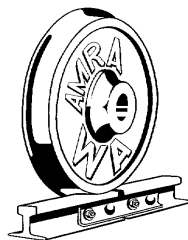


# The Branchline



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

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

**Issue 204**

**April 2011**

**Vol 34 No. 2**

## *Frans' Fatidic*

This article is more to do with the Exhibition than with the normal President's Report.

This year's Exhibition will be held on 4, 5 and 6 June, the Foundation Day long weekend from 1000 to 1700 each day.

This is the 35<sup>th</sup> year of our Branch staging Model Railway Exhibitions and it is going to be a big one.

At this stage we have 72 exhibitors with some fine new layouts. There is more information in another part of this publication [*see following articles. Ed.*] and I ask all members to be of assistance where possible to make this Exhibition our best and most memorable ever.

We will be using the Robinson Pavilion and half of the Silver Jubilee Pavilion this year so you can see that we will need as much assistance as possible. Please fill in the enclosed roster form and return to me as soon as possible. The enclosed Guidelines explains what is required for the various positions available.

Please read the articles regarding the Exhibition carefully so you are aware of what is to come in the next two months.

I will have a general exhibitors meeting on Tuesday 3 May starting at 1930 sharp in our Clubrooms to tell exhibitors which pavilion they are in, plus any other relevant information.

The Trophy presentation will take place on the morning of Monday 6<sup>th</sup> June at 0930 in the lunch room.

Barricading will be in short supply so if you can organise your own fencing it would be greatly appreciated.

Each pavilion will have its own Café, toilets and Exhibitors' lounge so no one has to walk too far for a toilet or tea break.

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

ISSN 0313-9336

This year the U-Drives will be supporting Ronald McDonald's house and we may have visits from families who are staying there.

There will be media advertising on Channel 10 the week before the Exhibition and we are still trying to get the weather man to broadcast from the Exhibition.

It will assist if all exhibitors send me their staff/helpers names as soon as possible so we can send out the appropriate name tags. Holders will be available at the Exhibition from Thursday onwards.

Frans Ponjee

## **Important Notice – 1 Electrical Equipment Safety Checks**

Strict safety regulations require all electrical equipment and power cables to be tested and tagged for the Exhibition.

This year it is up to each Exhibitor to make sure their items are properly tagged – an out of date safety tag means the equipment **cannot** be used at the Exhibition – **don't say you were not told!!**

**An electrician will be in our Clubrooms to test and tag all electrical equipment on Saturdays 14 and 21 of May 2011 between 1330 and 1630. The cost will be \$3.00 per item payable on the day.**

## **Important Notice – 2 Roster Forms, etc.**

The Exhibition will be staged in the Robinson and Silver Jubilee Pavilions at the Showgrounds, over the Foundation Day long weekend – Saturday 4 June, Sunday 5 June and Monday 6 June.

Included with this issue of *The Branchline* is a Roster Form, some hand bills and a poster. **Note** – if you receive your copy of *The Branchline* electronically the Roster Form, handbills and poster will also be sent to you electronically as printable .pdf files. Please print these off, complete and return the Roster Form, print several pages of handbills and cut each sheet into four handbills and distribute locally as requested below – if you need

more handbills they will be available in our Clubrooms.

I am asking you all to put your name forward with the times you know will fit in with your other commitments. If everyone is able to take one or more slots over the three days this will make it a more even and enjoyable weekend for everyone involved in this year's Exhibition.

Please return the form by Saturday 30 April 2011 to either me at our Clubrooms, the address is on the form, or email to [rosieandfrans@netspace.net.au](mailto:rosieandfrans@netspace.net.au)

We will be running a media campaign again this year but it will be very helpful if everyone can distribute handbills at work, at church, at your other clubs, in your neighbourhood mail boxes [unless they state they do not want junk mail], to your friends and maybe even to the local schools and library.

We will be running raffles each day and tickets can be purchased at the Exhibition daily.

## **Important Notice – 3 Identification Badges**

**All** exhibitors both AMRA and non-AMRA, will be issued with special Identification Badges that **must** be worn at **all times whilst on duty**, including when entering or leaving the Pavilion.

Any exhibitor not wearing their Identification Badge will be required to pay the appropriate entry fee – **no exceptions**.

The Exhibition is open each day from 1000 to 1700 and AMRA staff are requested to be at the Pavilion at least thirty minutes before their duty begins, especially 0930 for 1000 start.

## **We need your help, please**

Most Saturdays in May will be taken up with preparing for the Exhibition so please turn up as normal and do the various jobs that you are asked to do.

If we all work together we can ensure this Exhibition is as successful as last year's – but it is going to take the combined effort of **all** members to make this happen. I know you will not let us down.

Saturday	30 April	Check and count barricading parts.
Tuesday	3 May	Exhibitors meeting starting at 1930 please attend
Saturday	7 May	Check ticket booths, Advice Centre, etc. to ensure they are clean, painted and in working order. Arrange surplus magazines in bundles, etc.
Saturday	14May	Continue preparations also Electrician available
Saturday	21May	Continue preparations also Electrician available
Saturday	28 May	Stow loose items in transport containers.
Thursday	2 June	Unload equipment – 0730 loading at our Clubrooms then off loading at the Showground's and setting up.
Friday	3 June	0830 to 2000 set-up
Saturday	4 June	Model Railway Exhibition – open to the public – 1000 to 1700
Sunday	5 June	Model Railway Exhibition – open to the public – 1000 to 1700.
Monday	6 June	Model Railway Exhibition – open to the public – 1000 to 1700

followed by take down  
 Tuesday 7 June 0730 load equipment at the Robinson Pavilion and off load at our Clubrooms.

## From the Editorial Desk

**The Branchline – June issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 28 May – for routine material – 1500 Saturday 11 June – for exhibition reports.

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 25 June and will include Exhibition reports and AGM material

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

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

Many thanks for various donations from M. Hyde, Roger Solly, Ron Chatterton, Werne Dunwoodie, Richard Stallard and Alan Porter.

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

## Around the World Christmas Quiz

In the last issue of *The Branchline* I inadvertently forgot to include my thanks to Stanbridges Hobbies and Maylands Model Railways for donating the prize vouchers for the quiz and for that I apologise. I have since written to both Peter Dallimore and Peter Ibbs thanking them for their generosity.

Ron Fryer, The Hon. Rev.

## Around the Layouts

**The Valentine Run.** When the lights on all of the panels suddenly went out and after checking the transformer, it became apparent that we had a short in one of the panel's wiring. To locate which one had the fault, Craig suggested we disconnect all of the panels and then reconnect them one at a time to discover on which panel the problem was lurking. "Good thinking!" responded your scribe.

On reconnecting the third panel, out went the lights. “Ah ha! Gotcha!” thought your scribe. Prolonged inspection and testing seemed to indicate there wasn’t a short on that panel. “#@\$#%!” said your scribe, replenishing the inappropriate terminology receptacle.

Fortunately Dave Edgell came to the rescue, advising of previous experience with a transformer that indicated desired output when tested but failed under load. A quick check by David Grattidge confirmed this was our problem.

We would like to thank Richard Johnson from DCC Concepts for his kind support in providing us with a replacement transformer.

The length of train on the Valentine Cut-off is determined by the crossover, this loop being a figure 8 shape. Thus when Garry’s loco, running on the longer outer track, missed his caboose by millimetres on the crossover, this provided great merriment for the onlookers. Sadly, Alan Higgs’ suggestion of switching him to the shorter inner track was not followed through, as it would have provided even greater merriment to all – but one.

Craig Hartmann  
Alan Burrough  
Layout Coordinators

***Haltwhistle.*** The layout is running very well after a loose wire was found in the marshalling yard, it has now been re-attached.

On any Saturday afternoon it would seem you have to line up to get a chance to operate your train as the layout is in such demand by the younger Branch members who seem to arrange amongst themselves who is to go next.

The *Haltwhistle* crew are busy at present helping to get the BHP layout finished, the track is laid and we have had trains running.

Work on the scenery is now being done starting with a superb cutting for the trains to pass through .

Tom Stokes  
Layout Supervisor

## Our New Web Site

Since the last issue of *The Branchline* we have spent many hours testing and proving the site. In doing so we turned up a couple of unexpected ‘nasties’.

