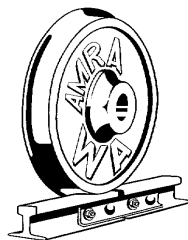


The Branchline



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

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Frans' Fatidic

Letter from the Dunwoodie Family

To The President and Club Members.

I would like to say a very big thank you to Wern's Club mates who came to the funeral. It was a very emotional day for myself and our girls and we may have missed speaking to each one of you on that day. Believe me when I say we appreciated it very much.

Wern loved going to the Club, I'm sure it was his little haven from a house of women.

I found myself very overwhelmed with the thought of what and how to handle the room of the house where Wern spent so much time and a lot of pleasure playing trains [as we called it]. Then along came Bob and the guys with their expertise, packed it up and although there were a few tears we all are so happy the Club will do the best thing and we may one day see something of his, maybe on a Club day or the Show, perhaps.

Thank you guys, Wern would be very happy I had you to do what you have done for us.

Wern will be missed very much by all of us.

With much thanks

Irene Dunwoodie

Diane, Janine, Larissa, Caris and Greta.

Exhibition Manager's Mutterings

As there will not be a Presidents report as he was so busy being an Exhibition Manager it will be called Exhibition Manager's Mutterings.

Before I continue with this report I would like to state that I feel that I cannot continue in the

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

positions of both President and Exhibition Manager and intend to relinquish one of these positions.

As most people realise we had a record-breaking Exhibition and I would like to thank all those involved. I was told by the RAS that apart from the Royal Show we are the next largest Exhibitors. I believe this was mostly due to advertising by KEA Media Group who did a magnificent job spreading the news over most media outlets along with Lego who did some of their own advertising.

Rumour has it that some members were not happy about having non-conforming model railway exhibits at the Exhibition. It was proven again this year that if we do not have these so-called non-conforming railway exhibits we wouldn't have an Exhibition patronised by around 21284+ people over three days.

I would like to thank the few volunteers that gave up their time to help us achieve this remarkable target and they are Tony and Kerry Poole, Sue Shafto, Graham and Ros Bell, James Pearce, Terry Emerson, David Edgell, Dave Hunter, Trevor Burke, Roger Solly, Mary and Paul Clarke, Ron Fryer, Bruce Temperley, Des Edwards, Eric Thomas, Craig Hartmann, Niels Kroyer, Craig Napier, Tom Stokes, Arthur Giles, Dennis Ling, Peter Ibbs and Rosemary Pearce and if I have forgotten any one I am sorry but you have my personal thanks for your assistance.

A special mention for Peter Higgins who, apart from setting up their layout, did a fair amount of electrical tagging and donated all the money to K9 rescue.

Our special thanks must go to John Maker and his volunteer judges who did a super job of judging the many layouts, Ted Thoday for putting the Exhibition Guide together, Alan Higgs for organising the barricading and Owen Davis and his gang for putting up the barricading in record time.

The results of all the Trophy winners are in a separate section of this issue of *The Branchline*; who would have guessed that Lego would win the AMC trophy!

The Management Committee thank Maylands Model Railways, Ace Models, DCC Concept, Perth Hobby Centre, City Models and Stanbridge's for their generous prize given to a new, never seen before layout by an individual which was won by *Enchanted Wood* and *Territon Road*, this, hopefully, will be an ongoing cash prize and I believe next year will also include a layout by

clubs but more information on that before next year's Exhibition.

As for the Exhibition itself we made an error in putting a brilliant layout near the entry/exit which didn't improve the flow of people coming into the Exhibition especially on Sunday and Monday. This and any other problems that occurred will be taken care of by next year.

There will be changes regarding volunteers as clubs will be asked to supply two volunteers to help out one day for two hours over the three days.

As our Branch has about 300 members I cannot understand why we always have to rely on the same people to step up and help out.

On Friday 29 June between 1730 and 2000 we will have a sausage sizzle and drinks followed by the Post Mortem, this will also give people the opportunity to pick up their trophies at the same time. Please send a response of the number of people who will be attending so we don't over or under cater.

Please put in your expenses before the 28 June otherwise you will have to wait sometime in the next financial year to receive them. Remember to claim only to and from set up and break down plus hire of any vehicles [truck or trailer].

Frans Ponjee
Branch President and Exhibition Manager

Special Sale

This is for MEMBERS only.

On Saturday 25 August there will be a sale of items which our Branch has received from deceased estates. There will be both N and HO/OO gauge items available.

The sale will take place between 1400 and 1600, viewing will be from 1330 onwards, payment will be cash or cheque only.

From the Editorial Desk

The Branchline – August issue deadline. Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 28 July.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on Saturday 11 August

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

	Editorial deadline	Assembly, etc.
October	Saturday 22 September	Saturday 6 October – will include AGM Minutes
December	Saturday 17 November	Saturday 1 December

Ted Thoday

Clubman of the Year

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

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

Literary Lines

A change on the footplate. After spending about seven years working with the literary side of railway modelling our Librarian has decided that it was time to get back to hands on modelling. [You may have seen him getting in the way on some of our N gauge layouts].

Thanks for the seven years Chris, enjoy your modelling.

New Library acquisitions. We continue to receive donations of books, magazines, DVDs, etc.. Many thanks to the following for their donations and to those who wish to remain anonymous –

John Payne, Mrs Irene Dunwoodie, Paul Tranter, Peter Sapte, Mrs B Radzanas, Chris Paterson, Rex Vellender [Dec. Estate] and Fred Gladwin.

A couple of interesting books to arrive on our book shelves –

- KCB008 *Official Drawings of LMS Wagons* by R. J. Essery
- KFN002 *British Railway Stations in Colour for the Modeller and Historian* by N. Jardine

On Saturday afternoons our Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**. But come in and browse at any time.

Des
Branch Librarian

Valediction

While assembling the April issue of *The Branchline* some members questioned the meaning of the word *valediction*.

As this is an educational and informative publication, here is the answer, courtesy of a dictionary and Wikipedia.

A **valediction** [derivation from Latin *vale dicere*, ‘to say farewell’], or **complimentary close** in American English, is an expression used to say farewell, especially a word or phrase used to end a letter or message, or the act of saying parting words – whether brief or extensive.

211 for 4 102 not out

In issue 200 Alan Porter used the cricket score analogy to acknowledge the 200th issue of *The Branchline*. In his article Alan noted that there had been four Editors, Graham Watson, Kevin Derek, Alan Porter and yours truly – as this is issue 211 the score is now 211 for 4.

Alan also noted that issue 200 was the 91st under my Editorship – this is the 102nd, so 102 not out!!

As the effects of increasing antiquity will more and more become evident, in the foreseeable future the time will come when I will have to retire and pass the Editorial blue pencil and cap over to Editor No. 5.

Who will be the next Editor?? That is the question for our Branch membership – who will step up to the crease, take guard and our Newsletter into the future??

Ted

From our UK Reporter

BMRC [Bingham Model Railway Club] Exhibition 2012.

With a total membership of only 28 we produced a two day show featuring thirteen operating layouts and eight trade stands.

Three layouts were owned by Club members and two of the visiting layouts have been featured in modelling magazines. A three page double sided A4 sheet, folded to A5, Guide is provided and paid for by advertisers.

The Club sells donated magazines, books and rolling stock and also sells other items on commission. An overall profit of £1300 was made from a 50% increase in visitors and sales of goods over last year.

A far cry from the AMRA WA Branch exhibitions but the money raised will enable us to complete at least one of the three layouts under construction in our all too small clubrooms, [smaller than the new extension at Moojebing St.]. This layout is due to be ready to exhibit later this year.

Barry Keens.

[Bingham MRC is about where our Branch was in 1977. When one considers that Barry was a long serving and very active member of our Branch, serving on our Management Committee, serving a period as Branch President, being instrumental in persuading the City of Bayswater to allow our Branch the use of the land at 24 Moojebing Street and acting as Project Manager for the construction of our present Clubrooms, one has to speculate where Bingham MRC could be in thirty odd years time. I am sure that all Branch members will wish this young Club every success. Ed.]

Book Release

Stuart Mackay is the author of a recently released 96 page book titled *Modelling the 3'6" Railways of Western Australia 1894–1987*.

The book contains details, including photographs, sketches and drawings of a number of prototypes and how to model them.

For more information about the book or to purchase a copy [\$20.00 plus p&p] contact Stuart on 08 9310 3858 or by email at mackays@iinet.net.au

[Disclaimer – I gave layout, editorial, etc., assistance during the production of this book. Ed.]

