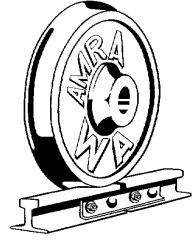


# The Branchline



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

[www.amrawa.com](http://www.amrawa.com)

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## *Frans' Fatidic*

Another new term with nearly the same Management Committee. We would like to welcome Trevor Burke as our new Committee Member. Your Committee has also decided to co-opt Steve Rayner back, with no voting rights, as his contributions are valued.

We hope to have another good year and finally complete the new building.

A new Cleaning Roster has been developed, copies are on the switchboard door and on the Notice Board. The cleaning duties for each meeting date is also shown at the top of the Signing In Book page. The Duty Officer will make sure that the duties are carried out before the start of the scheduled meeting activity. If our Clubrooms are not kept clean your Management Committee may have to appoint a paid cleaner, which will result in higher door fees. So please, **everyone**, when asked do this small duty take pride in your clubrooms so we can all enjoy a clean environment.

Through our member, Tony Poole, BHP has given us a commission to build a representation of their Port Hedland facilities in N scale. The model will have to be finished by 31 March 2011. Anyone interested in helping to build this 8 x 4 layout is very welcome to assist as we will need many helpers. We would like to hear from any member who is willing and able to build the machinery that will be required for this layout.

In this issue of *The Branchline* there will be an expression of interest for our 2011 Exhibition which we believe will be our 35th, I would like to make it an exceptional one to remember. If anyone knows of outsiders that would be interested to exhibit please let me know.

As usual we will be putting together a sub-committee for the Exhibition and if anyone is interested in assisting, please let me know.

ModelRail this year will be held on Sunday 7 November 2010, any questions or queries please contact Alan Burrough or Graham Watson.

Frans Ponjee  
Branch President

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

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# ModelRail

## Sunday, November 7, 2010

At ModelRail we come together as one club and showcase our skills and our hobby both to fellow model railway enthusiasts and to the general public. This year will be an Open Day where it is planned to help modellers enhance their skills in a variety of activities.

Our politically correct master modellers will again demonstrate their magical talents with ongoing presentations throughout the day, where members and guests can sit, relax, observe and chat with the experts.

All of our layouts will be in action, from *Berkshires* thundering around the garden layout to *Big Boys* hauling seemingly unending freight trains on the N scale railways. Our team of chefs will yet again entice you with their consummate culinary creations [not to be confused with Master Chef!].

If you are prepared to assist either as demonstrator, chef or public reception officer, please contact Trevor on 9398 4330 or email <trevorburke@bigpond.com> or see him at our Clubrooms on any Saturday. If you're unable to assist, please spread the word and bring your family and friends to enjoy the excitement of our hobby and the fellowship of the model railway fraternity.

Participants are welcome to set up from 0900, the public will storm the building [hopefully] from 1000 until 1600.

We look forward to your company at one of our Branch's outstanding events.

Trevor Burke  
ModelRail Coordinator

## Literary Lines

Various donations have been received from Frank Goode, Graham, Watson, Bruce Temperley, Peter Rohan, Tom Stokes, Ron Chatterton – thanks very much everyone.

**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**

# Ted Thoday Encouragement Award for Clubman of the Year

## Bob Phelps

If you were to look at the left hand end of the N Scale layout now being built – WesterN’ Ridge – inevitably on most Tuesdays, Saturdays and some Fridays, you would find Bob working away on some aspect of the scenery.

Over the past year he has developed and organised the helpers who have assisted him in turning a very boring skeleton of a layout into a rather spectacular scenic affair. On the Saturdays when he is absent he can usually be found down at his holiday home in Dunsborough where he will, in all probability, be working on some aspect of scenery – waterfall, buildings, fencing, etc.

Several members have helped under his supervision but his scenic ability is outstanding. He is always ready to assist anyone with his knowledge of scenic information in ‘how to’. He has provided scenic material for free just because he had it available at home. He is ever willing to stop what he is doing and ‘show you how’, no matter what scale you model in.

He also arranged for the concrete pad of the new extension to be sprayed prior to it being laid – all for nothing! This would have cost the Club around \$700.

Bob is of the firm belief that you only get something from the Club if you are prepared to put something into the Club. That is the very essence of a good Club member.

## Des Edwards

Des is intimately involved in the reclassifying, the reorganisation and the computerising of the books in our Library.

This work has required dedication and time, some of which our nominee has done at home.

Des will be continuing with the task in order that the remainder of our Library stock including the DVDs and VHS tapes will be on a similar system. This is a monumental task and has been done with humour and professionalism.

## From the Editorial Desk

**The Branchline – December issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday 20 November** please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 19 November
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 20 November
- For items transmitted electronically via e-mail – 1800 Saturday 20 November email address is mandtt@three.com.au – please use subject heading The Branchline.

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

Collation, etc., will be on **Saturday 4 December**

Please note the intended dates for *The Branchline* publication for 2011:

	<b>Editorial deadline</b>	<b>Assembly, etc.</b>
February	Saturday 22 January	Saturday 5 February
April	Saturday 26 March	Saturday 9 April – includes pre-exhibition material
June	Saturday 28 May – for routine material Sat 11 June – for exhibition reports	Saturday 25 June – will include exhibition reports and AGM material
August	Saturday 30 July	Saturday 13 August
October	Saturday 24 September	Saturday 8 October – will include AGM Minutes
December	Saturday 19 November	Saturday 3 December

Ted Thoday

## Library Reorganisation Update

Around 1600 prototype books have now been entered into the Library computer data base – the first stage of our Library reorganisation.

The second stage, renumbering the books will have started by the time you read this report.

During this stage the Library will be somewhat disorganised, so we ask that **no prototype books** be taken out until further notice. This does not, however, include magazines, videos or modelling books.

Unfortunately, as this work usually occurs only during the Tuesday Daylighters meeting, the work will take a few weeks to complete but the disruption to general library activities will be kept to a minimum.

Thanks to all members for their continuing patience during the reorganisation.

Chris Paterson and Des Edwards

## Around the Layouts

**The Valentine Run.** While not immediately obvious, there has been much progress on the layout.

Alan Higgs' modification of the bridge to the service area has enabled On30 locos and HO 84' coaches to access these facilities. The Industrial Park end of the four track tunnel now lifts off to provide easier access to the interior, which, unless the portals are removed, is in darkness due to the judicious placement of black cardboard paralleling the tracks.

All the available panels have been recessed into the fascia by Craig and Alan, enclosing them in a wooden framework and hinging them for easier electrical connection and maintenance. The

connection of panel wiring to the distribution terminal strips by David has set a standard of neatness and precision probably not to be seen again – as he has accepted employment up north in iron ore country.

Rock moulds have appeared behind the coal mine at Harris and adjacent to the dry gulch bridge courtesy of Trevor. Also, due to his efforts, the tunnel mouths now have suitable drainage.

The scything projectile [see August issue, page 18] has now been straightened and repainted by Nat and the lines and decals applied. Hopefully it won't be too long before this fills its space in the front fascia.

The inner main panel is all but completed, with its dazzling lighting display. Yellow indicates power to a block, green and red indicate turnout selection and no lights usually suggests one needs to visit the wall power switch.

Alan Burrough  
Craig Hartmann  
Layout Coordinators

## The Poem

In the last issue Alan Porter made reference to a poem that he hoped Mr. Editor would find space for in that issue. As you will have noticed it wasn't and he didn't. To rectify that and placate Alan, here it is.

I saw this poem in No.137 [13 May – 9 June 2010] issue of *Heritage Railway* and couldn't stop laughing! It was originally published in 1966 in *Seven Valley News* and relates clearly how one Cornish footplate man - a certain A.F. Brookes, depot unknown [but possibly Ponsandane!] - thought of the new BR Western Region Warship Class diesel hydraulics that were being foisted upon the west country's devout steam men!

