for their invitation to give the presentation, for their interest in the Trust, for their hospitality during his visit to our Clubrooms and for allowing him to wander around, talk to members and see our facilities for himself. Frans.]

Large Scale Sunday Run Day

The Large Scale Group will be running the first of what we hope will be a series of Sunday Run Days on the Garden Railway on Sunday 23 May 2010. Any interested AMRA members are invited to come along.

This of course is only a couple of weeks before the Model Railway Exhibition and will give an opportunity to check out locos and rolling stock prior to the Exhibition.

We propose to run from about 1400 to around 1700.

We hope to have similar Run Days at about the same dates in July and September.

For the benefit of any one who has not run on the outside track, there is a double track circuit of 45 mm gauge, with one circuit dual gauge 45/32 mm, and a four track siding ladder feeding both circuits via a 'wye'. Power is up to 24 volts @ 7 amps. Live steam and battery power are encouraged, though particularly with live steam locos it is necessary to ensure that power to the

track that the steamer is on is turned off, as many steamers and their trains do not have insulated wheels.

Any members needing Boiler Certificates renewing or issuing before the Exhibition please contact Jim Gregg on 9336 5949 to arrange this.

Literary Lines

Kelvin Davis, Graham Watson, John Hardman, Neil Philips, Wearne Dunwoodie and Ted Thoday have all made donations of books, magazines and videos. Thank you very much for your continuing support.

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

Chris Paterson
Branch Librarian

From the Scribe's Quill

Meeting No 330 January 2010

- Our Branch is still in good shape both from attendances and financially as we head towards the 2010 Exhibition.
- The many problems with the Library are nearly solved. The new system of listing is still to be put in place.
- The layouts are all going fine and construction is continuing on the new ones with the N scale still the Committees choice to go to the Exhibition.

Meeting No 331 February 2010

- The Committee discussed the need for roof ventilators and agreed that they were needed. Frans purchased them and they are waiting to be installed.
- The 2010 Exhibition will now be using two buildings as there are so many exhibitors that it will be cost effective to use both with a main attraction planned to be in the other pavilion. This means that the attraction for customers will be at the far end of the Exhibition area.
- The Committee has decided to take the donation from Mike Woods of his layout and other modeling items.
- Discussions about meetings that are sit down lectures. Duty officers and Committee attending are to take appropriate action to maintain order and keep meetings to allocated time restraints.

Meeting No 332 March 2010

- The construction of layouts going well and others are working as expected. N scale layout is not likely to meet expectations for Exhibition so will not be exhibited this year. Port Eb is to go as there is no other O scale layout at the Exhibition.

- The donated layout has been placed in storage for the time being with ideas about what to do with it being discussed. A formal decision to be made after the Exhibition.
- The new Treasurer is to start attending Committee meeting to gain experience before the next AGM should he be elected to the position.
- The Exhibition Committee is now in full planning mode with funds to soon change hands to pay for requirements. Letters have gone to international magazines for extra 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 – Committee meetings are normally held on the third Thursday of each month. 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
15 May		20 May
12 June		17 June
10 July		15 July
14 August		19 August

Have You Got a UPS?

Have I got a what? A UPS. What's a UPS? It's an **Uninterruptable Power Supply**. What do I want one of them for?

What is this all about?

In our Clubrooms one Saturday afternoon recently a member [who shall remain nameless] was telling his tale of woe. Our member's son had prevailed upon dad to back-up his computer system so that if anything happened to his computer he would have a duplicate of everything on the computer – excellent idea, which we'll follow up in the next issue. The back-up process had been running for about an hour and a half when the power supply suddenly failed. The SEC [or whatever it is called this week] had switched off the electricity supply to the area where our woeful member lives. Catastrophic about sums up the resulting damage to his computer.

A frantic phone call to our resident computer person [John Maker] resulted, among other things, in a suggestion that our member talk to me – why?

A couple of years ago we had a lightning strike close to where I live. Several of my near neighbours had their electronic equipment damaged or destroyed by the resulting spike in the power supply.

My next door neighbour is a draughtsman and has a computerised work-station in his home – but he did not have a UPS – result – a lot of words that cannot be repeated here and the catastrophic damage to his computer and its peripheral equipment.

We had a UPS so all we lost was a Telstra phone that was not protected by the UPS and this was

promptly replaced free of charge by Telstra.

Our UPS took the brunt of the electrical spike, which is part of what it is supposed to do, and had to be replaced – but there was no damage to the computer, printer and cordless phone all of which were connected through the UPS. A replacement UPS cost me about \$100, my neighbours equipment set him back around \$2500 to replace plus there was the inconvenience of not having use of the equipment. A surge board before the UPS could also save the UPS

There is an added benefit having a UPS. If you are working on your computer when the power supply fails, the UPS has sufficient battery power to allow your computer to be safely switched off.

John tells me that a UPS suitable for protecting a fairly standard home computer set-up [computer, monitor, inkjet printer, ADSL modem], should cost around \$100. If you have lots or extras [second monitor/large [27"] monitor, inkjet printer, speakers, etc.] around \$210. If you have a laser printer you will need something more substantial to provide the power for heating up the printer's element.

A surge protector plug board may seem like a much cheaper alternative, it could be a false economy, as it does not give anywhere near the protection that you will get from a UPS – what is your computer system and your stored data worth and can you replace it????

Ted

Membership Matters

Hello everyone! Have you marked your calendars for the 2010 Model Railway Exhibition? The volunteer sheets are with your copy of *The Branchline*. Please consider helping in any way you can. As they say every little bit helps. This is our only way of fund raising for our Branch to keep it going for the next year.

This Autumn looks like having some very interesting weather coming our way. Keep yourselves safe and above all have fun with which ever way you enjoy the hobby.

I hope the Easter Bunny brings you something and maybe something for your hobby too.

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

Peter Edward	Claremont	Sn3½ & HO
Julian Giustiniano	Hazelmere	HO/OO
Carolyn Giustiniano	Hazelmere	HO/OO
Michael Giustiniano	Hazelmere	HO/OO

Around the SIGs

British Railway Modellers Special Interest Group. The subject for the January meeting was BR Rail buses. The Rail bus by its very definition is in fact, a bus that runs on rails. It is a 4-wheel, two fixed axled vehicle with a bus or tram looking body.

As early as 1948 a British Transport Commission committee recommended that the diesel railcar [pioneered by the GWR] should be developed for branch line and local services as an alternative to complete closure on some steam-worked branch lines.

However, they were to be two-car units that could work in multiple of up to four sets when

loadings demanded. The original concept of a branch line 'bus on wheels' had been discarded by the BTC. However, a private venture ACV Sales Ltd, later known as BUT, built a series of eleven four-wheel rail buses to three designs and after a period of evaluation, BR took them into stock. The basic unit was a Driving Motor Brake Second and these could operate as a self-contained train or could operate in multiple with a Driving Motor Second, or they could both be strengthened, when necessary, by the addition of a Trailer Third. Because of their shape and the fact that they had full depth skirts covering the underframes and also the quality of their ride, they were nicknamed *Flying Bricks!* They were all withdrawn in 1959.

