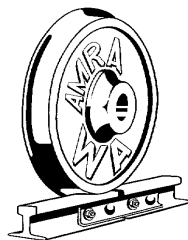


# The Branchline



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

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

**Issue 202    December 2010    Vol 33 No. 6**

## *Frans' Fatidic*

Another year nearly over. Rosemary and I wish everyone a very Merry Christmas and a fruitful New Year and hopefully Father Christmas will bring plenty of model railway goodies.

ModelRail was another great success and my special thanks go to Trevor Burke and Graham Watson for organising this event – see Trevor's comments.

A special thanks to Rob Kay and his helpers for organising the BHP layout up to date and it is great to have people offering their assistance because this layout needs to be finished by 31 March 2011.

With the help of John Rumming and Ron Romero the Iron Ore wagons are in our Clubrooms ready to be painted and have their bogies attached – this will be a Saturday afternoon project, help would be appreciated.

Bayswater City Council will be conducting an inspection of our premises in January. A working bee will be held the weekend prior to the inspection as it is important that we present our Clubrooms in the best possible way to help convince Council to extend our Clubroom's lease..

Our Librarians have asked for members not to donate anymore magazines until after the New Year because of a large influx of used magazines which will take considerable time and effort to sort, catalogue and shelve. Books, DVDs and videos are still most welcome.

We have a large new supply of shirts which are available for sale to members for \$30 per shirt, we also have caps available for \$10.

It was sad to hear the passing off Keith Featherstone who painted a lot of our great back scenes. Our condolences and deep sympathy have been sent to Keith's family.

The 2011 Exhibition Committee recently held its first meeting and will be supporting Ronald McDonald House this year.

Expressions of Interest to participate in next year's Exhibition are coming in fast, anyone interested who has not yet sent in the Expression of Interest form has until the 11 December to respond.

**Australian Model Railway  
Association Western Australian  
Branch [Inc.]**

PO Box 60  
MAYLANDS 6931

---

**Clubrooms**

24 Moojebing Street  
BAYSWATER 6053  
Phone 9377 3456

---

**President**

Frans Ponjee – 9490 3636  
e-mail – rosieandfrans@netspace.net.au

**Vice President**

John Maker – 0417 941 553  
email – jonmaker@westnet.com.au

**Secretary**

Neill Phillips – 9243 4664  
email – c-nphillips@bigpond.com

**Treasurer**

Ron Fryer – 9401 3514  
email – not available

**Committee**

Trevor Burke – 9398 4330  
trevorburke@bigpond.com

Craig Hartmann – 9377 4849  
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635  
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070  
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508  
email – david.stokes3@optusnet.com.au

---

**Editor**

Ted Thoday – 9310 6316  
email – mandtt@three.com.au

---

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

ISSN 0313-9336

We have received quite a few applications from new exhibitors, approximately forty people have replied so far.

Frans Ponjee  
Branch President

## ModelRail

ModelRail, on Sunday 7 November 2010, was our Branch's Open Day which provided a great opportunity for us to promote our hobby to the public while catching up with fellow modellers and sharing our modelling experience.

The event was well attended by the public, particularly in the morning, and many favourable comments were received about the quantity and quality of the layouts, demonstrations and models on display. ModelRail would not have been a success without the assistance of the many members who volunteered their time and skills for the day.

It was a great achievement to have all of our layouts operating during ModelRail and I would like to thank all of the Layout Coordinators and their team members who worked hard to ensure that the layouts were working with interesting trains running throughout the day. A special thanks to those involved with our 'layouts under construction', who worked particularly hard to reassemble the layouts and have them operational in time for ModelRail.

Thank you to our expert modelling demonstrators, Bob Bruce, Doug Firth, Frank Godde, Niels Kroyer, John Maker, Bob Phelps, Peter Sapte and Rod Tonkin; to Tim Shenton and Bob Bruce for their wonderful dioramas and to the many members who also made their skilfully built models available for the display.

Thanks to Frans and Rosie for organising the supplies for the refreshment stand, to chef Barry Pearce and to Pauline Burton and Dorothy Burke who assisted Frans with the operation of the stand on the day.

Thank you also to the many members who staffed the entrance and welcomed visitors to our Clubrooms and who assisted with the setting up and dismantling of the furniture and screening before and after the event.

It would be remiss of me to not acknowledge the great work undertaken by Alan Burrough who in previous years was our ModelRail Coordinator. Alan retired from the role this year due to other commitments, on behalf of all

members I would like to thank Alan for his hard work over the years.

Alan's advice and comprehensive notes were of great assistance when the baton was passed to me this year, as was the assistance and advice that I received from Ted Thoday, Graham Watson and John Maker in organising the event.

Once again, thank you to everyone who assisted with the event. I hope that all members who attended enjoyed the day. Please do not hesitate to contact me should you have any suggestions to make ModelRail an even greater event next year. Make a note in your diary for Sunday 6 November 2011 – look forward to seeing you there.

*[For the benefit of those members who couldn't make it to ModelRail there are some photographs taken during ModelRail on pages 23, 24 and 25 – just to give you some idea of what you missed. Ed.]*

Trevor Burke  
ModelRail Coordinator

## From the Editorial Desk

**The Branchline – February 2011 issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 22 January 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 21 January
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 22 January
- For items transmitted electronically via e-mail – 1800 Saturday 22 January email address is mandtt@three.com.au – please use subject heading The Branchline.

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

Collation, etc., will be on **Saturday** 5 February.

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

	<b>Editorial deadline</b>	<b>Assembly, etc.</b>
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

## Vale Ernie Holland

[1945 to 2010]

It is with considerable sadness that we have to report the passing of Ernie.

Ernie started life in a tent at Ora Banda in the Goldfields, eventually he joined the Royal Australian Navy and after his discharge he moved to the UK where he joined the Royal Navy and became a submariner.

He returned to Australia in 1972 and later, in 1987, met Rose, who was to become his wife.

In later years Ernie became a member of our Association and, as a result, a member of our Branch.

Despite his declining health he became involved with the *Haltwhistle* layout's crew.

Our Branch was represented at the service to celebrate Ernie's life.

Our condolences and deep sympathy have been sent to Rose and their family.

## Literary Lines

### No more magazines until further notice, please.

We've had a very large donation of magazines and it will take some time to check whether we already have copies and to catalogue any new ones. This request will also be on our Clubroom's white board.

Many thanks to the member who donated these magazines and several other members for their donations of books, videos, etc.

**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

## Around the Layouts

**Haltwhistle.** The layout ran very well during the ModelRail weekend and I would like to take this opportunity to thank those Branch members, both young and not so young, for the time and effort they put in for what was a very enjoyable day.

A point I must raise is that some person or persons have been messing with the electrics on the layout, in particular the shuttle line, which resulted in many hours of frustration trying to locate the fault.

If you have any problems with the layout please ask any of the *Haltwhistle* team for advice or leave a note about the problem that has occurred.

Tom Stokes  
Layout Supervisor

**The Valentine Run.** In the run up to ModelRail, Alan H, Trevor and Craig worked industriously to get our layout up and running so we could put on a decent show. Our aim was to have two loops in operation; thus much cleaning of track, attention to electrically misbehaving fishplates, and general tidying and vacuuming ensued. Eventually we managed three loops in action, along with a section of the branch line. Despite the bare terrain resembling Mount Merapi's surrounding landscapes, the buildings and vehicles gave promise of wonders to come. Happily, the final panel was mounted and partially wired in - permitting limited action.