It's written in classic phonetic Cornish drawl and it helps to read it aloud [and maybe to have practiced a bit with the likes of "*Orrrh, crops be bard?*"] but . . . if you're a Cornishman, it can be read silently!

### **A Cornish driver's introduction to a Warship diesel** by A.F. Brookes

O growling box with wheels inside  
What wonders inside do 'ee 'ide  
That makes 'em cast the Kings aside  
An' 'alls an' Castles in their stride?

An enjun shouldn't growl that way  
I wonder what wud Churchward sa?  
It'd ne'er 'appen in 'is day  
They'd ne'er chuck 'is Saints away.

Which ist' front and which ist' back?  
Et thing aught ne'er be on the track  
An' how d'ya drive it, where's the knack  
– aint no tender, aint no stack.

They call't Hydraulics, why hev'n knows,  
 runs on water, I suppose  
 an what 'ey say, I guess it goes  
 – but ain't th' enjun what I chose.

Box on whels what's painted green,  
 Queerest enjun I e'er seen,  
 Know one thing - it ain't quite clean  
 – dunno what the damn thing's been.

'et thing aught ne'er be on the track!

[*Editor's note.* Ponsandane – Penzance loco depot which is known as Long Rock].

## Membership Matters

Spring has sprung and the time is nigh to get into some great model railway work that has been left dormant for too long.

A gentle reminder to any member who has not yet renewed their membership – **unless you renew this will be the last issue of *The Branchline* you will receive.**

A Quote from the Federal Registrar – Unfinancial Members.

Members who haven't renewed yet are now **unfinancial**. Please renew as soon as possible or alternatively notify me of your intention to resign so that the outstanding renewals can be resolved as soon as possible as I do have many other things I need to get done.

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

Murray Rowe	BERTRAM	
Jim Crawford	FLOREAT	
William Greenfield	LEDA	
Timothy Maunder	ORELIA	G

John Maker  
 Branch Registrar

## Dowerin Field Days

AMRA WA Branch was represented for the first time at the 2010 Dowerin Field Days with my layout, Horton, and the Branch's two U-drive layouts. Frans and Rosemary Ponjee brought up the U-drives and barricading and stayed for with me for three nights. They did a great job and a lot of interest was shown by visitors of all ages. See the photograph at the end of this article.

The two day event brought in a good crowd and at times we were quite busy. Donations were requested from 'drivers of the trains' on the U-drives and \$160.00 was raised to be passed to the Royal Flying Doctor Service.

Thanks to Alan Higgs for the barricading design which fitted perfectly and to Graham Watson for the loan of Sn3½ models of the rolling stock that will be soon coming to Dowerin for the Steam

Heritage Rail project.

The first of the rolling stock for the Museum at Minnivale [part of Steam Heritage Rail] has now arrived.

Barry Keens.



## Around the SIGs

**Great Western Railway Modellers Special Interest Group's** August meeting.

**Introduction** – The open merchandise wagon and the open mineral wagon [predominantly for coal] made their debut at an early date in the history of railways. Merchandise is a general term covering **all freight other than bulk materials**.

The main advantage of the open wagon for the carriage of merchandise has always been its versatility – it can accommodate large loads that could not pass through the normal 5ft. wide door of a covered wagon and it can be loaded overhead by crane. If necessary, the load can be protected by sheeting [tarpaulin]. However, its main disadvantages lay not so much with the wagon itself but with the sheets used to protect the contents. They were prone to develop holes [despite all care and attention in their handling], they were liable to sag when rain fell [and leak if they were holed] unless there was a sheet rail on the wagon and there was always a fire risk from sparks from steam engines falling on them. The labour cost of sheeting and unsheeting operations eventually became too high and so the covered van became more popular for the carriage of those types of merchandise liable to be damaged by water. As a consequence of this, some open wagons became specialised and devoted to particular traffics – e.g. bricks, tinplate, motor vehicles, etc., etc..

**GWR Open Wagons used for Merchandise** - These are to be found in the O section of the GWR Wagon Diagrams Book. To some eyes 'they all look alike'!! However, there are significant differences to be found in the forty-four different listed Diagrams. The photographs provided with a full set of the Notes will help in identifying those differences. Diagram O1 covered the TOURN bogie two-plank [and later four-plank] wagon built in 1888-89 and scrapped in 1934. They were not produced in great quantity, as the railway rating system gave no incentive for large loads of merchandise and it was difficult to find full loads for them, even between large centres like London, Birmingham and Bristol. Even the 12-ton wagons generally carried about 3½ tons in the 1920s, due to the desire for quick transit in reply to rapidly increasing road competition.

Dealing with the rest of the O series, they can be broadly divided into four groups -

- OPEN unfitted open wagons [telegraphically renamed HIGH during WW2]
- OPEN A unfitted open wagons with the Williams patent movable sheet support rail [telegraphically renamed HIBAR during WW2]
- OPEN B vacuum brake fitted open wagons with the Williams patent movable sheet support rail [telegraphically renamed HIBARFIT during WW2]
- OPEN C open wagons with 24ft. 6in. body clear [telegraphically renamed TUBE during WW2]

It should be noted that in their later lives, many OPEN A and OPEN B wagons lost their sheet support rails and also some OPEN B wagons had their vacuum braking gear removed.

### **Development History -**

**16ft. over headstock/9ft. wheelbase open wagons** - this section discusses standard open wagons built from about 1868 right through the OPEN, OPEN A, and OPEN B 16ft. over headstocks wagons built between 1904 and 1927. These are all listed in the Table included with a full set of the Notes.

**17ft. 6in. over headstocks/9ft. and 10ft. wheelbase open wagons** - in this section we look at the further development of the open merchandise wagons after Grouping when the GWR commenced building them on Railway Clearing House 17ft. 6in. underframes with 9ft. wheelbase. All the differing diagrams are explained and again, the table at the end of the full set on Notes contains details of all the OPEN, OPEN A and OPEN B 17ft. 6in. over headstocks wagons built between 1925 and BR days.

**OPEN C wagons** - these were long wheelbase intended for deal planks and later on steel tubes [pipes] became a common load. They were 25ft. over headstocks with a 15ft. wheelbase and were capable of carrying a 14-ton load. In 1945, Diagram O41 was a post-WW2 version, 30ft. over headstocks on a 19ft. 6in. wheelbase and was rated to carry 21 tons. The table lists OPEN C wagons built between 1907 and 1947.

**Specialised Open Merchandise Wagons** - this section lists seven different Diagrams built to carry specialised merchandise [linoleum, china clay, grain etc]. A brief explanation is given for each Diagram and covers the period from about 1890 to 1939.

**Models** - there followed a list of the known models and kits in the various scales that covers the subject under review. Surprisingly, neither of the Big Two, Hornby or Bachmann, have produced models.

**References** - these are listed in the full set of these Notes, a copy of which is available on request. I might add that the Notes also contain photographs of the various wagons so that the differences



can be seen. [in most cases].

**Running Numbers, etc.** – finally, as a bonus, the running numbers of the nearly 76,000 wagons detailed within the Table, are available by twisting the facilitator's arm and saying 'PLEASE'.

### **New Acquisitions –**

**Roger Solly** – showed an old copy of a Jack Stanbridge catalogue [when Jack had a Wellington Street shop as well as the Canning Hwy shop] date unknown but estimated to be around 1950s.

**John Maker** – showed the latest copy of the *Great Western Journal*.

**Steve Rayner** – brought along the latest G/Farish [Bachmann] GWR cattle wagons. More accurate than the Peco equivalent. Also showed the recent Bachmann released GWR TOAD brake Van.