The BTC had a change of heart sometime in 1954 because when the Modernisation Plan was announced in 1955, it made provision for the experimental use of small diesel rail buses. In 1957 twenty two rail buses were ordered for trial in various parts of the country, on selected branch lines that were considered uneconomical for working with the larger DMUs. Five manufacturers were involved with the orders, all delivered in 1958. With some freedom in design, they were all working to a basic BR specification. The five manufacturers were as follows –

- A.C. Cars Ltd. [Associated Commercial Cars Ltd. of Thames Ditton]. Their contract was for five rail buses powered by a 150hp six-cylinder AEC diesel engine. They were all withdrawn in January 1968. Three of them have been preserved.
- Park Royal Vehicles Ltd. Park Royal were a well-established bus body builder and their contract was also for five vehicles. They were also withdrawn in 1968 and none were preserved.
- D. Wickham & Co. A contract for five vehicles were all built to the tubular body construction system for which the company was well-known. They were powered by a Meadows six-cylinder 6HD500 diesel engine of 105hp. Allocated to the Scottish Region they were all withdrawn by 1968. None have been preserved.
- Waggon und Maschinenbau GmbH. These five German built rail buses were the only real attempt to draw on overseas expertise when producing the Modernisation Plan. The complete vehicles were built in Germany and shipped to England via the Zeebrugge-Harwich train ferry in the summer of 1958 and were allocated to the Eastern Region. The standard engine fitted was the Buessing 150hp horizontal bus engine, the problem was, however, availability of spare parts and consequently in three of the rail buses the Buessing engine was replaced with an AEC A220X 150hp six-cylinder engine. Four of the rail buses are in preservation.
- Bristol Commercial Vehicles. This well-known combination of state owned companies supplied virtually all the buses and coaches of the BTC's bus operating concerns. They built two rail buses with the bodywork by Eastern Counties of Lowestoft using considerable quantities of standard bus parts, particularly seats and windows. Both were allocated to the Scottish Region and both were withdrawn in 1968, neither being preserved.

A feature of the massive investment in BR made possible by the 1955 Modernisation Plan was that so much new equipment was built at about the same time and consequently, much of it began to wear out – some 20 years later – at the same time posing enormous problems of replacement.

By 1980 development work was proceeding at Derby on the APT [Advanced Passenger Train] and work was in hand to develop a four-wheel vehicle chassis which could ride safely and quite smoothly at speed. Talks were held in great secrecy, with the Leyland National Company which produced buses – used by many operators – that had a body built using 1241mm modules mass-produced and riveted together at a Workington [Cumberland] factory.

Eventually the two groups learned of each other's projects and a marriage of the two produced an

unpowered short underframe 4-wheel chassis with two Leyland bus bodies joined back-to-back so as to have a cab and bi-fold passenger entry doors at each end. This unpowered vehicle was locomotive hauled to test its stability at speed. It was then fitted out with a single six-cylinder 200hp Leyland type TL 11 turbo-charged engine and fitted with brakes for service trials with passengers after some initial test runs had been undertaken. This vehicle mutated into the LEV1 [Leyland Experimental Vehicle]. It had bus type seating. It was sent to the USA and after exhaustive trials sufficiently impressed the American engineers for them to commission LEV2 – this is now preserved at the Connecticut Trolley Museum. LEV1 having been returned to Britain was used by the Research and Development Team at Derby for several years before being claimed by National Rail Museum as a vehicle of considerable interest.

Meanwhile, British Rail Engineering Ltd [BREL] and Leyland decided to proceed with a further project known as the BRE-Leyland Rail bus, with the prototype known as R3. After passenger service trials in the Western Region from 1981–1982 it was converted to the Irish gauge of 5ft 3in and used in service with the Northern Ireland Railways finally being preserved at the Downpatrick & County Down Railway Museum.

One of the shortcomings of R3 was that it did not quite meet BR's specifications. These requirements were addressed and thus was born R4 – the Class 140 Lightweight DMU. Only one unit was built, No. 140001 consisting of two identical cars, a DMS [Driving Motor Second] and a DMS[L] [Driving Motor Second with Lavatory]. After various displays to passengers and PTEs around the country in June/July 1981, No. 140001 entered service on a number of lines for four-week periods. Development work on the Class 140 Project came to an end in 1982 with follow-on orders for production Class 141 and 142 fleets being placed. No. 140001 soldiered on for several years working mainly in Cornwall up until 1985 and it is now preserved on the Keith and Dufftown Railway in Scotland.

As a result of criticism, a re-think resulted in the Class 141, which reverted to the R3 concept and many of the modifications in the Class 140 unit were dropped in the Class 141 units. The Class 141 retained a toilet and was redesigned and produced as a two-car unit but with a bus type interior and access by double sliding doors in the centre of the car. Twenty units were built in 1983 for service in Yorkshire. Sadly, the fleet's performance was poor. Passenger and staff did not like them and the ride was inferior to that of the DMUs they replaced. They were refurbished but were all taken out of service in 1988 and replaced by Class 142s that had been displaced by the introduction of newer stock on other lines.

Thirteen units were sold to the Islamic Republic of Iran, two units were sold to Holland and four units are preserved on UK heritage railways.

Although a complete re-think of the future needs of suburban, rural and branch line travel was made in the early to mid-1980s, which tended to favour the more traditional designs, great desire still existed to further develop the rail bus concept.

By mid-1983 the Leyland bus/BREL partnership had come up with a design that was in principle accepted by the British Railways Board and detailed specifications were agreed, culminating in an order being placed in January 1984 for fifty twin-car units Class 142s [Nos. 142001 to 142050]. During the course of production between October 1985 and May 1986 the units became known as *Pacers*, [those that went to the Western Region were also known as *Skippers*]. In September 1986 the first of a further 46 units entered service as Class 142/1 and numbered 142051 to 142096.

An order for 25 units was placed in January 1984 for bus bodies from Walter Alexander & Co. [Coach builders] with the underframe chassis assembled by Hunslet-Barclay in their factory at Kilmarnock. These Class 143 units were almost identical to the Class 142 units but had a slightly

more pleasing body profile plus different windows, they were numbered 143001 to 143025.

The 23 units of Class 144 [Nos. 144001 to 144023] were a follow up order on Walter Alexander & Co for the bodies but the underframes were built by BREL at Derby. The first unit was delivered in September 1986. During the course of delivery during 1987, extra WYPTE funding enabled the production of ten intermediate non-driving vehicles to be built and melded into units Nos. 144014 to 144023, which then ran as three-car sets. Major refurbishment took place in 2003–2004. These units seem to give a smoother ride than other ‘Pacer’ types.

For a full set of these facilitation notes including diagrams of all the units please contact us at our Clubrooms.

New Acquisitions –

Ron Fryer – proudly showed his new Bachmann/NRM model of *City of Truro*. Ron had his sent to his UK cousin for £4.95, who then sent it on, after Christmas, for £8.35 airmail. Much cheaper than having it sent direct from the NRM. Beautifully detailed, it runs well and of course is Ron’s pride and joy. His wife bought it for him!

Steve Rayner – showed his N scale Dapol model of a Class 9F BR early crest 2–10–0 No. 92001 in black. It has a motorised tender with a shaft drive to the loco itself.