How I Started in Model Railways or how Ron Fryer was smitten by the GWR Bug

“If only I could get my shed built!”. That was the statement doing the rounds of the Fryer household when I originally wrote this article. Now it’s “If only I had more time.” But more of that later.

I first started in model railways around 1946 with a simple 2 ft diameter circle, a little tinplate engine, tender and coach. The engine had a fixed key and even though it just went around and around, trains were definitely in with me. However, my grandfather on my mother’s side was a fireman way back in the L&Y days and I have a faded sepia photo of him on the footplate of his engine, an Aspinall 4–4–0 tender locomotive No. 996 L&YR, I only knew him for a few short years before he died but in those few years I adored him as only a little boy can. Maybe that was where my life long love of trains began but I digress, back to model railways.

I graduated to Hornby O gauge clockwork. A tank engine and three wagon goods set. As months passed I bought more lines, points, wagons and another tank engine. Dad got me a second-hand set consisting of a 4–4–0 loco and tender and two bogie coaches – no idea what make. It had one minor fault – the leading bogie on the loco had only three wheels! – tended to run off the rails on bends. The track took up to one hour to get out and set up and a similar length of time to dismantle. To get any decent run the whole house had to stop. Out of one room into the other. I kept this for several years. Also, used to use it in the street. The boy next door had a tank engine and coaches. The street was a cul-de-sac, ideal for long straight runs, limited only by the power of the clockwork motors in relation to load pulling and what track we had available. Very proud of my tanks despite the fact that they had a nasty tendency to leave the rails on the bends when travelling at full speed.

Come 1951, I was promised that if I gave all this clockwork stuff to the Frodsham National Children’s Home at our next Church Toy service, Father Christmas might bring me a new train set. He did! Boy, do I believe in him! He brought me a Tri-ang OO **electric** train set, comprising an 0–6–0T Jinty engine and two stubby maroon coaches complete with an oval of Series 1 track and a controller, one could control the speed and it went in reverse too!. I still have that set, somewhat the worse for wear now but it still holds a special place in my model railway past. All exciting stuff in those early heady days of youth. The fact that it went around and around a little oval mattered not a jot. Every birthday and Christmas presents tended to relate to model trains – and why not!

I became a grocery delivery boy after school at the tender age of 12 and worked long hours – 4.00 pm to 6.30 pm [quite often to 8.00 pm] Monday to Friday and 9.00 am to 12.30 pm on Saturdays, all for the princely sum of 10/- plus tips ([about £1 per week]. Ten shillings to Mum, tips I kept. From this vast cash inflow I saved for holidays – usually New Brighton for two weeks travelling from Manchester Central to Liverpool Central on the 9.36 am non-corridor train. Used to do the 38 miles in 36 minutes non-stop. I was always proud of the 2–6–4 tanks that pulled that train – they always gave of their best and were never late [well, not as I can remember] and in fact were occasionally early. remember there always seemed to be numerous trains which arrived late for some dubious, obscure reason or other but **never my train!** Perhaps that’s why I have an affinity with tanks.

As a schoolboy the 11Plus exam saw me move to a school opposite the Newton Heath Loco Sheds, or to be more precise, opposite the turntable. The wall surrounding the railway property was timber planks about 10–12 ft high. One plank was loose and small train-mad schoolboys could easily slip through the gap and hitch a ride on the footplate back to the sheds. Engines such as *Kohlapur, India, Cameron Highlander* and others I can’t remember, black, green and maroon. I can’t recall ever being refused a ride. This was rather surprising as the shed master was a right b****! If he saw us in the sheds he’d let out a roar which was louder than all the other noises in a big railway

shed and start out after us. We would then leg it as fast as possible back down the line the half mile or so to the gap in the fence and back to school. He often reported the fact to the school head who would spend the next few days peering out of the windows in an effort to catch us but he made it so blatantly obvious that he very rarely caught anyone. Funny, BR never ever repaired that fence in the four years I was at that school – it is probably still the same now – the sheds and turntable having long gone or lost their appeal.

So, all this helped maintain my interest in model railways. Also, the money I got from delivering groceries went to pay for a full size bike [cost £21] which was paid off at 2/6 week on a £10 deposit and when I had a good week of tips I was able to invest in another wagon or Airfix Kit [2/-] or go towards more track. Mum and Dad bought me a Tri-ang 4-6-2 *Princess Elizabeth* for Christmas. I almost worshipped it each time I took it from its box. I kid you not, we were poor. So poor we even had patches on our Kleenex tissues. Power came from a battery box containing 2 x 6 volt batteries to a basic controller. Eventually Mum and Dad bought me a transformer [weighed a ton].

Over the next few years I began to notice that there were other things in life – horses, girls and work. Horses and more girls – night school, more girls, more horses, etc. etc. I went to the MMRS [Manchester Model Railway Society] Show every year at the Corn Exchange and then UMIST. As I worked in the city I used to visit Bassett-Lowkes [almost every day] to stare goggle-eyed at the magnificent creations they had on display and sometimes had in motion on their 15 ft of straight track. Other days I'd go and stare at the Exley coaches on sale in a sports shop in Deansgate, the name of the shop eludes me, but I feel it began with an 'H'. Just remembered the name was Tyldesley and Holbrooks.

In 1959 I joined the Aux. Forces part-time and I'd also become an enthusiastic Youth Hosteller. I had invested in a complete riding outfit – you know, jodhpurs, boots, cap, riding mac. and bow legs.

However, in between all this my love of trains never deserted me. I still bought the odd item here or there, and odd they certainly were. Looking at them now I wonder what the hell I bought them for – must have been a reason at the time.

It was at this time [1959/60] that I 'saw the light' and fell in love with God's own Wonderful Railway. The first time that I ever caught sight of a Brunswick Green engine, its brass shining, its paintwork gleaming, pulling its remarkably clean looking chocolate and cream coaches was at Borth station just north of Aberystwyth on the Welsh Coast Mainline. Up until then most of the engines and coaches around Manchester were a dirty black and maroon respectively. There and then on Borth station I became a committed disciple of GWR. That was over fifty years ago and nothing has changed.

Time passed and in 1970 I joined an Inter-Continental Scouting Expedition and drove overland from the UK to Australia and a new life. I met my then future wife on the *Centaur* sailing from Singapore to Fremantle, where we married in 1972. After a few years working in the North-West we returned to Perth. One day, in Stanbridge's old shop, I met Graham Watson who invited me to come along to the AMRA Clubrooms at Meltham, I did so and thirty years on I'm still here.

Well, what of the future? I've got two projects that I am working on slowly. One is a feasibility study of the light railway on Rottneest opened in 1938 to service the Kingstown Barracks and the guns on Oliver Hill and Bickley Point. Whether in fact I can model it, I don't know. We'll see.

The other and main project is the one that started on Borth railway station in 1960, my own permanent GWR layout. The story about the layout is modeller's license at its extreme but here goes:

Back in 1948 when nationalisation took place, British Railways in their wisdom decided to keep one branch line in each region exactly as it was in private owner operation. Whilst main lines would be standardised into BR with steam and the up and coming diesels and electrics, the branch line would be maintained in its former grouping and everything associated with it including colours. This, of course, gives the facility to run steam excursions on the main line. It also gives me license to convert the goods yard sidings into a Railway Preservation Society and use the BR [M] locos and other stock I also have as part of the exhibits. Based loosely on our Branch's *Haltwhistle* layout which, despite all its faults, I have a great liking for.

Well, that's it. Despite all the other things that have formed part of my life up until now, model railways have shone through and I'm sure will continue to do so.

'If only I could get my shed built, dear.' [that's she who must be obeyed]. 'Just think of all the extra room we'd have in the bedroom, wardrobes and side shed. Just think, I wouldn't need to go to the pub every night.' 'But you don't do to the pub every night.' 'That's not the point, hypothetically speaking, if I did, there wouldn't be any need to, if I built my shed, you could even help me make and/or paint scenery and trees.'

At this point I decide to shut up as I don't think I've convinced my dear wife. A strategic withdrawal is made into my books whilst Plan B is worked on.

One day, however, it will **rise**

Well it did, several years ago. Which brings me back to that other point, if only I had more time

Around the SIGs

British Railways Modellers Special Interest Group – As is usual for the month of March we have a Bring, Run and Tell night where we each bring one or two trains and describe/discuss them with the rest of the gathering. But first –

New Acquisitions –

Tom Stokes – brought along his six new Bachmann OO yellow Presflo 22-ton Blue Circle cement wagons. They were later seen, with others, in the train that he ran.

