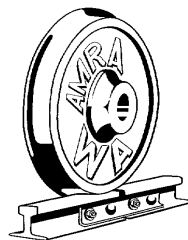


The Branchline



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

www.amra-wa-branch.asn.au

Issue 204 February 2012 Vol 35 No. 1

Frans' Fatidic

Rosemary and I wish all our members a Happy and Prosperous New Year and hope a lot of modelling will get done.

I would like to congratulate Mr C and Mrs E Lewis, Mrs J Stallard and Mr A Jumeaux for their Thirty Year Membership of our Association. Unfortunately I have not been able to present their certificates and badges personally.

The new building is still in the planning stage and the paperwork has gone to the Council and Lotteries Commission for approval.

Some queries have been raised regarding the Exhibition barricading and an explanation is in another article in this issue of *The Branchline*.

The Exhibition is slowly coming together, it looks like it may not be as big as last year but a lot of new layouts will be on show.

At this stage we have the following Retailers and Exhibitors attending –

- Sixteen retailers [3 from interstate]
- Twelve Clubs
- Nine Kindred Societies
- Eighteen Private layouts – [1 from interstate]

We will need volunteers again so please keep the weekend of 2, 3, and 4 June free.

Frans Ponjee
Branch President
Exhibition Manager

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ISSN 0313-9336

Barricading

As most members would have realised from last year's Exhibition there is a shortage of barricading.

We will be able to supply some barricading on a first come first serve basis but for Occupational and Health and Safety reasons and public safety, our Branch will need to erect the barricading.

We have a group of members who have erected barricading before and have agreed to erect the barricading for this year's Exhibition.

Depending on size a fee per layout will be charged to each exhibitor who requires barricading as follows –

- Small layout – layout's overall footprint does not exceed 24ft² = \$20.00
- Medium layout – layout's overall footprint is greater than 24ft² but does not exceed 40ft² = \$30.00
- Large layout – layout's overall footprint greater than 40ft² but does not exceed 55ft² = \$40.00
- Extra large layout – layout's overall footprint is greater than 55ft² = \$60.00

or the metric equivalent of these sizes. The Exhibition Manager's decision is final.

No payment will have to be made up front. If we have a successful Exhibition, as in previous years, exhibitors would get an ex-gratia payment – the barricading fee will be taken out of this payment.

All reasonable expenses to and from the Exhibition for the **layout only** will be paid as per normal, so it is up to each and everyone to make this another successful Exhibition.

Frans Ponjee
Branch President
Exhibition Manager

From the Editorial Desk

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

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 7 April and will include pre-exhibition material

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

	Editorial deadline	Assembly, etc.
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

Side Street Banner Works Railway Gallery

Jim Gregg has provided some information and relevant links to this Gallery. Although the locos and their construction featured are to the larger scales they are very interesting and well worth a look.

The links are – <http://sidestreet.info/Gallery/Gallery19/Ga19.html>

They ask that if you have a locomotive you'd like to share with them, please don't hesitate to send it in. Click on the link below to find out how to do it. We look forward to hearing from you. <http://sidestreet.info/Gallery/GaIntro.html>

Literary Lines

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

Alan Porter Eddie Garforth D. Casson R. Rabjohns Mrs. Holland Arthur Giles

One very significant donation was earlier received from Mrs. Marshall this comprised books and magazines from her late husband's collection. Our Management Committee has written to Mrs. Marshall thanking her for this donation.

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

Around the Layouts

Haltwhistle. The layout has been very busy during the school holidays.

We did have to correct a slight twist in the track which was derailing a certain class of locomotive as it passed through the station but the permanent way staff toiled very hard all day and cured the problem.

The broken wire on one of the shuttle line's detectors has been fixed and the shuttle is now operating normally.

Tom Stokes
Layout Supervisor

The Valentine Run. Following several weeks of test running, during which the layout performed all but faultlessly – one wire cunningly disengaging itself from its DCC circuit breaker, temporarily freezing movement on the branch line – the layout coordinators decided that the time for scenicing has arrived. Running has been halted and two corner modules have been relocated for ease of access.

Trevor, Rob, Alec and your scribe then endeavoured to find a suitable combination of oxides to colour the plaster coating to be applied to the layout. In summary, one mixes oxides, water, a teaspoon of white glue, plaster and a couple of drops of detergent, then one paints like crazy before the concoction sets hard. 1:1 yellow and brown oxide dries a light brown; 3:1 produces a desert light tan. Avoid anything red; it dries a Barbie pink, causes acute embarrassment and elicits stifled snickers from adjacent layouts.

We are grateful recipients of three more DC controls; each independently powered which will resolve both some overheating problems caused by a plug-in slave unit and the lack of a second dedicated branch line control unit. These can now be connected on either side of the layout, giving better control of operations. However, we will be trialling a DC unit with memory – hopefully the ultimate in DC control.

Mistrustful of company assurances, Valentine residents have constructed their own station, supervised by local architect H. Cartmann; and a very fine construction it is too. Celebratory festivities were dampened briefly when the first locomotive failed to arrive due to electrical problems. However, following an apology by company representative Luten Plunder, spirits were soon restored when he was declared Guest-of-Honour at a hastily arranged necktie party.

Craig Hartmann
Alan Burrough
Layout Coordinators

Mighty Tuff!!

Ian Wood has provided this link to a video clip of a 90 car coal train behind one steam locomotive in N scale – impressive – http://youtu.be/_l-E-D6pzU

Around the SIGs

S Scale Special Interest Group's December meeting was attended by 32 members and visitors. It turned out be a very stormy night with 26mm of rain falling in a few hours. The lightning and rain-storm prevented Gary Gray from setting out from Swanbourne to attend the meeting. Others

had to negotiate flooded streets and drains on their way home. Bill Gray's membership of the RAC came in handy too. But to those who made it to the meeting it all seemed worthwhile.

Graham Watson opened the meeting at 2030 and wished all those in attendance the very best of wishes for the Christmas and the New Year season. He also hoped that members found some time to do some model making. Graham suggested that we treat ourselves to some kits and bits to put together so that we avoid being given railway memorabilia that we don't really want or need.

Graham reported that Railwest Models had recently received a good supply of S scale parts from North Yard Models of New Zealand, though prices would be a little higher from the NZ end. Graham announced that the very last of the G class locomotive kits have been distributed to members and that no further production runs were likely. There were quite a lot of bits available to anyone who wanted to scratch build a G class. **Brian Norris** suggested that a Mantua 0-6-0 loco may be a good basis for a reliable mechanism.

Graham also reported that long-time member of AMRA and the S Scale SIG Rex Vellander was not well and that he was sure that all the members wished Rex and his wife and family all the best at this time. Rex is a long time member of the Group and is credited with helping to build the major extensions to *Swan View* and most of the York boxes that many S scale modellers use to carry their models to and from the clubrooms and exhibitions.