**Ron Richards** – showed two Dapol 7-plank wagons GLAN GARNANT weathered, limited edition from the West Wales Wagon Works. He also showed an Oxford Diecast set of three Tractors and also a separate Oxford Diecast grey Ferguson tractor. He followed these with an EFE model of a Leyland TDI open stairs Western National D/Deck bus in Green and Cream.

### **Doing Things –**

**Keith Donetta** – [a new member to the GWR SIG – Welcome Keith] told us that he is currently working on a CAD design for his new GWR layout.

**Ron Richards** – Ron is now at the stage where he is putting lights in his layout buildings.

**Roger Solly** – has been working on a level crossing in O scale [what else!]. He hopes to show it next month.

**Barry Peacock** – found that the LNER used some of its cattle trucks and converted them into container wagons and Barry has been sourcing wagons and modifying them for the containers he has acquired.

Thanks once again to Alan Porter for the Notes that he left us in absentia. He is cruising the Far East or thereabouts.

**British Railways Special Interest Group's** July meeting subject was simply entitled *Some Modelling Problems – [Couplings, Lubrication, Weighting]*. These, of course, are not the only problems that the modeller of British Railways after 1948 may encounter. There are many others and of course they are not peculiar to only British outline. Modellers of other railways of the world often encounter at least two of these problems.

**Couplings** – In 1948 British Railways inherited a large quantity of rolling stock and locomotives from the Big Four and almost all were fitted with couplings that required human intervention to make and to break. The exceptions were the few automatic buck-eye type couplings fitted to ex-LNER Gresley and ex-SR Bullied mainline corridor coaches, to the vehicles of the Pullman Car Company and to the various electric multiple units from the SR and LMS. All the other rolling stock and all of the locomotives inherited from the Big Four were fitted with a manually operated flexible chain type of coupling which required sprung buffers for operation. These chain type couplings were of three basic types –

[a] a simple three-link chain which was thrown onto the hook at the end of an

adjoining vehicle [but that vehicle's three-link chain remained unused and hung free]. This type of coupling was on the non-automatically braked goods vehicles [unfitted] inherited and was used on those unfitted wagons built by BR until the late 1950s.

- [b] the Instanter coupling – a modified version of the three-link chain in which the centre link took on a pear-shape. These couplings were to be found on some automatically braked [fitted] goods stock. When coupled to another fitted vehicle the short dimension of the centre link was used, bringing the buffers of both vehicles into compression. When coupled to an unfitted vehicle, the centre link was used on its long dimension.
- [c] the screw coupling – another variant of the three-link coupling in which the centre link was replaced by a screw turned with a clockwork thread at one end and a counter-clockwise thread at the other end, each threaded end screwing into an end link. The screw was fitted with a tommy bar that enabled the whole assembly to be tightened up or eased off. The screw coupling was used on all coaching stock, most locomotives and on most fitted goods stock.

Using commercially available products it is possible to replicate any of these couplings when modelling 7mm/ft scale [1:43], possible, but a little more difficult in 4mm/ft OO, EM or P4 and nigh on impossible to replicate the real thing in 2mm/ft [N Scale].

The Notes then go on to describe all the various couplings that are available for modellers, who makes them and how the work and their advantages and disadvantages in some detail. To finish off perhaps I should include the last sentence of this section in the Notes. “Adrian du Heaume uses a U shaped piece of wire dropped into the tops of the gangway connections of two adjoining coaches and painted black to couple them together and abandons completely any other form of coupling at buffer beam level – easily removed for uncoupling and easy to recouple!

**Lubrication** – lubrication of model railway locomotives and rolling stock falls into three main areas –

- [a] rotating parts of electric motors and of locomotive chassis [axle journals, valve gear joints etc.] – a **small** drop of light oil.
- [b] Gears – white grease or graphite grease.
- [c] axle boxes of pin-point axle rolling stock – 3B pencil rubbed into the cups of pin-point bearings. Local experience suggests that both the silicone based *KING OF SHAVES* [available from Woolworths, Men's Toiletries – we are informed that it is useless for shaving!] and the Super Lube with Teflon produced by the Synco Chemical Corporation of Bohemia, NY and sold at distress prices [10–15 years ago] at Alco outlets, give excellent lubricity to axleboxes. However, there are some diehard critics who suggest there may be some oxidation or other chemical change to the *KING OF SHAVES* liquid and it may collect dust, etc and become sticky. [I suggest the we give it a fair chance before it is condemned!] The facilitator then goes on to tell us that Woodlands Scenics market a seven-pack workshop assortment of Hob-E-Lube precision lubricants for craftsmen. He then lists the components of the pack and what they are best used for. A number of us have also had some joy using WAHL OIL which is used by hairdressers to lubricate their electric hair-cutters [I wonder if that picks up hair and dust?]. It should be noted that Iain Rice states in his book that he **never** uses oil to lubricate wagons.

**Weighting** – There are three main reasons for adding weight to model wagons – to keep them on the track, to provide some realistic momentum and to stop them from moving when buffering up with auto-couplers. There follows a lengthy treatise on the weights of 4mm plastic kit-built wagons, 4mm RTR wagons followed by the various recommendations by the two main British 4mm modelling societies, the NMRA and Iain Rice himself through his book *Railway Modelling The Realistic Way* and also the facilitator himself. I think his last sentence of this section is worth repeating. “If a wagon doesn’t cause problems, don’t add any weight! It should be borne in mind that adding extra weight doesn’t necessarily improve the rollability of a piece of rolling stock.”

### **General Business –**

- [a] Gunk on plastic wheels. For a long term cure, change over to metal wheels! The gunk can be cleaned off by putting a short piece of track [150mm or so] in a flat tray, covering it with a CHUX wipe cloth [or similar] and putting enough kerosene in the tray to just wet the wipe cloth. Propel the wagons with gunky wheels back and forth over the kerosene soaked cloth on top of the piece of track.
- [b] Have another tray with a similar set-up but with a clean wipe cloth and **no** kerosene. After ten or so back and forth movements over the kerosene soaked cloth, run the wagon over the clean cloth a few times and check whether there is any staining with gunk. If so, go back to [a] and repeat the first step and so on until all wheels are gunk free! Easy!

### **New Acquisitions –**

**Ron Fryer** – showed his new locomotive, a Lima King class 4–6–0 *King George V* No. 6000 that he bought from Moojebing Market recently for \$35! Tom Stokes lubricated it and it runs just perfect!

**John Maker** – showed a GWR Rule Book 1933 that he bought from EBay UK for £3–4. Excellent condition.

**Tom Stokes** – showed two of the new Bachmann China Clay wagons that he had just acquired from Kernow Model Centre. They have flat covers and will join others that he has to make up a full china clay train.

**Alan Porter** – showed a Bachmann Conflat wagon with a BD Container in BR Crimson that had arrived recently.

**Trevor Batchelor** – showed his LMS Garratt No. 7994, a Keyser kit put together by Peter Higgins, it would appear that one or more of the wheels needs re-quartering.

**Doing Things** – nobody appears to be doing things!

**British Railways Special Interest Group’s** topic for the August meeting was the BR Trip Working Diesel Locomotives [No. 10800 and Classes 14, 15, 16 and 17] and is perhaps a little misleading for although these locomotive classes were indeed much used for trip working of goods wagons from one marshalling yard to another, their main design purpose was for use on freight traffic on secondary routes and on branch lines.

**No. 10800.** It is well known that although the Southern Railway decided in 1946 to try out main line diesel electric traction before a similar decision was taken by the LMS, it was the latter under its Chief Mechanical Engineer H.G. Ivatt that held the distinction of introducing Britain’s first main line diesel locomotive. This was No. 10000, the first of a pair. It was completed in December 1947

and was joined by No. 10001 in July 1948. As a single unit it was envisaged as an equivalent to a Stanier Black Five for mixed traffic duties but the pair working in multiple were to be compared with a Stanier Princess Coronation Class 4-6-2.