Kelvin Davis – showed a Heljan Class 17 Clayton in *Ribble Cement* colours, [the second one that he has bought]. It is his intention to repaint it in BR Green as he did with his first purchase. He then showed his Bachmann OO Standard Class 3MT 2–6–2 tank loco No. 82005 in BR lined green livery with late crest. He followed this with a similar model but in BR black No. 82029. He also showed samples of kits that he received for Christmas from the family mainly Parkside Dundas kits plus Ratio coaches – too many to list individually. Finally he showed a Bachmann OO 16ton steel coal wagon with end doors, in grey, and a similar Bachmann wagon in grey but with different side doors to the previous wagon.

Nick Pusenjak – showed his OO Bachmann A1 *Tornado* No. 60163 – very nice.

Terry Hammond – went to the Sunday Market at Belmont and came away with a whole heap of stuff, much too much to list individually so I will condense his list as follows –

- nine assorted items from the Hornby and Hornby Meccano range of rolling stock.
- seven assorted railway orientated videos
- nine assorted railway DVDs [includes a 5-disc set]
- seven various railway books

He also showed a Skale Autos Mobile Grocers shop that he bought at Albany Toy World.

Alan Porter – showed the pack of three gas lamps that he obtained from DCC Concepts.

Ron Richards – showed a PDK kit for a diesel auxiliary brake tender with a resin body and white metal bogies plus fittings.

Doing Things –

Steve Rayner – showed us a Biltteezi N scale card model of a large English type barn that he is building for the *Durham Town* layout.

Kelvin Davis – of all the kits that he has received for Christmas he has so far built twenty five – how many did he get? He is also in the process of converting a 57ft Mk. 1. Suburban coach into a lavatory composite Dia. 313 using MarcWays etch brass sides.

Ron Richards – showed us parts of his layout that he intends fixing soon onto the major part of his layout soon.

British Railways Modellers Special Interest Group's February meeting's topic was Oil Company Wagons running on BR metals.

Introduction – When British Railways was formed on 1 January 1948, they found themselves having to deal with an assortment of privately owned oil tank wagons that had been running on the systems of the LMSR, LNER, GWR and SR. These wagons had escaped the commandeering of privately owned wagons by the Government at the outbreak of WW2 [these had been almost entirely mineral open wagons of various sizes and types], although the Petroleum Board had managed the operation of all oil tank wagons during and immediately after WW2. So, we should look at these oil tank wagons first before moving on to those wagons that were built during the British Railways era. But first let us look at the types of oils that were carried.

Types of oils carried – The three broad types of oil carried in tank wagons prior to [and to varying degrees after] 1 January 1948 were –

- a. mineral oils – those oils which have come out of the ground [crude oil] and the products produced when they are refined.
- b. edible oils – those that are derived from plants and animals and used for soap manufacture and foods.
- c. by-product oils from towns-gas production and coke production – those which are also produced when coal is heated anaerobically [ie. roasted in the absence of oxygen to produce town gas or coke for the iron and steel industries.

Mineral oils were the most common, probably well over 90% of all oils carried in rail tank wagons and, because of that, this Facilitation Note will look only at the tank wagons that carried mineral oils on BR metals, although most of the information given is also applicable to the edible oils and the by-product oils.

Types of oil tank wagons in service prior to 1/1/1948 – There were two basic types of tank – the rectangular tank [used many for the heavier oils] and the more common cylindrical tank [used for these same oils and for everything else].

Rectangular tanks sat on a conventional flat wagon and were constrained from longitudinal movement by end planks with short wooden stanchions and steel corner plates connected by steel rods along the sides of the tank. Charles Robert & Co. was still building these seemingly old-fashioned rectangular tank wagons as late as the 1940s.

Cylindrical tanks, usually with convex dished ends, were constrained from longitudinal movement by one of two methods –

- a. two wooden crossheads shaped to the curved middle of the tank ends and their outer faces generally enclosed in steel channel section. These crossheads were supported by massive wooden, or tee-section steel stanchions.
- b. the anchor method, first introduced during WW2 and not requiring any saddle or cradle timbers, end crossheads, end stanchions and diagonal braces. Instead the tank was supported on two steel saddles and these were attached direct to the

underframe by two steel angle sections welded to each side of the tank and which were then fitted to two shaped anchor plates which in turn were fitted to the solebars. Due to an abundance of surplus ex-Air Ministry steel saddled oil tank wagons available post-WW2, few oil tank wagons were built using the anchor mounting until the early 1950s.

The underframe – In 1902 the Railway Clearing House laid down specifications for metal, 9ft. wheelbase underframes for oil tanks capable of carrying 10tons of Class A products. These specifications were amended in 1907, again in 1911, and yet again in 1927. Around 1938 oil tank wagons started to be built with a 10ft. wheelbase and these became the basis of the so-called Air Ministry wagons, of which over 3500 were built from the early 1940s through to the mid-1950s.

Until 1913 oil tank wagons were restricted to slow trains with a maximum speed of 20mph, however in 1913 those wagons that met the RCH 1911 specifications and were fitted with oil axle boxes were allowed to run at an average speed of 35mph but there were certain conditions to be met and these wagons had special markings [all explained fully in the Facilitation Notes]. In 1935, a further relaxation of speed to 60mph was established for oil tank wagons equipped with vacuum operated brakes and screw link couplings. These also had special identification marks. **Note that at 1 January 1948 most oil company tank wagons were still unfitted!**

Classification of oils – Most oils carried in tank wagons will burn, given a sufficient supply of oxygen and given a source of ignition. They are often described as being inflammable but flammable is a better term used exclusively by the mineral oil industry. They do however vary in their flammability and at an early stage they were classified according to their Flash Point, the temperature to which they have to be heated to emit sufficient vapour which when mixed with sufficient air will ignite and thus become flammable.

- a. **Class A** oils are those whose Flash Point is below 23° Celsius [73° Fahrenheit]. Mineral oils falling into this classification are most crude oils and refined products such as petrol [motor spirit UK usage or gasoline US usage], light solvents, light naphtha and mineral turpentine. By-products from coal tar roasting such as benzole, toluol and coal tar naphtha also fall into this classification.
- b. **Class B** oils are those whose Flash Point is between 23 and 60° Celsius [73 and 141° Fahrenheit]. Mineral oils falling into this classification are kerosene, jet fuel, gas oil [Dieseline] and some lubricating oils. By-products from coal tar roasting such as coal tar and creosote also fall into this classification. Products with Flash Points above 60° Celsius [141° Fahrenheit] such as fuel oils, bitumen and most lubricating oils were regarded the same as Class B oils.

Filling and emptying oil tank wagons prior to 1/1/1948 – This was often very dirty and equally very dangerous work. The notes explain fully the differing ways that the tank wagons were filled or emptied for the two different Classes of oils.

Oil tank wagon colours and markings prior to 1/1/1948 – The Railway Clearing House had a considerable part to play in the colouring of oil tank wagons from 1907 onwards and the initial colours plus all the changes made up to 1948 and the reasons is given in this section.

First move towards modernisation! – In 1948 British Railways found itself hauling about 15000 assorted oil tank wagons owned by oil companies. Most were small, ranging from the few that could carry 10 tons, the majority that could carry 12 or 14 tons [depending on the product] to the few that could carry 20 tons. Most oil tank wagons worked in block trains were slow - 35mph

(Continued on page 17)

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.

