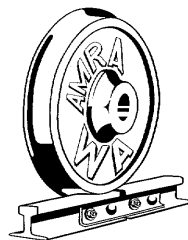


# The Branchline



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

[www.amrawa.com](http://www.amrawa.com)

**Issue 192**

**April 2009**

**Vol 32 No. 2**

## *Frans Fatidic*

### **Exhibition Manager's Report**

Most of this years Exhibition infrastructure is already in place and approximately 65 Exhibits will be at the Exhibition, including a 13m Lego Bridge plus new retailers and new layouts.

Enclosed with this issue of *The Branchline* is a Duty Roster form and I ask all members to put their name down to help out with the various duties during the Exhibition. Please return the forms promptly.

On Saturday 9 May we will be exhibiting a layout at the Belmont Forum Shopping Centre from 0800 to 1700. I will need volunteers to help set up and run the layout during the day. Please contact me if you can help.

Please note we are trying to get an electrician to our Clubrooms to test and tag all electrical equipment but have been unable to find someone at this stage. As a result **all** Exhibitors may have organise there own tagging but if this changes we will notify you asap.

I will be holding a meeting with Exhibitors on Tuesday 5 May 2009 at our Clubrooms starting at 1930 to explain about the Exhibition, expenses, payments and other business that might arise.

This year we will again be sponsoring the Star Light Foundation through the U Drives and hopefully will be able to get Michael Schultz to do the Weather Report on Friday night from the Exhibition.

If anyone knows of a company that would like to advertise in our Exhibition brochure please contact Ted Thoday or myself asap so we can accommodate these people.

Setting up will be on Thursday and Friday and break down is on Tuesday as per normal, full details are in this issue.

Our Management Committee has decided that, because of the cost involved, a member will have to be working at the Exhibition for at least **five hours** to be eligible for a meal voucher.

**Australian Model Railway  
Association Western Australian  
Branch [Inc.]**  
PO Box 60  
MAYLANDS 6931

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**Clubrooms**

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BAYSWATER 6053  
Phone 9377 3456

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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

## Important Notice – 1 Electrical Equipment Safety Checks

Strict safety regulations require all electrical equipment and power cables to be tested and tagged for the Exhibition.

This year it is up to each Exhibitor to make sure their items are properly tagged – no in-date safety tag means the equipment **cannot** be used at the Exhibition – **don't say you were not told!!**

## Important Notice – 2 Roster Forms, etc.

The Exhibition will be staged in the Robinson Pavilion at the Showgrounds, over the Foundation Day long weekend – Saturday 30 May, Sunday 31 May and Monday 1 June.

Included with this issue of *The Branchline* are a Roster Form, some hand bills and a poster. **Note** – if you receive your copy of *The Branchline* electronically the Roster Form, handbills and poster will also be sent to you electronically as printable .pdf files. Please print these off, complete and return the Roster Form, print several pages of handbills and cut each sheet into four handbills and distribute locally as requested below.

I am asking you all to put your name forward with the times you know will fit in with your other commitments. If everyone is able to take one or more slots over the three days this will make it a more even and enjoyable weekend for everyone involved in this year's Exhibition.

Please return the form by Saturday 25 April 2009 to either me at our Clubrooms, the address is on the form, or email to <rosie.pearce@bigpond.com>

We will be running a media campaign again this year but it will be very helpful if everyone can distribute handbills at work, at church, at your other clubs, in your neighbourhood mail boxes [unless they state they do not want junk mail], to your friends and maybe even to the local schools and library.

We will be running raffles each day and tickets can be purchased at the Exhibition daily.

## Important Notice – 3

### Identification Badges

**All** exhibitors both AMRA and non-AMRA, will be issued with special Identification Badges that **must** be worn at **all times whilst on duty**, including when entering or leaving the Pavilion.

Any exhibitor not wearing their Identification Badge will be required to pay the appropriate entry fee – **no exceptions**.

The Exhibition is open each day from 1000 to 1700 and AMRA staff are requested to be at the Pavilion at least thirty minutes before their duty begins, especially 0930 for 1000 start.

## We need your help, please

Most Saturdays in May will be taken up with preparing for the Exhibition so please turn up as normal and do the various jobs that you are asked to do, also on 9 May we will be Exhibiting at the Belmont Forum Shopping Centre with one or two of our U-drive layouts and need some members to man this Exhibit from 0800 through to 1700 please let me know if you can help.

