The Branchline

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

www.amrawa.com

Issue 205 August 2011 Vol 34 No. 4

Frans' Fatidic

Just a short note before this year's Annual General Meeting. We have an exciting year ahead of us because of the various projects that are in the pipeline, for example, the new storeroom/workshop and a sale for starters.

One of these projects is the **sale of model railway equipment**, etc., from deceased members' estates, the first of these members only sales will be held on Saturday 10 September in our Clubrooms starting at 1500 sharp.

The items are mainly Australian with some English and American. The items can be viewed between 1400 and 1445, the prices will be displayed on our Clubroom Notice Board from 27 August. Payment in cash or cheque only as we do not have eftpos facilities.

There will be other items on sale by a silent auction. These are items that are surplus to our Branch's requirements. Keep a note of the date on your calendar because it is important for our Branch that the sale is successful.

I would like to thank the outgoing Management Committee for their support over the past year and look forward to another good year.

We have recently been made aware that Vivienne Morling, wife of Branch member Andrew, had passed away. On behalf of your Management Committee and all Branch members I have extended our sympathy and condolences to Andrew and family for their loss.

Membership Renewals must be sent direct to the Federal Registrar, our Branch is no longer able to process renewals and subsequently forward them to the Registrar – see Membership Matters for more information.

Frans Ponjee
Branch President

Print Post Approved PP631312/008

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ISSN 0313-9336

Branch Programme

Due to circumstances outside the control of your Editor some of the Programme details tabulated on pages 12 to 14 may be at variance with those previously published/ agreed and are published on an E&OE basis.

Please refer any queries to our Programme Coordinator, John Maker.

From the Editorial Desk

***The Branchline* – October issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 24 September.

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 8 October and will include the AGM Minutes

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

Editorial deadline for the December issue will be Saturday 19 November. **Assembly, etc.** will be on Saturday 3 December

Ted Thoday

Around the Layouts

Haltwhistle. The layout is still very busy on Saturdays in particular when you might have to wait in line to run your train but you will get a chance as Train drivers are very willing to let you have a turn.

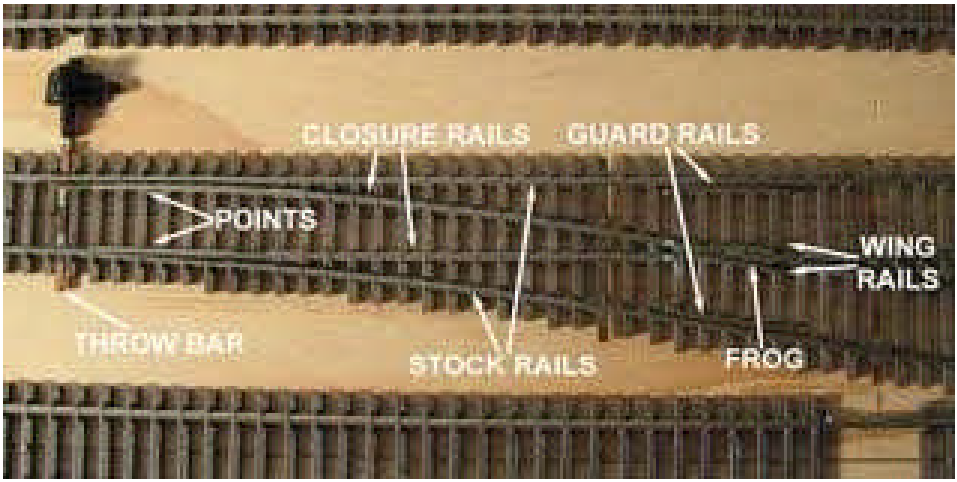
We are having a few problems in Cumwaite yard but these are being worked on by the Haltwhistle crew.

Tom Stokes
Layout Supervisor

The Valentine Run. Our D, V & SF RR policy is to attach droppers to every piece of rail. However, despite advice on various forms of point mutilation to enhance their performance, it was decided to see how the Peco Electrofrogs behaved with power being fed via fishplates

from adjoining rails. Initially these points performed flawlessly, with the odd derailment being traced to recalcitrant rolling stock. Yet over time, problems in electrical conductivity began to develop, most likely due to corroding fishplates and oxidation of closure rail contacts.

To resolve this problem it was decided to add droppers to the stock rails and to use one of the auxiliary switches on each Tortoise point motor to feed power to the closure rails. Thus, for the past few months, the modules have been separated and overturned, displaying their electrical underwear while Alan, Trevor and your scribe attach five additional wires per point.



The demands by the good people of Valentine for a replacement station have been addressed by the governing authorities with the usual commitment to service such organisations display. Their train service has been cancelled, thus eliminating their need for a station. Also catastrophic terrain movements have led to many leaving the area for good. Yet those few who have hung on continue their agitations. It has been decided that Craig be commissioned to source an instant forest for this region. Upon installation, should a prescribed burn get out of hand, authorities consider such an unfortunate occurrence should resolve this matter.

Craig Hartmann
Alan Burrough
Layout Coordinators

'Missing' Member

The June issue of *The Branchline* addressed to member No. 6327 Trevor Cocks at a Gwelup Post Office box was returned as the PO Box has been closed.

If any member is in contact with Trevor please ask him to contact either John Maker or me.

Ted

Literary Lines

Library – on Saturday afternoons the Library will be **open** for receiving and issuing books,

magazines and videos **from 1400 to 1630 only.**

Assistance Requested

New member, Darren McLean, is seeking assistance with construction of a model railway layout. Darren is a fly-in/fly-out worker who lives in Butler during his R&R periods.

His layout to be based on a fictional, generic British location, as he wants to operate models of all of the Big Four. It is intended that the layout will be to 4mm scale 16.5mm gauge [OO].

I have given Darren some broad information such as where to find track plans and other basic stuff.

If any member would like to help guide a new member as he takes his first steps into this fascinating hobby of ours please contact Darren by email at <darrenmclean30@hotmail.com>

Ted

Large Scale Special Interest Group

Last year the Group ran several Sunday Run Days on the outside layout, with a lunch time sausage sizzle. These were very successful, operating from about 1100 to 1630. We propose to do the same again this year.

Boiler Certificates. I will have the test rig available during Saturday or Tuesday meetings by arrangement. I always have it at the Sunday Run Days.