With Craig, Trevor, Peter and your scribe managing operations, the layout performed well. The station built by Peter is a wonderful addition to the layout – a masterpiece of scratch building. A new concept of inverse forced perspective was introduced by the running of On30 trains on the inner loop – but somehow one surmises this idea will take a while to catch on. Some items made their need for further attention apparent – two turnout switches, a turnout and the DCC/DC switch panel will face the tribunal and may have to be retrained.

Each layout loop is divided into electrical blocks; when one turns off the power to that block, the train thereon stops. Thus when my Atlas RS3 with a rake of Walthers coaches elected not to stop on a depowered block, your scribe began to wonder whether this loco (or he) had been watching too much Twilight Zone. It may be possible that the metal coach wheels bridging the gap between powered and unpowered blocks, combined with the excellent flywheel in Atlas locos, outwitted his wiring endeavours. But your scribe still considers his former theory should not be discounted too readily.

Alan Burrough  
Layout Scribe, etc.

## Buckingham Central Lives On

Readers will recall I concluded my obituary tribute to the late Peter Denny [see pages 8 and 9 of the February] with the following hopeful words.

What is to happen to *The Buckingham Branch Lines*? It's located in a house owned by the Church Commissioners who are willing to sell the house with the railway in situ, so if you're interested put in a bid! However it is to be hoped that some good folk will offer to remove it [it is sectional, so that helps] and to preserve it for all to see in the same way as Frank Dyer's *Borchester Market* can now be seen.

Well, miracles do occasionally happen – maybe Peter had a word or two with the chief miracle worker up there in Heaven where undoubtedly he went – for the *Railway Modeller's* November issue has the following entry [I have embellished it a bit].

Peter's sons Stephen, Martin and Crispin and have advised that *The Buckingham Branch Lines* [more properly known as *Buckingham Great Central*] has been acquired by a new owner and will shortly be moved to a new location for reassembly. It will then be fully maintained and operated on a regular basis.

There will an opportunity to see at least part of the layout as the new custodian intends, with the agreement of the Denny family, to exhibit one part of the layout, *Leighton Buzzard [Linslade]*, from time to time as a memorial and a tribute to the Revd. Peter Denny and his work.

Alan Porter

## Face book – a Cautionary Tale

During October I received an email allegedly from [name]@[isp.xxx.xx]. My security software quarantined this email as suspect and potentially dangerous. [name] was not known to me and is not on the Association's membership list.

The badly worded text suggested that I [by name] should look at two interesting railway oriented websites and included two active hyperlinks, neither included any indication that 'railway' was their subject. The email included an invitation to become a Face Book friend of [name].

As a result the email was deleted completely.

About ten days later I received a rather curt email purporting to have come from facebook@xxxxx wanting to know why I had not registered as a Face Book friend of [name].

The email listed several names who were said to be Face Book friends of [name]. One of the names is an Association member and is known to me. The other names were pseudonyms.

This member also did not know of [name].

Enquiries have told me quite categorically that Face Book does **not** make contact with people who are invited to be Face Book friends but do not accept the invitation.

The indications are that this is another scam – be warned, be very vigilant, someone may be trying to get your personal details or get into your computer for nefarious reasons.

This high-lights, yet again, the importance of having anti-virus, anti-spam and firewall software installed **and, most importantly**, updating them daily. Most versions of these protective software programmes can be set to update automatically while you are on line.

If you have not purchased and installed commercial firewall software, make sure that the Microsoft firewall, which comes with your operating system, is activated and set to update automatically.

It is also vitally important to ensure that the security, etc. updates for your Microsoft operating system and other software also update automatically.

Towards the end of October I received another email purporting to have come from Face Book and again wanting to know why I had not joined Face Book to become a 'friend' of [name]. This email contained the names of three other Association members who are alleged to be 'friends' of [name] – these members have said that they have never heard of [name]. This email was also deleted.

Ted

## Another Computer Scam

I have had a couple of calls recently from people supposedly from Microsoft telling me that I have a virus in my computer and they can help me fix it – I just told them to get lost. Out of curiosity I went into the Microsoft web site and found the following –

Microsoft issues warning on phone scam – 26 August, 2010, Sydney, Australia. Microsoft today warned Australians to be wary of a phone scam that has left some victims hundreds of dollars out of pocket.

Scammers are using several well-known brands, including Microsoft, to fool people into believing that something is wrong with their computers.

The scam typically unfolds in the following manner –

A cold caller, claiming to be a representative of Microsoft, one of its brands or a third party contracted by Microsoft, tells the victim they are checking into a computer problem, infection or virus that has been detected by Microsoft.

They tell the victim they can help and direct them to a website that then allows the scammers to take remote control of the computer. The cold caller will then spend some time on the computer trying to demonstrate where the ‘problems’ are and in the process convinces the victim to pay a fee for a service that will fix the computer.

In reality, there is nothing wrong with their computer but the scammer has tricked the consumer into believing there is a problem and that paying the fee is the best way to get it fixed. Often they will also push the customer to buy a one year computer maintenance subscription. They are just trying to scam innocent Australians out of money, Microsoft Australia’s chief security advisor Stuart Strathdee says.

Strathdee also said that the callers presented themselves in a professional manner and sounded genuine. “Don’t be fooled, Microsoft is not cold calling consumers in regards to malfunctioning PCs, viruses or any other matter,”

Microsoft strongly advises Australians to simply hang up if they receive a call of this nature and not to respond to any communications from these scammers. If you’re not sure, contact Microsoft on 13 20 58 or the Police,

Ted

## **An Electric Steam Locomotive** **or was is it the other way round?**

During the Second World War, the Swiss Federal Railways fitted several small 0–6–0 steam locomotives [used for shunting] with a pantograph, so they could use hydroelectricity as a power source. Power was taken from overhead lines [15 kV, 16.6 Hz] and fed to heating elements in the boiler via two transformers rated together at 480 kW. These locomotives also retained the capability to be fired by coal.

More details at: [http://wapedia.mobi/en/Electric-steam\\_locomotive](http://wapedia.mobi/en/Electric-steam_locomotive)



Alan Burrough

## Around the SIGs

**S Scale Special Interest Group.** What a fantastic meeting the October meeting turned out to be. The topic was the Midland Railway of WA [MRWA] and the forty members who were in attendance were treated to a wonderful display, a description of the railway and a selection of slides from Joe Moir's extensive collection.

Before the main topic of the evening members were able to catch up with colleagues and share ideas and information before Graham Watson rang the bell and called the meeting to order at exactly 2030. A number of announcements were made involving the up-coming Railfest which is now on Sunday 31 October, ModelRail which will be held in the AMRA WA Clubrooms on Sunday 2 November and updates on kits from Railwest Models and other news.

**Graham Watson** reported on his recent trip to the AMRA [NSW] Model Railway Exhibition where he spent three days looking at the layouts and catching up on the latest things available to the railway modeller.

**Jeremy Ludlow** also gave a brief report of his visit to Melbourne where he attended the Victorian Model Railway Exhibition. One particular layout which impressed Jeremy was the one of Japan Railways, which he had never seen the likes of before, and which he felt was of a high standard. Graham concurred as he saw it at the Sydney Exhibition not many weeks later.