If we all work together we can ensure this Exhibition is as successful as last year's – but it is going to take the combined effort of **all** members to make this happen. I know you will not let us down.

Saturday	2 May	Check and count barricading parts.
Saturday	9 May	Check ticket booths, Advice Centre, etc. to ensure they are clean, and in working order.
	Painted	Arrange surplus magazines in bundles, etc.
Saturday	16 May	Continue preparations
Saturday	23 May	Stow loose items in transport containers.
Thursday	28 May	Unload equipment – 0730 loading at our Clubrooms then off loading at the Showgrounds and setting up.
Friday	29 May	0830 to 2000 set-up
Saturday	30 May	Model Railway Exhibition – open to the public – 1000 to 1700
Sunday	31 May	Model Railway Exhibition – open to the public – 1000 to 1700 followed by Trophy presentation.
Monday	1 June	Model Railway Exhibition – open to the public – 1000 to 1700 followed by take down
Tuesday	2 June	0730 load equipment at the Robinson Pavilion and off load at our Clubrooms.
Saturday	6 June	Clean up Clubrooms

## Some Other Matters

Rod Tonkin, for business and personal reasons, has resigned from your Management Committee and Tom Stokes has agreed to fill the vacant position until the AGM.

As the Exhibition is nearly upon us again I would like to see as many people take part in the various duties that are needed, there's more about this in the Exhibition report.

It is pleasing to see many new faces in our Clubrooms especially young people who are showing a great interest in modelling. These are modellers of the future so pass on as much knowledge as you

feel they are able to retain. It is great to see the parents getting involved as well.

I would personally like to thank the members who have taken on the responsibility of keeping our Clubrooms clean. In the near future there will be a working busy bee to clean up the front of the building, trimming the trees, etc.

The mad March sale was reasonably successful and another one will probably be held in early November which will be advertised more widely.

Moojebing market could do with more stock so if you have stock to sell at reasonable prices see the Duty Officer.

Frans Ponjee  
Branch President and  
Exhibition Manager

## Victorian Bush Fires Appeal

The following is the text of an email from Graham Larmour, President of the Association –

We, the Federal COM of AMRA Inc. wish to thank you all for the generous support by your donations to the Victorian Bush Fires Appeal. This is a very worthy cause and the total amount donated through our State Branches and the Federal Association, who matched the largest amount donated by any one Branch, was the sum of \$4871.35.

Thank you all once again for the wonderful effort.

Frans Ponjee  
Branch President

The contribution from our Branch was \$1532.90. Thanks to all those members who contributed to this worthy cause.

Ron Fryer  
Branch Treasurer

## What's On

**Monday 1 May – Preservation Societies – UK – See some of their efforts.**

This topic is to give members an insight into some of the Preservation Societies in the UK.

How they can provide the modeller with information on the prototype, how the railway was run, with current and historic information. The night will start off with an information session from your Management Committee and other members who attend. We will then look at some pre-chosen Societies and then we will take suggestions on the night that will help the attending members.

We will be staying on the topic and if there is interest in visiting other Preservation Societies from around the world then this will be scheduled in the programme for another month. Please do not try and use these meetings as a lesson on using the internet and your computer. Should there be interest in this then it will be considered for another general meeting.

## Monday 1 July – Checking out your Locomotive – what to check and how.

This topic is to try and share between those members attending, their ideas and practice on keeping their locomotives working in tip-top form. If you have any locos giving you trouble then this would be a very good meeting to bring it or them to and see if there are any good ideas to help fix them.

There will be information from your Management Committee – they should be recovered from the Exhibition. If you also want to share information that you have found out then this will be a good time to do it. Also, if you have a query about anything then the vast knowledge which will be available from the attending members will surprise you.

## 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 pay a small fee 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.

## From the Editorial Desk

**The Branchline – June issue deadlines.** Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 23 May – for routine material and Saturday 6 June – for exhibition reports please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 22 May or 5 June
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 23 May or 6 June
- For items transmitted electronically via email – 1800 Saturday 30 May or 6 June email address is mandtt@ca.com.au – please use subject heading The Branchline.

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 20 June** – will include exhibition reports and AGM material.

