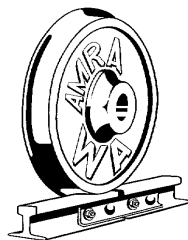


The Branchline



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

www.amra-wa-branch.asn.au

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Frans' Fatidic

Just a small note from a busy President.

This year's ModelRail was again well attended and my thanks go to Trevor Burke and his helpers for a great job well done.

A vote of thanks must go to Bob Phelps for undertaking a trip to Port Hedland to install a loader and check the BHP layout. Bob is preparing an article for the February issue of *The Branchline*, this will include some photographs of the layout and Bob's exquisite model of a loader.

There are still a few model railway items from the Jim Bond estate available – a separate list of the remaining items is included with this issue of *The Branchline*. Enquiries to our Duty Officer.

Our Branch gained about 100m of fencing, which was kindly donated by the Tidman family for use during the Exhibition, many thanks to them, very much appreciated.

Rosemary and I wish all our members and their families a very enjoyable Christmas and New Year.

2012 Model Railway Exhibition. Yes, planning has started for next year's Exhibition. The Exhibition will be held on Saturday, Sunday and Monday 2, 3 and 4 June 2012.

The Exhibition Committee has made some changes to what we have done in past Exhibitions. The first being the opening and closing times which will be –

**Saturday and Sunday
Monday**

**0930 – 1630
0930 – 1600**

A new system of meal vouchers may be implemented.

Barricading. As most of you would have realised from last year there is a shortage of barricading. We will be able to supply some barricading on a first come, first served basis. Due to our legal liability our Branch will charge a fee for barricading erection.

**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

Graham Bell – 9295 4461
email – agrohbell@bigpond.com

Secretary

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

Treasurer

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

Committee

Trevor Burke – 9398 4330
email – trevorburke@bigpond.com

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

John Maker – 0417 941 553
email – jonmaker@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

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Although we have gained some additional barricading, to avoid disappointment I am advising that where possible Exhibitors will have to supply their own barricading.

Exhibitors requiring barricading will be required to submit a correctly dimensioned plan [size of their layout only] and specify if they need walking space around the layout/display. We will determine the overall size and design of the barricading.

There will be a new competition for a **Private** layout (**an individual or family – no clubs**) that will be judged by the public and a cash prize will be awarded to the winner. This can also include unfinished, work-in-progress layouts.

We need new layouts this year please. If there is a group of three or four modellers who would like to construct a layout, which can then be raffled during the Exhibition, please contact me urgently so we can organise it.

We will again be supporting Ronald McDonald house.

In this issue of *The Branchline* you will find an expression of interest letter [which has to be returned by Saturday 24 December 2011] for next year's Exhibition.

Frans Ponjee
Branch President
Exhibition Manager

ModelRail

On Sunday 6 November we presented ModelRail 2011, our Branch's Open Day, which provided a great opportunity for us to promote our hobby to the public while catching up with fellow modellers and sharing our modelling experience.

The event was well attended by the public, with numbers attending up on last year. Many favourable comments were received about the quantity and quality of the layouts, demonstrations and models on display.

It was an excellent achievement to have all of our layouts operating for ModelRail and I would like to thank all of the Layout Coordinators and their team members who worked hard to ensure that the layouts were working with interesting trains running throughout the day.

A special thanks to those involved with our layouts under construction who worked particularly hard to reassemble

the layouts and have them operational in time for ModelRail.

ModelRail could not have been a success without the assistance of the many members who volunteered their time and skills for the day. Thank you to our expert modelling demonstrators Doug Firth, Niels Kroyer, John Maker, Peter Sapte, Kathy Price and Rod Tonkin; to Doug Firth and Rod Tonkin for displaying their wonderful dioramas/modules and to Ron Fryer for populating Exeter St David's with locomotives and rolling stock.

Thanks to Rosie Ponjee for setting up the refreshment stand and to chef Graham Bell who kindly stepped in at the last minute to take charge of the BBQ. Thank you too to the many members who staffed the entrance and welcomed visitors to our clubrooms, particularly those who volunteered to fill some of the empty spots on the roster at the last minute. If we all help out on tasks like these everyone gets the opportunity to enjoy the day.

Many thanks to Dennis Ling, Roger Solly, Ron Fryer and other members who spent considerable time on Tuesday morning cleaning up our clubrooms and putting everything back in its proper place following ModelRail.

I hope that all members who attended enjoyed the day.

At the suggestion of a number of members our Management Committee has agreed to lock in the second Sunday in November each year as the date for future ModelRail events so mark it in your calendars now. This should help with the planning of the event in the future and in attracting entries to a modelling competition, about which more information will be provided in a future edition of *The Branchline*.

Please do not hesitate to contact me should you have any suggestions to make ModelRail an even greater event next year, and once again thank you to all for supporting ModelRail 2011.

If you didn't or couldn't attend ModelRail see pages 24 to 28 for some photographs illustrating what our members were doing during the day – having something of a ball, playing trains!!

Trevor Burke
ModelRail 2011 Coordinator

Our Branch's Web Site

Around the end of October/early November we became aware that our Web Site was not operational and could not be accessed. As a result our Management Committee authorised a change of the web hosting organisation together with a new web address.

The new web site address is www.amra-wa-branch.asn.au

From the Editorial Desk

***The Branchline* – February 2012 issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 21 January.

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 4 February and will include pre-exhibition material

Please note the intended dates for *The Branchline* publication for the remainder of 2012:

	Editorial deadline	Assembly, etc.
April	Saturday 24 March	Saturday 7 April – includes pre-exhibition material
June	Saturday 26 May – for routine material Sat 9 June – for exhibition reports	Saturday 23 June – will include exhibition reports and AGM material
August	Saturday 28 July	Saturday 11 August
October	Saturday 22 September	Saturday 6 October – will include AGM Minutes
December	Saturday 17 November	Saturday 1 December

Ted Thoday

Literary Lines

We continue to receive donations of books, magazines, DVDs, etc., Many thanks to the following for their donations –

Peter Sapte	Niels Kroyer	Garry Pilmoor	Alan Porter	Bruce Temperley
Northern Districts MES		The York Group	Howard Osborne	George Roberts
Steve Rayner	Ian Landsmeer	Sur Shafto	Greg Aitken	

Unfortunately we are unable to acknowledge a number of other donors as, despite our frequent pleas, they forgot to leave their name with their donation.

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

Chris Paterson
Branch Librarian

What is Railway Modelling?

Some Thoughts by David Curtis

Railway modelling is a constructive and educational hobby while both absorbing and fun, revealing a combination of art and science and engaging a variety of useful skills to any chosen level but usually encouraging the desire to advance; it is additionally one of the most versatile of pastimes.

Most people find some degree of fascination with models, miniature three dimensional representations of real life, railway modelling enhancing that appeal by adding animation which can be complex yet predictable. Models also have value in many fields, museums and galleries often use them in conveying scenes from the past although where railways are shown movement is rarely applied, although by their nature and purpose, railways are intended for travel.

