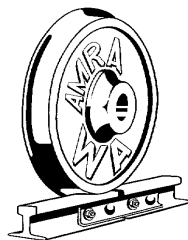


# The Branchline



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

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

**Issue 204**

**June 2011**

**Vol 34 No 3**

## *Frans' Fatidic*

### **The 2011 Branch Annual General Meeting**

This meeting will be held on Monday 15 August 2011 commencing at 2000. The venue is our Branch Clubrooms at 24 Moojebing Street, Bayswater, WA.

A formal notice, in accordance with our Branch Constitution, calling this meeting is enclosed with this copy of *The Branchline*, together with the Meeting's Agenda and the minutes of the 2010 Annual General Meeting. Please bring these with you to the Meeting.

A nomination form for the various positions on our Branch Management Committee is also included in the Supplement.

All members are invited and encouraged to attend this meeting. Any member 18 years of age or over may be nominated, or may nominate themselves, for any position on our Branch Management Committee. A nomination form is to be completed by the nominator, nominee and seconder and be forwarded to our Branch Secretary as stated on the form.

Any member who is unable to attend the Annual General Meeting may nominate a proxy to vote on his/her behalf, such proxy to be in writing and in the hands of our Branch Secretary before commencement of the Annual General Meeting.

Any member who is interested in being part of the Management Committee please complete a Nomination Form and forward it to the Branch Secretary. If you would like to know more about what is involved please talk to anyone on the present Committee.

## **President's Report**

Elections are due in August and I encourage members to nominate for the new Management Committee as we have a challenging year ahead with construction of the new extension to start in the near future. If you are interested in taking part in the day to day running of your Branch please

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

PO Box 60  
MAYLANDS 6931

---

**Clubrooms**

24 Moojebing Street  
BAYSWATER 6053  
Phone 9377 3456

---

**President**

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

**Vice President**

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

**Secretary**

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

**Treasurer**

Ron Fryer – 9401 3514  
email – not available

**Committee**

Trevor Burke – 9398 4330  
trevorburke@bigpond.com

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

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

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

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

---

**Editor**

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

---

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

ISSN 0313-9336

nominate or ask someone to nominate you. To keep our Branch alive we need members who can look towards the future of this great Branch.

We have received, for sale, the model railway effects from the estate from our late member Jim Bond. The effects will go on sale sometime after the AGM on a Saturday afternoon, date TBA.

The set prices will be published on our Clubroom Notice Board two weeks before the sale. Please note this sale will be for **members only**.

To support our Branch even further, shirts are still available at \$30.00 each, caps at \$10.00 and Paddington and Moojebing Markets are also well stocked with products.

Frans Ponjee  
Branch President

## **Exhibition Manager's Report**

Thank you every Exhibitor and voluntary staff for taking part in this year's Exhibition, it was another good year but not as good as last year which was exceptional.

Thanks to all the members who gave their time voluntarily, without you we could not have had an Exhibition. I still find it hard to understand that we have over 300 members but are always struggling to find volunteers. Please mark the Foundation Day weekend for 2012 in your diary now and please do your best to give some time to assist in next year's Exhibition. The dates are Friday [set-up], Saturday, Sunday and Monday [1, 2, 3 and 4 June]

Our Branch has to have a look at future Exhibitions as the Exhibition grows in size, cost and other associated elements will rise, your Management Committee will need to look at viable solutions.

There will be an Exhibition de-briefing at 1500 on Saturday 2 July, venue our Clubrooms. Among the topics which will be raised are barricading, meal vouchers, sponsorship, other club involvement. The Trophies will be available for collection during this meeting.

The Exhibition ran well and many comments were made, by both the visiting public and our exhibitors, that it was very easy to walk around the two halls without

overcrowding which was good feedback for me, so we can look at keeping this idea for future Exhibition's.

I will be looking for supporters and would like to thank Alpine Kitchens and Ross's Sales and Auctions for their support this year.

The public through the entrance was 10,063. The money raised for Ronald McDonald House was \$600,00

The Judging results and some photographs of the Exhibition are in another part of this issue.

Again, I would like to thank everyone involved and look forward to next year's Exhibition should I still be the Exhibition Manager.

Frans Ponjee  
Exhibition Manager

## **You Didn't or Couldn't come to the Exhibition?**

If you are interested in finding out what you missed we have some spare copies of the Exhibition Guide available. If you would like a copy please send me an email to <mandtt@three.com.au> quoting Exhibition Guide Request in the Subject line, requesting a copy.

Requested copies will be included with the August mail-out of *The Branchline*. If you receive *The Branchline* electronically your copy will also be delivered electronically as a pdf file.

Ted

## **Clubman of the Year**

Nominations are invited for the award of the *Ted Thoday Encouragement Award for Clubman of the Year*.

The presentation of this Award is normally made during our Annual General Meeting each year.

## **BHP Layout Report**

Sometime last year Tony Poole was approached by BHP for our Branch to build a layout of Port Hedland yard, Tony then approached me and we worked out some details that were needed.

BHP was then asked what they wanted and the reply was, the full yard [2km x1km] if possible to fit in the boot of a car!!!!.

After some more correspondence BHP decided that a representation of the area would be alright, decisions were then made and the idea was formed to build an eight by four layout in N gauge and plans were drawn up.

The problem then arose how to transport such a layout to the Pilbara with the dust being a big factor. Luckily we have some very good brains in the Branch and Rob Kay came up with all the answers by building a baseboard and ordering a dust proof case and had it completed in a short time, then the problem arose what the track plan should be like and a lot of time was wasted trying

out different ideas and finally after a period, something resembling the yard was drawn up.

Suddenly time became a big factor as the layout was wanted by the middle of May 2011. Luckily again some members took the bull by the horns and got stuck into building the layout.

A big thanks should go to the crew of *Haltwhistle*, Tom Stokes, Arthur Giles and Dave Edgell and others, who worked their fingers to the bone to get the track down, wired and connected to power than came the big problem how to landscape the area and again some people came up with all the answers. Bob Phelps and Wern Dunwoodie worked all sorts of hours including Thursdays to get the layout finished and did it look absolutely brilliant when it was finished.

In the meantime Tony Gray, John Rummung and Kathy Price painted the locos and buildings, supplied the iron ore wagons with loads and everything came together a week before the layout was due in Port Hedland.

The Trucking Company was contacted and the suggestion was made to cut the complete layout in three *[we convinced them that this was not practical]* because it was easier to transport!!! It arrived in Port Hedland on the Thursday before their Expo and the feed-back we have had is that it ran absolutely brilliantly and attracted a lot of attention.

I think we are very lucky to have people in our Branch who are willing to go that extra distance to give our Branch a good name. I extend my very sincere thanks to all who worked on this project.

Frans Ponjee  
President

## From the Editorial Desk

**The Branchline – August issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 30 July.

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 13 August..

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

	<b>Editorial deadline</b>	<b>Assembly, etc.</b>
October	Saturday 24 September	Saturday 8 October – will include AGM Minutes
December	Saturday 19 November	Saturday 3 December

Ted Thoday

## Position Vacancy – Branch Treasurer

I will not be nominating for the Treasurer's position at this year's Annual General Meeting. There are two reasons for this, the first being my health and the second that I wish to do some modelling.

As a result we will need a new Treasurer. There are no prospects, certainly no pay, just the satisfaction of helping to run **your** AMRA Branch. At last year's AGM I hinted that the current year

would be my last as Treasurer.

Consequently we need a Treasurer for the 2011/2012 year. I would like someone to volunteer **now** so that they can be 'initiated' into the role and not be thrown in at the deep end at the Annual General Meeting.

The position would suit a retired person with basic computer skills in Word and Excel and who can add one and one and get three, sorry, two, and who is prepared to give to the position the time it requires.

If you are interested please contact me either at our Clubrooms or by phone 08 9401 3514.

Ron Fryer  
Branch Treasurer

## Literary Lines

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

## Around the Layouts

No Layout Reports for this issue, we were all too busy getting the Exhibition infrastructure cleaned, sorted and ready for loading. Thanks to all those who got their hands dirty helping.

## Exhibitions, are they worth it?

**A die-hard exhibitor's point of view.**

Since AMRA WA Branch commenced their annual exhibitions 35 years ago, I have exhibited layouts at 15 of them starting back in 1979. I have also helped on kindred society stands for at least five other years. [This year it was the 10 metre long *Enchanted Forest* with a new segment in a new configuration.] So I often ask myself why?

Is it because I want to help our Branch financially? If this was the reason I would be thousands of dollars better off donating \$1,000 to our Branch each year as the direct and indirect cost of exhibiting certainly adds up to that each year [especially the years I have built a new layout to exhibit].

No, there are a lot of small reasons. These include –

- It is a chance to catch up with various non-club modellers I have met over the years who only show up as visitors at the exhibition.
- It is getting the comments from the public – rivet counter ones and plebs, on how great or where I can improve the layout.
- It is an excuse to build a new layout if the desire exists.
- It is a deadline to meet to do those enhancements or additions to an existing layout.
- It is the challenge and thrill of getting “the show right on the night”.

For the three days of the Exhibition you live separate to the outside world as the full focus is on the show and all talk is train talk. These all negate the cost of it all.

There are often those at the Exhibition who grumble about the return from AMRA WA Branch for their efforts in exhibiting their layout. If that is an issue, I do question why they choose to exhibit in the first place. The ones who need to be reimbursed are those organisers who spend more than a couple of days arranging the Exhibition. They spend months sourcing layouts, sponsors, arranging barricading and dealing with all the other ancillary issues. [*Basic planning for the 2012 Exhibition has already started. Ed.*] Unlike exhibitors, at the end of the Exhibition they don't even have a layout to take home to show for their efforts.