**Tony Kelly** announced the much awaited release of *Tracks by the Swan*, a history of the Perth Electric Tramways which will sell for \$95–\$120 depending on the style of binding. Tony also hopes to show members a copy of the latest Train Hobby publications picture book of the Commonwealth Railways at the November or December meeting. This book is similar in style to the Western Australian Steam book which has been very popular with members and railway enthusiasts during this year.

**Paul Tranter** reported that he has had a very good response from the CD on the A class which he has recently prepared. Paul has made the photos and drawings available which he used when he built his A class. These are now available on a CD for those modellers interested in modelling the WAGR A class DE locomotive.

**Kieran Wright** drew members' attention to the article by Rod Milne on the WAGR Y class in the fourth *Australian Railway Illustrated*, magazine which can still be purchased from good news agencies for under \$10.

**Rob Clark** has decals for the V class and U class locomotives and several of the MRWA wagons. The decals are very good quality water slide transfers if Rob's V class and L class wagon decals are anything to go by.

**Ray Cooper** showed the very nice water tower and tank he has been building for his Yarloop layout. The structure is based on one that can still be seen at Corrigin.

**John Hatch** showed the A class locomotive he has been scratch-building from plans and drawings on Paul Tranter's CD, the loco will sit on an Athern PA/PA1 chassis. John reported that the loco is challenging but apparently that is what scratch-building is all about.

**Murray Rowe** showed the XA class loco he has been assembling from an X-Class models kit. Murray has added considerable detail and it was good to see it before the painting stage and to see how he made and added the detail. Murray also showed the Railwest BA horsebox which he has painted in Tuscan red.



**Neil Blinco** showed the two AQZ coaches he has completed and how they contrast in size with his shower car kit which he hopes to make available to AMRA members who are S scale modellers.

Neil also showed the Z9 guard's van he has been scratch-building using the roof, first made by Paul Tranter and modified by Stuart Mackay. Stuart hopes to do a kit of Z9 using the same roof and the floor of the shower car made available by Neil. We are a cooperative lot in the S Scale Group. The same roof and floor could also be used for a buffet car for anyone up to doing a kit of this, the third vehicle in this series from the WAGR.

**Rob Mandanici** showed the model which he has assembled from a Railwest Models kit of the VVW wagon in WAGR yellow. The massive VVW was a Standard gauge wagon with narrow gauge bogies and when it ran on the 3'6" system, it was distinguishable for its size, modern box-car styling and all steel construction. Rob is one of the few who have assembled this large and distinctive wagon.

The main topic of the evening was the MRWA. We were treated to a fascinating evening of slides, models and discussion on matters MRWA. There were 36 wagons and coaches to view as well as two A class steam locos and two F class DE, English Electric locos to see.

**Ken Shenton** was the first presenter and he gave a potted history of the Railway. By coincidence Ken's great grand father was John Waddington, the English entrepreneur and leader of the syndicate of English capitalists who founded the MRWA in 1886. One of Ken's other great grand fathers was [Sir] George Shenton Jr, who was Mayor of Perth and an MLA and MLC at about the time of the establishment of the Railway. George Shenton Snr, was one of Perth's first settlers and Shenton's Mill near the Narrows at South Perth was one of his legacies.

Ken displayed a majority of his S scale models of MRWA vehicles. They included an A class locomotive, a JA class coach, an FA 64 Brake van, an FA 51 passenger brake van, an FB 19 Workers van and a number of AE wagons in the distinctive blue-grey livery. Ken's models of the MRWA vehicles set a high standard for those of us who intend to model the MR vehicles.

**Phil Knife** showed the scratch-built model of the MRWA A class he has recently completed and reminded members that Walkaway was the northern terminus of the MR. Geoff Logue reminded members that he spent a large part of his early life in Walkaway.

**Neil Blinco** showed his PB 107 from a Railwest KA kit. Neil gave his wagon a load of Newcastle coal which was used exclusively by the MRWA locos while the WAGR mainly used Collie coal as its principal source of fuel.

**Murray Rowe** showed his L class bogie wagon, a PB and an AE, all from Railwest kits.

**Rob Clark** showed his L bogie wagon and an AE from a Railwest GE kit. Rob has also made up letter and number decals for the AC, AE, PB and L wagons and these are available on request from his Westland Model selection.

**Stuart Mackay** showed a range of MRWA vehicles including his F40 DE locomotive in its red livery with distinctive white stripes. Over the past year Stuart has assembled several Railwest kits which included an L 863 [from an R class bogie wagon], an AE 533 from a GE, a PB 1028 from a KA and an AC 80 from a GC kit. Stuart has also scratch-built an M 342 low sided wagon, an A 272 gable ended wagon, a tiny Bm covered van and an Fa 67 guard's van with distinctive outside bracing and tongue and grooved sides.

**Lynton England** showed his F class locomotive and a freshly built and painted MR A class wagon

from a Railwest GA kit. Lynton's models were built to his usual very high standard. Lynton has been building Sn3½ models of WAGR vehicles for over thirty years and he continues to learn and improve on his modelling skills as the axle boxes on his GA/A class wagons will attest.

**Kieran Wright** showed his JA coach from a Railwest ACL kit and his AE 533 from a Railwest kit built to his usual high standard.

**Greg Aitken** showed his nicely scratch built and extremely rare MRWA DXA sheep wagon, an AE from his GC kit, and an NC flat wagon from a QCF.

**Paul Tranter** showed his very nice loaded MR L wagon and an AE wagon both from Railwest kits.

**Doug Firth** showed his PB and AC wagons in MR blue grey using Humbrol #96 enamel.

**Graham Watson** showed his scratch-built GC which he painted blue-grey for an AC and an MR L class from two GE kits which became a RAM in WAGR hands after the takeover of the MR by the WAGR in late 1964.

Following the bring and show, Simon Mead showed the members a range of Joe Moir's slides of MRWA vehicles. Unfortunately one of the discs had not been finalised so there is a range of MR prototype photos which members can look forward to seeing, perhaps in 2011. Thanks to Joe and Graham for providing the slides and to Simon for showing them on the big screen using the data projector.

Thanks to Ken for showing his fantastic models and thanks to all who brought and showed a MRWA vehicle. Thanks too to Rob Clark for proposing the idea way back in March. The slide show was also interesting and informative and, as it turned out, not too long after a rather long talk on the models. In all forty members saw 40 models of MRWA railway vehicles from what was a major and sometimes overlooked railway in WA's transport history.

The Group's November meeting followed the very successful ModelRail on Sunday 7 November. ModelRail was one of the most successful of this particular calendar event for many years. At least 200 members of the public saw all the layouts running at their very best, from the Garden Railway to the latest unfinished N and American HO layouts.

**Trevor Burke** thanked the members for their support of ModelRail. We also thank Trevor who took over from Alan Burrough as Coordinator this year and all indications are that he did an outstanding job. Thanks too to Alan Burrough for his efforts for the last three ModelRails.

Thirty seven members came out on a balmy evening to enjoy the fellowship which is a feature of the S Scale Group meetings. The topic for the meeting was *Why I Model the WAGR/MRWA in S scale*.

Six members [Jeremy Ludlow, Doug Firth, Phil Knife, Ray Cooper, Alan Penstone and Murray Rowe] gave detailed and interesting talks on the topic, supported by models of vehicles or structures they had built. It was interesting to see or hear the common threads of their addresses and the motivation for their gravitation to S scale. All speakers spoke of how they began modelling in other scales and, usually early in their lives, were drawn to modelling the local scene.