April

Saturday	10	[9]	General Activities <i>The Branchline</i> assembly
Monday	12	[10&11]	S Scale Special Interest Group meeting – slide/video/movie/e-photo night
Tuesday	13	[12&1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	14	[2]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	16	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	17	[4]	General Activities
Tuesday	20	[5]	Daylighters Group – daytime meeting
Wednesday	21	[6]	Great Western Railway Modellers Special Interest Group meeting – GWR large Prairie 2–6– 2Ts.
Friday	23	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	24	[8]	General Activities

Tuesday	27	[9]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	28	[10&11]	British Railways Special Interest Group meeting – Lighting of BR Freight Yards, Loco Sheds and Station Platforms.
Friday	30	[12&1]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale running night

May

Saturday	1	[2]	General Activities
Monday	3		Materials that can be used on your layout without a big outlay of funds.
Tuesday	4	[3]	Daylighters Group – daytime meeting
Wednesday	5	[4]	LNER Special Interest Group meeting – running night
Friday	7	[5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	8	[6]	General Activities
Monday	10	[7]	S Scale Special Interest Group meeting –
Tuesday	11	[8]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	12		DCC Special Interest Group meeting – venue Naval Base
Friday	14	[9]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	15	[10&11]	General Activities
Tuesday	18	[12&1]	Daylighters Group – daytime meeting
Wednesday	19	[2]	Great Western Railway Modellers Special Interest Group meeting – GWR coal traffic.
Friday	21	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	22	[4]	General Activities
Sunday	23		Large Scale Group Run Day from 1400 to 1700 on the garden tracks
Tuesday	25	[5]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	26	[6]	British Railways Special Interest Group meeting – BR small shunters.
Friday	28	[7]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale running night
Saturday	29	[8]	General Activities

June

Tuesday	1	[9]	Daylighters Group – daytime meeting
Thursday	3		Load equipment at Clubrooms and unload equipment at Pavilion
Friday	4		0830 to 2200 set-up and transport remaining equipment.
Saturday	5		Model Railway Exhibition – open to the public – 1000 to 1700
Sunday	6		Model Railway Exhibition – open to the public – 1000 to 1700
Monday	7		Model Railway Exhibition – open to the public – 1000 to 1700 followed by take down
Tuesday	8		0830 load equipment for about two hours at the Pavilion. Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting –
Wednesday	9	[10&11]	LMS Modellers Special Interest Group meeting –
Friday	11	[12&1]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	12		Stow Exhibition infrastructure, etc. – Clean up Clubrooms General Activities
Monday	14	[2]	S Scale Special Interest Group meeting –
Tuesday	15	[3]	Daylighters Group – daytime meeting
Wednesday	16	[4]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	18	[5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	19	[6]	General Activities
Tuesday	22	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	23	[8]	Great Western Railway Modellers Special Interest Group meeting – a look at Pendon.
Friday	25	[9]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale running night
Saturday	26	[10&11]	General Activities The Branchline assembly
Tuesday	29	[12&1]	Daylighters Group – daytime meeting
Wednesday	30	[2]	British Railways Special Interest Group meeting – BR shock wagons and vans.

July

Friday	2	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	3	[4]	General Activities

(Continued from page 13)

average speed – were unfitted and needed to stop every 40 miles to check axle boxes. At the same time the development of the Motorway system was making road transport of oil products increasingly more competitive with rail. By the 1950s BR liaised with Esso and Charles Roberts and Co. to design and develop a 35-ton GLW oil tank wagon fitted with roller bearings and adequate vacuum braking to enable them to run in block trains at 60 mph for long distances without the need to stop for inspections. In 1957 two versions, each with a payload of 22 tons – a Class A and a Class B – were introduced and in 1959 a smaller version for BP to carry creosote.

The next move forward [and upward]! – In 1958 the French-designed Monobloc oil tank wagons arrived on the scene. In this design the cylindrical tank was carried between the sole bars rather than above them so enabling a larger tank to be fitted within the loading gauge. As a result the Civil Engineers allowed increased permissible axle loadings so that from 1958 the GLW went from 35 tons to 50 tons by 1972.

BR dangles a carrot in front of the oil companies – BR, after two years of negotiations, came up with a ton-mile rate attractive to the oil companies and, provided the oil companies entered into contracts for ten years with a maximum volume of traffic each year [to be paid for if not used], BR would run full train loads of oil products in fully vacuumed braked vehicles capable of 60 mph running. This deal was so attractive that the oil companies put 60% more traffic on rail than had been contracted! By 1965, BR required air-braking on all new oil tank wagons and suitable earlier vacuum braked vehicles were retro-fitted.

In 1966 SMBP introduced a 90-ton GLW bogie oil tank wagon which could carry 65 tons of petrol, more than twice that of the largest 4-wheel oil tank wagon then in service. BR raised the maximum acceptable axle load to 25 tons over specified routes and extending the tank by 5 inches the 90-ton GLW wagon became a 100-ton GLW oil tank wagon carrying about 20000 gallons [90000 litres] of product. The effect of the dangled carrot had been dramatic.

Oil tank wagon colours and markings after 1948 – This section tells of the changes that have taken place since 1/1/1948.

Companies which owned oil tank wagons in Britain – This section lists twenty one companies that owned and operated oil tank wagons in Britain and gives a very short, one or two line potted history of each company. One very interesting fact that most people are not aware of is that British Petroleum Company [BP] was originally the name of a German oil company trading in Britain prior to WWI and marketing petroleum products from Romania and Russia under a **BP** shield. During WWI, it was taken over by the Public Trustee as an enemy controlled company and was acquired by APOC [Anglo Persian Oil Co.], thereby solving that company's UK distribution problems of the time.

Some modelling no-no's – Four very important points are listed as follows –

- a. Do not run any train containing one or more oil tank wagons too fast.
- b. If you're modelling in the steam era, you'll need **barrier wagons**.
- c. After about 1965, most movements of oil on BR were in block trains.
- d. Remember the safety requirements at terminals handling flammable products.

The facilitation notes give full detailed explanations on each of these points, especially point [a] in relation to *Haltwhistle* or *Swan View*.

The notes also include a list of models available, references and several pages of photos showing examples of the various oil tank wagons. A full set of these abbreviated notes are available on

request.

New Acquisitions -

Steve Rayner – showed us three Stove R 6-wheel brake vans from the N Gauge Society [commissioned from Dapol], one in LMS crimson, one in BR crimson and cream and one in BR maroon. They really do look the part - beautiful! Next was a Dapol N scale 2MT Ivatt 2-6-2T in black with push-pull facilities No. 41271. This was followed by a Graham Farish [by Bachmann] Class 24 BR green diesel D5013 and a Graham Farish [Bachmann] Western Class 52 *Western Yeoman* D1035 BR green diesel. To finish off two Oxford Diecast vehicles in N scale – a Greenline RT D/D Bus and a GWR Mechanical horse and trailer. The detail on them and the printing is superb.

Tom Stokes – showed a boxed set of three Presflo 22-ton cement wagons *BLUE CIRCLE BULK CEMENT* by Bachmann, all with differing numbers and all weathered. Also showed a Bachmann 20-ton Presflo cement wagon *BULK TUNNEL CEMENT*.

Terry Hammond – showed two Oxford Diecast vehicles – a Red Ferguson TEA tractor and an Armstrong Siddeley Star Sapphire limousine in ivory/terracotta. His next item was a Corgi Trackside Scammell Mechanical Horse with a Royal Mail step-frame box trailer. Finally he showed a book in a box-sleeve called *Lives of the Engineers* published by the Folio Society.