Copper boiler certificates last three years before a re–test, the date due is on the Certificate. The re–test is quite quick – an hydraulic test to 1.5 x working pressure and prove the Safety Valve is working at the appropriate pressure.

Steel or stainless steel boilers cannot be certified under our rules.

Sunday Run Days will be on 25 September between 1100 and 1630 and Sunday 6 November between 1000 and 1600 as part of ModelRail.

Jim Gregg

Around the SIGs

Great Western Railway Modellers Special Interest Group. The subject for the May meeting was the GWR Permanent Way vehicles.

Introduction –

Work on the permanent way could be of three main types –

- relaying or complete renewal of track [sometimes with second–hand rails]
- re–sleepering
- re–railing.

For example, in 1929, 227 miles of track were re–laid with new ballast, sleepers and rails, 150 miles were re–laid with second–hand rails, 115 miles received new sleepers and 27 miles received new

rails. Almost all new crossing work was constructed wholly of new materials, although second–hand rail was often used for points in sidings.

Five distinct varieties of vehicles were used for all this work –

- wagons for carrying individual pieces of rail or prepared track panels [J group of wagon Diagrams]
- ballast wagons of both hopper and open, fall–down sided types [P group of wagon Diagrams]
- chaired and plain sleeper wagons [T group of wagon Diagrams]
- brake vans allocated to the Permanent Way Department, many with a ballast spreading plough [AA group of wagon Diagrams]
- in later years, suitable craneage for handling prepared track panels.

The Facilitation notes themselves contain in detail all the information that you could wish to know about the five varieties of vehicles listed above. There is much too much to list in this report. The notes also contain many drawings and photographs of the vehicles and are well worth having. Copies are available on request.

New Acquisitions –

Doug Firth – has purchased a pile of kits – 4 x GWR O4 Open A wagons, 1 x GWR O4 5–plank wagon [post 1925], a platelayers trolley, GWR station seats, GWR V5 Mink A van, a GWR 9ft underframe, and a GWR W1/W5 Cattle wagon. All of these kits are by CooperCraft.

Doing Things –

Ron Richards – is building walls and scenery for his layout.

Alan Porter – is still persisting with re–wheeling his ICI and Murgatroyds bogie tank wagons.

Doug Firth – is still in the process of converting a Class 14XX body to a Class 517. He has ordered the chassis , wheels, motor and gearbox to fit it. He showed a grounded coach that he has made from scrap bits of coaches. He also showed various open wagons that he has made from CooperCraft and Parkside Dundas kits.

Great Western Railway Modellers Special Interest Group. The subject for the June meeting was the features of the GWR Track–work.

Introduction –

At first glance, the track of the GWR looked like the track of the LMSR, the LNER or the SR, but it was a little different in quite a few respects. However, were those differences sufficiently obvious that they can be incorporated into your modelling of the GWR?

Probably so in 7mm/ft scale, **possibly** so in the various 4mm/ft scale variants [P4, EM and OO] and **very unlikely** in 2mm/ft scale modelling [although John Brenchley would probably do so!!!]

So, if you are using Peco Streamline track, or similar, on your OO model of the GWR at **Little Blogsworthy–in–the–Marsh,** then you probably need read no further! If you intend to use the information in the Facilitation Notes to improve your track and make it look just like the GWR's track–work, you will be liable to a wealth risk.

Most of us are modelling a GWR era well into the 1900s and beyond and therefore have little or no interest in the standard baulk road that was a feature of Brunel's broad gauge. Notwithstanding this, it may well be of interest to pause a bit and first take a look at the baulk road! So here goes –

The Standard Baulk Road –

The basic concept behind the baulk road was that the rail was supported throughout its entire length by large pieces [baulks] of timber**,** variously reported as 14in. by 7in., 13in. by 6½in., 12in. by 5in., and 10in. by 7in. These reported variations were probably the result of availability of suitable timber and the means of processing it. A sketch showing the details of the GWR Baulk Road and two photographs are included in the Facilitation Notes.

These substantial pieces of timber were laid on their larger side with the heart–side facing downwards. Replaceable hardwood packing pieces, about 1in. thick, were located on the top if the baulks. These pieces were 8ft. long and could easily be replaced when they were worn out by the passage of trains, thereby avoiding the expense of replacing the heavier longitudinal. The baulks were held apart by transoms [cross timbers] about 5in. by 7in. deep and were kept from spreading by tie bars, approx. 1in. diameter, with plate washers and nuts. The transoms and tie–bars were approximately 8ft. apart. Optional transoms were located in the six–foot to keep adjacent broad gauge tracks apart at the correct distance – these were mostly used on curves or where stresses required extra strengthening. The lengths of 71lbs per yard bridge rail [named so because of their shape] were fastened down on top of the packing pieces by bolts that passed through the flat sides of the rail – these bolts were spaced about two feet apart and were located alternately on both sides of the rail. The ballast of graded crushed stone was heaped up to the level of the top of the baulks and the transoms, but there was a shallow V–section drain in the middle of the set of tracks. The bottom of this drain was below the cross–timber transoms so how it actually operated for drainage of water is not clear!

Cross–Sleepered Track –

While the GWR was using baulk road the companies which chose the narrow gauge, such as the Shrewsbury and Birmingham which was soon to become part of the GWR, laid their rails in the conventional way but, if the evidence of early photographs is to be believed, with sleepers more widely spaced than the 3ft. that the GWR originally used.

There were two types of rail used in the early days of this system. One type was flat–bottomed [sometimes referred to as Vignoles after its French inventor] but which in the GWR's diagram of rail sections was called flanged rail to avoid confusion with bridge rail which also had a flat bottom.

The other type of rail went through two stages of development. In its original double–headed form it was expected to be economical as, after wear on one surface, it could be turned over and the other head used. Unfortunately the rolling loads caused the seats of the chairs to indent the underside of the double head rail which if turned over, would have given a very poor ride. The remedy was to increase the area of one of the heads to give a greater wearing surface and thus bull–head rail was developed. This could not be turned over but it was often turned around for use on sidings after withdrawal from main line use.

Originally all rails were made of iron, but from 1865 the perfection of the Bessemer process for de–carbonising iron, gave cheap and reliable rails and steel was used from then on.

