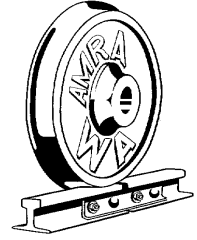


The Branchline



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

www.amrawa.com

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Frans' Fatidic

Barry Keens Honorary Life Membership

Barry Keens joined the Australian Model Railway Association in 1984. He was elected to the WA Branch's Management Committee at the 1986 Annual General Meeting and took on responsibility for liaison with the City of Bayswater to locate a suitable site for a Branch Clubrooms building, as the Meltham railway station clubrooms was rapidly becoming too small for the growing membership of the Branch.



Barry's senior management positions had given him considerable experience in Local and State Government procedures. The good relations Barry had with the City of Bayswater's Officers and Councillors were invaluable.

As a result of his overtures to the City, four little used sites were offered for lease and after consultation with the Management Committee and site visits by the other Committee Members, a disused sports ground at Moojebing Street, Bayswater was selected.

The Branch Management Committee appointed him as Project Manager in September 1987 and he set to obtaining Planning Approval for a suitable building on one quarter of the Moojebing Street site. Approval was obtained early in 1988 and, with the assistance of the Management Committee and Branch members generally, a detailed design for a suitable building was

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prepared and presented to the City of Bayswater and other authorities to obtain a Building Permit.

The Permit was eventually obtained and the first sod was turned in December 1988! Physical work at the site started in February 1989 and by late April 1989, the walls were in place. The roof was installed in June 1989 and the building reached lock-up stage in September 1989.

In an official ceremony on 30 September 1989, Barry handed the keys to the new Clubrooms to Ted Thoday, Branch President. The project successfully completed after three and a half years, a job well done.

Barry was elected Vice President of the Western Australian Branch at the 1990 Annual General Meeting, holding that office for two years.

By the late 1990s, the need to expand the Clubrooms was becoming apparent, once again, Barry's good contacts at the City of Bayswater made obtaining the necessary Planning Approval and Building Permit relatively easy.

Barry rejoined the Branch Management Committee being elected President at the 2000 Annual General Meeting and he held that Office until 2002 when he moved to Wyalkatchem.

Barry was instrumental in arranging for *The Branchline* to be printed by the Wyalkatchem Telecentre at an attractive commercial rate. Although he has now moved to Dowerin, the Wyalkatchem printing arrangement continues.

Despite the tyranny of distance, Barry has been a regular participant in the conduct of the Branch's Model Railway Exhibitions and, as a 'senior' member of the Branch has been honoured to conduct the election proceedings at each Annual General Meeting for the past several years.

Other Fatidics

It was sad to learn the recent passing of Gerry Burns. Our condolences and deep sympathy have be sent to Gerry's family.

As usual our Branch is going along nicely, no major problems, and I am glad to see that the cleaning is being adhered to, thank you all.

It was with great pleasure that recently I had the privilege of presenting Barry Keens with his Honorary Life Membership. It came as a complete surprise to him

but I know you will all agree it was well deserved.

The BHP layout needs to be finished by the end of March and as I will be away for four weeks from the middle of February to the middle of March we need people to seriously work on this project.

See either John Maker or me if you can spare some time [lots of time].

Thanks to Tom Stokes and Dennis Ling for finishing the exhaust fans for the toilets.

Recently someone dumped a large amount of rubbish on the concrete slab between the end of our building and Ashfield Smash Repairs. If anyone observes rubbish being dumped on our premises could you please take car registration numbers and other details and let any of the Management Committee know so we can take further action.

Under no circumstances attempt to remonstrate with the offenders as there is no way of telling how they might react – perhaps violently – we do not want any of our members injured or worse.

New Branch Web Site. Over the past year John Maker and Ted Thoday have spent many, many hours designing and populating our new web site – thank you both for your efforts and continuing support of our Branch.

There's more about the new site later in this issue, please take the time to visit the site as it contains considerable information about our Branch, its activities, etc.

Frans Ponjee
Branch President

Exhibition Manager's Report.

The Exhibition is on again this year on the 4, 5, 6 June 2011 and information is coming back quickly. Once I have all the responses I can work out what is required regarding floor space and other details. There will be at least eleven new layouts this year including our own new N scale layout.

I again ask our members to come forward to help run the Exhibition, you will find the appropriate forms in the next issue of *The Branchline*.

As there is a chance that Rosemary and I will move to Albany to live I would like to see if someone is interested in helping us with the Exhibition this year with the understanding of running next year's Exhibition.

Frans Ponjee
Exhibition Manager

Vale Bernard [Jim] McGuinness 9/11/1933 to 21/12/2010

Jim was a long-standing member of our Association, it is believed that he joined before the WA Branch was formed and is remembered as a quiet bloke, always willing to help others but didn't seem to prefer any one scale/gauge.

He started his working life as an apprentice at Midland Workshops and, after leaving the

Workshops. was a mechanical fitter for the WAGR/Westrail at various metropolitan loco sheds.

Known as a good, quiet mate who will be missed, he sometimes referred to himself as the 'all-round' fitter.

Branch members attended the funeral Mass at St. Brigid's Church in Midland and the subsequent interment at Pinaroo.

Our deepest sympathy and sincere condolences have been passed to Jim's family.

Dennis Ling

From the Editorial Desk

The Branchline – April issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday 26 March** 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 25 March
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 26 March.
- For items transmitted electronically via e-mail – 1800 Saturday 26 March – email address is mandtt@three.com.au – please use subject heading The Branchline.

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

Collation, etc., will be on **Saturday 9 April** and will include pre-exhibition material

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

	Editorial deadline	Assembly, etc.
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

Literary Lines

Work continues on the upgrade to our systems, the major current task being to fix the new identity labels to all the books.

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

Our Branch's New Web Site

In the early part of last year there were comments, from members, about how tired and uninteresting our Branch's web site was. After some discussion with our Management Committee we took on the task of developing a replacement web site. Where did we start?

We considered that we needed something that was a bit different, had some animation, was informative to our members and would act as an advertisement for our Branch by illustrating 'where we are', 'what facilities are available' and 'what we do'.

The Home page [which we've called Main Station] needed to be eye-catching but railway modelling oriented. There also needed to be links to everything else on the site. In some ways the project became like 'Topsy' and just grew as we started to understand the power of what was available to us and to become far more innovative.

Above all it had to be as user friendly as we could make it. Broadly the site covers –

- Briefly, our Branch's early history
- Who we are, where we are, what we do, Special Interest Groups
- Future events – Exhibition, ModelRail
- Our layouts, descriptions and photographs
- *The Branchline* and our activities programme
- Other railway interest Groups – retailers, specialist suppliers, preservation and clubs. If you know of any that are not listed please provide us with brief details of what they do and contact details so that we can follow up and obtain approval for publishing their information.

The site includes hyperlinks to navigate between sections [just click on the link], to view large versions of the photographs, to the web sites and email addresses of the other railway interest Groups, etc.

At the time this issue of *The Branchline* went to our printers we were still waiting for the text description, being written by others, of two layouts. We have also included space for the new TT gauge U-drive layout, text and photographs will be included when available.