Trevor Burke wished all the members the compliments of the season and thanked the members for their support for the activities arranged by the Management Committee of our Branch throughout the year. Some light refreshments were provided by the Committee at the end of the evening's Activities.

John Maker informed members that if they did not receive an October/November edition of *The Branchline* it may be because they have not renewed their AMRA membership and so are unfinancial – they should check their membership status with the Duty Officer.

Stuart Mackay reported that some MRWA Bm wagon kits were available from X Class Models. Stuart also asked for expressions of interest from those in the Group who provide support materials to SIG members and who wished to be part of the United Modellers stand at the 2012 Model Railway Exhibition. United Modellers is a loose collective of modellers who come together at the Exhibition to show the public what kits and bits are available to those who want to model the 3'6" railways of WA in S scale. This stand is in addition to and separate from the modeller's desk which is also manned by members of the S Scale SIG.

Bill Gray reported that he hoped that the summer edition of the ASnM Magazine would come out in late December or early January [it arrived on Christmas Eve]. Bill did not repeat his usual appeal for articles but he did say that short, topical articles were always appreciated.

Kelvin Davis reported on his recent trip to Blighty and in particular to the Warley Exhibition. Kelvin gave an interesting report on three exhibitions and said he believed our very own exhibition compares favourably, relative to the size of our group and the population of modellers in WA.

As usual a general Bring and Show followed.

Bill Gray was the first to show a model of a two story house in S scale. Bill hopes he may build such a house on his block in Chidlow one day.

Gavin Stallard showed an XG coal hopper he has been building. There were three sets of these wagons on western rails. The sides were curved but not circular which makes them complicated to

construct. Gavin is obviously enjoying the challenge. A rake of ten would look terrific behind a DB or S class DE locomotive.

Murray Rowe showed the models of three GE wagons he has built from patterns and castings he has made and then moulded into one-piece bodies. The wagons, thirty in all, were built for the MRWA which was taken over by the WAGR in 1964. These GE wagons were classified AE in MR days and were distinguished by external bracing. The photo below shows the GE wagons in three guises which included [L to R] MR blue-grey, Westrail yellow and WAGR brown.



Kieran Wright who recently returned from his trip to North America showed an HO G50 locomotive in an authentic shortline livery, some wagon loads and a 2012 calendar from the Pickering Brook Heritage Group.

Ross Green showed the terrific progress he has made in assembling his kit of a V class locomotive. The model was unpainted and this gave members the opportunity to see the pipe work and detail that Ross has added.

Doug Firth showed his MRWA A class locomotive he built from an X class Models Kit. The locomotive was resplendent in dark metallic black and boasted some fine detail including North Yard washout plugs. Doug has also assembled and painted three tenders including one for his V class, U class and his MRWA A class.

John Maker has been getting very involved in model building and this week he brought in a very nicely assembled but unpainted GA Models version of a BD cattle Wagon.

The pre-arranged topic for the evening was *Modelling the Advertising Vans of the WAGR*. We were treated to a series of seventeen slides of advertising vans from the 1950s and 60s. Graham Watson pointed out that there appeared to be two separate eras of advertising on WAGR wagons. The first was during the 1920s but little evidences of these remains on film or in the archives at this stage. The second period was in the 1950s and fortunately photographic records are available thanks to those such as Alan Tilley who had the foresight to record them on film. The vans were colourful and eye-catching for their time. For the modeller of the WAGR in S scale they make interesting additions to a train and a layout.

The vans were usually class D or DA or V vans. The companies included Tip Top paints [2 variations], IXL jams [3], Buhlers Pianos, McPhersons [2], Walpamur Paints, Tilley Lamps, Flower Davis & Johnson [2], KLG spark plugs, Lynas Ford and Mayne Nickless, So there's a range of vans for modellers to choose from. Rob Clark of Westland Models has produced a Mayne Nickless transfer and Railwest Models has done the two variations of the McPhersons vans.

Several members brought in examples of advertising vans that they have completed.

Lynton England showed his IXL, Mayne Nickless, and McPherson's D vans, **Stuart Mackay**

showed his McPherson's D van an Ampol JID Tanker and Readymix RBC cement hopper.

Apart from the D van the others were more owners' wagons but there is an element of advertising on them never-the-less. **Doug Firth** and **Rob Clark** both showed their Mayne Nickless D vans. **Graham Watson** showed the alternative version of a McPherson's D van and **Kieran Wright** his Caltex JU tanker. The vehicles were all eye-catching and accurate models and were evocative of the period.

The Group's January meeting was billed as a general Bring and Show with an emphasis on what you were given for Christmas by a sometimes less-than-understanding family or what you bought or made for yourself, regardless. As for the previous meeting thirty two members enjoyed the balmy evening and the fellowship of modellers who enjoy the S scale scene.

With the traditional ringing of the bell, **Graham Watson** opened the formal part of the evening at 2030 with some announcements including the results of the recent the loco survey. Apparently we have less locos in the group than we did in 2009 but this appears to be more the result of problems with data gathering rather than loss of items. If the figure from 2009 of 320 is to be believed then we would exceed that number unless some angry wives or partners have displayed their ultimate displeasure with the excessive time given over to model building at the expense of clean dishes and tidy lawns and gardens.

Graham also announced and showed an unpainted example of a soon to be released Y class kit. The kit has a one piece urethane body, a separate chassis and is powered by a Bachmann RS3 mechanism and bogies. Expressions of interest are welcome. Graham also announced that a further 1500 images of WA rail scenes have been added to the ARHS website.

Stuart Mackay reminded members that they should have received the Group's 2012 programme via email. There is some flexibility in the programme, if any member has an idea for a topic of interest to the group's members they should contact Stuart.

The Bring and Show followed with the following presentations –

Doug Firth showed the goods shed he is building from card and is based on the ones at Dumbleyung and Harvey. Doug also showed the U class loco he has been assembling recently. Doug has made some interesting modifications to the kit in order to achieve a better proto-typical appearance.

Neil Blinco continues to demonstrate his innovative creations of detailing parts for WAGR/MRWA country coaches. This time he has excelled with a pair of concertina connecting doors for such vehicles as the ADU, AH and AZ coaches. The concertina doors are available from West Oz Models for \$5 per pair.

Paul Tranter followed with a humorous and light hearted presentation of things that Santa and his family actually bought him for Christmas. They included a 2012 Australian Railway calendar, Volume 6 of the *History of South Australian Railways* [very dear to Paul's Heart], a book on the Queensland Railways Railcars and a train colouring-in and activity book for boys. Wow! Paul was lucky not to have it stolen during the evening but for the integrity of AMRA members.

John Maker showed a range of line-side buildings from Double G Models and some fully assembled but unpainted wagons including a D van, An HC wagon An FD, a ZJ Guard's van and a QJH bogie flat from GA Models.

Murray Rowe showed a high side 4-wheel wagon with an internal tarpaulin used when carrying

wheat.