Trevor Batchelor – showed his latest purchase, a Hornby GWR diesel railcar No. 29 in chocolate and cream.

Ron Richards – showed his purchases from Moojebing Market of three Hornby GWR *Centenary* coaches in chocolate and cream with headboard *PADDINGTON* - XXXX- XXXX - *SWANSEA* [one composite and two brake thirds].

And so as no one was **Doing Things** the evening came to an end.

Great Western Railway Modellers Special Interest Group the subject for the February meeting was the GWR Mobile Cranes, Crane Locomotives and Fixed [Yard and Shed] Cranes.

During the conversion of its system to standard gauge the GWR undertook large-scale production of mobile hand-operated cranes. For breakdown work, these ranged up to 12 tons in capacity and were of modern all steel construction with movable balance weights. For lesser cranes, subject to running in goods trains, fixed balance weights were often used instead.

Thus the GWR became appraised at an early stage of the design needs peculiar for each class of service and at Swindon crane work had an almost separate status instead of being treated as an item of plant and machinery. Accordingly, a long line of hand-operated cranes of various sizes was developed for use on civil engineering work in all districts of the GWR system.

Depending on the relative costs of in-house construction or relying on contractors, mobile steam cranes were also built from time to time, including thirty or so of the 6 ton size. It seems that once the crane capacity required was greater than 6 tons, the Company may have left the construction to outside contractors although it did issue the specifications and general arrangement drawings. However, there are exceptions to this general statement! A clue to GWR built mobile cranes, whether hand or steam operated, was the circular punched holes, for lightening purposes, in the crane's web members. The first type of crane that we discussed was –

Crane Locomotives – these locomotives were mainly used for lifting tasks in and around the GWR's locomotive, carriage and wagon manufacturing plants but could also be borrowed by the Engineering Department for the execution of tasks in space limited locations where their larger cranes could not be used, a photo at the end of these notes shows No. 18 in action in the renewal of the platform faces at Paddington in 1933. Two cranes with 0–6–4PT wheel arrangements were built at Swindon in 1901. They were No. 17 *CYCLOPS* and NO. 18 *STEROPES*. Twenty years elapsed before a third crane locomotive, No. 16 *HERCULES* was built and it differed slightly from the other two. The GWR had a fourth crane locomotive. This was a 2–4–0 side tank locomotive, NO. 1299, which was being built at Newton Abbott by the South Devon Railway at the time of that Company being amalgamated with the GWR. It was finished at Swindon in 1878. All four of these crane locomotives were withdrawn in September 1936 and cut up in 1938.

Breakdown Cranes – breakdown cranes were, by definition, used to sort out breakdowns – derailments, accidents etc. In fact in the early days they were referred to as Accident Cranes but from the WW1 period, there were so many accidents that the description came to have an unfortunate connotation and, by common consent, it was altered to Breakdown Cranes. In the USA they are usually referred to as Wrecking Cranes. The GWR did not build any steam-operated Breakdown Cranes itself but relied on the specialist steam crane manufacturers. There were eight cranes ordered by the GWR as follows –

No. 1	1909	Stothert & Pitt	36 tons
No. 2	1909	Ransomes & Rapier	36 tons
No. 3	1911	Ransomes & Rapier	36 tons
No. 4	1903	Cowans, Sheldon	20 tons
No. 5	1903	Cowans, Sheldon	20 tons
No. 6	1901	Cowans, Sheldon	15 tons
No. 7	1900	Cowans, Sheldon	15 tons
No. 8	1901	Cowans, Sheldon	15 tons

All the above were withdrawn around the mid 1960s.

The next table shows those cranes acquired in the 1923 grouping.

No. 9	1913	Cowans, Sheldon	35 tons	[ex Rhydney – w/d 1965]
No. 10	1911	Cowans, Sheldon	35 tons	[ex Taff Vale – w/d 1969]
No. 14	1919	Cowans, Sheldon	25 tons	[ex Barry – w/d ?]
No. 73	1884	Chaplin	20 tons	[ex Taff Vale – w/d 1935]
No. 74	1904	Jessop & Appleby	20 tons	[ex Alexandra – w/d 1956]

Post 1923 there was a batch of six 45 ton cranes ordered at the outbreak of WW2 on Government account for the GWR and the SR. [Similar deals were also placed for the LMS and the LNER] The GWR received four and the SR two. The GWR cranes were numbered 16, 17, 18 and 19 and were all built by Ransomes & Rapier.

Steam-Operated Cranes For Engineering Department Work – These cranes were sometimes referred to as Permanent Way Cranes. They were built for speed of operation rather than strength and they were handier for work such as repositioning of signal posts and gantries and for loading up old sleepers and similar materials. As noted at the beginning of these notes the GWR built its own steam-operated cranes of up to 6 ton capacity for this work but seems to have mostly relied on outside contractors for cranes of larger capacity –

No. 12	1908	Wilson	12 tons
No. 15	1937	Smith	15 tons

No. 24	?	GWR	6 tons
No. 30	1941	Cowans, Sheldon	12 tons
No. 32	1927	Isles	12 tons
No. 67	?	GWR	?
No. 75	1926	Booth	15 tons
No. 443	?	GWR	6 tons

Rail Mounted Hand Operated Cranes – As well as being used for civil engineering work, these rail-mounted and hand-operated cranes were sometimes used to load and unload open, bolster and depressed-centre wagons at stations where there was either no craneage or the installed craneage was of insufficient capacity. Every crane, whether hand-operated or steam-operated, had a match truck accompanying it which would not only act as a check wagon for the long overhanging jib but also carried the weight of this girder whilst in the down position. As curves had to be negotiated, provision was made to allow the jib to slide sideways on a roller carried on a substantial cross member. The large lockers on either side of the central well contained the various slings and chains used for the varying commitments of the crane.

Crane Testing Wagons and Vans – Testing the integrity and safe working capability of lifting equipment was as important to the GWR as it is now and methods were developed to check the equipment from time to time. Chains and steel ropes could be un-sheaved from the crane and sent back to Swindon. There the chains were annealed and carefully inspected [including using X-rays and ultrasonics which were in their infancy before WW2] for incipient cracks and were then brushed with linseed oil and tallow. The ropes were examined for signs of stretching and for any loose strands and were lubricated with a special compound. Certain equipment, particularly breakdown cranes at Swindon, could be tested in situ by putting them to the test.

There is a photograph of GWR No. 1 and 2 36 ton cranes jointly picking up *The Great Bear* which weighed 97 tons without its tender], 35% in excess of their joint rating. Where it was not possible to bring the equipment to Swindon, Crane Testing Wagons were sent out to check the lifting capability in the field. These were basically flat wagons with steel floors and curb rails, four rings for being lifted off the track and provided with special axle boxes so that the wheels would not fall out or the bearings interfered with when being lifted. They were able to be loaded up with cast-iron weights to proof test the various cranes and coal hoists around the system. Six wagons were built to four different Diagrams.

Seven Crane Testing Vans were built to Dia. CC4 between 1892 and 1908. They were similar to the iron bodied Workshops and Tools Vans used by Pooley & Son and by the signal and engineering departments. They had two windows on each side and at each end, skylights in the roof and were equipped internally with work benches and lockers. They were partnered with a Crane Testing Wagon on its rounds, providing a modicum of workshop facilities on site.

