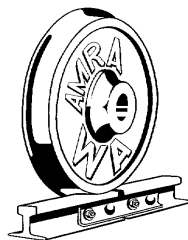


The Branchline



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

www.amrawa.com

Issue 200 August 2010 Vol 33 No 4

Frans' Fatidic

This issue of *The Branchline* marks a significant achievement as the following articles illustrate. The rest of my report follows these articles.

Frans Ponjee, Branch President

200 Not Out

Including the Introductory Issue published in December 1976, this is the **Two Hundredth** issue of *The Branchline* which has been published generally every second month for the past 33 years and eight months.

Graham Watson was its first Editor [although the position was then referred to as *Branch Reporter*] and in the Introductory Issue [in which, incidentally, the title was spelled as two separate words 'Branch' and 'Line' – the present name was adopted with the third issue], Graham wrote as follows –

It is with pleasure that we welcome all members to "The Branch Line". We open this Branch Line with the same hopes with which most prototype branch lines were opened – that it will be used, will flourish and be of service to those who use it.

and, on the back page,

We would like all members to contribute to it, not in the form of articles, as we do not want to rob Journal of these, but in the form of news items of both model and prototype, hints and other such items of interest to our members.

Across the centre pages of this issue is a replica of *The "Branch Line"* issue No. 1 the reproduction quality is a reflection of the production methods used for the original.

Graham continued as Branch Reporter until Volume 8 No. 2 [forty-one issues in all – until October

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

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1994 there was no cumulative count of the number of Issues that had been published].

In April 1984 Kevin Derrick took over but unfortunately he found it necessary to return to the UK after producing seven issues [Volume 9 No. 3 was his last].

It was now August 1985 and Ted Thoday and I took over as Acting Branch Reporters, although I had been involved in the printing of *The Branchline* from October 1983. After six issues Ted retired officially, Volume 10 No. 2 being our last joint effort, but he continued to be a very active contributor to *The Branchline*.

From June 1986 I assumed the mantle of Editor and Publisher, producing the 100th issue in 1993.

With Issue No. 109 [June 1995] I indicated that I wanted to go overseas for a twelve-week holiday and after having been involved in the editing and publishing of 55 issues, I passed the baton on to Ted Thoday.

Ted Thoday has sat in the Editor's chair since August 1995 and, including this issue, has produced 91 issues of *The Branchline*. Using a cricket analogy, he seems set to make a century!

Well done, especially by **Ted Thoday**, but also by the other three who have been involved over thirty-three and a bit years – **Graham Watson**, **Kevin Derrick** and, in all modesty, me!

What have we done in those thirty-three and a bit years?

The average size of each issue of *The Branchline* has been 29 pages, so between us we have cranked out 5800 pages of text and pictures, not counting the separate Supplements issued before and after each AGM, before each annual Model Railway Exhibition and an occasional listing of the Library book and video stock.

The Branchline was initially produced by folding foolscap and after 69 issues by folding A4 (i.e. to produce A5 format) and with an average print run of 400 copies, this means we have used 580000 sheets of paper [1160 reams]. Assuming each page might have had about 500 words on it, over these 33+ years we might have bombarded our members with about 2.9 million words – a bigger read than Tolstoy's *War and Peace*!

Over the years, printing of *The Branchline* has been handled successively by The Community Recreation Council of W.A., by me [using photocopying facilities at

BP Refinery Kwinana], by TAFE [Technical and Further Education] [organised by Craig Hartmann], by a printer in Osborne Park and now by the Wyalkatchem Telecentre [organised by Barry Keens].

Enough of all this statistical stuff! Apart from the centre pages spread of the forward three-months programme and its supporting notes in each issue, there were also various statutory announcements such as AGM Notices and Reports and information about the annual railway modelling competition and the annual model railway exhibition that had to be included. These migrated quite early on to the separately printed Supplements that sometimes ran to 12 pages and were usually needed to accompany three of each year's issues.

Prominence was also given in each issue to a usually inspiring address from the summit – this was alliteratively head-lined according to whoever was the Branch President of the day and ranged from the prosaic *President's Piece* [during Ted Thoday's long Presidency] through *Simon's Scribblings* [in Simon Mead's time] and *Barry's Browsings* [in Barry Keens' time] to *Gordon's Gossip* [in Gordon Bramwell's time] and now *Frans' Fatidic* since Frans Ponjee has been in the chair.

You may ask "What is a fatidic?". Well, take a look at Issue No. 179 where it was explained as an adjective, meaning *prophetic* or *relating to or characterised by prophecy* and is derived from the Latin noun *fatum* meaning prophecy or doom! Heaven help us if we ever have a male or a female Branch Chairperson by the name of Xavier, Yvonne, Zac or Zoe!! [*Never one to duck a challenge – Xavier's Xigencies, Yvonne's Yarns, Zac's or Zoe's Zeugma. Ed.*]

What else has been [and in some cases, gone from] in *The Branchline* over the years? There's been *Talking Points* [gossip about members' modelling activities], *Layout Reports*, listing and welcome to new members [brief pen-profiles of the new members at one stage], cartoons [both original and copied], crosswords, a series giving details of the scale and colour of the various Matchbox road vehicle models by *Nonny Mouse* [where is he now or has the cat got him at last?], summarising articles titled *Have You Seen in the Railway Modelling Press?* and its brother *Have You Seen in the Prototype Railway Press?*, railway orientated puzzles, *Notice Board* [replication of the notice board in the Clubrooms], book reviews, *Around the Shops* [a round-up of Perth's hobby shops and their latest stocked items], obituaries, modelling tips and hints [including drawings of Graham Watson's styrene cutting board], a series of eighteen articles by long serving members on *How I Got Started in Model Railways*, reports [often lengthy!] by the various Special Interest Groups within the Branch and even some poetry, mostly original.

Maybe some of the features which came and went might come back to visit *The Branchline* again. It will depend largely on what you, the members, are prepared to contribute! I am prepared to lead the charge with a poem that I spotted in a recent issue of *Heritage Railway* and hopefully the Editor will find space for it in this 200th issue.

In the mid 1980s, it was suggested by the powers-that-be within AMRA in the Eastern States that *The Branchline* might cease publication [as had happened with the NSW Branch's *Smoke Signals* and the Queensland Branch's *Green Board*] and instead place its material [or some of it!] in *Journal*. This idea was turned down by the W.A. Branch Management, the reasoning being given in the October 1985 [the 51st] issue of *The Branchline*. Fortunately for W.A. members [we think], *The Branchline* has continued for another twenty-five years and another 149 issues!

So, with another 100 or maybe 200 or 300 or more issues of *The Branchline* ahead, let me return you to inaugural Editor Graham Watson's hope that 'The "Branch Line" will be used, will flourish and be of service to those who use it' and I encourage all members to make it happen. In particular it would be nice if there can be standing in the wings another member with the necessary skills and spare time who could step up to the plate should Ted Thoday decide to finally retire!

On behalf of Editors past and present I express considerable gratitude for our members' continued support, for without your input *The Branchline* may not have prospered.

To complete the picture our present Editor has managed to squeeze photographs of our first three 'homes' on the back pages of this issue – our present Clubrooms are the fourth of our homes.

Alan Porter
Honorary Life Member

How Technology Has Changed – Some Comparisons

Reprinted from the December 2006 issue

The first issue of The “Branch Line” was produced using a manual typewriter, where one pressed a key and a lever, with the character on its end, swung upwards and by hitting an ink impregnated fabric tape produced the character on paper. The paper was held on a roller which formed part of a moving carriage. One was restricted to one typeface and one font size – the one which came with the typewriter!

If one worked in a ‘modern’ office the typewriter might be of the golf ball type, where the type was on a ‘golf ball’ – these were really state of the art, they needed electricity to work.

Next were the electronic typewriters where the type was on a plastic disc which whizzed around to present the correct character to a plunger that made the imprint, through an ink tape, onto the paper.

Spell-checking was done with eyes and brain. Error correction was with Liquid Paper, a white paint like ‘stuff’ applied over the error with a brush; when dry one typed over it.

‘Cut and Paste’ was just that, cut out a piece with scissors and paste it with glue where it was required to go.

Printing was done on a Gestetner machine – no photo-copiers in those days.

A Gestetner machine was a hand-driven rotary printer. First, a master, on special paper, was cut using the typewriter, the master was wrapped around the Gestetner’s rotary belt, the belt was loaded with ink [messy job!], turn the handle to rotate the belt and feed in sheets of paper, one at a time by hand. [Barry Keens, our proof-reader, says his first job in 1956 was printing Bucks County Council minutes on an electric Gestetner with power paper feed – the ink was still messy!]

Many years down the track came the home PC and desk top publishing software, scanners, etc. which makes the production of our present newsletter, *The Branchline*, a relatively simple task in comparison.

We are now at the stage where *The Branchline* is regularly transmitted electronically, first to Barry Keens, who does the proof-reading and arranges the printing. Then, the finished version to various people around the country and in a couple of places in other parts of the world – these people usually get their copy, with colour photographs as opposed to grey scale versions, on the day of publication – no waiting for Postie to drop it into their mail box half way through the following week!