If it was not for them, our three day corroboree would not happen.

- Three days of being able to scour the traders for bargains,
- three days of displaying our talents without having to invite people through our house, and
- three days of giving something back to the club we are members of whilst having fun doing so.

It is that dedicated team who should be griping the loudest about the pay and conditions.

All those who exhibit should consider why they exhibited and be thankful of the opportunity they got due to the work of the Exhibition organisers. If it did not turn out as you expected, then be thankful that you at least got the opportunity to exhibit. That opportunity would not be there if not for the efforts of those who organise the Exhibition. If you are still coming back, then be thankful the unpaid, dedicated organisers are still prepared [and their partners prepared to allow them] to take the flack and continue to do the task.

My sincere thanks go to the Exhibition Manager and the dedicated Exhibition team

From a very, very appreciative exhibitor of long standing.

Kelvin Davis

## Computer Scams – 1

During April and early May your Editor received a series of spam emails suggesting that his Inbox was reaching its capacity and he should click on the hyperlink embedded in the text. These received his usual treatment of forwarding them to ACMA and then double deleting the emails.

In mid-May his curiosity got the better of him! Hovering the cursor over the hyperlink, without clicking the link, showed an address in Switzerland; his security software verified that this was a genuine web site. The hyperlink took the form of [www.xxxxxx.zz/technicalservicedesk](http://www.xxxxxx.zz/technicalservicedesk). Putting xxxxxx.zz into Google, produced a drop-down list of about twelve related addresses of which two strongly suggested a link to paedophile sites.

A phone call to Crime Stoppers resulted in a request to forward the email to them for further investigation.

About ten days later a similar email arrived but without the hyperlink. To increase his Inbox capacity he was required to provide certain information and then click on REPLY – yeah!! This email was also despatched to ACMA.

If you have any concerns regarding the size/capacity of your In Box discuss the matter with your Internet Service Provider – do not, **under any circumstances**, respond to this type of email.

## Computer Scams – 2

There is an email doing the rounds which informs readers that mobile phone numbers are about to be revealed publicly, this will result in unwanted telemarketing calls which will be charged for and will download chimes, ring tones, etc. which will also be charged for, etc. etc. and says that you can add your number to the 'do not call' listing by clicking a provided hyperlink. This link is genuine and goes to the ACMA web site's home page.

The ACMA [Australian Communications and Media Authority] web site has a page titled CONSUMER ALERTS – this is what it says about this scam –

### **Viral email with misinformation on release of mobile numbers to telemarketers and associated mobile charges.**

The ACMA is aware of an email currently circulating providing misinformation about mobile numbers being made 'public' in the near future. It advises that as a consequence mobile users will be charged for calls made by telemarketing companies to their mobile service.

While the email refers to the Australian Do Not Call Register website, it appears to have originated in the US a number of years ago and has been intermittently circulating since that time. The reference to consumers being 'charged' arises from the different charging regime for mobile calls in the US, where often charges are incurred by mobile phone users for calls they receive. This charging regime does not apply in Australia.

The Australian Do Not Call Register has strong mechanisms in place to protect the privacy of registrants. The numbers on the Do Not Call Register are never provided directly to telemarketers.

Consumers can list their Australian fixed line and mobile numbers on the Do Not Call Register, provided the numbers are used primarily for private or domestic purposes, on [www.donotcall.gov.au](http://www.donotcall.gov.au). Consumers can also register by phoning 1300 792 958.

Under the *Do Not Call Register Act 2006*, telemarketers can check their calling lists against the Do Not Call Register. If a telemarketer calls a number on the Do Not Call Register, they may be in breach of the Act, and may face penalties.

The ACMA recommends recipients of the email delete it and not forward it on to other email users. A variation of this email was previously circulated during March/April 2009.

**Editor's note.** You are welcome to share the information in these articles on scam/spam emails and other computer security matters with your friends.

## From the Scribe's Quill

**Meeting No. 345 – April 2011.** The major items of business dealt with at this meeting were –

- Preparations for the 2011 Exhibition were generally complete, with only Channel 10's Friday night preview of the Exhibition yet to be resolved.
- New, lightweight screens need to be procured for the Exhibition. The Committee approved expenditure of up to \$300 for shade cloth to cover the screens.
- AMRA has taken possession of Jim Bond's collection from the SA Public Trustee with a view to selling the items under the usual arrangements for the Bereavement Scheme. Arrangements will be made to sell these items once the Public Trustee

agrees AMRA WA's valuation.

**Meeting No. 346 – May 2011.** The major items of business dealt with at this meeting were –

- The cataloguing of the Branch's library books has been completed. The Librarians will next tackle the videos and DVDs.
- The Committee agreed that a quote for \$70,000 plus GST from Di Ciano Builders represented the best value for money and approved Ron Fryer to continue negotiations to progress the building project.

The next few Committee meetings will be held on Thursday 23 June, 21 July and 18 Aug [after the Annual General Meeting]. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

## Membership Matters

With the wet winter weather just starting now is a good time to hide away in the house, where it is warm and dry, to do a bit of modelling or, perhaps, just running a train or two round your layout.

For those who went to the Exhibition I do hope you enjoyed yourself. I know I saw many smiling faces on not only the small kids but the big kids too.

Since the last issue of *The Branchline* we welcome the following who have joined or rejoined our Association.

Nigel Atkin	BALLAJURA,	
Robert MacCormack	KELMSCOTT	
Darren McLean	BUTLER	OO
Chris Williams	STRATTON	N
Chris Rowles	DARLINGTON	45mm
Alexandra Rowles	DARLINGTON	45mm

Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch. Time at our Clubrooms is never wasted.

John Maker  
Membership Registrar

## BR Class 40 comparison

by Rod Tonkin

The chronicle of the English Electric BR Class 40 diesel locomotives in the April issue of *The Branchline* characterised the locomotives as 136 ton [304,640 pounds] cumbersome lumbering beasts with an appalling power to weight ratio. I've seen similar comments on the Class 40 in a few British railway publications. English Electric was throughout this period successfully exporting locomotives and locomotive power systems against the established North American diesel locomotive builders in Australia, Argentina and New Zealand. Was English Electric's engineering that bad? A comparison with other diesel electric locomotives built from the late 1940s to the late 1960s would I hope shed some light on the matter.

To round out the comparison with the Class 40 and the American locomotives, I've included three Australian and one New Zealand locomotive designs.



The first Australian design is the South Australian Railways designed 900 class with English Electric engine and electrical system. The second Australian design is the Clyde Engineering designed EMD engine and electrical system New South Wales Railways 42 class. The third Australian design is the A. E. Goodwin built Alco DL 500B or New South Wales Railways 44 class. The Australian diesel locomotives were not equipped with train heating boilers, hence their lower overall weight. The Co-Co wheel arrangement of the New South Wales Railways 42 and 44 class locomotives allows a higher ratio of locomotive weight to starting tractive effort than the BR 40 class and the American A1A-A1A passenger locomotives.

The New Zealand design is the three foot six inch gauge English Electric designed and built Df class. The 2-Co-Co-2 wheel arrangement of the NZGR Df was an interesting approach to providing a 1,500 horse power locomotive on a light axle load narrow gauge railway.

The engines in the locomotives in the comparison were all powered with medium speed diesel engines. The English Electric engines ran at 850 rpm,; the EMD engines at 835 rpm and the Alco engines ran 1000 rpm.

The sheer size of the beast would have been confronting in Britain. The Class 40 was certainly long, only the contemporary twin engine EMD E9 was longer and not by much. The currently produced 4400 horse power General Electric ES44 is only three foot six longer than a Class 40 locomotive.

The BR Class 40 needed a steam boiler to provide train heating. Accommodating the train heating boiler, boiler fuel and boiler feed water takes up space and is heavy. The 800 gallons of train heating boiler feed water carried by a Class 40 weighs three and a half tons. Add to this the boiler feed water tank, the boiler and boiler fuel oil supply, you would not get much change out of eight to ten tons. The train heating system was a significant part of the 136 ton overall weight of an operational Class 40. The American boiler equipped diesel locomotives carried around 1,000 gallons of train heating boiler feed water weighing

### BR Class 40 comparison

	Builder	Wheel arrange- ment	Year delivered	Operating weight lb	Maximum axle load lb.	Starting tractive effort lb.	Traction power HP	lb. per HP TE lb./lb.	Weight/ Starting	Length over couplers	Unit weight lb/ft.
BR 40 class	EE	1-Co-Co-1	1958	304,640.00	45,472.00	52,000.00	2,000.00	152.32	5.86	69.50	4,383.31
NZGR Df	EE	2-Co-Co-2	1954	246,400.00	26,880.00	40,000.00	1,500.00	164.27	6.16	61.33	4,017.61
PA	Alco	A1A-A1A	1947	314,000.00	53,000.00	52,300.00	2,000.00	157.00	6.00	65.67	4,781.48
C636	Goodwin/Alco	Co-Co	1968	409,920.00	68,320.00	102,480.00	3,600.00	113.87	4.00	64.67	6,338.64
900	SAR/EE	A1A-A1A	1951	282,240.00	47,040.00	47,040.00	1,600.00	176.40	6.00	63.33	4,456.66
NSWGR 42	Clyde/EMD	Co-Co	1955	268,800.00	44,800.00	67,200.00	1,750.00	153.60	4.00	60.83	4,418.63
NSWGR 44	Goodwin/Alco	Co-Co	1957	250,880.00	41,820.80	62,720.00	1,800.00	139.38	4.00	55.83	4,493.37
F77	EMD	Bo-Bo	1953	255,130.00	61,500.00	63,785.00	1,500.00	170.09	4.00	54.67	4,666.73
E9a	EMD	A1A-A1A	1954	335,170.00	57,000.00	56,380.00	2,400.00	139.65	5.94	70.25	4,771.10
SDP40	EMD	Co-Co	1965	368,000.00	61,333.33	92,000.00	3,000.00	122.67	4.00	65.67	5,603.78

around four and a half tons. Except for the passenger versions of the EMD freight F7 and SD40 the American boiler equipped diesel locomotives opted for the A1A-A1A wheel arrangement to maintain a reasonable axle load and distribute the weight of the train heating boiler and boiler feed water tank.