Invatt also designed three excellent steam locomotive types for branch line and cross-country passenger and freight services and medium mixed traffic work on the LMS in the immediate post-war years – these were the Class 2 2-6-0 and 2-6-2T and the larger Class 4 2-6-0. When he decided to order a small diesel electric locomotive for evaluation on similar duties, he chose a power rating of 800hp, which was the equivalent of a Class 3 steam locomotive – midway between his steam types.

Negotiations were held with British Thompson-Houston [BTH] and the North British Locomotive Company [NBL] and the outcome was a Bo-Bo type locomotive, having a maximum tractive effort of 34,500lbs and could run at a maximum speed of 70mph. It had a single cab with duplicate controls, the driver being able to face either direction. The LMS had envisaged giving it the running number 800 but as it was not completed until May 1950, well into the BR era, it was numbered 10800. It started its working life in Scotland but moved around the country being transferred between various depots as far south as Brighton before being sent to the Derby diesel shop in 1958.

It was finally withdrawn in 1959 and sold to Brush Ltd. of Loughborough in 1962. After a major rebuild it was given the name of *HAWK*, kept its number and became a Research Locomotive. It was accepted onto BR tracks for active operations but even though it was basically quite successful, by 1968 its equipment was outdated and Brush stopped any further development and it was broken up in 1972.

**BR Classes 15 and 16** – The Modernisation Plan for British Railways was revealed in 1955 and accordingly the British Transport Commission placed orders for 40 Type A, later Type 1, [800-1000hp for freight] were ordered from three manufacturers as follows –

- [a] English Electric Bo-Bo 1000hp engine, transmission and mechanical parts all English Electric, twenty to LMR
- [b] BTH Bo-Bo 800hp Davey Paxman Engine, BTH Transmission, Clayton mechanical parts, ten to LMR
- [c] North British Bo-Bo 800hp Davey Paxman Engine, General Electric transmission, North British Mechanical parts, ten to ER

The English Electric 1000hp locomotives proved themselves to be satisfactory and even before the Pilot Scheme order had been completed, further orders were placed. A total of 208 of these locomotives, the BR Class 20, were built.

However, our interest on this occasion is the Type A locomotives delivered by BTH and NBL.

The BTH locomotives were numbered D8400-D8409 would have become TOPS Class 16 had they lasted until the early 1970s.

The NBL locomotives – numbered D8200-D8209, with a further 34 subsequently built numbered D8210-D8243 – would have become TOPS Class 15 had they lasted until the early 1970s. D8200-D8209 were delivered between late 1957 and early 1958, with the other 34 delivered between late 1959 and early 1961. D8400-D8409 were delivered between late 1958 and early 1959. Both of these Classes were Bo-Bo types and had a body style similar to No. 10800. With the decline in freight traffic in the late 1960s and their poor operating history, the Class 16s were deemed surplus to requirements during 1968 and were all sold for scrap with none being saved for preservation.

The Class 15s, after seeing out their days mostly in East Anglia, were declared non-standard and expendable and were withdrawn between 1970 and 1971. Only D8233 was preserved on the East Lancashire Railway. The Achilles heel of both Classes was the Davey Paxman engine.

**BR Class 17** – By 1960 the English Electric Type A diesel locomotives [Class 20] had proved very successful mechanically but the single cab located at one end had caused some operational difficulty with the sighting of signals when the locomotive was running bonnet first.

The BTC invited tenders for the supply of eighty-eight Type A [later Type 1] diesel locomotives of a new design that would minimise this problem. The Clayton Equipment Co. was the successful tenderer in April 1961 and their new design featured a central cab with long engine compartments on either end. The first locomotive – D8500 – was not delivered until September 1962. D8500–D8585 all had Davey Paxman engines, D8586 and D8587 were fitted with two Rolls–Royce engines.

A further 29 locomotives – D8588–D8616 – were ordered from Beyer Peacock [Gorton] Ltd. and these were fitted with Davey Paxman engines and delivered between March 1964 and April 1965. Two setbacks soon caused BR to query the wisdom of having ordered so many of the Class without extensively trialling the prototype. The first setback was the Davey Paxman engines [BR never learnt!] They proved to be so unreliable and with other problems the locomotives availability was around 50% compared to 90% for the English Electric Type A locomotives [Class 20].

The second of the setbacks was the rapidly disappearing type of work for these locomotives because of Dr. Beeching's infamous axe. Withdrawals commenced in 1968 and in earnest in 1971 – all going after less than 10 years in service. One locomotive, D8568 [ex Ribble Cement], has been preserved by the Diesel Traction Group on the North Yorkshire Railway.

**BR Class 14** – Whereas all the Regions bar the WR [and the SR which didn't want the type] received diesel locomotives in the Type A range under the Pilot Scheme, it was some time before that Region plugged the gap [in the best GWR tradition] in a different fashion to the others. The BTC approved the building, at Swindon, of 26 Type 1s, and before the first locomotive had been built ordered a further 30 to the same design. The first locomotive was delivered in July 1964 , numbered D9500 and the last, D9555, in October 1965.

The loss of freight traffic to road haulage and the run-down of the South Wales coalfield meant that the work for which the Class had been conceived went into sharp decline and many of the Class were put into storage mainly at Worcester during 1966. The WR later released 33 of these locomotives to the ER to replace their aged steam locomotives. However, the ER also suffered a sharp decline in traffic and the Region's allocation of 33 Class 14s was all withdrawn by April 1968. The 23 locomotives remaining on the WR fared little better being withdrawn between 1967 and 1969. Forty-five Class 14s found a new life with British Steel and the National Coal Board and eighteen survive in preservation.

After the subject talk a question was asked on why the UK lagged behind in the technology of building diesel locomotives. Many theories were advanced – the War and all its ramifications, Nationalisation by the new Labour Government, Industry operating on outdated machinery due to War production etc., being some of the reasons given. Altogether a very interesting discussion.

A full set of the Facilitation Notes is available on request. They include several photographs of the different classes.

*(Continued on page 16)*

## 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.

## October

Friday	8 [5]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	9 [6]	<b>The Branchline</b> assembly <b>General Activities</b>
Monday	11 [7]	<b>S Scale Special Interest Group</b> meeting – Slide and/or video night. MRWA wagons bring and show.
Tuesday	12 [8]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	13 [1]	<b>DCC Special Interest Group</b> meeting – venue AMRA WA Clubrooms
Friday	15 [2]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	16 [3]	<b>General Activities</b>
Tuesday	19 [4]	<b>Daylighters Group</b> – daytime meeting

Wednesday	20	[5]	<b>Great Western Railway Modellers Special Interest Group</b> meeting – Road Vehicles of the 1930s and 1940s.
Friday	22	[6]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	23	[7]	<b>General Activities</b>
Tuesday	26	[8]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	27	[1]	<b>British Railways Special Interest Group</b> meeting – BR grain wagons.
Friday	29	[2]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b> – S Scale Running Night
Saturday	30	[3]	<b>General Activities</b>

## November

Monday	1		<b>Constructing a test track</b> [continued from October meeting]
Tuesday	2	[4]	<b>Daylighters Group</b> – daytime meeting
Wednesday	3	[5]	<b>LNER Special Interest Group</b> meeting – running night
Friday	5	[6]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	6	[7]	<b>Prepare Clubrooms for ModelRail</b> <b>General Activities</b>
Sunday	7		<b>ModelRail</b>
Monday	8	[8]	<b>S Scale Special Interest Group</b> meeting – Why you like modelling the WAGR, SAGR, MRWA in S scale, with examples
Tuesday	9	[1]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	10		<b>DCC Special Interest Group</b> meeting – venue Naval Base
Friday	12	[2]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	13	[3]	<b>General Activities</b>
Tuesday	16	[4]	<b>Daylighters Group</b> – daytime meeting
Wednesday	17	[5]	<b>Great Western Railway Modellers Special Interest Group</b> meeting – Townscape and Architecture of the 1930s and 1940s.
Friday	19	[6]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	20	[7]	<b>General Activities</b>