**Jeremy Ludlow** took us on a journey through a range of countries, models and scales before concluding with a convincing argument [as only a Barrister could do] that modelling the local scene is an eminently attractive pastime for many reasons, not the least of which is the fun of building and painting your own models with support from the members of the Group and the kits they have to offer.

**Doug Firth** has done more things in his relatively short lifetime than many people twice his age. In the past two or three years he has built many wagons and locos which each carry evidence of his personal attention to detail. As Doug explained, it makes sense to model the local scene because all the resources are at our disposal.

Like Doug, **Phil Knife** explained that he was not born in WA but soon saw the attraction of building models of the somewhat unique or distinctive locomotives from the railways of this corner of the country. As Phil explained, he is a builder not a collector. To him, the WAGR and the MRWA offers a rich source of inspiration for him to draw on his skills which he has honed over many years. Phil showed his N class and B class locomotives that he has scratch-built this year using traditional and innovative modelling techniques.

**Ray Cooper** was born in WA, in Yarloop no less, and this location has been the inspiration for his modelling activities over the past few years. Ray has built a number of layouts over the past 30 years but Yarloop with its buildings, forest, and interchange facilities between the SW main line and Millars' workshops and sidings provide ample opportunities to enjoy re-creating a detailed scene of a bygone era, very much preserved at Yarloop. Ray showed the imposing water tower he has built for Yarloop which is really an award winning model. It will sit alongside the yard and station buildings he has already built and company buildings he is yet to build.

**Alan Penstone** has been a member of the S Scale group for over twenty years. Alan joined the group in part because of the influence of his son Anthony. Alan and Anthony took a small American HO layout to the AMRA Exhibition in the second half of the 1980s. Anthony spent most of his time standing in front of the York Sn3½ layout and this in turn inspired Alan and Anthony to become involved in modelling the local scene. Alan has built a model of Clackline and in doing so has become very interested in the history of the area and its links with railway history. Alan also showed a model of a MRWA PB in MR blue-grey livery.

**Murray Rowe** was the last and probably the youngest of our guest speakers. Never-the-less Murray has been prolific in his kit-building in the last two or three years and admits his modelling skills have improved – evidence attests to this. Murray became interested in railways from the age of four. By the time he was nine he was a member of the Hotham Valley Tourist Railway and has worked for the organization in a voluntary capacity. Murray is a collector of WA railway memorabilia and frequently films the local scene on his digital movie camera. Murray is a trained and registered nurse and is a driver with the PTA. Needless to say Murray has a love of railways, particularly in WA and it is probably a natural step that he would want to model the WA scene. It also seems inevitable that this activity is becoming another dimension to his interest in WA railway history past and present.

Thanks to our six speakers who needed no arm-twisting to speak about and share their interests in modelling the local scene in S scale. The audience of 31 members, including frequent visitor Tom Blinco and respected Honorary Life Member Alan Porter, were deeply interested in what our speakers had to say.

**John Maker** reminded members to renew their membership if they had not already done so.

**Graham Watson** called for expressions of interest in providing a layout for the 2011 Exhibition.

**Stuart Mackay** announced that the first four V class kits have come off the assembly line and were distributed this evening. Stuart and Gary hope to distribute 4–5 each month until all 26 of those who have expressed an interest in the kit have received theirs. The project has been a year of hard work and there are no plans to do a second run at this stage. Gary and Stuart report that they have too many other things to model and so little time left to do it.

**Neil Blinco** unveiled his AGS shower car kit and his scratch built Z9 guard's van which uses the same floor and roof. Neil also showed his JN and JIA fuel tanker kits which he assembled recently. **Murray Rowe** showed the first of the AGS kits he assembled for Neil as a test to see if the instructions were satisfactory. Murray reported that the coach went together well and his unpainted model with underfloor detail looked terrific.

Murray also showed how he used cartridge paper to make tarps which sit well on his open 4-wheel wagons. The method he used was provided by John Miller who builds some fantastic models of the WAGR standard gauge in N gauge. Murray also showed the sixty seated and painted figures he has purchased for \$13 on EBay. Murray has offered to purchase figures for members at cost. He can be contacted on <trainboy706@hotmail.com>

**Phil Knife** showed the etched brass loco number plates for WAGR steam and X class Diesel locomotives and MRWA steam locos which he purchased from Adrian Pressler. The art work was done by Adrian Gunzburg and Phil is permitted and willing to provide or order some for members. Phil can be contacted on <kknife7@bigpond.com>

**Richard Stallard** showed the track cleaning unit he has fitted to a VF van from an HO box car from Aztec Trains. Richard reported that the unit fitted fairly easily inside the VF body. Richard explained that the only trick was to get the height of the metal sub-assembly which housed the rollers at the correct height – the bottom should be about 3mm above the rails. As with his other VF, Richard made a styrene box and built the VF van sides and ends around it to get a stable foundation. This time, the styrene box incorporated a cut-out to house the track cleaner unit – which does have to be removable if you need to change rollers from time to time. The internet link for the track cleaner is <[http://www.aztectrains.com/HO\\_3.html](http://www.aztectrains.com/HO_3.html)> There is a choice of rollers – and Richard chose 1 x Cratex and 1 x canvas covered [dry]. The unit was delivered to him for just under \$A100.

Richard also showed his ADH railcar with its latest addition of a Tsunami sound decoder, directional headlights and marker lights – a fantastic model which ran beautifully around *Swan View* later in the evening.

**Tony Kelly** showed two new books from Train Hobby publications. Like the earlier book on Western Australian Steam they are fantastic photographic records of Tasmanian and the Commonwealth Railways 3'6" systems. Members should see Tony for further details of the hobby shops which will have them.

If you are considering taking up modelling the WAGR or MRWA in S scale do come along to one of our meetings. It really is the best way to get into modelling the local scene and 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 at the AMRA WA Branch clubrooms in Moojebing St, Bayswater – visitors are always welcome. Contact Stuart Mackay at <mackays@iinet.net.au> for general information about the S Scale Group. Bill Gray, <william\_gray@optusnet.com.au> is the WA contact for the *Australian Sn Modeller* and is always eager to receive articles for publication.

**Great Western Railway Modellers Special Interest Group's** October meeting was a bit of a failure! It was quite well attended [by GWR Modellers SIG standards] but the usual producer of Facilitation Notes 'stuffed up'.

He had experienced two weeks of hectic travelling which included the Albany Hobby Expo, travelling to Sydney the next day after getting back to Perth, then down to Melbourne for the

annual Convention of British Railway Modellers of Australia and then back to Perth – the day before the Group's October meeting.

He had found little time to research the topic for the meeting – Road Vehicles of the 1930s and 1940s – and, knowing little on the subject, he had borrowed a book [*A – Z of Cars 1945–1970*] from his good friend Harry Howell whilst in Sydney and he had spent time on the Melbourne to Perth flight preparing a Facilitation Note using this book. **But** he had looked at the British made cars of the 1940s [on which there was not a lot in the book] and the 1950s [on which there was quite a lot!]. He hadn't completed the Facilitation Note in time for the meeting of the SIG but it was mostly wasted anyway, as his researches had ignored the 1930s but had instead examined the 1950s! Silly boy!!

Although he had brought quite a few Oxford Diecast and Classix Pocketbond 1:76 models [most of them of the 1950s] to the meeting, no-one else had anything to show and no-one else was able to contribute to the discussion of the topic, so the whole thing was abandoned, with the possibility that it might be included in the topics for the Group's meetings in 2011.