The new web site should be operational within the next two weeks. Please take some time to view your web site as we would appreciate constructive comments. The address is www.amrawa.com

John Maker
Ted Thoday

Around the Layouts

Haltwhistle. Running very well, thinking of charging a mileage rate as this is the most used layout in our clubrooms.

Plenty of new and simply wonderful trains, owned by one of our young members, running on the layout and most noticeable at a very realistic speed, well done Brendon.

Tom Stokes
Layout Supervisor

The Valentine Run. The last month has been one of frustration, for while DC performed faultlessly, DCC worked intermittently. Given that the last time DCC was used was a month ago, we worked backwards, progressively undoing the electrics which had been connected in that period – with no success. In search of the fault, the command unit was tested on *Swan View*, the control panels were disconnected and the command bus cords tested – all to no avail.

Just when all theories were exhausted and our wiring guy was considering which bridge to leap off [HO ones, he's scared of heights], David discovered a drop of solder had splattered on a command bus socket; the removal of which appears to have solved our problem.

So it wasn't a fault in your scribe's wiring. Thank you to Trevor and Craig for their continuing encouragement.

On the layout we have adopted the policy that every piece of track has its own droppers, thus overcoming the malicious fishplate that suddenly decides to become non-conductive. With Alan Higgs' assistance, this policy has been incorporated into the sidings at Industrial Park and in the Valentine loco service area.

Peter's station, faced with guillotining to permit locos to pass at Valentine, has fortunately found a new home at Coalmine. It's a magnificent structure, well worth one's perusal and well suited to the site. However, the folks at Valentine have demanded a suitable structure to replace that which was taken from them.

By the time this publication reaches the news stands, the electrics on three of the panels should be complete, the disconnection of the month's wiring reconnected and the turnout protection of the common track at Kingman in operation.

For a while there, the light at the end of the tunnel had been switched off but now it's great to be back on track again.

Craig Hartmann
Alan Burrough
Layout Coordinators

Stop Thief

The Builders Plate from Diesel Locomotive DH5 has gone missing, believed stolen. Any information regarding the whereabouts of the plate, which is inscribed with the words "Diesel, Hydraulic, Walkers Ltd Locomotive 587" [see picture] should be passed to John Hoy on +613 9757 0700 or email info@pbr.org.au.

Any assistance in retrieving this missing railway artefact would be greatly appreciated.

Williamstown museum signal box has also had items stolen. *[details not supplied to me. Ed.]*



Assistance Requested

Noel Peebles is interested in model trains and is looking for two or three people to provide some content for a new model railway website project he is planning.

Noel is also looking for people who could write tutorial content and supply some instructional photos, etc. Noel will need a range of content, eg. DCC tutorials, photos, scratch-building, etc

If any member is interested in assisting Noel or would like to find out more about his project please contact him at email <surveynoel@hotmail.com>

Facebook – a Cautionary Tale

On page 6 of the December issue I related a sequence of emails attempting to get me to become a Facebook friend of someone who I had never heard of. The emails said that two AMRA members known to me were friends of this ‘someone’. The two named members do not know the ‘someone’.

During December I received an almost identical email from another unknown person, who gave the names of three people who are known to me, two AMRA members and one, a teenage female former AMRA member. These three people have been told about this latest email.

In early January I received an email, purporting to have come from Facebook, wanting to know why I had not signed on to become a friend of this latest ‘someone’ and since then I’ve received a second.

Another Cautionary Tale – A Scam

Recently I received an email with an attached letter purporting to come from Dr. Helen Gibson of the Microsoft Promotion Award Team.

A four page professional looking letter headed by the Microsoft Windows logo told me that I had won a six figure prize in British currency. I was required to provide a considerable amount of personal identification information.

Despite its apparent professional look, there were some glaring errors, for example Dr. Gibson’s address at the head of the letter is Stamford New Road Altrincham Cheshire WA14 1EP London United Kingdom – Altrincham is some 350km north west of London. However, if you Google Earth the post code you will find yourself at Stamford New Road Altrincham!! I’ve since received a second, similar email letter, with an address in Buckingham palace Road, London [not the Palace!].

The emails and attachments have been referred to the Australian Communications and Media Authority who have law enforcement contacts world wide.

Around the SIGs

Great Western Railway Modellers Special Interest Group. I should not have gone away overseas and left the responsibility for reporting the Group’s activities during my absence to a stand-in scribe – as he confessed in the December issue of *The Branchline*, he even managed to lose his rough notes of the Group’s October meeting. Well, all is not lost, for these roughest of rough notes have now been found and what follows is hopefully a reasonable account of the **New Acquisitions** and **Current Projects** elements of the October meeting.

John Brenchley had several GWR items in N scale to show. These were –

- a limited edition GWR B Set, consisting of two close-coupled brake composites, produced for Osborn's Models by Dapol. These had grey roofs and had much improved bogies compared to those on the Dapol 2003 coaches [NC-007 and NC-008] but were probably the same bogies as those on the Dapol 2005 products [NC-023 and NC-024].
- two each of the Dapol re-run of their Collett coaches in full GWR livery with the Coats of Arms of London and Bristol – two Brake Thirds, two Composites and two All Thirds.
- two Graham Farish by Bachmann 20-ton GWR Toad Brake Vans labelled for Birkenhead.

Ron Richards showed a Hornby OO Schools class locomotive, *Charterhouse*, No. 903 in Southern railway olive green livery.

Proving that members of the Group do, in fact, make something with their hands, **Doug Firth** showed how he was progressing with a Coopercraft GWR Diagram O5 open wagon plastic kit and an etched brass kit of an LNER open wagon [Diagram not noted] which he had acquired from Wizard Models. Whilst there, he had also acquired a trial pack containing a brass etch and the necessary wire for the production of Spratt & Winkle couplings. It is understood that Doug is building these wagon kits for the British Railway Modellers of Australia Class 24 layout to be known as *Caprolite Street*. Doug is the most progressive modeller many of us have seen – he's only been a serious modeller for the past couple of years and here he is tackling Spratt & Winkle couplings, something older lags have never been game enough to try their hand at!

Just to show that Doug still has things to learn about in the hobby, he sought information on how good a representation of a GWR Shunters' Float is the 1973-78 Hornby model, details of large lettered GWR wagon livery and why he is getting poor pick-up on a Hornby GWR Class 2721 open cab 0-6-0ST.

John Brenchley brought along some examples of the 2mm/ft chimney stacks that he is making for his model of the GWR station building at Tavistock. These had been shown and admired at the Group's September meeting and the incredible lengths to which John has gone in their manufacture were described in the December issue of *The Branchline*. This reprise gave members present to have really close look at John's handiwork.

The subject for the November meeting was on the Townscape and Architecture of the 1930s and the 1940s. However, firstly we discussed and agreed on the programme for 2011.