Members may be aware that in the normal usage of their computer it does not matter whether the file extension is in upper case or lower case. We found out the hard way that on the web it does matter, as a result we had to find and change the .JPG extension used by some of the providers of photographs to .jpg – time consuming to say the least. It is something to bear in mind when naming your photographs, etc.

Similarly some of our photographers named their photographs 2903#001.jpg, for example, again we found out the hard way that the symbol # [used in this case to indicate No.] has a different and very specific meaning when used on the web.

We think we’ve sorted it all out now but, if you are one of the lucky ones and find something that

doesn't work, please let us know. We'll give a free copy of *The Branchline* as a reward!!!!

John Maker  
Ted Thoday

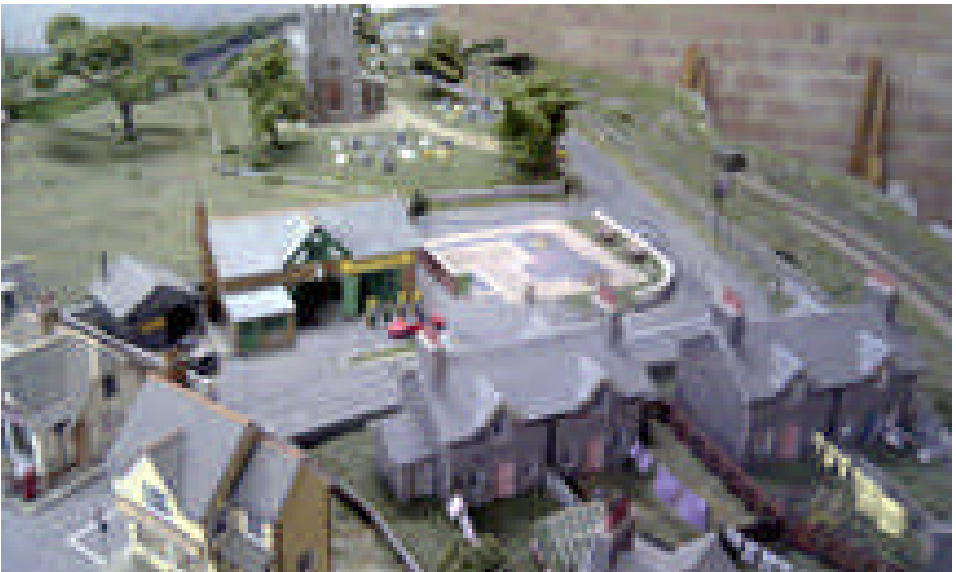
## The Inn is Out

It's a while since we heard from the Mouse family but recently, during the Annual Mousing Year holiday, Miss A. Noying–Mouse was home from Mices' College . . . . .

While sneaking round our Clubrooms looking for a drink and somewhere warm to rest her weary body, she looked high and low but all that could be found was a warm street light to stand under. This would be OK on a cold day or at night but at the moment it is a little warm for some extra heat.

This got her thinking there is something different, something missing. Now what could it be?

Her Mouse relatives had told her about the hospitality to be had at the Haltwhistle Inn but she found that the Inn was Out. She thought that all and sundry should know about this, what appears to be, dastardly crime wave that has hit Haltwhistle or was it that the great hand of god [who is so good at shunting wagons] had reached down . . . . . Perhaps we'll never know as all that is left of the Inn is a piece of bare earth – here is the evidence as recorded on Miss N-M's mobile phone.



## Around the SIGs

**British Railways Special Interest Group.** The subject for the January meeting was the BR Class 40 Diesel Electric Locomotives.

The British Transport Commission's Modernisation Plan of 1955 stated that the steam locomotive would eventually be replaced by a mix of electric traction units and internal-combustion traction units of superior thermal efficiency and availability. Diesel power was foremost in their short-term

thinking and by way of implementing the Plan, a Pilot Scheme was authorised in which the manufacturers concerned could submit prototypes for evaluation. Diesel locomotives to be built under the Pilot Scheme were to be classified into five types according to engine horsepower. For the Type 4 category British Railways and The English Electric Company were both invited to each produce ten diesel powered locomotives for evaluation. The former, to be designed at Derby Works, were powered by a Sulzer 12LDA28A diesel engine generating 2300hp and were numbered D1 through to D10. They became known as the *Peaks*. However, the subject we are concerned with is the English Electric product.

The railways of Britain were in a very depressed state immediately after WWII and, with a view to reconstruction, murmurs were heard from all the Big Four companies regarding alternatives to steam power. The SR were the first to make overtures and in late 1946 the Southern Railway announced its intention to build three 1600hp units for service on the former LSWR mainline from Waterloo to Exeter and beyond. However, other matters took priority and the first of the units did not emerge until 1950 [doing so under public ownership]. Meanwhile the LMS was also showing interest in high-powered diesel electric traction and the Company invited the collaboration of The English Electric Co., Ltd in the design of two units of 1600hp each, English Electric to provide both the diesel engines and transmission equipment. The LMS machines were built at Derby Works and every effort was made to ensure that they emerged prior to the impending public ownership. They were partially successful, the first unit, No. 10000, emerging from the Works on 5 December 1947. One of the main differences between the SR and the LMS locomotives was the body appearance. The SR units were blunt, almost flat, cab faces at each end, whereas the LMS units had prominent projecting noses that became standard with all future EE designs. The SR used English Electric engines in its units. The third of its units No. 10203 had a number of technical differences incorporated into its design, the most significant being the installation of the 2000hp English Electric 16SVT engine in Mk. II form with twin inlet and exhaust valves to each cylinder and Napier turbochargers in lieu of the Brown-Boveri type.

The BR design for a Type 4 locomotive being developed at Derby Works was favouring the Sulzer engine which had fewer moving parts which was thought to be a key to long term reliability and durability. However, English Electric had supplied the power units for the five mainline diesel-electric locomotives which by the end of 1956 had been in BR service on and off for a total of over thirty engine years, so, naturally, it was reluctant to use any other diesel engine than its own. Therefore it was able to take the mechanical and electrical features of No. 10203 more or less straight off the drawing board rather than have to start from scratch! Accordingly, the Class 40 differed basically from the SR design in exterior appearance only, but have the same but longer, type of nose cabs as had the LMS Twins. D200 was the first locomotive delivered in March 1958 and D209 was delivered six months later. The ten EE locomotives produced for the Pilot Scheme were not really being evaluated as prototypes but were rapidly reproduced in a production run totalling 200 locomotives. The first order for the production locomotives was placed before the last of the Pilot Scheme locomotives had been delivered, let alone assessed!

The production locomotives were turned out in five batches between May 1959 and September 1962 being allocated to the Eastern, North Eastern, Scottish and London Midland Regions. However, their power output of only 2000hp found them wanting on the heavier and faster ECML expresses and following the introduction of the Deltics and the higher powered Class 47s, they were displaced from top-flight passenger work out of Kings Cross. They were then used on many of the night goods services and some semi-fast passenger, freight and parcels trains. The London Midland Region found them satisfactory for what was required until relieved by the higher powered Class 50s in 1967. They then gravitated to freight work, where their limited braking capability with unfitted wagons sometimes required their use of a diesel brake tender. Visits to the Western and Southern Regions did occur but were extremely rare.

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However, weighing in at 136tons, the Class 40s were cumbersome, lumbering beasts with an appalling power-to-weight ratio, not resolved until the arrival of the Class 47s four years later. Nevertheless they were useful locomotives at the time and although under powered were probably one of the success stories of early BR dieselisation.

Withdrawals started in 1966 with D322 after an accident at Warrington, then the next to be withdrawn were in January 1976 and then at a steady pace right through until final withdrawals in 1988. Seven locomotives have been preserved and these are D200, D212, D213, D306, D318, D335 and D345.

The Class 40s were known by enthusiasts as *Whistlers* due to the whistling sound made by their supercharger, although one reference blames the radiator fan!

