



SEPTEMBER 2021

Guild News

New South Wales & Queensland

Area News

The purpose of any club or society is to bring together people with likeminded interests to share the experiences of their hobby with others. Many clubs and societies have clubrooms or venues where members meet regularly. Members get to know each other, make friends, and socialise at these meetings.

Here in New South Wales and Queensland we have neither a clubroom nor a regular venue for GoG members to meet and socialise. We have small, localised groups of friends who get together from time to time but unless we are already known to other modellers, we have no way of making contact other than through the Area Representatives. When a new member joins us, unless he/she is already acquainted with a group of friends they would not know if there were other members living just a few blocks away.

One might think that the simple answer would be for area reps to just mail out a membership list to everyone, but unfortunately that is not possible. The Gauge O Guild is a company and is subject to the GDPR.

What is the GDPR?

The General Data Protection Regulation 2016/679 is a regulation in EU law on data protection and privacy in the European Union and the European Economic Area. It also addresses the transfer of personal data outside the EU and EEA areas. (Wikipedia)

What is GDPR in Australia?

Australia's Privacy Act 1988 provides a set of principles to be applied when working with personal information. These are known as the "Australian Privacy Principles" (APPs). ... The EU General Data Protection Regulation (GDPR) sets out rules and guidance about how personal information should be treated.

In a nutshell, neither the GoG HQ nor the area reps can distribute personal information without the permission of the member.

I propose to put together a list of contact details of GoG members in NSW, Qld, and the ACT. To enable me to do this I need the approval and support of our members. The list will include columns with the following headings:

GoG membership number
First Name
Surname/Family Name
Address
Suburb
Post Code
Mobile Phone Number
E-mail address
Modelling interest
Period of Interest
Company of Interest
Track Gauge of Interest if not 32mm

If you would like to be included in the list, I would be pleased to receive your details under the above headings. I appreciate that some members will have security concerns, particularly those who might own valuable models. I would therefore be happy to receive the minimum of information, say just a membership number, name, and email address. A mobile telephone number would be preferable to a land line as land lines appear in White Pages with the address. I would also be happy for you to use nicknames provided you let me have a valid GoG membership number so that I know who you are.

My intention is to distribute the list as an attachment to an email in PDF format. It will only be sent to financial GoG members residing in NSW, Qld, and the ACT. I also propose that the list is updated once a year, say on 1st July. This year I will distribute the list with the October newsletter.

Please don't hesitate to contact me if you have any questions.

This Month:

I have been making progress with my own layout. All the visible pointwork for Ashburton is now completed. I am planning to add the ballast at this stage while the points are still separate modules. It will be much easier to do the ballasting on my workbench rather than reaching across wide baseboards.

A review of the Dapol/Lionheart Mk1 coaches follows. I am very impressed.

Also recently arrived from Hattons is a GWR Home Signal. It looks very impressive and is operated by a built-in servo motor. I have yet to remove it from the box but the enclosed instructions suggest that electrically it is very versatile.

Until next month,

Paul Plowman

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Review:

The Dapol/Lionheart Mk1 Coaches [7P-001-005U]

by

Paul Plowman



Owner's Manual

These coaches come with a very comprehensive Owner's Manual. This manual includes just about everything the owner is likely to need to know including detailed instructions as to how to get inside the model. I am informed that another well known competing manufacturer does not provide this information and the owner is left guessing.

Prototype History

The Dapol Owner's Manual includes a history of the Mk1 carriage. The following is an extract from the manual:

The Mk1 was the first example of British Railways standardised carriage designs. Built in two distinct tranches: Early vehicles (1951 – 1960) and from 1961, 'Commonwealth' stock (Built using the bogie of the same name).

The Mk1 was to be used in all regions and to incorporate the best of the former companies' designs and to include important improvements providing better protection for passengers in the event of a collision or derailment.