A model railway however demonstrates the actual progress of a train through townscape and countryside, creating an image of how it would look or have looked, at any chosen time – historical, present day or perhaps how a future design could appear, in the latter case perhaps simply in the presentation of alternative new livery styles; similarly as engaged in manufacturing industries, by architects, designers and engineers while also being fully and frequently exploited by film makers and television.

Railway modelling involves many practical hands-on techniques resulting in useful learning and experience for the young and not so young alike, while from time to time various opportunities also arise for the application of ingenuity and invention, providing valuable practice in examining and solving widely varied practical problems.

The creation of a realistic model requires observation of the infrastructure and operation of both the full size railway and its environment, inviting study of the land and townscape through which it runs: topography, field patterns, trees, farming practices and livestock, architectural styles, road vehicles and costume fashions, all particularly relevant to an historical setting if anachronisms are to be avoided.

These considerations may lead to a supplementary regard for economic and social history, civil engineering, industrial archaeology, etc., plus comparisons between former and present day working practices embracing an overall picture of life at the selected timescale. As a secondary spin-off it may also, perhaps, promote an improved knowledge of geography, not necessarily confined solely to the British Isles.

Following the planning and art of the overall and detailed designs of a proposed model, the practical skills generally include carpentry and joinery, low voltage electric circuitry, wiring, soldering and the latest developments in electronics, together with the diverse hand-crafts in modelling techniques for metals, plastics, wood, card and plaster, as well as painting, ranging from the disciplines of rolling stock colour schemes, detail in the faces of miniature figures, to the broader brush approach in background scenery, potentially stimulating the release of latent artistic talents.

While, as one progresses, new challenges arise, constantly testing and improving education and skills, [perhaps needing to resort to an old trigonometry text book to set-out the cutting for composite curved baseboards]. This generally highlights the benefit of a club environment where the collective experience and expertise can be both shared and passed on to all, with particular emphasis on the younger generation, although, at another age frame, it can be beneficial in providing valuable therapy in distressing life circumstances; while a further lesson is in discovery of the discipline and patience needed in the longer term achievement of a desired objective.

In essence a constructive hobby enjoyed around the world in a fraternity of like-minded enthusiasts, having values in providing a diversion from the trials of life, in bringing together art and science for the personal creation of a fascinating and individual moving picture; while, once the railway is built, a complex stint of wagon sorting and shunting can provide ample absorbing, alternative exercise for the little grey cells.

There's a Prototype for Everything

We all know what happens when you drop your model loco from a great height – it breaks!!

Much the same thing happens when a prototype locomotive is dropped from a great height – see the photo on next page.

I'm told that several of these locos were being unloaded from a ship in Newport Docks in UK. This one was near the bottom of the hold and being lifted out by crane when a sling snapped.

Fortunately it did not penetrate the ship's hull but made a bit of a mess of the locomotives lower down in the hold.



Around the SIGs

British Railways Modellers Special Interest Group's September meeting was a Bring, Run and Tell evening. The first call was to the Haltwhistle layout for those who had brought OO trains.

Tom Stokes – ran a BR[WR] train made up of the Hornby 4–6–2 King Class locomotive, *King George V*, complete with US Bell, crew and wooden cab floor, pulling eight Bachmann coaches consisting of a Brake/Corridor Second, all Corridor First, Corridor Composite, Corridor Second, Restaurant Car, Open Second, All Corridor First, and a Brake Corridor Composite. Tom's second train was pulled by a Hornby 4–6–2 Castle Class locomotive, No. 5053 *Earl Cairns*, pulling eight Hornby Hawksworth coaches [seven in carmine/cream and one in maroon] a Brake/Composite, Composite, Composite, All third, Composite, All third, All third [maroon], and a Brake/Third. What's more, all the corridor connections abutted up to each other.

John Maker – ran an all Bachmann small goods train consisting of a Class 4 Shunter, No. 11222 in Black, pulling two Insul vans, two GW vans [?], a Macaw EWS bogie ballast wagon, and a LIMPET 4-wheel Departmental wagon.

Kelvin Davis – ran a DC Kits plastic model of a Class 128 Parcels Diesel Railcar [GWR], looks and runs really nice and has a Black Beetle motor. His next train was a Lima Class 121 Railtrack Service Diesel sweeper.

We then moved to the Frans River layout for the N scale showing provided by –

Steve Rayner – showed a train pulled by a PECO Jubilee Class 4–6–2 locomotive No.45596 *Bahamas*, pulling a DAPOL Stove R Van, four Bachmann GF Stanier coaches in carmine and cream [Brake/Third, Open third, Open Composite, Corridor First, Restaurant First, Corridor Composite, All Second, Brake/Composite. The last four coaches were Bachmann/GF Mk.1s. His second train was a freight pulled by a IXION BR Manor Class locomotive, *Torquay Manor* pulling thirteen container

wagons and a BR Toad Brake van. First five wagons were by PECO and the last eight are by Bachmann/GF as is the Brake Van.

New Acquisitions –

Ron Richards – has a new set of drawers [wooden type – eight drawers] for his modelling tools, stock and stuff. He made them himself – what a clever chap is he!

Steve Rayner – has acquired a new Games [Modelling] Room, 5m x 4m and his wife gave him the money to acquire it!

Tom Stokes – has received a copy of the new GWR Handbook from his son in the USA. He also acquired eight Hornby OO BR[WR] Hawksworth Coaches, seven in Carmine/Cream and one in Maroon. He showed us one of each colour scheme.

Doing Things –

Kelvin Davis – showed his Genesis white metal kit [WK055] of a FLATROL MJ Nuclear Flask Wagon. He next showed us his partly made white metal model, by Alexander Models, of a OO Class 16 Diesel.

John Maker – told us how he, along with others, was able to build a kit in one day at the special Sunday meeting held in our Branch's Clubrooms recently.

Tom Stokes – has put Peco [Kitmaster] cardboard coach interior kits in seven of his Bachmann Mk1 Chocolate/Cream coaches. They have come up very well, and really look effective.

British Railways Modellers Special Interest Group's topic for its October meeting was the BR Nuclear Flask wagons.

A. **Nuclear Power Stations and Spent Fuel** – Nuclear reactors depend upon the availability of one particular isotope of uranium known as U235. This is a rare isotope, since in nature it is outnumbered approximately 140 to 1 by another isotope U238. The special property of U235 is that it easily undergoes nuclear fission – when a slow moving neutron collides with an atom of U238, it suddenly becomes so unstable that it splits into two major fragments accompanied by two or three extra neutrons. Associated with this is a large release of energy, contained mainly in the kinetic energy of the fragments, which is quickly dissipated as heat. The energy release is so large by ordinary standards that the heat from the fissioning of all the atoms in one pound of U235 is as much as from burning 1500 tons of coal.