D326, later 40126, was the locomotive hauling the 1850hr Aberdeen/Glasgow to Euston, *West Coast Postal* on 8 August 1963 when it was stopped by a jury-rigged red signal near Sears Crossing, Ledburn, and the villains who did this then physically attacked the driver and second man before uncoupling the first two TPO vehicles [which were carrying old banknotes, registered packets and jewellery valued at £2.6million] and then taking them forward 1/2 mile with the locomotive to Bridego Bridge where they got away undetected before the cavalry turned up! This was **The Great Train Robbery!**

D326 was a jinxed locomotive –

- on 26 December 1962, when hauling the up *Royal Scot* between Winsford and Coppenhall Junction, it ran into the rear of the electric-hauled Liverpool to Birmingham express. Eighteen passengers were killed and 33 injured on the Birmingham train.
- in August 1964, the second man standing on D326 was electrocuted by coming into contact with the 25kV catenary.
- in August 1965, a brake failure on the locomotive at the approach to Birmingham New Street station, D326 hurtled downhill towards the station at 50mph but prompt action by signalling staff switched the locomotive to another line where it smashed into a goods train, injuring a guard.

For a while footplate staff were reluctant to handle the locomotive, regarding it much as a sailor would a jinxed ship. It did however, settle down to an uneventful final years before being withdrawn in February 1984.

### **New Acquisitions –**

**Ron Fryer** – showed a book that he received as a Christmas present called *British Steam Locomotives* by Mirco De Cet and published by Abbeydale Press.

**Steve Rayner** – showed Oxford Diecast single-deck buses in N scale – a Greenline AEC RF model and a London Transport (Central) AEC RF model.

**Barry Bryant** – [*Nice to see you Barry*] showed a Grafar by Bachmann locomotive in N scale of the Deltic Prototype DP1 in preserved livery. He followed that with 2 x Dapol N scale locomotives – a 2-10-0 9F BR late crest, single chimney, No. 92133, weathered, and a BR Pacific 4-6-2 Class *Britannia* No. 70000 lined green, late crest.

**Alan Porter** – showed Oxford Diecast OO models that he had shown previously at the January GWR meeting, as follows –



- Bob's Hot Dog caravan stall
- a Bedford TK Watneys truck complete with barrels
- a Bedford TK Van containing a 52 keyed Dean fairground organ [belonged to Michael Oliver of Great Dorset Steam Fair fame]
- an AEC Regent fire engine, LONDON FIRE BRIGADE.

He also showed his model of the Dapol/Hornby Magazine 6-wheel STOVE R, a full parcels brake, ex-LMS, in BR livery. He is, at the present experiencing problems with its running ability.

**Ron Richards** – showed a DCC fitted Hornby Class 08 Shunter that has digital sound. Ron hasn't, as yet, heard it!

### Doing Things –

**Steve Rayner** – has almost finished converting an Atlas locomotive into a NSW Class 40 Diesel locomotive.

**Barry Bryant** – is continuing to work on his N scale exhibition layout called *AVALON*. He is also designing a new layout based on Chester 6F Loco Shed.

**British Railways Special Interest Group.** The subject for the Group's February meeting was BR Covered Vans [excluding meat, fish and other specialised traffic vans and the Shocvans].

In 1948 British Railways inherited 146,873 covered vans rated between 'under 8tons' and '20tons and over' from the Big Four and the Metropolitan Railway. Most of these had worked hard throughout the WWII years, carrying a prodigious tonnage of freight. Although loadings had dropped a little from the heights of 1943, the railways still carried massive amounts of merchandise. Also, there were very few modern refinements present throughout this inherited fleet – automatic brakes and screw couplings were fitted to very few vehicles so that the number of fully-fitted freight trains was pitifully small. The oil axle box was far from universal with many wagons still retaining the older grease boxes, thus making them unsuitable for express freight trains.

Clearly something had to be done – and done urgently! The Railway Executive appointed the Ideal Stocks Committee in February 1948 to *'Consider and report, having regards to the probable traffics in 1950, on the approximate 'ideal' stocks and types of locomotives, carriages and wagons under conditions of unified working so as to cater efficiently for the anticipated traffics and to yield the maximum reduction in costs; to consider these 'ideals' in relation to actual stocks and to make recommendations as to how the 'ideal' may be achieved . . . Interim reports to be submitted from time to time, to deal first with the wagons.'*

Meanwhile there were outstanding orders for 4,200 covered vans which the Big Four companies had 'in the pipeline' at the end of 1947 and these were completed under BR aegis in 1949. They were –

from the LMS –

- **BR Diagram 1/200** 1,300 ventilated vans were built at Wolverton to an LMS design with plywood panel bodies, sliding doors and pressed-steel ends.
- **BR Diagram 1/204** 2,050 12ton ventilated vans were built at Wolverton to the same LMS design but with planked sides.

from the SR –

- **BR Diagram 1/202** 750 12ton goods vans were built at Ashford to a

Southern Railway design, 340 were equipped with automatic vacuum brake.

from the GWR –

- **BR Diagram 1/203** 100 12ton goods vans were built at Swindon to a GWR vacuum brake design with plywood bodies and ends and GWR twin end vents.
- **BR Diagram 1/205** 230 12ton goods vans were built at Swindon to the same GWR design but were unfitted.

The Committee's *Report on Design, Capacity and Types of Railway Freight Rolling Stock* appeared in March 1950 and although, as the authors anticipated, it was modified by events, nevertheless it formed the basis of freight stock development for the next decade or more. The Committee's principal recommendation that the 12ton capacity should be retained as standard and that all covered vans should all have hinged side doors rather than sliding side doors. Since the Grouping in 1923, the two largest companies [LMS and LNER] had used sliding doors on almost all of their vans whereas the two smaller companies [GWR and SR] had favoured hinged doors.

These two recommendations paved the way for the introduction of **BR Diagram 1/208**, the British Railways standard 12ton van design. In theory, all 19,063 vehicles built to Diagram 1/208 were to the same design but in practice there were numerous variations despite the use of the same diagram number. There were 22 lots making up the 19,063 vans built between 1951 and 1958, and with one exception they were built at Wolverton and Faverdale. The one exception was Lot 3164 for a total of 1200 vans which were built by a private company, Charles Roberts, in 1958. Wolverton built 17,000 and Faverdale built the remainder, just under 1800.

A full list of diagram codes appertaining to the variants of the standard 12ton van and those relating to the Pallet Vans [PALVANS], VANWIDES, and Long-bodied VANWIDES is given in detail in the facilitation notes available on request. A list of models, in the various scales, is also given, as are several photographs of the various vans. All in all, a worthwhile set of notes to have for those modellers of British Railways.

### **New Acquisitions –**

**Ron Richards** – showed a Hornby early BR 4–6–2 Castle Class locomotive No. 5053 *Earl Cairns*. A limited edition from the Peter Waterman Collection, it is DDC fitted. Ron also showed a small drill chuck that fits the Ozito Drill we had on sale.

**Alan Porter** – showed his complete set of Dapol 6–wheel STOVE R Vans and he explained just what he had to do to make them perfect [sic]. [refer GWR SIG report for February]

**Trevor Batchelor** – showed two photographs of models of the Rocket and its three coaches alongside a model of a 9F 2–10–0 locomotive *Evening Star* – virtually the first and the last steam locomotives built.

**Doing Things** – as the old Walt Disney song says ‘We’re busy doing nothing, working the whole day through.’ Nothing doing!

**Great Western Railway Modellers Special Interest Group.** The subject for the Group's January meeting was the Travelling Post Office vehicles on the GWR.

## **1. Introduction**

Prior to the introduction\_of the railways, mail handling in Britain was slow and unreliable. The

Romans had introduced a postal system of considerable complexity and efficiency but it rapidly disappeared when the Empire collapsed. In medieval times it was left to the individual business interest to develop its own needs. During the reign of Queen Elizabeth I, private persons were allowed to use the system set up for the transmission of State papers between London and Dublin by horse. Between London and Holyhead alone the journey took between 29 and 41 hours depending on the weather conditions and that did not include the time for changing of horses etc! In 1635 a royal proclamation reorganised the inland service in an attempt to make the carriage of mails self-sufficient. It was decreed that the posts should cover at least 120 miles per day and where a post existed, the public was not allowed to use alternatives. However, it was not until 1657 that an Act of Parliament established the Government's monopoly as Royal Mail and the position of Postmaster General. Mails were being carried by stagecoaches at considerably less speed than the earlier scheme for State papers. Mainly due to the atrocious roads it took six days to travel from London to Chester. Improvements were not forthcoming until the passing of the Road Acts in the eighteenth century. Special coaches for the mails accompanied by armed guards commenced in 1794 and these speeded up the mails considerably, London to Holyhead was reduced to 36 hours and accommodation was provided for five passengers.