Ron Richards – showed an unusual wagon that he bought from Trainman. It was made up from a white metal kit by some unknown personage and had two brass tanks. As it wasn't painted we had no knowledge of just what it carried but hopefully with a little research we will find out. He next showed us a rather expensive book that he had bought called *The North & West Route* – Vol.3B Abergavenny [Brecon Road] to Maindee Junction. Full of black and white photographs which were in general commented on for their clarity. A beautiful book but rather expensive.

Doing Things –

Steve Rayner – showed us an HO model by Playcraft of a North British Type 2 Class 21 Diesel electric locomotive D6100, that he has resuscitated and given a new coat of paint – BR green. He is now seeking new decals for it.

Bring, Run and Tell –

Tom Stokes – was first off the rank with a train consisting of –

- a Bachmann Class 45 in BR green
- a Bachmann Fruit Van, followed by
- 27 x Bachmann Presflo cement wagons –
- 6 x Tunnel Cement in bauxite,
- 3 x Blue Circle in bauxite but heavily weathered,
- 8 x Blue Circle in bauxite,
- 4 x Blue Circle in grey,
- 6 x Blue Circle in yellow,
- 2 x Airfix Presflo cement wagons Blue Circle in yellow made up from kits,
- 2 x Airfix Prestwins cement wagons, in bauxite, again from kits,
- 1 x Wrenn Prestwin wagon FISONs in bauxite,
- a Hornby container L wagon, and finally
- a Hornby BR TOAD Brake van.

Ron Fryer – Ron's theme for the evening was the first steam locomotive built to pull regular paying passengers and the last steam locomotive built by British Railways which also pulled paying passengers [especially in the summer months!].

So he started with the Hornby model of Stephenson's *Rocket*, built for the Liverpool and Manchester Railway trials at Rainhill in 1829, pulling its three coaches, *Despatch*, *Times* and *Experience*, which it won with considerable ease. This assembly was stopped on the down line near to Cumthwaite Junction whilst the second train came along on the up line and stopped alongside it. This was a Hornby 9F 2-10-0 *Evening Star*, the very last steam engine to be built by British Railways and it entered service in March 1960. Its consist was made up of a Mk. 1 Full Brake, two Mk. 1 Composites, a Mk1 Restaurant Car, a Mk1 Composite and a Mk1 Brake third. Primarily, it was a heavy, fast freight locomotive but it also shone as a well-loved, fast passenger locomotive when called upon. It is in this guise that Ron shows it tonight.

It is interesting to see that the total length of *Rocket* and its coaches was the rough equivalent of *Evening Star* and a half of a Mk. 1 coach! Of course, the other claim to fame of the *Rocket* was that it was the locomotive that was the cause of the first passenger death when it hit W. Huskinsson, [Liverpool MP] on the opening day of the Liverpool and Manchester Railway. So there we have it, The First and the Last.

Ron also brought along for comparison the Airfix kit model that he made up many years ago. It is a far better model than the Hornby version in detail and in appearance. However, one must acknowledge that the Hornby model has a motor in it which tends to present a major problem!

John Maker – showed us an unusual train consist of a Hornby Class 09 Diesel 0-6-0 pulling an Insul Van, a Seacow Ballast Hopper wagon, a Limpet Ballast Hopper wagon and a Hornby A4 4-6-2 *Silver Link* in its original silver paint scheme being towed dead back to the Works. Definitely unusual but possible.

Gordon Bramwell – showed us a train from the 1960s, a Bachmann Class 40 in Blue pulling six Hornby coaches, all were in the Blue/Grey paint scheme –

- a Mk. 1 Brake Third, a Mk1 Composite
- three Mk. 2s All Thirds,
- Mk. 2 Brake Third.

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Steve Rayner – Steve's two trains were another flash to the past in that they were all Hornby-Dublo –

Train 1 was a breakdown train and consisted of –

- a Class R1 0-6-0T [ex SR] locomotive No.31337 pulling
- a BR [SR] green suburban coach Brake/Third,
- SD6 Packing Van
- 75-ton steam Breakdown crane complete with spacer wagons and jib wagon,
- BR [SD6] Goods Brake Van.

Train 2 was a passenger train consisting of –

- Bo-Bo Electric AL1 locomotive No. E3002,
- BR 6-wheel Stove R Brake van [ex-LMS]
- seven BR Mk. 1 coaches [HD Super detail type]
- Full Brake [BG],
- BSK Corridor brake/Second,
- CK Corridor First/Second,
- FO First open,
- RU Restaurant Car,
- Composite Sleeper Car, and a
- BSK Corridor Brake/Second.

It was interesting to note that all stock running was OO, not a single piece of N scale to be seen!

Thanks guys, there was a good mix of trains and I think a very pleasant evening was had by all.

Great Western Railway Modellers Special Interest Group. The March meeting was a Bring, Run and Tell session but before we did just that we had –

New Acquisitions –

Ron Fryer – showed a selection of assorted Hornby spare parts that he had obtained at very reasonable prices from East Kent Models in the UK. Amongst them were spare traction tyres for the various 4–2–2 locomotives. These are the large tyres for the single drive axle, a pack of ten for £2.00 as opposed to \$6.00 per pair here in WA [if available].

Doing Things –

John Brenchley – showed us the final assembled model of a LMS[MR] Van in nickel silver prior to his painting of it. Of course, it was N scale! Superb job.

Doug Firth – showed us a model of a D8 GWR 48ft Clerestory coach made by chopping up two shortie brake/thirds and re-arranging the bits. His next offering was a conversion of a Dapol 0–4–2 chassis and a Hornby 14xx body. By chopping the body about, adding other bits and then joining the chassis and the body together, giving them a repaint he came up with a very passable Class 517.

He's good! He has also repainted a black BR Dean's Goods and made it a GWR Dean's Goods.

Barrie Peacock – has several Tri-ang shortie Clerestory coaches and he is deep in thought as to just what he can turn them into. Exciting isn't it? Well it is for those of us who are that way inclined.

A short break followed then we ran some trains –

Barrie Peacock – using Doug Firth's repainted Dean's Goods locomotive. Barrie's train consisted of an all third [2NC N/S], all third, all third [toilet in middle], all third, all third [Guard's section in middle], and Brake/Third.

Ron Fryer – his first train was pulled by a Collett 0-6-0 tender locomotive an S4 very early model of a Fish Wagon [used later by the Permanent Way Department], Siphon G, Siphon G [Palethorpes], Siphon H, Macaw B, Toad Brake Van.

His second train was all Hornby, a Class 61xx 2-6-2T locomotive pulling a B-Set.



Doug Firth was next with a Hornby 4-4-0 locomotive *County of Bedford* pulling a GW Mink Van, a V5 Parcels Van, 5-compartment Brake/Third, two 7-compartment All Third, a 10-compartment All Third, two 7-compartment All Thirds, a D8 Third/Baggage/Brake and Horse Box Van.

His second train was a Bachmann Class 45xx 2-6-2T pulling a short passenger train of 4-wheeled coaches etc., all fitted with Spratt & Winkle couplings, [Milk tanker, W1 passenger luggage Van, All third, All First, Brake Third.

His third train consisted of a Lima *King George V* pulling four Hornby coaches [Brake/Third, Restaurant Car [fully fitted], Composite, Brake/Third.

We then moved to the *Frans River* N scale layout for our next showing.

Steve Rayner – showed a Dapol N set of a Class 45xx 2-6-2T locomotive pulling a B-Set. His second train was a Graham Farish Hall Class *Sketty Hall* pulling a fast freight of four Bachmann GF Cattle wagons, a Peco Container wagon [conflat], two Bachmann GF conflat with small Insul containers, a Fruit D Van made up from a kit, two Peco *Worthington* Box Vans, Lima *Palethorpes* Siphon G, a 6-wheel *Palethorpes* Van, a Mica A and a Mica B Vans [kits from N Gauge Soc.], Dapol outside framed Siphon G, Siphon F, and a Bachmann GF Toad Brake Van.