The major fragments of each fission [which include strontium-89 and caesium-137, both of which are highly radioactive] absorb neutrons but they are not fissionable themselves. In other words, the fission products are themselves moderators. Typical uranium fuel elements will last about four years before the build up of fission [waste] products makes it less efficient. The fuel elements are then taken from the reactor, allowed to cool under water in a concrete pond and then processed separately, not only to remove the fission products but also to separate the unused uranium-235 and to make it available for the manufacture of new fuel elements.

About 27tonnes of used fuel is taken each year from the core of a 1000MW nuclear reactor. In the reprocessing, the spent fuel elements are dissolved in nitric acid and separated chemically into uranium, plutonium and high-level waste solutions. About

97% of the used fuel can be recycled, leaving only 3% as high-level waste. The recyclable portion is about 99% uranium-235, with about 1% plutonium-239 [about 230kilograms per year] which can be mixed with fresh Mixed Oxide Fuel for use in MOX reactors.

The British Nuclear Fuels Limited [BNFL] plant at Sellafield in Cumbria processes the spent fuel elements from British nuclear power stations, from Royal Navy nuclear powered warships and submarines and from some overseas power stations. The spent fuel elements are highly radioactive and have to be contained in a steel flask for safe transportation.

Nuclear Flask Wagons used exclusively on BR Metals –

[i] – The first type of nuclear flask wagon was the 50 ton FLATROL MJ Twenty-four wagons being built in the early 1960s –

Diagram 2/532 FLATROL MJ. 24 were built at Swindon Jan 1961 – Dec 1963 [Lot 3300] Nos. B900509–B900532. Six-wheel bogies – they were later modified with Y25C four-wheel bogies. The livery was probably BR Freight Brown [bauxite], as the wagons were vacuum braked.

[ii] – The next type of nuclear flask wagon was the 50 ton FLATROL MJJ, which in a later classification became XXB Flask. Six of these were built in 1970.

Diagram 2/534 XXB FLASK [FLATROL MJJ]. Six were built at Shildon Jan 1970–Apr 1970 [Lot 3697] Nos. 550000–550005 Y25C with four-wheel bogies.

The livery is confirmed as BR Freight Brown [bauxite], although the wagons were air-braked as were all BR freight wagons built after the mid-1960s. Also a custom-fitted, white-painted, protective heat shield was provided.

[iii] – The final type of nuclear flask wagon were the 52 vehicles built in six Lots between 1976 and 1989, which were designed to carry a differently shaped and smaller 50-ton nuclear flask. Since 1991 these have become the only type of flask and wagon used to convey spent fuel from British nuclear power stations to Sellafield.

XXB FLASK [XK 002A]. Six were built at Ashford Nov. 1976 – Jan 1977 [Lot 3886] Nos. 550000–550014 Y25C four-wheel bogies.

XXB FLASK [XK 003A] two were built at Ashford Nov 1978 – Dec 1978 [Lot 3928] Nos. 550015–550016 Y25C four-wheel bogies. To these were added Nos. B900509–B900532 which were given Y25C four-wheel bogies and vacuum through pipes becoming MJJ. All those and the Lot 3697 wagons above [Nos. 550000–550005] were withdrawn by 1991. *[Editor and Proof Reader note. The numbers don't add up as it would appear that there were 15 XK002a wagons and the rest looks a bit jumbled!]*

The others were modified extensively.

XB FLASK [XK 003A] two were built at Shildon Apr 1982 [Lot 4004] Nos. 550017–550018 Y25C four-wheel bogies.

FNA FLASK [FN002A] two were built at Swindon 1984 [Lot 4040] Nos. 550019–550020 Y25C four-wheel bogies.

FNA FLASK [FN003A] six were built at Swindon 1986 [Lot 4057] Nos. 550021–550026 Y25C four-wheel bogies.

FNA FLASK [FN 003A] 24 were built by Procor [UK] Ltd. 1988 [Lot 4049] Nos. 550027–550050 Y25C four-wheel bogies.

FNA FLASK [FNO03A] ten were built by Procor [UK] Ltd. 1989 [Lot 4063] Nos. 550051–550060 Y25C four-wheel bogies.

No. 550019 was destroyed in an accident deliberately staged on 17 July 1984 for publicity purposes.

The remaining 51 wagons were transferred to TRANSRAIL Ltd in January 1994 and to DIRECT RAIL SERVICES in February 1995. They are still in active service.

[iv] – In addition to handling the spent fuel from British nuclear power stations, the BNFL works at Sellafield processed spent nuclear fuel from overseas reactors. Spent nuclear fuel from Japan arrived at the Barrow-in-Furness docks from where the flasks were carried up the Cumbrian coast to Sellafield and between 1977 and 1987, BREL at Ashford built nine large well wagons for this BNFL traffic.

Nuclear Flask Wagons used for Continental Traffic– Until 1995 Nuclear Transport Ltd operated a number of eight-axle nuclear flask wagons to convey spent nuclear fuel from nuclear power stations in Italy, Switzerland and the Netherlands, via the [then] Harwich and Dover train ferries, to Sellafield. Most numerous were the eight French-registered 105 tonne capacity vehicles built by Fauvet Girel between 1977 and 1991 to Diagram E475. Fitted with two-piece sliding flask covers, they measured 19.46 metres [76ft.8in.] over headstocks.

Nuclear Transport Ltd operated two 90 tonne capacity nuclear flask wagons built to Diagram E697 by Waggon Union that were used to carry irradiated fuel from the German light-water reactors at Gundremmingen and Unterweser. These had two eight-wheel bogies and carried [yet again] differently shaped and heavier flasks than those used to convey spent nuclear fuel from UK nuclear power stations.

Operation – Direct Rail Services operate all nuclear flask movements in Britain. This was originally a wholly owned subsidiary of BNFL, the public sector company that manages the Sellafield nuclear plant in Cumbria. BNFL has now been renamed the Nuclear Decommissioning Authority. The NDA owns all the nuclear flasks. Nuclear flask wagons travel exclusively in a train of one, two or maybe three vehicles hauled [but sometimes topped and tailed] by two locomotives. This is to prevent stranding in no-mans-land in the event of a locomotive failure.

There followed a list of models available and the references used for these notes. Three pages of photographs followed showing the various wagons mentioned in these notes.

New Acquisitions –

Peter Sapte – has just taken delivery of the Dapol/Kernow production of the OO LMS 0–4–0 Sentinel shunter, unfortunately he is here in Perth and the model was delivered to his UK address. Well it will be a nice early Christmas present to himself. He also showed two show guides from two exhibitions that he had visited in the UK – Railex and Scale Fourum.

Nick Pusenjak – showed his new OO model by Heljan and commissioned by Hattons, of a Class 28 Diesel Electric locomotive D5705 in BR green with small yellow panels.