Charlie de Bruin showed the progress he is making with his X class Models MRWA A class loco and his U class. Charlie also dared to show an HO Southern Spirit NR which he bought himself for Christmas. Because Charlie drives the real things [NRs] we let him through.

Murray Hartzler showed the HD plastic tackle box he was given for Christmas by his wife. The box is great for all his modelling gear – they are available at BCF stores. The box cost \$110 and is made in the USA.

Ray Cooper showed the Noch static grass maker he bought from micro-mark for \$140. Ray has been recently scenicing his Yarloop layout and several members can report it is coming along very well. Yarloop is a large layout in a 6m by 8m lined, air-conditioned and carpeted shed at Ray's Glen Forest property. It incorporates the SW mainline and a zig-zag branch line into the jarrah forest. Total running time is six minutes for one circuit on the main line. It takes even longer on the circuitous timber line which boasts a zig-zag and a terminus. Some general discussion ensued regarding the pros and cons of the Noch static grass tool and relevant glues.

Stuart Mackay showed the [1942] engine shed he recently built from photos and dimensions he obtained on a trip to Watheroo in late November 2011. The Model is built in Styrene and uses brick paper which is available as a free download on the web. Downloads are free but the owner of the site does ask for a donation to help maintain the site. Stuart also showed a before and after chassis modification he has made to a Tyco 2–8–0 chassis in order to build another Fs class loco or two sometime in the future. Stuart wrote a short article on this particular chassis conversion for *The Branchline* about eighteen years ago.



Watheroo Engine shed Nov 2011



Model of Watheroo Engine shed

Finally, **Graham Watson** showed some DDH 1:64 scale motor vehicles which he saw at Stanbridge's Hobby Shop and some useful raised rivet decals he ordered from Micro Mark.

Once again, these meetings were a successful gathering of the Group which meets on the second Monday of every month at 2000 at the AMRA WA Branch clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome. Contact Graham Watson on 08 9250 1084 or Stuart Mackay on 08 9310 3858 for general information about the S Scale Group.

British Railway Modellers Special Interest Group. The subject for the November meeting was BR Diesel Locomotive liveries in general, 1948–1955, 1956–1965 and 1966 on.

1. 1948 to 1955 –

On 1 January 1948, the fledgling British Railways organisation inherited just 65 locomotives powered by a diesel engine. These were LMS 57 locomotives, LNER 4, GWR 1 and SR 3

Sixty-four of them were shunters and they were painted plain black with red buffer beams. The sixty-fifth was No. 10000 the LMS 1600hp mainline diesel electric locomotive and this was painted in glossy black with aluminium painted roof and bogie side frames, a four-inch wide aluminium painted waist band and twelve-inch raised aluminium numerals and LMS letters.

A new emblem was produced. It was the hungry lion/bicycling lion/ferret & dartboard [take your pick!], a lion astride a spoked wheel and facing either to the right [*dexter*] or to the left [*sinister*] but always forwards. During this period a further six main line diesels were built and their livery was as the inherited main line diesels. During the same period a further 263 diesel shunters were ordered by the Big Four and BR but not delivered until 1948 onwards, and these also were painted as per the inherited diesel shunters.

2. 1956 to 1965 –

In conjunction with the Modernisation Plan released in 1955, BR set about in the following year to brighten up its image. To accompany this a new emblem was designed, a crest [approved by the College of Arms] consisting of a demi-lion rampant holding between its paws a silver locomotive wheel. Rather than the black livery then in common use, it was decided to paint the diesel locomotives Brunswick Green with black and orange lining [the same as that used on express passenger steam locomotives]. Roofs were specified as Primrose yellow but this soon changed to cream. Underframe and bogies was specified as black. Buffer beams and buffer shanks were to be red. Towards the end of 1956, BR devised a new system of numbering its diesel locomotives between 1 and 9999 with the prefix D to differentiate them from the ex-GWR steam locomotives carrying the same number. After a few false starts the broad categories were finalised for the numbering blocks of the different types of diesel locomotives, as follows –

D1 to D1999	Type 4
D2000 to D2999	Small shunters [153hp to 330hp]
D3000 to D4999	Large shunters [350 hp range]
D5000 to D6499	Type 2
D6500 to D7499	Type 3
D7500 to D7999	Type 2
D8000 to D8999	Type 1
D9000 to D9499	Type 5
D9500 to D9999	Type 1

The few main-line diesels then in service were not covered by this numbering system and they retained their original numbers. However, most of the diesel shunters were renumbered, the exceptions being those of pre-nationalisation design.

During 1959, after experiments the previous year, black and yellow diagonal stripes began to appear on the ends of the diesel shunters and handrails were picked out in white, both measures were intended to make them more visible to railway staff in goods yards and at the trackside.

1960 saw the introduction of overhead electric wire warning signs and these began to appear on shunting locomotives and main line diesel locomotives. During 1961, as a variation from the rather plain Brunswick Green, a new colour known as Sherwood Green made its appearance on Class 35 Hymeks and Class 55 Deltics. A two-tone combination of the two greens was applied to many

members of several Classes. 1962 onwards, saw the introduction of unlined maroon as the livery for the Western Region Class 52 Westerns and many of the Class 42 and 43 Warships. A few of the Class 52s were painted in unlined Desert Sand and Golden Ochre for a while.

3. 1965 ON –

Following the experimental XP64 train [a newly built Class 47 turned out in overall blue livery with a new design of BR symbol, hauling a set of the newly designed BR Mk.II coaches], a new look appropriate to the post-Beeching era was adopted. Diesel locomotives were painted Rail Blue [including the roof] with full yellow ends. Underframes, bogies and buffer-beams were black. The new BR symbol was officially known as two-way traffic on parallel lines representing tracks, but was known by the irreverent as arrows of indecision.

After the demise of steam traction in 1968, the D prefix was dropped off newly constructed diesels and deleted as older locomotives went through the workshops for overhaul.

Towards the end of the 1970s it was felt that the livery of the locomotive fleet needed brightening up a little. In 1978, a Class 56 [No. 56036] was given a repaint with a pale grey roof, black window surrounds and full body height BR emblem. The style was adopted as standard for Classes 50 and 56 in 1980 and it appeared subsequently on some members of Classes 37 and 47. From 1980 onwards the livery story became quite complicated. This information can be found in the full set of the facilitation notes available on request.

New Acquisitions –

Ron Fryer – showed a little book written in 1893, this 11th edition was printed in 1908, called *The Locomotive Engineman's and Fireman's Examination Guide* by Maurice George Vaughan, [M of AS of LE & F., and President of the GWR Engine Driver's and Fireman's Class, Plymouth.] It was given to Ron by G. Watson who thought, correctly, that Ron might like it.

John Maker – showed an etched-brass bender from Micro-Mark, model Etchmate 3C, approx \$20, which works very well, it has a selection of shapes and sizes.

Ron Richards – showed us two files that he bought from Sievers at the bargain price of \$77 !!! At that price I hope that they work.

