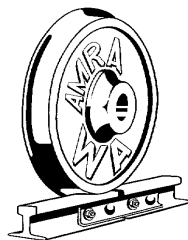


The Branchline



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

www.amrawa.com

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Frans Fatidic

The 2010 Branch Annual General Meeting

This meeting will be held on Monday 16 August 2010 commencing at 2000. The venue is our Branch Clubrooms at 24 Moojebing Street, Bayswater, WA.

A formal notice, in accordance with our Branch Constitution, calling this meeting is enclosed with this copy of *The Branchline*, together with the Meeting's Agenda and the minutes of the 2009 Annual General Meeting. Please bring these with you to the Meeting.

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

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

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

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

Clubman of the Year

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

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Association Western Australian
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The presentation of this Award is normally made during our Annual General Meeting each year.

President and Exhibition Manager Reports

What a great weekend we all had at the Exhibition, very tiring but with over 14000 people coming through the door, it was all worth it.

Firstly I would like to sincerely thank Stratco for their donation, secondly Ross's sales and auctions for their generous support and Kerry Poole for her beautifully made quilt.

With John Maker's health problem, our Management Committee had to put in place some changes to the Judging and it may not have been as John had planned.

Thanks to Alan Porter, Craig Hartmann, Barry Keens, Tom Stokes, Murray Hartzler, Kathy Price and Lynn Nichols who all stepped in to make the judging happen. Once again, many thanks, it made my job much easier.

I believe the Exhibition numbers were high due to the Tidman family having a segment on TV regarding Lego which bought in more people than expected and all three days were very busy, especially families. My thanks to the Perth Adult Lego Society for their efforts.

We ran out of Exhibition Guides again this year so we will have to get more printed next year.

The Exhibitors from the Eastern States were impressed with our Exhibition, the high standard of layouts and size of our halls: nothing that size is available in the Eastern States.

I would sincerely like to thank our volunteers especially Ron Fryer, Laurie Price, Tony and Kerry Poole, Rosemary Pearce-Ponjee and James Pearce who worked very hard behind the scenes to keep the Exhibition running smoothly.

A special thanks to everyone else who volunteered to assist as without them the Exhibition would not have been possible.

A special thanks also to Ashley Maker for making sure that John was able to attend and also for her help under the circumstances. I hope John will make a full recovery.

To all Exhibitors a big thanks to you for being there,

because without your efforts it would not have happened, you are an essential part of our Exhibition.

I hope to have a trophy presentation and maybe a talk about this year's and next year's Exhibition [our 35th] on Saturday 10 July at 1500 in our Clubrooms. I would like to see all the trophy winners and others attend as there will now be trophies presented for Second and Third places.

This year a new trophy was presented by Peter Ibbs of Maylands Model Railways as an Encouragement Award for an individual layout. All the trophy winners are mentioned in this edition of *The Branchline*. [see back pages, Ed.]

I would also like to thank Mr and Mrs Bombak for the use of their caravan. I hope that everyone who attended the Exhibition enjoyed the displays and if there were any problems I would like to hear about them so we can rectify them for next year.

We tried a couple of new ideas ATMs and the Train rides between the station, car park and the front entrance which, according to the general public, were a great success.

Due to work commitments Ralph Cope is be unable to continue as Branch Secretary, Neill Phillips has kindly stepped in till the AGM [hopefully beyond that!!] otherwise we will be looking for a new Secretary.

A notice regarding our Branch's Annual General Meeting is on the front page of this issue. The formal notice calling the AGM is included with this issue as a Supplement to members only.

If you would like to become more involved in our Branch please submit a nomination on the Form which is part of the AGM Supplement.

Back to basics: the cleaning of our Clubrooms has once again slipped to a low standard. As we all use them I feel that the various Groups who use the building need to put more effort and time in keeping our Clubrooms clean and tidy otherwise we will have to look at employing a cleaner which will result in higher door fees to be paid. This has been an ongoing problem and I should not have to mention it on a regular basis as we are all adults.

Until we can afford to construct our new storeroom and work shop there will be no changes made to the present situation in our Clubrooms – no new layouts or moving layouts around.

Robert Bell has donated to our Branch a print of a Southern Railway scene. The print is a limited edition signed by the artist, it has been framed and will shortly be hung in our Clubrooms. Thanks Robert, your generosity is much appreciated.

Frans Ponjee
Branch President and
Exhibition Manager

Vale Ron Ashe and Bill Quartermaine

On a sadder note I bring to member's attention the passing of two of our members during May.

Ron Ashe had been a member for around thirty years and modelled in O gauge. He is remembered mainly by the longer serving members of our Branch. Unfortunately we did not know about his passing until it was too late to attend his Committal Service so our Branch was not represented .

The other member was Bill Quartermaine who joined the Association just after the 2009 Exhibition and was a very enthusiastic member. He was also enthusiastic in his two other hobbies, wood-turning and ELVIS! He did suffer from cancer but assured us, as he did his family, that he was in remission, obviously he wasn't. The *Haltwhistle* crew knew Bill well and they helped build his layout of which he was very proud. This layout and stock he left to his grandson. Our Treasurer represented the Branch at Bill's Committal at Pinnaroo.

On behalf of our Management Committee and Branch Members we send our deepest sympathy to both families on their loss.

From the Editorial Desk

The Branchline – August issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday 31 July** 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 30 July
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 31 July
- For items transmitted electronically via e-mail – 1800 Saturday 31 July 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 14 August**

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

	Editorial deadline	Assembly, etc.
October	Saturday 25 September	Saturday 9 October – will include Minutes of 2010 AGM
December	Saturday 20 November	Saturday 4 December

Ted Thoday

Literary Lines

Recent donations of books and magazines from the following members are much appreciated.

Geoff Bell, Ron Chatterton, Graham Horton, Don Henderson, Callum Barnes, Tom Stokes and Garry Bettison. Thanks very much.

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

Found – Digital Camera Picture Card

On Sunday 6 June, at the Model Railway Exhibition an Olympus XD picture card M+ 2 GB was found on the floor by Ralph Atkins.

If you think this could be yours please contact Ralph on 9342 7602 or mobile 0414 679 485.

Around the SIGs

British Railways Modellers Special Interest Group – the subject for the April meeting was the Lighting of BR Freight Yards, Loco Sheds and Station Platforms.

The infrastructure built by the Big Four [and even by some pre-Grouping companies] was inherited by British Railways on its birth in 1948. At that time [and for almost a decade thereafter], there was a shortage of capital to invest in items that were working satisfactorily [sort of!] – the old adage 'If it ain't broke, leave well alone!' – applied. There was, however, in 1948 a backlog of the pre-WW2 planned modernisation of some stations and there was also the remediation of war-time damage which had not been addressed during WW2 or immediately afterwards by each of the Big Four. These factors did lead to a more rapid investment of capital for station lighting than was evident for other equally deserving items of infrastructure.

Improved lighting of freight yards and loco sheds [and yards] came about as a result of the greater power in the hands of BR's unionised workers in those areas but more slowly than in the case of platform lighting. Notwithstanding these provisos we will have to take a look at what BR inherited as well as what BR actually produced from 1948 onwards. Night-time illumination of freight yards, loco sheds [and yards] and station platforms has always been a step towards improving the safety of the employees of the railways and of their customers - the passengers. However, in pre-Grouping days the concern of the railway companies was less directed towards the safety of their employees ['servants'] than to the safety of the passengers and the amount of night-time lighting provided varied accordingly.

We must also note the technical improvements over a century or more in providing lighting after the sun had set. At first, oil was the material which when burned with an adequate supply of oxygen produced a luminous flame that could be amplified by having a polished concave reflector [mirror] behind the flame. The oils used were animal oils originally, mainly whale oil, then came the light fraction obtained as a by-product of the destructive distillation of coal in the absence of air [for coke or for town gas production] and at the end of the nineteenth century, came paraffin oil [kerosene] derived from petroleum refining. The availability of town gas at some railway facilities enabled illumination by oil flame to be replaced by gas flame. The brilliance of the light emitted by the gas flame could be improved by containing it within a silk mantle which had been soaked in thorium oxide and cerium oxide – these substances produced a whiter and brighter light when heated by the gas flame than that from an oil or simple gas lamp.

Then came electricity! Passing electricity through a fine carbon, later tungsten, filament gave off a 'warm' light that could be varied in strength by varying the resistance of the filament and by varying the voltage applied to the filament. Other ways by which electricity was used to produce light in the visible range were through mercury vapour and sodium vapour lamps, the fluorescent lamp and the halogen lamp. Railway lighting has followed these developments as and when available and where feasible.