The locomotive weight per engine horse power ratios show the Class 40 is well up with the pack until you compare them to the late 1960s high power locomotives such as the Alco C636 and the currently produced GE ES44. Compared to its contemporaries the BR Class 40 had a competent power to weight ratio

The locomotive weight to starting tractive effort ratio of the BR Class 40 is also comparable to the American A1A-A1A boiler equipped locomotives.

On the above basis the BR Class 40 diesel locomotives were comparable with contemporary diesel electric locomotive designs, not over weight or under powered.

## Around the SIGs

**LMS Modellers Special Interest Group.** In the New Acquisitions segment of the Group's April meeting, **Steve Rayner** showed two N scale private owner wagons, *Stewart & Lloyds* and *Partington*, both from Dapol.

**Shane Busing** had several Oxford Diecast 2mm/ft road vehicles to show – an LMS Horsebox on an Albion chassis, an RT double-deck bus in Bradford livery, a Jaguar SS in cream livery and an Austin Low Loader London taxi. In the publications department, Shane had four issues of a magazine *'Nspirations* published by Graham Hodges Trading and the latest issue [No. 32] of *LMS Journal*. He also showed a wagon that had N scale Powsides private owner wagon transfers applied. [Details of the brand of wagon and the name of the private owner were unfortunately not recorded]

**Peter Sapte** did not have any new acquisitions to show [he'd left them all behind in Kings Langley] but he described and showed the programmes of three model railway shows that he had attended in the first three months of this year. They were the St. Albans Model Railway Show put on by the Chiltern Model Railway Association on 15 and 16 January, the Watford Finescale Show and the London Festival of Railway Modelling held at the Alexandra Palace on 26 & 27 March. These programmes were then given to the Branch's Library. He also showed the last two issues of *LNWR Journal* which he subsequently donated to the Branch's library [as he has done with all previous issues of this very informative publication].

Finally, **Alan Porter** showed the remaining three of the four LMS Stove R 6-wheel passenger parcels brake vans that he had ordered from Ian Allan Publishing and which had arrived during February. One was in the earlier BR unlined crimson and two were in lined LMS livery – one of them was supposed to have been maroon ended and the other black ended but due to a factory error both were black ended, an error easily remedied by a repaint of the offending ends. He described and showed how far he had gone in remedying two of the faults with the model – fitting the more correct 14mm wheels instead of the 12mm wheels [which made the vehicle look like a ballet dancer on points] and removal of the horizontal bars on the guard's access doors.

Alan also showed three recently released Bachmann models of ex-LNER vacuum-braked ventilated van with planked ends and with corrugated steel ends and of an ex-LNER vacuum-braked steel-sided open goods wagon, both with that railway's characteristic lift-link brake lever on one side and clasp brakes with full underframe detail. The standard of models of British four-wheel goods vehicles has come far in the past twenty or so years! He also showed a Hornby *Skale Autos* 1:76

model of a Bedford TK drop-side brewery dray in *SBG [Skaledale Breweries since 1809]* green livery and carrying a load of barrels which he had acquired from Hattons for only £4.00.

Lastly, he showed a Bachmann 7-plank end-door wagon in *Thomas Hunter Ltd.* livery which had been an exclusive for the Bachmann Collectors' Club in 2009 and which he had sighted on a dealer's website when surfing the net looking for information on ICI caustic liquor bogie tank wagons!

He had a couple of new books from Lightmoor Press – Keith Turton's *Private Owner Wagons – A Ninth Collection*, when will Keith stop and draw breath? [*Keith has told me that Nos. 10, 11 and 12 are in preparation with No. 12 due for release in 2013 – so presumably Nos. 10 and 11 will be published in 2011 and 2012 respectively.* Ed.] and *British Carriage and Wagon Builders and Repairers 1830–2006* by Chris Sambrook. Both are said to be essential for a well-stocked library on private owner wagons!!

**Peter Sapte** was the only one present who had brought along any evidence of their recent modelling efforts. All the others claimed what they had was too large or too unfinished to bring or that they hadn't any time to do any modelling – how pathetic!

Peter showed how far he had got in the first couple of weeks of his first 2011 sojourn in WA with the building of a pair of LMS push-pull coaches using etched brass sides from 247 Developments on a pair of donor Airfix GMR 57ft. suburban coaches with lavatory. They're intended for one of his modelling pals in Britain. It was early days with this project which will be finished off when he returns home late in May but he did show the fully assembled, painted and lined [but unglazed] coaches at the May GWR Modellers Special Interest Group meeting and they looked absolutely beautiful. It was even suggested that perhaps he should keep them for himself and give his pal a earlier push-pull pair that he had made by a similar route some time back and which were, in his opinion, not as good as this later effort! No! Honesty is the best course and his pal will get a real gift when he gets back!!

The June meeting of the Group will have been held on 1 June after the deadline for this issue of *The Branchline* and it is expected that it will follow the pattern of what happened at the April meeting. The next meeting will be held on 3 August so if you're an LMS modeller, come along and join in! We may even run some LMS trains!!

**Great Western Railway Modellers Special Interest Group.** The subject for the March meeting was Bring, Run and Tell about a GWR Train [or two or three, etc]. As usual on these occasions we reverse the order of the programme, so first let us review –

### **New Acquisitions –**

**Ron Richards** – showed his Hornby R4451 Pullman SR Luggage Van S2464S. This was in full Pullman colours and it was used in the funeral train to carry Sir Winston Churchill's coffin. A rather nice model!

**John Brenchley** – showed two new books –

- *A Scratchbuilders Guide to Semaphore Signal Construction* by Peter Squibb [published by Wild Swan Publications], and
- *GWR Switch and Crossing Practice* by David Smith [publication by Great Western Study Group.

**Alan Porter** – gave some hot off the press info from the Pat Hammond website re. the *MODEL RAIL* Model of the Year voting results – refer March copy of *MODEL RAIL* magazine]. Alan also gave

some info re. a company in the UK called Elaine's Trains that supplies second-hand trains etc., at what appear to be very reasonable prices.

### Doing Things –

**Ron Richards** – is assembling buildings to cover visible above board point motors. He has promised to bring one in when he has completed them.

**John Brenchley** – showed his finished model of the main building of Tavistock Station in N scale. Absolutely superb! Even though one cannot now see inside the various rooms, we know that they are all fully-furnished, painted and with all necessary fittings. Really exquisite. Now for the train shed.

**Alan Porter** – showed his continuing attempts to complete jobs started [some eons ago], upgrading recent purchases and old wagons. He also told of the difficulty encountered when matching the colour of RTR wagons with the hobby paints commonly available and the difference between what is shown on the outside of the tin or pressure pack and what actually comes out of them.

**Now to Bring, Run and Tell.** The four members who had brought trains to run not unnaturally chose to run them on the Club's *Haltwhistle* layout, despite the fact that it is set in Yorkshire!

The first train off the rank was run by **Barrie Peacock** – it was a container train hauled by a Bachmann Small Prairie 2–6–2T and consisted of thirteen suitable wagons [1–plank low wagons, 3–plank medium wagons and Conflat wagons] with a Hornby GWR TOAD brake van bringing up the rear. Eleven of the wagons carried the larger B type containers from the Big Four whilst the remaining two wagons each carried a pair of the smaller A type insulated containers. A very nice set-up.

Next in line was **Doug Firth** who ran two trains. First was a short passenger train hauled by a GWR 27xx Class open cab 0–6–0PT No. 2764 consisting of three 4–wheel coaches made from Ratio kits [not by Doug] and a GWR low wagon carrying a DGM kit-built model of a 1935 MG Airline sports car [which Doug had built and even modelled the dashboard – which could only be seen when the car body was removed, but once the body is firmly attached to the chassis will not be seen again by human eyes!] Doug's second train was an equally short one, this time hauled by the unique GWR 0–4–0T No. 101 and consisting of just three vehicles – a Slaters kit for a Midland Railway open wagon, a Dapol Southern Railway 2+2 planked van and a M&L [Models & Leisure] kit for a GWR brake van. He had fitted Sprat & Winkle couplings to all these vehicles, using etched brass kits from MSE [Model Signal Engineering]. Doug is a relative newcomer to the railway modelling scene but is tackling tasks that your scribe and some who, in their words, "have been around since dinosaurs roamed the earth", haven't been game to tackle!

**Alan Porter** then ran his train hauled by a Mainline GWR 57xx 0–6–0PT No. 5762 running bunker first. He had purchased this locomotive in his earlier years of modelling and, although it had been in storage at least fifteen years, it ran remarkably well. The train consisted of thirteen private owner wagons that he had acquired in recent years from the Big Three RTR manufacturers and all were with Great Western associations. There were four Hornby wagons, the body mouldings of which are quite good, but all were let down badly by poor attention to the chassis. The next five wagons were from Dapol and these are distinctly better with the smaller and more discreet hook and bar coupling and the correct wheelbases. The Bachmann wagons were next and they were hard to beat with the more discreet hook and bar couplings and well-moulded chassis with absolutely correct wheelbases. A fourth Bachmann wagon should really have been classed as a New Acquisition. This was a 7–plank open wagon, *Thomas Hunter Ltd. of Leamington Spa* and was the

Bachmann Collectors Club exclusive wagon for 2009 which Alan acquired from Elaine's Trains of Birmingham.