Peter Sapte – showed a pack of illuminated buffer stops that he purchased from DCC Concepts.

Doing Things –

John Maker – showed us a model of a Shed from GG Models, a RCA 7plank bogie wagon, an OTB flat car and a 4-wheel D Van. All these are WAGR vehicles made from resin kits. On this occasion we allowed him to bring them.

Peter Sapte – showed his completed model of a LNER N7/4 0-6-2 tank engine. Only minor things to be done when he returns to the UK – crew, coal and weathering. Beautifully made, up to his usual high standard.

The December meeting took the usual form of the Christmas Quiz, but first we had –

New Acquisitions –

Kelvin Davis – on his return from the UK showed us the following –

- 2011 National Model Railway Exhibition Guide [Warley] £4 plus entrance fee
- 2011 Spalding Model Railway Exhibition Guide [free]
- *Shropshire Union Railway* by Bob Yate [Published by The Oakwood Press]
- *Wagons of the Early BR Era 1962–1968* by David Larkin [Published by Kestrel]
- *Wagons of the Final Years of BR 1969–1982* by David Larkin [Published by Kestrel]
- *Civil Eng's Wagons Vol.1. BR 1948–1967* by David Larkin [Published by Kestrel]
- *BR First Generation Diesel Railbuses* by Evan Green Hughes [Published by Ian Allan]
- *BR Standard Diesels of the 1960s* by David N. Clough [Published by Ian Allan]
- *BR First Generation DMUs* by Hugh Longworth [Published by OPC]
- An Alan Gibson kit – A Single Post Signal Tube in brass
- 2011 Autumn Edition of Alan Gibson Products Catalogue
- Ratio N gauge Signal Remote Control kit,
- Various assorted wagons [too many to individually list] some rtr, some in kit form.

He said that he would bring the remainder to the January meeting. We are agog and aghast at just what is in store!

John Maker – showed an Athearn HO model of a Union Pacific SD45T–2 Diesel locomotive.

Steve Rayner – showed us the Bachmann/G.Farish N. scale model of the Mk.1 TPO Royal Mail Sorting Van BR[WR]. He said that it looked lonely on the shelf in the model shop!

Ron Richards – showed us an ESU Decoder Tester that he got from DCC Concepts. Also showed a book titled *Weathered Steam Locomotives* by Andy J. Small [Published by Book Law Publications].

Nick Pusenjak – brought along two models as follows –

- Kernow's model of a Beattie Well Tank, No. 30585, with BR crest, made by Dapol
- Bachmann's OO model of a Derby Lightweight 2-car DMU in BR Green with Speed Whiskers.

Gordon Bramwell – showed these DVDs –

- *Steam Engines of the LMS*
- *The Glory Days of Diesel. – No.4 – North Midlands.*

He also showed us a copy of *A Pictorial Guide to the Settle & Carlisle Railway*.

Alan Porter – showed two books –

- *Train Shunting & Marshalling for the Modeller* by Bob Essery [Published by Ian Allan]
- *How Steam Locomotives Really Work* by Semmens & Goldfinch [Published by Oxford Press].

He also showed the latest model from Bachmann, a OO BR Class 3F 0–6–0 tender locomotive No. 43474.

Doing Things – as we ran out of time we cancelled this section for this meeting.

The Quiz –

Once again the Quiz proved to us all just how much we don't know about BR. However, I do think that the standard of the questions showed some slight improvement over previous years – that must mean something! Still it was enjoyed by all, thanks to all who provided the questions. Thanks also to our Branch for the cakes and Bubbly afterwards.

The subjects for the November meeting of the **Great Western Railway Modellers Special Interest Group** were the Dean and Collett 0-6-0 Tender locomotives.

1 Background –

The Great Western Railway was a predominantly tank locomotive railway using such locomotives of considerable power over quite long distances – for example the large 2-6-2T Prairie Tanks, the 0-6-2Ts, the 2-8-0Ts and the closely related 2-8-2Ts. Consequently the GWR made very much less use of the ubiquitous 0-6-0 tender locomotive compared to some of the other railways. The GWR 0-6-0 tender locomotives generally had a lower axle loading than their comparable tank locomotives, due to them not having to carry their coal and water on board and, having these commodities in reasonable quantities in a separate tender, they had a good working range. Consequently, the GWR 0-6-0s were basically used on lightly laid branch lines and on cross-country lines.

2 Dean 0-6-0s –

[a] **2301 Class** – These were the most common type and were usually known as the Dean Goods. They were a slightly larger version of Armstrong's double framed 0-6-0s but having simpler and much cheaper single frames. They were classic mixed traffic locomotives and could be used [and frequently were] on passenger trains. In total, 260 locomotives of the 2301 Class were built between 1883 and 1899. They were numbered 2301-2360 and 2381-2580.

There were many changes made to them over the years, the whole Class was fitted with Belpaire firebox boilers between 1902 and 1922. In 1917, the War Department requisitioned 62 Deans Goods for service in France and Belgium. By 1921 the War Department had repatriated fifty-five of them. Between 1907 and 1910 twenty locomotives were reconstructed as 2-6-2Ts for suburban services in north Warwickshire. 232 locomotives passed into ownership of the greater GWR in 1923. The Class then remained intact until 1929 when withdrawals of the earlier series [running numbers below 2400] commenced.

However, due to the inheritance of an enlarged network in Central Wales and the poor state of some of the locomotives absorbed from other companies in 1923, further withdrawals were suspended until the late 1930s.

At the outbreak of WW2, 100 Dean Goods locomotives were requisitioned by the War Department for service in France, sixty-nine of them being shipped before the fall of France. Some of them were destroyed in the retreat to Dunkirk but the remainder were used by the German occupation forces in France and elsewhere in Europe.

After 1945, some of these were repatriated to the UK, but most were scattered around Poland, Belgium, Italy and beyond the Iron Curtain. The net effect of this war service of the Dean Goods was that there was a severe shortage of 0-6-0s on the GWR during WW2 and locomotives of a similar design were borrowed from the LMS and the LNER.

Withdrawals did not begin again until the very end of 1945 but even so 54 Dean Goods were still in

service when the GWR was taken over by British Railways on 1 January 1948. Most of these locomotives were withdrawn in 1953, the last withdrawal being No. 2538 in May 1957. One locomotive No. 2516 is preserved.

[b] **No. 1833** – This was an experimental locomotive built in 1888, it was withdrawn in 1906.

[c] **2361 Class** – These locomotives were double framed with underslung outside springs. Twenty locomotives [2361–2380] were built in 1885 and 1886 with, again, a complex subsequent boiler history. They were rarely used on passenger trains and most were withdrawn in the 1930s, although one [No. 2362] lasted through WW2.