The comparatively isolated location of the Stockton & Darlington Railway in 1825 had no influence on the carriage of mails. However, in 1830 the Liverpool & Manchester Railway connected a large developing port with a similar industrial centre and there were parties at both ends who wished to communicate and transport goods. Such were the opportunities offered that it was not long before bags of sorted mail were being carried between the two centres. By 1837, the Grand Junction Railway [Birmingham to the Liverpool & Manchester Railway] and the Liverpool & Birmingham Railway had been completed and the North Union Railway between Wigan and Preston had opened. The Post Office was quick to take advantage of this 225 mile length of railway connecting the Capital and the North. From 1839 the mail took just six hours to reach Preston needing one sorting carriage which also carried first class passengers. The night mail took a little longer. These were the forerunners of the Down and Up Special Travelling Post Offices from London [Euston] to Aberdeen that lasted until May 1993.

Meanwhile on the GWR the whole line from London to Bristol did not open until August 1840. Nevertheless, the Post Office had started to send the bulk of the mails by rail from February 1840 between Paddington and Twyford and this continued with each stepwise extension to Bristol.

The idea of sorting mail on the move came to the fore in January 1838 when a Frederick Karstadt, Post Office Surveyor, saw a way of reducing the paperwork that applied to the system then in use. The Grand Junction Railway offered to convert a horsebox for the purpose of testing the idea. The experiment was an immediate success and in May 1838 the GJR was asked to provide a permanent sorting carriage. A problem with mail bag handling at this time concerned mail bags destined for minor stations at which the train was not due to stop. They were thrown out onto the platform as the train passed through! This was how it had been done by the road mail coaches. Even at 25 mph, considerable damage could be done, both to the mails and any innocent bystander. Clearly something would have to be done to improve the situation.

From 1837 both the GJR and the Post Office designed and built apparatus for exchanging mail bags from a moving train but it was not until 1848 that a successful apparatus was accepted. However, it was 1852 before it came into operation due to a possible patent infringement.

## **2. Modus Operandi Of Travelling Post Offices**

For the safe transfer of mail from the ground to the TPO and vice versa at speeds of up to 80mph, five items of equipment were required.

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- a. **The Pouch** – pouches made of stout leather, fashioned with four flaps that wrapped over the mail bags to be transferred. Leather straps passing over and around the pouch secured the flaps. A loaded pouch could weigh anything from 20lbs[9kg] to 60lbs[27kg] when despatched from a TPO.
- b. **The Lineside Standard** – to transfer mail to a TPO, the pouch was mounted on a lineside standard. The clearance between a loaded standard and a train was less than 18inches, therefore the heads of the standards were turned away from the trackside when not in use. The postman would attach the pouches to the standards about ten minutes before the train was due, usually receiving a warning gong from the nearest signal box.
- c. **The Carriage Net** – the pouch was removed from its standard by the carriage net. The collapsible net was lowered at just the right moment if the operation was to be successful. Too soon or too late could cause serious damage to both the net and the train by lineside structures. Across the mouth of the net a wire was stretched to pull the pouch off the standard; it would drop into the net and then roll [often quite forcibly] into the carriage.
- d. **The Traductor** – to transfer mail to the lineside, the pouch was attached to the traductor. There could be more than one traductor of a carriage. There was a powerful lamp ahead of each door to illuminate the catching of the pouch in the line side net. It was a hazardous job for the operator to attach the pouch[es] to the traductor[s] and a safety bar was provided across the doorway. The traductor suspended the pouch three feet away from the carriage and five feet above the ground. The impact of the pouch being caught caused the spring-loaded traductor to return inboard, if the spring, failed a rope allowed the job to be done manually.
- e. **The Ground Net** – the pouch was removed by a wire stretched across the mouth of the ground net. The net was mounted on a substantial wooden stockade, often made from old sleepers, and as it was so close to the trackside the side of the net could be collapsed when not in use.

Various terms have been used over the years by the different railways and by the Post Office. The GWR was no orphan in this matter and some of the GWR terms used in these Notes may seem to be somewhat strange. A convention used in these Notes is that the vehicles concerned are collectively referred to as Travelling Post Office vehicles whereas maybe they should have been referred to as Post Office vehicles! There follows a rather detailed passage in the Notes listing and explaining the various names used and what they changed to since the inception of TPOs.

### 3. GWR Travelling Post Office Services Operating in 1937

Six Travelling Post Office services operated on the Great Western Railway in 1937 and these are listed below. In the Notes details are given after each listing of the operation and routes of each service.

- Bristol–Plymouth–Bristol Travelling Post Office
- London–Bristol–London Travelling Post Office
- South Wales Travelling Post Office
- Great Western Travelling Post Office
- Cardiff–Crewe–Cardiff Travelling Post Office
- Shrewsbury–Aberystwyth–Shrewsbury Sorting Carriage

### 4. Details of GWR Travelling Post Office Vehicles

Travelling Post Office vehicles built by the GWR fell into four broad groups –

- a. Clerestory roofed, 40ft. to 48ft.7in. long, built in the last decade of the 19<sup>th</sup> Century.
- b. Elliptical roofed, 70ft. long, built in 1905.
- c. Collett design, 46ft.6in. to 57ft. long.
- d. Hawksworth design, 63ft. long, built in 1947.

There now follows in the Notes a comprehensive Table giving all relevant details of the 55 standard gauge vehicles built by the GWR for the Post Office between 1883 and 1947 and also the one inherited from the Cambrian Railways at the amalgamation in 1923.

5. This section deals with the Structural features, the Livery and the Marshalling of the GWR Travelling Post Offices.
6. Section 6 lists the Allocation of the GWR TPO Rolling Stock [28 vehicles] in 1937.
7. A comprehensive listing of Drawings and Photographs is given in this section.
8. The available models are listed in section 8. Note there could be other models not known to the author of the Notes.
9. This section lists all of the reference material used in the preparation of the Notes.

## 10. POSTSCRIPT

B.R. built 96 Sorting Vans, 40 Stowage Vans and 9 Brake Stowage Vans between February 1959 and October 1968 based on the BR Mk.I underframe and body profile.

The Western Region received 28 Sorting Vans, 18 Stowage Vans and 6 Brake Stowage Vans and this injection of new stock enabled the retirement of TPO stock built **before** the 1930s and the transfer of most of the 1930s built TPO stock to the other Regions, in particular the London Midland and Southern Regions.

When the TPO operations finished in 2004, the Post Office offered the rolling stock to the Preservation Societies. Sixteen BR Mk.I Sorting Vans, nine Stowage Vans and three Brake Stowage Vans have thus been preserved. At least two of the preserved railways have demonstration lines where mailbag pouch exchanges can still be seen.

To finish off the Notes there follows several pages of photographs showing the various vehicles and equipment used .

### New Acquisitions –

**Ron Fryer** – showed two large postcards depicting posters used to advertise the Liverpool Overhead Railway, he also showed a 10x8 photo of the waterfront at New Brighton on the opposite side of the Mersey to Liverpool, where Ron, as a youth, spent his Summer days. His next item was a reprint of Bradshaw's Railway map of 1907 for Great Britain and Ireland.