Sleepers –

There were three materials that were used by the GWR for sleepers –

Timber –

Sleepers on the GWR, in common with most other railways, were 9ft. long until the first World War made timber difficult to obtain and the length was reduced to 8ft.6in. which was to become the standard from 1921.

Standard sleepers were 10in. by 5in. and were made from Baltic pine [from the Scandinavian countries and Russia] and Douglas fir [from Canada], usually arriving at the GWR's sleeper depots at Hayes [Middlesex] and Radyr [Wales] in the form of blocks 8ft.6in. long by 10in square cross section These were then sawn in half lengthways to give two 10in. by 5in. sleepers These were then treated with creosote [ex–gas works] under pressure before being drilled and the chairs being fixed by the fang bolts. In later years, jarrah was used for the switch and crossing work.

Steel –

In 1934 over 100miles of track was re–laid with steel sleepers of which there were three types. The most common type was with the chairs cast on in such a way that the molten metal of the chair flowed through holes in the pressed steel sleeper, firmly fixing the one to the other. Other steel sleepers were cast in one piece and some were made with the chairs welded on. A photograph of steel sleepers being installed on a one mile section of the main line near Maidenhead in 1930 is included in the Facilitation Notes.

Concrete –

Concrete seems to have first been used by the GWR for sleepers sometime during WW2 as a result of supplies of traditional foreign timber being greatly reduced. It is noteworthy that at the time of their introduction these concrete sleepers were used mostly in low speed locations such as loops and sidings.

The other use of concrete was in the so–called pot sleepers, also apparently developed during WW2 for the same reasons as the full length concrete sleepers and also used in loops and sidings. They were reminiscent of the stone block sleepers in the earliest days of railways but with some modern improvements. Each pot sleeper was 24in. x 18in. x 5¼in. thick. A 2½in. x 2½in. T section steel rod connected each second or third pair of pot sleepers but the intermediate pot sleepers could move individually and the gauge could therefore distort – making this track–work not exactly popular with the PW gangs! A photograph of pot sleepered track is included in the Notes.

Chairs –

The standard chair used with the GWR wooden sleepers was unique in having only two through bolts with the nuts on top of the chair and hence the heads of the bolts were on the underside of the sleeper, whereas the British Standard had three chair screws. It was, however, possible to dispense with the third fastening because the chair had a serrated base which fitted into corresponding serrations which had been machined into the sleeper, the whole forming a rigid and strong construction. The serrated base was a feature of all GWR chairs from 1892 onwards.

The GWR standard chair was of cast iron [weighing about 46lbs.] and were produced in the Casting Shop [J2] at Swindon. The arrangement of the common crossing for simple turnouts required special chairs and fittings to hold the crossing vee and wing rails in alignment. The GWR had a range of special chairs and fittings to suit most, if not all, of these crossings.

Rail –

From 1882 to 1894 bull–head rail at 86lbs per yard, with twelve sleepers to each 32ft. length became the GWR standard. From 1894 to 1897 bull–head rail at 92lbs per yard, with thirteen sleepers to each 32ft. length. In 1897 the weight per yard was increased to 95lbs, and from 1898 the length of a rail was increased to 44ft.6in.

In 1899, after some modifications to the bull–head rail, the weight per yard was increased to 97½lbs. The altered design of the bull–head rail proved very successful and remained the GWR standard for the next 21years.

In 1909 an Engineering Standards Committee drew up a specification for rail sections and recommended a 95lbs per yard section for main line use. This was adopted by nearly every railway company in the UK except by the GWR who chose to continue with their own 97½lbs per yard section. Swindon Works had always rolled the rail used on the GWR, buying cold steel billets from the steel companies and then heating them up and rolling them to the desired cross–section. With improved methods of rolling billets of steel, the length of rail was increased to 60ft.

Comments –

The programme for the maintenance of the GWR track–work was quite massive. In 1935 for instance, some 390miles of track renewal was planned, involving some 32,500tons of bullhead rail, 17,000tons of chairs, 4,300tons of bolts, 950tons of fishplates, 60,000 sleepers and 185,000cu.yds. of ballast. The other thing about the GWR track–work, as with that of the others of the Big Four, was that its maintenance and renewal was incredibly labour intensive until in the 1940s track panels of flat bottom [flange] rail and concrete sleepers were prepared away from the work site and then taken to that work site to be unloaded by steam or diesel powered crane.

Working on the principle that a picture is worth a thousand words, some of the photographs in the Notes illustrate the large number of workers involved in what was incredibly hard yakka in handling rails, sleepers, etc. A 60ft. length of 95lbs per yard bull–head rail weighed 1,900lbs [0.85tons] – no wonder it took teams of twenty men or more to move such a length of rail [an average load of 95lbs or 30kgms per man!].

A full set of these Facilitation Notes are available on request.

New Acquisitions –

Ron Fryer – showed two models of City of Manchester D/D buses that he remembers from his childhood days. One was an Corgi *The Original Omnibus* series of a MCW Orion body with a Crossley engine and the other was an EFE model of an MCW Orion body with a Daimler engine.

His next item was a Corgi Trackside OO model of a Post Office Telephone Service van in Dk Olive Green. His last item was a Hornby OO R.484 GWR Clerestory All 3rd coach. He has recently acquired two of these coaches, one from the UK and this one from the City Models stand at the Exhibition. He should have checked it out before paying his money, as when he did remove it from its box he found that the lining decal along one side of the coach was way out of position. Still the 2ft rule works wonders. His full consist looks fabulous when pulled by two 4–4–0s.

John Maker – showed his Hornby OO model of GWR *Lorna Doone*, which he is very happy with, and rightly so! He also showed three booklets –

- *The Ventnor West Branch Line* by Peter A. Harding ISBN 0950941468

- *Railways in the Wight* by C.J. Whittington, and
- *Loco Profile No.27 – The Tilbury Tanks.*

Alan Porter – showed a Corgi Trackside Burrell Road Roller. He next showed us a Pocketbond CLASSIX single axle horsebox towed by a Morris Minor pick–up [ute] followed by another CLASSIX model, a Ford Consul towing a Berkeley Cavalier Caravan.