As the importance of small freight yards diminished in the 1950s and BR embarked on modernising some of its existing flat and hump marshalling yards as well as building brand new hump yards,

marshalling yards have been included in these notes as an extension of the coverage of the lighting of freight yards.

Illumination of platforms was an important safety consideration at even the smallest of stations and, in addition to the lamps on lamp posts along the platform, gas or oil lamps were often bracketed to platform facing walls and footbridges. The railway companies had their own distinctive design of lamp-post and glass top for oil, gas or electric illumination. It is believed that although some of the pre-grouping companies, and certainly the Big Four themselves, had their own foundries, cast iron lamp posts were often obtained from private foundries with the railway company's name incorporated in the casting. Gas lamps would have been used where there was a local town gas supply, whilst oil lamps would have been provided at remote stations. Gas or oil lamps were still in use, particularly at country stations, right through to the 1960s before electricity was connected.

Our detailed look at the lighting of BR platforms, loco sheds [and yards] and freight yards will rely almost entirely on a series of photocopies of photographs from a variety of reference books - as they say, a picture is worth a thousand words. These pictures are part of the facilitation notes and are available on request.

After the usual break we continued with –

New Acquisitions –

Steve Rayner – showed us his latest Bachmann/Grafer purchases in N scale, a Class 08 Diesel shunter in BR blue No. 08763 and four Cattle wagons in BR bauxite. He also showed us the new Bachmann catalogue.

Alan Porter – showed three books –

Railway Modelling – The Realistic Way by Iain Rice, published by Haynes Publishing

Blue Pullman Supplement by Kevin Robertson, published by Noodle Books

The Railway Paintings of Barry J. Freeman, published by Silver Link Publishing

Ron Richards – brought along his new Bachmann Class 47 in BR green *G.J. CHURCHWARD* No. 47079.

Doing Things –

Terry Hammond – showed the Southern Dining Saloon coach kit by Phoenix, that he is building – even down to the scratchbuilt kitchen [including the three saucepans!].

Ron Richards – informs us that he has made an inspection pit from scratch and has incorporated it into his layout.

British Railways Modellers Special Interest Group's March meeting was a Bring, Run and Show but first we looked at –

New Acquisitions –

Ron Richards showed a Bachmann 5plank open wagon *John Arnold & Sons* followed by a Heljan Class 14 Diesel locomotive in BR green.

Steve Rayner was next and he showed us three Oxford Diecast vehicles in N Scale, a Southdown Queen Mary double deck bus in green, a London Transport RTL double deck bus in red and a BR

Albion Horsebox. His next item was a Graham Farish/Bachmann Class 33 Diesel locomotive No. 33002 *Sea King* in BR Civil Engineers yellow/grey. Finally, a two-car DMU Class 108 in BR blue from Graham Farish/Bachmann. Both these items were in N Scale.

Nick Pusenjak showed the latest Bachmann catalogue and a Base Toys Foden DG low loader in Pickfords blue livery in 4mm scale.

Terry Hammond brought along a wooden steam locomotive made from various colours of wood by his son. His next item was as equally unusual, a sort of cuckoo-type clock but without the cuckoo. It had a train that goes around and around on the hour and a guard who pops out [instead of the cuckoo] and blows a whistle! His wife bought it for him for Christmas. He loves his wife – we think!

Peter Sapte showed two show guides from shows that he attended in the UK. St. Albans Show which he said was an excellent event. The second show was the Watford Finescale Show which he also said was excellent.

John Maker showed two Bachmann Class 03 Diesel shunters in BR black [early emblem] that he was going to cut one up to make a Sn3½ WAGR Class Z shunter.

Doing Things –

Peter Sapte showed us photos of the finished coaches that he was making on his last visit to Perth. The coaches really looked excellent. He is now beginning to build an Alexander white metal kit of a LMS/BR Bo-Bo Type 1 Diesel electric shunter No. 10800. We look forward to seeing it as he progresses with the build.

We then adjourned to the layout rooms to run trains!

Tom Stokes was first cab off the rank and he showed us a Bachmann Class 25 Diesel in two tone green livery pulling a train consisting of six Bachmann Presflo wagons *Tunnel Cement* markings, a Hornby Dublo Presflo wagon, three Bachmann Presflo wagons *Blue Circle Cement* [a Special Edition weathered and individually numbered from Hattons], two Airfix kit built Presflo wagons *Blue Circle Cement* in yellow livery, three Dapol kit built Prestwin wagons, three Wrenn Prestwin wagons in *Fisons Fertilisers* livery, four Triang Container L wagons complete with containers, a Dapol planked Box Van and a BR standard Brake Van.

Gordon Bramwell showed a train, not too often modelled and displayed – a breakdown train consisting of a Class 25 Diesel, Hornby HAA Hopper, steel open wagon, 2-plank flat wagon, Hornby 75ton Crane, 3-plank wagon, steel open wagon, Engineer's blue coach, Class 24 diesel. Apart from the two Hornby items the rest were all Bachmann.

Steve Rayner ran a Hornby Dublo 2-rail ex SR 0-6-0T R1 Tank pulling two super-detailed Hornby Dublo Suburban coaches – one a First/Third and the other a Brake/Third both in Maroon.

Trevor Batchelor showed us a Hornby Merchant Navy Class 4-6-2 No. 35027 *Port Line* pulling six coaches in SR green. There were five Hornby and one Mainline.

Nick Pusenjak gave us our second unusual train for the night, one that is a regular service train but not often seen as a running model. A Hornby locomotive No. 72008 *Clan Macleod* pulling a dedicated parcels train made up of a mixture of Lima, Mainline, Bachmann and Hornby rolling stock.

Steve Rayner again but this time on the *Frans River* N scale layout. Steve showed his new Class 108 DMU in BR blue and also his new Class 33 pulling seven ballast wagons plus a SHARK ballast brake van. The ballast wagons are by Parkside Dundas and the Brake Van by the N Gauge Society.

Great Western Railway Modellers Special Interest Group's April meeting subject was the GWR's Large Prairie 2-6-2 Tank Locomotives.

The GWR Large Prairie tank locomotives were based on a Churchward design of 1903 and the 290 production locomotives built from 1905 through to 1949 were notable in being virtually unchanged throughout that time span – a great tribute to Churchward's original design. They were numbered in the 31xx [later 51xx], 3150, 4100, 5101, 6100, 8100 and a new 3100 series.

In 1901, George Churchward, on taking over full CME control from William Dean, produced an outline plan for six standard steam locomotive types to satisfy the GWR's future traffic requirements.

These were a 2-8-0 heavy goods locomotive, a 4-6-0 mixed traffic locomotive, a 4-6-0 express passenger locomotive, a 2-6-2T passenger and banking tank locomotive, a 4-4-2T passenger tank locomotive and a 4-4-0 passenger locomotive for secondary routes. For most of these he followed a policy of constructing a prototype locomotive in order to test it thoroughly in service before embarking on quantity production of the type. Such was the case with the 2-6-2T passenger and banking tank locomotive. The prototype was built in 1903 and was numbered No. 99.

Let us now take a brief look at the different classes.

31xx [later the 51xx Class] – after trialling No. 99 for just over two years, the first 31xx Class locomotives appeared. These were built in three batches of 10, 10 and 19 between 1905 and 1906 and were numbered 3111 through to 3149. Note numbers 3101–3110 were not in use at this stage. The prototype No. 99 was renumbered 3100 in Dec 1912. In 1909 the whole class was fitted with struts from the front edge of the smokebox to the corners of the front buffer beam in order to relieve strain on the frames, especially when banking.

The whole class was renumbered between 1928 and 1930, No. 3100 [formerly No. 99] becoming No. 5100 and Nos. 3111–3149 becoming Nos. 5111–5149 in the same order.

Ten locomotives were rebuilt as 81xx Class locomotives in 1938 and 1939 and one [No. 5126] had been scrapped in 1938, leaving 29 to pass into BR stock in 1948. Withdrawals commenced in 1948 and all had gone by December 1959, the last being No. 5148. None have been preserved.

3150 Class – in 1906, the twentieth locomotive of the last batch of the 31xx Class [No. 3150] was built with the larger Standard No. 4 boiler. This was the first of the 3150 Class of which another 40 [Nos. 3151 through to 3190] were built in two batches in 1907 and 1908. Front-end struts were fitted to Nos. 3160–3190 when built and the others were retro-fitted soon after. Three locomotives were withdrawn by the GWR in 1947 and 33 passed into BR ownership in 1948, being then classed as 4MT. Withdrawals by BR commenced in 1948 and the last locomotive [No. 3170] was withdrawn in August 1958. None have been preserved. Note that this Class was not renumbered, as were the original 31xx class locomotives.