[d] **Sir Daniel 0-6-0s** – At the end of the nineteenth century Dean had proposed to build more Dean Goods inside frame 0-6-0s, the project was abandoned and twenty-three of the *Sir Daniel* 2-2-2 Singles were converted between 1900 and 1902 by fitting strengthening plates above the driving axles and, with the springs above the splashers, the centre axle springs were higher than those above the other two driving axles. Withdrawals commenced in 1905 and the last was in 1920.

[e] **Models of Dean Goods 0-6-0s** – This section in the facilitation notes lists all the known models produced by the various manufacturers of this locomotive.

3 **Collett 0-6-0s** –

As outlined above, by 1930 the ageing 0-6-0 fleet created a need for replacement locomotives and this was addressed by Collett with his 2251 Class. But before looking at these, it is worth noting that Churchward did not find it necessary during his period in office as CME of the GWR between 1902 and 1921 to produce any 0-6-0s at all!

2251 Class [sometimes known as Collett Goods] – 120 locomotives [Nos. 2200–2299 and 3200–3219] were built between March 1930 and January 1948, No. 2251 being the first built [hence the Class name!]. They had the same wheelbase and wheel diameter as the Dean Goods but they had a tapered Belpaire firebox boiler and a large wide cab with a large roof. Being slightly heavier than the Dean Goods they were yellow route coded.

There were some differences as you would expect for a class that was built over a period of eighteen years. Withdrawals commenced in January 1959 and the last ones were in May 1965. One locomotive [No. 3205] is preserved.

The above notes are followed in the Facilitation Notes with a list of models of the Collett Goods that have been issued by the various manufacturers. A complete set of the Facilitation Notes is available on request.

New Acquisitions –

Barrie Peacock – showed a book he received from his daughter for his birthday, *Memories of Steam* by Tom Quinn [pub. by David & Charles].

Doing Things –

Peter Sapte – showed us his South Eastern Finecast white metal model kit of a GER N7/4 tank

(Continued on page 16)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings –

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members 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.

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		Topic Meeting – topic to be advised
Tuesday	7	[4]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	8	[5]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	10	[6]	N Scale Special Interest Group meeting General Activities
Saturday	11	[7]	General Activities
Monday	13	[8]	S Scale Special Interest Group meeting – Guard's van night, bring two or three of your interesting ones.
Tuesday	14	[1]	Daylighters Group – daytime meeting

Friday	17	[2]	N Scale Special Interest Group meeting General Activities
Saturday	18	[3]	General Activities
Tuesday	21	[4]	Daylighters Group – daytime meeting
Wednesday	22	[5]	Great Western Railway Modellers Special Interest Group meeting –
Friday	24	[6]	N Scale Special Interest Group meeting General Activities S Scale Running Night
Saturday	25	[7]	General Activities
Tuesday	28	[8]	Daylighters Group – daytime meeting
Wednesday	29	[1]	British Railways Special Interest Group meeting – BR powder handling wagons

March

Friday	2	[2]	N Scale Special Interest Group meeting General Activities
Saturday	3	[3]	General Activities
Monday	5		Labour Day – Public Holiday Topic Meeting – topic to be advised
Tuesday	6	[4]	Daylighters Group – daytime meeting
Wednesday	7	[5]	LNER Special Interest Group meeting
Friday	9	[6]	N Scale Special Interest Group meeting General Activities
Saturday	10	[7]	General Activities
Monday	12	[8]	S Scale Special Interest Group meeting – slide/video/movie / e-photo night. Planning for the next kit-building workshop
Tuesday	13	[1]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	14		DCC Special Interest Group meeting – venue Naval base
Friday	16	[2]	N Scale Special Interest Group meeting General Activities
Saturday	17	[3]	General Activities
Tuesday	20	[4]	Daylighters Group – daytime meeting
Wednesday	21	[5]	Great Western Railway Modellers Special Interest Group meeting –

Friday	23	[6]	N Scale Special Interest Group meeting General Activities S Scale running night
Saturday	24	[7]	General Activities
Tuesday	27	[8]	Daylighters Group – daytime meeting
Wednesday	28	[1]	British Railways Special Interest Group meeting – Bring and Show unusual model railway items
Friday	30	[2]	N Scale Special Interest Group meeting General Activities
Saturday	31	[3]	General Activities
April			
Monday	2		Topic Meeting – topic to be advised
Tuesday	3	[4]	Daylighters Group – daytime meeting
Wednesday	4	[5]	LMS Special Interest Group meeting
Friday	6		Good Friday - Public Holiday - No Meeting
Saturday	7	[6]	The Branchline assembly includes pre-exhibition material General Activities
Monday	9	[7]	Easter Monday - Public Holiday S Scale Special Interest Group meeting – modelling hints and train running on <i>Swan View</i> . Exhibition update. Bring and show.
Tuesday	10	[8]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	11	[1]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	13	[2]	N Scale Special Interest Group meeting General Activities
Saturday	14	[3]	General Activities

(Continued from page 13)

locomotive that he has assembled as LNER No. 9614. It has to be weathered and coaled up but that will have to wait until he returns to the UK next month.

Doug Firth – Showed a model of a GWR 4-wheel parcels van made up from the discarded ends of shortie Brake/Third clerestory coaches. His standard of workmanship is superb – a case of the pupil bettering the teacher! Well done Doug. He next showed us his model of a MWRA Class A 2–8–2 tender locomotive. It would appear that he can model anything!

The December meeting was the usual Christmas Quiz followed by cake and bubbly, but first –

New Acquisitions –

Ron Fryer – showed us an Oxford Diecast N scale Glasgow D/Deck Tram [NTR005] that he bought at City Models for \$8.95 [inc AMRA discount]. He just could not resist it.

John Maker – brought along three books that he got via EbayUK –

- *Roads & Rails of Manchester 1900–50* by J. Joyce [pub. by Ian Allan]
- *Roads & Rails of Birmingham 1900–39* by R.T. Coxon [pub. by Ian Allan]
- *Eastern Steam in Camera* by J. Adams/P. Whitehouse [pub. by Ian Allan]

He bought them for approximately £1 to £2 each. Not bad.

Ron Richards – it has happened again. This year's present from his well-meaning daughter is a Christmas Waterball Train. Enough said!

Alan Porter – showed us a photocopy of a large piece of laminated wood that is to be found on the beach at Stanley in the Falkland Islands. It is, in fact, the mizzen mast of the *S.S. Great Britain* built by Isambard Kingdom Brunel in Bristol in 1843. She was the first iron steamer to cross the Atlantic and the first iron ship to have a screw propeller. She was eventually, in 1970, towed back from the Falklands in a very dilapidated state, to Bristol where she was renovated back to her former glory and is now on permanent display there.

His second item he showed was a 99pce set of Titanium Drill bits, sizes from 1.5mm to 10mm, all in a metal carry case, from the princely sum of \$19.95 from Bunnings! The quantities of each drill bit size varies, eg – 1.5mm = 16, whereas 10mm = 2 only. Ideal for modelling.