Tuesday	23	[8]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	24	[1]	<b>British Railways Special Interest Group</b> meeting – Wagon Weighbridges and Turntables, Capstans and Winches and Wagon Unloading Devices.
Friday	26	[2]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b> – S Scale Running Night
Saturday	27	[3]	<b>General Activities</b>
Tuesday	30	[4]	<b>Daylighters Group</b> – daytime meeting
<b>December</b>			
Wednesday	1	[5]	<b>LNER and LMS Modellers Special Interest Group</b> meeting – Quiz and Christmas Cheer Night
Friday	3	[6]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	4	[7]	<i>The Branchline</i> assembly <b>General Activities</b>
Monday	6		<b>Test Track – its purpose and how to use it</b>
Tuesday	7	[8]	<b>Daylighters Group</b> – Daytime Meeting
Wednesday	8	[1]	<b>Great Western Railway Modellers Special Interest Group</b> meeting – Quiz and Christmas Cheer Night <b>DCC Special Interest Group</b> meeting – Quiz and Christmas Cheer Night
Friday	10	[2]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	11	[3]	<b>General Activities</b>

*(Continued from page 13)*

#### **New Acquisitions –**

**Nick Pusenjak** – showed several items –

- Dapol Salt Van UNION SALT
- Dapol Lime Wagon PEAK LIME
- Classix Vauxhall Ten-Four [1948] in Maroon
- Oxford Diecast Jowett Javelin in British Racing Green
- Oxford Diecast Austin A40 in Grey/White
- Oxford Diecast Vauxhall FB Victor in Glade green/Alpine green
- Bachmann BR Robinson Class O4 2–8–0 in black, late crest



## Doing Things –

**Graham Horton** – has been making a diesel shed for his layout complete with lights and pits but as it is fixed to his layout we will observe the video of it next month.

**Tom Stokes** – has fitted tarps to all 22 of his new china clay wagons. He promises to bring, run and tell the train next month. I've already seen it – very nice.

**LMS Modellers Special Interest Group's** August meeting topic was *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 I do have and the time and money that I can spare]*.

Unfortunately, despite the invitation to 'See You There' which was included in the June issue of The Branchline, only two members of the Group turned up for this meeting – Steve Rayner who was Duty Officer for the occasion and Alan Porter!! So the meeting was more than a little flat, so to speak. Nevertheless the they had an interesting chat about ....

- a. Kyle of Lochalsh, the Highland Railway's terminus on the Scottish mainland, opposite the Isle of Skye, and at the end of a long single line branch from Inverness. The Highland Railway had to manufacture a 'baseboard' in order to build a station there and this was done by dredging the loch between Skye and the mainland and building up the necessary amount of land. The resultant rectangular shaped 'baseboard' had facilities on three sides for McBrayne's steamers, which served Skye and the outlying islands, to berth alongside and there were two small wagon turntables at the corners of the 'baseboard' to enable wagons to be brought alongside a steamer berthed at the far end of the station site. There was an island platform located centrally between two lots of goods sidings that included a cattle dock, end loading facilities and a coal merchant or two.

All in all, it was a very compact place, needing a baseboard of only about 10ft. x 3ft. (in 4mm/ft. scale), plus a suitable fiddle yard, to be modelled without any significant amount of compression. One problem with it is that the locomotive facilities, including a two-road shed and turntable, were located some distance back up the line and these could not be easily incorporated without a larger baseboard or by severe compression of the station's track layout or by using some Modeller's Licence and bringing them right up closer to the station location. Another problem [or more correctly, a disadvantage] would be the rather limited operational challenge of a terminus at the end of a branch line, a very long one in this case.

It was recalled that Simon Mead had once made a very nice 4mm/ft. scale model of Kyle of Lochalsh station. [This was an excellent layout which both our proof reader and I enjoyed. Ed.]

- b. Glasgow [St. Enoch], the terminus of the former Glasgow and South Western Railway. This station had a 500ft x 200ft. glazed arched roof (6ft.6in. x 2ft.7in., or 2000mm x 800mm in 4mm/ft scale), very much like the London terminus of the Midland Railway at St. Pancras. Without any selective compression, the whole station, its approaches from the River Clyde and Saltmarket and the loco shed and fish, fruit and milk shed in the middle of the triangle, would require an L-shaped space of about 30ft x 30ft., definitely putting it into the pipedream [or nightmare!] category. However, it would be an interesting place to model from a traffic point

of view – with main line expresses from St. Pancras, boat trains from Northern Ireland, busy commuter traffic from south of the Clyde and all the traffic from Arshire and south west Scotland.

At first glance the overall roof might seem to be a big handicap when producing a model of the station but Alan Porter recalled seeing an excellent 4mm/ft. model of St. Enoch station at an exhibition in Glasgow in 1983 – the roof, modelled in Perspex, had two large irregularly shaped holes cut into it – one to enable the operator to attend to any mishap under the roof and the other to give the admiring public a view of what was happening under the roof! Unfortunately, he could not find the slide he took on that occasion.

As a result of the low turn-out at this meeting, the two participants feel that the LMS Modellers Special Interest Group might well have run its course. It has been holding monthly meetings since 1993 and the range of suitable agenda topics has been exhausted, some having been dealt with more than once [in some instances more than twice]. Although the programme of topics for 2010 will continue unabated, they will be recommending to whoever turns up at the 6 October meeting that in 2011 the meetings just take on a ‘general chat-fest’ format, with perhaps every alternate meeting being a running night. Whatever is then decided will be reported upon in the December issue of *The Branchline*.

The meeting of the Group on 1 December will look at ‘How I would model an LMS motive power depot I’ve always admired if I had unlimited space, time and money (and what I would actually do with the space I do have and the time and money I can spare!), followed by a bit of Christmas good cheer. Will we see you there?

**Great Western Railway Modellers Special Interest Group’s** September meeting had been programmed to include Bring, Run and Tell about a GWR Train but when all were present it was found that nobody was really all that inspired to do just that! **Roger Solly** said that we had seen many times the five O scale GWR trains that he has, **Alan Porter** [an avowed LMS modeller] said he has only one or two suitable GWR locos and, fresh back from a holiday, hadn’t found the time to bring them and **John Maker** also had brought nothing [although he has recently inherited a vast amount of stock which must surely include **some** GWR items]. **John Brenchley** did bring his little box full of N scale locos and rolling stock but he too reckoned they’d all been seen before. So they settled down to cover the other normal items on the Agenda.

**New Acquisitions** were shown by –

**John Brenchley** – the Spring 2010 issue of *The Pannier* [the occasional magazine of the Great Western Railway Study Group of which he is an overseas member] containing some interesting photographs of Victorian era GWR locomotives [which appealed greatly to Roger Solly] and one of a GWR horse drawn dray.

**John Maker** – a small booklet *Great Little Trains of Wales* by Derek Parkin and published in 1974 and a more recent book *GWR Quiz* by Anthony J. Lambert and Geoffrey Kichenside and published by David & Charles which was full of the most obscure questions about the GWR [and fortunately the answers!].

**Alan Porter** – although not a unique GWR subject but remembering the GWR ran the *Torquay Pullman* in the late 1920s, he felt justified in showing two books from the *Pullman Profile* series by Antony M. Ford and published by Noodle Books [although printed by Ian Allan Printing Ltd.]. Beautifully printed with lots of photographs and information but not cheap!