5101 Class – over 20 years elapsed before any more Large Prairie 2-6-2Ts were built. These were an updated version of the original 31xx Class and became the 5101 Class. In total, 140 locomotives were built in ten batches between 1929 and 1949 and they were numbered 5101 through to 5110 [filling in the gap that had been left when the original 31xx Class [later 51xx Class] were built], 5150 through to 5199 and 4100 through to 4179. The last twenty locomotives No. 4160–4179]

were built in 1948 and 1949.

All the locomotives were used over a wide area on passenger workings [except the London area], though some were used as banking engines and ended their days on pick-up freights after being displaced by DMUs. All 120 locomotives built by the GWR passed into BR ownership in 1948 and were classed 4MT as were the twenty locomotives built in the BR era. The first withdrawal was No. 5159 in April 1956, the majority being withdrawn in the early to mid 1960s, No. 4113 being the last withdrawal in November 1965. Ten of the Class found their way to Dai Woodham's scrapyard at Barry, South Wales and all have been taken into preservation.

6100 Class – the 70 locomotives of the 6100 Class [Nos. 6100–6169] built between 1931 and 1935 were similar to the 5101 Class, except that they had a higher boiler pressure [225lbs] and this raised their tractive effort to 27340lbs.

The entire Class was built specifically to work accelerated London suburban services out of Paddington and all passed into BR ownership in 1948. The first withdrawal was 6100 in September 1958 and the last locomotives were withdrawn in December 1965. No. 6106 was purchased from British Railways in working order when withdrawn and is now preserved.

The 1938 Rebuilds by Collett. In 1938, as part of a programme of renewal of Churchward's locomotives, withdrawals of the original 31xx Class [later 51xx Class] locomotives and of the larger 3150 Class locomotives began. The frames were retained and given new front ends and buffers, emerging as the 81xx Class and the new 31xx Class.

8100 Class – the scheme to rebuild the 39 members of the 31xx Class [later the 51xx Class] was suspended by the outbreak of WWII when only ten locomotives had been dealt with in 1938 and 1939. These were very similar to the 61xx Class locomotives. All ten locomotives passed into BR ownership in 1948, withdrawals commencing in June 1957 and the last withdrawn in June 1965. None have been preserved.

New 3100 Class – in 1938, a start was also made on the reconstruction of the 41 locomotives of the 3150 Class to become the new 31xx Class but only five locomotives were completed in 1938 and 1939 before the outbreak of WWII. As with the 81xx Class, the old frames were used. The locomotives being intended mainly for banking duties at places like Hatton, Dainton, Whiteball etc., although it was soon found that they were ideal passenger locomotives and so were redeployed. All five were passed into BR ownership in 1948 where they were classed as 4MT and used mainly for banking duties as well as suburban services. Three were withdrawn in 1957, the last in January 1960. None have been preserved.

Important modelling note – all the GWR Large Prairie 2–6–2Ts which passed into BR ownership in 1948 and those built by BR in 1948–49 had three footsteps fitted to the bunker side on the fireman's side [left hand side] from about 1955 onwards. This feature did not exist on the 2–6–2Ts in GWR days nor on the BR built 2–6–2Ts before 1955.

A full set of facilitation notes is available on request. The set includes a full list of all the models that have been and those that still are available plus all the references used in the notes.

New Acquisitions -

John Brenchley showed the 2mm Scale Association's new kit for making 2mm finescale track. It consists of sleepers, a jig to clamp sleepers in place and a coil of rail. It also contains a system to make turnouts [if you can see the chairs!].

Alan Porter showed two books *Speed to the West* by Aldo Delicata & Beverley Cole [published by Capital Transport] and *GWR Goods Services – Part 2B* by Tony Atkins [Wild Swan Publications]

Roger Solly showed a Bostitch stapler that will drive a half-Inch staple flush into jarrah.

Doing Things –

Peter Sapte showed the LMS/BR No. 10800 diesel white metal kit that he is building for himself whilst he is here. It runs beautifully.

Ron Richards has just built the Ratio cattle dock for his layout [including the cowpats!].

Doug Firth explained how he has solved the problem of his *Lorna Doone* locomotive jerking along the track. By adding more weight in the tender and a half a spring from an old ballpoint pen onto the loco hook, keeps the pressure on the rear axle of the locomotive thus keeping the pickups constantly in contact with the track. A small plastic bag containing all the necessary bits, was handed to Ron Fryer so that he could do likewise on his *Lorna Doone*. We await his reply!

John Branchley showed the new test track that he finished the morning of this meeting. Just over a metre in diameter, it folds up into a quarter the size. The track is the 2mm Scale Association's kit-built track as are the turnouts. He really is a class modeller.

S Scale Special Interest Group's April and May meetings were well attended by 39 and 32 AMRA members, respectively. As is usual we were treated to two 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.

Following the informal part of the April meeting Graham Watson reminded members of the Enthusiasts Day to be held at the ARHS Museum in Bassendean on Sunday 2 May from 1000 to 1700. Bill Gray's revised Museum Guide will be on sale, The XA locomotive's Crosley diesel engine will be running and a display of models of the WAGR will be on view.

Graham also asked members to support our Branch by volunteering to give a few hours of help at the Model Railway Exhibition on the weekend of the 5, 6 and 7 June. The S scale layout will be Simon Mead's *Boyanup*, the layout has not been seen for several years. SIG members were also asked to put their names on the roster to bring trains and help set up and run the layout over the three days of the Exhibition. An S Scale Demonstration Desk will also need to be manned. This will be the twenty-eighth year, at least, that an S scale WAGR layout or a display has been exhibited at our Branch's annual Model Railway Exhibition since 1982.

Stuart Mackay reminded members of the October slide evening which will feature slides of the MRWA and he again challenged members to build or assemble a MRWA wagon, loco or guard's van for the occasion. Stuart displayed his AE533 and AC80 wagons which he recently assembled from a Railwest GE and a GA Models GC kit and painted in Humbrol RAF blue (No. 96) instead of the usual WAGR brown.

Alan Penstone, looking relaxed and well since his recent retirement after forty years of teaching, showed the Balga bushes/grass trees/blackboys he has been making for his layout. Alan has used hemp, cotton thread and wire to create a very good likeness of these controversially named plants. Alan's trees compare nicely with Bob Bruce's models which use high tension electric welding cables, cut and teased out to make his own Balga bushes.

Doug Firth showed the Z class body he has assembled and wagons with tarpaulin loads made

from cloth and 'doped' with white glue. This method offers an alternative to aluminium foil or tissues as the basis of tarpaulin covers.

The April meeting was billed as a slide night. The slides were by Victorian ARHS member and railway enthusiast R. B. Macmillan and were taken in November 1954 and in 1956 when he visited WA. Mr Macmillan took black and white snaps but thanks to the marvels of modern technology they have been scanned onto a disc by well known author, historian and railway modeller Adrian Gunzburg. Adrian donated the collection to the WA division of the ARHS and they can now be shown with the aid of a data projector on the big screen. Graham Watson arranged for the collection to be displayed while Simon Mead operated the projector.

The slides included a wide range of railway locations in Kalgoorlie, Bunbury and the Perth Metropolitan area. One location which Mr Macmillan photographed considerably during his visit was Claremont with its historic station and yard, serving the town and the Royal Showgrounds. There were shots of many trains passing through the station. Naturally there were lots of steam locomotives (the Es, Fs, O and G classes), ADGs, Governors and Wildflower railcars all with original liveries and safety stripes and first generation DE locomotives such as X and Y class locomotives in pristine condition. In fact the new diesels were barely a few months old in November 1954 when the photos were taken. Thanks to Graham, Adrian and Simon for making the slides available and to the ARHS for preserving the historic photographs.

For the May meeting members were asked to bring and show their current modelling project, in progress or completed. Time was also allocated to plan and discuss the Exhibition arrangements.

After the usual meet and greet session, Graham Watson welcomed Simon Clarendon, one of our members who lives in Narracup, near Albany, to the meeting. Graham also announced the auction of an Adrian Gunzburg's *History of WAGR Locomotives* which took place during the evening.

Simon Mead reported that he was preparing the *Boyanup* layout for the Exhibition and that no problems were anticipated at this stage. A good number of members are on the roster to operate the layout and we thank them for their contribution. Graham also asked members to contribute some time to helping out at the Exhibition to make it the success we have become accustomed to.

Bill Gray reported on his visit to the Queensland AMRA Model Railway Exhibition which was featured on Channel Two's national news report on Sunday 3 May.

Tony Kelly announced there would be a twelve week delay in launching the new Tram book due to unforeseen circumstances but all orders would be acknowledged in the fullness of time. Graham added that the much anticipated book on the history of the Railway road bus service was still on the way. Watch this space.