Doing Things –

John Brenchley – showed us the latest stage of the roof for his model of Tavistock station. He is, currently sticking the slates on [in N scale]. It really is a superb model. He also showed copies of photos he recently took of his layout.

The Quiz –

A good time was had by all, however I do not think that we would succeed in answering the questions correctly even if we all worked as one team! Still it was fun. The quiz was followed by mince pies, cake and bubbly – we all got that right!

Contact persons for Special Interest Groups are:

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

From the Scribe's Quill

Meeting No 351 – October. The major items of business dealt with at this meeting were –

- Acting on a request from a member to set the date for ModelRail 2012 early, the Committee resolved that the date for ModelRail should be fixed as the second

Sunday of November each year. This means the 2012 ModelRail will fall on 11 November.

- The Committee could not secure sponsorship for steel in the new extension.
- Ron Fryer advised that the builder was happy for AMRA to provide bricks for the new extension – 8000 would be necessary, 1000 face and 7000 commons.
- A lease proposal was received from Bayswater City Council. The Committee decided to consider the lease prior to a meeting on 6 November to develop a way ahead.

Meeting No 352 – November. The major items of business dealt with at this meeting were –

- The Exhibition Manager provided the first report for the 2012 Exhibition. The Exhibition will open at 0930 each day; closing at 1630 on Saturday and Sunday, and 1600 on Monday. Retail space will be charged at \$22.00 per square metre but the entrance fee has yet to be decided. Ronald McDonald House will again be the supported charity. Barricading and sandwiches are in hand at this early stage. There is an intention to use advertising in the Australian Model Railway Magazine.
- Bob Phelps provided the finishing touches to the BHP layout during a trip to Port Hedland. Bob mounted his scratchbuilt reclaimer, conveyor system and also repaired some wear and tear on the layout. The Committee carried a vote of thanks for Bob's efforts.
- The Large Scale Group is investigating the need for warning signs with live steam in use on the outdoor layout.

Meeting No 353 – December. The major items of business dealt with at this meeting were –

- Several requests for layout materials were returned to the relevant SIGs because of a lack of information that precluded the Committee from making financially sound decisions. Such requests should include detailed plans [where necessary], a programme of works and proposed expenditure.
- The Exhibition Manager has received about 38 applications, including two Eastern States layouts. Consideration is being given to another prize at the Exhibition – for private layouts. This category would be judged by the public, with some sponsors volunteering to provide a prize of undisclosed value at this stage.
- The building plans for our extension needed some additional information on floor levels, wheelchair access and some fire requirements. This has been actioned and the plans will now be sent to FESA for their attention prior to re-submitting them to Council. Our LotteryWest submission has been reviewed and will be submitted as soon as possible.
- A volunteer to organise the ModelRail modelling competition has come forward. He will develop a submission for consideration by the Committee in January.

Meeting No 354 – January. Happy New Year to all our readers! The major items of business dealt with at this meeting were –

- The Treasurer advised that he would be changing the Exhibition Account to one which paid more interest than that which we currently enjoyed.
- The Exhibition Manager tabled a draft letter to exhibitors regarding barricading. Some suggested changes were incorporated and the letter will be sent to all prospective exhibitors advising that there will be a cost for AMRA to provide barricading.

- A proposal regarding the ModelRail modelling competition was considered. The proposal failed to address the major problem which is the lack of entries. The Committee decided to go ahead with the modified competition
- Ron Fryer advised that he and Niels Kroyer had reviewed the City of Bayswater's response to our proposed amendments and all but one had been incorporated into the revised draft. Ron will discuss the amount of notice to leave the premises, aiming to increase such notice [if ever used] to six months.

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

Bob Phelps Relates the Story of Building a Monster X 2

Readers will be aware that BHP Billiton requested that our Branch construct a portable model of their Port Hedland facilities in N Scale for an Expo. Negotiations resulted in a contract being agreed and signed.

Our Management Committee appointed the N Scale Special Interest Group 'gang' to build the layout but the Group declined as they were flat out getting *WesterN-Ridge* ready for the 2011 Exhibition.

The *Haltwhistle* crew laid the track and did the wiring – after this things came to a standstill.

Tom Stokes and Craig Hartmann approached me to see if I would do the scenery for the layout. Under pressure and the promise of Tradesmen's Rates of \$100.00 per hour I agreed. As I was still doing scenery on *WesterN-Ridge* and the layouts were at opposite ends of the layout room I got quite fit running between the two!!

I was instructed to build a tunnel at one end of the layout, this was nearly completed when it was pointed out by an observant member that there are no tunnels in the Pilbara, so the tunnel became a cutting. As time became a critical factor Frans Ponjee and myself spent several Thursdays, as well as Saturdays and Tuesdays working on the layout.

A problem occurred with the iron ore piles – BHP had sent some real ore dust for use on the eight required piles – disaster!! No glues or detergents would stick to it. Eventually it was found that rubbing oil would do the trick as it helps glues penetrate. This was done on two piles only as Neill Phillips found some iron ore ballast that worked a treat on the remaining six.

Wern Dunwoodie ballasted the track after this, with buildings, roads and lakes added, it began to look like a real layout. The two main conveyor belts were installed together with the tracks for the two main structures – the stacker and reclaimers.

With just several weeks to go a call went out to Branch members to construct models of these monster machines – there were no volunteers so it was up to yours truly to scratch build them – no plans to work from, only a distant photograph. As I am a master at scratch building, only ever having constructed a small toilet, you can see I was an excellent choice. *(Continued on page 24)*

[Four and a bit pages of photos follow in an attempt to do justice to Bob's work and give some indication of how successful this project has been. I'm compiling a Power Point Presentation of all the photographs and information, this will be uploaded to the Clubroom's computer when complete. Ed]



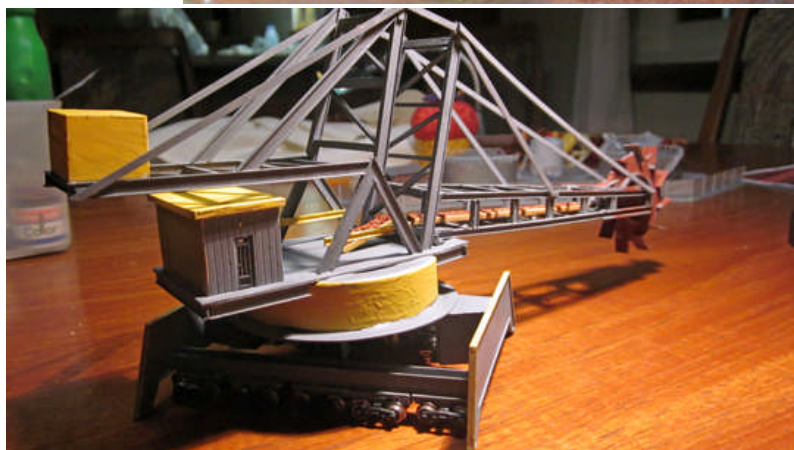
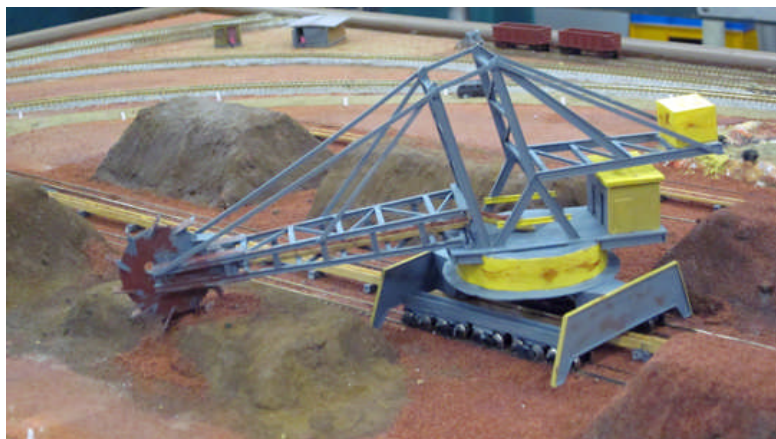
Aerial photographs of the area
the layout will represent