The Group's November meeting look at **Townscapes of the 1930s and 1940s** – What is a 'townscape'? We believe it is a manufactured word derived from 'landscape' [picture, etc. or part of one representing inland scenery] and modified for application to towns, villages, etc. So, we should be discussing 'a picture [or more importantly for us, a three-dimensional model], etc. or part of one representing a town' and, I suppose, we should restrict ourselves to those parts of the picture [or model] which are beyond the railway fence. For example –

- Rear-yards of properties backing onto the railway
- Garden allotments beyond the railway fence, very common in UK even today.
- Roads – what's on them traffic-wise. Age of vehicles, more horse-drawn vehicles, etc.
- Road signs – make sure they are correct for the time. Big changes in the 1950s.
- Road markings – check that they are right, some changed in the 1950s.
- Street furniture – traffic lights

- Belisha beacons
- Telephone boxes – one style only, and always red.
- Royal Mail post boxes – single, double or wall-mounted, could only have the following monarch's initials VR, ER, or GR [Victoria, Edward, or George].
- Police boxes [including Dr. Who type].
- Bicycles and motor cycles [more common than in subsequent decades].
- Market stalls [some roads/squares were closed to vehicles on market days]
- Street traders, itinerant tradesmen [tinkers, dealers, coal merchants, milkmen, bread deliveries, postmen on pushbikes, telephone service vehicles, etc. etc.
- Shop fronts and awnings – plain, multi-striped, advertising business name, etc.
- Motor garage kerbside pumps – most electric operated but some were still manual [in villages].
- Advertising signs – enamel signs were still quite common.
- Bus stops – most people travelled by public transport
- Taxis – In the towns most taxis were basically the same model of vehicle.

Architecture of the 1930s and 1940s – Definition of 'architecture' is the art or science of building and construction.

The author of these notes states that as he did not spend any time at all during the 30s and 40s in Britain, let alone in GWR territory, he will remain supremely ignorant on the subject! Hear, hear!

However, let us put forward several suggestions that come to mind –

- The Art Deco buildings of the 1930s, cinemas in particular. [The REGAL, ASTOR and CYGNET in Perth are good examples].
- The semi-circular corrugated iron Nissen huts of the 40s, used during WW2 by the military and as emergency buildings to house bombed-out families. [note – there was more destruction of buildings during WW2 than there was construction]
- In the UK, buildings were built to last at least 50 years, half-timbered buildings are often up to 500 years old, some churches are 1000 years old.
- Development of farming land for housing estates is not something new. All over Britain development was occurring, especially around the big cities.

Model buildings produced by Superquick, Metcalfe, Bilteezi [Freestone Models], Scalescene, Airfix [Dapol] and others, all make very acceptable buildings for the 30s and the 40s.

Remember – NO supermarkets, NO multi-screen cinemas, NO motorways, NO Panda cars, Bobbies wore helmets not flat hats and rode pushbikes or walked! You parked your bike at the kerbside and you didn't lock it! I think that I had better finish as I am longing for the old days!!

New Acquisitions –

Doug Firth – showed a Hornby R378 LNER Class 49/1 4-4-0 Shire Class locomotive *CHESHIRE*, complete with crew and with smoke – something that he has always wanted. Next was a set of track cleaning pads that fit under wagons. Finally a book, that he had just bought from Alan Porter, *Great Western Coaches –Appendix Vol. 2* by Russell and published by OPC.

Peter Sapte – showed two catalogues from UK Exhibitions – Railex at Stoke Mandeville and

Scaleforum at Leatherhead.

Keith Donetti is definitely getting serious, showing us a full pack of Peco track and a pannier locomotive and several Metcalfe kits that he acquired from City Models.

Alan Porter – showed three DVDs from the Right Track series –

- *No. 12 – Wiring your layout* – Ian Morton & Christopher Langdon
- *No. 13 – Wagons – Pt.1* – Ian Rice
- *No. 14 – Wagons – Pt.2* – Ian Rice.

John Brenchley – showed two sides of a coach made from card with a gloss screen printed facing, estimated to be 50+ years old. He also showed a 'pop-out' printed goods shed by Waddingtons that, when made up, can be made to collapse flat to store!

Ron Richards – showed a little Hornby 08 Shunter D3105 in green livery that is DCC and sound fitted.

Ron Fryer – on first appearance since his UK trip naturally had several items to show! Firstly a number of books –

- *Railway Stations from the Air* by Aerofilms, published by Ian Allan
- *All Change!* by Paul Atterbury, published by AA Publishing
- *Brunel's Timber Bridges and Viaducts* by Brian Lewis, published by Ian Allan
- *Great Western Steam on Shed* by Colin L. Williams, published by D. Bradford Barton Ltd.
- *GWR Country Stations* by Chris Leigh, published by Ian Allan
- *GWR Junction Stations* by Adrian Vaughan, published by Ian Allan
- *Modellers Guide to the GWR* by T.J. Booth, published by PSL

Ron, born and bred in Manchester, likes the old Manchester buses, so he bought some more –

- Leyland Titan TD1 D/Decker in MCTD Red & Old Eng. White No. 237
- Daimler Utility D/Decker in MCTD Red & O/E. White with grey roof No. 4229
- Daimler Fleetline, Rear Eng. D/Decker in MCTD Red & O/E white stripe No. 4602

Ron remembers travelling on both types of Daimlers but even he isn't old enough to have travelled on the Leyland TD1! He also showed the London Transport RTW D/Decker, issued by Atlas Editions for £1.99 sometime ago, and also a model of a Southdown Bristol Lodekka FS open-top tourist bus which was the next Atlas issue.

Doing Things –

Doug Firth influenced by Adrian du Heaume, showed a model of a motorbike and sidecar that he has built – really nice. [No spokes though on the bikes wheels, tut, tut.] He is converting his OO models to Spratt & Winkle couplings and he showed us examples. Well done Doug!

Peter Sapte – showed a Guards Van that he is adapting as a track cleaner by putting a cleaning kit, obtainable from LMS [Lanarkshire Model Supplies], under the chassis of the Van. He also showed the progression of his conversion of a 50ft full brake coach into a kitchen car by using brass overlays from Comet.

Barrie Peacock is continuing his conversion of flat wagons by adding containers – the latest delivery of which he has just received.

Alan Porter – showed how he is continuing to improve the running of his open wagons by changing wheels, couplings etc.

The Group's December meeting took the form of an Annual Quiz. There's not much to be said about the Quiz except to say we don't know very much about the subjects we discuss during the year. Still we had some fun being ignorant.

New Acquisitions –

Alan Porter – showed a book *The History of Slipping and Slip Coaches* by C.E.J. Fryer [no relation to our scribe] published by The Oakwood Press.

Steve Rayner – brought in his new Graham Farish/Bachmann N scale model of a Class 14 Diesel locomotive *Teddy Bear*, in BR Green and it was weathered. Small and very exquisite.

Doing Things –

Ron Richards – the wiring on one of his control panels was malfunctioning and so Ron stripped it and rewired it and now all is OK.

Roger Solly – is at present, fighting a battle with black ants [the Dark Side] under his layout. We look forward to January to find out who is winning!

Alan Porter – has made a New Year's resolution to fix all those items that he has bought that need things doing to them, ie – half built kits, buffers missing etc. We have all got those sorts of things so perhaps we should make the same resolution!