Stuart Mackay showed members two recently released books that he thought would interest members which included the beautifully updated ARHA Museum Guide, edited by Bill Gray, and Chris Fitzhardinge's *Trainee to Train Controller* which is a fascinating photographic account of Chris's twenty years as a locomotive driver. The book has a similar format to Simon Barber's very successful book, *Changing Before Our Eyes* which has now completely sold out. Both books are expected to sell at an attractive introductory price up to and including the Model Railway exhibition in June.

Graham Watson announced that Railwest Models has two Bank inspectors vans and two one-piece D vans available and Stuart Mackay said that X-class Models have X class locos for those who ordered them but was waiting on wheels and axles from suppliers. Stuart also advised that Bachmann DD40 mechanisms will not be available until December.

The final announcement was that nine AMRA/ARHS members supplied 47 S scale locomotive models for the very successful ARHS Enthusiasts Day at the Bassendean Railway Museum on Sunday 2 May.

The Bring and Show kicked off with Simon Mead showing the buildings from *Boyanup* which he has been dusting off for the Exhibition. When first exhibited in 1997 the many structures were scratch-built by a group of members included Roger Palmer, Rex Vellander, Murray Hartzler, Kieran Wright, Stuart Mackay and the layout was assembled at Graham Watson's house with the help of Lynton England and a veritable crew of workers who helped it all happen.

Stuart Mackay and **Gary Gray** showed the patterns they and John Hatch have been making for their very ambitious V class locomotive kit. Sixteen members expressed interest in the kit which will just about fill the run they plan to do.

Murray Hartzler showed five S-scale motor vehicles he picked up recently including a Ford Galaxy, a Jeep, a SWB Land Cruiser and a Mr Whippy van which all ran on WA roads in the 1960s.

Rob Clark showed the latest decals he has made for MRWA wagons. These decals will be very helpful for modellers who wish to produce one or two wagons for the October MRWA Challenge [see above for details]. These decals and Rob's WAGR decals will be a great boon to modellers in this scale.

Neil Blinco showed the decals Rob supplied for his EA cold storage van and the five platform coaches he has been building by modifying Railwest kits which included 2 ARS coaches with six wheel bogies, an AV dining car, an AQZ from an ARS and an AQZ with dust shields. Each of the coaches are numbered and lettered using Rob Clark's decals. These are very nice models which will debut on *Boyanup* at the Exhibition.

Phil Knife showed the ACL coach he has been assembling from a Railwest kit. Phil says it is more difficult to build a coach kit than a locomotive. Many present were not sure Phil is correct but, either way, we can be sure his ACL will be one of a very high standard running on a mixed train in the near future.

Peter Edwards who has been assembling his Railwest S class locomotive showed how he will be installing a sound decoder in the locomotive and tender. We look forward to seeing and hearing the finished model which is one of Railwest's best kits.

John Hatch showed the electric signals he has been building for his Pinjarra layout and the turret he has been making for the V class locomotive kit described above.

Graham Watson showed the British S scale whitmetal 4-wheel wagon he has assembled and modified to resemble a WAGR wide bodied H wagon.

Once again, a very successful meeting was over so if you are considering taking up modelling the WAGR or MRWA in S scale you will be made most welcome at our meetings. 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 at the WA Branch Clubrooms in Moojebing St, Bayswater – visitors are always welcome.

Contact Stuart Mackay at <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 S Scale Modeller and is always eager to receive articles for publication.

Great Western Railway Modellers Special Interest Group's May meeting subject was the GWR Coal Traffic. Coal was *King* in Britain for much of the nineteenth century and the first half of the twentieth century. Production of coal by deep mining [as distinct from open cut or open cast mining, which was not introduced into the U.K. until the late 1940s] reached 200million tons per annum about 1890. The average annual production over each of the next eleven brackets of five years was from 202million tons to 302million tons [this latter figure occurred in the years 1910–1914].

The coalfields of Britain were widespread, although there was very little below a line drawn from the Wash in the east of England and the mouth of the River Severn in the west. South of that line apart from several smaller areas around Bristol and one area on the Kent east coast there was nothing. They were all virtually contained in a great series of rocks known as the Carboniferous Formation laid down between 345million and 280million years ago over a vast area from Central Scotland to Southern England including North and South Wales and the changing conditions of deposition, varying from deep water to swamps, caused variation in the nature of the rocks formed.

As the sediment was laid down to form these rocks it contained enormous amounts of plant materials which became subject to both partial decay and the effects of heat and pressure. The different kinds of plant material and the degree of change which occurred have produced coals of many different chemical and physical properties. These, in turn, affect their behaviour in use and certain coals, perfect for one job are useless for others. Although there are many methods of classifying coal according to its properties, the easiest method is to classify them in the following broad terms –

House coal	[domestic purposes]
Manufacturing coal	[general industrial use]
Gas coal	[gas making]
Coking coal	[coke making]
Steam coal	[steam raising]

The Carboniferous era ended in a massive series of earth movements and the strata were slowly forced into series of ridges which were then fractured and broken by faults. The coal measures on the crests were worn away by weathering while much of that in the troughs was covered by younger rocks. As a result the original five main basins were broken down into some twenty plus coal-producing areas in four of the original main basins. These are the Scottish, Northern, Midland and Southern Groups [South Wales etc]. The fifth basin, the Devon and Cornwall, had no workable seams. Of the four areas, the Great Western did not service the Scottish Group nor the Northern Group of coalfields, so we need only look at the Midland Group and the Southern Group of coalfields.

The Midlands Group of coalfields serviced by the GWR –

Northern Wales coalfields – These coalfields lay within the counties of Flint and Denbigh and were the marginal outcrop of a great coal measure lying under the Cheshire Plain. In the County of Flint, the workable area occupied a very narrow strip on the Dee estuary and was exhausted before WW2. The majority of the output was consumed within the coalfield area being used for domestic purposes, general industry, carbonising industries and the railways.

Cannock Chase and South Staffordshire coalfields – These coalfields occupied an area of some 150square miles to the north-west of Birmingham. A complex area of faulting divided the area into two distinct parts – The Cannock Chase coalfield in the north and the South Staffordshire [or Dudley] coalfield in the south. An unusual feature of the coalfield was the existence of the thick coal, some seams up to 30ft. in thickness and known locally as mitre coal. A very large proportion

of the output was used for domestic purposes in the West Midlands followed by general industry. Bands of harder coal appeared in places and these hards were used as locomotive coal.

Warwickshire coalfield – The coal measures of Warwickshire lay in an elliptical basin some 24 miles long by 8 miles wide at the centre and contained around fifteen seams of good workable thickness and quality. In addition to providing domestic coal, some seams contained bands of hards, a dull coal of unusual purity. These were known as spires and were marketed for special purposes such as annealing and biscuit making.

Forest of Wyre, Coalbrookdale and Shrewsbury coalfields – These small coalfields lay to the west of the Cannock Chase field, the Shrewsbury field not being worked after WW2. The small grades [peas] were sold for electricity generation and for general industry and the larger grades [beans, nuts and cobbles] were sold for domestic use.

The Southern Group of coalfields serviced by the GWR. The coalfields of South Wales, the Forest of Dean and Bristol and Somerset were originally united in a single coal measure basin and a characteristic feature of this basin was the division of the coal measures into upper and lower productive series. The measures were separated by beds of sandstones and shales, known as the Pennant series and these contained little coal of value.

Forest of Dean coalfield – This coalfield lay on relatively high ground in Gloucestershire between the Rivers Severn and Wye. The field had about 12 seams but 95% of the output came from one seam, the Coleford High Delf. General industry was the biggest consumer but appreciable amounts went to gas works, electricity generating stations and the domestic markets.

South Wales and Monmouthshire coalfield – The coalfield was basically an oval basin some 50 miles from east to west, 15–20 miles wide with a westward continuation about 4 miles across the south of Pembrokeshire. The field, which sloped gently from north to south, was crossed, particularly in the eastern part, by a number of deep narrow valleys running NNW to SSE, which had considerable effects on mining development.

To a greater extent than in any other coalfield, the seams were worked by drift mining [rather than pit mining] and despite the great thickness of the coal measures, the lower seams were accessible over the majority of the field. This was fortunate for it was the lower series which contained the most valuable seams and accounted for most of the South Wales output.

The anthracite and dry steam coals found in the western half were used for gas production, stoves, malting, hop-drying and for the treatment of other foods where extremely low arsenic content was essential. Eastwards of these coals the output was used for steam raising and domestic purposes. East and south of a line joining Ebbw Vale, Blackwood, Pontypridd and Maesteg the coals were largely used for carbonisation in coke ovens. Finally, the coal in the extreme east was largely used for gas production, mainly in South Wales steelworks and gasworks.