I look back with some pride at the way in which my editorial predecessors managed to produce our

newsletter using, what are now, very antiquated methods. We owe these people a considerable vote of thanks for their efforts and perseverance.

This vote of thanks must also extend to our Management Committee who, over the years, have continued to support the production of our very own newsletter and allow Barry and I to experiment with such things as including photographs, etc..

Ted Thoday
Honorary Life Member

The Rest of my Fatidic

Just a short note this time as our AGM will be over by the time you receive this and the new Management Committee will have been elected. I would like to thank the present/past Committee members for their support during this year.

I have received the following letter from Brian Comport of Train World, well done everyone.

Re. 2010 Model Railway Exhibition. On behalf of all of my three colleagues who travelled to Perth to attend you exhibition, may we express our thanks for inviting us and for the hospitality we received when attending the exhibition. We were made to feel very much at home and enjoyed the exhibition immensely.

This is the first time we have travelled across Australia to bring the wares from Train World to the unsuspecting modellers in Perth. Not only that but we brought half a ton of books to introduce them to the finer part of the hobby and that is the studying of prototype railways.

We did not realise the sheer distance we had to cover and the scenery we would encounter. It was a very good education. All four of us enjoyed travelling over and the reception received at the exhibition was a big bonus. Part of what made the travelling so easy was the big van we purchased and this proved ideal for travelling big distances and carrying a lot of stock.

We are very pleased to be associated with your exhibition and are very happy for you, the organisers, for having successfully put on a big exhibition and received your just rewards with 14,200 visitors through the doors. A mighty effort that was well organised, conducted on a very friendly basis making it enjoyable for everybody who was in attendance. Full marks for a first class exhibition.

Brian Comport

When the new Management Committee has been elected there will be various tasks that will need to be addressed e.g. new store room/workshop, outdoor layout, sewage/toilets and reorganising the layout rooms.

New shirts have now arrived in all sizes and are available at \$30 each, ask the Duty Officer.

I wish John Maker and Ron Fryer both well in their recovery from their illness's and hope our Branch can look forward to a great year ahead.

Frans Ponjee
Branch President

Vale Marjorie Durham

It was with considerable sadness that we learned that Marje passed away in Menora Gardens Aged Care Facility on Thursday 1 July at the age of 85.

Marje [and husband Gus and their family] arrived in Perth in 1973 when Gus was transferred by his employer.

Both Marje and Gus were active members of our Association in New South Wales and, after arriving in Perth, they quickly became involved with the newly formed Western Australian Branch. Their combined knowledge of the way our Association worked was of inestimable value to our Branch in those early days and it is hard to separate their individual contributions.

Marje served on our Management Committee and her expertise and skills were soon being put to good use.

But many of our longer serving members will remember Marje organising some of the wives and mothers of other members to sell the pikelets [that she made], sponges and jams over the gate of our Clubrooms at No. 1 Beaufort Street on Saturday mornings to raise money to pay our rent of the building.

Many more members' wives, mothers, daughters and girlfriends became part of Marje's catering group at our Exhibitions, producing and serving up food and drink to both exhibitors and the paying public.

If you were part of that group you will recall how fastidious Marje was – every single slice of bread had to be buttered to the very edge of the crust, no exceptions and woe betide anyone who did not comply!!!!

Marje had a mischievous sense of humour – who could forget the special cucumber sandwiches she made and presented to Graham Watson during the Exhibition Trophy presentations!!! Teach him to curl his little finger!!!

If you were involved in the construction of our present Clubrooms building you will remember Marje's sumptuous scones.

There was much more to Marje. She and Gus were involved in several community groups, giving their time willing to help others less fortunate. A truly Christian person in both beliefs and actions.

Our Branch was well represented at Marje's funeral service.

Farewell Marje.

Literary Lines

Many thanks to the following members for donations of books, magazines and DVDs, etc. Your continuing support is much appreciated.

G. Bell, Ron Chatterton, Graham Horton, Don Henderson, Callum Barnes, Tom Stokes, Gary Bettison, George Noble, Rob Kay, Michael Dixon, Don Casson, Frank Godde

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

Model Railway Exhibition DVD

A visitor to this year's Exhibition used his video camera to good effect and has produced a good quality DVD of our Exhibition.

Copies of this DVD are available for \$15.00 from the Duty Officer at any meeting.

From the Editorial Desk

The Branchline – October issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 25 September please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 24 September
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 25 September
- For items transmitted electronically via e-mail – 1800 Saturday 25 September – email address is mandtt@three.com.au – please use subject heading The Branchline.

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

Collation, etc., will be on **Saturday** 9 October – will include Minutes of 2010 AGM.

Please note the intended date for *The Branchline* December issue:

Editorial deadline

Saturday 20 November

Assembly, etc.

Saturday 4 December

Ted Thoday

Around the Layouts

The Valentine Run. On the Northern end of the layout, two adjacent but distinctly different, double track tunnel portals mark the disappearance of the lines under the loco service area. Layout historian, Prof. A. Higgs, has researched the origins of this to discover that the Houston and Odessa Gulch railroad, after many years of paying exorbitant rates for use of the Waco, Abilene and Sadler Horst's tunnel trackage, decided to build their own tunnel. By then construction techniques had advanced from the nineteenth century brick arch to the twentieth century concrete portal, which explains the dissimilarity of tunnel entries. Both roads later amalgamated and were subsequently consumed by the growing Santa Fe empire.

On the layout, Trevor has been continuing to apply a plaster layer over the polystyrene and is incorporating the plaster rock moulds where possible. Five of the control panels have been recessed into the fascia by Craig and Alan; thereby protecting the panel's switches in future transportation.

Many favourable comments have been received and, with the assistance of David, the wiring in of the panels is progressing at good speed. Come and have a look, particularly at the Harris panel [at the Southern end], as it is fully functional.

Nat, who did a great job painting the panels, is repairing and repainting the sixth panel; it having been launched into space from its drying support. An unsuspecting third party decided to drive off in the aforementioned drying support, braking suddenly when he detected an animated figure waving frantically behind him and thus initiating the launch of the sixth panel. Sadly, the English Modellers Walking Group were elsewhere at the time, for had they fortunately spotted the panel, would have made heroic endeavours to catch it – or even more fortunately, may not have seen the neck height, scything projectile until too late.

Alan Burrough and Craig Hartmann
Layout Coordinators

Haltwhistle. The crew on the layout have been very busy and have gone over the electrics in Cumwaite yard, reconnected a few loose wires and then we tested a loco over the yard without any problems.

Our next move was to adjust the uncoupling ramps around the yard and station to prove that they worked okay, as there seems to be an interest among our younger members on a Saturday to want to learn how to shunt a train properly.

We have started work on the ramps in Haltwhistle station and yard.

Tom Stokes
Layout Supervisor

Book Review – 1

End of the Line – The Story of Y.P. Rail by Keith Bailey. \$18.00 plus P&P. 240mm x 170mm with plasticised card covers and 88 pages. It is well illustrated with both colour and grey scale photographs.

The author has written nine other, well researched, books about aspects of the history of the Kadina and Wallaroo towns and the adjacent area of the Yorke Peninsula of South Australia. This part of the Yorke Peninsula was copper country, copper having been discovered in the mid-1800s.

In the very early days the ore was carted away from the mine and everything required for the mines was transported by horse and bullock drays. It didn't taken long for the importance of a rail link between the mine and the port to be acknowledged. The book gives a brief history of the development of the rail network and an insight into its working.

During the 1950 to 1960s period both passenger and freight traffic carried by rail declined as more and more use was made of road transport and the last train arrived in Kadina on 27 April 1969. Some of the track was left in place to facilitate grain, etc. traffic from the farming area in the mid-north but other parts of the track were removed and nature started taking over the track bed, etc.

In 1992 a group of local people met to discuss the formation of a tourist railway, which it was felt would be of benefit to the area, as a result The NYP Rail Preservation Society was formed.

With much hard work, raising funds and restoring track and facilities, they were able to purchase a suitable locomotive and coaches. The first official run took place over the May 1994 long weekend.

Activity and operation were brought to a halt by a huge increase in public liability insurance premiums and it appeared that the railway would have to close down completely. However, with a bit of thinking outside the square it was found that by forming a Club under the Lions International

banner the Lions very large group insurance coverage could be used. So the Lions Club of Yorke Peninsula Rail was formed.

Unfortunately track deformation caused by very high ambient temperatures resulted in the line becoming increasing unsafe and unrepairable and the railway had to again close, this time for good.

The author is a railway buff and was actively involved in the LCYPR. The book is not just about the railway and its rolling stock but about the people involved.

Your reviewer found this a very easy, enjoyable read. A map or diagram of the rail network on the Yorke Peninsula would have been a useful addition

Copies of the book can be obtained from Lions Club of Yorke Peninsula Rail Inc. 62 Dowling Drive, PORT HUGHES SA 5558 for \$18.00 plus P&P.

Large Scale Running Day

The next running will be on Sunday 26 September between 1300 and 1700 on our Branch's garden railway. The boiler test rig should there so anyone needing Boiler Tests or Certificates renewing can get them done.

One circuit will be electrified on the outside layout. Please be aware that some steam and battery powered locos and also rolling stock do not have insulated wheels. If these are run on the powered circuit then they will short the controllers possibly blowing them up. Therefore if running such models, please either use the un-powered tracks or disconnect the power!