We then returned to the Meeting Room where the final train was set up by –

John Brenchley – he showed us a train comprising rolling stock that he had made up from kits available from the 2mm Scale Association. The locomotive was a Graham Farish Class 8750 Pannier Tank pulling five vacuum fitted wagons/vans [GWR Cattle Wagon W8, SR Cattle Wagon D1529, GWR Mink C and a SR Open wagon D1398], ten non-fitted wagons/vans [GER Cattle wagon, GWR Macaw B J4, GWR Macaw B J21, two GWR Iron Minks, GWR Open C wagon, GWR Mink A dia.V16, GWR Loriot K, Midland 3-plank open wagon D305, Midland 5-plank open wagon D299, LNWR Van D88] and finally a Graham Farish Toad Brake Van.

His second train, and our last, was a Graham Farish Class 57xx 0-6-0T Pannier Tank pulling a Dapol B-Set. The interesting thing about John's demonstration is that he presented it on his own

very portable circular test track layout. Approximately 1.0m in diameter, it separates into four sections – very portable indeed!

Thanks John and thanks to everyone who provided the entertainment for the meeting.

S Scale Special Interest Group's April meeting was held on Easter Monday this year. Perhaps, as a result, only twenty two members were in attendance. Stuart Mackay chaired the meeting in the absence of Graham Watson who was flying around New Zealand on a railway and aircraft excursion with Bill and David Gray. Stuart welcomed every one and Garry Pilmoor kept notes for the meeting.

Murray Hartzler called for assistance from members to help set up, run and dismantle his Parkerville layout at this year's Exhibition during the June long weekend. Volunteers were also called for to help out for a few hours on general duties in support of our Branch during the Exhibition. Members were also reminded to renew their registrations in the ASNM Modeller magazine and those who have never subscribed were urged to do so.

Murray Rowe informed members that the decal sheets, which those who had expressed interest in, were ordered and were being printed for next month's meeting. Stuart Mackay informed members that there were several MRWA Bm Class wagon kits available to those members who wanted them. Stuart also announced that Volume 1 of his forthcoming [96 page] book describing the way he has been modelling the WAGR for the past 20 odd years should be ready by early June as it should go to the printers in the next few weeks.

The Topic for the evening was scheduled as Modelling Tips and a number of members provided information helpful to members.

Neil Blinco and **Murray Rowe** gave an excellent demonstration on the way they shape styrene sheet for the roofs of many of the passenger coaches on the WAGR and the MRWA. The simple but effective technique is to wrap 0.5mm plastic card around a metal pipe such as a 50mm [2 inch] pipe with insulation tape and then to pour boiling water over the whole item. Following a few minutes the tape is removed and the piece of styrene remains curved and rigid. It can then be cut to the exact size to suit the coach being modelled. This is proving superior to the use of aluminium venetian blinds which are difficult to curve, especially at lengths of 59' to 64' which equates to up to 30cms in S scale. The rollers we have available are long enough for bogie wagons and guards vans but not for coaches.

The demonstration was excellent and the coaches that Murray and Neil showed us were proof that the roofs were prototypical, strong and stable for our needs. Spacers to support the roof can be used but should not be glued to the roof.

Neil Blinco reported that he has been getting a lot of use out of his handrail bending jig which he purchased from Railwest Models. Neil also said the use of a cutting disc for grooving the floors of his AZ coaches had been very successful. Neil also reported that the AY coach was converted to an AYL coach for use on country trains without much modification. The doors remained in place and only the steps were removed. So those who purchase an AY coach can use them as suburban coaches or as a lounge car on a country train.

Murray Rowe reported that he had found Chrystal Clear was excellent for glazing windows and that he believed it was superior to the product provided by Micromark. Discussion on air brushes also occurred and Murray said he has been using the \$22.45 model from Bunnings with very good results. He also informed us that the new Masters stores [Woolworths answer to Bunnings] are

selling air brushes for \$5 but he could not vouch for the quality. At that price they are probably disposable!

Doug Firth recommended and endorsed the recent S scale modelling workshop and said that he assembled a MRWA Bm wagon on the day. He also recommended washing urethane models to remove the oiliness in the urethane prior to painting. Doug said he also has been having success using styrene for roofs of wagons though he has been an advocate of laminated card or paper. Doug said when he researched a wagon prior to building one from a kit or from scratch he recorded all the information on a card for that wagon. Great to refer to later and as a record of wagons built.

John Hatch reported that he is now using brass for wagon floors and a jig for soldering staples into place. A general suggestion from the floor was to drill a small hole in the floor of sealed vans to allow for a flow of air and fumes from inside.

Trevor Burke showed three wagons he had recently assemble from kits. They included a GE, RCA and a QRB, all of which he has painted yellow and not the traditional red/brown of earlier days. Trevor's models looked terrific and he is obviously enjoying modelling in S scale.

Stuart Mackay showed the little OA 2-8-0 tender locomotive he is currently building. Stuart has used a Tyco chassis, a North Yard gearbox, a Mashima motor and a NY flywheel. The boiler is a length of 20mm plastic conduit and the tender is made from 1mm styrene card on hand-made bogies. He used 6.5mm Evergreen tube cut in quarters, length-ways, to capture the curved sides at the top of the coal bunker.

The May meeting saw 35 members turn out for the S Scale SIG meeting. Graham Watson opened the formal part of the meeting and welcomed visitors and old friends. Lots of things have been happening since the last meeting. Graham reported on his very recent trip to New Zealand, **Bill Gray** appealed for new *ASNM* subscribers and **Niels Kroyer** suggested a group email informing members of information on how to sign up.

Neil Blinco reported that AY coaches were still available and **Murray Rowe** said he had six of his recently ordered decal sheets for anyone who had not ordered them. **Rob Clark** was asked for some MRWA A class loco decals by those who had assembled A Class loco kits and Stuart Mackay reported that a few Bm, JA and XA wagon kits were available for those who might be interested in any of them.

Doug Firth showed three line-side structures he has been assembling which include a gangers' shed, an out-of-shed and a transportable platform shelter. **Roger Jenkins** showed three JA tank wagons he had recently assembled from X-class Models, two painted and one unpainted. The unpainted model showed Rogers skilful use of brass wire and strip to add detail to a fairly bare kit.

Ray Cooper showed two Railwest Models G Class locos which he has recently had assembled with the help of Lynton Englund. Ray also reported that some problems with the gradients on the Zig-Zag section of his Yarloop layout had been rectified. To those who have not seen Ray's layout, a visit is highly recommended, Ray will make you feel welcome provided you arrange a visit beforehand.

Trevor Burke has been busy and showed a VA and an FD van he has assembled since the last meeting. Graham reported on the trip he took on the Taieri Gorge railway out of Dunedin on the South Island of NZ. Graham also met Rodger and Christina Cullen, the new owners of Norrh Yard Models now based in Blenheim. Graham reported that Iron Horse Hobbies are selling all Evergreen products at half price and they are available by mail order from their shop in downtown Christchurch.

The topic for the evening was Projects currently on our Modelling Bench – finished or unfinished.

Murray Rowe showed eight coaches he has been assembling including an AZ in the 1960s WAGR *Midlander* livery of red and cream, and a Y class loco he has enjoyed assembling from a Railwest kit.

Doug Firth showed a Z guard's van with a removable floor and a GA Models ZB with a fitted but removable roof he has made from laminated paper card.

Phil Knife, fresh from working away on assignment in Onslow showed the brass chassis of what is to become a model of R 174 which is now in the hands of RHWA at the Bassendean Museum.

Kelvin Davis showed his ACL painted in Indian red, an almost completed Y class loco and an AYE coach. Kelvin also showed the AD coach he is scratch-building for his *Upper Darling Range* layout.

Stuart Mackay showed the pattern for his revamped one-piece VF van kit he hopes to make available in the next month. He also showed the Group a proof copy of his soon to be printed book titled *Modelling the 3'6" Railways of Western Australia*.

Graham Watson showed a model of a QCF which he has modified to prevent bowing using two lengths of Evergreen 8x2 strip on edge or similar. Graham believes this to be an effective and simple way of overcoming a common problem with this particular flat wagon kit.

The next S Scale SIG workshop is scheduled for Sunday 15 July between 1000 to 1500 at our Branch's Clubrooms, this is the Sunday following the July S Scale SIG meeting.

Once again, the April and May meetings turned out to be successful and informative for those of us in AMRA's WA Branch who are interested in modelling the railways of WA in Sn3½ scale. The S Scale Special Interest Group is a very active group of AMRA modellers which meets on the second Monday of every month at 2000 in AMRA's WA Branch Clubrooms in Moojebing St, Bayswater – visitors are always welcome. Contacts are Graham Watson on 9250 1084 or Stuart Mackay on 9310 3858 for information about the S Scale Group.