Bristol and Somerset coalfield – Although this coalfield covered a basin of some 250 sq. miles, much of the area was covered by younger rocks and working it was limited to exposed areas of coal totalling some 70 sq. miles. Although it contained the most valuable seams, the lower series was very deep and faulted and accounted for only about 10% of the output. The coal was used for metallurgical coking and gas making. Large tonnages also went to gas works in the southern and south-western counties and general industry formed the next largest consumer.

How much coal came from these coalfields? –

Although the GWR dominated the Cannock Chase, Forest of Wyre, Coalbrookdale and Shrewsbury

coalfield, it did not have it all to itself in some others.

- Some of the output of the North Wales coalfield was siphoned off to the LMS by way of the former Wrexham, Mold and Connah's Quay Railway which connected to the former L&NWR North Wales line at Connah's Quay.
- The LMS also shared the output from the Forest of Dean coalfield by way of its branch line which crossed the River Severn having branched off the former MR main line from Birmingham to Bristol.
- The LMS winkled its way into the South Wales coalfield, firstly by way of the former L&NWR *Heads of the Valleys* line from Abergavenny to Merthyr with its tentacles stretching southward into some of the valleys and secondly by way of the former MR outpost line between Brynamman and Swansea with running powers over GWR lines to get to Brynamman.
- The S&DJR [jointly operated by the LMS and the SR] crossed the Somerset coalfield. In the other Midlands Group coalfields [South Staffordshire and Warwickshire], the GWR played second fiddle to the LMS.

The facilitation notes now give two Tables, one listing the tonnages for the various GWR Districts for a 4week period in April 1929 and the second lists the annual tonnages of coal, coke and patent fuel carried by the GWR from 1913 to 1946.

From these tables it can be seen that the output of coal from the South Wales and Monmouthshire coalfield was by far the dominant source of coal traffic on the GWR [81%+], eclipsing the combined outputs from the North Wales coalfield, the Midlands coalfields, the Forest of Dean coalfield and the Somerset coalfield. There are other reasons to support this statement and they are listed in the facilitation notes.

What wagons were used for the coal traffic hauled by the GWR?

Private Owner Wagons – Most of the coal traffic originating on the GWR for shipment [either as export coal or as coal bunkers] or for landsale [inland buyers] was carried in privately owned wagons. In March 1936 approximately 2,500,000 tons of coal were carried in privately owned wagons on the GWR as against just 73,000 tons in GWR owned wagons. In South Wales Shipment coal was exclusively carried by privately owned or hired wagons. Most of the ship loading equipment was designed to handle the venerable 7-plank, 9ft. wheelbase, 12-ton open wagon with side-doors and an end-door hinged on its upper edge. The private ownership of the wagons was proudly proclaimed on their sides. Refer the photograph on page 12 of the Notes.

Loaded coal wagons were worked in block trains from the collieries in the valleys to the docks usually by 0-6-2 tank locomotives working bunker first. Return workings of the wagons to the collieries, some possibly loaded with pit props, was also worked by block train with the locomotive having to work harder uphill with its smokebox leading [this in order to keep the firebox crown covered by boiler water].

Landsale coal destined for domestic, commercial and industrial use was also carried by privately owned wagons. The type of wagon used varied somewhat according to the end user's needs. There were several varieties of 5 or 7-plank wagons of 8, 10, or 12-tons and also there were steel-bodied wagons of the 20-tons Felix Pole type. A variety of GWR locomotives pulled these trains depending on the length of the train and the distance to be travelled.

(Continued on page 18)

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.

June

Friday	25	[9]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	26	[10&11]	The Branchline assembly General Activities
Tuesday	29	[12&1]	Daylighters Group – daytime meeting
Wednesday	30	[2]	British Railways Special Interest Group meeting – BR Shock Wagons and Shock Vans.

July

Friday	2	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	3	[4]	General Activities
Monday	5		Planning a Small Layout – What to consider and what is important. We will be starting from scratch to build a small end to end layout for loco and vehicle testing for both DC and DCC with a programming track and will be for both 16.5mm and 9mm track.

Tuesday	6	[5]	Daylighters Group – daytime meeting
Wednesday	7	[6]	LNER Special Interest Group meeting – Gresley Corridor Coaches with Roy Goodyer
Friday	9	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	10	[8]	General Activities
Monday	12	[9]	S Scale Special Interest Group meeting – Bring and show and train running on <i>Swan View</i>
Tuesday	13	[10&11]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	14		DCC Special Interest Group meeting – venue Naval Base
Friday	16	[12&1]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	17	[2]	General Activities
Tuesday	20	[3]	Daylighters Group – daytime meeting
Wednesday	21	[4]	Great Western Railway Modellers Special Interest Group meeting – GWR double-frame narrow gauge (4ft 8½in) locomotives.
Friday	23	[5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	24	[6]	General Activities
Tuesday	27	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	28	[8]	British Railways Special Interest Group meeting – some modelling problems [couplings, lubrication, weight of wagons].
Friday	30	[9]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	31	[10&11]	General Activities

August

Monday	2		Putting Pen to Paper , Planning of a Small Layout, Different methods and orders
Tuesday	3	[12&1]	Daylighters Group – daytime meeting
Wednesday	4	[2]	LMS Modellers Special Interest Group meeting – How I would model an LMS Terminus Station, large or small I have always admired if I had unlimited space, time and money.
Friday	6	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	7	[4]	General Activities
Monday	9	[5]	S Scale Special Interest Group meeting – Bring and show one of your scratch built models or structures and train running on <i>Swan View</i>

Tuesday	10	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	11	[7]	DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	13	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	14	[10&11]	The Branchline assembly General Activities
Monday	16		Annual General Meeting
Tuesday	17	[12&1]	Daylighters Group – daytime meeting
Wednesday	18	[2]	Great Western Railway Modellers Special Interest Group meeting – GWR open merchandise wagons.
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 North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	25	[6]	British Railways Special Interest Group meeting – BR trip working locomotives.
Friday	27	[7]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	28	[8]	General Activities
Tuesday	31	[9]	Daylighters Group – daytime meeting

(Continued from page 15)

GWR owned LOCO COAL wagons – Most locomotive coal used on the GWR was steam coal from the South Wales and Monmouthshire coalfield. There was a general scheme of regular distribution, a certain tonnage being allocated to each locomotive depot or engine shed. Large depots like Old Oak Common and Bristol received about 3000tons weekly whereas in places such as St. Ives, where about 20tons per week were required and Brixham needing only one ton per week [!], the coal was transferred direct from wagon to locomotive. In all there were 140 coaling stations on the GWR.

With a few exceptions locomotive coal wagons, whether loaded or empty, were attached to ordinary goods trains. 2288 steel-bodied 10-ton coal wagons were built to various diagrams by the GWR between 1889 and 1905. A further 140 wagons were built in 1905 and these were 12-tonners.

Between 1904 and 1910 the GWR also built 27, steel-bodied, 40-ton bogie locomotive coal wagons. These were the largest locomotive coal wagons built for any British railway company and they all had five drop down side doors on each side. The pattern of steel bodied wagon development was also followed in the 1703 20-ton locomotive coal wagons built by the GWR between 1898 and 1924 and the 1085 Felix Pole type wagons built by the GWR [and BR] between 1925 and 1949. Hopper wagons, discharging their load in bulk might not be expected to have a role in the GWR locomotive coal fleet but the GWR did have 104 hopper wagons for delivery of coal

to its own industrial plants – the gas works at Swindon Works and the power station at Park Royal [London]. They were also used to remove ash from locomotive depots.

GWR owned large capacity wagons for hire to collieries, etc. – In 1921 when Sir Felix Pole became General Manager of the GWR, coal was being conveyed in open 4-wheel wagons of 10 to 12tons capacity and almost entirely owned by the colliery companies or by the larger coal factors and coal merchants in London and elsewhere. Sir Felix became an fervent advocate of larger coal wagons which, by taking up less space on the line per ton conveyed, would be more efficient to handle. The result was the Felix Pole steel bodied, 20-ton, end tipping wagons. The GWR built 971 Felix Pole wagons between 1924 and 1929. The wagons were offered to the collieries and others on a redemption hire basis [hire purchase] and a 5% reduction in carrying charges was offered for coal carried in 20-ton wagons.

The scheme was only a qualified success. In fact, after several years of persuasion a census in 1928 showed that out of a total of 578,626 open coal and coke wagons, a mere 1709 [or 0.3%] had a capacity of 20tons or more. However, in an attempt to stimulate demand a further 6,000 Felix Pole 20-ton wagons were built by the GWR between 1933 and 1936 and were painted in the full livery of the colliery or company to which they were allocated on redemption hire.