After a bit of chit-chat on all sorts of things, mostly of a non-railway nature, attention turned to **New Acquisitions** and to **Current Projects**. Now here our stand-in scribe has to confess that he now cannot find his rough notes of who showed what!!

We'll just have to wait the return of our regular scribe from an overseas holiday to get it done properly. The trouble is that you can't get good staff nowadays!

The Agenda Topics planned for the 2011 meetings are –

19 January	Travelling Post Office Vehicles on the GWR
16 February	Coaling and Watering GWR Locomotives
23 March	Bring, Run and Tell about a GWR train
20 April	Double-frame 4ft. 8½in. gauge Locomotives
18 May	GWR Permanent Way Vehicles
22 June	Features of GWR Trackwork
20 July	GWR Saddle Tank Locomotives
24 August	GWR Parcels Traffic
15 September	Bring, Run and Tell about a GWR train
19 October	GWR Footbridges
23 November	Dean's and Collett's 0–6–0 Locomotives
14 December	End of Year Quiz/Entertainment

**LMS Modellers Special Interest Group's** October meeting continued the theme of subjects for 2010, namely 'How I would model an LMS xyz I have always admired if I had unlimited space, time and money [and what I would actually do with the space I do have and the time and money that I can spare]'. For the October meeting, the xyz was 'a Dockside or Industrial Location'.

**Kyle of Lochalsh** was possibly the best suggestion for both the nightmare and the reality dream. Its features were discussed at the August meeting when xyz was 'an LMS Terminal station'. That discussion was reported upon in the October issue of *The Branchline* and does not warrant repeating here.

**Garston Docks [Liverpool]** was suggested by some-one present after seeing aerial photographs in *The Aerofilms Book of Britain's Railways from the Air* and in *The Second Book of Britain's Railways*

(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.

## December

Friday	3	[6]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	4	[7]	<b>The Branchline</b> 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 – venue AMRA WA Clubrooms
Friday	10	[2]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	11	[3]	<b>General Activities</b>
Monday	13	[4]	<b>S Scale Special Interest Group</b> meeting – Bring and Show your best model building project for the year.

Tuesday	14	[5]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	15	[6]	<b>British Railways Special Interest Group</b> meeting – Quiz and Xmas Cheer Night
Friday	17	[7]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	18	[8]	<b>General Activities</b>
Tuesday	21	[1]	<b>Daylighters Group</b> – daytime meeting
Friday	24	[2]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	25		<b>Christmas Day</b> – Clubrooms Closed
Sunday	26		<b>Boxing Day</b> – Clubrooms Closed
Monday	27		<b>Christmas Day Public Holiday</b> – Clubrooms Closed
Tuesday	28		<b>Boxing Day Public Holiday</b>
		[3]	<b>Daylighters Group</b> – daytime meeting
Friday	31	[4]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>

## January

Saturday	1		<b>New Years Day Public Holiday</b> – No meeting
Monday	3		<b>What did you get for Christmas. Bring and Show</b>
Tuesday	4	[5]	<b>Daylighters Group</b> – daytime meeting
Wednesday	5	[6]	<b>LNER Special Interest Group</b> meeting – LNER 4–6–2 Pacific classes of locomotive.
Friday	7	[7]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	8	[8]	<b>General Activities</b>
Monday	10	[1]	<b>S Scale Special Interest Group</b> meeting – Bring and show what you bought for yourself for Christmas or what you made since the November 2010 meeting.
Tuesday	11	[2]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting <b>Large Scale Special Interest Group</b> meeting
Wednesday	12		<b>DCC Special Interest Group</b> meeting – venue Naval Base
Friday	14	[3]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>

Saturday	15	[4]	<b>General Activities</b>
Tuesday	18	[5]	<b>Daylighters Group</b> – daytime meeting
Wednesday	19	[6]	<b>Great Western Railway Modellers Special Interest Group</b> meeting – Travelling Post Office Vehicles on the GWR
Friday	21	[7]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	22	[8]	<b>General Activities</b>
Tuesday	25	[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	26	[2]	<b>British Railways Special Interest Group</b> meeting – BR Class 40 Diesel Electric Locomotives
Friday	28	[3]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	29	[4]	<b>General Activities</b>
<b>February</b>			
Tuesday	1	[5]	<b>Daylighters Group</b> – daytime meeting
Wednesday	2	[6]	<b>LMS Modellers Special Interest Group</b> meeting – refer to LMS SIG notes in this issue.
Friday	4	[7]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	5	[8]	<b>The Branchline assembly</b> <b>General Activities</b>
Monday	7		<b>Using sound on your layout.</b>
Tuesday	8	[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	9	[2]	<b>DCC Special Interest Group</b> meeting – venue AMRA Clubrooms
Friday	11	[3]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	12	[4]	<b>General Activities</b>

*(Continued from page 13)*

*from the Air.* These were a very large body of water with locks for ingress from and egress to the River Mersey and extensive railway sidings for coal exports, etc.. The Docks and surrounds occupied a rectangular space of about 900 metres fronting the Mersey and about 800 metres back. In 4mm/ft modelling, you'd only need a room about 12 metres x 11 metres [a small hall] to accommodate it and you'd have to build dozen or more ocean-going ships and to have at least 2000



wagons for it. Definitely in the nightmare class!

**Baddesley Colliery [near Atherstone]** was suggested after seeing an aerial photograph of it in *The Second Book of Britain's Railways from the Air*. Not so much space needed for this one but lots and lots of open wagons for coal, private owner wagons, predominantly pre-WW2, and 16 steel mineral wagons in BR times.

**Holyhead** was another suggestion arising from sighting a photograph in *The Aerofilms Book of Britain's Railways from the Air*. Again requiring some maritime modelling but of greater railway modelling interest due to it being the terminus for passenger and livestock traffic to and from Northern Ireland and Eire. However, a fold-out plan of the track arrangements at Holyhead at the back of the book *An Historical Survey of Chester to Holyhead Railway – Track Layouts and Illustrations* put this idea into the nightmare category as it showed how spread out Holyhead really was – in 4mm/ft modelling, a space of 16 metres x 12 metres would be required!!

After recovering with refreshments, the Group considered its programme of activities for 2011. The Group has been in action since 1993 and by the end of this year it will have tackled 133 individual topics pertaining to the LMS, some of them more than once. It seems that there is little, if anything, left in the way of LMS orientated topics that have a modelling relevance for the Group to consider.

It was decided that for 2011 the Group will continue to meet on the first Wednesday of each even-numbered month for general discussion on LMS matters, perhaps look at a video or DVD relating to the LMS or to modelling, perhaps even run an LMS train.

The other agenda items of New Acquisitions and Current Projects will remain for each meeting..

The scheduled dates for these meetings in 2011 are 2 February, 6 April, 1 June [subject to possible change due to proximity to 2011 Model Railway Exhibition dates], 3 August, 5 October and 7 December.

**British Railways Modellers Special Interest Group's** topic for its October meeting was BR Grain Wagons and, as usual, a Facilitation Note had been prepared beforehand in order to catalyse discussion of the subject and the showing of relevant models by the Group.

The Note discussed how rail transportation of grains in Britain, whether imported from overseas or locally grown, from the 1920s onwards moved progressively away from being carried in sacks in open wagons but protected by wagons sheets [tarpaulins] or in covered vans to being moved in bulk in suitably designed dedicated vehicles.