**Great Western Railway Modellers Special Interest Group.** The subject for the April meeting was the GWR Double-framed, Narrow gauge [4ft.8½in.] Locomotives – Part Two. This follows on from Part One which we did at the July 2010 meeting. Section A of the Facilitation Note for that meeting is repeated here, Section B summarises the locomotive Classes covered in these Notes and Section C examines each of these classes in some detail.

## A – Background

Double frames had been introduced to the GWR, like so many features, via the early Stephenson locomotives and they became a particular landmark of the Company's broad gauge locomotive designs. In a number of cases, the outside frames were additionally of sandwich construction, producing in effect a triple framed locomotive. Although a common feature of broad gauge locomotive construction, double frames were largely absent from the indigenous standard gauge designs until Joseph Armstrong, who followed Gooch, assumed command at Swindon in 1864 and he adopted double frames for his *Sir Daniel* and his *Queen* Class 2-2-2s, his *Chancellor* Class 2-4-0s and his 388 Class Standard Goods 0-6-0s. Armstrong died in 1877 and William Dean who succeeded him tried to avoid new double frame construction but the need for broad gauge locomotives which could be converted, when needed, to standard gauge caused a fairly quick reversal of policy. One of the benefits was continuity of design that carried forward features from the 2-4-0s to the 4-4-0s, the 2-6-0s and the 0-6-0s. It is known that Dean was not a well man and from 1897 onwards until his retirement in 1904, he relied very much on the judgement of his valued Chief Assistant, George Jackson Churchward.

Churchward had his own ideas on where future GWR locomotive policy should be headed but while Dean was still alive he did not have complete freedom to fully implement his ideas and, in any case, he wanted to try out these ideas with one of each new type before entering on squadron production. Accordingly, Churchward continued to produce locomotives aligned to Dean's concepts, until after 1905 when his one-offs and other trials showed him the way to go. All of this plus other experimentation, took up much of the first decade of the twentieth century and thus double-framed locomotive construction continued up to 1909 by which time his grand plan for standardisation with single framed designs were in squadron production. There was no further production of double-framed locomotives by the GWR after 1909 – the special case of the double-framed *Dukedogs* built in the 1930s will be explained in these notes.

## B – Summary Of Double-Framed Locomotive Classes –

Arrange- ment.	Class	Dates	No	Works	Running Nos. [pre-1912]
4-4-0	Badminton	1897-99	20	Swindon	3292-3311
	Atbara	1900-01	40	Swindon	3373-3412
	Flower	1908	20	Swindon	4101-4120
	City	1903	10	Swindon	3433-3442
	Rebuild from				
	Atbara Class	1907-09	10	Swindon	3400-3409
4-6-0	Earl/Dukedog	1930	1	Swindon	3265 [1936 number]
		1936-39	29	Swindon	3200-3228 [1936nos.]
		1895	1	Swindon	36
	Kruger	1896	1	Swindon	2601
2-6-0	Kruger	1899-1903	9	Swindon	2602-2610
	Parts from these are believed to have been reused in building some of the Aberdare Class leaving No. 2601 as the only 4-6-0 Kruger – it was withdrawn in 12/1904.				
	Aberdare	1901-03	71	Swindon	2600, 2611-2680

0-6-0	Rebuild of the				
	Kruger Class	1906-07	9	Swindon	2602-2610
	57	1855-56	12	Swindon	57-68
		1890-91	3	Wolverhampton	316-318
	79	1857-62	24	Swindon	79-90, 119-130
	77	1857	2	Beyer-Peacock	77-78
	167	1861	4	Beyer-Peacock	167-170
	131	1862-65	16	Swindon	131-136, 310-319
		1862	12	Slaughter, Gruning & Co.	137-148
	322	1864-65	30	Beyer-Peacock	322-341, 350-359
	360	1866	12	Swindon	360-369, 1001, 1015
	388	1866-76	310	Swindon	Various, between 21 & 1215
	927	1874	20	Swindon	927-946
	2361	1885-86	20	Swindon	2361-2380
	Sir Daniel	1900-02	23	Swindon	379-387, 471-480, 577-586, but omitting 382, 383, 386, 478, 479 & 579 [rebuilt of Sir Daniel 2-2-2s]

The 1912 renumbering is covered in the detailed descriptions of each Class which follows.

## C - Details Of The Individual Classes

**3292 [or Badminton] Class 4-4-0s** - The twenty Badminton Class locomotives with 6ft.8in. driving wheels and curved frames were the first on the GWR to be built with Belpaire fireboxes, predating the Bulldog Class by a couple of years. It seems that they were originally to have received the raised top fireboxes then favoured but a last minute decision by Churchward led to the adoption of the Belpaire type. With Churchward fully in charge at Swindon after 1904, it was not long before the Class underwent more than its fair share of boiler changes, five different types being used, although not on all twenty locomotives.

Also, on the suggestion of the GWR's Chief Draughtsman, No. 3287 *Earl Cawdor* underwent a huge transformation in 1903 and appeared with a large double side window cab and a very large flush round top boiler [which incorporated almost every feature that Churchward boilers did not like - the idea being to see if high steam reservoir capacity made a difference]. It eventually reverted to the same final style as the other nineteen Badmintons. Between 1905 and 1910, all but three of the Class were fitted with the Standard No. 4 coned, domeless boiler, as had been used on the City Class, thus making these Badmintons temporarily the equivalent of the Cities. Between 1911 and 1913, all twenty locomotives received the smaller Standard No. 2 tapered domeless Belpaire boiler with superheating. At this time also they were renumbered 4100 to 4119 in the same sequence as the original numbers 3292 to 3311. All of the Class bore names, mostly of towns or districts served by the GWR. When first introduced, they were stationed mainly at London and Bristol, taking over from the 4-2-2s whose trains were becoming too heavy for the Singles. After 1912 they were used mainly on cross-country duties. The Class was withdrawn between 1927 and 1931, No. 4113 *Samson* being the last one to go.

**Atbara Class 4-4-0s** - The forty Atbara Class locomotives were built between 1900 and 1901 with straight frames and parallel Standard No. 2 boilers and were similar to the contemporary Bulldog Class locomotives, except for their 6ft.8½in. driving wheels. Reboiling with the Standard No. 2 boilers began in 1904 and by 1910 none of the original parallel boilers remained. Two years earlier No. 3405 *Mauritius* was reboiled with a coned domeless Standard No. 4 boiler, thereby becoming the first of the City Class. Nine other Atbaras [Nos. 3400-3404 and 3406-3409] were reboiled in the same manner between 1907 and 1909 to join the City Class. All the Atbara Class were named, some with names associated with the Boer War and many with names of cities in the British Empire of that time, including Sydney, Melbourne, Brisbane, Adelaide and Hobart, however,

Perth did not get a guernsey. The 29 locomotives were superheated between 1910 and 1913 and were renumbered 4120 to 4149 in the same sequence as their original 3373 to 3142 numbering. They were all withdrawn between 1927 and 1931, the last to go being No. 4148 *Singapore*.

**Flower Class 4-4-0s** – The twenty Flower Class locomotives were an improved version of the Atbaras built seven to eight years after the Atbaras and five years after the new build City Class locomotives had appeared. In 1912, the entire Class was renumbered 4149 to 4168 in the same sequence as the original 4101 to 4120 numbering. The entire Class bore the names of garden flowers, hence the Class name. Their duties were similar to the Atbaras and they were all withdrawn between 1927 and 1931, the last to go being No. 4150 *Begonia*.

**City Class 4-4-0s** – When the Atbara Class locomotive No. 3405 *Mauritius* was with a Standard No. 4 domeless tapered Belpaire boiler in 1902, the result gave Churchward the encouragement to build ten new locomotives in 1903 with the same boiler carried on the now familiar straight frames stepped above the driving wheel cranks. They were numbered 3433 to 3442 and carried the names of ten cities served by the GWR [Bath, Birmingham, Bristol, Chester, Exeter, Gloucester, Hereford, London, Truro and Winchester]. As mentioned previously a further nine Atbaras received the same treatment as No. 3405 *Mauritius* and they brought their names and numbers [*Durban, Gibraltar, Halifax, Hobart Lyttleton, Melbourne Malta, Killarny and Quebec*] with them, thus making a total City Class of twenty locomotives. The ten new locomotives [Nos. 3433–3442] monopolised the expresses to Cornwall via Bristol for the first year or so and quickly established a reputation for speed [particularly *City of Truro*, then numbered 3440, which achieved fame with a 102.8mph downhill run on Whiteball Bank in 1904]. They, along with the Badminton, Atbara and Flower Classes, had the misfortune to be the last of their line and Churchward's outside-cylinder Counties and 4-6-0s pressed hard on their heels and they were soon relegated to the Birmingham route, only to be displaced by the 4-4-0 Counties, then on to South Wales where yet again the Counties and the 4-6-0s eventually took over.

In 1912 the entire Class was renumbered 3700 to 3719 in the same sequence as the original numbering 3400–3409 and 3433–3442. Most of the twenty locomotives were withdrawn in 1928 and 1929, the last being No. 3712 *City of Bristol* withdrawn in May 1931 two months after No. 3717 *City of Truro* which, in view of its fame as the first steam locomotive to exceed 100mph, had been preserved as part of the National Collection.