**Ron Richards** Brought along several books as follows –

- *Creating Realistic Landscapes for Model Railways* by Tony Hill, published by The Crowood Press.
- *Private Owner Wagons [A Ninth Collection]* by Keith Turton published by Lightmoor

*(Continued on page 17)*

## 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.

## April

Friday	8	[3]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	9	[4]	<b>The Branchline assembly</b> <b>General Activities</b>
Monday	11	[5]	<b>S Scale Special Interest Group</b> meeting – Slide/video/movie /e-photo night for S-scalers
Tuesday	12	[6]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting <b>Large Scale Group Special Interest Group</b> meeting
Wednesday	13	[7]	<b>DCC Special Interest Group</b> meeting – venue AMRA Clubrooms
Friday	15	[8]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	16	[1]	<b>General Activities</b>
Tuesday	19	[2]	<b>Daylighters Group</b> – daytime meeting
Wednesday	20	[3]	<b>Great Western Railway Modellers Special Interest Group</b> meeting – Double-frame 4ft. 8½in. gauge Locomotives

Friday	22		<b>Good Friday – No meeting</b>
Saturday	23	[4]	<b>General Activities</b>
Monday	25		<b>Easter Monday/ANZAC Day – Public Holiday</b>
Tuesday	26	[5]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting <b>Large Scale Group Special Interest Group</b> meeting
Wednesday	27	[6]	<b>British Railways Special Interest Group</b> meeting – BR Road Vehicles
Friday	29	[7]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	30	[8]	<b>General Activities</b>

## May

Monday	2		<b>Our resident expert de-mystifies Soldering – What is it? What do you need? How do you do it?</b>
Tuesday	3	[1]	<b>Daylighters Group</b> – daytime meeting
Wednesday	4	[2]	<b>LNER Special Interest Group</b> meeting
Friday	6	[3]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	7	[4]	<b>General Activities</b>
Monday	9	[5]	<b>S Scale Special Interest Group</b> meeting – Exhibition up-date. Lettering and numbering vehicles. Bring and show your latest modelling project, not necessarily finished
Tuesday	10	[6]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting <b>Large Scale Group Special Interest Group</b> meeting
Wednesday	11		<b>DCC Special Interest Group</b> meeting – venue Naval Base
Friday	13	[7]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	14	[8]	<b>General Activities</b>
Tuesday	17	[1]	<b>Daylighters Group</b> – daytime meeting
Wednesday	18	[2]	<b>Great Western Railway Modellers Special Interest Group</b> meeting – GWR Permanent Way Vehicles
Friday	20	[3]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	21	[4]	<b>General Activities</b>
Tuesday	24	[5]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting <b>Large Scale Group Special Interest Group</b> meeting
Wednesday	25	[6]	<b>British Railways Special Interest Group</b> meeting – BR Park Royal Class 103 and Cravens Class 105, 106 and 129 DMUs

Friday	27	[7]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	28	[8]	<b>General Activities</b>
Tuesday	31	[1]	<b>Daylighters Group</b> – daytime meeting

## June

Wednesday	1	[2]	<b>LMS Modellers Special Interest Group</b> meeting
Thursday	2		<b>Load equipment at Clubrooms and unload equipment at Pavilion</b>
Friday	3		<b>0830 to 2200 set-up and transport remaining equipment.</b>
Saturday	4		<b>Model Railway Exhibition</b> – open to the public – 1000 to 1700
Sunday	5		<b>Model Railway Exhibition</b> – open to the public – 1000 to 1700
Monday	6		<b>Model Railway Exhibition</b> – open to the public – 1000 to 1700 followed by take down
Tuesday	7	[3]	<b>0830 load equipment</b> for about two hours at the Pavilion. <b>Daylighters Group</b> – daytime meeting
Wednesday	8	[4]	<b>DCC Special Interest Group</b> meeting – venue AMRA Clubrooms
Friday	10	[5]	<b>N Scale Special Interest Group</b> meeting <b>General Activities</b>
Saturday	11	[6]	<b>General Activities</b>
Monday	13	[7]	<b>S Scale Special Interest Group</b> meeting – Exhibition de-brief. Modelling workshop/hints and tips
Tuesday	14	[8]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting <b>Large Scale Special Interest Group</b> meeting
Friday	17	[1]	<b>N Scale Special Interest Group</b> meeting <b>General Activities</b>
Saturday	18	[2]	<b>General Activities</b>
Tuesday	21	[3]	<b>Daylighters Group</b> – daytime meeting
Wednesday	22	[4]	<b>Great Western Railway Modellers Special Interest Group</b> meeting – Features of GWR Track work
Friday	24	[5]	<b>N Scale Special Interest Group</b> meeting <b>General Activities</b>
Saturday	25		<b>The Branchline</b> assembly <b>General Activities</b>
Tuesday	28	[6]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting <b>Large Scale Special Interest Group</b> meeting
Wednesday	29	[7]	<b>British Railways Special Interest Group</b> meeting – BR Well Wagons, Trestle Wagons and Machinery Wagons



# July

Friday	1	[8]	<b>N Scale Special Interest Group</b> meeting <b>General Activities</b>
Saturday	2	[1]	<b>General Activities</b>

*(Continued from page 13)*

Press.

- *Britain's Model Trains 2011* by Model Rail, Issue 3.
- Hornby Magazine Calendar 2011. Sponsored by Hornby.

**Alan Porter** showed four Oxford Diecast Vehicles –

- Bedford TK Barrel Truck – WATNEYS
- Leyland TLM Fire Engine, Simon Snorkel apparatus. LONDON FIRE BRIGADE
- Bob's Hot Dogs Mobile Trailer
- Bedford TK Van containing a 52 keyless Dean Fairground Organ 'BRI-DEE'

**Roger Solly** Showed his new Ozito mini drill available from Bunnings, that he got for Christmas from himself.

**Doing Things –**

**Alan Porter** – is still working on his ore wagons.

**John Brenchley** – showed the finished pop-up Waddington's building that he first showed us in a very much unfinished state at a previous meeting, very ingenious. He also showed us some self-adhesive brick and slate paper. He is chasing up the supplier in the UK to see if they are still available in all scales.

**Doug Firth** – showed a Ratio kit of a Southern Van built at Ashford during WWII for the Southern Railway and other railways including the GWR. He also showed his model of a Shunters truck that he has made by adapting a one-plank wagon.

A full set of the Facilitation Notes is available on request.

**Great Western Railway Modellers Special Interest Group.** The subject for the February meeting was the Coaling and Watering of GWR Steam Locomotives. These two functions were both required for the efficient operation of GWR steam locomotives and the provision of coal and water was often combined, especially at the larger depots, however they were often provided at separate locations.

## 1. Coaling of GWR Steam Locomotives

The Great Western Railway was unique amongst the Big Four in **not** mechanising the handling of coal for its steam locomotives – the LMS, the LNER and the SR all built mechanical coaling plants in the late 1920s and the 1930s wherein full wagons of loco coal were lifted up and tipped into a large concrete bunker. In some cases there were two separate bunker compartments in the structure – one with a better grade of coal for top-link locomotives and the other with a lower grade of coal for locomotives on more humble duties.

The locomotives were then coaled up by standing immediately below the mouth of the bunker and the required amount of loco coal was discharged into the locomotive's tender or bunker. No hard manual work with shovelling coal from one place to another but still very dusty, although water sprays were provided to keep the dust down.

The GWR remained wedded to manual handling of locomotive coal throughout its existence and although this was usually claimed to be due to the softness and friability of the Welsh coals with which many [but not all] GWR locomotives were fuelled, it is probably not the true reason. One would have thought that nationalisation of the GWR in 1948 might have accelerated a move towards mechanical handling of loco coal, especially at places like Old Oak Common. However, whether for reasons of politics or economy nothing happened and the Western Region remained firmly devoted to hand coaling.

Turning to the quality of the coal itself – the best bituminous South Wales coal was used in GWR engines intended for fast and heavy passenger trains, whereas a mixture of hard Yorkshire, North Wales or Staffordshire with second-grade South Wales coals was for GWR trains of lesser importance. The GWR's manual coal handling system gave the opportunity for making up mixtures for specific locomotives. There were two types of hand coaling equipment as follows –

- a. The simplest was an elevated timber platform with its floor at the same height as that of the loco coal wagons. The coal was then shovelled either onto the platform or directly into the tender or bunker of a waiting locomotive. This was done by using a 5cwt [560lbs or 250kg] bucket with a lifting frame pivoted at around 2ft. above the base. These buckets were filled with coal at platform level and then hoisted up by a hand operated crane and swung out over the tender or bunker and tipped easily into the empty space.
- b. The most common GWR coaling stage was the elevated type where a rake of loco coal wagons would be propelled up a gradient and through a building where the track was level and thence onto a rising gradient where their hand-brakes would be applied. When required, the appropriate number of wagons would have their hand-brakes released and be allowed to gravitate down to the level track section within the building when the hand-brakes would again be applied. The floor inside the building was sheeted with steel sheets to enable steel tubs holding 10cwt [510kg] of coal and fitted with four flangeless wheels to be moved around within the building by hand with relative ease! When emptied the loco coal wagons had their hand-brakes released and they were moved onto the gradient up which they had previously been propelled and allowed to run under hand-brake control to the bottom of the gradient for later removal by the shed pilot.