Goods Yard Cranes – The most common crane found in GWR goods yards had a 3 ton capacity. This type of fixed jib crane had a radius of operation [reach] of 14ft. 6in. and the bottom of the hook when at the tip of the jib was 20ft. above rail level.

By the late 1920s/early 1930s, many of the items to be lifted in and out of open wagons and to and from bolster and depressed centre wagons had become heavier and larger, particularly containers. The GWR 6 ton fixed jib hand-operated yard crane was developed to address this problem. The GWR seems to have acquired a Travelling Overhead Crane [sometimes known as a Goliath Crane] from Cowans, Sheldon & Co. for use at Swindon Works. As far as can be seen, the GWR did not seem to use Travelling [or Fixed] Overhead Cranes at any of its goods yards.

Goods Shed and Warehouse Cranes – The items to be loaded into or unloaded from open

wagons inside a goods shed/warehouse would generally be lighter than those from open wagons in the goods yard and thus the craneage required would be of a lesser capacity. A common GWR design was a 2 ton fixed curved jib hand-operated warehouse crane that could be rotated on a 12ft. radius on a securely mounted central spindle. Its maximum lift was 12ft. above deck level so a lift of about 8ft. 6in. was possible over the side of a 5 plank wagon.

Mobile Cranes – With the development of specialised vehicles, the GWR acquired a number of mobile lifting appliances to improve operations in goods yards and goods sheds.

A much more detailed set of Notes, including drawings and photographs, are available on request.

New Acquisitions -

Ron Fryer – showed his Xmas present from SWMBO! The NRM/Bachmann *City of Truro*. Not surprisingly, he is very pleased with it, he's as happy as a pig in mud!

Ron Richards – showed a Hornby 6 plank open wagon *BUTE MERTHYR* that he had just bought from Moojebing Market.

John Brenchley – showed two books –

- *GWR Wagons Before 1948, Vol.2* – R. Tourret [Cheona Publications]
- *Great Western Way* by John Lewis [HMRS]

He also showed a leaflet from the Driving Creek NG Railway in NZ. It has a rather spectacular track layout from its start to finish as it wends its way up the mountains.

Steve Rayner – showed a magazine currently in the shops showing all the British model locomotives, coaches and wagons currently available [\$17.95]. We should get one for the library.

Doing Things –

Alan Porter – Part III of the Water Mill Saga. All windows and doors are now fitted. The roof has had its rafters and king posts fitted [and is removable]. He has put internal floors in and is planning internal walling. He has suitably adjusted the sluice gates and water wheel to make them more realistic yet still work. We have tried to convince Alan to put lighting in it – but so far have not succeeded.

Great Western Railway Modellers Special Interest Group's March meeting was a Bring, Run and Tell night but first we looked at –

New Acquisitions –

Steve Rayner showed his latest acquisition. He said that it looked so good in the shop that he had to buy it. It is a 4–8–8–2 Cab forward AC12 locomotive No. 4275, a real big Beastie but it sure looks impressive.

Doug Firth brought along his first kit built locomotive to show us, a WAGR Z Class Shunter [SN3½], he used a Class 4 UK diesel chassis. His next item was a scratch built shunter's truck complete with worker. Another Sn3½ item was next, a QJH flat bogie wagon complete with container.

Ron Fryer showed several Base Toys –

- Thorneycroft Horsebox with green cab
- Leyland Comet Refuse truck in yellow
- Guy Warrior 6-wheel dropside truck in white
- Rover police car [black] with bell and blue light on top, and
- Rover police car [black] with bell and police sign on top

He also showed a Classix Vauxhall H-type Ten-four Taxi in black from 1937 which with a bit of luck he can convert to a police car by changing the sign on the top. Finally showed a Cambrian kit of a GWR 40-ton GWR Loco bogie coal wagon.

Doing Things –

Ron Richards made some radii gauges 36in, 35in, 34in and 33in as he was having problems on bends at the end of the station platform. By trial and error he found that the 34in. one was the one that did the trick.

Doug Firth is building a shunting layout at home. He will bring it into our Clubrooms to show us in due course.

The main theme for the evening was next, Bring, Run and Tell.

Ron Fryer went first running his new Bachmann/NRM model of the GWR City Class 4-4-0 *City of Truro* pulling his models of a W1 parcels van, a V5 passenger luggage van, a C19 7-compartment second class coach, a C23 10-compartment all third coach, a C4 7-compartment all third coach and a D7 5-compartment third brake coach all from around 1908 that he has kit-bashed from the old Tri-ang shortie clerestory coaches.

A little out of place on Haltwhistle but they sure looked good climbing the steep incline to Cumwaite Station.

Doug Firth was next. He showed and ran a Lima *King George V* complete with bell pulling three Collett coaches.

We then moved to the O Gauge layout where -

Roger Solly showed his kit-built GWR 4-2-2 No. 3037 *Corsair* pulling four 4-wheel coaches – Slaters/Metal Models/Metal Models/ Slaters – plus a 4-wheel D & S Models GWR horsebox. Next came a GWR 2-2-2 Queen Class No. 1130 *Gooch*. All to Roger's usual high standard.

Steve Rayner was next on the N scale layout, *Frans River*. He showed a GWR Class 57 Pannier pulling two B-set coaches. This was followed by a Dapol GWR Prairie 2-6-2T [with straight side tanks] pulling eighteen assorted wagons and vans from various suppliers ending in a GWR Toad brake van. His last train was the complete outsider, the 4-8-8-2 cab forwards AC12 locomotive 4275. Why is it that N scale locomotives have always run better than OO? [Our proof reader comments that this is a good point and could be opened for discussion at a Branch meeting. Suggest the various SIG Coordinators put this topic on their agenda, the resulting theories, etc. will then be published in the SIG Notes. Ed.]

S Scale Special Interest Group. The February and March meetings were very well attended by 37 and 38 AMRA members respectively. Those in attendance were treated to topics and activities which were interesting and informative to those who take an active interest in the

modelling of the WAGR and MRWA in S scale.

The topic for the February meeting was “Paints; for models of the WAGR and MRWA”. Stuart Mackay and Paul Tranter gave brief talks and provided the members with a breakdown of paints from Humbrol, Holts and Tamiya and provided examples of wagons and coaches which had been painted in the relevant colours. [See picture on next page. Ed.] A copy of the table presented at the meeting is provided below.