- *No.1* [published in 2008] covering the sixty-four British-built Pullman Cars that entered service between 1908 and 1923. These had timber bodies [ranging from 63ft.6in. to 65ft.4in. long and from 8ft.7in. to 8ft.10¼in. wide] on steel-rod trussed, oak underframes carried on 12ft. wheelbase, coil-sprung six-wheel bogies.
- *No.2* [published in 2010] covering the sixty-six slab-sided Standard K-Type Cars that had been built by various carriage builders in Britain from 1923 to late 1927 and which ran on all of the Big Four companies – even the LMS ran ten of these K-Type Pullman Cars for a while, as it had inherited in 1923 an existing contract [including nine of the twelve wheel Cars] between the Caledonian Railway and the Pullman Car Company. These had 64ft. long and 8ft.6in. wide timber bodies on angle-section trussed, steel underframes carried on 10ft wheelbase leaf-sprung, four wheel-bogies. Many of the Cars had their match-board sides plated over with aluminium sheet after World War 2.

**Current Projects** were shown by –

**Roger Solly** – a single-track, O gauge level crossing with **working** gates operating as per the real thing [one gate going its full course before the other gate commences its move] which he had built for Dennis Ling's layout. The operating mechanism was a marvel to be seen and showed how Roger uses all sorts of bits and pieces, ranging from hypodermic needles for gate hinges to electric motors from old videotape players and the likes, in his modelling. The original inspiration for the mechanism came from an article in the model railway press. A wonderful example of scratch-building!

**John Brenchley** – at the other end of the modelling scales and not to be outdone, John showed two examples of how he is building the chimney stacks for his 2mm/ft scale model of the GWR station at Tavistock. Using 2mm x 2mm square-section styrene rod as a base, John had taken standard 2mm/ft scale embossed brick styrene sheet, sanded it down to almost paper thickness and then folded it to fit around the square section styrene rod [taking care to get the joints at the four corners of the chimney stack correctly aligned as per the prototype] and then using slivers of the same thinned down embossed brick styrene sheet to produce the chimney corbels [those brick courses which protrude at the top and part way up the chimney stack]. Although John claimed the brick courses could all be seen with the naked eye, some of the members of the Group reckoned that they must now make an appointment with the optometrist! Again, a wonderful example of scratch-building!

**S Scale Special Interest Group.** The Group's August meeting was attended by 27 AMRA members, a little down on the SIG average of 33. The topic for the meeting was a Bring and Show of any of your recent or early scratch-built models, vehicles or structures.

Graham Watson updated members of developments with North Yard following the sudden and unexpected death of proprietor Graham Selman. Many of the parts produced by Northyard were compatible with the WAGR/MRWA systems and therefore used by modellers of the West Australian scene. The family of the late Mr Selman is trying to complete back orders. Graham has been advised that a number of parties have expressed an interest in buying the Northyard business as a going concern. Railwest are procuring more of the modern w-irons and hope they will be arriving in September.

Graham again reminded members of the Albany Model Railway Expo which is to be held on 8 October and the ARHS Railfest which will now be held on Sunday 31 October.

**Bill Gray** reported that the winter edition of the ASNM is running a little late but is expected

sooner than later. Bill has quite a few articles in the pipeline but said there are never too many so members should not be reticent in writing some, no matter how short, as long as they relate to modelling the 3'6" system by our WA modellers.

**Stuart Mackay** reported and **Rob Clark** confirmed that he will be producing decals for the U class and the up-coming V class and the MRWA L wagon under the Westland label. Samples look very accurate and colourful and should sell for approximately \$5 per set.

Several members brought and showed a range of scratchbuilt and other models they have been working on or produced for their layouts.

**Paul Tranter** was first to show his A class 1510 diesel electric locomotive which he built on an Athen PA1 chassis. The Athen mechanism is both smooth and powerful and the locomotive glides smoothly on *Swan View* hauling 15 or more wagons. Paul used photos and drawings from the WAGR and other sources and is happy to make copies available to members interested in building an A class numbered from 1507 to 1514. The A class from 1501–1506 had different valences and cab window positions.

**Rob Clark** showed demos of his V class decals and his FD van fully lettered and numbered using the decals he orders from *Signs of all Kinds*. Rob informed the group that Brunel Models have advised that they are no longer doing decals-to-order.

**Alan Penstone** showed a number of WAGR wagons that he and his son scratch-built in the 1990s when wagon kits were not so freely available. Alan's wagons included a D van, a rare 4-door R wagon, a GC, a QBB with code 55 rail used to represent the uprights, as used by the WAGR, and an HD wagon. Scratch building is a lot of fun but the availability of kits has reduced the necessity to some extent to make our own wagons.

**Doug Firth** used the article by Graham Watson on page 56–58 of the December 1997 *AMRM* to build his own NFA and HDA 4-wheel flat wagons and a trailer to go behind one of his S scale tractors. Doug also reminded us that the plastic clips on bags of sliced bread are made from styrene and are handy to use for scratch-making small detail parts in styrene.

**Stuart Mackay** showed some of his larger scratch-built vehicles, such as the XB bauxite hoppers and XM ballast hoppers running on converted S scale standard gauge bogies from American Models. Stuart also showed a GC wagon built at the same time as Alan Penstone's GC at one of our S Scale Group workshops in 1990 and his scratch-built L class ALCO DE loco 1879 in orange and blue livery which sits on a modified Mainline chassis and BR class 56 bogies. Stuart also showed his Australind Railcar driving trailer which he built in 1996 after a return trip to Bunbury with Graham Watson and their wives.

**John Hatch** showed the turntable he purchased from New Zealand. This particular model came in kit form and John has spent the last month or so assembling the track and boards on the turntable as well as the circular track in the well. John reported that it is not a kit for the beginner as quite a considerable amount of soldering is required but it should eventually grace John's layout of Pinjarra.

**Roger Jenkins** showed the New Zealand AB class steam locomotive kit he is assembling. One of these locomotives is preserved in New Zealand and pulls the *Kingston Flyer*. Roger also showed the MSA and MS locomotives he is scratch-building bodies for and which will sit on modified Mantua 2–6–2 chassis.

**Graham Watson** showed his scratch-built models of NFA and HDA 4-wheel flat top wagons. The

HDA differs from the NFA in having a 10'0" wheelbase as opposed to a 9'6" wheelbase of the NFA as well as bulkheads on each end of the wagon [ref; page 56-58 of the December 1997 *AMRM*]. Railwest Models sells the white-metal bulkheads so an HDA is quite easy to scratch-build and an NFA is even easier and cheaper.

The September meeting saw 40 members and one or two visitors brave a cold night to participate.

**Graham Watson** welcomed members new and old including one or two visitors who had attended to participate in the night's topic of Useful Modelling Tips as presented by members. In preliminary announcements Graham advised that North Yard of NZ was operating again following the death of Graham Selman and was in the process of being sold. Orders were being filled by long time friend and colleague Ken Cousins until the new owner takes over. The company is retaining its name but is relocating from Auckland to Blenheim on the South Island and the new owners are Rodger and Christina Cullen.

**Graham Watson** displayed the prototype of a new kit of a GA wagon of which the WAGR owned 706 vehicles and the MRWA owned four. About 500 were built in Britain and 200 were built in the US. The body comes as a one piece casting and should add greatly to the variety of wagons on any layout of the WA scene.

**Bill Gray** reported that the recent *Australian Sn Magazine* was one of the best ever and that he welcomed contributors of articles and hoped members subscribe to the magazine. Stuart Mackay concurred with Bill that the *ASN Magazine* was an outstanding example of a small circulation magazine with a professional feel.

**Paul Tranter** showed the new CD he has produced with photos, drawings and narrative on how he built his WAGR A class DE loco. The CD sells for \$5 and is a boon to any modeller new to the hobby who wants to build a mainline loco. Simon Clarendon, an AMRA member and Sn modeller who lives in Narrikup near Albany on the GSR line will appreciate the CD as he finds it difficult to attend our meetings.

**Stuart Mackay** reported that the much-awaited brass parts for the V class kit had arrived and that he and Gary Gray hoped to get cracking to get the first fifteen kits out to those who expressed an interest in the kit before Christmas.