When required the tubs were pushed across the steel floor of the building to a protruding coal tip in the side of the building adjacent to the road on which the locomotives came to be coaled. These coal tips were hinged flaps that fell down from a vertical position to the horizontal when contacted by the front edge of the tub. The tub was pushed out onto the horizontal flap until its flangeless leading wheels contacted the curved stops at the outer end of the flap. The leading end of the tub was hinged at the top and was kept closed by a simple catch which was operated at the rear end of the tub. When the tub was above the locomotive's tender or bunker, the leading end was opened by releasing the catch and the coal began to fall out. Due to the very central location of the flangeless wheels, it was relatively easy now for the tub to be lifted at the rear end and the entire contents would then slide out hopefully into the vacant tender.

To use the words of the GWR . . . *The operation is quite simple; there is nothing to go wrong. The work, however, is arduous and very dirty but water sprays are provided on the coal stage to minimise the dust as far as possible.*

## 2. Watering of GWR Steam Locomotives

There were three ways in which GWR steam locomotives could be topped up with water –

- i. from a water column located at a loco shed, at platform end, etc.
- ii. from an overhead water tank which had a water crane directly attached.
- iii. from a water trough located along the line and between the rails. As these were exceptionally long [at least 250metres] they would very, very rarely be modelled so we will ignore them by not referring to them again.

i. **Water Columns** – GWR water columns had a very distinctive style. They had a very heavy 1ft. dia. cast iron supporting column through which the water supply pipe ran and thus they were fairly immune from freezing up in cold weather. At the top of the supporting column, there was a rotating flange which when not in use could be locked into a safe position. Above the flange was an 18in. dia. ball from which came the horizontal 9in. dia. water supply pipe. At the outer end of this horizontal pipe was the canvas bag [about 7ft long] to place in the hinged-lidded water fillers on the tender or tank tops. A chain was attached to the end of the horizontal pipe to enable the assembly to be rotated and thereby have the bag fairly vertical when dispensing water into a locomotive. As the horizontal pipe might still have some water in it after use, this was likely to freeze solid in cold weather and to overcome this a fire devil with a 7ft [or higher] chimney was located beneath it. The chimney was usually braced back onto the supporting column.

ii. **Overhead Water Tanks** – These fell into two different styles –

- a. **Pillar Tanks** – These were supported on a central pillar up which the water supply piping ran. These cylindrical tanks often had a conical top – a distinctly GWR feature – but flat roofed and perhaps even open tanks were also in GWR service. There were other slight differences in design also. There was almost always a water supply facility for locomotives. This was a short horizontal pipe pivoted from a substantial bracket off the pillar and the support base of the tank. It had the usual canvas bag at its end and a chain to pull the pipe back and forth. A fire-devil was also a feature of the set-up.
- b. **Rectangular Tanks** – These came in a variety of sizes but usually all of the same height. They were either riveted or assembled from cast or fabricated components and variously supported, often on top of the elevated coaling stage or the engine shed or by cast iron corner pillars with elaborate brackets and frills. The rectangular water tank at Old Oak Common matched the dimensions of the coaling stage [104ft x 59ft.6in.] and held 290,000gallons [1.3mill.litres] and when full weighed 1,500 tonnes! The smaller size rectangular overhead tanks often had the same type of water supply facility as did the pillar tanks.

The Notes then list the models available as well as the references used for the Notes. These were followed by several very interesting photographs of the subject matter.

### New Acquisitions

**Ron Fryer** – showed two road vehicles from the Corgi OO Trackside Series, a Scammell Scarab Flat bed Trailer with load and a GWR Dennis F12 Merryweather Fire Engine painted red but

unnamed and blank registration plates.

**John Maker** – showed a variety of modeller's tools –

- Kit of 14 Drill bits 1.05mm to 2mm
- Professional Sanding Film 10pk [150 – 1000 grit]
- Pk of two super soft modeller's brushes
- Pk of 10 diamond files 150 grit [different Shapes]
- Pr of tweezers [ideal for very small pickups]
- Easi-Chuck for small OZITO Drill [Hex. drive]
- Archimedes Drill small size
- Small pair of hooked nose pliers [very fine points]

All these are available from one of our Exhibition retailers

**Ron Richards** – showed his latest acquisition, a Hornby GWR 28xx Class 2–8–0 No. 2818. A very nice model.

**Steve Rayner** – showed two Oxford Diecast N scale model cars – an old English white Daimler limousine and black Daimler Hearse.

He also showed an Oxford Diecast OO South Australian Leyland TLM Simon Snorkel Fire Engine.

**Alan Porter** – showed his copy of the book *Creating Realistic Landscapes for Model Railways* by Tony Hill published by The Crowood Press.

He next showed his latest three versions of the Dapol Stove Van, in BR Crimson, LMS Maroon, black ends and LMS lined Maroon with maroon ends. His last item was a Bachmann Bulk Cement Presflo wagon in bauxite.

**Roger Solly** – showed a book *Heath Robinson – Railway Ribaldry* published by Duckworth for the GWR Centenary. He also showed a Photostat copy of the *Early Morning Milk Train* by Emmett and published by John Murray, London.

**Doug Firth** – showed a new book *GWR Country Stations* by Chris Leigh.

## Doing Things

**Ron Fryer** – showed the addition/alterations that he has made to the Oxford Diecast model of the fairground organ by adding a little speaker into the body of the Van, connecting it to a Walkman and playing suitable organ music through it. Quite effective.

**Alan Porter** – gave an account of the faults on the new Dapol Stove Van and how he has overcome them. At least he will know what to do on the three new ones that he has just received. He also showed just what he intends to do to the new Bachmann Presflo cement wagon to bring it up to scratch.

A full set of the Facilitation Notes is available on request.

**S Scale Special Interest Group.** The Group's February meeting was well attended by 35 members who came along to enjoy the fellowship of the Group, to view the latest models on show

and to hear the latest ideas on scratch-building structures in S scale.

**Graham Watson** welcomed any new members, particularly Cassidy Newland from Manjimup. Graham then invited members to speak on any news or items of general interest.

**Bill Grey** said he thought the next issue of the Australian SN Modeller should be delivered before the next meeting and he welcomed articles from the membership, suitable for future issues. Stuart Mackay reported that the delivery of V class kits was continuing and this would be the case for most of the coming year. Stuart also informed the Group that a MRWA A class kit is in the making as well.

**Rob Clark** spoke about the Sn3½ blog which he said was there for everyone to enjoy. Rob has done a fantastic job of getting the site up and running and it had had over 2000 hits to date. Unlike the Australian SN Modeller, the blog will be more focussed on the WA scene but it will have the similar goals of promoting the scale and the hobby. Again, it will only be as good as the members' contributions can make it.

**Graham Watson** reported that North Yard of NZ has been very responsive to orders from the West since the new management took over from the late Graham Selman last year. Graham announced that Railwest would soon have a new one piece EA 4 wheel cool van kit available and a one piece Z van kit is in the pipeline.

**Doug Firth** showed the progress he has been making with his S class locomotive and the E van he has been building with the curved roof made using the Railwest rollers.

**Crispian Fitzhardinge** showed a number of yellow wagons he has been assembling in yellow livery from Railwest kits. The wagons included a KA, GE and an NA sleeper wagon kit-bashed from a KA kit. Cris also showed his yellow guard's van, assembled from an earlier Railwest Models kit.

**Rob Clark** reported that Midland Games World was selling diecast BE falcons in 1/64<sup>th</sup> scale for \$5.

The topic for the evening was structures and the latest ideas and materials to use.

**Graham Watson** showed some weatherboard from Wills which was thick enough to support itself as well as some Wills rustic corrugated iron. There was also some Evergreen novelty siding and clapboard which was used on WAGR buildings as well as some Ratio corrugated iron id white styrene. Graham also spoke about the use of Scale Scenes photos of buildings and structures which can be adapted to any scale.

**Richard Stallard** showed his coal hopper built in NE Timber and Mt Albert Matchwood with a conveyor with chains made using information from a 1912 catalogue he found on the web. The hopper takes pride of place next to the loco shed on his Marbellup Valley railway layout. Richard used aliphatic resin wood glue to join the timber which is available from Stanbridges.

**Gary Gray** showed his 70' turntable which he built for his layout and **Ray Cooper** showed the Yarloop station building he built in photo/Swedish board. The roof is in corrugated metal which Ray cut using a Micro-Mart cutting board. Ray also showed the impressive water tower which has been described at a previous meeting.