Niels Kroyer – [an unexpected welcome guest] told us that when painting three small locomotives recently he did not try the spray can first and consequently botched it up when he sprayed the locos, creating extra unnecessary work. Ah well, if at first you don't succeed become a budgie!

Peter Sapte – showed the LMS Kitchen Car that he has almost completed using a full parcels brake 50ft coach and a set of Comet etched brass sides. Having seen the project at the start whilst I was in the UK, the finished job is really something to talk about. His next job using a Brake van as a track cleaning vehicle was also virtually completed. He then showed us a Parkside Southern CCT Van that he has had for sometime but has only just got around to completing it. He certainly crams a fair amount of modelling in the short time that he is here. Wonder just what he has planned for his next trip?

Tom Stokes – has acquired some Fox transfers to fit his Heljan Hymek. [note – our Branch now owns a full up-to-date Fox Catalogue that can be referred to in but not taken from our library.]

Thanks to Alan Porter for the hard work that he has put in during the year past, producing the facilitation notes.

British Railway Modellers Special Interest Group. The subject for the November meeting has a rather long-winded title but was quite an interesting subject – Wagon Weighbridges and Turntables, Capstans and Winches and Wagon Unloading Devices. [I did warn you].

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In general, British Railways inherited most, if not all, of the equipment in this area from the Big Four companies and as most of it was in reasonably good fettle, there was no need for its early replacement. On the other hand, there were improvements in materials handling techniques in general industry in the 1950s and 1960s and these flowed through to BR where new facilities were being considered. Using the old saying a picture is worth a thousand words most of these facilitation notes are photographs, so if the subject appeals to you ask for a copy of the notes or visit the web site www.igg.org.uk/gansg/– and go to the Materials handling section of the chapter titled *Wagon Loads and Materials Handling*.

Wagon Weighbridges – Similar to a normal weighbridge for weighing road vehicles but with two rails laid on top of the platform.

Wagon Turntables and Traversers – The picture on page two of the notes shows the high-level coal yard at Paddington Goods where there are three wagon turntables. Wagon turntables with a diameter of usually 10ft 6in in such congested locations were generally used to move a wagon onto another line at right angles and thence to another wagon turntable, so getting access to a line parallel to the original line. Certain bogie wagons could be turned on a wagon turntable, one bogie at a time!

One of the largest collections of wagon turntables was at Camden Goods Depot of the LMS [ex-LNWR] with its nine lines leading into the covered sheds and there were two parallel sets of wagon transfer lines at right angles to these nine lines. A track diagram of Camden Goods could not be quickly located but memory recall is that there was a wagon turntable at each of the eighteen intersecting nodes between these sets of lines.

However, the Lancashire and Yorkshire Railway on page 3 shows two photographs – the upper one shows a 13ft diameter turntable with five lines leading off it at Great Howard Street Goods Depot, Liverpool whilst the lower one at North Docks Goods Yard, Liverpool shows how eight reception lines crossed at least seven lines leading into possibly two parallel covered goods sheds with at least sixteen wagon turntables in the picture. Note the capstans, reels and rope not in use.

Movement of a wagon from one line to another parallel line inside a large covered goods shed was occasionally by a traverser. A photograph of a wagon traverser is on page 5.

Capstans – A capstan and associated idler reels were an invaluable asset for moving wagons around congested goods yards and depots where it was not possible to use a shunting horse, a shunting tractor or a locomotive. Look at the picture at the top of page 6 and the one at Paddington Goods just after Nationalisation. Note the foot pedal for control of the [hydraulic or electric?] power being applied to the capstan, the number of turns of rope around the capstan and the control of the force being applied to the rope by the degree of slack being maintained by the operator and the idler reel near the building, allowing wagons to be pulled away from the capstan when required. The lower picture on page 6 shows what seems to be just one powered capstan [near the untidy pile of rope] and ten reels although some may be associated with capstans off picture.

Wagon Unloading Devices – These are many and varied –

- Wagon End Tippers – photographs on pages 7 and 8
- Wagon Side Tippers – information on page 9
- Container Handling – by fixed yard cranes
 - by overhead [Goliath] cranes – photograph page 10
 - by mobile cranes – photograph page 10
- Pallets and Fork lift Trucks – photograph on page 11

- Portable Augers and Conveyors for bulk and bagged grains – drawings, photograph and information on pages 11 and 12
- Goods Depot Conveyor Belts – photograph on page 13

So there you are, a fascinating subject but you definitely need the notes, so why not ask us for a set?

New Acquisitions –

Steve Rayner – showed us some new N Scale rolling stock –

- Dapol Class 58 Railfreight diesel 58023
- G/F Bachmann Class 14 [*Teddy Bear*] D9523 in BR Green
- G/F Bachmann 16T Slope sided Mineral Wagon in BR Grey
- G/F Bachmann 27T Iron ore Tippler wagon in BR Grey
- G/F Bachmann YGB SEACOW Bogie Hopper wagon
- Oxford Diecast Jaguar Mk V111 in Black/Cornish Grey
- Oxford Diecast Jaguar SS in Cream
- Oxford Diecast Jaguar SS in Black

Alan Porter – showed us some books first off –

- *Detailing and Modifying RTR locomotives in OO gauge* by George Dent, published by The Crowood Press
- *Semaphore Signal Construction* by Peter Squibb, published by Wild Swan
- *Bachmann Branchline Pocket Guide [First Edition]* by Pat Hammond published by Warners Group.

He then showed a OO model of a flat car with an oval-shaped milk tank road wagon on it. This was followed by a built Superquick set of shop fronts made up into a 3-D effect. It will replace his existing set.

Peter Sapte – showed a brochure on the *Empire Builder*, an Amtrak train from Seattle to Chicago and vice versa, that he and his wife Ann had travelled on this year. Not overly fond of the trip but it was interesting.

Clive Whitehead – told about a book that he bought from Alan Porter on the *Leader* locomotive. Thought that it might be an interesting subject for a BR night.

Doug Firth – showed a Hornby GW flat car complete with a GWR container. Next item was a Coopercraft weathered wagon and also a Ratio GWR Southern built van. His last item was a tender for a V-Class WAGR locomotive made from resin.

Doing Things –

Steve Rayner – has been cutting up road trucks and kit-bashing them into different types and lengths of container trucks. Very effective they look too.

Alan Porter – continues to upgrade his wagons for better running.

(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.

February

Friday	4	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	5	[8]	The Branchline assembly General Activities
Monday	7		Using sound on your layout.
Tuesday	8	[1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	9	[2]	DCC Special Interest Group – venue AMRA Clubrooms
Friday	11	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	12	[4]	General Activities
Monday	14	[5]	S Scale Special Interest Group meeting – scratch building S scale buildings and structures, materials to use, measuring the prototype, basic construction methods.