**Phil Knife** showed his recently completed model of a MRWA 4-8-2 A class steam locomotive on a heavily modified Mehano 2-8-0 chassis. Once again Phil has built a beautiful model of a very successful class of locomotive, nine of which ran on the MR from 1926 until the adoption of diesel in 1957. For an account of the A class members should read Adrian Gunzburg's short but informative book *The MR Company Locomotives of Western Australia*, LRRSA, [Melbourne, 1989]. It is said that the MR A class was as powerful and reliable as the WAGR W class and preceded the W by 27 years.

Phil also showed a Wella battery powered soldering iron he bought from Bunnings for \$41. Phil finds it very useful for small jobs from kit assembly to working on the layout especially since he has been using 4AA rechargeable lithium iron batteries

**Stuart Mackay** showed the three MRWA wagons [an L, an AC and an AE] he has been assembling for the MR challenge in October. Stuart urged members to come along and hopefully bring a model, vehicle or structure pertaining to the MRWA. One highlight should be Rob Clark's showing of Joe Moir's slides of the MRWA. Unfortunately Joe cannot attend the meeting as he will be going into hospital to have open-heart surgery. All the members wish Joe all the very best and look forward to seeing him again at the December or January meeting at the latest.



Phil Knife's A class as shown at the S scale SIG meeting

**Bill Gray** has been very busy lately having returned to University to do an undergraduate creative writing course. Nevertheless he still has time to be the WA representative of the *Australian Sn Modeller Magazine*, taking photographs, writing articles and promoting the magazine. Bill showed the model of the house he intends to build when his ship comes in.

**Greg Aitken** showed the model he made of a CBH wheat bin and how he constructed it from lengths of Australia Post cardboard tube. Greg cut the tube to length to represent the height of the outside walls and wrapped the outsides with corrugated styrene. The roof was also made from styrene and the final model was sprayed silver. It is typical of the many wheat bins located in wheat belt towns such as Bercubbin where Greg lived as a young boy.

**Doug Firth** often applies the skills and knowledge he has accumulated as a professional book restorer to his modelling. He showed how fine linen sailing thread can be waxed with beeswax to replicate the ropes to tie down tarpaulins and loads on wagons. The beeswax removes the furry nature of thread and gives it a realistic scale look and feel.

**Ron Richards** showed a packet of six *Teachers Choice* brand plastic pipettes he recently purchased from the art shop chainstore at Garden City and probably in most shopping centres for \$7.50. These pipettes are handy for transferring paints, thinners and liquids from one form of container to another as required by modellers. Ron also uses a flux intended for the soldering of leadlight windows which Ron says is more than useful when soldering model parts.

**Stuart Mackay** showed the set of six brushes he bought for \$6.95 from Hobbyco in the magnificent QV building on his recent junket to Sydney. The six brushes in the pack come in a range of sizes and are ideal for painting figures and underframe detail on wagons and coaches. Fortunately you don't have to go to Sydney to buy the items as Hobbyco has a very good website.

Stuart also showed a range of basic tools he uses to scratchbuild patterns for wagons and locos in S scale. The list is too numerous to mention here so he will make a list of the items, especially suitable for those just starting out in scratch-building, which can be obtained from Stuart via his email address listed at the bottom of this report.

**Peter Edwards** showed a number of tools and hints appropriate to model making. They included micro reamers and smoothers from Bunning's which have a host of uses when working with styrene, brass and white-metal. Peter recommends the use of a track cutting tool in place of side-cutters for cutting metal and removing castings from sprues as the blades are suitably hardened and last longer. Peter showed two super glues he finds effective and the acetone he uses to release superglue. Peter also mentioned Eileen's Emporium for silver wire suitable for hand rails and DCC Concepts for a no clean flux [approx \$12 per bottle].

**John Hatch** likes to cover or laminate the scale drawings of a model with clear plastic and overlay parts onto the drawing as he builds it to ensure the accuracy of his modelling. John recommends this method and says that the parts can then be easily removed from the drawing when he needs to assemble the model.

**Peter Rohan** showed some digital Vernier calipers complete with an accessory mortise chisel attachment that he purchased recently. The mortise chisel enables the modeller to mark or scribe soft materials such as styrene or brass sheet.

**Graham Watson** provided six examples of commercial products he recommends and uses when making the patterns for a urethane kit of a wagon or locomotive. Graham says these items save many hours of boring and painstaking work leaving time for other model making. They almost all come from Dave Cleal's Mainly Trains. They included brass wagon corners with rivets, W Irons, coupler buffer plates complete with rivets, brass strapping with rivets of various spacing, etched brass bits for British wagons in S scale from Alan Gibson, MJT [now Dart Castings] 4,5,9 leaf axle box wagon springs and sheets of prescribed styrene from Evergreen's vast range.

Once again, two very successful meetings were held in August and September 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 Modellers Special Interest Group's** September meeting was poorly attended when compared with its previous standards – even the Contact Person for the Group [the Chairman at its meetings] was absent!

*[Two of the other Special Interest Groups associated with the modelling of the railways of Britain [the LMS Modellers and the Great Western Railway Modellers] have had the same experience in the last couple of months.*

*The cause of this lack of enthusiasm is not clear. Have the Groups 'run out of steam'? Have the Groups run out of interesting topics? Maybe the Group members don't like Bring, Run and Tell running nights. Maybe it's something to do with the weather, the Royal Show, the AFL Grand Final or there may be something in the water! How the LNER Modellers Special Interest Group is faring is not known to this scribe.]*

Anyway, the meeting was a Bring, Run and Tell event and Tom Stokes made up for the fact that he and his train was the only performer on the night by putting on a first class show. He had created in miniature a most realistic block train of twenty-two heavily weathered Bachmann BR clay wagons hauled by Dapol County Class locomotive No. 1027, *County of Stafford* with a crew in the cab and with the headcode lamps in the correct positions [centre and right on the buffer beam] for a Class E train [express freight with not less than four vacuum braked vehicles piped to the engine] and with their handles in the unique GWR/BR[W] transverse manner.

The wagons were not the famous Clay Hoods but the earlier BR vacuum braked, open wagons, sporting unsupported wagon sheets, heavily clagged up with clay. Tom related how he had acquired sixteen of the wagons from Hattons of Liverpool – these had been Clay Hoods with a removable representation of a blue coloured plastic wagon sheet on a sheet support rail – and the other six had been produced by Bachmann as a Special Edition for the Kernow Model Centre of Camborne, in Cornwall, without a sheet support rail but with a rather crude removable representation of a canvas wagon sheet.

Tom had taken off all the Bachmann representations of wagon sheets and had replaced them with Smith's Sheets, which are a sort of soft fabric, come in packs of five and have the markings of one of the Big Four or of BR. Tom had several diverse packs of Smith's Sheets acquired sometime in the past. He had turned them over so that the markings were on the inside, he had then cut them down in size so that when on the wagon they did not go below the solebars, he had applied a generous amount of talc powder to the top [the reverse side] of the sheets and he had fixed it in place with hair spray. He had cut a polystyrene block and applied a little sand to it to represent a heaped load and he had then folded the clagged wagon sheets over these loads [and presumably glued the folds together but this was not made clear].

With a Toad bringing up the rear and correctly carrying just the one rear lamp [and without forward facing lamps as it was a fully fitted block train], Tom had created a wonderful model of a BR clay block train on its way from Cornwall to perhaps the Potteries.

The remainder of the meeting was dedicated to members describing and showing their New Acquisitions, as no one had brought along any examples of their Current Projects!