The next Running Day will be at ModelRail in early November.

Residents Associations

Is there a Resident's Association in your area and does it have its own web site?? If so is there a section on the web site for information on Hobby Clubs/Recreational Activities?

Please contact the Resident's Association President/Secretary/Web Site organiser and ask if they would be prepared to include information about our Association and Branch. If they are so prepared please contact me with their name and email address and I will provide the relevant information and text about our activities.

Ted Thoday

Handy Hint

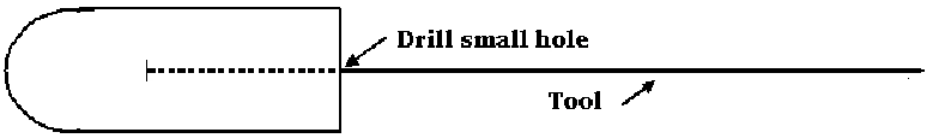
An idea from Bob Zupp

Occasionally we purchase a tool which, for safety reasons or for proper control when using it, we need to modify slightly. Needle files, rifflers and broaches, etc. can easily pierce ones hand if even a slight amount of pressure is exerted during use.

There is a simple, inexpensive and environmentally friendly solution – the corks from wine or champagne bottles. If these are not available to you the cork fishing floats [available from tackle shops] are a good alternative.

Generally it is fairly easy to drill these corks so that they can be fitted over the end of the tool – see

diagram below.



Need a ready to operate layout?

HORTON, a prize winning Class 24 layout, is now available for purchase.

Built on two baseboards, each 6feet X 2 feet, and fully portable, this layout is complete with buildings and scenics and priced at \$600.00. [Rolling stock and controllers not included but subject to negotiation]

For more details contact Barry on 0429 471 700 or 9631 1068.

Email bjserendipity@bigpond.com

Purchaser to collect from Dowerin after 26 August 2010.

Around the SIGs

British Railways Special Interest Group. The subject for the May meeting was the BR Small Diesel Shunters and for the purpose of this meeting a BR small diesel shunter is any shunting locomotive inherited or built by or for BR which had a diesel or petrol engine delivering less than 331 horsepower.

[Editor's note – the original notes as provided to me have been drastically reduced [from seven pages to about three]. Any reader wishing for a copy of the very detailed and interesting original notes is invited to contact the BR SIG Coordinator.]

The Inheritance – The British standard gauge diesel shunting locomotive in general rail application dates back to 1932 when the LMS works at Derby constructed an 0–6–0 diesel hydraulic shunting locomotive on the frames of an LMS Class 1F 0–6–0T steam locomotive No. 1831 which had been built for the Midland Railway by Vulcan Foundry in 1891. Over the next few years, several engineering firms produced experimental designs, mostly with mechanical transmissions and seven of these were tested and evaluated by the LMS at various locations and generally they gave satisfactory results. The survivors were LMS Nos. 7055 and 7056, a pair of identical 0–6–0 diesel mechanical locomotives built in 1934 and fitted with Mirrlees–Ricardo 150hp engines. In 1939–40 both were converted into Mobile Power Generating Units and were numbered MPU2 and MPU1 respectively. MPU1 [formerly LMS No. 7055] was scrapped in 1956. However, MPU2 [formerly LMS No. 7056] was finally scrapped in 1964 but it seemed to become lost in the books for it was renumbered DB968004 in 1971 and given TOPS number ADB968004 in 1974 – it was only then, when it could not be found, that it was officially written off!!

Those Built for or by British Railways – In a manner akin to that adopted for the production of main–line diesel locomotives, BR decided to get a number of acknowledged small locomotive manufacturers to each produce a small batch for evaluation in service. Hence the reason for the sixteen different types of small diesel shunters, totalling 655 units, which are the subject of this meeting. The locomotives are dealt with generally in the order of their D2xxx numbers. The following table will assist navigation between the TOPS numbering system and the previous D2xxx numbers of those shunters, some of which received Tops classification numbers.

TOPS Class 01	D2953 – D2956
TOPS Class 02	D2850 – D2869
TOPS Class 03	D2000 – D2199 and D2370 – D2399
TOPS Class 04	D2200 – D2341
TOPS Class 05	D2550 – D2618
TOPS Class 06	D2410 – D2444
TOPS Class 07	D2985 – D2998

It is strongly advised that the section dealing with the BR Class 04 Diesel Shunters be read before this next section which deals with the Class 03 Diesel Shunters.

BR Class 03 – Nos. 11187–11209, later D2000–D2199 & D2370–D2399, finally 03001–03399. The 230 BR Class 03 diesel mechanical 0–6–0 shunters were designed by BR and were based on the BR [Drewry] Class 04s using the well proven Gardner 204hp eight–cylinder, four stroke diesel engine and the Wilson–Drewry CA5 R7 forward and reverse gearbox. They were built at Swindon and Doncaster Works between 1957 and 1961 and were progressively withdrawn from 1968 and had all gone by 1987. Many found further usage in private industry. Approximately thirty are in some stage of preservation.

BR Class 04 – Nos.11100–11103, 11105–11115, 11121–11135, 11149–11160 & 11212–11229, finally D2200–D2341. A clear line of development can be traced in the BR Class 04 from the 0–4–0 diesel mechanical locomotive No. 7050 built for the LMS in 1934 by the Drewry Car Co. and the similar locomotives built by Andrew Barclay in the early 1940s. In 1947 the Drewry Car Co. sent a demonstrator diesel mechanical 0–6–0 to the LNER for evaluation but they declined to purchase it. However it eventually found a home on the Southern Region in mid–1948 where it was numbered DS1173 for departmental use. In 1967 after overhaul it was transferred to main stock and renumbered D2341.

The locomotives were distributed widely throughout the BR system but as work declined for them it was decided to standardise on the Class 03 as a light diesel mechanical shunter and withdrawals took place between 1968 and 1971 with only a few ever receiving BR Corporate Blue livery. A large number were sold off to private industry. Eleven are in the care of preservation groups.

BR Nos. 11177–11186, finally D2400–D2409. A small fleet of ten diesel mechanical 0–6–0s with Gardner 8L3 engines delivering 204hp was built by Andrew Barclay Ltd in 1956 and 1957. Although mechanically identical to the BR Classes 03 and 04s, these Barclays were fitted with four–speed gearing compared with five on Class 03 and 04s previously. All ten were allocated to the Eastern Region and all were withdrawn between 1967 and 1969. It would appear that none were preserved.

BR Class 06 – Nos. D2410–D2444, finally 06001–06010 [only ten surviving into the TOPS system]. A fleet of thirty–five diesel mechanical 0–4–0s, looking very similar to the Andrew Barclay 0–6–0s, Nos. 11177–11186. These too had a Gardner 8L3 engine of 204hp and were built by Andrew Barclay Ltd. Between 1958 and 1960. All were allocated to the Scottish Region. The survivors at the time of introduction of the TOPS scheme were renumbered 06001 onwards. Withdrawals commenced in 1967 and continued until 1984. Only one locomotive, No. 06003, survived and is owned by the Heritage Shunters Trust. It seems that all of the others were cut up.

BR Nos. 11116–11120 & 11144–11148, finally D2500–D2509. A small fleet of ten diesel mechanical 0–6–0 shunters fitted with the 204hp Gardner 8L3 engine and built by Hudswell & Clarke between 1955 and 1956. The entire class was based at Birkenhead. All were withdrawn in 1967 but none have been preserved.

BR Nos. D2510–D2519. Another small batch of diesel mechanical 0–6–0 shunters fitted with the 204hp Gardner diesel engine and built by Hudswell–Clarke in 1961. All were withdrawn in 1967 and either cut up or sold off to industry. None appear to have survived into preservation.

BR Class 05 – Nos. 11136–11143, 11161–11176, later D2550–D2618, finally 05001. A fleet of 69 diesel mechanical 0–6–0 shunters fitted with the 204hp eight–cylinder, four–stroke Gardner 8L3 diesel engine and built between 1955 and 1962 by the Hunslet Engine Co. There was a small–wheeled version [D2550–D2573] and a larger wheeled version [D2574–D2618]. They were mainly allocated to the Eastern Region except for a couple that went to the Scottish Region. Withdrawals started in 1967 and progressed quickly, mainly due to their replacement by the Classes 03 and 04, and only one, D2554, lasted long enough to receive TOPS number 05001. Several others have been acquired for preservation.

BR Nos – 11700–11707, finally D2700–D2707. A small fleet of eight diesel hydraulic 0–4–0s fitted with 200hp Davy Paxman engines was built by the North British Locomotive Co. between 1953 and 1956. They were allocated to the Eastern and Scottish Regions. All were withdrawn between 1964 and 1968 and were cut up, none making preservation.

BR Nos – 11708–11719, finally D2708–D2780. A larger fleet of 73 diesel hydraulic 0–4–0s fitted with the more powerful 225hp North British type M.A.N. W6V 17.5/22A engine was built by the North British Locomotive Co. between 1957 and 1961. They were all allocated to the Scottish Region and all were withdrawn between 1967 and 1968 and were either sold for industrial use or were cut up.