British Railways Modellers Special Interest Group. The subject for the April meeting was BR Locomotive Head Codes [Steam, Diesel and Electric].

1 – Steam Locomotive Head Codes –

The standard head lamp classification of steam locomotives as laid down by the Railway Clearing House had been largely adopted by the GWR, the LMSR and the LNER, although there were minor variations between these railways in their classification of some types of trains and the GWR had started to develop a system during the 1930s of also displaying the train reporting number by means of three metal characters held in a frame on the smoke box door. The SR, on the other hand, had developed a six-position route description headlamp code rather than adopt the standard train classification code system of the GWR, LMSR and LNER.

These were basically the systems adopted by the nationalised British Railways in 1948 when there was only one mainline diesel locomotive [LMS No. 10000] in service and it was using the LMSR's steam locomotive headlamp positioning to describe the type of train it was hauling. The Western Region, the London Midland Region, the Eastern Region, the North Eastern Region and the Scottish Region used the four-position headlamp train classification code system [which used a maximum of two lamps being displayed at the one time, other than the Royal Train with all four positions occupied by lamps].

The Southern Region continued with the SR's six-position train routing description headlamp code system which used a maximum of three headlamps displayed at any one time. Also the Southern Region continued the SR practice of substituting white discs for the paraffin [kerosene] headlamps on any train commencing and completing its journey between sunrise and sunset. A similar practice of using white painted discs during the day and lamps at night or in poor light conditions such as fog was routine on the Great Eastern section of the Eastern Region. The Western Region continued with the GWR's system of also having the three-character train reporting number displayed in a frame on the smoke box door. The Facilitation Notes now list some examples taken from the Western Region 1955 Summer Timetable showing the train reporting numbers.

There then follows listing of the train classification codes each one having three references. These differences may be due to changes which really did occur with time or they may be due to different interpretations by different authors. The listing also shows that the system changed from an alphabetical system to that of a numerical system somewhere between 1961 and 1968. The listing is too long to include in this report, a full copy of these Facilitation Notes is available on request.

As already mentioned the Southern Region carried on with the route description system of head lamp coding. In all there are thirty different arrangements of up to three lamps on the six lamp-irons provided. These thirty codes covered 196 different routes and all but one code had several different meanings – but fortunately they were well separated geographically in Southern Region territory. An example of the range is now shown in the notes, that of SR code No. 8 which is the

(Continued on page 18)

Monday Night Topics

Further to my request for Monday night topics I have listed some that will be discussed over the next twelve months or so. Please attend these meetings as the Presenter will have put a lot of effort in to making each of these topics both informative and beneficial. Without your attendance no one benefits.

Topics to be discussed/covered on the first Monday of each month – please refer to the programme for item and date of presentation. These are not in any particular order

- Track laying [both hand laid and Flexitrack]
- Point making
- Coach/rolling stock modification
- Danish State Railways
- Scenery – How to do and methods you can use
- Weathering – different techniques eg. Airbrushing, etc
- Sandstone Train event
- Locomotive hauling – testing, measuring, etc.

These are some of the topics that will be discussed and others will be added as Presenters become available.

If you have topic you would like added to this list please let a Committee member know and they will pass it on.

Craig Hartmann

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.

June

Friday	22	[5]	N Scale Special Interest Group meeting – General Activities S Scale Special Interest Group – bring and run a train on <i>Swan View</i> layout
Saturday	23	[6]	The Branchline assembly General Activities
Tuesday	26	[7]	Daylighters Group – daytime meeting
Wednesday	27	[8]	British Railways Special Interest Group meeting – BR 16 ton mineral wagons
Friday	29	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	30	[2]	General Activities

July

Monday	2		
		Layout Planning – This topic will discuss planning a layout around space, theme and wants.	

Tuesday	3	[3]	Daylighters Group – daytime meeting
Wednesday	4	[4]	LNER Special Interest Group meeting
Friday	6	[5]	N Scale Special Interest Group meeting – General Activities
Saturday	7	[6]	General Activities
Monday	9	[7]	S Scale Special Interest Group – Motor vehicles for your layout. A round up of suitable models for an S scale layout for a particular period. Modifying road vehicles to suit a WA S scale layout.
Tuesday	10	[8]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	11		DCC Special Interest Group meeting – venue Naval base
Friday	13	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	14	[2]	General Activities
Tuesday	17	[3]	Daylighters Group – daytime meeting
Wednesday	18	[4]	Great Western Railway Modellers Special Interest Group meeting – GWR 2–4–0 Locomotives
Friday	20	[5]	N Scale Special Interest Group meeting – General Activities
Saturday	21	[6]	General Activities
Tuesday	24	[7]	Daylighters Group – daytime meeting
Wednesday	25	[8]	British Railways Special Interest Group meeting – BR Train compositions, express freight, express and stopping passenger train, mixed and block trains
Friday	27	[1]	N Scale Special Interest Group meeting – General Activities S Scale Special Interest Group – bring and run a train on <i>Swan View</i> layout
Saturday	28	[2]	General Activities
Tuesday	31	[3]	Daylighters Group – daytime meeting

August

Wednesday	1	[4]	LMS Special Interest Group meeting –
Friday	3	[5]	N Scale Special Interest Group meeting – General Activities
Saturday	4	[6]	General Activities
Monday	6		Silastic Moulding – This topic will discuss the art of making masters and moulds and how to cast your own items.

Tuesday	7	[7]	Daylighters Group – daytime meeting
Wednesday	8	[8]	DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	10	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	11	[2]	The Branchline assembly General Activities
Monday	13	[3]	S Scale Special Interest Group – Air brushing your models. A talk and demonstration by one of the best, John Miller
Tuesday	14	[4]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Friday	17	[5]	N Scale Special Interest Group meeting – General Activities
Saturday	18	[6]	General Activities
Monday	20		Annual General Meeting – see enclosed supplement
Tuesday	21	[7]	Daylighters Group – daytime meeting
Wednesday	22	[8]	Great Western Railway Modellers Special Interest Group meeting – GWR refrigerated vans
Friday	24	[1]	N Scale Special Interest Group meeting – General Activities S Scale Special Interest Group – bring and run a train on <i>Swan View</i> layout
Saturday	25	[2]	Members Only Special Sale – see article on page 3 General Activities
Tuesday	28	[3]	Daylighters Group – daytime meeting
Wednesday	29	[4]	British Railways Special Interest Group meeting - BR Standard 9F locomotives
Friday	31	[5]	N Scale Special Interest Group meeting – General Activities

(Continued from page 15)

same as the BR code for Class F trains. It covered eight differing routes, all of which are listed in the notes. In addition, there was a head lamp coding system of nineteen different displays involving three lamps, [one of which might be blue] and rectangular boards [with or without diagonal black lines] for cross-London freight traffic. The Southern Region and the cross-London freight traffic head lamp codes were displayed by white [or blue] discs during the day and by white painted lamps at night or in poor light conditions.

The remainder of the BR system required the head code to be displayed by the positioning of a white painted lamp on the appropriate lamp-iron[s], unlit by day and [paraffin] lit at night or in poor light conditions.

2 – Diesel and 25kv ac Electric Locomotive Head Codes –

As already mentioned LMS No. 10000 was the only main line diesel locomotive inherited by BR in 1948 and it carried paraffin-lit steam locomotive head lamps according to its duty. This continued when it passed into BR ownership and its twin No. 10001, delivered in 1948, also operated with paraffin-lit steam locomotive head lamps.

The three SR diesel locomotives [Nos. 10201, 10202 and 10203] used a folding disc system, later adopted for the BR standard diesel locomotives. These folding discs had six positions in order to cover the SR's route-description headlamp code system. When Nos. 10000 and 10001 were transferred from the LMR to the SR in 1953, they sprouted two extra lamp-irons required in order to be able to display the SR's route-description headlamp codes.

When the first BR Pilot Scheme diesel locomotives were delivered in 1957, they were fitted with four white discs, usually hinged across their horizontal diameter so that when the upper half was folded up a circular white disc was displayed and just below the hinge in the bottom half of the disc an electric lamp was exposed. When the upper half was dropped down its reverse side, painted the same colour as the diesel locomotive body, was shown and thus the disc did not show and the electric lamp was obscured. The disc positions were the same as used on steam locomotives – three low down across the front and one centrally located high up – and thus the diesel locomotive displayed the same head code as a steam locomotive performing the same duty.