Kitmaster produced a plastic kit of *City of Truro* in 4mm/ft scale in 1960. The tooling for this kit passed to Airfix upon the demise of Kitmaster and subsequently upon Airfix's demise, it passed to Dapol. The kit is still available from Dapol [Cat.No. C061 at £7.99]. In the past there were chassis kits, both white-metal and etched metal, to facilitate motorizing the kit and there have been several articles in the model railway press over the years on motorizing it by other means. Your scribe has agonised for a number of years on ways to motorize one of the several kits that he has of *Truro*, and all was saved when the National Railway Museum agreed to a exclusive model partnership with Bachmann Europe to produce an exclusive OO model of the preserved *City of Truro*. The model, in its pre-1912 guise and numbered 3440, was released at Toddington station on the GWR [Gloucester & Warwickshire Railway] in December 2009 in front of *City of Truro itself*. Your scribe, through the generosity of his dear wife, was soon the proud owner of one of the models. Look for an N scale version in December 2011!

**Dukedog [or Earl] Class 4-4-0s** – The Duke and Bulldog Class 4-4-0 locomotives did not suffer from the advent of Churchward's standard outside-cylinder locomotives as much as did their larger wheeled, inside cylinder, outside framed brethren, the Badmintons, Atbaras, Flowers and Cities, as they found their niche mainly on the lightly built routes of the former Cambrian Railways

(Continued on page 18)

## 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.

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

## 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.

## June

Friday	24	[5]	<b>N Scale Special Interest Group</b> meeting <b>General Activities</b>
Saturday	25	[6]	<b>The Branchline</b> assembly <b>General Activities</b>
Tuesday	28	[7]	<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	[8]	<b>British Railways Special Interest Group</b> meeting – BR Well wagons, Trestle Wagons and Machinery Wagons

## July

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



Saturday	2	[2]	<b>General Activities</b>
Monday	4		<b>My Layout: What track plan can I have?</b>
Tuesday	5	[3]	<b>Daylighters Group</b> – daytime meeting
Wednesday	6	[4]	<b>LNER Special Interest Group</b> meeting
Friday	8	[5]	<b>N Scale Special Interest Group</b> meeting <b>General Activities</b>
Saturday	9	[6]	<b>General Activities</b>
Monday	11	[7]	<b>S Scale Special Interest Group</b> meeting – Modelling the timberlines and fire-wood lines of WA
Tuesday	12	[8]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting <b>Large Scale Special Interest Group</b> meeting
Wednesday	13		<b>DCC Special Interest Group</b> meeting – venue Naval Base
Friday	15	[1]	<b>N Scale Special Interest Group</b> meeting <b>General Activities</b>
Saturday	16	[2]	<b>General Activities</b>
Tuesday	19	[3]	<b>Daylighters Group</b> – daytime meeting
Wednesday	20	[4]	<b>Great Western Railway Modellers Special Interest Group</b> meeting – GWR Saddle Tank Locomotives
Friday	22	[5]	<b>N Scale Special Interest Group</b> meeting <b>General Activities</b>
Saturday	23	[6]	<b>General Activities</b>
Tuesday	26	[7]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting <b>Large Scale Special Interest Group</b> meeting
Wednesday	27	[8]	<b>British Railways Special Interest Group</b> meeting – Liveries in the BR Steam Era, 1948 to 1968
Friday	29	[1]	<b>N Scale Special Interest Group</b> meeting <b>General Activities</b> <b>S Scale running night</b>
Saturday	30	[2]	<b>General Activities</b>

## August

Monday	1		<b>How I make hills and elevated ground sections for my layout'</b>
Tuesday	2	[3]	<b>Daylighters Group</b> – daytime meeting
Wednesday	3	[4]	<b>LMS Modellers Special Interest Group</b> meeting

Friday	5	[5]	<b>N Scale Special Interest Group</b> meeting <b>General Activities</b>
Saturday	6	[6]	<b>General Activities</b>
Monday	8	[7]	<b>S Scale Special Interest Group</b> meeting – Bring and show models of the modern (Westrail) era. bulk wagons, yellow wagons, VVWs, railcars, orange locos, from 1975 on
Tuesday	9	[8]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting <b>Large Scale Special Interest Group</b> meeting
Wednesday	10	[1]	<b>DCC Special Interest Group</b> meeting – venue AMRA Clubrooms
Friday	12	[2]	<b>N Scale Special Interest Group</b> meeting <b>General Activities</b>
Saturday	13	[3]	<b>The Branchline</b> assembly <b>General Activities</b>
Monday	15		<b>Annual General Meeting</b>
Tuesday	16	[4]	<b>Daylighters Group</b> – daytime meeting
Friday	19	[5]	<b>N Scale Special Interest Group</b> meeting <b>General Activities</b>
Saturday	20	[6]	<b>General Activities</b>

(Continued from page 15)  
in Central Wales.

In the 1930s the finance was not available to upgrade these lines to take heavier locomotives such as the 43xx Class Moguls and the solution was to mix and match the better parts of the two Classes of the surviving locomotives. In 1930 the frames of Bulldog Class No. 3365 *Charles Grey Mott* were joined with the parallel boiler from Duke Class No. 3265 *Tre, Pol and Pen* to produce the first Earl Class locomotive officially numbered 3265. After satisfactory trials No. 3265 was replicated by 29 of the surviving Bulldog Class locomotives surrendering their domeless tapered Belpaire boilers for lighter weight domed parallel boilers from withdrawn Duke Class locomotives.

The new Class was numbered 3200 to 3228 [and No.3265] when built but were renumbered 9000 to 9028 in 1946. However, No. 3265 kept its number until withdrawal in 1949. It was initially proposed to give the resultant 29 locomotives the names of various Earls of the Kingdom and twenty names were selected and applied to several of Nos. 3200 to 3219. However, at least one of the worthies felt that the locomotives resulting from the marriage of the two Classes to be unworthy of carrying his name and the nameplates that had been affixed were removed in June 1937. These twenty names were applied to the infinitely more prestigious Castle Class 4-6-0 locomotives then being built.

The Class was withdrawn over a lengthy period from 1948 through to October 1960, No. 9017 [3227] being the last to go but since preserved as *Earl of Berkeley*, the name it should have carried when built in 1938.

K's produced a white-metal kit in 4mm/ft scale [Cat. No. L26] of a Dukedog locomotive in 1975. This kit was passed on to Autocom who released it again [Cat. No. NC026] with a new chassis in

1994. This kit was priced at £66.30 in 2000.

**No. 36 [The Crocodile] 4-6-0** – Needing a heavy goods locomotive for the coal traffic through the Severn Tunnel, in 1895 Dean produced a massive 4-6-0 No. 36, which was more or less an elongated Duke Class locomotive with 4ft.7in. driving wheels. It had Serve tubes in its domed parallel boiler with a raised round-topped firebox. These tubes were apparently its undoing, shortening the usefulness of the boiler and the life of the locomotive itself. It was withdrawn in 1905 and scrapped.

**Kruger Class 4-6-0s** – The ten Kruger locomotives were impressive looking machines built between 1899 and 1903. Their initial ugliness led to their Class name – that of the leader of the Boer rebels in South Africa, who at the turn of the century was giving the British a bit of a hiding and he was therefore Public Enemy No. 1 – thus a suitable name for an ugly locomotive. The first locomotive built was No. 2601 in 1899 as a 4-6-0, No. 2602 followed in 1901 with a pony truck instead of the leading bogie but still with massive boiler and its appendages. The Class experienced a number of boiler problems and Churchward considered fitting domeless tapered boilers but No. 2601 was withdrawn in 1904 and the remainder during 1906. It is believed that many of their parts were reused to produce an equal number of Aberdare Class locomotives.

**Aberdare Class 2-6-0s** – The prototype Aberdare was No. 33, built in 1900, and although of similar appearance to the cleaned up 2-6-0 Kruger Class it was smaller and neater and weighed less – was, in fact, the freight version of the Bulldog and Atbara Classes. It was subsequently renumbered 2600 and was followed by another 70 locomotives, Nos. 2611–2680, built between 1901 and 1903. Another nine locomotives were built in 1906 and 1907 taking their running numbers with many parts from the scrapped Kruger Class 2-6-0 locomotives being used in their construction. The GWR acquired 50 ROD 2-8-0s after WW1 and in due course these locomotives were scrapped but their tenders were pressed into service behind sixty of the Aberdare Class locomotives at various times. They were essentially coal traffic locomotives [hence the Class name] and they remained in this service into the 1930s when the 72xx Class 2-8-2Ts started to take over their tasks. Fifty of the Class were withdrawn before WWII and the thirty survivors became more scattered but withdrawals resumed in 1944, the last locomotive withdrawn being No. 2667 in October 1949.

K's produced a white-metal kit [Cat.No.L28] of an Aberdare Class locomotive in 4mm/ft scale in 1975. It was withdrawn in 1986 but it reappeared in the NuCast range [Cat.No.NC028] in 1994. It was priced at £70.55 in 2000. NuCast also produced the kit with the ROD tender variant.

### **Gooch's 0-6-0 Classes – 57, 79, 77, 167, 131 and 322 [or Beyer] Classes –**

These six Classes built in the Gooch era totalled 100 locomotives, of which 52 were built at Swindon and 48 were built by outside contractors, 36 of them by Beyer–Peacock.

<b>Class</b>	<b>No. built</b>	<b>Reference 1</b>	<b>Reference 4</b>	<b>First Withdrawal</b>	<b>Last Withdrawal</b>
57	12	page 70	pages 44–47	3/1908	11/1927 [No. 316]
79	24		pages 47–48	9/1905	12/1918 [No. 122]
77	2		pages 49–50	2/1903	3/1903
167	4		pages 49–50	12/1902	11/1904
131	28	page 70	pages 50–52	9/1905	4/1925
322	30	page 71	pages 52–55	12/1912	4/1931

**360 Class 0-6-0s** – The first Armstrong double framed 0-6-0 locomotives with plate frames in lieu of the sandwich frames favoured by Gooch. The outside frames were slotted. They were

mainly used on goods trains between Birmingham and Chester. The Class experienced a considerable number of boiler types before the first withdrawal in 1912. Nine more were withdrawn before the last two were superheated in 1926 and 1927. These were Nos. 1015 and 363, the latter surviving until March 1933 having travelled 1,384,645 miles in its 67 years of service.