**Tom Stokes'** new acquisitions were the twenty-two Bachmann clay wagons described above.

**John Maker** had three items to show –

- a Bachmann BR Class 04 diesel shunter in BR plain black livery and numbered 11222 which he had acquired from Hattons with the intention of cutting it about to produce a WAGR Z Class Drewry shunter – a technique much used by the S Scale Special Interest Group members. However, when it arrived he felt so moved by its beauty that he couldn't pluck up the courage to cut it about, so he acquired another one from Hattons. And, when that arrived, he decided he really wanted [needed?] yet another one. So now there are three and may at least two of them have long and happy unbutchered lives as BR Class 04s on John's railway!!
- a Bachmann 40 tonne Sealion [ex Seacow] YGA bogie hopper wagon in EWS livery – a beautiful model with the finest of handwheels [six of them] on the end platforms to control the rate of ballast flow and roofs above the end platforms to protect the handwheels and other gear from damage by ballast when being loaded. John will need another nine or so of these wagons to make a realistic stone ballast block train!
- a Hornby BR Class 56 diesel electric loco No. 56128 *West Burton Power Station* in BR Railfreight two-tone grey livery with Coal sub-sector branding [four black diamonds on a yellow background]. John had acquired this DCC fitted loco from a fellow



AMRA member, almost brand new at about 75% of its original purchase price.

**Alan Porter** had two of the Bachmann BR Mk. I Travelling Post Office [TPO] Sorting Vans produced as a Limited Edition of 2000 in each of four different liveries for Modelzone which has a chain of forty [!] model shops throughout England, Scotland and Wales. The liveries were Post Office Red with Royal [ERII cipher] Mail, blue grey [probably with the same Royal Mail and ERII cipher] and the later Royal Mail Letters and Royal Mail Travelling Post Office liveries, both in Post Office Red. Alan had chosen the first livery which was that carried by the prototype [W80300] when introduced on the Western Region.

The models were right up the fantastic modelling standard that Bachmann now maintains and a comparison was made with the Hornby TPO produced in 1978, the Hornby Dublo TPO of 1957–65 and the Tri-ang TPO of 1955–72, all three of which had their realities compromised by being operational in a play trains manner. How well off we are today!

Perhaps the only disappointing feature of the Bachmann model is the complete absence of the apparatus, the very prominent external net used for picking up mail bags on the run and the [up to four] tractor arms used for the hanging mail bags out to be collected by the rail-side net. Absence of one or both of these features was actually a characteristic of the TPOs [both BR Mk. I and the various TPOs inherited from the Big Four] at various stages of their lives so the complete absence of apparatus from the model can be lived with. But the voids left, although nicely modelled as closed doors, etc., cry out to be filled in and that's where a small kit produced by 247 Developments can help. It consists of an etch for the frame of the on-board net, some fine net [looks like it comes from a milliner] and white metal castings for the tractor arms and the prominent coach-side electric lights.

Discussion about the model was helped by Alan having brought along three reference books – *British Railways Mark I Coaches* by Keith Parkin [which has a chapter on the TPOs] and *The British Travelling Post Office* and *An Illustrated History of the Travelling Post Office* both by Peter Johnson. Perusal of these books by the small number of members present led to much discussion of the modus operandi of the TPOs and this offset the fact that on the night only one BR train was run, seen and told about!

Contact persons for Special Interest Groups are:

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

## From the Scribe's Quill

**Meeting No 337 – August 2010.** The major items of business dealt with at this meeting were:

- A Branch fixed assets register is being developed by Niels Kroyer. He is in the process of assigning values to the listed items but this was proving to be a very time consuming process.

- Ron Fryer advised that he will be delivering the Roye England letters to Pendon Museum during his visit to the UK. He also advised that Peter Sapte will collect the chassis for the O Scale LNER Director and return it to the Branch in due course.
- The proposed ventilation ducting for the toilets needs to be connected to the roof vents but action will have to be deferred until Dennis Ling, who is the brains behind the revised arrangements, returns in mid-September.
- Following the discussions at the AGM on the Clubroom lease, the Treasurer has developed a plan of action tied to the proposed extension. He will progress those plans on his return from the UK.
- In a bid to develop a budget for the rest of the Financial Year, the Secretary will be writing to all Layout Coordinators requesting their bids for likely expenditure on their respective layouts.

**Meeting No 338 – September 2010.** The major items of business dealt with at this meeting were:

- The Committee just achieved a quorum with four apologies received for this meeting. Several requests for funding of various items including track rubbers, decoders and screening were approved.
- BHP has requested that AMRA WA Branch build them a portable display layout. Arrangements have been made by the President and he will continue to do so for the immediate future. The layout will be in N Scale but volunteers to assist with any aspect of the layout construction will be welcomed, so that there is no hindrance to the N Scale SIG progressing the *WesterNRidge* layout for the 2011 Exhibition.

**Management Committee Submissions.** Committee meetings are held on the second last Thursday of the month. Items for Committee consideration can be posted to the address on page 2 of this issue, or placed in the Secretary's pigeonhole. Items received by the start of the Committee meeting will be considered at that meeting, if at all practicable.

Committee meetings are programmed for 21 October, 18 November and 21 December, 2010.

## To Back-up or Not to Back-up

In the June issue [page 25] we discussed this question and I decided to take the advice and consult with a knowledgeable person, in my case fellow Branch member and computer whiz John Maker, as to a suitable external hard drive to suit options 4 and 5 of the article.

As a result John obtained a 1tb external hard drive and I handed over \$115.00 in exchange. Connecting the EHD to my computer was simple, two cables which plug into the back of the EHD, one goes to a 240v power supply [one of the spare sockets on your uninterruptable power supply is the best place, the other into a USB port on the computer].

The EHD will show up among the list of drives on **my computer**, rename the EHD as **back up drive**.

John's advice was to open the EHD make a **new folder** named for the date of your back-up [make a similar new folder for each subsequent back-up]. Copy all of your data folders into this new folder – a simple drag and drop action is all that is necessary, the computer then does the work.

In my case it took about 90 minutes to copy all my folders plus some specialised software that cannot now be replaced.

John recommends backing up about every three months, although this will depend on how much extra data you have added – extra family photographs, video, music, etc. which you may not be able to replicate or replace.

Should your computer have a catastrophic failure the EHD can be plugged into your repaired/new computer and your data folders can be downloaded from the EHD and installed on your new hard drive.

## Toy Fair

The WA Model Collectors Club have informed us that the October Toy Fair will be on Sunday 24 October – **not** 10 October as stated in previous publicity – venue Cannington Exhibition Centre.

No other details, including a contact for more information, were given in the information sheet sent to our Branch.

## EM Gauge Society Manual Sheets

Sheet 3.2.6.(9) – Conversion of Bachmann BR Standard Class 4MT 4–6–0 75xxx Model to EM.

As is usual with these conversion Manual Sheets the emphasis is on the conversion from 00 to EM. The instructions are useful for the general modeller for the information given on taking the model apart and then putting it back together again, both of which are explained in a simple, logical sequence.

Sheet 7.1.9.(1) – Scenery: Scenic Background.

Most of us at one time or another have cringed at the sight of back scenes with ugly breaks across joins in baseboard segments.

This concept uses 1mm thick PVC foam sheets [from sign-makers] to form a continuous, unbroken back/sky scene which can easily be removed if the layout is being transported to an exhibition, etc.

The nature of the material is such that it can be rolled up for transporting or storage but does not remember the curving, ensuring that when it is unrolled it is completely flat.

There are some very useful hints and tips on the how to do it methods, etc. which will be of value to modellers in any scale.

Both of these Manual sheets are in our Branch's copy of the EM Gauge Society Manual.

# The Power of Mother Nature, or When the earth shook in the Shakey Isles!

Ian Wood provided this picture showing just a small part of the damage caused by the recent earthquake in New Zealand.

It appears to have been caused by compression. Note that the edge of the ballast at left is still pretty straight but the steel rails couldn't absorb the pressure, as a result rails and sleepers developed a distinct curvature.