The Note also examined how bulk handling of grains had started in the producing countries in the 1920s, to bulk movement of grains by sea and the development of large elevators [silos] for imported grains at a limited number of British ports, from which the inland distribution by rail moved from entirely in sacks to bulk for the larger customers. It also examined the post-WW2 development of bulk handling of grains on British farms through to small local railhead facilities.

The early history of bulk grain wagons by some of the pre-Grouping companies [L&SWR, LYR] was looked at as well as those bulk grain wagons built by the Big Four and all of which survived into BR days.

**LNER** – 25 wooden bodied 20-ton vans with roof hatches, side doors and internal sloping hopper floors. Initially built in 1929 with hinged sloping hopper ends to enable quick conversion to a flat-floored van, this concept was not really successful and 104 more were built without this feature

and without side doors between 1931 and 1937.

**SR** – 20 wooden bodied 12-ton 8-plank open wagons were converted in 1931 for grain traffic by fitting a wagon sheet rail and a double discharge internal hopper. having their side doors replaced by straight through planking and any gaps sealed with pitch. These were replacements [and close clones] of twenty 10-ton hopped open wagons with curved ends which had been built by the L&SWR in 1898 for traffic from Southampton Docks to the Huntley & Palmer biscuit factory at Reading and had been withdrawn in 1930.

**GWR** – 12 wooden bodied 20-ton vans were built for grain traffic in 1927. These had a short [9ft.] wheelbase for movement around tight curves in mill sidings, very sturdy double doors on each side [to take the thrust of the loaded bulk grain], small inspection windows in each end and a single hatch in the roof for top loading [but no catwalks!]. The sloping internal hopper ends could be swung through 135° to make a solid floor for the carriage of general merchandise as an alternative role. After a short life in grain traffic, they were converted to bulk cement traffic for the Aberthaw & Bristol Cement Co. but in 1939 they reverted to grain traffic but the convertible floor concept was abandoned.

The GWR went on to build twelve all-steel 20-ton closed hopper wagons for bulk grain traffic in 1935. These were on a 10ft. 6in wheelbase but only 19ft. 6in. over headstocks and had bodies two feet shorter than the LMS equivalents [see below]. The first six had six T section stanchions on each side and the last six had these stanchions extended over the roof as well.

**LMS** – Despite the mills and others involved with grain preferring wooden bodied vehicles for grain movement, the LMS did not sway to their wishes and only built steel-bodied 20-ton hopper wagons – 105 such unfitted vehicles were built between 1928 and 1940. These had a body 21ft. 6in. long on a 10ft. 6in. wheelbase and had a distinctive ‘tippy-tippy-toe’ appearance when compared to their GWR ‘cousins’. The first 95 built had a three-arc roof profile but the last ten had a semi-circular roof profile which became the design basis for the BR standard grain hopper wagons. In both cases, the six side stanchions were extended over the roof. They had two roof hatches but no roof-top catwalks, diagonally located roof access ladders at each end, a small inspection porthole at each end of the hopper, a hand-wheel on one side only to control discharge of the grain and a trap door on one side for access to the inside of the hopper for maintenance. An unusual feature was the fact that the brake blocks were on the headstock side of the wheels and were pulled onto the wheels rather than being pushed as was usual.

**Privately owned** – Scottish Grain Distillers had a small fleet of 20-ton steel hopper wagons which were built in 1937 to the LMS design above. These were used to move barley from East Anglia to Windygates.

There were also several fleets of small grain hopper wagons owned by Scottish companies Robert Hutchison & Co. Ltd. and LGW [Leith General Warehousing] for the movement of grain from the ports [especially Leith, the port for Edinburgh] to the local flour-mills. Being specialised wagons, they would have escaped being commandeered in 1939 and nationalised in 1948.

**British Railways** – BR copied the final LMS design with the rounded-roof profile but without the side stanchions extending over the hopper roof. 660 vehicles were built between 1949 and 1959 to two BR Diagrams that differed only slightly in riveted or welded hopper bodies, the presence or omission of the inspection portholes, length of wheelbase, vacuum braking for the last 150, roller or oil bearings and style of buffers. Their liveries varied according to the nature of the braking [unfitted or vacuum].

They were used for moving locally grown barley from East Anglia to Scotland for malting for the

whisky distilling industry, imported grains from Birkenhead and locally produced grains from country railheads to inland mills. Being mostly unfitted, they were not run in block train formation but were mixed up in ones and twos with other unfitted wagons in relatively slow moving goods trains.

Bass Charrington had a fleet of 24 bulk grain hoppers built in 1967 to the last BR Diagram for carrying barley malt from East Anglia to their breweries at Burton-on Trent. These had a red hopper body with the company name in white.

BR also modified fifty of the BR standard design 21-ton open hopper wagons to carry grain from Millwall Docks to Welwyn Garden City by fitting a fixed tarpaulin bar for carrying a wagon sheet [tarpaulin] even when empty and not carrying grain.

**BRT 'Whisky' Wagons** – In 1965 the Distillers Company which has previously owned some elderly peak-roofed vans for grain traffic hired a fleet of vacuum-braked modern bulk grain wagons from BRT [British Traffic and Electric Co. Ltd.], a leasing company that was separate to BR. A total of 299 such vehicles were built for BRT by Pressed Steel Co., Powell Duffryn and Doncaster Works between 1965 and 1971.

These BRT owned vehicles could carry 28 tons of grain, had a body length of 29ft. 1in. and a wheel base of 15ft.. The first 144 had their hopper sides strengthened by eight full-height L section stanchions but the last 155 had only five square section stanchions and much fatter L section steel end stanchions. They had roller bearings, Oleo hydraulic buffers and double link spring suspension, enabling them to run in block train formations at higher speeds than the BR, ex-LMS and ex-GWR bulk grain hopper wagons allowed. They were ideal for the seasonal barley movement from East Anglia to Scotland and to Burton-on-Trent and, although most domestically grown grains were by then being moved by road, rail remained more economical for the movement of bulk imports of grain arriving by sea to the various grain milling operations around the country and they could be found in these traffics.

Recognising employers' contemporary health and safety obligations they had two full length catwalks on either side of the four roof-top loading hatches, as well as a small chequer plate landing centrally located at each end to enable safe movement from one catwalk to the other as well as movement on and off the two diagonally placed access ladders.

Almost all were painted dark blue with a few in yellow [leased to Associated British Maltsters] and they carried brand names or other legends on side plates [some full body length and some shorter ones] that were not necessarily the same on each side.

Brand names carried included *Abbot's Choice*, *Crawford's Scotch Whisky*, *Dewar's – The Scotch to be Seen With*, *Haig*, *Jamie Stewart Scotch Whisky*, *Johnnie Walker*, *Grant's Standfast Scotch Whisky*, *King George IV Old Scotch Whisky*, *Vat 69* and *White Horse Whisky* [all in blue livery] and *The Maltsters Association of Great Britain* [in yellow livery].

Rail movement of grain was revamped in the late 1970s by a shipping company Traffic Services Limited [TSL] that had set up an operation marketed as Grainflow that provided an integrated service from wherever their ships were loaded all the way to the miller's door. BRT arranged for 35 of their whisky wagons to be refurbished and fitted with air braking and then leased to TSL. These were referred to as Minibulks and were painted green with *Grainflow* and a wheat sheaf in yellow on the hopper sides and a grey roof.