By the early 1960s, all new diesel locomotives emerging from the manufacturing works were fitted with a four-character display on their front in place of the folding white disc system. In some cases, this happened after body design had been done and the four-character panels took on a variety of forms. Some locomotives were built without the head code boxes and gained them only after their first overhaul. The characters were white on a black ground on fabric or plastic blinds, back-illuminated for night working. The movable blinds were operated by means of a handle inside the locomotive. The system adopted was a mixture of the former train classification and the train reporting number systems.

The first character indicated the class of train and this replaced the corresponding lamp/disc code. The classification system was simplified in 1969 with the demise of steam in the preceding year.

The second character was a code letter indicating the train's destination area. Each Region had its own group of destination areas. There were seven code letters for inter-Regional workings [E for ER, M for LMR, N for NER, O for SR, S for SCR, W for WR and X for excursion and special trains].

There were also twelve Universal codes – these were intended for special departmental or other trains on all Regions. These are all listed in the notes.

The third and fourth characters were train reporting numbers and the philosophy of their usage varied from Region to Region.

The use of four-character head codes was officially discontinued after 1 January 1976, giving rise to a temporary display of 0000 for the next year or so, until the boxes had been plated over. Of course, the train reporting numbers continued to be used in signal box displays but not on the trains for the benefit of other railway staff or the travelling public – not that they would have been able to work out the system!

3 – Modelling Locomotive Head Codes –

The Notes contain two short paragraphs on modelling head codes naming suppliers and availability

of items. The Notes also contain references that can and do contain more detailed information on head codes. There are also two diagrammatic tables, one showing the positioning of headlamps in the alphabetical system and one for the numerical system.

A full set of facilitation notes is available on request.

New Acquisitions –

Ron Fryer – showed a book that Tom Stokes had recently received called *Laira Fireman – Footplate Recollections of a GWR Fireman* by P.E. Rundle MBE, M.Inst.TA, and published by Irwell Press. A truly excellent book full of black and white photographs, many never before seen, and an excellent narrative. However, it is appalling in that the spelling and grammatical English is, in a fair number of instances, very poor – proof reading being poor or none existent! In one photo in particular, Blind Freddy could see that it was completely wrong. On phoning Irwell Press I was given the excuse that the author was now in his eighties and did not want anything changed. I personally do not think that he meant obvious mistakes to be left in. That apart, I would recommend it to anyone as an excellent read.

John Maker – showed his latest book, a birthday present, called *The Encyclopaedia of Locomotives* by Colin Garratt published by Hermes House.

Trevor Batchelor – showed us two new books –

- *Britain's Lost Railways* by John Minniss, published by Aurum Press, and
- *The Inside Guide to the Steam Railways of Britain 2012* from the publishers of *Steam Railway* magazine.

Alan Porter – showed his new OO Dapol BR Diesel locomotive No. 10001 in Brunswick Green with a Primrose roof. Dapol seemed to have it just right, a very nice model indeed. He next showed us his new purchase of Bachmann OO cement wagon and compared it to his 40 year old Airfix kit version of the same wagon. Surprisingly the Airfix wagon has in-line brakes, the Bachmann model doesn't. He also showed us two DMU sets of the Derby Lightweights. One set had the speed whiskers and the other set had half yellow panel fronts.

Peter Sapte – told us that he had just acquired three Gresley Suburban coaches by Hornby, unfortunately they are back home in the UK. He is, however, very happy with them, he reckons that they are the best coaches that Hornby have produced.

Doing Things -

Clive Whitehead – is wiring up a layout with help from Ron Richards.

Peter Sapte – showed a GW cattle wagon that he has built whilst here in Australia. He is also beginning the build of the canopy for St. Alban's Abbey Station on his layout – he says that it will take some time to complete. He is also building two Airfix kits of Bedford QL model trucks that he remembers from his RAF days.

Ron Richards – is installing lights on his layout and building various Airfix kits.

Great Western Railway Modellers Special Interest Group. The subject for the April meeting was the GWR 0-4-2T locomotives. These Facilitation Notes are an updated version of those produced for the 16 March 2005 meeting, when the Notes from the previous meeting on 23 June 1999 were expanded, to cover the Wolverhampton and Swindon antecedent 0-4-2Ts, the

Collett 0–4–2Ts and a review of the operation of auto-trains using these [and other small GWR tank] locomotives.

1 – The 517 Class and the 3571 Class 0-4-2Ts –

[a] – George Armstrong’s 517 Class. One hundred and fifty six 157 Class 0–4–2T standard gauge locomotives were built between 1868 and 1885 in the confined Wolverhampton Works of the Northern Division of the GWR for use on suburban and locals services around Birmingham and Wolverhampton. At the same time, William Dean at Swindon was favouring the 2–4–0T [Metro Tank] wheel arrangement for similar services in the Southern Division. The 156 Armstrong 517 Class locomotives were built in thirteen batches falling into three groups –

- 60 built 1868 – 1870 – short wheelbase 13ft. 7in.,
- 90 built 1873 – 1884 – long wheelbase 15ft. 0in. and
- 6 built 1885 – very long wheelbase 15ft. 6in.

There were many changes made over the years but not on all of the locomotives. This is a classic example of the GWR policy of making successive improvements and modifications within one Class, in preference to evolving an entirely new design. The developments continued not only throughout the period in which the locomotives were being built but also in their subsequent rebuilding, making their history one of unusual length and complexity, especially since there were differences between the Swindon treatment and the Wolverhampton treatment of modifications. The older locomotives were constantly being brought up to date.

I must, however, inform our learned tutor that locomotive 1473 was, indeed, named *Fair Rosamund* in 1896 when it was used to haul the Royal Train on the Woodford Branch. However, the real Fair Rosamund was the mistress of Henry II not Henry VIII and she did not live in the bower house at Blenheim in the 12th Century. Blenheim only appeared in beginning of the 18th Century when Queen Anne gave the Woodford Manor and estate to John Churchill, first Duke of Marlborough in gratitude for his victories at Blenheim, on the River Danube, in 1704 and at Ramilles 1706, Oudenarde 1708 and Malplaquet 1709.

The Queen named the new palace, to be built for Churchill on the estate, Blenheim Palace. [Here endeth the revised history lesson now numbered 101 Mk. 2!!]

[b] – William Dean’s 3571 Class. The 3571 Class locomotives were a Swindon development of the 517 Class, having the main frames extended and the trailing wheels carried between the extended frames. Only ten locomotives were built between 1895 and 1897. They received no significant alterations during their lives which were spent entirely in the Chester–Birkenhead area.

2 – Development Of The Auto Train Concept –

The 517 and the 3571 Classes locomotives were capable performers on the trains of the late Victorian era, in many cases consisting of up to six relatively lightweight four- and six-wheel coaches. However, by the turn of the 19th/20th Century these locomotives were starting to become obsolescent on a lot of local passenger work when, as a result of competition from the new electric tramways, there were rapid improvements in coaching stock.

At the same time, the GWR was attempting to achieve improvements by using the self-contained steam railmotor which incorporated a very small reciprocating steam engine as a single unit into one end of a passenger coach. The Steam Rail Motors would be capable of fairly rapid acceleration to about 30-40mph so they were suitable for services having frequent stops. Since they could be

driven from either end, turnaround times could be drastically reduced, thereby improving their utilisation and allowing their use on intensive services.

It was but a short step to using a separate conventional steam locomotive, specially equipped for remote control from a trailer, which was coupled to one or more such trailers – the push-pull train or auto-train, the trailers being known as auto coaches or auto trailers.

The GWR adopted a mechanical system to control the locomotives' regulator from the trailer. The development of the auto train concept from about 1905 was the salvation of eighty-six of the 517 Class 0-4-2Ts, enabling them to have a second life as the power units for these auto trains. Eight were modified in 1905, another forty-four before 1923 and a further thirty-four between 1923 and 1931. Scrapping of the non-auto fitted 517 Class commenced in 1912 and the majority of the Class, auto-fitted or not, were scrapped by the mid 1930s as Collett's 0-4-2Ts appeared on the scene, the last 517 was withdrawn in August 1947.

3 – The 48xx [14xx] Class and The 58xx Class 0-4-2Ts –

By 1930 the modified 517 Class locomotives of the auto-trains had become very battle weary and the diesel rail car had not, at that time, been sufficiently proven to be considered as a replacement for these services and thus replacement steam locomotives were considered.