John Maker – showed a pair of digital callipers made in plastic and obtained from Jaycar for under \$20.00, perfectly good enough for the average modeller. He then showed a range of books –

- *Country Railways* by Paul Atterbury & Ian Burgun [Weidenfeld & Nicholson]
- Scale Four Society Digest Sheets
- *Tales of Old Railwaymen* by Tom Quinn [David & Charles]
- *More Tales of Old Railwaymen* by Tom Quinn [Aurum Press]
- *When there was Steam* by Tony Barfield [Fraser Stewart]

Steve Rayner – showed his eight new N scale Dapol Insulated Fish Vans and an N Scale Dapol B1 steam locomotive, No. 61099.

Kelvin Davis – showed his new OO Heljan Class 28 No. 5712 otherwise it was the same as Nick's.

Ron Richards – showed two books that he has obtained recently –

- *GWR Freight Wagons & Loads* in service on the GWR & BR [WR] by J.H. Russell [OPC]
- *An Outline of Great Western Locomotive Practice 1837–1947* by H. Holcroft [Ian Allan]

Doing Things –

Peter Sapte – is building a South Eastern Finecast white metal kit of a LNER/BR 0–6–2 N7/4 Tank locomotive No. 9614. He has completed the chassis and body in the UK, the fitting out he is doing here. His second build is a 12–wheel LMS Diner [Dapol], he is putting curtains in it to match one he has previously done.

Steve Rayner – showed two OO Class 20s that he acquired from the Jim Bond Estate. They didn't work but with a little patience they now do.

Alan Porter – showed his finished Dapol Stove R Van. His next item was a part built Ks white metal kit of an LMS Beyer–Garratt. The question is, should he or should he not complete it??? *[Answers in 25 words or less to be presented to him at the December BR SIG Meeting].*

Great Western Railway Modellers Special Interest Group. As both the Scribe and his deputy were on leave for the September meeting no notes were taken for what was primarily a Bring, Run and Tell evening. There were, apparently, trains run on the *Frans River* layout.

Great Western Railway Modellers Special Interest Group's topic for their October meeting was GWR Footbridges.

It seems that before about 1880, passengers who needed to cross from one platform to another at a railway station mostly had to use a walkway crossing the running lines at ground level. The same would have applied to other places along the railway line, for example villages or farms that had been bisected by the railway and persons requiring to pass from one side to the other would have to cross the running lines at ground level, with all the consequent potential for an accident.

The Board of Trade took a dim view of this and from 1880 began to require the railways to provide a safer means for persons to cross the running lines. At a railway station, or where the lines were elevated, this could be by a subway of some sort [i.e. a bridge], but a much cheaper way was by an elevated bridge over the lines [i.e. a footbridge].

There were some footbridges before 1880 but 1880 seems to be the date when standard footbridges became part of the equipment of practically every GWR station where there were two or more platforms used by passengers.

There were two main types of GWR footbridge –

[a] slab-sided, constructed largely or entirely of steel, of wood [with crossed diagonal braces] or of concrete.

[b] latticed-sided, constructed of steel. These usually required some form of bracing of the sides to the floor on the outside of the bridge section of the footbridge. Smoke deflectors were located on the underside of the footbridge directly above any railway lines running beneath the bridge.

Access to the bridge section was by way of, usually, two staircases, separated by a small landing approximately halfway up the staircase. The orientation of the staircases relative to the bridge section was determined by site conditions – sometimes the staircases at each end of the bridge were at right angles to the bridge and facing in the same direction, sometimes they faced in opposite directions, sometimes they were end on to the bridge section at one or both ends.

Each of these types could be found with or without a protective roof. The roofs, where fitted, were occasionally plain but the more common elaborate ones were always distinctively GWR – they usually featured decorative fascia boards, ridge covering and finials on the gables. If roofed, the bridge section and the staircases of the footbridge were usually open to the elements above the handrail but in some cases they were closed in with glazed windows, some of which could be opened on hot days.

The four supporting columns for the landing between the lower and upper parts of the staircases were usually made of cast iron and were often quite elegant, almost akin to those of an ancient Greek temple, with fancy capitals and plinths. However, diagonally braced L and H shaped structural steel and re-cast concrete were also used, where appropriate, for the supporting columns. At the larger railway stations, the space between the four supporting columns and that beneath and between the lower and upper parts of the staircases was often closed in to provide a useful storage area.

The scratch-built N scale model in brass of the GWR footbridge at Tavistock Station by John Brenchley, which was Highly Commended in our Branch's 2007 Railway Modelling Competition, is truly superb!

Elegance of a similar style to that of the cast iron columns was often shown by a group of three cast-iron motifs located at the triangular plated section beneath the upper stairway connecting the landing to the bridge section itself. These motifs were the intertwined letters G, W and R at the large end, the date of construction of the bridge and another fancy intertwined thing at the small end!

The best [and perhaps the only] reference work on this subject is *A Pictorial Record of Great Western Architecture* by Adrian Vaughan [Oxford Publishing Co. 1977], Chapter 3, amounting to 24 pages [pp.213–236], which is devoted to the subject under review.

There followed five pages of photographs showing various footbridges, plus a list of models that are, or were, available. There are also card models from Superquick and Metcalfe that can be adapted to be acceptable.

A full set of the facilitation notes are available on request.

New Acquisitions –

Alan Porter – showed items that he had bought over East on his recent trip –

- Lima GWR Horsebox
- MAJ Models kits of a 5-plank and a 10-plank Lancashire and Yorkshire Railway open wagons. The kit builder has to provide axles and wheels.
- Chowbent Castings brass model kit of a Lancashire and Yorkshire Railway Aspinal 4-4-0 locomotive and tender body/chassis.
- A set of all of the Peco [Kitmaster] interior card coach kits [now no longer available from Peco].

Doug Firth – showed several HMRS transfer sheets that he had bought relating to GWR locomotives, wagons, coaches etc. He also bought packs of Smiths screw link couplings and larger buffers, both for his upgraded GWR Clerestory coaches.

Doing Things –

Alan Porter – showed his **final** view of the Dapol OO Stove R Van rebuilt to his satisfaction. Now he has only one more to go!

John Brenchley – showed the latest stage of his model of Tavistock Station in N Scale. Superb!

A full set of the facilitation notes are available on request.

S Scale Special Interest Group's October meeting was attended by thirty members and visitors. Jim Russell came to see what we do, along with other members, old and new, including an old friend in Brian Norris who has been unable to attend many meetings this year due to pressure of work.

Graham Watson reported on the success of the kit-building workshop on Sunday 25 September when sixteen participants enjoyed the challenge and assistance of assembling one of their kits at our Branch's clubrooms. It was suggested that we hold one or two similar workshops in 2012. Graham also advised that Railfest would be held on Sunday 16 October at the Bassendean Museum.

Graham also sought suggestions and ideas for a layout for the 2012 Model Railway Exhibition but none were forthcoming. Hopefully we will have a layout before the close of nominations. Finally, Graham provided a proforma for the proposed loco count which requires members to record the locos they have built on the proforma by December. We are hopeful that we can exceed the 331 locos on the 2009 count.