Ron Richards – showed his two new sets of photographed backscenes. Each set consists of three photographs, which when joined total 108inches. Each set costs £8.00 and are available from Gaugemaster in the UK.

Doing Things –

Alan Porter – showed us some of his stock that requires fixing. He is progressively repairing these items. He is also completing kits that he started years ago. He talked and showed us his milk tankers that he has repainted and re–lettered. He is now converting the modern couplings to his choice of Peco Simplex couplings.

British Railway Modellers Special Interest Group. The subject for the May meeting was the Cravens Ltd and Park Royal DMUs – Classes 103, 105, 106, 112, 113 and 129.

A – Overview on the Development of DMUs on British Railways –

Before the outbreak of WW2, the GWR had shown the way with diesel multiple units for branch line and some cross–country services that had previously been worked by steam.

The GWR's entry into the diesel arena was in 1933 by way of a single unit lightweight streamlined railcar powered by a single AEC diesel engine. Subsequent joint development by the GWR and AEC led to 33 twin–engined single railcars and two sets of permanent coupled twin railcars which could, if needed, haul a suitably equipped trailer coach located between them, ie. coupled as diesel multiple units. The WW2 and the impending nationalization of the railways led to a cessation of any further development of the DMU concept by the GWR and AEC.

British Railways did set up a committee in 1948 to examine future motive power trends, however it took four years for that committee to produce its report. However, by the end of 1952 something had changed, approval was given for BR to spend up to £500,000 for eight twin–car DMU trains which would make their debut in the West Riding area. Both cars of these DMUs were powered by Leyland 150hp diesel engines and were designed and built by BR at Derby Works.

As a very considerable amount of aluminium was used in their construction they became known as the Derby Lightweights. The success of these early DMUs gave BR the confidence to forge ahead and give authority in December 1954 for a further 1,400 vehicles. Orders were placed immediately with the BR Derby Works and Metropolitan Cammell Ltd.

The massive number of DMUs which the 1955 Modernisation Plan called for was clearly beyond the capacity of BR's own Carriage Works at Derby and Swindon and, as in the case of diesel locomotives, a number of outside railway carriage builders were contracted to build the DMUs. Amongst the ten or so companies were Cravens Ltd., and Park Royal Vehicles and it is these two companies that we look at in these notes.

B – Cravens Ltd., DMUs –

Classes 105, 106, 112 and 113

The Cravens Railway Carriage and Wagon Co. [later known as Cravens Ltd.] of Sheffield had been heavily involved in the BR Mk. I coach construction programme so it was not surprising that they should be invited to supply 405 low density DMUs for Branch Line and Local Services, of these 275 were power cars. All were built to the short frame size of 57ft.6in. and were of steel construction, with a style of body closely based on the then standard Mk. I mainline carriages, with similar bodyside doors and windows and the same bodyside profile.

The front end was distinctive, because only two windows were fitted, giving a neater appearance and extremely good forward vision for the driver and passengers [provided the driver or the second–man did not pull down the blind at the rear of the driving compartment!] When first delivered, the Cravens cars carried the standard DMU dark Brunswick Green livery with two cream bands, one at waist level and the other at cant rail level, both fully encircling the vehicle sides and the front, thus making for a very neat look.

Speed whiskers were also applied to those vehicles delivered before the advent of half or full yellow cab fronts. All did eventually receive these adornments and by the late 1960s they were repainted into standard Rail Blue with all yellow front ends. A few later received the blue/grey livery.

The engines fitted to the Cravens units were of three distinct type – BUT [AEC] six–cylinder horizontal 150hp, Leyland six–cylinder horizontal 150hp, and Rolls–Royce eight–cylinder horizontal 238hp. When the TOPS scheme was introduced in the early 1970s, the two types of 150hp engine Craven units gained separate class numbers, the Leyland equipped ones becoming Class 105s and the BUT [AEC] engine ones becoming Class 106s.

Later in the development of the Craven units when the 238hp engines came to be used with two different types of transmission, the TOPS result was two more classes – the Class 112s and the Class 113s! Four different Classes which all looked basically the same!!

Review of Cravens Cars –

In everyday service, the BR features incorporated into the Cravens sets' bodywork – the sliding window toplights, the door droplights and the metal luggage racks – all picked up vibrations from the diesel engines and produced an effect upon the ear akin to a rattle – gaining them a bad reputation, it often being stated that they were busy rattling or shaking themselves to pieces.

To some extent, the Cravens design was a victim of circumstance. With passenger access through only two doors on each side of each vehicle, they were low density vehicles intended for general branch line and local services but, more than any other type, it was employed for services for which it was not really suitable. This was because of line closures, in particular on the Eastern Region, which robbed them of their intended branch line and local services role.

With virtually mint condition railcars on their hands, the authorities placed them where needs arose, irrespective of their basic unsuitability in one or two classic instances. For example, the Eastern Region's Class 106 units intended for country area duties on the ex–Midland and Great Northern network in East Anglia were made redundant when these lines closed in 1959 and were sent south to handle the Kings Cross suburban duties. It would be difficult to find a less desirable role for them and they were literally flogged to death in an attempt to keep services running. With only two bodyside doors per carriage, bus–type seating and formed in multiples of six or eight vehicles, with a plethora of empty driving cabs in each rake, they made an unhappy contrast to the

articulated, high density, locomotive–hauled compartment carriages that they displaced.

Class 129 Parcels Cars –

Three Parcels Cars, with driving cabs at each end and no gangway connections, were built in 1958 and were based on the Cravens low–density cars and were on the same short 57ft.6in. chassis. They were delivered to the London Midland Region on completion. They were capable of towing a trailing load, or of coupling in multiple, only with the Yellow Diamond coded original Derby Lightweight Units in the North West. In appearance they closely resembled the Cravens Class 105 passenger DMUs with the identical Cravens standard two–window front end.

A two–figure route indicator was located below the centre of the cab front windows and two marker lights, above which were located the Yellow Diamond type multiple unit jumper cable housings. They were originally turned out in Dark Brunswick Green with cream lining, the coaching stock crest on each side, speed whiskers at each end and red buffer–beams. After the normal yellow front end phases, in 1967 they were turned out in unlined standard Rail Blue with full yellow ends. They were withdrawn in 1972/73.