**Brian Norris** showed a range of structures which he scratch-built in styrene for his Chidlow layout. They included a footbridge based on the one at old Subiaco and a plan held by our Branch. He also showed his Chidlow's Goods Shed and the Koojeddá Signal Box which can now be seen at

Kwinana. There were also two water tanks made from Railwest kits and other lineside structures including toilets and a goods platform using tile grout as the main surface medium. A fantastic collection of buildings all built by Brian in styrene sheet and strip.

**Doug Firth** spoke briefly about the use of paper in modelling and he may be talked into giving the Group a talk on that subject at the April meeting.

At the March meeting Graham reminded members about Enthusiasts Day at the Museum on Sunday 15 May. Graham said he will be in Melbourne that weekend with four other members and Stuart Mackay has offered to organise a stand displaying the WAGR/MRWA locomotives that we build. He hoped others would bring along their locos and man the display. Stuart will email members to ascertain those who want to be involved and are willing to bring along a locomotive or three.

During the bring and show segment the new one piece kit of the WAGR guards van was unveiled by Graham Watson.

**Stuart Mackay** showed the first assembled MRWA A class locomotive from his latest kit. Originally Graham made some patterns and castings for the tender which is an ideal starting point for the A class, albeit with some minor modification. Stuart has made a cab, a boiler and mainframe/running board unit also in urethane. The brass and white metal bits including the bogies and wheels are from North Yard or Railwest Models. Stuart thanked Graham, Lynton England and Phil Knife for their encouragement and inspiration and to those who plan to use the parts to build their own model of the MRWA A class. It will be a fairly easy and inexpensive kit to build but does require an IHC (Mehano) 2-8-2 Mikado chassis which are available on e-bay.



Model of the MRWA A class 2-8-2 locomotive

**Peter Edwards** commented on the detail and crispness of the castings. It will be a wonderful addition to any WA Sn3½ layout.

**Doug Firth** showed the progress he is making with his two EA vans and described how he used a time-honoured method to curve the roofs.

**Murray Rowe** continues to be busy, showing two BE cattle wagons, one painted in Holts red primer and one in White Knight red Primer, the latter sold by Bunnings for \$3.50. There was also an AGS shower car, a P van and a ZJ guards van, all assembled from Railwest or GA Models kits and nicely painted in the livery of the late steam era. Kieran Wright showed some diecast cars and a Viscount caravan in 1/64<sup>th</sup> scale from Midland Games World. It was reported that Peter Dallimore, the proprietor of Stanbridges expects that the S scale model of the EH Holden will be in Hobby shops in June.

**Ray Cooper** has been very busy as he showed with two Z guard's vans [one brown and the other in green) and 5 wagons all with loads [two GE's with tarps made from treated and coloured cartridge paper, two small D vans and a GA with a load of folded tarps made from tea bags, without the tea leaves!].

**The March meeting** saw 36 members turn up to watch 150 of over 400 slides from the late Bob Taylor's slide collection which is archived at the ARHS Museum. Bob was a member of the Historical Society when he died in the early eighties at a relatively young age of 51 from cancer. Almost all of the photographs were taken in 1962-3 between Perth and Albany. Many of them were taken near Bassendean which was close to where Bob lived at the time. They are meticulously documented and are a great asset to the Museum Archives. There were shots of many locos such as the Pr ,W and V, of course, but also many locations including places on the Bowelling-Darkan cross-country line and the Pinjarra-Boddington line. Tour trains were in evidence as were Australinds, Wildflowers and Governors. Of particular interest was the Cs locos [Jarrah] at Banksiadale on the WAGR timberline. AMRA members were not disappointed and copies of the slides can be down loaded onto a thumb-drive by arrangement with the Archivist.

Both the February and March meetings were highly informative and interesting, as usual, so if you are at all interested it is good to know that we meet on the second Monday of every month at 2000 at the AMRA Clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome.

Graham Watson and Stuart Mackay can be contacted for general information about the S Scale Group and the support on offer. Bill Gray is the new Editor of the ASNM. He is always seeking articles of the magazine and his email is <william\_gray@optusnet.com.au>

**LMS Modellers Special Interest Group.** As reported in the February issue of *The Branchline*, the Group has exhausted all possible topics relating to modelling the LMS for its future meetings but the Group will continue to meet on the first Wednesday of each even-numbered month for discussion on LMS matters, perhaps a look at a video or DVD relating to the LMS or to modelling or perhaps to run an LMS train. The meetings will continue with the New Acquisitions and Current Projects segments that have been features of previous meetings.

At the Group's February meeting, **Steve Rayner** showed a second-hand Graham Farish by Bachmann N scale model of an ex-LMS Crab 2-6-0 which he had acquired from Maylands Model Railways. He also showed a pair of Oxford Diecast N scale AEC RF single deck buses, one in Greenline green livery on Route 704 and one in London Transport [Central] red livery on Route 290. Those with sharp eyesight were even able to read the destination blind for Route 704 was

*Tunbridge Wells to Windsor* and for Route 290 *Hammersmith, to Chiswick Broadway*. Extensive research after the meeting revealed that –

- a RFs operated on Route 704 from 1951 to 1966
- b Route 290 did not exist until 1968 when it replaced Route 90C. Originally it ran from Hammersmith [Metropolitan] Station to Richmond [Bus Station] and it still exists having progressively migrated westwards and is now Twickenham to Staines [Sainsbury's]. The Internet even gives the current timetable for weekdays and for Sundays!

**Shane Busing** had an *LMS Handbook* by David Wragg, recently published by Haynes Publishing, £19.95 but cheaper at Amazon, etc. This general history of the LMS is better than those that have preceded it – it had 250 pages, 37 of which were devoted to Appendices listing all the MPDs, the locomotives absorbed at the Grouping, the locomotives handed over to BR in 1948, LMS locomotive numbering and the naming of LMS standard locomotives. Casebound and printed on good quality paper, it tempted your scribe to go onto the Internet and order a copy!

Your scribe [alias **Alan Porter**] showed a Bachmann *William Wood & Sons* 7-plank private owner wagon that he had missed out on at Hattons, due apparently to being asleep at the wheel when it had been available. John Maker had shown him how to Google for it by entering the wagon's name, going to Search and hey presto! – up came a list of dealers in UK who still had it in stock. Out with the Visa card or going down the PayPal route and it was here in less than a week!

He showed a book, *Creating Realistic Landscapes for Model Railways* by Tony Hill, purchased similarly after Ron Richards had shown it at a meeting of the Great Western Railway Modellers Special Interest Group [yes, your scribe does slink into meetings of that mob but only because William Stanier, rescuer of the LMS, came from Swindon!]. It covers cuttings, cliff faces, rocky outcrops, grass, vegetation, water marginals and flowers, water, trees, fences, walls and hedges. OK, most of this has been done in books by others but the section on trees is particularly useful.

He also showed a book *Raymond Williams' LMS Steam in the Thirties* by Peter J. Boswell and R.J. Essery that he had acquired some time ago from Midland Counties Publications [now Ian Allan Plus].

Finally, he showed the first of the four LMS Stove R 6-wheel passenger parcels brake vans that he had ordered from Ian Allan Publishing and which he had received during January. *Hornby Magazine* [part of the Ian Allan empire] had commissioned these from Dapol, following the very successful commission which the N Gauge Society had placed on Dapol a year or so ago. The body of the vehicle [in the later BR maroon livery] was quite well done with lots of detail bits and pieces, although the horizontal bars on the guard's access door were wrong – the poor chap would not be able to open the door from the inside nor be able to lean out to wave his green flag or lamp!

The underframe was a different matter – Dapol had opted for a sliding centre axle [as had Hornby with their Palethorpe's 6-wheel sausage van] but in addition they had made the outer axles able to swivel, presumably to allow the vehicle to get around a second radius curve. This feature had led to the use of 12mm wheels [= 3ft. diameter] instead of the more correct 14mm wheels and this had made the vehicle look like a ballet dancer on points. It also aggravated the look of the brake blocks that were set too far away from the wheel tyres anyway and were designed for 14mm wheels. The swivelling feature also seemed to be the cause of derailments on complex track, such as Peco single and double slips. Alan outlined the ideas he had for improving these deficiencies.