Neil Blinco announced that the new Fletner spinning ventilators are now available under the Oz Models label. These ventilators which come in a pack of twelve, were used on the roofs of the later passenger coaches such as the AH first class country passenger coaches and superseded the torpedo vents on many coaches in earlier years.

Trevor Burke reminded members of ModelRail, on Sunday 6 November, which would involve running the *Swan View* S scale layout and providing a modelling desk to show visitors what we do and how we do it. Trevor also agreed to assist the group in providing, on behalf of the

Management Committee, a few light refreshments at the December meeting as is becoming customary.

Stuart Mackay advised that X-Class Models may have some more kits of the diminutive MRWA Bm wagon by the next meeting. Stuart also hopes to have some more kits of the JA tank wagon and the XA hopper, as well as the possibility of a one-piece model of the VF van, over the coming months of 2012.

Bill Gray showed the latest copy of the not for profit ASNM magazine which really is a great publication. Bill reminded us that it is only made possible by us, the members. Thus, the ongoing appeal is made by Bill for articles for the next-but-one edition of the ASNM magazine for autumn, 2012.

Murray Hartzler showed two S scale models of the EH Holden which are currently being sold by Games World in Midland. Murray reported that they should look good on his Parkerville layout but may not be made quite to the standard of the Biant Models of the same cars and era.

Ray Cooper showed the work-station he bought over the internet from Micro-Mark of the USA. It comes complete with LED lighting, a hands-free magnifying glass and a cutting mat.

Graham Watson showed a model of an HC wagon complete with brake shoes from MJT Models in the UK. Railwest now have a good supply of these items which can be retro-fitted to all 4-wheel wagons.

The topic for the October meeting was The MRWA Revisited. This was to be a follow up to a similar topic in October 2010. At the time it seemed like a good idea to have another MR night one year after the first. However, as the date approached some of us were worried we may not have enough material to bring and show. Graham Watson once again came to the rescue with a collection of 108 scanned photos from the ARHS Archives to show the members and they were fantastic.

We were treated to some never-before-seen images of locomotives, wagons, structures, guard's vans and locations. We saw a range of water tanks, signals, bridges, engine sheds and an image of almost every class of locomotive that the MR ever owned including classes A, B, C, D, E and F. There was no photo of a G class DE locomotive but we were compensated with lots of other interesting views.

Thanks to Graham for providing such a comprehensive presentation of images of this important but almost forgotten WA railway. Thanks also to those enthusiasts who had the fore thought to take the photos at least 37 years ago and to Simon Mead for displaying the images on his digital projector on to the big screen in our Branch's clubrooms. The slide show is planned to be repeated at the ARHS meeting room on Friday 11 November, a very appropriate date of remembrance.

Following the slide presentation a Bring and Show ensued with emphasis on the MRWA.

Doug Firth brought in four 4-wheel wagons in the distinctive MR blue-grey livery that he has been assembling over the past few months. They included an AC, an AE and a KA. The wagons were all lettered and numbered and will really look the part behind Doug's yet to be assembled MR A class steam locomotive.

Graham Watson also brought in four wagons in MR colours each of which he assembled over twenty years ago. One in particular was a bogie L wagon made from the joining of two AC wagons as was done by the MR.

Stuart Mackay showed his F40 DE locomotive on modified Airfix bogies, an A21 Mikado class steam locomotive from one of his kits and a range of kit-built and scratch-built wagons including his scratch-built FA67 guard's van as well as a model of WAGR's Z512 from a one-piece kit by Railwest Models.

The November meeting was attended by 29 members and visitors. Most members had arrived by 2000 and the usual informal discussion and exchange of ideas occurred before Graham Watson officially opened the meeting at 2030.

ModelRail which was held on Sunday November 6 was reported as being a successful if a somewhat low key event and was enjoyed by all those members and visitors who attended. Thanks to our Management Committee and especially Trevor Burke for organizing the event which is a highlight of every year's activities for our Branch.

Some progress was reported regarding a layout for the next Exhibition and it is hoped a decision can be made by the December meeting.

Graham reported on the progress of the bogies suitable for country passenger coaches and that some should be available for the December meeting.

Ross Green showed an example of the much anticipated release of the 1964 EH Holden in 1/64th scale which is now available from hobby shops in Perth for \$28 or perhaps less with a Seniors or AMRA Members discount.

John Hatch reported on the five week TAFE course in silver soldering which he recently attended. John reported that silver soldering has a number of applications for miniature model making.

Paul Tranter gave an interesting talk on weathering models using soft pastel chalks. It clearly inspired more than one or two to take the plunge to weather at least some of their wagons and structures. *[Editor's Note. Paul is invited to provide an article, for publication in the next issue, on this topic for the benefit of all members!]*

The topic for the November meeting was scheduled to be a kit-built round-up. Members were asked to bring a kit that they have assembled over the past 12 months.

Doug Firth who has a number of projects on the go showed a GA Models kit of a GC wagon he has been assembling.

Murray Rowe who has been very busy over the past year showed a rake of GHE wagons he has been assembling.

Niels Kroyer and **John Maker**, though by no means new to railway modelling are relatively new to modelling the railways of WA in S scale. They have both been busy assembling wagons. Niels showed his WAGR G and a GE and a MRWA Bm with all the under floor detail and John showed four wagons including a GM and a D van all ready for painting and lettering.

Allan Penstone also showed a fully assembled and lettered RBC cement wagon which he completed this year. Discussion ensued about the possibility of the model sagging in the middle from the weight of the hoppers and several constructive ideas were exchanged. These included the suggested addition of some brass bracing along the inside of the side sills to strengthen the floor before sagging occurred but it was generally agreed that it would never be too late to add the bracing.

Stuart Mackay admitted he has been a bit busier than he thought when he tallied up and showed the kits he had been working on over the past year. They include a GA Models JNR 52E Tanker, two MRWA A class locos, An X and an XA loco, all from kits, a Just WA Trains kit of a 1983 4-wheel NA sleeper wagon and an XA coal hopper wagon both in yellow livery, a Railwest one piece guard's van, an MRWA Bm van and a Double G models kit of an RBC cement wagon



The RBC makes an interesting and colourful vehicle on a goods train with its distinctive domes and Westland Models lettering. The photograph is of Stuart Mackay's RBC constructed from a kit from Gary Gray's Double G Models range

Neil Blinco showed the Flettner ventilators he designed for country coaches and the AZ coach he had been working on as a kit. This is a very nice kit which can also be used as a MRWA coach if desired.

Paul Tranter displayed his model of JU 221 bogie fuel tank assembled from a Railwest kit. The JU had a distinctive tank which was welded in five sections with two distinct outside diameters. A number of them were owned by BP.

Murray Hartzler is working on a GA Models DC wagon, a Railwest FD with an open door, a D van and an RBC cement wagon as described above. Murray plans to paint them as a batch when assembly is complete. It was good to see three of the RBC wagons assembled as they are not the easiest wagon to put together but the finished model is worth the effort.