BR Class 02 – Nos. D2850–D2869. A slightly larger fleet of 20 diesel hydraulic 0–4–0s with 170hp Rolls Royce Co. engines was built by the Yorkshire Engine Co. [ten in 1960 and the second ten in 1961] for service in areas of restricted loading gauge and curvature such as docks. They were allocated to the London Midland Region. The first locomotive was withdrawn from service in 1969 and the last one in 1975.

BR Nos. D2900–D2913. These were fourteen members of a very powerful fleet of diesel hydraulic 0–4–0 shunters fitted with 330hp North British M.A.N. type diesel engines and built by the North British Locomotive Co. between 1958 and 1959. D2900–D2907 were allocated to Devons Road [Bow] and D2908–D2913 were allocated to Rugby. With more power than the other Small Shunters of the period, they saw more use with slightly heavier trains on these Regions. The entire fleet was withdrawn in 1967 and none seem to have been preserved.

BR Nos. 11500–11502, finally D2950–D2952. Three small, lower powered 0–4–0 diesel mechanical shunters fitted with the 153hp six–cylinder, four–stroke Gardner 6L3 diesel engine were built by the Hunslet Engine Co. in 1955. These were a smaller version of the Hunslet designed 0–6–0 D2500–D2618, [Later BR Class 05s]. Like the first four Class 04s, they were fitted with side–rod protection guards and cowcatchers to protect the public from the dangerous moving parts of the locomotives. All three locomotives were allocated to Ipswich and were withdrawn between 1966 and 1967. D2950 survived for preservation and was in store at Thyssen, Llanelli in 1984.

BR Class 01 – BR Departmental No. 81 & Nos. 11503–11506, finally D2953–D2956. Another small fleet of very small diesel mechanical 0–4–0 shunters fitted with the same 153hp Gardner 6L3 diesel engine, were built by Andrew Barclay in 1956. These had a much smaller cab than the Hunslet locomotives with very much smaller windows and very small wooden access doors. Departmental No. 81 seems to have been allocated to Peterborough and D2953–D2956 were allocated to Stratford. D2953–D2956 were withdrawn in 1966 but Departmental No. 81 might have lasted at Kings scrapyards, Snailwell, Suffolk until 1981. None have been preserved.

BR Nos. 11507–11509, finally D2957–D2958. Another, even smaller, fleet of just two diesel mechanical 0–4–0 shunters fitted with the 165hp Ruston 6VPHL diesel engine were built by Ruston & Hornsby Ltd in 1956. Both locomotives were allocated to Stratford and were withdrawn in 1967 and 1968. Neither has been preserved.

BR Class 07 – Nos.D2985–D2998. This fleet of 14 diesel electric 0–6–0 shunters was designed to replace the Southern Region USA Class steam locomotives in the Southampton Docks. They were built by Ruston & Hornsby in 1962 and were equipped with a 275hp Paxman 6RPHL diesel engine directly coupled to an AEI RTB6652 generator which fed power to an axle-mounted AEI RTA6652 electric motor. Withdrawals started in 1973 and all but one [D2991[07007]] were finally withdrawn by 1977. D2985 was sold to a private company and is currently located at Salford. It is registered for main line use. There are five in preservation, and the rest were scrapped.

BR No. 2999. This was one of a batch of five 0–4–0 demonstration units built in 1958 by Beyer-Peacock for prospective customers. It carried Brush orange livery and No.100 when first delivered to BR for trial. It was purchased by BR in 1960 and given number D2999, it was allocated to Stratford for its entire BR career and was withdrawn and cut up in 1967.

A full set of notes along with pictures of all the various classes listed above is available on request.

New Acquisitions –

Steve Rayner – showed his two Ixion Manor Class locomotives, one in BR colours and markings and one in GWR colours and markings, both, of course, in N scale.

Alan Porter – showed the *King of Shaves* silicone shaving oil [obtainable from Woolies Supermarkets], that is apparently no use as a shaving aid, but brilliant as a model railway lubricant. He also showed his latest OO scale vehicle models – Oxford Diecast – Vauxhall Wyvern E Series in Grey, Armstrong Siddeley Sapphire in Grey and Humber Hawk in Claret, Base Toys – Riley Pathfinder and Classix – Triumph Vitesse Convertible in Racing Red.

Nick Pusenjak – showed Hornby's new OO scale 12–wheel Pullman Coach *MONACO* Kitchen Car. Absolutely beautiful!

Doing Things –

Ron Richards – has finished laying track on Module 7 of his layout – only 2 to go!

Nick Pusenjak – is working on the bridges on his layout.

Great Western Railway Modellers Special Interest Group. The subject for the June meeting was a visual 'visit' to Pendon. For those members not acquainted with the name perhaps a few words as to 'who, what and why' may help. For those who know all, please be patient.

Pendon is a 4mm finescale model of a railway and the surrounding scenery and all things G.W.R. in the UK.

So let us go back in time to another country, almost another world, on 11 September 1906, when a baby boy was born in living quarters above the National Bank in St. George's Terrace, Perth, Western Australia. His father, Henry Robert England, was Manager of the bank for that State – an outstandingly successful manager whose business genius left no impression whatsoever on his son.

The baby's name was Roy Cursham England, [later in his life he changed his name to Roye Curzon

Where we meet and when

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

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

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

Programme

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

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

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

August

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



THE "BRANCH LINE"

Introductory Issue

December, 1976

THE NEWSLETTER OF THE WESTERN AUSTRALIAN BRANCH OF THE
AUSTRALIAN MODEL RAILWAY ASSOCIATION

Branch Secretary:

Margaret Eagles
26 Swan Road
HIGH WYCOMBE

Phone: 60 5005

Branch Reporter:

Graham Watson
4 Albemarle Way
HIGH WYCOMBE

Phone: 60 5974

WELCOME

It is with pleasure that we welcome all members to "The Branch Line". We open this Branch Line with the same hopes with which most prototype branch lines were opened - that it will be well used, will flourish, and be of service to those who use it.

We would also like to welcome to the Branch those new members who joined us due to our very successful exhibition held during October. When you join the Australian Model Railway Association, you join the Federal Body, and so you are in no way obligated to the W.A. Branch, but you are entitled to be an active member of our Branch and we urge you to do so, and so gain much more from your A.M.R.A. membership, and in so doing, enjoy this great hobby of ours far more.

Graham Watson
Branch Reporter

President's Piece

I was very proud to be elected President at the last A.G.M. Having been on the committee previously I knew it would be difficult, following in Tony Gray's footsteps, to maintain the standard he set during his terms of office. Thank you Tony for leaving the branch in such good order.

During the past six months our membership has continued to grow slowly but steadily which is very heartening.

Our exhibition over the October long weekend was very successful. I would like to sincerely thank the exhibition committee for the hard work and effort they put into the organisation. Gentlemen you should be very proud.

I would also like to say a personal "thank you" to Marge Durhan and her group of non-member lady volunteers, without you we would have starved and gone very, very thirsty, and so would the public. Please come back again next year ladies.

One sometimes gets the feeling that the Branch activities at Beaufort Street are being organised solely for the benefit of metropolitan members. We would like to see more of our country members - if you are coming to Perth, please drop a line to our Secretary, let her know the dates of your visit, perhaps we can put you in touch with a member living near your Perth accommodation, we might even manage transport to and from Beaufort Street.

It would also be very gratifying if our country members could and would attend the A.G.M. and also assist at the exhibition next October long weekend. Note the dates in your diary, book your transport, etc. now.

How about writing to our Secretary, tell us which you are attending, we might just be able to arrange some accommodation, the more notice you give, the easier our task will be.

We would also like to hear from any member with suggestions, constructive criticism, views, etc, what to include in future programmes. Graham has an idea for increasing the size and content of the newsletter and having regular publication dates. But we need your participation - more of this from Graham in another part of the newsletter.

Metropolitan members will be aware of a certain lack of usable space at Beaufort Street. We have written to Westrail regarding space in the City Station. Keep your fingers crossed and your prayer mat facing the appropriate direction.

When you read the programme, don't groan and complain about the same old names, giving talks, running clinics etc., they were the only ones prepared to do it. Why don't you put your name forward with a subject you're prepared to share with your fellow members. Remember one volunteer is better than ten pressed men.

Our secretary would like to hear from any member who is prepared to invite club members to view and/or operate his lay-out. If you wish to impose conditions i.e. no more than five members, please specify the conditions.

We still need tables, chairs, cupboards for use at Beaufort Street, particularly we urgently need a "kitchen cupboard" to keep our food, crockery, etc., in and keep the mice out.

Marge Burham has been given approval to form a ladies auxiliary. I hope Marge will write a piece for inclusion in this newsletter. Please members show this newsletter to your 'other half'. She might enjoy the occasional afternoon/evening with the ladies.

A lot of work has to be done on the two club layouts to enable them to be re-erected and made operational again. High priority is being given to this as there's nowhere to run trains until we finish. The work is being done as a series of clinics to show members how it's done. Please assist in any way you can.