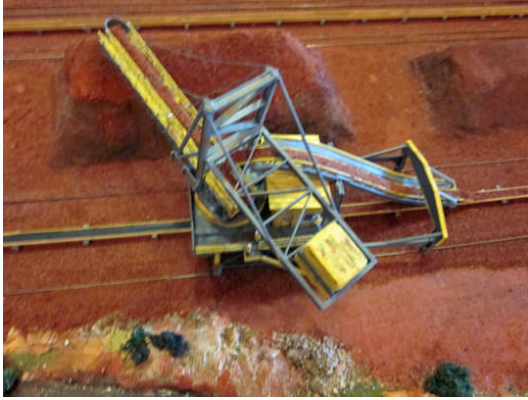


The prototypes – Stacker above
Reclaimer on right



The models





The conveyor and stacker –
Three photos on this page
and top next page



The stacker control cabin – note the detail

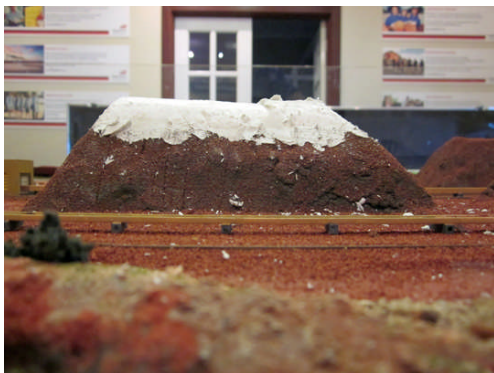


The layout in the Community Centre at
BHP Billiton Port Hedland



Left – The completed layout

The snow covered ore stack –
see text!!





(Continued from page 19)

After drawing up a scale plan of the reclaimer, this appeared to be the easiest to construct, how wrong can one be!! I was hoping some good souls would come forward and build the stacker – how silly of me but more on that later.

Let construction begin!!

The chassis went together fairly quickly using Evergreen strip styrene H, L and flat sections. I then raided my spares as the machine was mounted on twelve sets of bogies. Dave, from the *Haltwhistle* crew, had made up a mock up of piles and corresponding rails so I could work on it at home, this meant the completed model could be mounted on the layout – Thanks, Dave.

Construction of the boom and counter weights went fairly smoothly as the photograph I had was a side on view. The bucket was the problem – after many attempts and methods, I ended up using a plastic gear from a printer with every fourth tooth cut out, cut a small slot and inserted a small square of styrene to act as the buckets. The platform and machinery shed were made out of sheet and clapboard styrene.

The next challenge was to find something to mount the boom structure to the chassis. The photo showed a large round turntable for this. After trying numerous fixtures from toilet roll centres to plastic jam jars, none seemed to fit the bill. Then one evening I was overhauling some fishing gear when a lid, suitably rusted, off a bottle holding some reel parts caught my eye. It was a perfect fit [reel parts now in a plastic container, no more rust].

The counter weight frame and weight were constructed with styrene sections, conveyor belts were made out of U section styrene and filled with iron ore ballast. The whole contraption was painted and weathered and with one week to go was fitted to the layout – thanks to Dave's mock-up it was a perfect fit.

This left the stacker and other conveyor sections unfinished. The layout had to leave, to be in Port Hedland for their Expo on Friday 13 May 2011, it arrived on the Thursday!!! As no one had volunteered to build these items I took on the task, Monster No. 2 was started.

The only photograph I had showing one but it was too far away to scale. Garry Pilmoor came good with a photograph of a similar structure with a worker in the foreground. I estimated him to be six

foot tall but if he was less than that it would be out of scale.

Similar construction methods were used as for the reclaimer. One big difference was that it was mounted on six single wheels so axle boxes had to be constructed. A bit of luck came my way when I was presented with a model kit for a set of silos. The conveyor became sections of the boom. Once again the large swivel section mounting boom structures to chassis was a challenge, it also had to be constructed on an angle. A cup of coffee solved the problem, not the coffee, but while making it I noticed my wife's spices rack – one jar's lid is now in Port Hedland.

This machine has a number of safety rails, as no suitable parts could be found I made a jig and manufactured them out of round styrene – 0.85mm uprights and 0.4mm rails. After Valium and a tot or three of whisky these were completed.

The control shed on the platform was scratch built out of bits and pieces from my 'cum-in-handy' box.

Stairs were another challenge, solved, innovatively, with geared drive belt from a printer.

Painting, weathering and some workers made a very pleasing model.

The next challenge was how to fix this to the layout as a fair amount of modelling was required to finish the layout.

On Tuesday 25 October I flew to Port Hedland and was met at the airport by Tahnee from BHP who took me to the BHP Community Centre where the layout was set up. There were a small number of repairs needed as the layout had been stored on end.

The first job was to increase the height of the end dump where the stacker was to be placed. This was done by adding and shaping some foam. Some plaster was added and I was pleased with the shape and was about to colour it when I felt a presence behind me and a deep voice said and I quote, "Mate you have really stuffed it up, it was a bloody good model till you got your hands on it. Just to let you know it has never bloody well snowed up here".

Obviously he had never seen white plaster before. I suggested that he return in a couple of days to give his opinion. Did and commented, "Bloody great mate".

BHP had put me up at Pundalmarra Miner's Camp. On Wednesday 26 October I was picked up at 0615 and deposited back at the Community Centre to finish the dump and start constructing another conveyor belt from the side of the layout over the tracks to join an unfinished one on the stacker side.

Thursday morning I was picked up by Aileen, I had a bevy of lovely ladies looking after me and taken to the Community Centre to fit the stacker and new conveyor belt, this was very fiddly but when in place really lifted the layout.