Graham Watson confessed to assembling four wagons this year. They include a MRWA Bm van and three HC wagons from Railwest one-piece kits. In all, well over thirty wagons/coaches/locos were brought and shown in various stages of assembly.

Once again, the October and November meetings were successful gatherings for the Group. The S Scale Special Interest Group meets at 2000 on the second Monday of every month in the AMRA WA Branch 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
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

(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 are invited to make a gold coin donation at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

December

Friday	2	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	3	[1]	The Branchline assembly General Activities
Monday	5		Bring and Show Unusual Model Railway Items
Tuesday	6	[2]	Daylighters Group – daytime Meeting
Wednesday	7	[3]	Great Western Railway Modellers Special Interest Group meeting – Quiz and Christmas Cheer Night DCC Special Interest Group meeting – Quiz and Christmas Cheer Night
Friday	9	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	10	[5]	General Activities
Monday	12	[6]	S Scale Special Interest Group meeting – Advertising vans. Bring in your advertising van and/or view slides of these unique wagons.

Tuesday	13		Daylighters Group – daytime Meeting
		[7]	Large Scale Special Interest Group meeting –
Wednesday	14	[8]	British Railways Special Interest Group meeting – Quiz and Christmas Cheer Night
Friday	16	[1]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	17	[2]	General Activities
Tuesday	20	[3]	Daylighters Group – daytime Meeting
Friday	23	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	24		Christmas Eve - Clubrooms closed
Tuesday	27	[5]	Daylighters Group – daytime Meeting
Friday	30	[6]	N Scale Special Interest Group meeting – layout construction General Activities S Scale running night
Saturday	31	[7]	General Activities

January

Monday	2		New Years Day - Public Holiday – no meeting
Tuesday	3	[8]	Daylighters Group – daytime Meeting
Wednesday	4	[1]	LNER Special Interest Group meeting -
Friday	6	[2]	N Scale Special Interest Group meeting General Activities
Saturday	7	[3]	General Activities
Monday	9	[4]	S Scale Special Interest Group meeting –
Tuesday	10		Daylighters Group – daytime meeting
		[5]	Large Scale Special Interest Group meeting –
Wednesday	11		DCC Special Interest Group meeting – venue Naval Base
Friday	13	[6]	N Scale Special Interest Group meeting General Activities
Saturday	14	[7]	General Activities
Tuesday	17	[8]	Daylighters Group – daytime meeting
Wednesday	18	[1]	Great Western Railway Modellers Special Interest Group meeting – Other Companies' Vehicles Running on the GWR
Friday	20	[2]	N Scale Special Interest Group meeting General Activities
Saturday	21	[3]	General Activities

Tuesday	24	[4]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	25	[5]	British Railways Special Interest Group meeting – The BR Class 55 Diesel Electric Locomotives [Deltics]
Friday	27	[6]	N Scale Special Interest Group meeting General Activities S Scale running night
Saturday	28	[7]	General Activities
Tuesday	31	[8]	Daylighters Group – daytime meeting
February			
Wednesday	1	[1]	LMS Special Interest Group meeting -
Friday	3	[2]	N Scale Special Interest Group meeting General Activities
Saturday	4	[3]	The Branchline assembly General Activities
Monday	6		What Model Railway Goodie Did You Receive at Christmas?
Tuesday	7	[4]	Daylighters Group – daytime meeting
Wednesday	8	[5]	DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	10	[6]	N Scale Special Interest Group meeting General Activities
Saturday	11	[7]	General Activities

(Continued from page 15)

From the Scribe's Quill

Meeting No 350 – September 2011. The major items of business dealt with at this meeting were –

- Members are advised that the Librarians have completed re-cataloguing the Branch's collection of books and have now commenced cataloguing the DVD collection.
- The Goldfields Line layout was displayed at the Kellerberrin show on 25 September [a minor clash with AFL fixtures kept the crowds down until late in the day!]. The layout nevertheless received its fair share of compliments.
- Niels Kroyer advised that the Fixed Assets Register was now complete and that the Branch has assets totalling approximately \$175,000. All assets are being photographed for insurance purposes.
- Ron Fryer advised progress with the building extension, particularly noting that the builder had agreed the 180 days for AMRA to give the go ahead. Ron tabled a letter

from Bayswater City Council approving in principle the building extension, subject to the project being cost neutral for Council and AMRA entering a Category 1 lease. Frans advised that this was a new term for a lease similar to our current one.

- Frans Ponjee advised that Bayswater City Council now insured the building so he had investigated increasing our contents coverage. Coverage of \$175,000 will cost \$1383 per annum; coverage for \$100,000 would cost \$1184. Both covers include \$10 million public liability coverage. Proportional payments by insurance companies were discussed before the Committee decided that the Branch should take out full cover of \$175,000.

Meeting No 350 – October 2011. The major items of business dealt with at this meeting were

- In response to a member's letter, the Committee decided to set the date for ModelRail as the second Sunday of November each year. In response to another request in the same letter, the Committee decided to try a new format to reinvigorate the Branch's Modelling Competition in 2012 and then assess its success and the continuation of the competition.
- Frans Ponjee advised that Bob Phelps would be finishing the BHP layout when he visited Port Hedland in late October. He has been convinced to accept half his travelling expenses from the Branch. A vote of thanks to Bob for his outstanding work on the iron ore handling equipment for the BHP layout was passed by the Committee.
- Ron Fryer advised that he had received a lease proposal from Bayswater City. The committee members were each given a copy of the proposal to consider prior to a meeting on 6 November to develop a way ahead.

The next few Management Committee meetings will be held on 22 December, 19 January and 16 February. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

English Like She is Spoke and Red!

7H15 M3554G3 53RV35 7O PROV3 H0W OUR M1ND5 C4N D0 4M4Z1NG 7H1NG5! 1MPR3551V3 7H1NG5! 1N 7H3 B3G1NN1NG 17 W45 H4RD BU7 N0W, ON 7H15 LIN3 YOUR M1ND 1S R34D1NG 17 4U70M471C4LLY W17H 0U7 3V3N 7H1NK1NG 4B0U7 17, B3 PROUD! ONLY C3R741N P30PL3 C4N R3AD 7H15.

Membership Matters

Since the last issue of *The Branchline* we have welcomed two new members to our Association and its Western Australian Branch – Will Jurgens, who lives in North Beach and models in N scale. and Michael Smith, who lives in Guildford. We look forward to seeing Will and Michael in our Clubrooms from time to time.

Now a timely reminder about the weather.

The good part is that we can be out and about doing what we want to do with our hobby. Anywhere from buying and selling items, to enjoying a comfortable time in our railway rooms, to running trains outside, be they big or small. There is one thing we do need to keep in the back of our minds though. If we have any items in our cars or other means of transport have we left them in there? Will the car heat up and distort our precious loves and possessions? If so then they need to be removed before they get fried and we cry.

If you want to see the result of leaving a plastic model in a hot car we have an actual sample in our Clubrooms.

Please look after anyone and anything left in the car over these hot days.