C – Park Royal Vehicles Ltd. DMUs [Class 103] –

Park Royal Vehicles Ltd. of Park Royal, London was a road vehicle coach–building associate of AEC and was a major bus builder. They had pioneered British railcars in association with AEC/Hardy Motors, constructing the bodywork for the prototype GWR 1 in 1933.

After WW2 ended PRV Ltd were successful in obtaining orders for railcars in Ireland, again in association with AEC, and they had constructed the bodies for the experimental four–wheel railcars trialled by BR in1952. They were awarded a contract to build twenty twin–unit low density DMU sets for use on branch lines and local services. These sets were delivered from the Crossley Motor Works in Stockport and they were allocated to the London Midland Region and most were shedded at Chester. Both types were built to the standard 57ft.6in. length and the Driving Motor Brake Second [DMBS] were powered by two BUT[AEC] 150hp horizontal diesel engines.

In appearance, they followed the style of the original Derby Lightweights although there were some subtle differences. The original livery was dark Brunswick Green with cream lining and speed whiskers, red buffer–beams and pale grey roof. They experienced passing through the half–yellow and full–yellow phases before being re–liveried in plain unlined standard Rail Blue with black buffer–beams about 1966. The last four two–unit sets were finally withdrawn in 1983.

A full set of these facilitation notes is available on request, and they contain much more detail and lots of photographs of all the various Classes.

New Acquisitions –

Ron Richards – showed one of his sixteen new Bachmann OO Bulk Cement wagons. His only problem is that each has a small black plastic pipe that requires fitting – but where? Alan Porter supplied the answer and Ron is a happy chappie.

Alan Porter – showed us a Skale Autos MG TC sports car in red Reg.No. ASD279. He then showed us his new Heljan OO model of BRCW's Diesel Electric prototype LION. I must say it looked a little bit weird in its plain white colour scheme but, that was how it was, so be it.

(Continued on page 14)

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.

August

Friday	12	[2]	**N Scale Special Interest Group** meeting **General Activities**
Saturday	13	[3]	***The Branchline* assembly** **General Activities**
Monday	15		**Annual General Meeting**
Tuesday	16	[4]	**Daylighters Group** – daytime meeting
Friday	19	[5]	**N Scale Special Interest Group** meeting **General Activities**
Saturday	20	[6]	**General Activities**
Tuesday	23	[7]	**Daylighters Group** – daytime meeting **North American Railroads Special Interest Group** meeting **Large Scale Special Interest Group** meeting
Wednesday	24	[8]	**Great Western Railway Modellers Special Interest Group** meeting – GWR Parcels Traffic
Friday	26	[1]	**N Scale Special Interest Group** meeting **General Activities**

Saturday	27	[2]	**General Activities**
Tuesday	30	[3]	**Daylighters Group** – daytime meeting
Wednesday	31	[4]	**British Railways Special Interest Group** meeting – Pioneer BR Main Line Diesel and Gas Turbine Locomotives

September

Friday	2	[5]	**N Scale Special Interest Group** meeting **General Activities**
Saturday	3	[6]	**General Activities**
Monday	5		**Installing DCC Decoders into your Loco**
Tuesday	6	[7]	**Daylighters Group** – daytime meeting
Friday	9	[8]	**N Scale Special Interest Group** meeting **General Activities**
Saturday	10	[1]	**General Activities** until **Sale viewing between 1400 and 1445** then **Deceased Estate Sale starting at 1500**
Monday	12	[2]	**S Scale Special Interest Group** meeting – Bring and show one of your scratch built models or structures and train running on *Swan View*
Tuesday	13	[3]	**Daylighters Group** – daytime meeting **North American Railroads Special Interest Group** meeting **Large Scale Special Interest Group** meeting
Wednesday	14		**DCC Special Interest Group** meeting – venue Naval Base
Friday	16	[4]	**N Scale Special Interest Group** meeting **General Activities**
Saturday	17	[5]	**General Activities**
Tuesday	20	[6]	**Daylighters Group** – daytime meeting
Wednesday	21	[7]	**Great Western Railway Modellers Special Interest Group** meeting – Bring, Run and Tell about a GWR train
Friday	23	[8]	**N Scale Special Interest Group** meeting **General Activities**
Saturday	24	[1]	**General Activities**
Tuesday	27	[2]	**Daylighters Group** – daytime meeting **North American Railroads Special Interest Group** meeting **Large Scale Special Interest Group** meeting
Wednesday	28	[3]	**British Railways Special Interest Group** meeting – Bring, Run and Tell about a BR train
Friday	30	[4]	**N Scale Special Interest Group** meeting **General Activities**

October

Saturday	1	[5]	**General Activities**
Monday	3		**What can I Suggest for Christmas**
Tuesday	4	[6]	**Daylighters Group** – daytime meeting
Wednesday	5	[7]	**LNER Special Interest Group** meeting
Friday	7	[8]	**N Scale Special Interest Group** meeting **General Activities**
Saturday	8	[1]	***The Branchline* assembly** **General Activities**
Monday	10	[2]	**S Scale Special Interest Group** meeting – a second MRWA night, with slides/video of MRWA
Tuesday	11	[3]	**Daylighters Group** – daytime meeting **North American Railroads Special Interest Group** meeting **Large Scale Special Interest Group** meeting
Wednesday	12	[4]	**DCC Special Interest Group** meeting – venue AMRA Clubrooms
Friday	14	[5]	**N Scale Special Interest Group** meeting **General Activities**
Saturday	15	[6]	**General Activities**

(Continued from page 11)

Doing Things –

Alan Porter – showed us just where he is up to with his Dapol Stove R Vans and Hornby bogie chemical tankers.

Peter Sapte – this being his last appearance before he departs for the UK – volcano permitting – showed his completed LMS push/pull set that he has been commissioned to do. They really are beautifully made, painted and finished. Well done Peter!

Have a safe journey back to the Old Dart and look forward to seeing you on your next visit. [Does anyone know the true origin of just how the name, the Old Dart, came to be? Perhaps it has something to do with the River Dart and/or Dartmouth itself.]

[**Proof Reader's note** – It is an expression coined in Australia and New Zealand referring to the UK and England specifically. Not sure when it started but is described in one dictionary as slang (Aus.)) There does not seem to be any real explanation.]