The Group's April meeting will have been held on 6 April [after the deadline for this issue of *The Branchline*] and it is expected that it will follow the pattern of what happened at the February



meeting. The next meeting will be held on Wednesday 1 June so if you're an LMS modeller, come along and join in!

Contact persons for Special Interest Groups are:

<b>British Railways</b>	Gordon Bramwell	0432 871 197
<b>Digital Command Control</b>	Tom Stokes	9275 4508
<b>Great Western Railway Modellers</b>	Roger Solly	9444 7812
<b>Large Scale</b>	Graham Bell	9295 4461
<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 343 – February 2011.** The major items of business dealt with at this meeting were –

- The Treasurer spoke to the monthly financial statements attached, advising that AMRA had received a bill for Additional Tax in 2008/09 of \$13210.42.
- This year's Exhibition should have about 70 exhibits. All planning is well in hand with *WesterNRidge* making its debut.
- There is always a requirement for free standing screens at the Exhibition. The Branch will build some lightweight screens for Exhibition use, utilising stocks of aluminium channel already held in our Clubrooms

**Meeting No 344 – March 2011.** The major items of business dealt with at this meeting were –

- There will be 72 exhibits at the Exhibition. We will also utilise half the Silver Jubilee Pavilion to display adequately this large number of attractions. Arrangements are generally well in hand, with an initial draft of the proposed floor plan considered during the meeting.
- The Treasurer advised that he had discovered another petty theft from the refrigerator on 23 March. Although the amount stolen was small, that someone is stealing from us at all is disappointing.
- The AMRA 60<sup>th</sup> Anniversary celebrations will occur in Melbourne 13–16 May.
- The President advised of the passing of Jim Bond who has requested that AMRA dispose of his model railway collection. The Public Trustee will hand over some 22 boxes to our President at a time to be decided. Items will be on sale through Moojebing Market, once they have been checked against the Executor's catalogue.

The next few Committee meetings will be held on Thursday 21 April, 19 May and 23 June. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

## Membership Matters

We extend a very warm welcome to Ben Pasquill of Ellenbrook, who modelling interest is in HO/OO.

We look forward to seeing you at our Clubrooms. On your first visit please make yourself 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

### The English Language – 3 – UP

A two–letter word that, perhaps, has more meanings than any other two–letter word, is **UP**.

It's easy to understand – **UP**, meaning toward the sky or at the top of the list, but when we awaken in the morning, why do we wake **UP**? At a meeting, why does a topic come **UP**? Why do we speak **UP** and why are the officers **UP** for election and why is it **UP** to the secretary to write **UP** a report?

We call **UP** our friends. We use it to brighten **UP** a room, polish **UP** the silver; we warm **UP** the leftovers and clean **UP** the kitchen. We lock **UP** the house and some guys fix **UP** the old car. At other times the little word has real special meaning. People stir **UP** trouble, line **UP** for tickets, work **UP** an appetite and think **UP** excuses.

To be dressed is one thing, but to be dressed **UP** is special. And this **UP** is confusing: A drain must be opened **UP** because it is stopped **UP**. We open **UP** a store in the morning but we close it **UP** at night.

We seem to be pretty mixed **UP** about **UP**! To be knowledgeable about the proper uses of **UP**, look the word **UP** in the dictionary. In a desk–sized dictionary, it takes **UP** almost one quarter of the page and can add **UP** to about thirty definitions. If you are **UP** to it, you might try building **UP** a list of the many ways **UP** is used. It will take **UP** a lot of your time but if you don't give **UP**, you may wind **UP** with a hundred or more.

When it threatens to rain, we say it is clouding **UP**. When the sun comes out we say it is clearing **UP**. When it rains, it wets the earth and often messes things **UP**. When it doesn't rain for awhile, things dry **UP**.

One could go on and on but I'll wrap it **UP**, for now my time is **UP**, so it is time for me to shut **UP**! Now it's **UP** to you!!!!

### Please Don't Sit On The Bl\*\*\*y Track!!!

Unfortunately some members – mostly those who go outside for a smoke, are using the outside large scale railway as a seat. It is **not a bl\*\*\*y seat**.

We built the layout originally using a thick board made from recycled plastic for the track surface and it has not proved as strong as the makers claimed, so we have added additional reinforcing structure underneath.

Damage is being done due to the weight of people sitting on it, bending the support structure

# Achtung!!

24,000,000,000,000 $\mu\mu\nu$

**backensyde keepen  
off!**

**trak zittin verbotem**

**Ze Fatten Kontroller iz order**

railway. Just to remind you this sign may appear on the tracks.

Jim Gregg  
Large Scale Group

between uprights and it also causing the board joints to sag, so we are having to do repair and re-leveling work on the layout with some frequency.

The loading of several 80 kilo blokes parked on it is a lot more than it is designed for, so please don't do it

We've repaired and rebuilt the seating out there, so there is somewhere to sit and even a table, so please help us by not sitting on the

## Forwarding Emails

This is advice from a Network Administrator responsible for all of the computers at a very large corporation it is an excellent message that absolutely applies to all of us who send emails.

Please read the short letter below, even if you're sure you already follow proper procedures.

Do you really know how to forward emails? 50% of us do; 50% do not. Do you wonder why you get viruses or junk mail? Do you hate it? Every time you forward an email there is information left over from the people who received the message before you did, namely their email addresses and names. As the messages get forwarded along, the list of addresses builds and all it takes is for one person to get a virus, and their computer can send that virus to every email address that has come across his computer.

Or, someone can take all of those addresses and sell them or send junk mail to them in the hope that you will go to the site and he will make five cents for each hit. That's right, all of that inconvenience over a nickel!

How do you stop it? There are several easy steps. Try the following if you haven't done it before –

1. Click the **FORWARD** button this gives you full editing capabilities
2. Then, **delete** all of the other addresses and other information that appears in the body of the message [at the top and any identifying information/security warnings at the end].

Whenever you send an email to more than one person, **do not** use the To: or Cc: fields for adding email addresses.

**Always** use the BCC: [(blind carbon copy)] field for listing **all** the email addresses. This is the way the people you send to will only see their own email address. If you don't see your BCC: option click on where it says "To" and your address list will appear. Then select the address and choose

BCC: and that's it, it's that easy. Continue to choose other addresses as required and use BCC. When you send to BCC: your message will automatically say 'Undisclosed Recipients in the 'TO:' field of the people who receive it.

Remove any 'FW :' in the subject line. You can re-name the subject if you wish or even fix spelling.

**Email petitions**, these state a position and ask you to add your name and address and to forward it to 10 or 15 people or your entire address book. Your email can be forwarded on and on and can collect thousands of names and email addresses.

**Fact** – The completed petition is actually worth a couple of bucks to a professional spammer because of the wealth of valid names and email addresses contained therein. **Never ever** put your email address on any petition.

If you want to support the petition, send it as your own personal letter to the intended recipient. It may carry more weight as a personal letter than a laundry list of names and email addresses on a petition.

Most e-mail petitions that are forwarded with just a list of names are worthless because they do not fully identify the signer by street address, etc. Nor does it prove that the signer really signed it.

**Some of the other emails to delete and not forward are –**

- a. The one that says something like, 'Send this email to 10 people and you'll see something great happen,' or sometimes they'll say, 'something really cute will happen.' **It won't happen!!!!**
- b. Don't let the bad luck ones scare you either, they should be deleted.
- c. **Before** you forward an 'Amber Alert, or a 'Virus Alert, or some of the other emails floating around nowadays, check them out before you forward them. Some of them are junk mail that's been circling the net for years! Just about everything you receive in an email that is in question can be checked out at [www.snopes.com](http://www.snopes.com) or [www.truthorfiction.com](http://www.truthorfiction.com) or [www.factcheck.com](http://www.factcheck.com). It's easy to find out if it's real or not. If it's not true, please don't pass it on.

So please, in the future, let's stop the junk mail and the viruses. Also get rid of the advertisements at the bottom of your emails, including those silly "FREE animations for your email – by IncrediMail" – with the swinging monkey telling you to Click Here! You pay for your internet, why advertise free for them? If they want you to display their advertisement let them pay you to use your space!!!!

Another trap at the end of emails which have originated from or through a company computer is that they often have company information and sometimes a written or digital signature – these must also be deleted.

This is something that **should** be forwarded to everyone you send or swap emails with – if you want a copy of this text please request it by email [my email address is on page 2].

Ted