John Maker
Membership Registrar

Another Modelling Challenge

This picture is the final frame of a Power Point Presentation of Railway Scenes sent to me recently and reminded me of a video clip on YouTube – www.youtube.com/watch?v=B22RUM8LcQU It really is amazing, especially at the very end – maybe a challenge for a working model?



Around the Layouts

Haltwhistle. The layout ran very well on the ModelRail weekend thanks to those that made it a most enjoyable day. There was a very good mix of both passenger and goods trains to help bring back memories.

The shuttle line was not operating due to a broken wire on one of the detectors. We are working on that and hope to operate the shuttle line soon. The main line in both directions operates very well.

Tom Stokes
Layout Supervisor

Haltwhistle Scenario

The Settle & Carlisle Railway was opened in 1875–76, thirty months late and £1.6 million over budget.

The next plan of the Midland Railway was to branch off at Cumwaite [around present day Horton–in–Ribblesdale] and head for Bainbridge, Aysgarth and join up with the line from Northallerton at Leyburn. Thus they would have a connection to Darlington, Stockton–on–Tees and Middlesbrough. However, the line, started in 1876, progressed no further than the busy little village of Haltwhistle [not to be confused with the town of Haltwhistle in Northumberland – it was a common name] when the money ran out and, it would appear, so did the enthusiasm. The total mileage of the line is ten miles, it opened in 1879.

Come with me now and I'll show you around. Leaving the railway station look to your left and you will see the dairy. To the right of the dairy is a no through road containing two rows of terraced houses, built in the late 1940s/early 1950s to accommodate returning WWII soldiers and their families. Facing you is Wright's Newsagency and Post Office. The same family have run the business for over 30 years. On the other corner of Church Street stands the family grocers of Kay's, a busy shop that has recently been modernised to cope with the needs of the District. We then have the bus stop, the bus tootles around the country roads, village to village and eventually to Malham where a connection can be had for Settle. Just past the bus stop we have the Railway Cottages Nos. 1 to 4 named the Crossley Cottages after the Engineer who built the Settle and Carlisle line and also the line to Haltwhistle. The road then continues into the surrounding countryside, passing through numerous pretty villages.

If we now return to Church Street and proceed along it we come to Railway Cottages Nos. 5 to 8 on the right hand side and Stokes Garage on the left. This is our sole supplier of fuel and vehicle service in the village. Old Tom, who runs the business, has been there all his working life and has seen a great number of changes in that time. His son, Young Tom, now does most of the work but it is not unusual to find Old Tom smithing in the corrugated shed next to the garage, horses still need shoes and ploughs, etc., need repairs. Next on the left is the old coaching inn, *The George & Dragon*. No horse–drawn coaches/carriages nowadays but it does get tourist buses/coaches, in fact, I think there's one from Devon in the car park now.

Proceed left around the bend and you pass the shared car park and come to the Parish Church of St. Thomas and the Lost Souls. Built in the 13th Century, it has served the village and the district faithfully for over seven hundred years. As you can see the church is lit up and gives a nice warm welcoming feeling to its parishioners and visitors alike.

In the graveyard you can see the family grave of the Mill owner's family, a rather splendid affair. Notice the new grave of a recent burial – old Josiah Parsons, the village cobbler, sadly missed, as is Mrs Emily Entwistle, the baker's mother, she was 94 years young. It is her grave that is now being dug.

Just past the Church we have a footpath that leads up onto the Pennine Way. The signpost there shows that the road to the left, High Street, leads into the older part of the village and the road to the right climbs up and down to the village of Bainbridge – where the railway was intended to go to.

If we now retrace our steps to the shared car park between the Church and the Pub and look ahead to where the road turns sharp right back towards the station, it was not always so. Before the railway came, the road went straight ahead through where No. 8 Railway Cottage and No. 1 Railway Cottage are now and joined the existing road to Malham. In those days the transport was

by mail coach and the Pub was where the coach changed horses and the passengers were watered and fed. If you look through the Pub archway you may be able to see the old stables on the left.

The Pub used to be called *The Dog and Pheasant* but in the early 1800s the village had a fire and brimstone vicar and a rather cantankerous publican, [I'm being polite when I say cantankerous]. The vicar likened himself and the Church to St. George [St. George's flag flies from the church tower] and the Inn to the demon Dragon. The vicar used to bang and thump the pulpit and rant and rave that one day St. George would triumph over the Dragon [the demon drink]. The publican, amongst other things, had a wit of sorts and obtained permission from the brewery to change the name of the Inn to *The George and Dragon*. I heard tell the vicar died shortly afterwards from apoplexy.

I am very pleased to inform you that the present incumbent [yours truly] and the present publican are the very best of friends and numerous parish problems are often resolved over a drink in very congenial surroundings.

That then is a short tour of our village, I hope that you have enjoyed it and hope that you enjoy the rest of your visit today.

Rev. Ron

The Valentine Run. After many weeks of working on the disassembled layout, Alan H and your scribe have routed power through the Tortoise auxiliary switches to the turnout closure rails. No longer does power depend on the closure rail making contact with the stock rail and, upon reassembling the layout, the smoothness of the run through turnouts is a pleasure to watch.

We are now working on giving well entry turnout control to both the external and internal panels.

Also we will need to enable use of a DCC handpiece in the well, either by using an extended lead to an existing external socket or by installing a dedicated UTP socket.

Initially we ran Trevor's and Alan H's Australian trains at ModelRail. Around lunchtime we switched from DC to DCC US prototype, with Gary, Nat, Peter and your scribe continuing a great show.

Later in the day the handpieces started producing gobbledygook readouts, most of which were dispelled by pressing the Escape key. However, a possible intermittent fault in one handpiece merits further investigation.

Many thanks to Bob Green for painting the facia. The dark grey sets off the layout well. After blending the base colours, we look forward to painting the rock faces, texturing and adding vegetation, and bringing Needles, our main town, to life.

Perhaps some consideration needs to be given to placating the outraged citizens of Valentine, whose station was transposed to Harris and is yet to be replaced. D, SF & V Vice President Lutan Plunder has advised the Board of Management of local hostility during the town meeting at which he was representing the company. He has indicated a more comprehensive report will be forthcoming after removal of the remaining tar and feathers.

Craig Hartmann
Alan Burrough
Layout Coordinators

Another Prototype for Everything

The latest in Tilter Trains!!



German builds world's largest model airport

It took a grand total of six years to build but an incredible new miniature model, called Knuffingen Airport, based on Hamburg's airport, has finally opened to the public. It's on display at Miniatur Wunderland, in Hamburg, and features forty aircraft that take off and land and ninety vehicles that trundle around the runways automatically.

Making something this small and perfectly formed doesn't come cheap. It cost 3.5million Euros – but the result is plane-ly amazing.

The real airport opened in 1911 and remains the oldest operational airport in the world. When it was first built it covered a mere 45 hectares – it's now ten times bigger and measures a whopping 2.2sq miles.