A more detailed list of appropriate paints can be found on Richard Stallard’s Marbellup Valley Railway website; <http://members.iinet.net.au/~judithandrichard/marbelup/index.htm> Richard’s list also includes further suggestions from Don Moir and Phil Knife. Suggested paints for WAGR and MRWA railway vehicles are as follows –

Number	Colour	Type	Applications	notes
H3	Brunswick Green	Gloss	For Railcars and suburban coaches	(H) Humbrol paints unless otherwise stated
7	Light buff		Roofs of Railcars and coaches	
8	Revell black	Matt	For u/frames and running gear	a very nice matt finish
11	Silver	-	For furniture containers/ADE railcars	
19	Red	Gloss	Loco buffer beams, Railcars	
22	White	Gloss	Suburban Coaches and railcars	
24	Yellow	Matt	Hand-rails on Guard's-Vans, Diesels	Also for DE loco stripes
28	Off white	Matt	Suits the roof of the Z shunter	
30	Revell Orange	Gloss	Orange locomotives C1980 on	
33	Black	Matt	Under-frames and running gear	
34	White	Matt	Signal posts	
60	Red	Matt	Locomotive buffer beams	
67	Black	Matt	Steam Locomotives, U/frames	An excellent metal grey/black
63	Sand	Matt	Coach roofs	
69	Yellow	Gloss	Hand-rails	I prefer 69 to 24 for h/rails
70	Brown	Matt	Wagons	
76	Green	Matt	Steam locomotives/coaches	
80	Green	Matt	Steam locomotives	
92	Grey	Matt	Under body floors	
93	cream	Matt	Roofs of wagons and coaches	
94	Sand	Matt	Wagon roofs	
102	Cream	Matt	Wagon and coach roofs	
105	Green	Matt	Steam locomotives	
110	Light brown	Matt	Wagon and coach roofs	
154	yellow	Matt	For WAGR wagons and shunting tractor	Distance Signal arm
191	silver	Gloss	For ends of Governor railcars	Not too shiny silver
DS 106	Holts grey primer	Matt	An ideal undercoat for all paint	(Never brush coat a varnish over a silver paint as there is a danger of reactivating the silver paint. Matt coat with extreme caution)
DS108	Holts red primer	Matt		
DS110	Holts silver metal	Matt	ADK/B Railcars/ADH country r/cars	
DS124	Holts yellow primer	Matt		
SNB150	Power Plus (Holts) white primer	Matt		
DSH32	Holts sno white	Satin		
DS112	Holts matt black	Matt		
	Estapol Matt varnish	Matt	Ideal for sealing all vehicles to give a light satin finish*	
79	Blue/Grey	Matt	MRWA wagons, vans and guards' vans	These are all Humbrol paints
96	Blue/grey	Matt	MRWA wagons, vans and guards' vans	Probably suits a faded van
107	Red	Matt	MRWA Coaches	96 or 79, you be the judge
144	Intermediate Blue		Probably too light	H107 may no longer be available



MRWA AE533 in Blue/Grey Livery. The AE's were the equivalent of the WAGR GE's. The modeller has used a Railwest GE painted in Humbrol #96 which you can see if you receive *The Branchline* in digital form.

S Scale Special Interest Group's March meeting was billed as a night for train running and viewing on *Swan View*. Six members brought trains to run on the layout.

Paul Tranter showed his ADK/ADB railcar set built from a kit some years ago.

Ray Cooper showed and described his W class loco and large range of Railwest wagons which he has built over the past few years.

Lynton England ran and described his 4-6-0 G117 and set of T class cattle wagons, some scratch-built, some from GA models kits,

Murray Hartzler showed his brass scratch-built V class steam Mikado loco on a Bachmann chassis hauling a large range of wagons, mainly scratch-built over the past fifteen or so years.

Stuart Mackay ran his 4-8-0 Fs steam loco which had a scratch-built body on a heavily modified Tyco Consolidation chassis, hauling a range of scratch-built and kit-built wagons.

Neil Blinco was next to run his relatively recently completed V1213 4-8-2 Mikado locomotive hauling a range of wagons similar to a photo Neil displayed and which inspired him to assemble the consist for the evening's run.

Murray Rowe ran an X class locomotive, four AYE/AYF coaches and some wagons built from Railwest kits. All in all the seven trains represented a range of locomotives, coaches and wagons which had been built by the modellers, both very recently or over the past twenty years. A big thankyou to those members who brought their trains to show and tell.

Prior to the train running a number of members showed or told of some interesting items that they had recently acquired.

Greg Aitken showed a pamphlet from a website by Artista of a range of S scale figures.

Murray Hartzler reported on a website called Near Map which shows aerial views of WA which may be of interest to the modeller.

Bill Gray reminded members of the next issue of the ASNM which is due out this month.

Stuart Mackay reported to members that the October meeting will focus on slides of the MRWA and Joe Moir has already offered to bring his slides as will Graham Watson. Stuart challenged the members to make a wagon in MRWA colours such as H#96 and bring it to the meeting. A GA models GC or a Railwest GE are suitable as the MRWA owned their versions of these wagons.

Graham Watson showed a swatch of Dulux Indian Red and a jar of paint to match. WAGR coaches were painted in this colour prior to the introduction of the green and cream livery on the Australind in 1947. Indian red could still be seen on WAGR coaches into the 1950s. Director Peter Weir got the livery right in his 1987 Gallipoli movie.

Kieran Wright showed his FA and D van which he recently assembled from GA and Railwest kits, suitably weathered and lettered.

The S Scale Special Interest Group is a very active group of AMRA modellers which meets on the second Monday of every month at 2000 hours in the AMRA clubrooms – visitors are always welcome. Contact Stuart Mackay on 08 9310 3858 or <mackays@iinet.net.au> for general information about the S Scale Group. Bill Gray <william_gray@optusnet.com.au> is the WA contact for the Australian Sn Modeller and is always seeking articles for publication.

LMS Modellers Special Interest Group's February meeting was rather poorly attended but as Luigi [I think it was he] used to say 'Never mind the quality, feel the width' – or something like that! Nevertheless, a good variety of LMS trains were Brought, Run and Described by those who did come!

Steve Rayner ran a Peco N scale Jubilee [No. 5712 *Victory*] in crimson lake hauling a six coach express consisting of one of each of the recently released Graham Farish by Bachmann LMS Stanier Period III coaches [corridor brake third, corridor all third, vestibule composite first/third, vestibule all third, corridor first and corridor brake first].

Shane Busing showed a Graham Farish by Bachmann N scale 2–6–0 Crab No. 13098 in LMS lined black livery hauling a somewhat longer passenger train consisting of seven Graham Farish by Bachmann LMS Stanier Period III coaches together with an N Gauge Society [commissioned from Dapol] 6–wheel Stove R Parcels Brake in crimson livery, a Travelling Post Office Sorting Van, a Covered Carriage Truck and an Ultimo kit–built 50ft. Parcels Brake.

Alan Porter ran five different OO trains on the 16.5mm gauge *Swan View* layout – not all at the same time though!