**388 [or Armstrong] Class 0-6-0s** – These 310 locomotives are sometimes known as the Standard Goods Class, so termed because Armstrong set about standardizing the GWR's goods locomotive fleet, having inherited a motley collection of small Classes from the Gooch era. They were derived from the 360 Class but differed in having frames of solid plate without slots. The Class had a complex history of boiler changes but other developments were few. A few were withdrawn before WW1 but, although designed for goods traffic, their 5ft. dia. driving wheels made them very useful mixed traffic locomotives and they were also used extensively on passenger trains. Large numbers of Churchward 2-6-0s becoming available in the early 1920s led to a massive withdrawal programme thereafter. The last locomotive withdrawn was No. 422 in January 1929 after a life of 62 years and having travelled 1,394,729 miles.

**927 [or Coal Engine] Class 0-6-0s** – This Class of twenty locomotives was simply a small-wheeled [4ft.6in.] version of the Armstrong Standard Goods [388 Class] and they had a very similar history of boiler changes. The first withdrawal was in 1905, most being withdrawn immediately after WW1 and the last [No. 934] was withdrawn in November 1928.

**2361 Class 0-6-0s** – Built 1885-86. Although buried in the Deans Goods 0-6-0 number series, these twenty locomotives were double framed but with under slung springs. Once again, a complex story of boiler changes, they were longer lived, however, than most of the preceding Classes, the first withdrawal was in 1928 and the last was No. 2262 in November 1946.

**Sir Daniel Class 0-6-0s** – Although Dean had been proposing to build more 0-6-0 goods locomotives at the turn of the 19th Century, the project was abandoned and instead 23 of the Sir Daniel Class 2-2-2s were converted to 0-6-0s! The process was brought to an abrupt halt when Churchward took over in 1902. The process of conversion was relatively simple with the large [7ft.] single driving wheel and the other wheels being removed and replaced by six 5ft.2in. dia. driving wheels in the same spacing. They had, as you would expect, an old fashioned look about them. The first withdrawal was No. 387 in 190, just three years after conversion and the last withdrawal was No. 381 in 1919, 17 years after conversion and 53 years after its building.

A full set of these notes is available on request. They include more detail of the Classes, references where information on them can be found and a plethora of photographs.

### **New Acquisitions –**

**Ron Fryer** – showed a photocard of *City of Truro* given to him by Peter Sapte. He also let it be known that he had found a supplier of loco crew [Hornby type] at £1.50 per set as against £5.40 from Hornby!

**John Brenchley** – showed a book called *Branchlines to Launceston and Princetown* by Vic. Mitcheel and Keith Smith and published by Middleton Press.

**Steve Rayner** – showed an N scale kit from Mill Lane Sidings of a six-wheel van for Palethorpes sausages – Kit No. MLS 027.

**Alan Porter** – showed a book called *GWR Handbook* by David Wragg and published by Haynes Publishing.

**Peter Sapte** – showed a Snapfish booklet of photos taken by Ron Fryer when he and his wife visited Peter and Ann in the UK in 2010. The photos were of a day out made by Peter and Ron, visiting train-oriented places, including Pendon, a Model Railway Exhibition in Berkhamsted, the rebuilt Chinnor station, David Peacock of Leeds Stedman Trust fame and a 5ft gauge, 12inch to the foot, real live 2–8–0 Finnish railway engine on a farm near to where Peter lives. A wood burner, it steams up and down a 300metre length of very unstraight track. It's a good job all its wheels are self compensating!

**Ron Richards** – showed a signal box that he had been given. Some discussion was had as to where it related to. North Eastern was the region suggested and the name on it – Wylam on Wey would seem to support this. Ron has, however, altered it, renewed certain items and has added others in his attempts to Westernise it. It looks real good. He also showed a number of water cranes, painted and unpainted that he has assembled from Mike's Models white metal kits.

### Doing Things –

**John Brenchley** – showed stage 2 of his Tavistock Station build – the Train Shed. His soldering of the roof supports is really and truly exquisite! We are all looking forward to his completion of the shed.

**Peter Sapte** – Peter showed us his commission for this trip! An LMS pull–push set [two coaches] made up of 247 Brass sides, underframes from two Airfix 1st/3rd lavatory Composite suburban coaches. As usual they are coming along nicely – we hope to see them completed before Peter returns to the UK.

**S Scale Special Interest Group.** The Group's April meeting was attended by 41 members and visitors. Graham Watson called the meeting to order at 2030. He welcomed everyone and particularly **Anthony Penstone** who came along with his father Alan. Anthony, with his Dad, was a member of the Group in the early 1990s before he joined the Armed forces. Graham then invited members to speak on any news or items of general interest.

**Bill Gray** said he thought the next issue of the ASNMM magazine, his first as Editor would be published in June. He again appealed to modellers for articles for the magazine. Articles may be any length and can be on any topic on S scale modelling.

**Stuart Mackay** informed the meeting that he is coordinating the S scale locomotive display at this year's ARHS Museum's Enthusiasts' Day on Sunday 15 May. Stuart asked members to bring along some of their locos for the stand and if possible give some of their time to supervising the stand from 1000 through to 1700. Stuart also informed the meeting that the WAGR V class kits and the new MRWA A class kits were gradually being rolled out and this would continue over the year.

**Graham Watson** showed the latest Railwest model of the WAGR HC wagon which comes as a one piece casting with internally detailed drop-down side doors. **Greg Aitken** showed his latest GA Models W van kit which he has been working on.

**Gary Gray** showed the casting for the weigh-bridge vehicles kit he has been working on. The kit will be available as a set of two vehicles, a VS coach and the 4-wheel DX weighted test wagon.

**Neil Blinco** announced that a limited number of AGS shower kits were still available to members who wanted one.

**Ray Cooper** showed the QRB and QCF wagon, both with timber loads, which he has built for his

Yarloop layout. Ray reported that he now has trains running on his layout and some landscaping and the main WAGR station buildings and structures have been completed.

**Roger Jenkins** has been scratch-building two WAGR M class Garret locomotives in S scale. Roger showed one of the locos, which is almost fully assembled in brass, and it is looking great at this stage. **Peter Edwards** showed his GA Models kits of a JU bogie tanker wagon and a ZB guards van, a Double G models gangers' shed and his A class diesel which is progressing well.

**Doug Firth** was the main speaker for the evening on the topic *Using paper in Model-making*. Doug has spent many years in his profession, restoring books and documents. What Doug does not know about the characteristics and qualities of many types and grades of paper and card is not really worth knowing. Almost inevitably he brings his knowledge of paper to the hobby of railway modelling and has only recently given a talk to Branch members on this topic. Doug has provided a number of AMRA members with information and advice on the advantages of using paper and card at the informal level to various SIG Groups within our Branch.

Doug demonstrated the best way to mount a piece of newspaper such as a photo or cartoon using a black/dark background sheet to prevent the printing on the back from showing through the document.

Doug showed how paper can be used to represent tarpaulins, wagon roofs and the bodies of vehicles and structures. He enlightened members about the grain found in all paper and how to put a knowledge of this characteristic to good use. In laminating paper, crossing the grain will cause the paper to curve if so desired. Laminated, curved paper represents canvas roofs more realistically than plastic or metal. On the other hand if laminates of paper are to remain flat the grains of each sheet must all run the same way.

The main glue to use on paper products is PVA which dries clear and remains a strong bond over time. There are many varieties of PVA but Aquadhere is a good general PVA glue to use to bond sheets or layers of paper and card. Doug keeps his PVA in a container enclosed in a simple, closed wooden box rather than a bottle. Stored in this way the PVA does not solidify and is always readily accessible. Doug is always happy to assist and advise members in the use of paper medium in modelling railway vehicles and structures. Thanks Doug for the informative and interesting talk.

**The Group's May** meeting saw 35 interested members turn out for the meeting which was scheduled to cover lettering and numbering WAGR and MRWA railway vehicles. It was suggested that modellers bring a particular vehicle and show how they applied the lettering and numbering and add any hints that they could offer. Members were also asked to bring along their latest modelling project, finished or not.

**Graham Watson** officially opened the meeting at 2030 and welcomed all the members to the meeting, especially John Hatch, who has had to work on Monday evenings for the past few months. Graham wished **Gavan Riley** all the best as he and his family will be moving to Queensland over the coming weeks. Gavan has been modelling the WAGR and we hope he remains in contact with the S Scale Group via the internet, email and through *The Branchline*.

**Bill Gray** advised that he had a full complement of volunteers for the Modellers' Demonstration Desk at the Model Railway Exhibition. He also said that the next edition of the *Australian Sn Modeller* is almost ready for final proof-reading.

**Gary Gray** showed the assembled Vs and DX weighbridge testing vehicles he plans to release as a kit over the coming weeks. These vehicles always ran as a set and will soon be available for those who, like Gary, desire a replica of them on their layout. Gary intends to do an initial run of ten sets

so members will need to get their orders in to Double G models early.

**Greg Aitken** showed his fine model of the AI passenger coach, the prototype of which resides in the foyer of the East Perth Railway Terminal. Greg used MnJ Decals to letter and number the coach. General discussion ensued and it was revealed that GR Decals now supplies most of the former MnJ Decals exclusively on the web at [www.grdecals.com.au](http://www.grdecals.com.au)

**Murray Rowe** showed the Microscale decals he uses for lettering and numbering. These decals come in at about \$3 per sheet. He also confirmed that GR Decals supply useful decals for the West Australian modeller. Murray has had some success making his own decal set using decal paper on his home printer.