The 48xx Class and the 58xx Class 0-4-2Ts were based on the 517 Class dating from 1868. Two distinct, but externally identical, series were produced –

- the 48xx Class, which had auto-train gear and auto train control apparatus, and
- the 58xx Class, which had neither [although later most received ATC apparatus]

The seventy-five 48xx Class locomotives were built in three batches between 1932 and 1936. They were numbered 4800-4874.

The twenty 58xx Class locomotives were all built in the one batch in 1933, numbered 5800-5819.

Between October and November 1946, the entire fleet of seventy-five 48xx Class locomotives were renumbered as Nos. 1400-1474. This was done to allow the oil-burning 28xx Class 2-8-0s to be separately numbered from their 28xx and 38xx cousins.

Various modifications took place over the years and the Facilitation Notes show these in detail. Withdrawals began for the 58xx Class in Feb.1957, the last being withdrawn in April 1961. The withdrawals for the 14xx Class began in February 1960 and was complete by November 1964.

Many models have been produced over the years and these are listed in full in the Notes.

3 – The 3521 Class 0-4-2Ts –

These forty outside-framed locomotives of the Victorian era were somewhat larger than and bore little resemblance to the types already covered. They were built to a William Dean design in two batches at Swindon –

- Nos. 3521-3540 built to 4ft.8½in. gauge and with side tanks [1887-1888] and
- Nos. 3541-3560 built to 7ft.0¼in. gauge and with saddle tanks [1888-1889]

Both batches proved unstable when running at speed and they were all converted to 0-4-4Ts in

1892, the broad gauge locomotives being converted to standard gauge at the same time. They were further rebuilt as 4-4-0s [the firebox and cylinders changing ends!] between 1899 and 1901 and in this form they had long and useful lives, all being withdrawn by 1934.

However, as most of us are modelling mid twentieth century era time frame, we can safely ignore these forty locomotives tonight! – How dare he, we are a growing number – beware!

The Notes contain a number of photographs as well as a comprehensive list of models produced.

New Acquisitions –

Ron Richards – told us how he had just bought a whole load of stock from Trainman – much too much to bring in so he says.

Alan Porter – showed us Bachmann OO sets, each of three wagons, the first one was the Cotswolds Co-operative set and the second a set of P. wagons, both from Model Zone in the UK.

Doing Things –

Doug Firth – showed a model of a GWR Beetle – a prized cattle wagon that he made up from a Parkside Dundas kit.

Ron Richards – told us that he has built 16 WAGR wagons [Sn3½]. He is now building three Airfix LMS cattle wagons. [Are they LMS?]

John Brenchley – showed his N Scale built kits of LMS 3-plank and 5-plank wagons from the 2mm Society, now that he has painted and lettered them.

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 357 – April 2012. The major items of business dealt with at this meeting were –

- Chris Paterson has stepped down as the Branch Librarian after seven years. Des Edwards has agreed to accept the Librarian duties. A letter of thanks has been sent to both members.
- The floor plan for the 2012 Exhibition was presented and agreed, subject to several exhibitors agreeing to terms.
- The Committee agreed to subscribe to *Narrow Gauge Downunder* magazine and also decided to review all magazine subscriptions after the 2012 Exhibition.
- Ron Fryer advised that Bayswater City Council will consider all leases in May. The Council inspection of the AMRA Clubrooms on 16th April went very well.

- The Committee agreed to offer the Wern Dunwoodie estate \$7000 for Wern's N scale layout and equipment, on the proviso that the subsequent use or disposal of the equipment was at AMRA's discretion. The family subsequently accepted that offer.

Meeting No 358 – May 2012. The major items of business dealt with at this meeting were –

- The Committee agreed to a proposal from the Supervisor of the Branch's O scale layouts that Wern Dunwoodie's O scale locomotives under construction be placed in the care of the O Scale Group, with a view to making both models operational.
- Ron Fryer advised that the application for a Lotterywest grant has been submitted, but no news had been received from Bayswater City Council on our building application or the proposed new lease.
- Craig Hartmann stated that he and Frans had visited another deceased estate that had potential to benefit members if AMRA WA can obtain it for a reasonable price. An offer of \$7,000 will be made. It should be noted that Ron Fryer presented six boxes of assorted locomotives and rolling stock that had been donated to AMRA WA, for disposal as the Branch sees fit.

The next few Committee meetings will be held on Thursdays 21st June, 19th July and 23rd August, after the Annual General Meeting. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

Membership Matters

As the dust is settling from the 2012 Model Railway Exhibition I think one and all can see that the hobby is as broad as ever and appears to be supported very well depending upon your standing. To the new members I hope you have had a chance to see the variety that the Perth area offers and that you have chosen to join AMRA as either a start or widening of your interests in model railway.

I feel a special thanks needs to be given to Frans and his helpers who put on the Model Railway Exhibition 2012 as it was very well received by all.

Since the last issue of *The Branchline* we welcome Max Ring of Yokine, who models in G scale and Paul Washer of Bassendean, an HO scale modeller, both have recently joined our Association.

Please make yourselves known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch.

John Maker
Registrar

The Box

[a light hearted look at the making of a carrying box]

That devil Nonny Mouse is to blame. I goes to the Club with a couple of cardboard boxes of rolling stock [all in their own individual boxes], spend thirty minutes de-boxing everything, then run it all around *Haltwhistle*, stepping over empty boxes and other members doing the same, and then another thirty minutes putting the damn stuff away. Enter Nonny Mouse in *The Branchline* carping on about members with masses of cardboard boxes, etc. etc. Trouble is, he was 100% dead right! "Appen I'll do summat about it tha' knows!" So I did, I got a bigger cardboard box! No I didn't, not

really.

At home one evening I thought just what do I want in a stock box? I did not like the Oxford Box at all, so that was discarded without a further thought. The York Box was given serious consideration. I turned up the article on making the boxes in *The Branchline* October 1997.

However, I was still not satisfied with the York version, nor with the Club's adaptation of it. So just what did I want. I simply wanted a box similar to the York version but one in which I could see the elevations of the stock, not the underside.

With that in mind I set about doodling some thoughts into plans [boy, did I make some errors!]. Having noted the measurements in the York article, I thought, "Why would I want to make the trays 72mm deep? After all rolling stock is only about 40–45mm wide." So me, in my wisdom, opts for a tray 60mm deep x 235mm wide x 600mm long. Size decided I looked in the shed at my stock of timber and sheeting, and lo and behold ample 3mm and 9mm MDF sheet plus 3–ply for the bases, etc. It was only when I came to put the Cheney clips on that I realised why the trays were 72mm deep – **oops!** The clips need about 70mm depth to fit in line. Undaunted, I quickly panicked, then worked out that the tray that I had made would suffice as the bottom tray, the others would be 75mm deep. At 235mm wide the trays would have four divisions and would be wide enough to lie stock on its side, that is until I found thin self-adhesive foam rubber sheeting.

The bottoms and sides of all partitions were lined with this [free] material and for coaches and wagons it worked superbly. For the locomotive tray it's a little tight, so I will probably remove the lower side foam, ie. the side that the loco wheels fit against, thus problem solved. [Note – I would still advise that you check your locos, etc, for height before cutting your material]

The next problem I encountered was the lid. I made the lid at the same time that I made the bottom tray and again I was oblivious as to why one needed a lid 26mm thick. The answer, of course, was the same reason – you cannot fit the top half of a Cheney clip onto a piece of plywood 3mm thick. **Clang!** A deep breath, a slight [read major] modification to the lid and all is well. Handle fitted, clips fitted and surprise, surprise, the trays fit together perfectly either way round.

Now comes the piece-de-resistance, the painting. I had decided that as I modelled GWR, I would paint the trays accordingly. So, the lid and tray 1 – locomotives – would be Brunswick Green, tray 2 – coaches – would be painted bottom half chocolate and the top cream and tray 3 – wagons – would be grey. The trays were appropriately primed and painted. The cover of Russell's book *GWR Locomotives* provided an excellent coloured laser copy from which emblems and names were cut out. Similarly, Russell's book on *GWR coaches* provided the necessary information. The bottom tray for wagons proved to be a little more difficult. Alan Porter came up with the answer with his book on *GWR wagons*. Thanks Alan. After the emblems, etc. had been applied, two coats of varnish were applied over the lid and trays and the job was finished.

I'm very pleased with the result and now there's no cardboard boxes, absolutely fabulous.