British Railway Modellers Special Interest Group. The subjects for the June meeting were the BR Well wagons, Trestle wagons and the Machinery wagons.

BR Well Wagons, Trestle Wagons, and Machinery Wagons –

Collectively these are known as Depressed Centre Wagons, specifically designed to serve two main purposes.

The first was to provide a low floor level or in some cases, no floor at all, so that awkwardly shaped or very heavy components could be loaded within the limitations of the loading gauge. Alternatively, when this was not possible, the component could be loaded to out of gauge conditions, subject to pre–determined acceptable conditions.

The other purpose was to accept very heavy concentrated weights that would not be acceptable on ordinary wagons. Like many other items of hardware, BR inherited a number of these depressed centre wagons from the Big Four on1 January 1948. Many of these were quite new, having been built during WW2 to deal with the unusual loads that had to be carried around Britain to support the Armed Forces. On the other hand, there were some that had come to each of the Big Four in 1923 from the various constituent companies and these were, by 1948, becoming a bit tired and worn.

Whilst the following paragraphs in the Notes deal in some detail with each of the depressed centre wagons built by, or for, BR, in this report we shall look at them briefly. It should be noted that for each type, there was a multitude of BR Wagon Diagrams and generally only a handful of wagons were built to each Diagram.

Well Trolleys *[WELTROLS]* –

The floors of WELTROLS were designed to carry the load on cross–girders which were at a lower height than the main side–girders, making it impossible to push a load onto a WELTROL. It was therefore necessary for the load to be lifted over the side and lowered onto the cross–girders. The 107 WELTROLS built by, or for, BR were to 22 Diagrams and, like the FLATROLS, the number of WELTROLS built to each Diagram was generally less than the number of fingers on one hand.

Flat Trolleys *[FLATROLS]* –

Flat Trolleys were very similar to Well Trolleys except that they **mostly** had no sunken floor and the load could therefore be pushed onto the wagon. The structural design was such that the weight of the load was carried on the two [or four] substantial longitudinal rather than on the cross members as is the case with the Well Trolleys. Because of the lack of a sunken well, the height of the floor above rail level of a FLATROL was higher than those WELTROLS that had a floor at the bottom of the well.

Most of the FLATROLS were allocated to the Eastern and London Midland Regions, the Southern and Western Regions having only a few. 183 vehicles were built to 23 separate Diagrams.

[NB – The tabulated data for the WELTROLS and the FLATROLS appears at the back of the Facilitation Notes.]

Ships' Propeller Trolleys *[PROTROLS]* –

The PROTROLS were another variant of trolley wagon with the floor in the shape of a cross which concentrated the load. As the name implies, these wagons were used for the conveyance of ships' propellers with wooden longitudinal beams being used to secure the load. The LNER were the only one of the Big Four to have any Ships' Propeller Trolleys at handover in 1948 and so BR only built a further four in the early 1950s. By 1959 the British shipbuilding industry was feeling the

competitive effects from shipyards around the World and so by 1964 the 10 PROTROLS that remained were either scrapped or modified.

Trestle Trolleys *[TRESTROLS]* –

Trestle Wagons were fitted with a trestle, made from steel and timber, that provided a means of loading steel plates at an angle, thus increasing the size of plate that could be carried compared with if it had been loaded flat on the floor of a wagon. Most Trestle Wagons had a floor height of just over four feet and could be used for conveyance of plates with a width of up to 11feet to most destinations without problems.

The Trestle Trolley [TRESTROLS] may be looked upon as a special version of the Trestle Wagons where the well is used to accommodate steel plate sizes larger than could be handled by either the Trestle of Plate Wagons.

The floor of the TRESTROLS could be as low as one foot above rail level enabling plates with a width of up to 13feet to be carried safely. 307 TRESTROLS were built for, or by, BR from 1950 to the early 1960s. In 1974, 114 TRESTROLS were still in use on BR.

Low Machinery Wagons *[LOWMACS]* –

Low Machinery Wagons or LOWMACS were very popular, small wagons, designed for machinery but eventually used for loading almost anything that would have been too high on an open wagon. They had ramps at each end which were very convenient for loading wheeled or tracked vehicles and they were also an ideal wagon for use as a runner. 500 were built for, or by, BR, but by 1974 only 124 LOWMACS remained in service.

HYMACS –

Similar to LOWMACs but with a higher floor. Their carrying capacity was low and although there were many types inherited from the Big Four, all with two axles, the highest carrying capacity was 20tons. Because of the numbers inherited and their limited usefulness, BR built only 21 HYMACS.

From a fleet of 158 in 1959 only 35 wagons were left by 1964 and by 1974 most had been scrapped except for the odd wagon or two used as a spacer when carrying concrete beams.

The Notes then give a list of models that have been or still are available, references, photographs and diagrams of the various wagons and tabulated data of wagons produced. These Notes are available on request.

New Acquisitions –

John Maker – showed two Bachmann OO 5plank China clay wagons c/w hoods [and weathered] 33–080A and B. He also showed us a Bachmann OO Class 108 DMU 2car set *NETWORK SOUTHEAST* 32–901.

Steve Rayner – showed a collection of N scale construction vehicles, of various manufacturers, that he bought at our recent Exhibition, most of them he has very nicely painted. Steve has painted them in a Orange/Brown combination, obviously they all belong to one company and he is apparently awaiting a large construction contract on his layout!

Nick Pusenjak – showed his new Heljan OO model of FALCON in 2–tone Green [weathered] – a really lovely model. His next showing was of a Hornby BR[WR] Hawksworth Full Brake in Maroon.

His final model was a Base model of a BRS Foden flat tray complete with load.

Alan Porter – his first item was the new Bachmann mid–2011 Catalogue. This was followed by his new OO model of a Bachmann Class 105 2–car DMU set in green with whiskers. The new detail on the underframe is really superb.

Doing Things –

Ron Richards – is into backscenes at the moment. He commented on the large number of suppliers who are into making or supplying these items.

Steve Rayner – as mentioned above, he is into painting a complete construction company's vehicles. He has also made up 2 x No.16 kits from the N Scale Society of the BR 21–ton coal hopper wagons.

Alan Porter – is still working on completing the alterations to his Stove R vans . . . [amongst other things!!]