**Peter Edwards** showed the electronics and micro LEDs he intends using on his WAGR A class DE locomotive. Peter also showed a range of ten wagons he has assembled from kits since joining the Group.

**Rob Clark** gave an interesting account of the way he uses the Corel–Draw program on his PC to design decals for the growing range of decals he supplies to the S Scale Group. Rob uses a professional printing firm to print the decals he has made. Rob has made the decals for the V class loco kit and the MRWA A class loco kit as well as the MRWA AC and L bogie wagon. Rob showed his latest decal for Tip-Top Paints which can be applied to the sides of a V van, as seen in the 1960s on the WAGR. We look forward to seeing wagons with this signage in the near future. Rob is also responsible for maintaining the WA Sn3½ website <[wasnmodeller.blogspot.com](http://wasnmodeller.blogspot.com)>. It really is a great internet site to visit.

**Stuart Mackay** showed a number of his vehicles which use MnJ/GR decals. Stuart also made his own decals for his XB bauxite hoppers and his ZS guards vans. Fortunately these yellow wagons carry black decals which can be printed onto decal paper using a home printer. Stuart's ADH railcar carries the WAGR Mucky Ducks which Stuart made by taking a photo from 46ft [14.1m] using a 50mm lens on his SLR camera. The photo was then developed to provide an S scale roundel. This was prior to digital photography but the effect is quite good. **Simon Mead** confirmed that he used the same photographic method to make Mucky Ducks back in the 1980s.

**Doug Firth** showed his Z class shunting loco which displays Model–Master decals. The letters and numbers were cut out and applied individually, one letter and one number at a time. **Neil Blinco** showed the platform coach he assembled last year. Neil has applied a total of eighteen different decals to the coach, yes 18, which greatly added to the realism of the green and cream vehicle which in itself is a fine model of its class.

Last but not least, **Graham Watson** showed his JGH Sulphuric Acid wagon which incorporate white lettering on red paper over a red tank. The decals were made for Graham by Roger Palmer on his PC and printer. Graham also recommended the Broad Gauge Hobbies decal sheets which incorporate 6" scale letters and numbers from 11-99 twice. The sheets are available with black or white lettering.

This brought to a conclusion another successful evening of shared ideas by members on a narrow but very interesting and important aspect of railway modelling: lettering and numbering of wagons in S scale.

**Late News.** Stuart Mackay reports that six members brought a total of 34 S scale models of steam and diesel locomotives to display at the ARHS Enthusiasts Day on Sunday 15 May. Thanks to all contributors.

Modellers can visit the WAGR S scale blog at [wasnmodeller.blogspot.com](http://wasnmodeller.blogspot.com) Graham Watson and Stuart Mackay may 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 for the magazine. Email; [william\\_gray@optusnet.com.au](mailto:william_gray@optusnet.com.au)

**British Railway Modellers Special Interest Group.** The March meeting was a Bring, Run and Tell night, but first –

### **New Acquisitions –**

**Ron Richards** – showed his new Heljan OO model of a Class 17 Diesel No. 8601 in BR Green with yellow ends. A very nice model all round.

**Geoff Mercer** – showed his new Bachmann OO models of a Class A1 locomotive No. 60115 *Meg Merrilies* in BR Green with early emblem, and Class A2 Locomotive No. 60532 *Blue Peter* in BR Apple Green. Both these models were up to Bachmann's usual exquisite standards.

**Alan Porter** – his first showing was of three Bachmann OO wagons –

- Cat. No. 38-327 13ton high-sided open wagon BR bauxite [early]
- Cat. No. 38-380 12ton Ventilated van BR bauxite [early], and
- Cat. No. 38-376 12ton Ventilated van BR bauxite [early].

He then showed us some OO scale road vehicles –

- Skale Autos Triumph Mayflower sedan in Lt. Grey,
- Skale Autos Bedford TK dropside Brewer's dray c/w load, and finally a
- Corgi Trackside Dennis F12 Fire Engine with a Merryweather ladder escape.

### **Doing Things –**

**Ron Richards** – showed us his made up version of the freebie card kit of a Scalesscenes derelict building included in the March Issue of *MODEL RAIL* magazine. It makes up into a rather presentable model, Ron intends to use it to cover an above ground point motor on his layout.

**Alan Porter** – He is now upgrading his bogie brick wagons by putting new bogies on them and has accordingly ordered ten packs from Peco/Ratio. He is also replacing the bogies and repainting his ICI bogie tank wagons. I must say the blue/green colour that he has used looks to be almost perfect – far better than the post office red of the original model.

After a quick break we adjourned to the *Haltwhistle* layout to run some trains. First was –

**Nick Pusenjak** – ran a SR Class N15 King Arthur *Sir Melligrance* pulling five SR coaches a Brake 2nd, Composite, All first, All second and a Brake Composite. The whole train was by Hornby.

**Alan Porter's** train was pulled by a Hornby Black Five 4-6-0 No. 44666 and a Bachmann Standard Class 5 No. 73158, pulling fourteen assorted wagons – Parkside Dundas ex LMS CCT LMS D1929, Mainline 50ft Parcels Brake, Parkside Dundas ex LMS CCT LMS D2026, two Lima Express Dairy tank wagons, Mainline Siphon H, Lima BR CCT, Lima ex LMS 42ft Parcels, Hornby Express Dairy tank wagon, two Hornby-Dublo re-livered Express Dairy tank wagons, Hornby-Dublo ex SR CCT, Hornby-Dublo re-livered United Dairies tank wagon and a Dapol Stove R.



**Ron Richards** honoured us with the first running of his new Heljan Class 17 Claytons Diesel locomotive running light engine – it ran superbly – very nicely detailed.

**Geoff Mercer** – showed his train pulled by the Bachmann model of the Class A1 Peppercorn *Tornado* No. 60163 in Apple Green pulling six Bachmann Mk.1 coaches labelled *The East Anglian* as follows – All First, Composite, 2nd Open, Buffet, 2nd Open, and 2nd Brake [complete with tail lamp]

**British Railway Modellers Special Interest Group.** The subject for the April meeting was the BR Road Vehicles.

**Technical And Economic Background** – On 1 January 1948 British Railways inherited about 12,000 road vehicles and trailers from the Big Four. Eight thousand horses came with the road vehicles. These vehicles and horses were carrying about 28 million tons of traffic annually, which was roughly 10% of the total railway goods traffic. Their role was to provide a collection service from factory or farm to a railway station for forwarding onwards to the nearest destination station of the eventual customer. The traffic involved could be split roughly into three classes –

**Express Parcels** – This traffic was both wide and varied consisting of small parcels, hampers, flowers, etc., requiring speedy door-to-door delivery, and newspapers, Royal Mail parcels and mail-order company parcels requiring next or second day delivery and for which a premium price was charged. This traffic was usually on-carried by passenger train, either in the guard's compartment or the associated luggage section of his van.

**Sundries [or Smalls]** – The sundries fleet handled everything possible under the sun, from shoes to hats, from safety pins to wire coils, from bicycle tyres to ladders, paints to packaged oils. There was no consistent shape or size or even the type of package and there were only minimal mechanical aids to help staff. The basic principle was the movement of less than wagon load traffic, which meant that small consignments would be picked up by a company road vehicle [horse or mechanical] at their point of origin, taken to a despatch depot/goods shed and grouped into covered vans for the rail journey being removed from these at the destination depot/goods shed and then put into road vehicles [horse or mechanical] for final delivery.

The articulated vehicles [produced by Scammel and Karrier in particular] were ideal for the sundries traffic [and also the express parcels traffic] as when coupled to a trailer, they were as manoeuvrable as a horse-drawn trailer and, like horse-drawn trailers, they could deliver a full trailer to a depot and then immediately couple up to another full trailer for a delivery run to customers.

**Wagon Load Traffic** – This was even more varied than the sundries traffic – among the goods carried were agricultural tractors and machinery, structural steel, bridge girders, bricks, animals on the hoof, complete farms [except the buildings], cable drums, timber, electrical equipment, beer, explosives, glass, grain, linoleum, malt, paper, tar and even caravans. The fleet involved with the pick-up and delivery of these items had to be flexible enough to handle any of the traffic types mentioned and the trucks employed were normally the heavier rigid vehicles rather than the lighter articulated fleets of the sundries division.

As Common Carriers, BR still had to carry whatever traffic might be offered to them and the management of BR experimented with a wide variety of innovations for improving the handling of some of the more obscure types of traffic.

The Big Four railways had been suffering during the 1930s and immediately after WW2 from increasing competition from the road hauliers who were benefiting from the improving highway

system and the improving quality of lorries and vans produced by Thornycroft, Leyland and others and, most importantly, complete freedom from being Common Carriers – which the railways were stuck with. The road hauliers were able to choose the traffic on offer and, of course, to take only that which would give them the best financial return on the capital involved. Despite all it did, it was a losing battle for BR and in 1952 a change of government resulted in a decision to de-nationalise BRS and the resultant private owner hauliers were able to provide a much better, efficient and cheaper service. An increasing number of lengthy strikes by BR personnel did not help BR sell its services. Also, the slowness of upgrading the BR wagon fleet with continuous braking still meant that the unfitted goods trains was too slow, especially when the road hauliers could deliver door-to-door service.

The Beeching Report was the death knell to the sundries traffic and the wagon-load traffic not only because of the high costs of transshipment between road and rail but also due to the government's refusal to allow BR to compete on equal terms with its competitors. The express parcels service also suffered from road competition. Gone were the newspapers, Royal Mail parcels, mail-order parcels etcetera that cluttered the platforms of London stations in the evening rush hour.