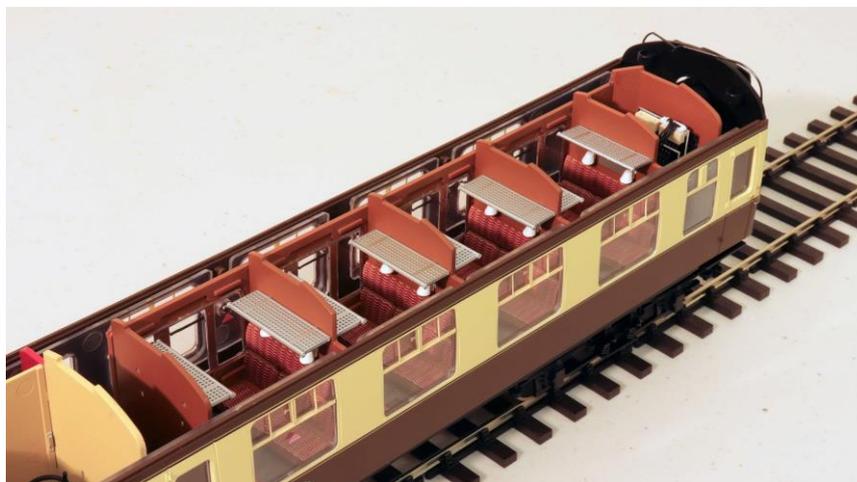
With a maximum speed of 90 or 100MPH, these dual-braked, steam (or) electric heated vehicles were constructed in two lengths, with

bogies at 46^{ft} 6ⁱⁿ centres; the body was 64^{ft} 6ⁱⁿ long (gangway), or 63^{ft} 5³/₄ⁱⁿ (without gangway). For tight track curves, a smaller batch had bogies at 40^{ft} centres; and bodies of 58^{ft} or 57^{ft} 1³/₄ⁱⁿ.

The Model

The specification of the model provided in the manual is as follows:

- Independent corridor and compartment lighting (where applicable). BSKs also have independent lighting in guard and luggage area.
- DCC ready (lighting control)
- DC lighting control by switches
- Highly detail interior fittings
- Easy access to interior
- All wheel pick-up (lighting)
- Sprung buffers
- BSK offers a choice of screw-link or close coupled knuckle coupling
- All coaches are fitted with a coupling hook for conventional coupling
- Brass bearings
- Magnetically jointed articulated corridor connectors
- Choice of corridor blanking boards
- Fully glazed (internal and external) screw fitted windows

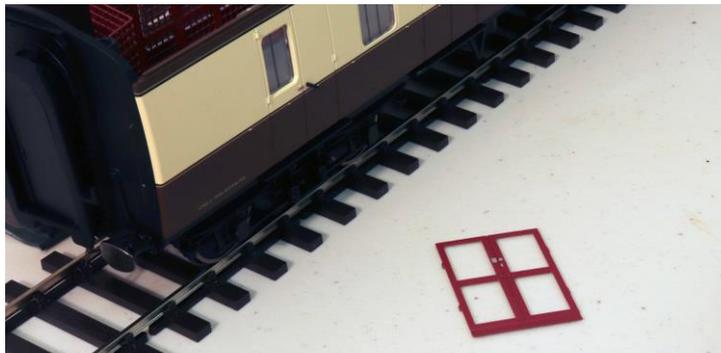




Above: Passenger end showing buckeye coupling and BR round topped blanking board



Above: Brake end showing screw link coupling



Above: Loose luggage door frame



Above: Luggage cage. Loose door frame (nearest) not yet replaced



Above: Guards compartment, showing brake wheel

Impressions

I was rather perturbed when my BSK first arrived. Something was rattling around loose inside. Once I had removed the roof, one of the doors from the luggage 'cage' was found to have become detached. It will not be difficult to glue this back into place.

Possibly the most important feature of this model is that it actually looks like a Mk1 coach. Somehow other manufacturers don't quite catch the look of the Mk1's. I think that Geoffrey Goddin has correctly identified the problem in his review of Mk1 coaches, which was published in the May edition of the GoG Gazette. The Lionheart coaches have the correct 28ft radius side body tumblehome and this makes a world of difference to their appearance.

Magnetically jointed articulated corridor connectors are a clever innovation. If anything destroys the realism on a model railway it is the gaps between corridor connectors. Unfortunately, I am awaiting

the arrival of a couple of SO's and a CK so at the present time I cannot comment on how well these corridor connectors function or the brake pipes which connect between vehicles.

The idea of having different couplings at each end of a BSK with buckeyes on the other coaches in the range could be controversial. The idea is that BSKs are on the outer ends of rakes with a screw link coupling while within a rake all the couplings are buckeyes. The problem I see is that certainly in modern times BSKs were not necessarily marshalled at the ends of rakes.

I recommend Geoffrey Goddin's review in the Gazette. He has been able to examine the running of these coaches which I am unable to do until such time as I can progress my layout.

Dapol/Lionheart Mk1 coaches – Highly recommended