I had bought some kangaroos and placed them among the trees and put a red dog on the road – something for the children to look for and find. A few other scenic details such as a car filling up at the bowser, some more bushes and people to really bring the layout to life. The staff said they were very impressed with the finished layout.

I showed the ladies who were to be operating the layout how placing several of the other locomotives in the non-operating sections, ie. the engine shed, yards, etc., would give extra life to the layout.

On Friday a cruise ship came in the port with about 1500 passengers on board. The layout was to be the centre display at the Community Centre.

The following Monday I was told that the layout had been a tremendous hit. Except for a major derailment caused, much to my relief, by a small hand somehow reaching over the Perspex protective surrounds and grabbing a handful of iron ore cars as both trains passed her. It must have been some feat by the staff to get about fifty cars back on the track while surrounded by hundreds of people.

From a personal point of view I had a very informative time building these models as I had never, except for a diesel facility on *WesterN-Ridge*, built anything from scratch before, it really improved my modelling skills.

This project would not have been possible without the advice and assistance of other members, too many to list individually – to all those members thank you for being involved, particularly for building, painting, testing, etc. the eight locomotives and about one hundred iron ore cars needed to bring this layout to life.

Albany Hobby Expo 2012

The Albany Model Railway Association Inc. is organising a Hobby Expo for the weekend of Saturday 6 and Sunday 7 October 2012 in Centennial Hall at the Agricultural Society's grounds in Lockyer Avenue Albany. Opening times will be Saturday 1000 to 1700 and Sunday 0900 to 1600.

We are looking forward to the participation of several model railway clubs, businesses and individuals from Perth as well as wide spread interest from local modelling groups, businesses and individuals. The Expo includes not only model railway and model engineering hobbies but model ships, model aircraft, war gamers, wood turners and handicrafts. The theme is hands-on creative hobbies. The Expo is aimed to appeal to the general public and in particular present something of interest to every member of the family.

If you are interested in providing a display, either as an individual or as a club, we would like to hear from you.

As the Hobby Expo will be in the mid-semester two term break make your plans to attend with the family and have a holiday in Albany. We look forward to seeing you there.

If you have any questions or require further information please contact Bruce Norton by phone on 08 9844 3480 [home], 08 9842 4224 [work], via email at bruce6330@bigpond.com or by mail to PO Box 5271 Albany 6332.

Letter to the Editor

[Editor's note. This letter appeared in my Management Committee office pigeon hole. While Lord Lambton does not appear in our Membership listing I thought you might like to read his views!! A Google Earth search found the address at the top of his letter – nice place near Dereham in Norfolk.]

Bintree Manor, Guist, Norfolk NR20 England.

Editor, 'Branchline'

In my recent travels through your insect ridden state, I chance across your flimsy publication, the quality of which will no doubt be temporarily enhanced by the inclusion of this communication.

After suffering pages of nonsensical irrelevancies, I was delighted to come upon a Railway Quiz prepared by one Ronald Fryer, a gentleman of obvious English Heritage. [*L.L. must have an exceptionally clever crystal ball as Ronald Fryer's name does not appear in the Quiz. Ed.*]

This quiz demanded knowledge of British railway history, rightly so, Britain being the birthplace of rail, world leader in transport technology and centre of modern civilisation. I trust British Rail History, British Monarchy, British Government, British Geography and British Colonization [*sic*] are core fields of study in your higher learning institutions. Given the malformed utterances and penmanship of your country's convict progeny, instruction in the English language would also not be amiss.

I do wish to commend the astute division of the quiz into 'British' and 'Overseas'. As Einstein's concept of relativity has now debunked Copernicus's misconceptions, we British continue in the belief that England is the centre of the universe and that the stars and solar system do indeed revolve around us. While 'Overseas' may confuse the unwashed of our former colony, it is uplifting to find an enlightened soul in such an intellectual desert.

Lord Lambton
29 December 2011

Z Scale Model of an N Scale Layout

Ian Wood provided this link to a video clip that has to be seen to be believed.

<http://www.youtube.com/watch?v=DIYHjyG3iLk&feature=youtu.be>

Membership Matters

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

Allan MacKenzie	Dandalup	G
Christopher Maloney	Beechboro	N
Charlene Harvey	Myaree	N
Neil Harvey	Myaree	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

Extreme Miniature Railroading

Alex Bloch has drawn attention to the official video about Miniatur Wunderland, Hamburg, the largest model railway in the world, and one of the most successful tourist attractions in Germany.

On the 1300 m² large layout, more than a thousand trains, aircraft, cars and ships move about. A wonder of the world in miniature.

Go to http://www.youtube.com/watch?v=ACkmg3Y64_s&feature=youtu.be to view the video – well worth more than one look.

Christmas Quiz 2011 – Answers

No. Answer

Terminology

1. 2–8–0
2. Firebox
3. Coupling
4. Chimney
5. Wheel arrangement configuration
6. British – [He was born in England]
7. Compounding
8. 2–12–0
9. Eight
10. 25kVac.
11. Bogies
12. Shunters
13. La Grange, Chicago
14. A1A – A1A
15. Water
16. Train Engineering Service Company

Overseas Railways

17. Main Station
18. White & Red
19. Small Diesel Shunter
20. Train à Grand Vitesse
21. TALGO
22. The CPR mainline through the Rockies between Banff & Field through Kicking Horse Pass.
23. Between the middle and upper levels on the internal railway system of the Guinness brewery in Dublin.
24. 4–8–4
25. The bridge was designed to be dismantled every autumn and re-erected in spring, as it stood in the path of regular avalanches.
26. The 800mm gauge Mt. Pilatus Railway in Switzerland.
27. 5 June 1883
28. 29 November 1969
29. 297 miles [475.2Km]
30. Luigi Ranco
31. Imperial Ottoman Hedjaz Railway. [3ft.5½in.]
32. 103

No. Answer

Anagrams

33. Marylebone
34. Kings Cross
35. Paddington
36. London Bridge
37. Euston
38. St. Pancras
39. Cannon Street
40. Waterloo
41. Victoria
42. Liverpool Street

Miscellany

43. The rolling stock ran with the wheel flanges *outside* the rails.
44. The Great Train Robbery
45. The Tay Bridge disaster of 1879
46. Queen Victoria's funeral train from Paddington to Windsor.
47. 57 or 98 dependent on where you look. Original figure was 57 but local historians now say it should read 98.
48. 1971
49. The Titfield Thunderbolt
50. Stockport, Cheshire

The above answers are the only answers that I will accept. [Judge's decision is final !!!]

The two winners are Nils Kroyer and Peter Sapte. Congratulations to them both, their prizes will be sent to them in due course. Many thanks to Peter Dallimore of Stanbridges Hobby Shop and Peter Ibbs of Maylands Model Railways, for their kind donations of the prize vouchers. Their continued support is much appreciated by our Management Committee.

To all those who entered the competition a big thank you, I hope it provided you with some fun and maybe you just may have learnt something.

The Hon. Rev.