Please note the intended dates for *The Branchline* publication for 2009:

	<b>Editorial deadline</b>	<b>Assembly, etc.</b>
August	Saturday 1 August	Saturday 15 August
October	Saturday 26 September	Saturday 10 October – will include Minutes of 2009 AGM
December	Saturday 21 November	Saturday 5 December

Ted Thoday

## A Tribute To John Neville, 1912–2009

In the December 2008 issue of *The Branchline* Frans Ponjee made a reference to the generosity of John Neville in donating a quantity of books, magazines and model railway equipment to our Branch as he, at the age of 96, was moving from the marital home in Applecross to an aged care facility to be with his wife Nora, who had been moved to that aged care centre a year or so earlier.

John joined AMRA somewhere in the late 1970s but to my knowledge did not come frequently, if at all, to our Branch Clubrooms. As I live close by and was, at the time, the nearest Committee member, he had become used to contacting me whenever an AMRA matter arose and that is how I became involved in being the intermediary whenever he felt inclined to donate to the Branch. I collected the donated items referred to above in September and John moved to the aged care facility soon after. Around Christmas 2008, his neighbour in Applecross, who was helping John's sister to prepare the Applecross house for sale, rang me and told me that there was some more 'stuff' that might be of interest to AMRA.

Wow! Was it of interest!! It included original letters from Roye England, of Pendon Museum fame, to John and these have been offered to the Trustees of Pendon. Their friendship stemmed back to about 1920 when John's mother used to visit Roye's mother Violet in West Perth. Roye, who was some sixteen years older than John, had a large Gauge 1 or Gauge O garden railway, which naturally attracted the attention of the young John Neville. He recalled he was about eight years of age and being told by the very serious 24-year old Roye England "Don't touch the trains!"

Roye sailed off to England in 1925, only to return once to Perth in the mid 1930s, but John's railway interest developed independently with the creation of the Gauge O 'L.M.S.R.' model railway in a room and the back yard of a church facility in St. George's Terrace, possibly close to St. George's Cathedral.

This model railway was apparently a simulation of the real LMS for the layout included a Euston to Crewe main-line [all of six feet in length or thereabouts!] and thence to Glasgow with a 'branch line' to Liverpool. John maintained a meticulous monthly record of progress in developing the layout between March 1933 and September 1934, as well as comprehensive record cards for all the locomotives, coaching stock and freight stock on the layout, all signed off by the CME [John Neville!]. Some of his railway modelling friends mentioned in these documents were Jack Stanbridge [of 285 Lord Street, Perth], W. Grigg, F. Tough [of Tisco, the instrument maintenance company in Subiaco] and Jim McKenzie. The 'L.M.S.R.' was aborted in September 1934; most being sold to F. Tough, and John went on to complete a Bachelor of Engineering degree at UWA.

Soon after graduation, John went off to England and gained employment with the De Havilland Aircraft Company, where he became an expert in propeller design. So much so that he was man-powered out of joining the RAF at the outbreak of WW2. Indeed at the end of WW2, when John wanted to return to Australia to the Australian aircraft factory at Fisherman's Bend, none other than Sir Geoffrey De Havilland told him "I'm not going to let you go", as if he was some sort of asset owned by De Havilland!

Anyway, De Havilland decided to set up in Australia and sent John out to Sydney to manage the Branch Office. During his thirty year stint in Sydney, John married Nora and for a long time they lived on a classic wooden sailing yacht. John retired in the late 1970s and they returned to live in WA when he joined AMRA and started to build a OO model railway which, like many started late in life, was not completed.

I discovered that Nora had died last November and I visited John at the aged care facility in mid-January when we had a long chat from which much of the above saga has been recalled. John's

sister, Anne, contacted me in early February to collect even more ‘stuff that had been located in the final stages of preparing the Applecross house for sale and when I told her that I thought I might visit John on that day, she advised against it as he was in very poor shape. The nurse at the facility confirmed this and he died that very afternoon. I was honoured to be invited to the private funeral of a very fine gentleman.

Alan Porter

## The Victorian Bushfires – 1

from Ian Wood

As many of you may be aware Fran and I moved to rural Victoria a little over twelve months ago. Having spent our childhood there we had a reasonable knowledge of the State and decided that we would start looking for a small acreage with character cottage in the Yarra Valley.

Top of the list and the first place we looked was Marysville. Nothing could be found that fitted the criteria, although five acres with modern house was located nearby in Buxton with even a large shed that would make a perfect train room, however it was over budget. I must admit to being a little disappointed . . . . not any more, both towns are now gone. Thank you to our guardian angels.