Even with all these inducements, the bottom line for most of the hirers was that they were happy with their traditional wagon fleets and would not, or could not, embark on wholesale replacement by 20-ton all-metal wagons. Such action was only to follow many years later under a state controlled railway system!

The facilitation notes contain more detail than given above plus a map of the UK showing the coalfields followed by several pages of photographs backing up the notes themselves.

New Acquisitions –

Ron Fryer – showed two books from Midland Counties [now Ian Allan Books] – *The Colour of Steam Vol.1 – GW Main Lines* by Nigel Trevenna and *The Colour of Steam Vol. 3 – GW Branch & Main Lines* by P.B. Whitehouse

He then showed two OO scale motor vehicles from Base Toys, a Leyland Low Loader BRS SWINDON in red and a Commer Low Loader WYNN'S HEAVY HAULAGE in red.

Steve Rayner – showed his new Ixion N scale models of two 4-6-0 Manor class locomotives – *FRILSHAM MANOR* in GWR Green and *TORQUAY MANOR* in BR Green. It would appear that Ixion have got it right this time as they look just great and run very nicely.

Alan Porter – showed a book called *Camp Coach Holidays on the GWR* by Mike Fenton, published by Wild Swan Publications.

Ron Richards – showed us a book called *Steam in Cornwall* by Peter W. Gray and published by Ian Allan.

Doug Firth – showed a 20ml spray of K-SHAVE shaving silicone that he bought from Woollies – no good for shaving but excellent for lubricating coaches, wagons, locomotives etc. \$10 from the Men's toiletries section.

Doing Things –

John Brenchley – showed us the latest stage of his GWR Tavistock station build. Now up to

plate height, all the rooms are fully fitted out but not accessible any more.

Barry Peacock – is making a rake of container wagons, which we hope we will see in due course.

Ron Richards – is continuing to lay track and points etc., on his layout.

Doug Firth – showed some small sacks of coal that he has made. The sacks are made from old shirt material and are filled with real coal.

Thanks once again to Alan Porter for the Facilitation Notes which are available on request.

LMS Modellers Special Interest Group meetings are less structured than in past years and the meeting held on 7 April was no different.

Peter Sapte related his favourable impressions of the St. Albans Model Railway Exhibition held on 16 and 17 January [21 layouts] and of the Watford Finescale Show held on 20 and 21 February [12 layouts]. He also told of the Christmas present he had received from his No. 2 son – Matthew – a day visit to the National Railway Museum at York [*which is free admission! However, it seems that Matthew paid the substantial train fares from London to York but he got a 50% refund of the return part of the fares due to the train back to London being almost an hour late!*]. At the Museum they had the good fortune to see, among many other goodies, the new LNER Class A1 replica 4–6–2 *Tornado* returning in steam after a test run out on the main line and three other top link locomotives of the Big Four which are on display – *Mallard*, the beautiful crimson lake liveried streamlined *Duchess of Hamilton* and *King George V* over the pit, enabling a look at its immaculately clean under works. Also to be seen was *Flying Scotsman* but looking more like a kit of parts for a 12in/ft model!

Peter also showed the work he was doing during this visit to Perth assembling a Dave Alexander white metal kit with etched brass detail bits – the kit is of the unique 827hp diesel electric locomotive No. 10800 which the LMS ordered from British Thompson–Houston [BTH] and the North British Locomotive Company in 1946 but it was not delivered until 1950. This unique locomotive later became the design basis of the BR Class 15 and Class 16 diesel electric locomotives.

It was early days with the kit but Peter was making an excellent job of its assembly. Great white-metal castings but he was having difficulty in interpreting the manufacturer's instructions that came with the kit [nothing unusual in that!]. He had been helped by an illustrated article on building this kit which appeared in the July 2009 issue of *Model Rail* but he sought further assistance from Alan Porter who loaned the RCTS book *LMS Diesel Locomotives and Railcars* which has ten pages of text and five photographs and *British Rail Main Line Diesel Locomotives* which has a drawing, a page of text and four photographs. Using these references Peter completed assembling the kit and having painted it plain black and numbered it 10800 he was able to show it to a meeting of the British Railways Modellers SIG later in April – and a very nice job he made of it too.

Steve Rayner showed a number of N scale private owner wagons obtained from Hattons at £6.00 each – *KOBO*, *R. Fred Cole* and *Lilleshall Limestone* by Graham Farish by Bachmann and *Littleton Colliery Ltd.*, *Partington* and *Hatfield Main* by Dapol [of which Steve says the quality is now as good as that of Graham Farish by Bachmann].

Alan Porter showed the 2010 catalogues from Hornby and Bachmann and paperback biographies on Sir Henry Fowler and Sir William Stanier published by Oakwood Press.

The meeting then turned to the pipe dreaming topic for the night – How I Would Model an LMS Main Line Station 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].

Without going into the details of how many football fields would be required for each of the members' pipe dreams nor how they would tackle their dream station in real life, the following stations came in for mention –

Shane Busing lusted over Carlisle, reckoned to be about 2 miles east to west and about 1½ miles north to south to take in all of the lines, yards, loco depots, etc. of the LMS constituents [LNWR, MR, Caledonian Railway, Glasgow & South Western Railway and Maryport & Carlisle Railway] and all of the lines, yards, loco depots, etc. of the LNER constituents [North Eastern Railway and North British Railway. A big ask, even in Shane's N scale!

Peter Sapte was keen on the Willesden area which is about the same size as Carlisle if the various LNWR, MR and GWR lines are to be included. More a nightmare than a pipe dream if Peter wants to do it in 4mm/ft scale!!

Steve Rayner, not to be outdone, nominated two places for his pipe dream. First one was Bristol Temple Meads which occupies about a mile square – still a big area even when done in N scale as Steve does. His other choice was Loughborough Central which was [and still is] quite small by comparison with what had gone before! No track plan was available so there was no great amount of laughter by the other members about this choice.

Steve Cooke favoured Market Harborough – a seemingly simple place where the MR's Leicester to Wellingborough double-track line ran parallel to the LNWR's Rugby to Luffenham four-track line but with the two stations side-by-side, the LNWR loco depot, the Esso oil depot, the interchange sidings and the two separate goods yards, it was really very complicated with seventeen parallel tracks at one point and about a mile in length [N-S] and about 800 feet [E-W]. Don't wake up Steve!

Finally **Alan Porter** came up with three choices –

- Ambergate, a tri-angular station on the ex-MR double-track main line north from Derby where the double-track main lines to Manchester and to Sheffield peel off.
- Tamworth in the Trent Valley where the ex-MR double-track line between Derby and Birmingham crossed at right angles over the ex-LNWR double-track main line from Rugby to Stafford, with each company having its own station and with interchange sidings.
- Bangor on the ex-LNWR North Wales main line – very modellable with a tunnel at each end of the station but with the goods yard spread out at right angles to the main lines.
- Each of these pipe dream layouts was as wide as it was long and would have required a very large community hall to have justice done.

Altogether a very pleasant evening with much mirth at each suggestion.

The Group's June meeting was less well attended than usual – you could count the members present on the fingers of one hand!

Alan Porter showed some of his recent acquisitions –

- from traders at the Model Railway Exhibition –

- a. a Rolling Road set of six rollers [fitted with top quality ball-bearings] which, when placed on a piece of powered track and set up to suit a locomotive's wheel spacing, enables the testing of a locomotive under construction or after repair, particularly when running at low revs. to allow checking of the operation of outside valve gear.
 - b. a litre of iso-propyl alcohol for thinning acrylic paints for use in an air-brush [Alan Higgs says methylated spirit [ethyl alcohol] is equally as effective]
 - c. a pack of twenty Hornby 14.1mm diameter metal wheels on pin point axles for a trial to improve the rolling ability of a couple of old Tri-ang Caledonian Railway coaches which rolled like a brick – see later for the proof of the pudding!
- two books from Ian Allan Plus [formerly Midland Counties Publications] in UK –
 - a. *Railway Modelling The Realistic Way* by Iain Rice and published by Haynes Publishing. Alan had seen this 352–page book at the Convention of the New Zealand Association of Model Railway Clubs held at Easter and to which Iain Rice, who was the guest speaker, had brought a few copies. Iain is an excellent speaker and much of what he presented at his five or six clinics is contained in this book. It's an excellent overview of just about every aspect of railway modelling and maybe the Branch Library should buy a copy.
 - b. *The Hughes and Stanier 2–6–0s* by John Young & David Tyreman and published by the Railway Correspondence and Travel Society as one of their series on the Locomotives of the LMS. This book covers the 245 LMS Crabs and the 40 Stanier version [sometimes called Camels] and has just about everything an LMS modeller needs to know and a lot more as well!