There's just one problem that might now arise and that is that Nonny Mouse might just see me bring other rolling stock not of a GWR nature to our Clubrooms and then there will be another damn report in *The Branchline*. Curses! Oh, what the heck, I'll live dangerously. Finally, as I model GWR I refuse point blank to call my box a York box. Therefore, using modellers licence and the fact that I've modified my box, I've now called it the Swindon Box and that's my story and I'm sticking to it.

PS – Now, if I put a cardboard cut-out of a GWR Castle and coaches over my model of the bullet train I could perhaps smuggle it into the clubrooms without that damned unnamed rodent seeing

it. It's worth a try.

PPS – Has anyone seen Nonny Mouse recently – it would seem that he is on some sort of a Sabbatical!.

A reply from Nonny. *I overheard the Hon. Rev. pontificating about vermin infesting the carpets, etc. in our Clubrooms. Hon. Rev. was saying he would get the pest controllers to come and spray toxic chemicals around the place to get rid of the rodents and other vermin. I asked Bob, who knows a thing or two about these things, if my family were at risk from these chemicals. Bob said we were and should move away and so we did and are in a safe place. We will not come back until Bob says it is safe once more and Hon. Rev. has stopped his discrimination against rodents and vermin.*

Our Exhibition

If you couldn't or didn't go to our Exhibition, the photographs on the next few pages will, hopefully, give you some idea of the excellent layouts, etc. that you missed seeing.



A German group currently holds the world record for the longest LEGO bridge at around 14 metres.

During our Exhibition the Perth Adult LEGO Society attempted to construct a 16 metre bridge, they were foiled when a package of vital components failed to arrive in time.

This photograph gives some indication of what the bridge would have looked like had it been completed.

Next year, perhaps?



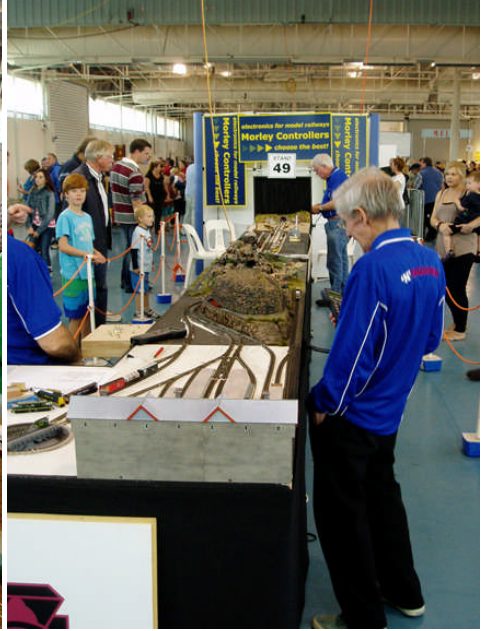
Jessica Waddams [age 13] with Thomas and Friends No. 2



Part of Northern Districts Model Engineering Society's Static Models display



Mulga layout by the Arid Australia Group



Jubilee Branch Line layout by the Northern Suburbs MRG



Part of Frank Godde's Picken Shovel Mining Co. layout on the National Model Railroad Association's Exhibit



Fremantle and Districts MRA's *Nonsuch* HO/OO layout



***New Iron Horse Yards* layout by Sierra Pacific Modellers [Inc.]**

Judging Coordinator's Comments

This year would have to have been the biggest undertaking of the judging team at an Exhibition. The task was undertaken by a variety of volunteers from various Clubs and Organisations involved with the Exhibition.

My thanks go to the members of the Perth Modelling scene who took the task as requested with vigour. A better job could not have been done by anyone.

The judges took to their task and gave us the results which turned out to reflect the closeness of some of the exhibits.

Those of you who would like to help the 2013 Exhibition by being a judge, please contact either myself or the AMRA WA Branch with your interest.

John Maker
Judging Coordinator

The Richard Smart Cup Memorial Cup

For Scenic Excellence – Summary of Voting

Maximum points available = 600

Place	Points	Exhibit No.	Exhibit Name	Owner
1	520	11	Boomanoonmana Timber R'way	Modellers of Aust. Prototype
2	487	41	Whither ?	John Muller
3	481	29	Territon Road	John White
4	480	9	The Valentine Run	AMRA WA Branch
5	478	62	Neceby	Dennis Ling
6	477	61	The Price Company Railway	Kathy and Laurie Price
7	473	19	Parkerville	Murray Hartzler
8	467	32	Alton	Southern Railway Mod. Group
9	466	24	Nonsuch	Fremantle & Dist. MRA
10	443	13	Central Australia	Albany MRA

Bill Gardner Cup

For the Best Model of a Railway – Summary of Voting

Maximum points available = 600

Place	Points	Exhibit No.	Exhibit Name	Owner
1	413.77	19	Parkerville	Murray Hartzler
2	409.30	8	Hump Shunt	Rob Partington
3	409.23	41	Whither ?	John Muller
4	405.00	9	The Valentine Run	AMRA WA Branch
5	398.57	53	Mulga	Arid Australia Group
6	393.33	11	Boomanoonmana Timber Railway	Modellers of Aust. Prototype
7	388.53	24	Nonsuch	Fremantle & Dist. MRA
8	382.57	32	Alton	Southern Railway Mod. Group
9	380.93	62	Neceby	Dennis Ling
10	380.53	45	New Iron Horse Yards	Sierra Pacific Modellers

Class 24 Cup

For the Best Model of a Railway, Not Exceeding 24² ft

Summary of Voting

Maximum points available = 600

Place	Points	Exhibit No.	Exhibit Name	Owner
1	380.93	62	Neceby	Dennis Ling
2	80.03	29	Territon Road	John White

The President's Cup

For the Best Model of a Railway Diorama

Summary of Voting

Maximum points available = 600

Not presented as there were no Dioramas at the Exhibition

The Jack Stanbridge Trophy

For the Best Operating Model Railway

as seen by Fellow Layout Owners

Summary of Voting

Maximum points attainable = 75

Place	Points	Exhibit No.	Exhibit Name	Owner
1	23	11	Boomanoomana Timber R'way	Modellers of Aust. Prototype
2	14	9	The Valentine Run	AMRA WA Branch
3	10	32	Alton	Southern Railway Mod. Group
4	9	24	Nonsuch	Fremantle & Dist. MRA
=5	8	61	The Price Company Railway	Kathy and Laurie Price
=5	8	19	Parkerville	Murray Hartzer
7	7	29	Territon Road	John White
=8	4	30	Goleta Depot	Peter Cole
=8	4	45	New Iron Horse Yards	Sierra Pacific Modellers
=10	3	62	Neceby	Dennis Ling
=10	3	65	Battersby	Rand Cooley

The AMRA WA Branch Trophy

for the Best Presented Exhibit

Summary of Voting

Maximum points available = 600

Place	Points	Exhibit No.	Exhibit Name	Owner
1	503	41	Whither ?	John Muller
2	501	44	The Enchanted Forest	The Davis Family
3	494	19	Parkerville	Murray Hartzer
4	489	11	Boomanoomana Timber Railway	Modellers of Aust. Prototype

5	478	29	Territon Road	John White
=6	474	8	Hump Shunt	Rob Partington
=6	474	61	The Price Company Railway	Kathy and Laurie Price
8	468	24	Nonsuch	Fremantle & Dist. MRA
9	464	32	Alton	Southern Railway Mod. Group
10	463	45	New Iron Horse Yards	Sierra Pacific Modellers

Show Manager's Cup Encouragement Awards

Exhibit 18 – Doug Whiting's Thomas the Tank Collection
Exhibit 64 – Goathfield

First Time Presented Privately Owned Model Railway 2012

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	10	7	The Enchanted Wood	Janine Partington
2	9	29	Territon Road	Joohn White
3	8	65	Battersby	Rand Cooley
4	6	8	Hump Shunt	Rob Partington
5	3	12	Allgau	Chris Winton

Maylands Model Railways Encouragement Award

Exhibit 61 – The Price Company Railway

The AMC Trophy

For the Exhibit Considered Best by public vote
First six places

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	1048	56	Lego Through The Ages	Perth Adult Lego Society
2	489	44	The Enchanted Forest	The Davis Family
3	367	11	Boomanoomana Timber	Modellers of Aust. Prototype
4	360	24	Nonsuch	Fremantle & Dist. MRA
5	315	7	The Enchanted Wood	Janine Partington

The full results list is available from the Exhibition Manager.