

# Western Lines



**The Journal of**



**Australasian Region**

**Division Four Vol 1 No 4**



# What is Western Lines?

Western Lines is the Newsletter of NMRA Australasian Region, Division Four. It will report on our meetings, planned meetings, members modelling efforts and local railway happenings.

## Division Four Team

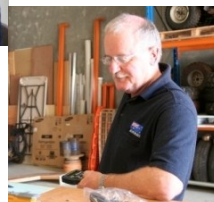
- Rod Tonkin Divisional Superintendent and Western Lines Editor



- Frank Godde Divisional Manager Achievement Program



- Alan Burrough Divisional Secretary



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**Cover photo;** Dual gauge is not only found in the museums, this dual gauge track work was laid in 2011 near Perth

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## Who are we and what do we do?

We are the members of NMRA Australasian Region, Division Four. We live in Western Australia. The land of giant iron ore trains and an extensive open access railway system operating on standard gauge, narrow gauge and dual gauge track.

We meet monthly to share our hobby experiences. We range from keen scratch builders, to open the box enthusiasts. Our layouts range in size from most of the back yard in G gauge to a HO scale layout in a walk in wardrobe.

Like the trains in our back yard our tastes in modelling vary. We model in N, HO, OO, On30 and G scale. The prototypes we follow are mainly North American with some local prototypes and just a touch of British Railways.

Our meetings include running days and operating sessions on members' layouts, modelling technique demonstrations and workshops and visits to kindred groups.

## Future meetings

We usually meet at 2 pm on the last Sunday of the month. Future meetings are



- October 2013 Locomotive performance trials at Rod Tonkin's for both DC and DCC locomotives



- November 2013 Operating session on Garth Caesar's G gauge and On30 layouts



- December 2013 Christmas barbeque at Frank Godde's

# Recent Meetings

## July 2013



In lieu of our regular July meeting, members and guests had the pleasure of visiting the Bennett Brook Railway, a tourist line running through Whiteman Park which is located approximately 20 km Northeast of Perth. Our genial guide, foundation member Ken Watson, welcomed us and took us for a tour of the railway. This included the workshops, the signal box and station at Mussel Pool, the station and signal box at Whiteman Village Station, and train rides to and from Mussel Pool and around the Bushman Loop.

Ken was knowledgeable and informative, outlining topics including the history of Whiteman Park; how the railway has developed, including the acquisition of locos, rolling stock, buildings and track; an explanation of staff machine use for track occupation; the signalling system employed; and the future of the railway. His answers to members' questions were detailed and demonstrated a wealth of knowledge and commitment to this organisation.



Following a very enjoyable afternoon, many of the party converged on Alfred's Kitchen, a well-known Guildford establishment, to partake of delicious burgers and his 'world famous' pea and ham soup.

Alan Burrough



## August 2013

August saw us gather at Frank Godde's. Frank showed us progress on weathering his G gauge three truck Shay.



Rod outlined the matters discussed at the July Regional Superintendents meeting and Peter told of his experiences at the Atlanta Convention.

After a refreshing afternoon tea we adjourned to Frank's shed to see progress on his G gauge modules to be exhibited at the 2014 Perth model Railway exhibition.



# September 2013

A late change of venue saw us meet at Garth Caesar's on a bleak wet Perth Sunday afternoon. Between showers we were able to watch Garth's G gauge trains operate faultlessly around his garden layout.



The meeting theme was bring a model, tell us its background and how you have modelled it.

Alan Burrough showed us his HO scale models of the EMD E 8 locomotives of the Alton Limited and its coaches in their distinctive colour scheme



Peter Scarfe showed us his HO scale Reading and Northern GE U23B. The original Reading railroad dates back to the 1840s. The current Reading and Northern uses ex Conrail trackage.



Garth Caesar showed us some of his 1/20.3 models. The prototype of the White Pass and Yukon 3 foot gauge oil tanker is in the Skagway museum. His 2-6-6-2 saddle tank mallet logging locomotive has no prototype. The design was prepared by Baldwin but the order was not finalised and the locomotive was not built.



Rod Tonkin displayed his HO scale model of ex Eire Lackawanna SD45 3610 as it appeared under Conrail ownership until it was re numbered as Conrail 6075 in 1978.



## Members modelling

Some locomotives hold a fascination for railway modellers. EMD's FP45 is one of these. Only fourteen were built. Milwaukee bought five and Santa Fe bought nine. Six of Santa Fe's have survived into preservation.

Santa Fe's nine FP45s probably hold the record for colour schemes and renumbering's. Five different colour schemes and up to six different numbers over a thirty year operational life in main line service.

In keeping with their chameleon appearance three manufacturers (Athearn, Lima and Mehano) have produced models of the FP45 in two different scales. (HO and N scales)



The photos show division members HO scale models of Santa Fe's FP45s in three of the five colour schemes. 108, 5948 and 5940 are Lima models, 5941 is an Athearn Genesis model and 92 is an Athearn Blue box model. All models except 5941 were modified to match prototype photos.

# Prototype happenings

The Swan Valley east of Perth isn't just noted for its wines and micro breweries, it is also location of the junction of the east west main line and the line to Geraldton. The main line carries interstate freight, wheat and mineral traffic as well as country and interstate passenger trains. The Geraldton line is freight only. The dual gauge double track main line runs from Perth east to Northam.



Most of the dual gauge track through the Swan Valley is long length welded rail laid on concrete sleepers.

The photos show the dual gauge crossover and narrow gauge diversion points where the single track narrow gauge (1060 mm gauge) Geraldton line branches



off the double track dual standard gauge (1435 mm) gauge /narrow gauge (1060 mm)