Tuesday	15	[6]	Daylighters Group – daytime meeting
Wednesday	16	[7]	Great Western Railway Modellers Special Interest Group meeting – Coaling and Watering GWR locomotives.
Friday	18	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	19	[1]	General Activities
Tuesday	22	[2]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	23	[3]	British Railways Special Interest Group meeting – BR Covered Vans [not the specialised meat or fish vans]
Friday	25	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	26	[5]	General Activities

March

Tuesday	1	[6]	Daylighters Group – daytime meeting
Wednesday	2	[7]	LNER Special Interest Group meeting –
Friday	4	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	5	[1]	General Activities
Monday	7		Using Paper in Model Railways with Doug Firth Labour Day public holiday.
Tuesday	8	[2]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Group Special Interest Group meeting
Wednesday	9		DCC Special Interest Group meeting – venue Naval Base
Friday	11	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	12	[4]	General Activities
Monday	14	[5]	S Scale Special Interest Group meeting – Modelling hints and train running on <i>Swan View</i> .
Tuesday	15	[6]	Daylighters Group – daytime meeting
Friday	18	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	19	[8]	General Activities
Tuesday	22	[1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Group Special Interest Group meeting
Wednesday	23	[2]	Great Western Railway Modellers Special Interest Group meeting – Bring, Run and Tell about a GWR train

Friday	25	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	26	[4]	General Activities
Tuesday	29	[5]	Daylighters Group – daytime meeting
Wednesday	30	[6]	British Railways Special Interest Group meeting – Bring, Run and Tell about a BR train
<h2>April</h2>			
Friday	1	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	2	[8]	General Activities
Monday	4		Exploring various methods of wiring turnouts
Tuesday	5	[1]	Daylighters Group – daytime meeting
Wednesday	6	[2]	LMS Modellers Special Interest Group meeting – General discussion, look at video/DVD and/or run an LMS train
Friday	8	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	9	[4]	The Branchline assembly General Activities
Monday	11	[5]	S Scale Special Interest Group meeting – Slide/video/movie / e-photo night for S-scalers
Tuesday	12	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Group Special Interest Group meeting
Wednesday	13	[7]	DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	15	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	16	[1]	General Activities

(Continued from page 13)

The main item on the agenda for the December meeting is the Annual BR Quiz, but first –

New Acquisitions –

Ron Fryer – more books had arrived in the mail from his UK trip as follows –

- *Isambard Kingdom Brunel* by Robin Jones published by Mortons Media Group
- *GWR – Great Western Railway – 175 Glorious Years* by Robin Jones published by Mortons Media Group.
- *42nd Great Dorset Steam Fair 2010 Official Programme* [158 pages]

Ron also showed a souvenir postcard [290mm x 130mm] that he obtained from the old Alnwick Station, now reputed to be the largest secondhand bookshop in the UK, called Barter Books. It is in

the form of a large Railway Mural that fills the inside wall arch at the front end of the station and consists of all the known employees of the three railway companies that operated out of Alnwick – the North Eastern Railway, the London & North Eastern Railway and British Railways – between 1850 and 1968. It shows the coats of arms of the three companies and the Stationmaster's names are singled out in red [of which there were only eight].

Nick Pusenjak – showed his new book *Bachmann Branchline Pocket Guide [First Edition]* by Pat Hammond, published by *BRM Magazine*.

Alan Porter – showed his Heljan Brush *FALCON* Diesel locomotive D0280, in lime green and khaki. He then showed two books, both by George Dent and both published by The Crowood Press. *Detailing and Modifying RTR Locomotives in OO Gauge Vol. 1 – British Diesel & Electric Locomotives 1955–2008* and *Detailing and Modifying RTR Locomotives in OO Gauge Vol. 2 – British Steam Locomotives 1948–1968*

Steve Rayner – showed a metre of LED lights that can be cut into 3–light sections [20 sets per metre]. Ideal for coach lighting etc. For more details talk to Steve.

Doing Things –

Ron Richards – is happy, he has just finished wiring his No. 4 Control Panel – and it **works!!**

And now for the QUIZ!! Well the mince pies, cake and bubbly were nice. Thanks to Alan for his excellent facilitation notes throughout the year

S Scale Special Interest Group the only group of railway modellers in WA specifically dedicated to modelling the WA railway narrow gauge scene in S scale. It began as a small group of dedicated modellers of the WAGR in the 1980s when it was known as the York Group. In 1989 the Group expanded and became a Special Interest Group of the WA Branch of AMRA. With the support of the Branch it has gone from strength to strength and has been represented at the Annual Model Railway Exhibition for at least 25 consecutive years. It is indeed appropriate that the modelling of the WAGR and MRWA be encouraged and nurtured within the WA railway fraternity. It is also pleasing to note that a record number of 44 members attended the December 2010 meeting which turned out to be a lively and enjoyable evening.

One of our AMRA and S Scale SIG members, Bill Gray, will take on the editorship of the *Australian SN Modeller Magazine* for 2011 and we wish him every success in promoting the scale and the hobby in WA and Australia. Bill has contacts with the S scale members in Queensland and has been associated with the Magazine for the past few years. He will no doubt bring some new ideas to the Magazine and we expect an increased circulation during his tenure as editor.

The December meeting was the final meeting of 2010 for the Group. Graham Watson called the meeting to order at 2030 and wished every one in attendance and their families the best of wishes for Christmas and the coming year. Graham introduced Cris Fitzhardinge who has recently joined AMRA and Roger Jenkins introduced his son who came along [perhaps under duress] to see at first hand what his Dad does on the second Monday night of every month.

Graham called for expressions of interest to display a layout at the Model Railway Exhibition. The default option will probably be to show *Serpentine* which has not had an outing for six years. Once again United Modellers, Railwest Modellers and two modelling desks are planned for this year's Exhibition.

Gary Gray showed his model of the WAGR RBC bogie cement wagon of which he has twenty kits

available to interested Group members. This is a very nice kit which allows the modeller to assemble a very detailed model of which there were seven examples on the system.

Stuart Mackay announced that eleven members had taken delivery of their V class kit, to date. He hoped that a further twelve would be made available to those who had expressed an interest in the kit over the coming year. Stuart remarked that the kit had been an ambitious and mammoth job which had taken just one a year to bring to fruition.

Tony Kelly reminded members of the publications relating to the Tasmanian Railways and the Commonwealth Railways which can be purchased from the Tram Preservation Group at Whiteman Park for very reasonable prices or from various hobby stores in and around Perth.

The topic for the evening meeting was a Bring and Show your best model-building project for the year.

Stuart Mackay reported that he had had a renaissance this year as he has rediscovered the locos and vehicles of the MRWA. He spoke briefly about the five MRWA wagons he scratch-built during the year and the five MRWA and WAGR wagons he assembled from GA Models and Railwest kits which were all to go behind his MRWA F class diesel. Stuart, however, decided that his best modelling project in 2010 was his V class locomotive which he assembled from castings made by Gary Gray and himself during the year. The V class was numbered 1207 with decals which he purchased from Rob Clark's Westland Models.



Stuart Mackay's model of V class 1207 on his Medullup and Canning River Railway

Graham Watson showed the latest one-piece GA wagon kit assembled by Lynton Englund from patterns and castings made by Graham and Lynton. This is a terrific wagon which can be assembled and painted in a few hours and as there were over 400 on the System, one or two would be appropriate on any layout with a WAGR/MRWA theme.