No-one else had brought any New Acquisitions so it was straight on to Current Projects and again it was only Alan Porter who showed evidence of actually having done some modelling! Maybe the cause of this was the pressure that the others had been experiencing in getting the Exhibition ready to go!

Anyway, Alan showed some of the products of his three-day stint on the Exhibition's BRMA Demonstration Stand. He described and showed examples of how he had made a large number of wagons sheets [tarpaulins] using photocopies [on different weight papers] of now out-of print commercial products and how over the years he had changed his methods of producing removable loads of bulk minerals such as coal and sand –

- changing from balsa to card as the base material to support the glued-down load
- changing from having a chamfered block under the base to allow tilting of the load to burying a piece of steel in the load to allow a magnet to remove the load
- a more recent development of using Glad Wrap to protect the inside of a wagon while gluing the loose bulk material to the card base with 50% diluted PVA in situ in the wagon rather than on the work-bench, thereby making it so much easier to get the bulk load right up the edge of the card base.

He also showed an example of a chained load of 18 telegraph poles made from satay sticks.

Finally he described how he had improved the rolling ability of two old Tri-ang Caledonian Railway carriages by replacing the plastic wheels with Hornby metal wheels with pin-point axles and, more importantly, by applying a little drop of *King of Shaves* [silicone technology Kinexium Shave Oil, available from the Shaving Aids section at any Woolworths supermarket for a bit over \$10] to the

pin-point axles. The proof of the pudding was demonstrated on that uphill gradient on the outer circuit of the *Haltwhistle* layout which does cause many locos to slip – an unmodified Tri-ang Caley coach rolled about six inches down the grade after a standard nudge but one which had received the full treatment of new metal wheels and *King of Shaves* lubrication rolled some six feet or more into the tunnel at the foot of the gradient!

And then it was on to the topic for the meeting – How I Would Model an LMS Branch Line Station 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]

Alan Porter confessed that he had never really seriously thought of modelling an LMS branch line station, other than a terminus, but after a trawl through the two volumes of *An Historical Survey of Selected LMS Stations – Layouts and Illustrations*, he had come up with a selection of branch line stations he would tackle if he had a few more lifetimes! They are [or were] –

Newport – a double-track through station on the ex-LNWR line between Crewe and Wellington with two wagon turntables one on either side of the main lines and connected by a single track at right angles to the main lines! With a length of about 1500 ft. and a road over-bridge at one end, it could be modelled in 4mm/ft without any compression into an area of about 20ft x 3ft but not allowing for the two fiddle yards.

Seaton – a double-track through station on the ex-LNWR Rugby to Peterborough line with a double track branching off to Wansford. Further towards Peterborough, a single-track branch went off to Uppingham. Seaton was a neat little station with two branch line bays, good shed, a carriage loading dock, a contractor's siding and a gated level crossing, all of which in 4mm/ft scale could be fitted into a space of about 17ft x 2ft without any compression but not allowing for the two fiddle yards.

Upton-on-Severn – another double-track through station but this one was on the ex-MR line between Ashchurch and Malvern Wells. A simple layout with two mileage sidings set at an angle to the curved main line, a run through goods shed and a long headshunt. If the angle of the mileage sidings was reduced a bit and the headshunt shortened a bit also, it could all be fitted into a space of 10ft x 3ft [but not allowing for the two fiddle yards] when modelling in 4mm/ft scale.

Bettws-y-Coed – a single-track through station on the ex-LNWR line between Llandudno Junction and Blaenau Festiniog. Although curved at one end, it had three platform faces [and therefore three passing loops], two signal boxes, a cattle dock, a slate wharf, an old engine shed and an impressive station building complete with a refreshment room. To be modelled in real life in 4mm/ft scale [and not in a pipe dream], it would have to be shortened a little and the curve at one end would have to be straightened a bit to fit into a space of about 20ft x 3ft but not allowing for the two fiddle yards.

Harborne – the single-track terminus station of the ex-LNWR Birmingham suburban branch line that came off the Wolverhampton to B'ham New Street main line. Two platforms, a goods shed, a horse and carriage landing, seven coal merchants' offices at one end of the yard, seven coal-stacking grounds at the other end and houses and industries backing onto the station. A most interesting feature was a turntable at the end of the two platform roads, enabling a tender locomotive to be turned before it ran round its train. Quite compact, with a bit of straightening of the approach line, it could easily be fitted into a space of 20ft x 3ft without any compression but not allowing for the fiddle yard.

All of which meant that Alan did not have to pipe dream all that much but he will need at least another lifetime to tackle even one of these stations!

No-one else had any pipe dreams or modelling nightmares on this occasion but they should all come to the next meeting on 4 August when the topic will be How I Would Model an LMS Terminus Station 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].

See you there!

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

From the Scribe's Quill

Due to his involvement in the recent Exhibition and also dealing with some urgent personal issues our Secretary has been unable to provide the usual extracts for our Management Committee meeting Minutes. He tells me that these will be provided in the next issue.

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
10 July		15 July
14 August		19 August
11 September		16 September
9 October		14 October

Membership Matters

Up to the deadline for this issue no new members had been registered since those acknowledged in the April issue.

To those members who have joined since our Exhibition, welcome, please make yourselves known next time you visit our Clubrooms. We can guarantee you will receive a warm welcome.

To Back-up or Not to Back-up

In the last issue of *The Branchline* we promised, in the article *Have You Got a UPS?*, to give some guidance on backing up your computer.

What is backing up? In simple terms it means making a duplicate copy of the files on your computer so that if a catastrophe occurs the files can be reinstated.

There are several ways of backing up your files –

1. By using the back-up system that is part of the Windows operating system
2. By copying the files onto a second internal hard drive – assuming you have one installed.
3. By copying the files onto CDs/DVDs
4. By copying your files onto a separate, external hard drive.
5. By copying everything on your hard drive onto a separate, external hard drive – your files, installed software programmes and operating system – effectively making a copy of your internal hard drive.
6. Some anti-virus programmes also offer a back-up facility, usually as an additional paid for option.

Option 1 – I'm using Windows XP Professional, if you are using a different version of Windows use the HELP facility for information on FILE BACK UP.

In XP select START/ALL PROGRAMMES/ACCESSORIES/SYSTEM TOOLS/BACK UP, this will bring up the Back Up and Restore Wizard window, then just follow the instructions.

This method has limitations as, for highly technical reasons, it may not be possible to reinstate the files using a different operating system or a later version of the software used to produce the original files.

Option 2 – Obviously requires that there is a second hard drive on the computer and is relatively simple to do by doing a drag and drop move with each primary folder. For example if you drag and drop the folder My Documents every secondary folder and document in My Documents will move.

Option 3 – Requires that you have CD/DVD drive and CD/DVD burning software installed. As the amount of data that can be burned onto a DVD is limited [the ones I am using hold about 4.7GB] I would use this method for copying important/treasured things such as family history files or photographs and important documents for example.

Option 4 – External hard drives that can hold huge amounts of data are readily available, one I saw advertised recently will hold 1TB of data, plugs into a USB port and retailed for about \$120. Smaller versions are available and would probably have a large enough data capacity if you only need to copy your files/folders.

Option 5 – The 1TB external hard drive would be the one to use for copying everything on your internal hard drive. It would take time, just leave the computer to do the work while you are in bed asleep!!!

Option 6 – Your files, etc. are stored in the anti-virus manufacturers facility. Check what is available, how to access it and your files if needed, what it will cost you, etc.

As with most things connected with computers we would strongly recommend you seek expert advice on either of Options 4, 5 or 6.

Model Railway Exhibition

Some members may not have made it to our Exhibition, so, just to give you an indication of what you missed here are some photographs. If you want to see these and about seventy others in colour go to our web site. Alternatively, you could elect to receive your copy of *The Branchline* electronically, this way you will be able to view all the colour photographs we publish in colour.



Exhibit 2

Our Branch's *Port Eb*
O Scale layout

Exhibit 3

Train World Pty Ltd
from East Brighton Victoria



Exhibits 21 and 22

Our Branch's *Ossie Gully and Durham Town U-Drive layouts*. The purple topped canister in the corner is for donations to the Starlight Foundation

Exhibit 39

Fremantle and Districts
MRA
N Scale *Alpine Glimpses*
layout



Exhibit 36

David Weber's
Sylvaplana
Swiss Alps HO scale
layout



Exhibit 33

part of Albany MRA's
N scale T-Trak
modular display



Exhibit 5

part of the Northern Districts Model Engineering Society's static display



Exhibit 70

Connor Bombak's
Thomas on the Move
layout

Exhibit 71

part of the Perth Adult
Lego Society's display

You must have seen this
operating lifting bridge
on Channel 7's *Today*
Tonight current affairs
programme!!