We are arranging for the A.G.M. to be held on Saturday 7th May 1977. Doors open 2.00 p.m., formal business 4.00 p.m. and over in an hour - similar to last year. Doors close 7.00 p.m. Venue and agenda in next programme. It is hoped to have some clinics or demonstrations, test tracks in "EP" "OO/HO" & "W" - so bring some stock to run. Graham Watson has produced an idea for a new way to "run" competitions so start building - doesn't matter what - all entries have an equal chance. Refreshments, etc., will be provided and our Sales Officer will be selling his wares as well.

Ted Thoday

PROGRAMME

Sat	4	Dec	Clinic - lay-out construction
Mon	6	"	Exhibition Film Show - Jack Mandles
+Wed	8	"	Clinic - club controller construction - see note 1.
+Mon	13	"	Clinic - lay-out construction
Sat	18	"	Barbecue - venue to be arranged
Sun	19	Dec to 4 Jan	Christmas break
+Wed	5	"	Clinic - lay-out construction
Mon	10	"	Show and talk - see note 2
+Sat	15	"	Lay-out operation
Wed	19	"	Clinic - club controller construction - see note 1.
+Mon	24	"	Clinic - tree making - see note 3
Sat	29	"	Wayside maintenance - see note 4
+Wed	2	Feb	Clinic - tree making - see note 3
Mon	7	"	Slide evening - bring your own
+Sat	12	"	Clinic - tree making - see note 3
Wed	16	"	Problem night - bring yours - perhaps we can solve them for you
+Mon	21	"	Clinic - Kit building - lineside structures. We supply, you bring tools and make them all for club lay-outs
Sat	26	"	AUCTION - see note 5
+Wed	2	Mar	Clinic - timetable operation - Jeff Cooper
Mon	7	"	Clinic - Kit bashing of buildings - Maerie Hotchkin

Dates marked + are "new member" meetings - new members will be very welcome on these dates.

Times:-
 Evening Meetings - 8.00 p.m.
 Afternoon Meetings - 2.00 p.m.

- Note 1 Clinic Club controller construction - a series by Bruce Norton.
A number of controllers are required by the Club. We will provide the materials, Bruce will provide the expertise. We ask you to provide the tools and manpower. Bring the following if possible - small pliers, end or side cutters, small soldering iron, solder, flux, craft knife, small file.
- Note 2 Show and Talk
We ask members to bring something to do with Railway Modelling - doesn't matter what - scratch built - kit built - proprietary, anything, latest acquisition - something special - latest release - etc., the idea being to show the model or whatever it is and to talk about it for, say, ten minutes.
- Note 3 Club tree making - a series by guest Ross Hurley
Ross has kindly agreed to chair a series of tree making evenings - we require these for the club lay-outs. Please bring the following if possible - lengths of household electrical cable, with insulation removed, pliers, both square and pointed, end or side cutters, small hand vice, contact cement, Jewellers saw.
- Note 4 Wayside Maintenance
A surprise evening - come and find what this is all about.
- Note 5 AUCTION
Non-members items will be allowed - bring your unwanted items. A.H.R.A. will receive 10% of sale price. All items to be declared by 2.00 p.m. - auction starts at 3.00 p.m.

Marge's Message

Would any lady interested in the Ladies Auxiliary please contact me on 792183.

The main function of the Auxiliary is to provide backing for the full members by organising refreshments, etc., at various functions attended by A.M.R.A. possibly 2 or 3 times a year.

Marge Durhan

Sales Officer:

Your club has a sales cupboard which has some recent useful additions to its stock, namely computer terminal strips, push button switches, rotary switches and track pins.

Please check the notice board for prices and other articles in stock.

Bruce Norton

Library Notice

The club library now has over 450 magazines including the 'Model Railway Constructor', 'Model Railway News', and over 30 books including 'Buckingham Great Central' by P. Denny and the 'Diesel Spotters Guide'. This stock is constantly being expanded by the addition of current copies of the 'Railway Modeller', 'Railroad Modeller' and 'Australian Model Railroad Magazine', to which the club subscribes.

If you are interested in borrowing any of the books or magazines please contact the club librarian, Simon Head, at any meeting. A small charge of 20c per month for a book or any number of magazines, of the same title and year, is made for each loan and this amount goes towards club funds.

Simon Head

Christmas Barbecue

It is intended to hold a social gathering during December in the form of a "Bring Your Own Everything" barbecue.

In previous years these have proven to be a very pleasant way to wrap up the years programme, and it is hoped that this years will be no different, so write the date - Saturday, December 18th in your social diary.

The venue remains a slight problem, so if you have a back yard which would be suitable, please let someone on the committee know.

The venue, when arranged, will be posted on the notice board, so members, please check it, and bring your family along to our Christmas gathering.

Lay-Outs

As mentioned in the "President's Piece", the two Branch lay-outs have to be re-erected in our rooms. At this point in time, the NO lay-out is now operational, while the R gaugers are planning a joining board to connect the two halves of their lay-out. There is plenty of work to be done on both lay-outs so come along on the dates indicated on your programme and help improve these lay-outs.

Also, of course, the lat-outs are available at all meetings for the running of your equipment, so bring something along to run.

Newsletter

As you have now seen, we have attempted to upgrade the quality of our newsletter, by changing the format, having a number of contributors and giving it, what we think is a very suitable name. If you like this new format, and would like to see it continue, please let the committee, or the Branch Reporter know, because if there is sufficient favourable feed back then the "Branch Line" will continue.

If the Branch Line does continue then we would like all members to contribute to it, not in the form of articles, as we do not want to rob the Journal of these, but in the form of news items of both model and the prototype, hints, and other such items of interest to our members. (These should be handed or posted to the Branch Reporter).

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

September

Wednesday	1	[10&11]	LNER Special Interest Group meeting – Overview of D Group 4-4-0 locomotives with Andrew Morling
Saturday	4	[12&1]	General Activities
Monday	6	[2]	Planning a test Track for Rolling Stock and Locomotives
Tuesday	7	[3]	Daylighters Group – daytime meeting
Wednesday	8		DCC Special Interest Group meeting – venue Naval Base
Friday	10	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	11	[5]	General Activities
Monday	13	[6]	S Scale Special Interest Group meeting – Modelling hints and train running on <i>Swan View</i> . ModelRail and Modelling competition update
Tuesday	14	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Friday	17	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	18	[9]	General Activities
Tuesday	21	[10&11]	Daylighters Group – daytime meeting
Wednesday	22	[12&1]	Great Western Railway Modellers Special Interest Group meeting – Bring, Run and Tell about a GWR Train
Friday	24	[2]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	25	[3]	General Activities
Sunday	26		Large Scale Special Interest Group – run day 1300 to 1700
Tuesday	28	[4]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	29	[5]	British Railways Special Interest Group meeting – Bring, Run and Tell about a BR Train

October

Friday	1	[6]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	2	[7]	General Activities
Monday	4		Constructing a test track [will be continued in November]
Tuesday	5	[8]	Daytime Meeting – Daylighters Group
Wednesday	6	[9]	LMS Modellers Special Interest Group meeting – How I would model an LMS Dockside or Industrial Location I've Always Admired if I had Unlimited Space, Time and Money, etc.
Friday	8	[10&11]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	9	[12&1]	<i>The Branchline</i> assembly General Activities
Monday	11	[2]	S Scale Special Interest Group meeting – Slide and/or video night. MRWA Wagons Bring and show
Tuesday	12	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	13	[4]	DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	15	[5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	16	[6]	General Activities

(Continued from page 13)

Cursham England]. When he was three the family moved to a house called *Cranmore* at No. 3 Ventnor Avenue, West Perth. It had a fairly large garden with a croquet lawn and flowering creepers covering the trellis fence. The family possessed one of those rare contraptions called a motor car. It was a Humber and its registration number was P1 – not the first car in Perth but the first to be registered there. At the age of five his father gave him a set of tinplate trains and, as they say, the rest is history. He was hooked! The family moved to Melbourne for a couple of years before returning to West Perth at No. 7 Richardson Street.

Life continued for Roye, his love of trains increasing as the years passed. He attended Perth High School and also completed a business course after which he was lured in to taking up a position with The AMP Insurance Company in St. George's Terrace which he did not like one little bit! In his spare time he had invented an automatic control for model trains and he applied to the UK for a 'temporary' patent. Time passed and in February 1925 he finally handed in his notice, quit work and began to seriously consider going to England. His Mum gave her blessing to him and in April 1925 he sailed on the 20,000ton new Orient liner *Oronsay* from Fremantle to London.

Two months later he arrived in Plymouth Sound on a typical English day – dull and drizzly. He had arranged to leave the ship at Plymouth and travel by train to London. Passengers were transferred to the shore by tender and, after passing through customs, walked the short distance to the boat train. He then saw the primrose-panelled coaches, 70ft Great Western coaches more beautiful than

he had dared to picture. The locomotive, polished brass and copper against its green livery, was Star Class locomotive *Westminster Abbey*.

For six years he wandered from relation to relation, but his 'permanent' home was the Vicarage at Wanborough near to the Vale of the White Horse. He tried selling insurance but that was a disaster and then he studied for the Church with resolve! With his study his afternoons were free and so he found himself wandering the villages in the country of the Vale and thus renewing his connection with the Great Western and it was this leisure time that setting his future vocation. He finally knew what he wanted to do, so he bought some wagon kits, built them and then realised that rolling stock was not for him. Card was his forte and so buildings and scenery became the norm. Not any buildings but the village buildings and scenery of England in the 1930s. He observed that many of them were being vandalised in the name of progress and so he set out to rectify this in model form. Most of his buildings are accurate scale models of actual buildings within the Vale.