Murray Rowe showed several models he has been assembling this year. There was a nicely painted and striped XA DE locomotive, a partially completed V class, a GA Models P van and a Railwest models horse box. Murray is quite a prolific model builder and his models are of a high standard.

Similarly, **Neil Blinco** has been very busy, as usual, and he showed his ADU and AYF coaches which are now full of passenger figures. These figures can be obtained through Murray Rowe for the very reasonable sum of \$35 for 600 figures. He has also been hard at work assembling his X-class Models U class loco kit which from all appearances should be of a very high modelling standard when completed. Neil is also rightly proud of his AGS shower car kit which he produced for interested members during the year. Finally Neil showed his AQZ424 coach [currently preserved by HVR] which he kit-bashed from a Railwest AR kit.

Paul Tranter showed the very nice MRWA L and WAGR R wagons which he has assembled, painted and lettered and numbered recently. Paul used Railwest kits to obtain his desired wagons but he is equally at home scratch-building locomotives of the WAGR and the 3'6" gauge Commonwealth Railways, in S scale of course.

Doug Firth showed that he has not let any grass grow under his feet since the last meeting and showed the V class tender which he has been assembling. Doug hopes to move onto the locomotive when the tender is completed.

Phil Knife has built models of four locos this year but believes his MRWA A class has given him the most satisfaction. It certainly is a very nice model of a locomotive which became a mainstay of the MRWA from 1927 until the arrival of the diesels in 1957.

Last, but by no means least, Lynton Englund showed the 4-6-0 version of Railwest Model's G class kit which he assembled during the year. This is a wonderful little model and will complement the 2-6-0 version of the kit which has been unavailable for some years.

A big thanks must go to our Branch Management Committee and in particular thanks to Trevor Burke for providing some Christmas cheer for the members at the end of the meeting.

The first meeting for 2011 was held on 10 January and was billed as a Bring and Show what you received, or better still, what you built or assembled or treated yourself to for Christmas. Some 34 members and visitors were in attendance and the evening proved to be a little shorter than usual but enjoyable and informative just the same.

The formal part of the evening opened with the ringing of the bell at 2030, Graham said that in the absence of any other proposals it looked like *Serpentine* will be the layout that the Group will show at this year's Exhibition. The Group hoped to have two modelling desks and displays of kits and bits by Railwest and United Modellers. Bill Gray advised that he will be taking over as Editor for the winter edition of the *Australian Sn Modeller Magazine*.

On to the Bring and Show, **Murray Hartzer** was the first of the members to show the 3volt set of LED soft lights which could be used to illuminate buildings on a layout for \$3.95 and a modelling board in high density plastic both from IKEA. Murray also showed his Ryobi drill set which is a very good modelling tool and by no means inferior to the popular but relatively expensive Dremel

drills.

Paul Tranter could not out-do his dubious present from last year but he bought several things for himself for Christmas. The first was Volume 6 of *A History of the South Australian Government Railways*. Apparently Volumes 2-5 are yet to be published. A second book, *Proceed to Wilmington*, gives an insight into the running of this 54 mile SA branch line in its heyday and last but not least an Ixion Models of the Coffee pot loco and coach which ran on the SAGR narrow gauge. Paul is a 'happy chappy', no doubt.

Peter Edwards has been busy scratch-building his A class DE loco body on an Athern PA1 chassis, fairly well as per the instructions on Paul Tranter's CD. The loco is looking good in the unpainted stage.

Stuart Mackay showed the book his wife bought him for Christmas. Stuart reported that *Men of Steam* by Ronald Kowald, was not necessarily one which he would have bought for himself but he was glad Beverley did. It was on sale at Collins bookshop which was a surprise in itself. Secondly, it is an easy to read oral history collection recounting the lives of ordinary railway men on the WAGR from 1920 to 1960. Stuart remarked that it was interesting to see how surprisingly unambitious most of the men were as they worked their way up from cleaner, call boy, trainee fireman, fireman, driver and how they were happy to move themselves and their families from railway depot to railway depot.

It was more about having a job, a respectable job. Stuart, a former school teacher, compared the ambitions of many today's youth who seem more and more to want to start out as general managers before they are even able to manage generally. He recommended the book to anyone interested in the social history of the WAGR.

Stuart also showed the kit he is hoping to make for the MRWA A class locomotive. Inspired by Phil Knife's recently completed model and by his re-reading of Adrian Gunzburg's book on the locomotives of the MRWA, the kit will use the IHC 2-8-2 Mikado locomotive mechanism, with some simple modifications, and urethane castings of the buffer beam, front platform, cab and running boards. Graham Watson and Lynton have already made some castings to use to modify the IHC/Mehano tender and North Yard Models are a good source of sand and steam domes, headlights, and tender bogies. Stuart will keep members up to date at future meetings.

Rob Clark showed his lovely little 15' D van with Mayne Nickless painted on the sides. Rob made the MN signs as decals on his computer and hopefully a 15' and a 16' decal will be available for sale in the future.

One of our new members, **Will Greenfield** showed his HO Mercedes Benz inspection car. This is a working model and the mechanism is squeezed ingeniously under a diminutive body. A creative modeller could find uses for the mechanism under other S Scale vehicles.

Rob Mandacini showed the book he gave himself for Christmas on Sn3 modelling techniques. The book focuses on the North American scene but has many applications which S Scale modellers would find useful in railway vehicle construction, including the building of locomotive bodies on proprietary chassis.

Crispian Fitzhardinge, another of our new members, described the tool box and modelling tools which his wife gave him for Christmas; a very thoughtful wife indeed. Cris may be better known to members for his recently published book of modern railway images, *Train Driver to Train Controller*.

Murray Rowe showed a number of wagon kits he has been assembling over Christmas including a

GA, GH, TA, R and Z van. The GA wagons are solid and are useful to run with tarpaulin covers.

Richard Stallard showed the book of the 1993 centenary of the arrival of the railway in Pinjarra which he recently purchased. Like the book mentioned above by Stuart Mackay, it contains interesting material on the social history of the railway as it was. One example cited by Richard was the way the railway refreshment room ladies prepared cups of tea and hot pies to cater for a trainload of passengers who arrived for a refreshment stop.

Both the December and January meetings of the S Scale Group were highly informative, challenging and interesting so if you are at all interested it is good to know that we meet at 2000 on the second Monday of every month at the AMRA WA Branch clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome.

The following AMRA members, Graham Watson, Stuart Mackay, Greg Aitken and Gary Gray can all be contacted for general information about the S Scale Group and the resources on offer. Bill Gray is now the Editor of the ASNM. He is always seeking articles and his email is william_gray@optusnet.com.au

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Tom Stokes	9275 4508
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Graham Bell	9295 4461
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 341 – December 2009. The major items of business dealt with at this meeting were –

- The Treasurer advised that the takings from ModelRail 2010 had been very good with overall expenditure being about \$100 for excellent advertising. He also advised that the \$100,000 short-term deposit would be rolled over for a further three months until March 2011.
- The Branch insurance policy has been reviewed and several items need further clarification with Wesfarmers and Bayswater City Council.
- Members should note that our Branch is not licensed to sell alcohol so the practice of leaving alcohol on the premises after SIG events needs to stop. There is a possibility that other meetings will charge for alcohol left on the premises that could see our Branch in serious trouble.
- Craig Hartmann advised that plastic kits from the Gibbons estate are available free to younger Branch members to develop their modelling skills.
- The Vice President advised that the various SIG functions held in December seem

to satisfy members' demands for Christmas functions, indicating that a general Christmas function seems to be superfluous to requirement.