Judging Coordinator's Comments

Talk about being thrown in at the deep end! It's horrible if you can't swim!! Well that's what happened to me when Frans Ponjee rang me on 23 May to tell me that our Vice President, John Maker, who has been the Judging Coordinator at the past three Model Railway Exhibitions, was in hospital having suffered a severe heart attack a day or so earlier.

Although I am no longer on the Management Committee, Frans invited me to an emergency meeting of our Committee two days later to, perhaps, input to the solution of 'what shall we do about the Exhibition judging this year?'.

Well, the swimming analogy with which I have somewhat torturously started this piece isn't quite true, for I do know how to swim – I have done judging at the annual Model Railway Exhibition for some years [until I found walking up and down those enormous halls at the Showgrounds to be beyond what my knees could cope with] and I had also coordinated the judges in earlier years. So it wasn't exactly that I couldn't swim.

In fact, I decided to dive in at the deep end, by offering to do as much as possible of what John would normally have done. The Management Committee didn't drag me out of the water – in fact, they said "keep swimming"!

There were only ten days before the Exhibition opened but I was fortunate to have the Committee select and advise the judges who I was to coordinate and I was grateful to Lyn Nichols who had electronic copies of the documentation that John had used last year – except that when she sent it to me by email, I discovered it was in NotePad format and the text could not be modified, massaged or anything else! John Maker is normally my computer guru but without his guidance I discovered how to convert to Microsoft Word and from there on, I was away!

A week after my appointment, I managed to get the Judging Guidelines for The Bill Gardner Cup, The Richard Smart Memorial Cup, The Class 24 Trophy and the Dioramas out to Murray Hartzer, Barry Keens, Niels Kroyer and Tom Stokes [who as a first-timer would work with Niels] and to get the Judging Guidelines for the AMRA WA Branch Trophy for the Best Presented Exhibit out to Lyn Nichols, Kathy Price and Tony Poole.

A day later I was able to supply Frans with handouts to exhibitors explaining in detail what trophies were to be awarded, the criteria by which they would be judged and the relativity of the points for each criterion. Having been given these handouts before or at the Exhibition, no exhibitor would then be able to say "I haven't been told how the judging works".

The Judging Sheets and the Jack Stanbridge Voting Forms were prepared a day or so before the Exhibition and when the Exhibition opened I was ready to coordinate those seven members who had been selected by the Committee to act as judges.

However, I was somewhat concerned that we usually have about twice as many folk to tackle the judging tasks and I was also concerned that a couple of those chosen by the Committee were first-timers. Things got worse when I found that Tony Poole was fully engaged in assisting Frans in general control of the Exhibition. It was bit like those green bottles on the wall – starting off with seven judges, I now had only six judges – four to judge the 33 operating layouts and the dioramas [of which fortunately there were none] and two to judge the presentation of the 50 exhibits other than the traders!

Nevertheless, their judging tasks were completed on time and one of the judges took on some extra tasks. My thanks to them all.

It had been decided by the Management Committee that the judging of the operating model railway layouts would follow the procedure first introduced in 2007. On the Saturday morning, the judges would make a preliminary and subjective assessment of which layouts they felt were likely candidates to be in the first three when judged formally according to the judging guidelines. I also made a subjective assessment of the operating layouts and when the four judges [two of them acting as a team] and I met at 1300 that day, we had four sets of subjective assessments to consider.

There were five layouts on which there was unanimous agreement and there were another six layouts on which had been given a nod by three of us, so it was decided to judge formally those eleven layouts. This left 22 operating layouts that were not formally judged and this is regretted but it has to be recognised that it would have been an impossible to judge formally all 33 layouts in the day and a half available before the awarding of the cups and trophies.

The judges completed their judging by late on the Sunday afternoon, although one judging the presentation of the exhibits and missed a couple of stands. I judged most of those that had not been judged by that judge and one of the judges of operating layouts, having finished those tasks, helped out by going with the other judge to confirm the top scores that had to that point been awarded. Consequently, I am confident that the judging of presentation of the exhibits has given the right order of placement, although I doubt the absolute scores awarded.

About 1630 on Sunday, I sooled [*sool = to attack or snap at*] Murray Hartzer on to those exhibitors who had not by that time returned their votes for the Jack Stanbridge Trophy. Murray is a big fellow and as a result I had a 100% return of votes!

I am also most grateful to Craig Hartmann who brought in his lap-top computer and who entered the judges' scores as they became available. I was able to advise Frans Ponjee of the results in time for the presentation of the cups and trophies on Monday morning before the general public was admitted.

The top three placings in each judging category are given below. I understand that, as in 2009, a copy of the full judging results tabulation will be available by email or by post. Exactly how this will be done is yet to be determined but interested exhibitors should contact AMRA WA at PO Box 60, Maylands, WA. 6931 no earlier than 25 June.

John Humphrey was the winner of The Bill Gardner Cup, The Class 24 Trophy, The Richard Smart Memorial Cup, The Jack Stanbridge Trophy and The AMRA Trophy. It's the first time that one exhibitor has taken all the trophies awarded during an AMRA WA exhibition – congratulations John.

There has been a suggestion that no exhibitor should be able to win more than one award.

I disagree. John Humphrey's success was the result of three different and unrelated judging systems – the judging of operating model railways by selected judges, the subjective opinions of fellow exhibitors of operating model railways and the judging of presentation by selected judges.

Furthermore, The Class 24 Trophy **must** be awarded to the winner of The Bill Gardner Cup if the layout's footprint is less than 24ft² and if a layout wins The Richard Smart Memorial Cup it has a fighting chance of doing well in The Bill Gardner Cup.

Based on my own experience from this year and past years and from the feedback that I have received from some of the judges this year, there may be a need to fine-tune some of the judging criteria. Some examples are –

- a. in the judging for The Richard Smart Memorial Cup how do you assign the 20 points for a backscene when there isn't one?
- b. in the judging for The Richard Smart Memorial Cup how many of the 20 points available for Growing Things can be given when there are no trees or grass to be seen on a model of a grimy, grotty locomotive depot?
- c. in the judging for The AMRA WA Branch Trophy how do you assign any of the 20 points available for lighting when the exhibit is directly below one of the brilliant overhead lights in the hall?

I shall be putting my thoughts to the Management Committee on these and other matters that came to my attention during my stint acting as the Judging Coordinator at this year's Model Railway Exhibition. However, I am pleased to give the job back to John Maker if and when he is fit again!

Alan Porter
Acting Judging Coordinator
2010 Model Railway Exhibition

Trophy Judging Summaries

The Richard Smart Memorial Cup

For scenic excellence

First three places – Maximum points available = 300

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	252	49	<i>East Pandora</i>	John Humphrey
2	245	8	<i>Alton</i>	Southern Railway Modellers Group
3	234	46	<i>Looe Quay</i>	Les Wyatt

The Bill Gardner Cup

For the Best Model of a Railway (as assessed by modeller judges)

First three places – Maximum points available = 300

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	251	49	<i>East Pandora</i>	John Humphrey
2	236	8	<i>Alton</i>	Southern Railway Modellers Group
3	235	13	<i>Boyanup</i>	AMRA WA S Scale SIG [Simon Mead]

The Class 24 Cup

First three places – Maximum points available = 300

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	251.4	49	<i>East Pandora</i>	John Humphrey
2	221.8	46	<i>Looe Quay</i>	Les Wyatt
3	218.8	53	<i>Howlong</i>	Paul Moss

The Jack Stanbridge Trophy

For the best Operating Model Railway as seen by Fellow Exhibitors

First three places – Maximum votes available = 198

Place	Votes	Exhibit No.	Exhibit Name	Exhibit Owner
1	28	49	<i>East Pandora</i>	John Humphrey
2	25	18		Sierra Pacific Modellers
3	16	8	<i>Alton</i>	Southern Railway Modellers Group

The AMRA WA Branch Trophy

For the Best Presented Exhibit

First three places – Maximum points available = 200

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	200	49	<i>East Pandora</i>	John Humphrey
2	199	2	<i>Port Eb</i>	AMRA WA Branch
3	198	63	<i>Daun</i>	Märklin Group

The AMC Trophy

For the Exhibit Considered Best by public vote

First three places

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	472	71		The Perth Adult Lego Society
2	402	36	<i>Sylvaplana</i>	David Weber
3	159	18		Sierra Pacific Modellers

The President's Cup

For the Best Diorama

Not Awarded – there were no entries

The Exhibition Manager's Cup Encouragement Award

Exhibit No.	Exhibit	Exhibit Owner
70	<i>Thomas on the Move</i>	Connor Bombak

The Maylands Model Railways Encouragement Award

donated and presented by Peter Ibbs

Exhibit No.	Exhibit	Exhibit Owner
51	<i>Bradford</i>	Kevin Bradney