Now, let us jump forward to 1953 when Roye decided to buy a cottage, let part of it for income purposes and he could then continue modelling. Eventually he bought an old house that until recently had been *The Three Poplars* public house. It had good outbuildings and an acre and half of land, ideal for a youth hostel – the latest idea, he even thought had could display the buildings and rolling stock that he had made or bought charging 6d. for Adults and 3d. for Juveniles. On 8 July the Hostel opened successfully and on 11 July Penden [later to be Pendon] was born, the year 1954. A few days after the opening Roye's neighbour called in to say that he knew where he could obtain an ex-RAF hut for £45 – a bargain – it measured 60ft x 18ft. It would solve the extra accommodation problem and the display area all in one go. The hut became known as *Marilyn* and in June 1955 Penden became Pendon.

For the next few years Roye struggled to run the hostel, pay bills and keep the idea of Pendon alive. It was decided to close the hostel and keep working on Pendon, so on 1 November 1960 the hostel closed and about the same time steps were taken to apply for Articles of Association for Pendon. On 3 February 1961 *The Pendon Museum Trust Ltd* received its incorporation. In the years 1955 to incorporation the Dartmoor Scene as we now know it was built. Based on a Brunel timber trestle viaduct made by Guy Williams who had moved into a new home and had no room for it and therefore donated to Pendon. In April 1961 the Pendon Council started the Friends of Pendon who for a minimum subscription of £1 per year supported Pendon. Without the Friends, when crisis came – as it surely did – Pendon would almost certainly have foundered. Easter 1961 and Mrs Ahern, the widow of John Ahern of *Madder Valley* layout fame, offered the layout to Pendon on a permanent loan basis and the offer was accepted. During all this time work continued on both the Dartmoor Scene and the Vale Scene.

Through the whole of the sixties both Roye and Pendon seemed to lurch from one crisis to another, but somehow they weathered the storms, financial and otherwise. At the beginning of 1970 the chief topic was the prospect of rebuilding. The idea was to build a larger building around *Marilyn* which, once enclosed would be dismantled from within. An Upper Hall placed above the Dartmoor Scene and the Relic Room would then provide a home for the Vale Scene. After much discussion a way of doing just that was agreed. Plans were put into place, quotes obtained along with loans and planning permission, and on 13 April 1970 work started. However, although the outer building was finished by Christmas Day 1971, work continued into 1974 before the building inside as well as out was finished.

This then is the story of Pendon in a much abbreviated form. Roye died peacefully at the Dalecare Centre on Sunday 3 September 1995. His funeral service took place at Oxford Crematorium and his ashes were interred at St. Mary's Church, Bishopstone. A remarkable man who never wavered from his beliefs and aims and who left a legacy for the whole of the World to enjoy. Thank you Roye, may you forever rest in peace.

[Members wishing to learn more about Roye England's life and its work should read *In Search of a Dream – The Life and Work of Roye England* by Stephen Williams. The book is in our Library. Ed.]

After a general discussion we watched two DVDs. The first was *PENDON MUSEUM – Modelling the Past for the Future*, and the second was *Right Track No.6 – Modelling Landscapes Pt2* by Barry Norman which shows the work at Pendon. Our own Adrian Du Heaume now models for Pendon but then we all know how good a modeller Adrian is.

New Acquisitions –

Alan Porter – showed a Hornby Skale Autos Burrell Road Roller – absolutely superb, he also showed a book *The Railway Paintings of Barry Freeman* published by Silver Link Publishing.

George Noble – showed a plastic bottle that has a needle applicator for M.E.K.

Ron Fryer – his latest acquisitions were Hornby County Class 4-4-0 *County of Hereford* 3828 and a Clerestory Brake/third class coach both in Great Western livery and both in excellent condition secondhand from the Exhibition. He also had a Burrell Road Roller and also a pack of Tiny Signs that although they were stated on the pack as 4mm looked more like 7mm. He had, however, reduced them down by 50% and they were much more acceptable for 4mm.

Doing Things –

John Brenchley – showed the latest stage of Tavistock Station – The roof base is now fitted. All the interiors are fully fitted out even though we will never be able to see them in detail. He also showed a 2mm Association etched brass kit of a buffer stop and also one that he had made up. Amazing!

Alan Porter – showed his latest method of making wagon loads and how he colour codes them so that he always gets the correct load for the correct make of wagon ie - Dapol, Hornby etc.

Doug Firth – showed how he is converting a Dapol Class 14xx into a Class 517. We are looking forward to further progress.

S Scale Special Interest Group's June and July meetings were well attended by 38 and 34 members, respectively. As is usual we were treated to two different topics and activities which were interesting and, hopefully, educative to those who take an active interest in the modelling of the WAGR and MRWA in S scale.

Following the informal part of the meeting Graham Watson rang the bell at 2030 calling the members to order. He informed members of the sudden and unexpected death of Graham Selman of North Yard in New Zealand. Stuart Mackay volunteered to send a card expressing the SIG members' sympathy and sorrow to Graham's widow and family. Graham Selman had run North Yard for over thirty years and many of the parts he produced were compatible with the WAGR/MRWA systems and therefore used by modellers of the West Australian scene.

Simon Mead and Bill Gray reported on the success of the recent Model Railway Exhibition, with Boyanup Junction and the modelling desk proving to be great attractions. Members who helped out at the Exhibition were thanked for their support in what was another terrific Exhibition. Graham Watson asked the members to start thinking of a layout for 2011.

Bill Gray advised he has a number of articles and photos for the ASnM magazine but urged members to continue contributing material through him for the magazine.

A Bring and Show was the main activity for the June meeting. The first items shown were of a general nature prior to the specific topic of *Interesting coaches of the WAGR and MRWA*.

The roll-ability of wagons was discussed. **Doug Firth** brought in his 1:50 sloped track and gave a demonstration using several wagons, some of which rolled and another which would not move. We assumed the table was level and so it was a timely reminder to get it right. A minimum gradient of 1:50 or 2% is considered by some as the point at which wagons should start to roll under their own mass. It is also assumed that all wagons have parallel w-irons and clean top hat bearings. However a slope of 1:40 may be more appropriate. Cleaning out the bearings is also worthwhile as is lubricating them with graphite dust or with a 2B or 4B pencil.

Peter Edwards has been busy assembling his Railwest S class kit and one or two wagons in MRWA livery for the October MR Challenge.

Murray Hartzler brought in some boxes of over 70 burrs and cutting discs to suit a Dremal or similar hobby drill. Murray spotted them at Bunnings and bought up a job lot from several Bunnings outlets at a really good price so he able to provide them to the members if they need any.

Four members brought and showed a range of interesting coaches which were the main focus of the Bring and Show.

Paul Tranter showed three country sleeping cars which would sit comfortably on a 1950-70 era layout. The first was a scratch-built AQZ Second class sleeping car, followed by an AZ sleeping car and finally a more modern [1947] AH sleeping car which Paul built from a kit some ten or twelve years ago.

Stuart Mackay brought in four interesting vehicles to show – an ADK Railcar and ADB trailer, an ADT trailer and an AKB composite coach. The six ADT trailers were a light weight vehicle designed to trail the ADE Governors. The AKB was one of a number of tumble-homed, metal-sided suburban coaches but had a guard's compartment and steel truss-rods, unlike the shorter AJs built at the same time.

Bill Gray showed all six coaches from his 1947 Australind set, resplendent in their 1960 green and cream paint scheme.

Graham Watson showed his model of a long ACL coach which is probably the only one within the interest group. Graham built the coach from castings used to make the standard ACLs from Railwest Models.

The July meeting saw 33 members and one visitor brave the wet and cold conditions to participate.

Graham informed members that John Maker, Kim Friend and Ron Fryer had all been unwell and the membership wished each of them a speedy recovery. We were also reminded that the ARHS's Railfest would be held on Sunday, 10 October, which unfortunately coincides with the weekend of the Albany Model Railway Association's Exhibition. Members will just have to make a choice.

John Maker advised that he had several CD's available of drawings of some WAGR locos.

Bill Gray reminded members that the next ASnM Magazine would be in the mail soon and though he has several, any new articles would be greatly appreciated.

Graham Watson advised of the availability of bogies to suit a number of WAGR passenger coaches. The bogies are etched brass and have urethane side-frames from patterns produced by

Bill Gray.

On to the Bring and Show. **Doug Firth** raised a few laughs and a lot of discussion when he showed the internals, including the desk and account book, which he has been making, to go in his WAGR BC Bank inspectors Van.

Gary Gray showed the V class tender he has been assembling complete with Collie coal. Gary described how he modified the tender kit so the coal falls prototypically towards the front of the bunker. Gary has been the driving force behind the latest V class kit of which there has been considerable expressions of interest among the S Scale Group. We have received parts from North Yard but are still waiting on an order from another supplier.