Meeting No 342 – January 2011. The major items of business dealt with were –

- The Treasurer advised that our short-term deposit had returned about \$1800 for three months and had been rolled over for a further three months.
- The Committee reiterated that the *WesterN Ridge* layout was our Branch's layout for display at the 2011 Exhibition and directed every effort be made to finish the layout to a suitable display state.
- The Exhibition Manager advised that arrangements for the 2011 Exhibition were proceeding nicely. The Exhibition Committee approached Kea Advertising and there will be a new TV advertisement for 2011, with one Kea staff member volunteering to negotiate with Channel 10 for various aspects of advertising for the Exhibition.
- The Treasurer advised the results of the Bayswater Council inspection on 16 January. It seemed to go very well from the verbal report after the inspection. The Council will investigate insurance requirements for the buildings we occupy, and will also investigate connection to deep sewerage.

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

The English Language – 2

Idiosyncrasies of the English Language

Let's face it – English is a crazy language.

There is no egg in eggplant, nor ham in hamburger; neither apple nor pine in pineapple. English muffins weren't invented in England or French fries in France. Sweetmeats are candies while sweetbreads, which aren't sweet, are meat.

We take English for granted. But if we explore its paradoxes we find that –

Quicksand can work slowly, boxing rings are square and a guinea pig is neither from Guinea nor is it a pig.

And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham?

If the plural of tooth is teeth, why isn't the plural of booth, beeth? One goose, 2 geese. So one moose, 2 meese? One index, 2 indices?

Doesn't it seem crazy that you can make amends but not one amend? If you have a bunch of odds and ends and get rid of all but one of them, what do you call it?

If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat?

Sometimes I think all the English speakers should be committed to an asylum for the verbally

insane.

In what language do people recite at a play and play at a recital? Ship by truck and send cargo by ship? Have noses that run and feet that smell?

How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites?

You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out and in which, an alarm goes off by going on.

English was invented by people, not computers, and it reflects the creativity of the human race, which, of course, is not a race at all. That is why, when the stars are out, they are visible, but when the lights are out, they are invisible.

PS – Why doesn't Buick rhyme with quick?

[I've got English Language – 3 for the next issue if there is room. Ed.]

Membership Matters

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

David Malton	Australind	OO
Geoff Logue	Guildford	Sn3½
Cris Fitzhardinge	Midvale	Sn3½/OO
Emilie Tiivel	High Wycombe	O
Jakob Tiivel	High Wycombe	O
Lisa Tiivel	High Wycombe	O
Rob Clark	Ellenbrook	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.

With the very hot weather we are experiencing, a word of caution will not go astray – **do not** leave models in motor vehicles as you may find they have become distorted even to the extent of becoming a blob of soft plastic – we have an example in our Clubrooms!!

John Maker
Branch Membership Coordinator

Video View: biscatrain

In this series of articles, I shall be writing about the various bits and pieces I find on the internet concerning model train videos. Through the medium of videos, we can examine the workings of a layout in more precise terms than a still photograph. With more people signing onto YouTube every day and discovering the benefits of sharing one's hobbies worldwide, it brings a renewed interest in discovering something new.

My first review is of the YouTube channel named 'biscatrain' [more specifically, the video titled 'vidéo 90 bis']. I discovered this link by one of my regular subscriptions 'favouriting' the latest video put out. Curiosity got the better of me, so I decided to have a look. As everyone may already

know, my scope of geographical areas I like to model is limited. If it's been further west than Kyle and further south than Edinburgh, it's not likely you'll have me interested. That covers quite a lot of the railway world, really. But here I am, enthralled in a channel that features French stock. When I last checked, France was not on the ScotRail timetable.

So what caught my interest? Well, the layout consisted of a large area with overhead wiring, always something I find to be a more unique feature of model railways. The stock consisted of steam locos with DCC and sound. It's hard to describe how good the sound is using only text in a newsletter but, if you do happen to check it out, I'm sure you will be equally impressed. Some electric locos also feature as well, as you would expect. The layout itself features extensive scenery and also appears to have many activities to while away the small hours with.

So, to recap, you can also take part in viewing this channel at home or at our clubrooms by looking up this address: <http://www.youtube.com/user/biscatrain>

Dave Hunter

Diamond Anniversary Celebration

The Association's Diamond Anniversary Celebration is being held in Melbourne between Friday 13 and Monday 16 May 2011. Our Branch has been invited to submit a photograph of the local rail scene.

Branch members are invited to submit to our Management Committee a photograph which the member thinks best represents the Western Australian rail scene either in the past or today. The Competition would be judged by our Management Committee.

The winning photo would then be sent to the 60th Anniversary Committee who will arrange for a copy to be included in each attendees information kit. Each attendee will have four 6" x 4" photo, each representing a State with an AMRA Branch.

The deadline for entries to be received by our Management Committee is Saturday 12 March.

The winning photograph will be sent to the Anniversary Committee by the 31st March 2011 in an electronic format.

Frans Ponjee
Branch President

Why I Model the WAGR/MRWA in S scale by Stuart Mackay

At the November 2010 meeting of the S Scale Special Interest Group a number of members were invited to talk briefly on the topic titled *Why I Model the WAGR/MRWA in S scale*. The talks were interesting and informative for the members present. Initially the topic may have seemed to be a bit of unnecessary navel-gazing but on second thoughts such a topic is important in understanding what we, as railway modellers, do with much of our spare time and why we do it. The simple answer is that it is fun and, that in itself is as good a reason as any, especially in an age of large couches, wide-screens and computers. But there is a bit more to it than that, as you may have probably anticipated.

For most of us railways are a life-long interest and as railway modellers we tend to be interested in all railways. It is a fairly safe bet that if we were to see a train, be it in Europe, North America, Britain, New Zealand or Australia it would almost certainly turn our heads. The same also goes for

a good model of a railway.

The WAGR and the MRWA in Western Australia were extensive systems which at their peak boasted over 400 locomotives and easily 10000 vehicles, 12000 employees and 4000kms of track. They ran from Wiluna in the North to Esperance in the south. They helped open up the state and develop the WA economy. They also provided communication for people in large and small towns. Most if not all towns were railway towns and the railway provided the literal and metaphorical backbone of the communities which they served. Many of us are understandably sorry to see the demise of the railways in parts of WA but they served their day remarkably well and it is perhaps inevitable that new technologies will replace the old.