Examples were shown of the Hornby Dublo and Wrenn 4mm RTR models of the BR standard bulk grain steel hopper wagon, the Trix, Trix/Tri-ang, Hornby and Bachmann 4mm RTR models of the

BRT whisky wagons and Peco 2mm RTR models of the BRT whisky wagons were shown, as well as unmade and made-up Parkside 4mm kits of the LNER bulk grain wagon and an unmade Peco 4mm Wonderful Wagons kit of a LGW grain van. Their various minor discrepancies and faults were discussed

After the refreshment break, attention turned to **New Acquisitions**.

**Ron Richards** showed the goodies he had recently received from Bachmann as a member of their Collectors' Club. There was the quarterly journal that featured the [then] impending ROD [ex GCR] 2-8-0, a BR Class 03 diesel shunter in a new livery and yet another BR Class 47 diesel locomotive. He also showed the free wagon given to members – a 4mm/ft. scale seven-plank open wagon in the livery of R Y Pickering of Wishaw in Scotland. Pickering & Co. were wagon builders and this wagon would have been one of those available for short term hiring to collieries and others to cover short to medium term shortages of their own wagons.

**Nic Pusenjak** brought along an Oxford Diecast 4mm/ft. model of an Austin K8 three-door van [many of which ran in W.A.] and an Oxford Diecast 4mm/ft. model of an ACC Merryweather Fire Escape Truck in London Fire Brigade livery.

**Alan Porter** showed [again] the two Bachmann BR Mk.1 Travelling Post Office Sorting Vans that had been commissioned by Modelzone. Obviously he had forgotten that he had shown these a month earlier and they had been reported upon extensively in the last issue of *The Branchline!* Notwithstanding this, the others present seemed to enjoy their déjà vu for after being passed around for inspection, the vans came back to their owner covered with traces of drool!

In the Current Projects segment, **Graham Horton** brought along a cracker of a finished project. It was a diesel locomotive servicing depot based on the Bachmann 44-017 Modern Servicing Depot, which Graham had cleverly enhanced with maintenance walkways by Whitewing, a Bachmann 44-040 Diesel Fuelling Point and below ground inspection pits by Peco [also available from Bachmann 44-084]. Graham had installed nice [not too bright but not dull either] lighting supplied by Railroad Electronics. Great work!

After several months of discussion and fine-tuning the programme of topics for meetings to be held in 2011 was agreed.

26 January	BR Class 40 Diesel Electric Locomotives
23 February	BR Covered Vans <b>[not]</b> the specialised meat or fish vans]
30 March	Bring, Run and Tell about a BR train
27 April	BR Road Vehicles
25 May	BR Park Royal Class 103 and Cravens Class 105, 106 and 129 DMUs
29 June	BR Well Wagons, Trestle Wagons and Machinery Wagons
27 July	Liveries in the BR Steam Era, 1948 to 1968
31 August	Pioneer BR Main Line Diesel and Gas Turbine Locomotives
22 September	Bring, Run and Tell about a BR train
26 October	BR Nuclear Flask Wagons
30 November	Liveries in BR Diesel Days, 1948-55, 1955-65 and 1965-95
21 December	End of Year Quiz/Entertainment

Contact persons for Special Interest Groups are:

**British Railways**  
**Digital Command Control**  
**Great Western Railway Modellers**

Gordon Bramwell 0432 871 197  
 Richard Johnson 9437 2470  
 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 339 – October 2009.

The major items of business dealt with at this meeting were –

- Arrangements for ModelRail 2010 were discussed, including the decision not to hold a modelling competition with ModelRail this year, advertising already conducted and that planned prior to ModelRail and the furniture hire necessary to hold the event.
- Tidiness of the office and storeroom were discussed – a matter that will be more fully addressed after construction of the extension is finalised. Part of the tidiness problem is the ongoing practice of kind souls 'donating' useful items to our Branch. Although donations are welcome, potential donors are requested to consider whether the items on offer are better off in the rubbish bin rather than in our Clubrooms.

### Meeting No 340 – November 2010.

The major items of business dealt with at this meeting were –

- The Exhibition Manager reported on progress with the arrangements for the 2011 Exhibition. Over forty Expressions of Interest have already been received. The Exhibition Committee has done some preliminary work, including deciding to support the Ronald McDonald House charity in 2011 and to keep entrance fees the same.
- ModelRail 2010 was very successful with a good crowd passing through our Clubrooms. Voluntary gate takings were \$588 with expenses of \$810 incurred on the day. Approximately \$150 of those expenses were returned to Branch stocks [as drinks], so effectively our Branch spent \$72 to advertise our activities to the public.
- New anti-virus software has been installed on the Clubroom computers, but to be fully effective it must be updated on a regular basis. If you are prompted to install updates when using our computers please do so.
- People using Branch layouts are requested to report any operating problems to the Layout Supervisor or Duty Officer when they occur.
- The Committee re-affirmed the policy that visitors to our Clubrooms can make three visits to General and SIG activities and are then required to join AMRA to participate in further activities.

The Management Committee normally meets on the second last Thursday of each calendar month

## Membership Matters

We extend a very warm welcome to the following new members –

Jacqueline Mitchell	Ballajura	N
Russell Mitchell	Ballajura	N
Richard Greaves	Merredin	HO
Tyson Mclean	Dalkeith	OO
William Mclean	Dalkeith	OO
Jacqueline Mesure	Dalkeith	OO
Brenda Reilly	West Leederville	Sn3½

We look forward to seeing you at our Clubrooms. On your first visit please make yourselves known to our Duty Officer who will arrange to show you round our facilities and introduce you to some of your fellow members.

John Maker  
Branch Membership Coordinator

## Travelling Post Office Vehicles

The article in the last issue of *The Branchline* discussing the new Bachmann travelling post office vehicle mentioned the previously manufactured 4mm scale/16.5mm gauge versions of these vehicles.

There was another commercially made model of BR TPO vehicle – W80300. Playcraft/Joueff produced both a static model and a working model of the vehicle in HO scale.

The only example I've seen of the working model was missing most of the working parts.

The static model is complete with relief moulded side lights, mail bag catching net and traductors to drop off mail bags.

My model is as delivered except for RP25 wheels, knuckle couplers, repainted roof, painted high lighting of the mail bag catching net and traductors and light weathering.

The photos show W80300 on the Mudgee Mail passing through Rod's Reach on my Wombat Gully layout.

Rod Tonkin



## ModelRail Photographs

For those who couldn't make ModelRail these photographs will give you some idea of the superb event that you missed this year and perhaps give you an incentive to make a note in your diary for Sunday 6 November 2011.



Frank Godde demonstrating his methods of scratch building various structures.

Frank's models have to be seen, they are superb.

John Maker straining his eye sight attempting to put rail joiners on N scale track without a magnifier – not for the faint hearted!!



A selection of large scale models displayed by members of our Large Scale Special Interest Group



Underground mining buildings, the winding equipment actually works.

Detail from the mine diorama above.



A close-up of one of the large scale models in the picture on previous page.





Niels Kroyer and Peter Sapte showing off their modelling skills

The Goldfields Woodline layout with Arthur Giles and Dave Edgell explaining the layout.

The layout has an audio commentary, by Rob Kay, explaining the area illustrated.



Two of our visitors, the Milo boys, having fun on one of our U-drive layouts.

## Christmas Quiz – ‘Around The World’

This Quiz this year is nothing to do with trains or boats or planes, all you have to do is fill in the missing letters all of which are consonants. They are all well known tourist attractions from ‘Around the World’. A couple of examples to start you off.