First of the assembled WAGR V class kits

Stuart Mackay showed the MRWA F class Diesel he built 16 years ago and which he recently lined with white striping from Pactra Trim Tapes. These tapes are available from Stanbridges and the other hobby shops in Perth. Stuart was inspired to re-visit the livery of his F40 by a photo which appears on the back cover of Adrian Gunzburg's [1989] *MRWA Locomotives* [LRPS, Vic]. Stuart also showed how he intends using only two screws to hold the cab, boiler and front bogie of his WAGR V1207 firmly together.



Stuart Mackay's model of F40 on his layout



MRWA F44. ARHS collection

Phil Knife wowed the gathering with his unpainted MRWA A class 4-8-2 which he has been building, mainly from scratch over the past three months. The locomotive has a rolled brass boiler and prototypical reversing rods and levers. It sits on a modified and re-powered Mehano Mikado chassis and utilises a modified Mehano light pacific tender.



Hopefully like Stuart, Phil will bring the loco to the MRWA slide and challenge night on Monday 11 October.

Rob Clark and **Roger Palmer** brought in, as it turned out, complementary items which assist in the assembly of white metal bogies. Rob showed a jig, made by Gary Pilmoor which enables the bogies to slide together and be held in place for soldering or gluing. Roger showed the Flash Tack super glue accelerator which hastens the setting and hardening of superglue to a few seconds. Both items especially when used in tandem would be a boon to the active modeller.

Bill Gray showed some die-cast motor vehicles available for \$2 from a number of fuel stations around Perth and **Murray Hartzler** showed a Matchbox 1969 Citroen he found at K-Mart. Clearly, modellers can pick up some bargains if they keep their eyes open.

Once again, two very successful meetings so if you are considering taking up modelling the WAGR or MRWA in S scale do come along to one of our meetings. It's the best way to get into modelling the local scene. You will be made most welcome.

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 in the AMRA 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 Sn Modeller and is always eager to receive articles for publication.

British Railways Special Interest Group's June meeting topic was the BR Shock Absorbing Wagons and Vans.

In the 1930s advancement in the transport of delicate and fragile goods saw the Great Western Railway introduce shock absorbing vans, whereby the van body was permitted to slide fore and aft on its chassis, thus eliminating any possible damage to goods such as eggs, soft fruit, furniture, etc. when the van was being shunted in goods yards. Recuperating rubber springs, lying alongside the solebar brought the van back to its normal central position. After a relatively short time, a protective board was fitted over the coil springs as a safety measure. The body of a shock absorbing wagon or van was 12in shorter than the comparable normal wagon or van, to enable the standard 17ft. 6in. over headstocks to be used and to allow 6in. movement of the body at each end.

Shock Absorbing Wagons and Vans Inherited by BR from –

The GWR – the prototype shock-absorbing van was built in 1937 to Diagram V27. This was followed by two batches built to Diagram V28 totalling 105 vehicles through 1937 to 1940. Initially these vans were labelled SHOCK ABSORBING VAN. In BR days the name was reduced to SHOCVAN but their numbers, 1 – 106, persisted for quite awhile. Following the success of these vans the GWR built 100 high [5-plank] open goods wagons with shock absorbing facilities to Diagram O44 in 1939. They were initially labelled SAW but this was changed in 1943 to SHOCK.

The LMS – the LMS was the first cab off the rank with shock absorbing vehicles by converting six roll-on, roll-off container wagons in 1935. Flushed with the success of this experiment, the LMS built one prototype shock absorbing high open goods wagon in 1937. There followed another 699 shock absorbing high open goods wagons built to a similar Diagram D1983, mostly in 1939 and 1940 but the last 250 were not built until 1949. They were labelled SAW when new but this changed in 1943 to SHOCK or SHOCKHIGH. The LMS then built 94 shock absorbing high open goods wagons with 4-shoe Moreton vacuum braking. These were split roughly evenly between wartime building [1940] and post-war building [1949]. The last LMS design were the six medium [3-plank] drop side, open goods wagons built at Derby to Diagram D2152 in 1949, they were

vacuumed braked and were equipped with cradles for carrying crated sheet glass.

THE SR – the SR was not far behind the GWR and the LMSR. It started building 12 high open goods wagons with shock absorbing facilities in 1940, but due to wartime pressures the last ones were not completed until the end of 1942. The next development was the ordering of 38 wagons to Diagram D1392 and, although ordered in August 1947, none were built before January 1949 but were all delivered from Ashford by March 1949. One, No. 14036, is preserved on the North Yorkshire Moors Railway.

THE LNER – Nothing!

BR Built Shock Absorbing Wagons and Vans. As with the normal wagons and vans, each of the Big Four, apart from the LNER, had outstanding orders for shock absorbing wagons and vans which had not been completed, or in some cases, not even started before nationalisation of the railways in Britain on 1 January 1948. Sensibly these orders were allowed to be filled whilst the new management team in British Railways took stock of what they had inherited and what would be needed for the future. To this end, the Ideal Stocks Committee was set up early in 1948.

Medium [3-plank] Open Goods Wagons – Diagram 1/018 – 25 of these drop-side wagons were built at Darlington in 1950. They were equipped with cradles to hold crates of sheet glass and were intended for the glass traffic from St. Helens in Lancashire.

High [5-plank or equivalent] Open Goods Wagons –

Diagram 1/031 – 425 vacuumed-braked wagons were built at Shildon in 1948/1949. All had been withdrawn from revenue service by the early 1970s although many then went into Departmental service.

Diagram 1/035 – 800 shock absorbing wagons were built at Ashford in 1950. The first 500 had the SR type of vacuum braking and the next 300 were double braked [unfitted]. These were later fitted with the Railway Clearing House type of vacuum brake.

Diagram 1/036 – These 100 wagons built at Ashford in 1950 were the same as the unfitted version of Diagram 1/035 but were equipped with tarpaulin bar and had T shaped end stanchions. These were also fitted with RCH vacuum braking later.

Diagram 1/040 – This was basically the LMS design Diagram D1983. 2200 were built at Derby between 1951 and 1954 and all were labelled SHOCK.

Diagram 1/048 – The 250 vehicles built at Derby to this Diagram in 1954 were to the same design as the last 1100 wagons built to Diagram 1/040 but they did not have a tarpaulin bar fitted, they were all labelled SHOCK.

Diagram 1/050 – 849 wagons were built at Derby to this Diagram between 1955 and 1958. They appear to be identical to those built to Diagram 1/048 except that they were 3cwt lighter. Again they were all labelled SHOCK.

Diagram 1/056 – 850 shock absorbing wagons were built at Derby to this Diagram in 1958/59. Once again they were all labelled SHOCK from new. The first 400 had their shock absorbing springs located centrally under the body rather than at the sides [obviously a safety measure, although it complicated the maintenance of these wagons]. The other 450 wagons had their shock absorbing springs located at the sides, suitably protected by a covering board.

Roofed Open Goods Wagons – an apparent paradox but what BR tried in the early 1960s was to have a removable roof on an open goods wagon. Shock absorption was all the go by this time and the 400 roofed open goods wagons built all had shock absorbing capability.

Diagram 1/057 – 100 SHOCROOF A wagons were built at Derby in 1961. They were branded to work between Birmingham and Gartcosh [east of Glasgow] for Colcrest – who Colcrest was, what the wagons carried and how they were unloaded is not at all clear! TOPS coded OVV in 1973, they

were all condemned by 1979.

Diagram 1/058 – A slightly more conventional wagon this time – 300 wagons, SHOCROOF Bs, being built at Derby in 1962–1963. They were much bigger wagons rated for a load of 20tons, later upgraded to 22tons. Instead of a folding roof they had a nylon hood, supported by three tarpaulin bars. They were allocated to the Western Region for the metals traffic [tinplate and rolled steel sheet] from South Wales. 45 were converted to COIL L in 1971 for use in Scotland and in 1982 many were converted for Engineer's use and renamed DACEs. Unconverted SHOCROOF Bs continued in use being TOPS coded OUV. From 1985 air pipes were fitted to these wagons and they received the new TOPS code SUW.

Ventilated Vans – only the GWR had produced shock absorbing vans prior to nationalisation, the other three of the Big Four not contributing any. However, there were outstanding orders and these were completed by BR.

Diagram 1/201 – As with the open wagons, the LNER did not contribute any shock absorbing goods vans to BR but it seems that there might have been an order for such vehicles outstanding at the time of nationalisation. 50 shock absorbing vans were built at Faverdale [Darlington] in 1948 to Diagram 1/201 which had many of the features of LNER ventilated vans.

Diagram 1/206 – 50 vans were built at Wolverton in 1949 to the LMS design of a ventilated van [itself replicated as BR Diagram 1/204] but with a shortened body with horizontally planked sides and doors [of the sliding variety].

Diagram 1/207 – 500 vans were built to this diagram at Ashford in 1950. This was basically the GWR V28 design and were labelled SHOCVAN.

Diagram 1/209 – The main shock absorbing vans built by BR were basically the same design as their Diagram 1/208 standard 12ton ventilated van but with a shorter body to allow for movement. 3000 of these vans were built to Diagram 1/209, mostly at Faverdale but some at Ashford between 1951 and 1956. All were labelled SHOCVAN or SHOCKVAN.

Diagram 1/218 – Another 2075 ventilated shock absorbing vans were built in the late 1950s [900 at Faverdale in 1957, 700 at Ashford in 1958 and 475 at Faverdale in 1958]. All were labelled SHOCVAN.