- a DJH kit-built large boiler Claughton 4-6-0 No. 6004 [originally *Princess Louise* but de-named in 1935 when Princess Royal class 4-6-2 No. 6204 *Princess Louise* was built] in crimson lake livery [acquired from the late Doug Kelly] hauling a short express consisting of four Airfix GMR Stanier Period III corridor coaches [two brake thirds and two composite first/thirds] and a Hornby twelve-wheel Dining Car, strengthened with an Airfix GMR 57ft. non-corridor lavatory composite, all in LMS crimson lake livery.
- a Hornby Black Five 4-6-0 No. 5055 in LMS lined black livery in charge of a milk train consisting of a Mainline 50ft. Parcels Brake and a Hornby six-wheel Insulated Milk van at the head, both in crimson lake livery, followed by ten six-wheel Milk Tank Wagons [three Lima *Express Dairies* [sic] vehicles repainted from their 'orrible blue-green livery into the proper *Express Dairy* Royal Blue livery and with new *Express Dairy* lettering decals [by John Hosegood of Leominster, Herefordshire] in three different formats, four Hornby vehicles with two different *Express Dairy* lettering formats, a Dapol *Express Dairy* vehicle and a Hornby Dublo *United Dairies* white vehicle repainted Royal Blue and with new *Express Dairy* decals by John Hosegood and another Hornby Dublo *United Dairies* white vehicle with new *United Dairies* decals by John Hosegood], a Hornby four-wheel United Dairies Milk Tank Wagon and a MAJ kit-built six wheel Stove R 31ft. Parcels Brake in crimson lake livery.
- a Bachmann Crab 2-6-0 No. 2715 in LMS lined black livery hauling a stopping passenger train consisting of three Graham Farish generic main line corridor coaches [two brake thirds and a composite first/third], strengthened with an Airfix GMR 57ft. non-corridor lavatory composite, all in LMS crimson lake livery.
- a Bachmann ex-LNWR G2A 0-8-0 No. 9449 in unlined LMS black livery hauling a train of eighteen [incorrect 10ft wheelbase] Dapol private owner mineral wagons which have been commissioned by several British traders and organisations [1E Promotions/KRS Models, Wessex Wagons, Pendon Museum, Castle Trains, South Wales Coalfields, St. Albans Signal Box Preservation Group, Antics, Tutbury Jinny, Red Rose Steam Society and West Wales Wagon Works] with one correct Dapol 9ft. wheelbase mineral wagon and a Hornby Dublo [look-alike but too short] LMS Goods Brake Van bringing up the rear.
- a Bachmann 0-6-0T Jinty No. 7524 in charge of a pick-up goods train of correct 9ft. wheelbase mineral wagons [kit-built Peco Wonderful Wagons, kit-built Cambrian Wagons, scratch-built styrene body with Tony Collett printed sides and ends on a Peco underframe, Hornby and Lima RTR bodies mounted on Peco underframes and old Tri-ang bodies repainted, reliveried with POW decals and mounted on Peco underframes with the same Hornby Dublo [look-alike but too short] LMS Goods Brake Van bringing up the rear [Alan had left a much better ex-Airfix GMR/ex Dapol/Hornby LMS Goods Brake Van at home!]

After packing up the various trains and a cuppa, it was time to do three things – talk about any New Acquisitions, any Current Projects and the programme of meetings for the remainder of 2010.

Shane Busing showed two new Wild Swan Publications books that he had recently acquired, *LMS Lineside Part Two: Railway Signage, Timetable and Poster Boards, Platform Numbering, Station Seats, Barrows and Trolleys* by V.R. Anderson & H.N. Twells and *A Modeller's Handbook of Painting and Lining* by Ian Rathbone.

He also showed one of the N scale LMS Stove R six-wheel 31ft. Parcels Brakes in LMS crimson lake livery which had been commissioned from Dapol by the N Gauge Society – he has two other differently numbered vehicles in the same livery. Dapol have produced these vehicles in five different liveries for the NGS – LMS maroon [crimson lake!] with maroon [crimson lake!] ends,

LMS post-1936 maroon [crimson lake!] with black ends and full lining, post-1949 BR crimson, post-1956 BR lined maroon and post-1966 BR Rail Blue. [It has just been announced that the same is to happen in OO later this year although there will only be one number for each livery]

Alan Porter showed the [now] rapid progress he had been making with a Wills Craftsman kit for a water mill that he had modified by putting in an extra floor level and changing the windows and door positioning. He also explained the methodology employed in water mills and in wind mills and how this is being considered in the implied internal arrangements in the building – although he is hesitating at doing any significant amount of interior fitting-out!

Regarding the programme for meetings of the Group in 2010, it was agreed that there would be series of topics with the common title of **How I Would Model an LMS xyz I have Always Admired if I had Unlimited Space, Time and Money [and What I would Actually do with the Space, Time and Money I can Spare]** where 'xyz' will be – Main Line Station [7 April]; Branch Line Station [2 June]; Terminus Station, large or small [4 August]; Dockside or Industrial Location [6 October]; Motive Power Depot [1 December].

Due to the fact that the Group's meetings are held just after the deadline for each issue of *The Branchline*, it has not been possible to give any significant advance notice of the Group's April meeting in this issue but it is hoped that former Group members and any other interested AMRA members will note the topic for the June meeting and turn up in numbers!

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Richard Johnson	9437 2470
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Jim Gregg	9298 9442
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

Around the Layouts

Haltwhistle. Not a lot to report on the layout, trains are running well. We know of a few rail joints that are giving problems, the crew will look at them in the near future.

Tom Stokes
Layout Supervisor

The Valentine Run. The layout has been in pieces while all of its Tortoise point motors were being fitted by Craig and Alan H., Craig having previously spent many therapeutic hours connecting wires to each motor contact for future use. By the time you read this, we may have figured out how all eight pieces go back together and be running again. The degree of difficulty in reconnecting the modules will be of interest for further events, such as forthcoming Exhibitions.

Our wiring guy had the pleasure of working sideways rather than upwards for a while there but given he will shortly need to connect fifty two points from underneath, that should be the last we see of him for some time. However, as we continue to extend the plaster hard-shell and experience the inevitable spillage or two; disgruntled subterranean rumblings may occur – until the plaster goes off.

Two (of the six) control panels have been completed and are ready to install, revised somewhat after a test drive amazed all with its dazzling light display, especially when several switches displayed red for the open track and green for the closed. Why apparently identically wired switches and lighting units decide to operate in dissimilar configurations is beyond our comprehension, although fixing it was relatively simple by swapping the power feeds.

One Saturday a rather loud crash hastily brought several members offering their assistance, either to lift the collapsed layout section or to administer the last rites to anyone beneath or both. One of the support frames had been removed to enable access for wiring and the module above had somewhat noisily demonstrated its instability. A touch of plaster and paint will repair the slight damage; our wiring guy who emerged unscathed, shaken but not stirred, from working on an adjacent module expressed an opinion that may cause an overflow of our Branch's inappropriate terminology receptacle [*he's obviously been listening to Rudd. Ed.*]. Two pins now inserted into the centre support rail will hopefully prevent this from happening again.

Alan Burrough
Craig Hartmann
Layout Coordinators

Yarloop Steam Workshops and Timber Industry Heritage Centre.

One hundred years ago, timber was Western Australia's biggest industry. Steam was used in every stage of timber processing. Yarloop Workshops kept it all going. From sharpening huge saws to manufacturing rolling stock, little was beyond its capacity. Today, it gives a fascinating insight into our heritage. Upcoming events are –

11 April	Steam Day Opening
18 April	Car Boot Sale
9 May	Steam Day and Old Machinery Display when we have more than sixty small and large engines of all descriptions on display
29 May	Country Food and Entertainment Cabin Restaurant
13 June	Steamworks Antique, Collectors and Craft Fair which will be turning it on for lovers of 'simply old things'.
11 July	Steam Day Event will combine a Vintage and Classics Motorcycle display from the Indian Harley Club of WA

The Workshops are open daily from 1000 to 1600 and can be contacted on 08 9733 5215 or via their website www.yarloopworkshops.com.au

There is more information on our Clubrooms Notice Board about these events.

Extended Power Outage Scheme

If, as the result of the recent storm, your electricity supply was out for over twelve hours you are almost certainly entitled to \$80.00 under the scheme. Go to <www.westernpower.com.au> on the home page, left side, click on 'extended power outage scheme', read through the text until you come to the link 'on line', click on this to bring up the claim form, complete and submit it. A paper claim form is available from WesternPower for those without internet access.