S Scale Special Interest Group. The Group's June meeting came one week after the Model Railway Exhibition and was well attended with 35 members and visitors coming to our Clubrooms to hear the latest news, views and events for modellers of the WA scene.

Apologies were received from Gary Gray who was under orders from his family to attend his own birthday party. Graham Watson formally opened the meeting at 2030 following the first half hour of meet and greet and the informal exchange of ideas and modelling materials. Graham welcomed visitors and potential new members including Peter Shurman, Ben Holland and his Dad and John Miller and his son Mitch.

Thanks were extended from Graham Watson and Bill Gray to all those who provided their help in supporting and running the Serpentine layout and the modelling desk at the Exhibition.

As is usual an informal analysis of the Exhibition ensued. It was generally agreed that AMRA WA had once again run a very successful show with many fine layouts and interesting displays for the 10,000+ members of the public who attended the three day event. Bill Gray reported that the format of an S scale precinct, which included Serpentine, Railwest, United Modellers and the Modellers' Desk, all in one area, gave the public a very good idea of what the S Scalers do and, more particularly, how we do it. Serpentine won one award for the best scenery of the layouts at the Exhibition.

As to next year's Exhibition, ideas were presented regarding layout[s] which could be shown. The Group has access to at least five exhibition layouts which can be rotated through but a new layout was generally preferred.

A number of options were floated which included a modular approach built by sub–groups and brought together for the Exhibition – standards exist for such an approach. Another suggestion was to have a station part of a home layout exhibited using temporary returns and incorporating one of the three fiddle-yards which are available to the Group.

Alternatively, one or more smaller, individual layouts such as the form taken by the Sons of Gwalia layout could be offered. John Hatch said he was happy to hold a meeting of interested members to discuss possibilities of layouts for 2012. A decision needs to be made by November and a reserve layout needs to be in place if time–lines cannot be met.

The topic for the June meeting was a Bring and Show followed by train running on *Swan View*.

Murray Rowe showed his first kit of an NA sleeper wagon of which Westrail had twenty. They were built by converting HCP and HC low sided wagons between 1980 and 1983. The wagons should feature at the Orange and Yellow night in August.

One of Murray Rowe's NA sleeper wagons in yellow Westrail colours

Mitch Henderson showed the NFA he has recently scratch-built using Graham Watson's article from the AMRM on the *A–Z of scratch–building* as a guide. The model was suitably weathered and was a credit to Mitch's modelling skills.

Charles DeBruin showed his fully assembled and painted U class locomotive in green livery and two Z van kits from Railwest Models which were almost completed.

Alan Penstone showed his GA Models Ampol JIB two dome tanker with Westland Models lettering and numbers. This was a particularly fine example of Alan's modelling of WAGR vehicles in S scale.

Murray Hartzer showed seven wagons in various stages of completion which he worked on while he manned the modelling desk at the Exhibition. The wagons included a WA cold storage bogie wagon kit–bashed from two Railwest 4–wheel cool storage vans.

Stuart Mackay showed his second MRWA A class locomotive in unpainted and loosely assembled condition so that those members interested can see how the kit goes together. Stuart also showed the modified flat tray pick-up he made from a proprietary Matchbox Model–A mail van, with a load of three 44 gallon drums on the back.

John Hatch showed the static flocking gadget he made to apply static grass to his layout. The unit cost just under $20 as opposed to the commercial ones which can cost almost $200. John also made a pick–up truck similar to Stuart's [above] but weathered it and sat some realistic coils of wire on the tray.

Gavin Stallard showed an example of the XF bauxite wagons he is making for a block train to go behind his DB or his S class locomotive. Gavin used fine silk thread to replicate the weld lines on the sides of the hoppers. We look forward to seeing a finished model or two at the Orange and Yellow Westrail night in August.

Graham Watson was the last of the speakers when he showed the packets of shrubs he used to improve the vegetation on Serpentine at the recent Exhibition. They must have worked because the layout was awarded the trophy for best scenery at the show.

Following the bring and show, members were able to talk railway modelling over a cup of tea or coffee while a few members ran a train or two on *Swan View*. Once again it was a terrific evening of fellowship and education for everyone at the S scale meeting.

The topic for the July meeting was *Modelling the Railways and Timber Industry of WA*. Thirty two brave members attended the meeting on a particularly cold night when the daytime temperature registered a maximum of 12.8ºC during the day. Once again Graham Watson opened the formal part of the meeting at 2030 and welcomed guests and new members including Peter Sherman, Cass Newland from Manjimup, Chris Knight and John Miller and his son Mitch. Apologies were received from Gary Gray and Richard Stallard.

In general discussion it was reported that no large layout had been settled on for the 2012 exhibition at this stage. Hopefully, some of us will be inspired by this month's topic on the timber lines or by the discipline imposed by a Class 24 layout.

John Maker reported that the plans for the extension were moving ahead and **Trevor Burke** called for expressions of interest in a Modelling Competition and a theme for this year's ModelRail, which will be held on Sunday 6 November.

Bill Gray asked if anyone had not received the latest copy of the ASnM Magazine and hoped that they could let him know before the end of the meeting if they had not.

Murray Rowe showed the X class Models kit of the MRWA A class 2–8–2 Mikado locomotive he has been assembling on a Mehano/IHC chassis. Murray continues to add to his fleet of wagons from Railwest, X–Class Models, GA Models, Double G Models and West OZ Models.

These small scale kit providers are enabling followers of the WA S scale scene to build vehicles like never before, not only in brown and green liveries but also red and blue/grey and orange and yellow liveries as well.

Peter Shurman showed some road vehicles he had modified as Lynton England and Murray Hartzer had proposed and demonstrated at previous meetings.

Neil Blinco showed the ladder–pack he bought from Stanbridges for about $10. The pack includes a generous number of lengths of ladders of various scales and sizes which would be useful for buildings, locos and wagons in S scale even though they appear to be marketed as 4mm scale ladders.

Neil, who is a prolific and meticulous builder of WAGR models, also showed two WAGR/MRWA GA

wagons he had assembled from Railwest kits. A highlight was an AZ coach of which the WAGR had eleven and the MRWA had three [classed as JV] on its roster. The coaches were from patterns made by Brian Norris and castings made by Neil. It was a very nicely assembled and painted model and hopefully Neil will release it as a kit in the not too distant future.