The WAGR and the MRWA like many railways were innovative for their time. The six *Governor* railcars were the first diesel–electric railcars in Australia and one of the first such vehicles in the world. The MRWA was an innovative and successful land–grant railway which opened up the Midland wheat–belt through the sale of 12000 acres of land for every mile of railway built. It was, in its time, the longest privately owned, common-carrier railway in Australia.



Author's photo of ASA 445 Steam Railcar on our Branch's Swan View layout

The railways of Western Australia are the railways which I grew up with and travelled on so it is no surprise that I have a special affinity for them. A lot of this interest arises out of a strong sense of history, a fond memory of the past and an appreciation of beautiful machinery and buildings.

Photographs, books and museums are all wonderful ways to preserve our past for future generations. Modelling the railways of WA, if done well, also provides us with the opportunity to

preserve some of the history of transport in this State in a convenient form for others to see and appreciate. The ASG and the S class steam locomotives were developed and produced in WA at the Midland workshops while many of our coaches and wagons were built either by the Government workshops at Mosman Park and Midland or by private companies such as Tomlinson's in Welshpool.

There is no quick or easy way to model the railways of WA. Most of our models are scratch-built.

This problem requires us to be innovative and cooperative. We often use a proprietary chassis for our locos and have to source parts from overseas. As a result modellers of the WA scene have produced kits and bits so that others do not have to re-invent the wheel when we need a certain item for our layout, loco or wagon.

Modelling the local railway scene is challenging but this is of course a good thing. It involves mental stimulation, problem-solving and the opportunity to work with others. As a result a small but strong fraternity of modellers has developed within AMRA WA Branch over the past twenty odd years.

We have a large collection of resources in our Branch library, in the Archives of the ARHS museum and within the modelling group itself. All railway modelling tends to be a cross between a craft and an art and a finished model sometimes takes a lot of work but it provides considerable satisfaction to many.

Wonderful opportunities are available to the railway modeller if he or she decides to model the WA scene. There are lots of locations and towns which are worthy of modelling. The Eastern main line between Midland and Northam with its distinct signalling system is one example. A location on the Midland Railway such as Muchea or Walkaway would be another. The HVR is also a possibility and the Rottneest tramway has even been suggested as an interesting railway to model. Articles by this writer on modelling the Rottneest Tramway and the Hotham Valley Railway can be sourced in earlier issues of the ASNM. The opportunities are almost unlimited.

As a railway modeller, particularly of the WA scene, I have derived considerable enjoyment and made a number of friends over the years who enjoy a common interest. No matter what our age, we live in a period of technological change but it has always been thus. Whether it to be the age of steam, diesel or electricity. Railway modelling enables us to be a part of that history and change.

Finally, for the reader who has been left wondering about the scale of 1:64 [S scale]. This is a scale which allows us to model the appropriate size of vehicles and structures [4.76mm/ft] in relation to the 16.5mm track which we use to represent the 3'6" width track of narrow gauge. Happily, such a scale does not necessarily preclude the use of proprietary items. After all, 12mm wheels are 12 mm wheels in any scale. Styrene sheet and strips, brass sheet and metal castings are the materials of choice of S scale modellers.

Some useful references are -

- *The Midland Railway Company Locomotives of Western Australia*, A. Gunzburg, Light Railway Research Society of Australia, Melbourne, Victoria.
- *Western Australian Steam, the South Western Corner*, A & D Hennell, TH Publications, Victoria.
- *Changing Before Our Eyes: Images of the Westrail System 1982-1998*, S. Barber, SJB Publications, Perth.
- *Trainee to Train Controller*, C. Fitzhardinge, Midcon Publications, WA

Railway Museum, Bassendean

The next Enthusiasts Day will be on Sunday 15 May 2011.

This year's Railfest will be on Sunday 16 October 2011.

We look forward to seeing you at these events.

Graham Watson

Queensland Flood Damage

Ian Wood and Kevin Bradney have provided me with a number of photographs, taken on 6 January 2011, of the damage the floods have done to one of the States railways, the exact location is not known but is believed to be Comet Creek.



The railway is a heavy haulage line between very large open cut coal mines and power stations and export ports.

Other reports showed the coal mine pits full of water, making them into inland lakes. The drag line shovels, with buckets that scoop about 100 tonnes with each drag are diesel electric powered – the diesel engines driving generators that provide electrical power to the drag line shovels operating equipment.

Recovery will require the pits to dry out, all the machinery made serviceable and the railway infrastructure repaired and made safe and this will take weeks and will cause a huge economic loss to the companies involved, their employees and to government revenue.

Christmas Quiz – ‘Around The World’

The answers are –

- | | | | |
|----|-----------------------|----|---------------------------|
| 1 | STATUE OF LIBERTY | 2 | PYRAMIDS |
| 3 | TAJ MAHAL | 4 | LEANING TOWER OF PISA |
| 5 | TABLE MOUNTAIN | 6 | LITTLE MERMAID |
| 7 | TERRACOTTA WARRIORS | 8 | ST. PETER'S BASILICA |
| 9 | RAFFLES HOTEL | 10 | LAKE TITICACA |
| 11 | GREAT BARRIER REEF | 12 | DUTCH BULB FIELDS |
| 13 | MATTERHORN | 14 | MOUNT VESUVIUS |
| 15 | MOUNT EVEREST | 16 | WENCESLAS SQUARE |
| 17 | MACHU PICCHU | 18 | SYDNEY HARBOUR BRIDGE |
| 19 | FLORIDA KEYS | 20 | COPACABANA BEACH |
| 21 | CHARTRES CATHEDRAL | 22 | ALCATRAZ |
| 23 | NORWEGIAN FIORDS | 24 | LAS VEGAS |
| 25 | PALACE OF VERSAILLES | 26 | EIFFEL TOWER |
| 27 | HOLLYWOOD | 28 | GALWAY BAY |
| 29 | BRANDENBURG GATE | 30 | YELLOWSTONE NATIONAL PARK |
| 31 | AYERS [ULURU] | 32 | GOLDEN GATE BRIDGE |
| 33 | SUGAR LOAF MOUNTAIN | 34 | ISLE OF CAPRI |
| 35 | GRAND CANYON | 36 | NIAGARA FALLS |
| 37 | SYDNEY OPERA HOUSE | 38 | GREAT WALL OF CHINA |
| 39 | RED SQUARE | 40 | BRIDGE OF SIGHS |
| 41 | WESTMINSTER ABBEY | 42 | PANAMA CANAL |
| 43 | MONKEY MIA | 44 | HOUSES OF PARLIAMENT |
| 45 | LONDON UNDERGROUND | 46 | THE BIG APPLE |
| 47 | THE SOMME BATTLEFIELD | 48 | BUCKINGHAM PALACE |
| 49 | RUINS OF POMPEII | 50 | GALLIPOLI |

There were three entries which tied for first place with 49 correct answers. Surprisingly, the question that they got wrong was different in each case.

As there were three equals an extra voucher will be awarded, each winner will receive a \$25 voucher. The winners were –

Peter Sapte

Terry Wright

Eddie Garforth

Congratulations to the winners, your vouchers are on their way to you.

Thanks to those members who took the time to have a go.

The Hon. Rev.
Quiz Master