



AUGUST 2021

# Guild News

## New South Wales & Queensland

### Area News

Dear Members,

Firstly, I need to apologise for the absence of a July newsletter. I have been away on a motorhome holiday with friends enjoying the Australian countryside. We returned home on the day Southeast Queensland went into lockdown. As we headed south the amount of traffic heading north on the Bruce Highway to escape the lockdown was unbelievable. Much of the north bound motorway was at walking pace. No wonder the virus is moving northwards.

Getting back to our main interest, I was able to take some video of the Mary Ann at Maryborough and the Mary Valley Rattler at Gympie and Amamoor. My videos can be seen on Youtube at:

[Mary Ann](#)

[The Mary Valley Rattler](#)

Being away I have not had much time working on my Ashburton layout. However, I have now managed to complete all the turnouts need. My next task is to ballast and paint them.

### Future Meetings:

If anyone would like to host a meeting to show off their modelling please get in touch with me at [paulplowman.gog@gmail.com](mailto:paulplowman.gog@gmail.com) and we will see what can be arranged. Please do not feel that a completed layout is needed before hosting a meeting. There is much to be learned from seeing a work in progress.

### New Members:

We are pleased to welcome new members this month:

|                |                |     |
|----------------|----------------|-----|
| 24383 G Lewis  | Brookfield     | Qld |
| 24430 J Yates  | Glenfield Park | NSW |
| 24440 T Jarman | Engadine       | NSW |

### Graeme Lewis writes:

BM Trains in Sydney (<https://bmodeltrains.com/>) is the official Zimo supplier for Australia. Jarryd Langford appears is the owner and whilst I don't know him, I recently bought 4 decoders from him and found him to be very helpful – the more so given he specialises in N gauge. We all have a cross to bear, clearly. He would be happy to import whatever Zimo decoders you want and can supply sound files from YouChoos.

I have recently had two ESU decoders burn out for no good reason, one lasting literally an hour in service. I also find that if the engine doesn't run well to start with and the automatic calibration doesn't work (it normally doesn't) then calibrating the various CV's is extremely painful. Zimo seems to be better in this regard. The engine in the photo is a very small shunter and to date has had a TCS, NCE, two ESU decoders and now a Zimo. It now runs almost as well as it did on analogue!



### This Month:

I have now received my order from Hattons for a couple of the new Dapol Conflats. I am not very happy with them, and my review follows.

I returned home to find the first of my order for Dapol Mk1 coaches had arrived. These coaches have already been reviewed in the Gazette. However, I will check to see if there is anything I can add to the review next month.

Until next month,

**Paul Plowman**

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## Review:

# The Dapol BR Conflat A Wagon and Container [7F-037-006]

by

Paul Plowman

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## Conflat (from Wikipedia)

**Conflat** is a United Kingdom railway term for a short wheelbase flatcar container wagon.

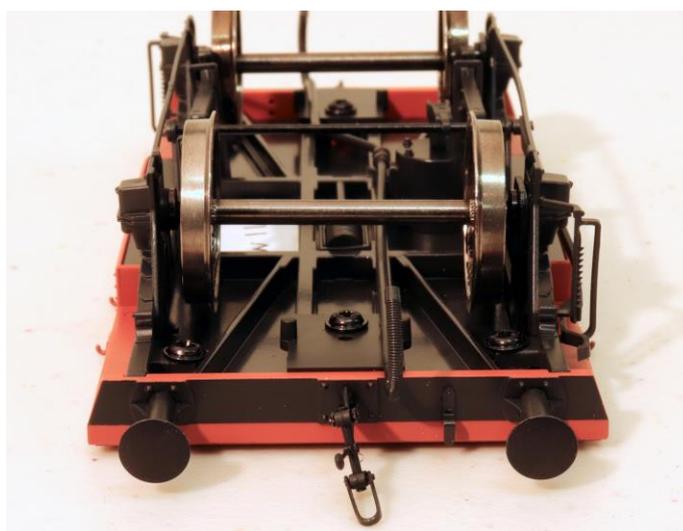
British Railways used several standard types of wagon. The Conflat A, which could carry one type 'B', or two type 'A', containers, was the most common. It was regularly used to carry AF (frozen food) containers: while the Conflat L, which could carry three smaller containers for bulk powders, was also produced in large numbers.

The Conflat B wagon could carry 2 AFP (frozen food) containers. These were slightly wider than the standard AF containers and were designed to carry loads on pallets.

## Prototype History (from Wikipedia)

'Conflat' is the telegraphic code within the Great Western Railway's coding of railway wagons for a container wagon. Unlike normal wagon loads, containers were only listed to carry furniture or goods (unless they were refrigerated containers, which carried frozen products kept cold by ice) which needed to be placed on a specialist flatbed wagon which had train braking capability due to the fragile nature of the products carried.

The wagons were removed from service (as were the containers themselves) when more modern containers came into use.



## The Model

Having purchased two of these models my first impression was that something was not right. One of the wheelsets was loose in the box! On close examination the 'W' irons were found to be leaning outwards and in consequence the pinpoint axles had dropped out of the bearings.

The solbar and 'W' iron assemblies are attached to the chassis by two Philips screws. I am hoping that by removing these assemblies and perhaps filing a slight chamfer along the top edge I might be able to correct this problem. The second model of the two purchased does not have this issue.

There has been discussion on the RMWeb particularly regarding the livery of these wagons.



In particular the strange numbering of the BR version has been questioned. One contributor to the discussion asserts that the numbering is correct (believed to be Paul Bartlett who is a knowledgeable expert on the subject).

The colour of the deck is not realistic. A cream colour has been applied which is a poor representation of roughed up timber. The black of the solebars shows through their rectangular locating holes. The deck needs to be repainted in a more realistic colour, perhaps a patchy grey.



Another contributor to the RMWeb discussion questioned the ease with which the container could fall off the wagon. Two suggestions were forthcoming, either to use Blue Tack or as another suggested that as the roof of the container was easily removable a screw/s could be inserted through the bottom of the container and into the deck of the wagon.



Further discussion centered on the chains provided to hold the container on the wagon. These are made of plastic and enclosed separately in a small plastic bag. Contributors to RMWeb reported that either they fell off or were prone to breakage. I have opted not to fit these chains until such time as my layout has advanced sufficiently for wagons to remain permanently on the layout and not be subject to repeated handling.

The model features sprung buffers, sprung screw couplings and the compensation system which now appears to be standard on all new Dapol and Lionheart wagons.

## Conclusion

All in all, a good model, once the issues mentioned have been addressed.

**Recommended**

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## Next Month Review of the Lionheart Mk1 BSK