The various vehicles and planes on the model version are able to move around thanks to an innovative 'carsystem', which manoeuvres the vehicles by computer. The planes even take off thanks to miniature wires that carry them off the end of the runway.

The attention to detail is astounding. The planes park themselves and passenger walkways slowly move into place. The tow trucks even feature little flashing orange lights and the petrol tankers can

be seen indicating which way they are about to turn. What's more, the airport lights up spectacularly to create an entrancing night scene.

To see this incredible model in operation go to <http://www.dailymail.co.uk/news/worldnews/article-1383532/Knuffingen-Airport-German-builds-worlds-largest-model-airport.html>

ModelRail – What You Missed!!



Meeting Room No. 2
– Catering area in the foreground, *The Valentine Run* on the left, *Ebford Regis* on the right with a modelling demonstration area in the centre. *WesterN Ridge* and *Frans River Line* are obscured by our visitors.

Rosemary and Frans Ponjee at the Sales Table where items from a deceased members estate plus surplus Library books were available for purchase.





Cumwaite Junction station on our 4mm scale 16.5mm gauge *Haltwhistle* layout



Kathy Price showing her modelling skills and some of her exquisite 7mm scale models



Exeter St. David's station module



A scene on Ansberg HO scale layout



Peter Sapte describing the work he is doing on his current modelling project



Our Large Scale garden railway



Your Editor's milk train passing through Cumwaite Junction on our *Haltwhistle* layout



Layout Room No. 1 with Rob Kay talking about the *Woodlines* layout, with our two U-drive layouts further on. *Haltwhistle* layout is to the right, *Swan View* is out of picture to the left



The front of the *Valentine Run* layout. This is a layout under construction



Craig Napier's N Scale container ship at the Container Terminal on *WesterN Ridge*

Christmas Quiz

This years Quiz is all about railways in some shape or form, so no excuse for not knowing all the answers. It is open to all AMRA members. As usual there will be two prizes, one for each of two winners. If there are more than two with the same number of correct answers then two winners will be drawn out of the hat. The judge's decision is final. Even the Editor and our Management Committee can enter this year!

Terminology –

- 1 What is the 'Consolidation' wheel arrangement? _____
- 2 Inside what is the brick arch positioned? _____
- 3 What is a 'buckeye'? _____
- 4 The name Lemaitre is associated with which item? _____
- 5 What is the Whyte system? _____
- 6 What nationality was Herbert Garratt? _____
- 7 Many Midland Railway 4–4–0s used steam twice.
What was it called? _____
- 8 Which wheel arrangement, never used in Britain,
was nicknamed the 'Centipede'? _____
- 9 How many axles does a 1Co–Co1 loco have? _____
- 10 What is the standard overhead voltage for
British electrified lines? _____
- 11 What are described as of the 'Commonwealth'
design? _____
- 12 What type of BR locomotives used Wilson-
Drewry gearboxes? _____
- 13 Where were BR Class 59 locomotives built? _____
- 14 What wheel arrangement is the BR Class 31? _____
- 15 What liquid is the most common form of
engine coolant on BR? _____
- 16 What does the abbreviation TESCO mean? _____

Overseas Railways –

- 17 What does the German word *Hauptbahnhof*
mean? _____
- 18 What two colours make up the livery of the
ICE high-speed units? _____
- 19 What is a 'KÖF'? _____
- 20 What are the letters TGV short for? _____

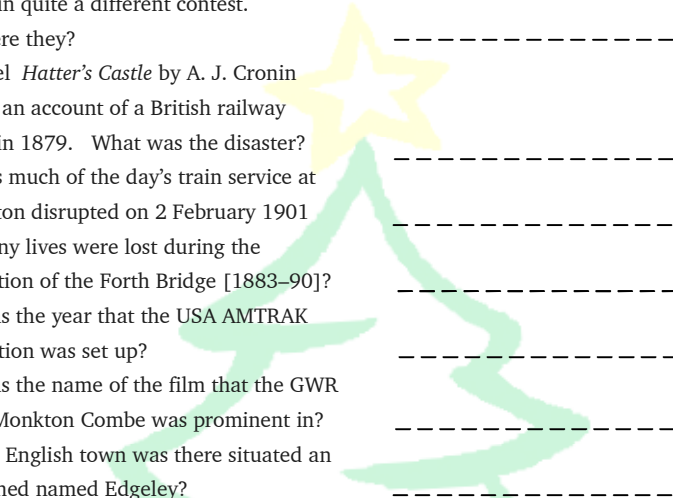
- 21 What is the name of the Spanish ultra-lightweight articulated train? -----
- 22 Where are the only spiral tunnels in North America? -----
- 23 Where was the only spiral railway tunnel in Ireland? -----
- 24 What wheel arrangement is a 'Niagara'? -----
- 25 What was unusual about the Steffenbach bridge on the Furka-Oberalp Rly in Switzerland? -----
- 26 Where is the world's steepest rack railway? -----
- 27 What year did the first *Orient Express* depart from Paris for Vienna & Constantinople? -----
- 28 On what date was the through standard gauge route from Perth – Sydney completed? -----
- 29 How long is the dead straight stretch of line across the Nullarbor Plain? -----
- 30 Who was the engineer who oversaw the construction of the railway from Genoa to Turin? -----
- 31 What was the name of the railway Lawrence of Arabia rendered useless in WW1? -----
- 32 How many tunnels are there on the Kalka-Simla Railway in India? -----

ANAGRAMS – London Stations

- 33 Bleary Omen -----
- 34 Rings Socks -----
- 35 God and Pint -----
- 36 Old and Bending -----
- 37 Tone us -----
- 38 Traps Cans -----
- 39 Ants on Centre -----
- 40 Tear Wool -----
- 41 I to Vicar -----
- 42 Lovelier Protest -----

Miscellany –

- 43 What was peculiar about the railway operated at Swanscombe Cement Wks, Kent until 1928? -----

- 
- 44 The Delaware, Lackwanna & Western R.R. was the setting for the first film made with a cohesive narrative in 1903. The words of its title became Famous in quite a different contest. What were they? -----
- 45 The novel *Hatter's Castle* by A. J. Cronin contains an account of a British railway disaster in 1879. What was the disaster? -----
- 46 Why was much of the day's train service at Paddington disrupted on 2 February 1901? -----
- 47 How many lives were lost during the construction of the Forth Bridge [1883–90]? -----
- 48 What was the year that the USA AMTRAK organisation was set up? -----
- 49 What was the name of the film that the GWR Station Monkton Combe was prominent in? -----
- 50 In which English town was there situated an engine shed named Edgeley? -----

Name: ----- **Membership No:** -----

Phone: -----

Send your entry to –

AMRA WA Branch 2011 Christmas Quiz
PO Box 60
MAYLANDS WA 6931

or place your entry into the Quiz Box in our Clubrooms by **no later than** Saturday 14 January 2012.

Hope you and your family have a very Merry Christmas and a Happy New Year.

The Hon. Rev.