Graham Watson showed two beautifully crafted bogie tank wagon kits he ordered from NZ for $150 each! Ouch!! They were very nice and similar to wagons which ran on the WAGR but were probably price prohibitive even with the favourable exchange rate. We have several kits we can use from GA models and Railwest models without the price–tag. The message is that WA S scale modellers who are AMRA members are relatively spoilt in what we get for the price.

The Topic for the evening was *Modelling the Railways and timber industry of WA*. Graham Watson showed twelve books which would be of use for any railway modeller interested in this topic. Members were then shown the video entitled *Forgotten Films* of Australian railways which included seven minutes on the WAGR and the MRWA.

Following this video an excerpt of the ARE video *WA, The 1960s* on the timberlines of the south–west of WA was shown.

Finally the Group saw 126 slides of various aspects of the timber industry from buildings, structures, wagons, locomotives, vegetation and landscape relating to the industry.

Following the AV presentation a number of items were brought and shown.

Chris Knight who grew up in Yarloop where his father was the doctor for many years, showed his model of G class loco No. 71, a 4–6–0 loco made from a 2–6–0 kit by Lynton Englund.

Stuart Mackay showed his models of Kia Ora and Kate and **Graham Watson** showed three different WAGR wagons each with different loads of sawn timber. All in all, the evening was a little different to the normal run of the Group's meetings but it is to be hoped we all gained something from it.

The S Scale Special Interest Group meets on the second Monday of every month at 2000 in the AMRA Clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome. Contact Graham Watson on 9250 1084 or Stuart Mackay on 9310 3858 for general information about the S Scale Group.

Contact persons for Special Interest Groups are:

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

Membership Matters

We are now at the end of another Association year and it is time for those of us who need to renew our memberships to do so.

With a change in the WA Branch's financial status the Branch will **not** accept membership renewals as we will lose the GST component of it. Therefore you are encouraged to either use the online, cheque or Money Order method of paying your membership this year. Should this not be practical perhaps getting a group of members together and sending renewals together may be an option.

I hope all members are taking advantage of the weather and getting stuck into whatever model railway interest you have and enjoying it to the fullest.

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

John Devaney	Thornlie	On30
Tom Koh	Thornlie	HO
Lee Eacott	Winthrop	N
Martin Van Rees	Winthrop	N
David Jarvis	Cooloongup	OO/HO
Neil Garrad	Redcliffe	HO/Sn3½
Chris Williams	Stratton	N

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

From the Scribe's Quill

Meeting No. 347 – June 2011. The major items of business dealt with at this meeting were –

- The Branch's Fixed Assets Register has been revised, although some input is still outstanding. The Register will inform Committee decisions on insurance.

- The cleanliness of the Clubrooms is an ongoing concern, with a noticeable lapse in SIGs meeting their responsibilities. ALL members are reminded that the first order of any business for any meeting should be the cleaning roster obligations.

- The Exhibition Certificates of Appreciation and the prize winners' certificates have been completed. Due to the ties in some judging categories this year additional plaques will be needed.

- The City of Bayswater will conduct its six monthly building inspection on 11 July. The City will also fund fire inspections but have advised that the sewerage connection requires a written request. This will require an adjustment to our public liability insurance noting that the Council covers the building. The proposed building may be affected by this year's Exhibition result and the value of any potential Lottery West grant. This could also be affected by whether AMRA registers for GST which may be necessary after a good 2009/2010.

- A decision on whether to hold ModelRail this year will be deferred until after the Annual General Meeting.

Meeting No. 348 – July 2011. The major items of business dealt with at this meeting were –

- The BHP layout achieved an outstanding surplus but we still owed some finishing touches that AMRA WA Branch needs to install – at our expense.

- There will be a sale of the Jim Bond legacy in the near future. It will be announced in *The Branchline* and other Branch assets no longer required might also be sold at the same time

- The next few Committee meetings will be held on Thursday 18 August, 22 September and 20 October. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

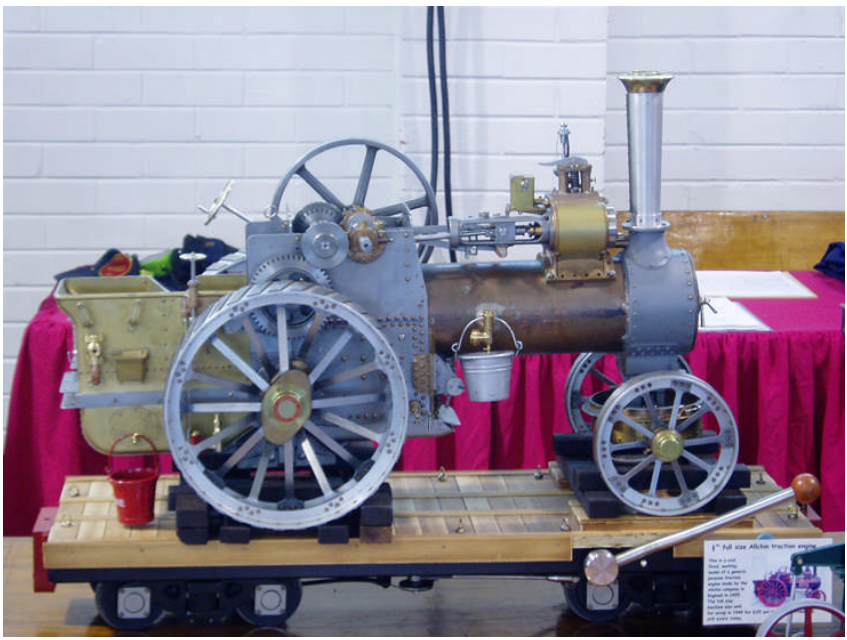
The Management Committee normally meets on the second last Thursday of each calendar month.

Exhibition Photographs

I have been asked if it would be possible to publish some more Exhibition photographs – below and on the next couple of pages are a few more in a larger size to show a bit more detail.


PERTH
HOBBY CENTRE
Sale


Sierra Pacific Modelers
SIERRA PACIFIC MODELERS



Printed by the Wyalkatchem Telecentre
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