**The Vehicles** – So many road vehicles came to BR from the Big Four that they lasted quite a while until finances were available for their replacement. The Big Four tended to purchase chassis and cabs and generally used its own carriage wagon works to build the bodies and consequently there was a degree of uniqueness to each company's design. Each tended to purchase the bare chassis from a manufacturer in their area – the LMS favoured Karrier and Albion whilst the GWR and SR favoured Thornycroft. Following the purchase of imported Ford vehicles by one company, a Buy British campaign was started and this benefitted Morris Commercial, Commer, Dennis and Austin. Of course, all the companies had dabbled with Scammel's three-wheel Mechanical Horse and the Karrier Cob three-wheel equivalent, both developed in the 1930s. In 1948 Scammel introduced their three-wheel Scarab and BR purchased hundreds during the 1950s and this continued when they produced the three-wheel Townsman design. Karrier, and others, produced four-wheel tractors which were not as manoeuvrable as the three-wheelers. Jensen produced four-wheel electrically powered tractors. Much of the business for rigid vehicles went to Commer, Austin and Ford.

**The Liveries** – For the first few years the scene was a mixture of vehicles in their original company livery but with the words BRITISH RAILWAYS painted on and their original fleet numbers given a regional suffix. The first new livery was an all-over maroon with the words BRITISH RAILWAYS and their fleet number spelled out in full in cream. The next livery lasted almost to the end and was the popular carmine and deep cream [blood and custard].

The third livery for the vans appeared in 1961 when some were painted an all-over stone colour with the words RAIL FREIGHT in white and the peculiar arrow logo [the flying crate] in brown and white. The final livery was an all-over yellow, with the double arrow logo [the arrows of indecision] in red.

**Fleet Numbering** – When BR came into being in 1948, the immediate reaction was to continue to use the former company fleet number with a suffix letter denoting the Region, – W stood for Western Region, S for Southern, M for London Midland, E for Eastern and Sc for Scottish.

The numbering systems of the road vehicles inherited from the Big Four differed considerably and the facilitation notes explains just how they all worked, as well as how BR changed the entire system.

**Registration Marks and Numbers** – The registration letters [marks] used by the individual railway companies [and it is assumed by the regions also] fell into several quite straightforward

series. The GWR and the SR after 1923 obtained their registrations in London. All LMSR road vehicles were registered in Hertfordshire, often using a complete set of one thousand numbers such as BNK 1 to BNK 999. The LNER used London registrations for those vehicles in the former GNR area and the GER area, while for those in the NER area York supplied the registration letters. Presumably a similar pattern was used in the ER. Most Scottish Region vehicles had Glasgow registrations.

**Models** – The facilitation notes then give a comprehensive list of the various vehicles, by manufacturer, [errors and omissions excepted] that are available.

**References and Photographs** – These are listed in the Facilitation Notes for further information.

### **New Acquisitions –**

**Ron Richards** – showed his new book – *Western Region Engine Sheds and Their Motive Power* by K. Pirt, D. Dalton and D. Beecroft and published by Booklaw Publications from the Steam Memories on Shed series 1950s – 1960s.

**Peter Sapte** – showed a K's kit of a LMS Road/Rail bus made by Karrier with a Leyland engine. Motorised it apparently runs quite well, it certainly looked the part.

### **Doing Things –**

**Ron Richards** – continues to work on Westernising the signal box that he was given by making a GW chimney and two GW ventilators.

**Peter Sapte** – showed us the latest update on his project to make a LMS push-pull set. He has now painted the roofs black and the bodies maroon. The interiors have also been painted [3rd Class colouring] maroon seats and brown compartments. He is planning to have it finished by the next BR meeting, just before he flies back to the UK – looking forward to seeing the set

Contact persons for Special Interest Groups are:

#### **British Railways**

#### **Digital Command Control**

#### **Great Western Railway Modellers**

#### **Large Scale**

#### **LNER**

#### **LMS Modellers**

#### **N Scale**

#### **North American Railroads**

#### **S Scale**

Gordon Bramwell	0432 871 197
Tom Stokes	9275 4508
Roger Solly	9444 7812
Graham Bell	9295 4461
Steve Rayner	9379 1147
Alan Porter	9330 1848
Neill Phillips	9403 0924
Peter Scarfe	9359 2281
Stuart Mackay	9310 3858









## Judging Coordinator's Comments

This year saw a huge leap in the number of exhibits at the Model Railway Exhibition. The judges took on their task with their usual diligence and energy. They needed to, as the amount and overall quality has increased.

All the judges deserve enormous thanks and praise, the results show the task they had to do.

On behalf of the Exhibition Organising Committee I would like to thank all the judges, without them a very important part of our Exhibition would not happen.

We might have to put next year's Judges on a pre-exhibition training course, as I am sure there was more than one pair of shoes worn out this year.

On behalf of the judges I am sure the winners deserved their trophies.

Happy Modelling.

John Maker

## The Richard Smart Cup Memorial Cup

**For Scenic Excellence – Summary of Voting**

**Maximum points available = 600**

Place	Points	Exhibit No.	Exhibit Name	Owner
1	497	7	<i>Alton</i>	Southern Railway MRG
2	495	13	<i>Picken Shovel Mining Company</i>	Frank Godde
3	495	46	<i>WesterN-Ridge</i>	AMRA WA Branch
4	490	69	<i>Serpentine</i>	Graham Watson
5	474	40	<i>Timber Town</i>	Scott Parker
6	457	27	<i>Grogley Junction</i>	Focus Modelling Group
7	446	38a	<i>Hart's Landing</i>	US Model Railroad Club
8	440	37	<i>Enniwayr</i>	Fremantle & Districts MRA
9	432	25	<i>Neceby</i>	Dennis Ling
10	410	33	<i>Jayden Bridge</i>	Jayden Gildersleve

## Bill Gardner Cup

**For the Best Model of a Railway – Summary of Voting**

**Maximum points available = 600**

Place	Points	Exhibit No.	Exhibit Name	Owner
1	400.57	7	<i>Alton</i>	Southern Railway MRG
2	395.46	11	<i>Iron Horse Yards</i>	Sierra Modellers
3	393.33	69	<i>Serpentine</i>	Graham Watson
4	389.87	38a	<i>Hart's Landing</i>	US Model Railroad Club
5	387.50	46	<i>WesterN Ridge</i>	AMRA WA Branch
6	378.23	27	<i>Grogley Junction</i>	Focus Modelling Group

7	363.80	40	Timber Town	Scott Parker
8	358.67	37	Enniwayr	Fremantle & Districts MRA
9	355.38	19	West of the Black Stump	Arid Australia Group
10	340.50	13	Picken Shovel Mining Company	Frank Godde

## Class 24 Cup

**For the Best Model of a Railway, Not Exceeding 24<sup>2</sup> ft**

**Summary of Voting**

**Maximum points available = 600**

Place	Points	Exhibit No.	Exhibit Name	Owner
1	389.87	38a	Hart's Landing	US Model Railroad Club
2	378.23	27	Grogley Junction	Focus Modelling Group
3	363.80	40	Timber Town	Scott Parker
4	325.40	25	Neceby	Dennis Ling

## The President's Cup

**For the Best Model of a Railway Diorama**

**Summary of Voting**

**Maximum points available = 600**

Place	Points	Exhibit No.	Exhibit Name	Owner
1	473	38b	Street Running	US Model Railroad Club
2	366	36c	Sutton Grange	Julian Watson

## The Jack Stanbridge Trophy

**For the Best Operating Model Railway**

**as seen by Fellow Layout Owners**

**Summary of Voting**

**Maximum points attainable = 75**

Place	Points	Exhibit No.	Exhibit Name	Owner
1	13	11	Iron Horse Yards	Sierra Modellers
=2	11	27	Grogley Junction	Focus Modelling Group
=2	11	36	Hawkesbury River Bridge	Rod Bailey
=4	10	13	Picken Shovel Mining Company	Frank Godde
=4	10	59	The Neben Valley Railway	Phil Knife
=6	9	40	Timber Town	Scott Parker
=6	9	69	Serpentine	Graham Watson
8	8	72	Goleta Depot	Peter Cole
=9	7	7	Alton	Southern Railway MRG
=9	7	38	Hart's Landing	US Model Railroad Club

# The AMRA WA Branch Trophy

for the Best Presented Exhibit

Summary of Voting

Maximum points available = 400

Place	Points	Exhibit No.	Exhibit Name	Owner
1	348	69	<i>Serpentine</i>	Graham Watson
2	346	7	<i>Alton</i>	Southern Railway MRG
3	344	22	<i>Enchanted Forest</i>	The Davis Family
4	322	38b	<i>Street Running</i>	US Model Railroad Club
=5	320	8	BRMA We Show You How	British Railway Modellers
=5	320	34	<i>Avalon</i>	Barry Bryant
7	310	13	<i>Picken Shovel Mining Company</i>	Frank Godde
8	306	37	<i>Enniwayr</i>	Fremantle & Districts MRA
9	297	30	<i>Thomas on the Move</i>	Connor Bombak & family
10	289	40	<i>Timber Town</i>	Scott Parker

## Show Manager's Cup Encouragement Award

Matthew Waddams for Exhibits 48 and 49 – *Thomas and Friends*

## Maylands Model Railways Encouragement Award

Andrey Rumming for Exhibit 55 – *Rumville*

## The AMC Trophy

For the Exhibit Considered Best by public vote

First six places

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	944	23	<i>LEGoland</i>	Perth Adult Lego Society
2	580	22	<i>Enchanted Forest</i>	The Davis Family
3	197	13	<i>Picken Shovel Mining Company</i>	Frank Godde
4	144	46	<i>WesterN-Ridge</i>	AMRA WA Branch
5	114	11	<i>Iron Horse Yards</i>	Sierra Modellers
6	111	37	<i>Enniwayr</i>	Fremantle & Districts MRA

The full results list is available from the Exhibition Manager.