Diagram 1/220 – A further 100 vans were built at Faverdale in 1959 to this diagram which seems to have been the same as Diagram 1/209 except for hydraulic buffers and plywood sides and doors.

Pallet Vans – by the second half of the 1950s, BR was looking at ways and means by which loading and unloading of vans could be improved and the increasing use of palletising for the conveyance of items previously handled as individual packages was becoming more popular.

Diagram 1/215 – This was the diagram issued for a single experimental shock absorbing pallet van built at Derby and Wolverton in 1960. It was labelled PALVAN SHOCK.

Diagram 1/219 – 200 shock absorbing pallet vans were built to this diagram 25 at Faverdale in 1958, and at Wolverton 60 in 1960 and 125 in 1961.

Markings – as mentioned in the text, shock absorbing vehicles always bore some lettering to identify their unique properties and to warn shunting staff to take sensible precautions when near the springs. However, the main marking for most of their lives were three white stripes on each side and on each end. Initially these were long and thin and often at the end they did not come right down to the bottom of the body. Nor were the stripes put on the sliding doors of Pallet Vans, rather on the body side to the right of the door. In 1964 the shape of these markings was changed to square, simultaneous with the adoption of the boxing in of all the lettering giving details of load, tare, etc. of the wagon or van.

Models – Bachmann in 4mm/ft scale RTR would seem to be the only manufacturer to provide models of shock absorbing vehicles. Between 1992 and 2005 they have produced twelve models to different diagrams, all of which are numbered differently.

A full set of these facilitation notes are available on request.

New Acquisitions –

Ron Richards – showed two jigsaw puzzles on a railway theme – *Sharing the Moment* – Double-headed Great Western train and *Imminent Departure* – LMS trains.

Alan Porter – showed a Bachmann Class 04 Diesel in Black that he had bought from Hattons. Somehow, during its manufacture it had escaped having any decals put on it. He is now undecided as to whether he should decal it himself or to leave it as a rare item which may or may not appreciate in value down the track!

Trevor Batchelor – showed a *Tomlinson Steel* wagon plate from off a wagon – part of the Colombo plan of 1955. Whatever that may be. [My knowledgeable proof-reader says -The Colombo Plan for Cooperative Economic & Social Development in Asia & the Pacific was founded in 1948 at a Commonwealth meeting in Colombo Ceylon, now Sri Lanka. Australia was a signatory. Ed.]

Doing Things –

Ron Richards – has finally finished laying track on his layout. It has taken him about eighteen months.

Alan Porter – continued talking about his new method of making wagon loads. He expanded on the information that he gave at the June GWR SIG meeting.

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

As promised in the previous *The Branchline*, the major items of business from the April and May meetings are included here –

Meeting No 333 – April 2010. The major items of business dealt with at this meeting were –

- The Committee was advised that a new catalogue would be implemented in the library. The work to develop the new catalogue and to mark the Branch's books will necessitate closing the library to members from time to time.
- The Committee discussed arrangements for the 2010 Exhibition, with the RAS providing the use of a Thomas-looking vehicle for transporting customers to and from the rail station and the car park. Floorwalkers will be used this year and they will be wearing orange fluoro jackets so that they can be spotted in the crowd.
- The Committee discussed the standards for club layouts including the need for

portability where modules are easily carried by two persons. Only a couple of layouts are not of the described type but one is not keeping to the footprint and description that was approved by the Committee. The President will speak to layout interest groups after the exhibition and assess any necessary changes.

- The new concrete pad is to be used for loading and unloading only – not for long term parking by members.
- The perennial problem of cleanliness of the clubrooms was again raised. Duty Officers need to ensure cleaning duties are carried out or there will be a need to increase door fees to pay for professional cleaning.

Meeting No 334 – May 2010. The major items of business dealt with at this meeting were –

- Frans advised that all was ready for the 2010 Exhibition.
- The Committee determined to obtain quotes to put mesh across the central roof gutter to prevent the build-up of leaves and other debris that contributes to the occasional flooding of the clubrooms..

Meeting No 335 – June 2010. The major items of business dealt with at this meeting were –

- John Maker advised the Committee that the Large Scale SIG proposed to conduct several Sunday meetings on dates to be advised. The Committee approved the proposal.
- Ron Fryer advised that the 2010 Exhibition was excellent, with over 14000 paying customers through the door. Expenses were yet to be finalised but would be in the order of \$62,000. The Committee determined the bonuses for exhibitors – an increase on last year's bonuses.
- Frans Ponjee advised that Ralph Cope had verbally resigned as Secretary due to the pressure of work. Neill Phillips, who is having more farewell appearances than Dame Nellie Melba, was appointed Secretary until the 2010 Annual General Meeting.
- Ron Fryer advised that he intended to visit Bayswater City Council to discuss the progression of the building extension application. He also proposed to discuss the current lease with a view to extending the current arrangement. Ron advised that he had located the plans for the current building and that he would welcome advice from an architect to draw up the plans for the new extension.

Meeting No 335 – June 2010. The major items of business dealt with at this meeting were:

- The Treasurer advised that there had been heavy spending in June to optimise our tax liability. There were many un-presented cheques still to be factored into the finances, which could double our expenditure over income for 2009/10. Our tax liability has increased due to our good 2009 Exhibition. This year's Exhibition was also good but the net profit will be down on last year's. Ron also advised that he would be away 28 Aug to 2 Nov 2010. Frans would hold the cheque books for immediate payments and Niels Kroyer would clear and bank the Branch's monies on

a regular basis during that time.

- Frans advised that he and Tony Poole had discussed the production of a small layout with a BHP representative – with the outcome that BHP will confirm acceptance by letter. Frans has also investigated the building of the layout by AMRA members who have indicated a desire to assist. BHP would like delivery of a layout similar to AMRA U-Drives by December 2010. The COM agreed to go ahead with the project on receipt of BHP's letter. Frans to approach his potential builders when the go ahead is received.

Management Committee Submissions. 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
11 September		16 September
16 October		21 October
13 November		18 November

Membership Matters

Hello everyone, I do hope those who managed to go to this year's Model Railway Exhibition enjoyed themselves. From what I observed the general public enjoyed the exhibition. I found the spread of votes for the AMC Trophy this year very interesting.

I think a well done to all involved with our exhibition and the just rewards for the big effort put in.

On behalf of all members and the current Management Committee please welcome the following new members to our Association.

If you have not yet visited our Clubrooms please make yourself known to the Duty Officer on your first visit, we'll be able to show you round our Clubroom's facilities and introduce you to a few other members.

Christopher Lundie-Jenkins	Bassendean	
Paul Jardine Clarke	Spearwood	OO
Mary Jardine Clarke	Spearwood	OO
Roger Jardine Clarke	Spearwood	OO
Jim Rowbottam	Wembley	HO/OO
Robert Saul	Carlisle	Sn3.5
David Grattidge	Bayswater	
Stuart Mclean		HO/OO
Marie Mclean		HO/OO
Robert Mandanici	North Perth	HO, Sn3-1/2
Michael Tonks	Busseton	OO
Peter Webb	Girrawheen	N
James Pearce	Huntingdale	
Michael Diepeveen	West Perth	On30, N, Z
Martin Kalkman	Rockingham	N

Book Review – 2

A Scratchbuilder's Guide to Semaphore Signal Construction by Peter Squibb, published by Wild Swan Publications Ltd at ISBN 978 1 905184 68 2. 215mm x 275mm, plasticised card covers, 108 pages. £Stg19.95.

Profusely illustrated with drawings and photographs, both in colour and grey scale, of prototype signals. Many of the photographs are of the hard to see details of prototype signals.

A selection of the photographs illustrated the construction of model signals, their gantries and other details, etc..

While the signals illustrated are of British prototype the basics methods and materials used to construct the models could well be used for the semaphore signals used in other countries.

Of particular interest is Chapter 1, *Signals – Why and Where* which explains what signals are for, their development and how the real railways used them – it's a bit of an eye opener if you look at the way signals are positioned and used in most model railway layouts, particularly those that purport to represent a particular section of railway.

Well worth the cover price and should be required reading. Our Management Committee have been asked to approve the purchase of a copy for our Branch Library.

News Flash – City Models

City Models has been sold. The new owner Andrew Standley will be taking over on 1 September. Andrew is retaining all the current staff who you see when you come into the shop, Bob Clarke, Chris Hill and Jake Elwood.

Andrew intends to run the shop very much as we have in the past so you will see very few changes take place this year at least. Tim will be on hand over the forthcoming months to guide Andrew into the business and you will probably see Tim around the traps for quite a while. Wemie will help a bit with the Model Railway Exhibition in 2011 so you will still see her happy smiling face.

We wish Andrew the very best in his new venture.



**Our first Clubrooms.
Ross Memorial Church at
the corner Hay and Colin
Streets, West Perth.**

**May 1972 to December
1973**



Second Clubrooms – No. 1 Beaufort Street Perth. On the corner of Beaufort Street bridge and Roe Street. December 1973 to July 1977



Third Clubrooms – Meltham Railway Station. July 1977 to September 1989, when we moved into our present Clubrooms in Moojebing Street, Bayswater.