\_ \_ E \_ \_ \_ \_ I \_ IE \_ A = FRENCH RIVIERA

and

\_ I \_ \_ O \_ IA \_ A \_ \_ \_ = VICTORIA FALLS

- 1 \_ \_ A \_ UE O \_ \_ I \_ E \_ \_ \_
- 2 \_ \_ \_ A \_ I \_ \_
- 3 \_ A \_ \_ A \_ A
- 4 \_ EA \_ I \_ \_ \_ O \_ E \_ O \_ \_ I \_ A
- 5 \_ A \_ \_ E \_ OU \_ \_ AI \_
- 6 \_ I \_ \_ \_ E \_ E \_ \_ AI \_
- 7 \_ E \_ \_ A \_ O \_ \_ A \_ A \_ \_ IO \_ \_
- 8 \_ \_ . \_ E \_ E \_ ‘ \_ \_ A \_ I \_ I \_ A
- 9 \_ A \_ \_ \_ E \_ \_ O \_ E \_
- 10 \_ A \_ E \_ \_ I \_ I \_ A \_ A
- 11 \_ \_ EA \_ \_ A \_ \_ IE \_ \_ EE \_
- 12 \_ U \_ \_ \_ \_ U \_ \_ \_ IE \_ \_ \_
- 13 \_ A \_ \_ E \_ \_ O \_ \_
- 14 \_ OU \_ \_ \_ E \_ U \_ IU \_
- 15 \_ OU \_ \_ \_ E \_ E \_ E \_ \_
- 16 \_ E \_ \_ E \_ \_ A \_ \_ \_ UA \_ E
- 17 \_ A \_ \_ U \_ \_ I \_ \_ \_ U
- 18 \_ \_ \_ \_ E \_ \_ A \_ \_ OU \_ \_ \_ I \_ \_ E
- 19 \_ \_ O \_ I \_ A \_ \_ E \_ \_
- 20 \_ O \_ A \_ A \_ A \_ A \_ \_ EA \_ \_
- 21 \_ \_ A \_ \_ \_ E \_ \_ A \_ \_ E \_ \_ A \_
- 22 A \_ \_ A \_ \_ A \_ \_
- 23 \_ O \_ \_ E \_ IA \_ \_ \_ IO \_ \_ \_
- 24 \_ A \_ \_ \_ E \_ A \_ \_
- 25 \_ A \_ A \_ E O \_ \_ \_ E \_ \_ AI \_ \_ E \_
- 26 EI \_ \_ E \_ \_ O \_ E \_ \_

27 \_ O \_ \_ \_ \_ OO \_  
 28 \_ A \_ \_ A \_ \_ A \_  
 29 \_ \_ A \_ \_ E \_ \_ U \_ \_ \_ A \_ E  
 30 \_ E \_ \_ O \_ \_ \_ O \_ E \_ \_ A \_ IO \_ A \_ \_ A \_ \_  
 31 A \_ E \_ \_ \_ O \_ \_ \_ (U \_ U \_ U)  
 32 \_ O \_ \_ E \_ \_ \_ A \_ E \_ \_ \_ I \_ \_ E  
 33 \_ U \_ A \_ \_ \_ OA \_ \_ \_ OU \_ \_ AI \_  
 34 I \_ \_ E \_ O \_ \_ \_ A \_ \_ I  
 35 \_ \_ A \_ \_ \_ A \_ \_ O \_  
 36 \_ IA \_ A \_ A \_ \_ A \_ \_ \_  
 37 \_ \_ \_ \_ E \_ \_ O \_ E \_ A \_ \_ OU \_ E  
 38 \_ \_ EA \_ \_ \_ A \_ \_ \_ O \_ \_ \_ I \_ A  
 39 \_ E \_ \_ \_ UA \_ E  
 40 \_ \_ I \_ \_ E \_ O \_ \_ I \_ \_ \_  
 41 \_ E \_ \_ \_ I \_ \_ \_ E \_ \_ A \_ \_ E \_  
 42 \_ A \_ A \_ A \_ \_ A \_ A \_  
 43 \_ O \_ E \_ \_ IA  
 44 \_ OU \_ E \_ \_ O \_ \_ A \_ \_ IA \_ E \_ \_  
 45 \_ O \_ \_ O \_ \_ U \_ \_ E \_ \_ OU \_ \_  
 46 \_ \_ E \_ \_ I \_ \_ A \_ \_ \_ E  
 47 \_ \_ E \_ \_ O \_ \_ E \_ \_ A \_ \_ \_ E \_ IE \_ \_  
 48 \_ U \_ \_ I \_ \_ \_ A \_ \_ \_ A \_ A \_ E  
 49 \_ UI \_ \_ \_ O \_ \_ \_ O \_ \_ E I I  
 50 \_ A \_ \_ I \_ O \_ I

Name ..... Memb. No. ....

Phone. Number .....

Send your entries to – The Christmas Quiz, AMRA [WA] Inc., PO Box 60, MAYLANDS 6931 WA or place them in the Quiz Box in our Clubrooms. All entries must be received by Saturday 15 January 2011. The Judge's decision is final. Management Committee Members plus the Editor and Proof-reader of *The Branchline* are disqualified from entering the Quiz.

As usual, there are two prizes to be won, vouchers donated by Stanbridge's Hobbies and Maylands Model Railways.

It just remains for me to wish all members and their families a very Merry Christmas and a Happy and Prosperous New Year from yours truly.

'The Hon. Rev'.

# The English Language

## Idiosyncrasies of the English Language

Ron Fryer found the following in a Church magazine when he was in the UK recently and thought that you may like to have a bit of a laugh and giggle over our language. First a little bit of 'poetry' [?]

We'll begin with a box, and the plural is boxes; but the plural of ox became oxen not oxes.  
One fowl is a goose, but two are called geese, yet the plural of moose should never be meese.  
You may find a lone mouse or a nest full of mice; yet the plural of house is houses, not hices.

If the plural of man is always called men, why shouldn't the plural of pan be called pen?  
If I spoke of my foot and show you my feet, and I give you a boot, would a pair be called beet?  
If one is a tooth and a whole set is called teeth, why shouldn't the plural of booth be called beeth?  
We speak of a brother and also of brethren, but though we say mother, we never say methren.  
Then the masculine pronouns are he, his and him, but imagine the feminine, she shis and shim.

Now examples of words that are spelt the same yet have differing meanings and pronunciations.

The bandage was wound around the wound.

The farm used to produce produce.

The dump was so full it had to refuse more refuse.

We must polish the Polish furniture.

He could lead if he could get the lead out.

The soldier decided to desert his dessert in the desert.

Since there was no time like the present, he thought it was time to present the present.

A bass was painted on the head of the bass drum.

When shot at, the dove dove into the bushes.

I did not object to the object.

The insurance was invalid for the invalid.

There was a row with the oarsman on how to row.

They were too close to the door to close it.

The buck does funny things when the does are present.

A seamstress and a sewer fell down into a sewer.

To help with planting a farmer taught his sow to sow.

The wind was too strong to wind the sail.

After a number of injections my jaw got number.

Upon seeing the tear in the painting, I shed a tear.

I had to subject the subject to a series of tests.

How can I intimate this to my most intimate friend?

With this sort of ammunition Mr. Pilmoor can now confirm that POMS are a crazy, mixed up race. I can hear him now!!!