For a week we searched the Yarra Valley without finding the dream house, so we turned our attention to Gippsland and spent another week in the hunt finally finding the perfect place albeit on a quarter acre and only seven years old [bonus though, no maintenance required] on the edge of Warragul 103kms east of Melbourne.

On the day of the fires all hell broke loose. Although we were never under direct threat, it was very scary, the sky became dark and the sun through the smoke gave an eerie orange light to everything. Chunks of black bark and burnt leaves fell from the sky in our yard, even though the closest of the bushfires was ten kilometres away in Bunyip State Forest. Warragul did experience some paddock grass fires and the highway and rail line was closed, effectively cutting us off for approximately twelve hours.

A fellow modeller in the Victorian N Scale Collective lives in Callignee [a town no-one had ever heard of before this] and heeded warnings in time to collect his rolling stock, [another advantage of N Scale], a back up hard drive, photo albums, a slab of VB, oh, and his wife and kids and got out. He lost everything else, including the shed that was to become his train room.

The VNSC, of which I'm also a member, have presented him with a sizeable cheque, as well as donations of cash and toys for the kids from individual members. The bond of modellers is truly amazing, which brings me to the real point of all this. Our Editor, yes, I'm still a member of AMRA although technically belonging now to the Victorian branch, has allowed me to use *The Branchline* to thank again those friends at AMRA WA who phoned or emailed to make sure we were safe and well during the fires.

Fran and I were quite overwhelmed. Thank you.

Ian and Fran Wood.

**Editor's Note.** The two photographs below were taken from the front and back of Ian and Fran's home about 1700. The light level was so low that the camera activated its flash – the white flecks are flying ash. Although the horror of the colour photographs will not reproduce too well in grey scale

I've put them in to give some indication of what Ian describes above. If you want to see the photographs in colour log on to our web site and see the current edition of *The Branchline*.



## LNER Special Interest Group

There appears to be some interest in starting an LNER SIG in similar form to the current GWR LMS and BR groups currently holding regular meetings

An Initial meeting for any member interested in looking into anything from the Gresley/Thompson/Peppercorn [and others] side of things, is planned for **2000 Wednesday 6 May** at our Clubrooms.

Now that the LMS Group is only meeting on the first Wednesday of the even numbered months then this Wednesday of odd numbered months is free for an LNER SIG.

This will be an informal get together to gather ideas etc. and to run some LNER trains.

So come along with a train or two and some ideas.

See you there, Steve Rayner

## Literary Lines

We've recently received a copy of *Burnt Journal*, the newsletter of the Greater Vancouver Garden Railway Club and *The Garden Whistle*, the newsletter of the Christchurch Garden Railway Society of New Zealand – both are in the Reading Rack.

We've spent many hours sorting out the surplus magazines, etc. and these will be sold at the Exhibition, there are some good bargains, come along early, first in, best dressed.

**Library** - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Chris Paterson  
Branch Librarian.



## Around the Layouts

**Haltwhistle.** The layout is running well and is very busy on Saturday afternoons. We are currently having a few problems with the controllers but hopefully by the time you read this we hope to have new ones, which are being built by the crew of Haltwhistle.

Tom Stokes  
Layout Supervisor

## Around the SIGs

**British Railways Special Interest Group's** January meeting.

For over a hundred years the movement of livestock, particularly cattle, by rail was the only quick and easy way by which farmers could send their stock from farm to market and vice versa. To this end, cattle wagons were an early feature of rail traffic and they remained a significant part of the British railway scene up to the inter-war years.

However, as road vehicles became more plentiful, a trend which started with surplus WW1 army lorries and continued with surplus WW2 vehicles, movement of cattle by road was able to provide a genuine farm-to-market service, which the railways were hard pressed to match. Not only was there after WW2 a general decline of freight traffic but British Railways also made a conscious decision in the 1950s to opt out of the general livestock business. BR soon found itself, like its predecessors, faced with a surplus of cattle wagons and although some were deployed to other duties, such as to empty beer barrel traffic and to broccoli traffic from Cornwall, most of the surplus wagons were scrapped without much ado. In 1975 the National Railway Museum just managed to claim the last two still in traffic, to add to the National Collection.

A full set of facilitation notes are available on request.

After a break we followed with –

### New Acquisitions

**Geoff Mercer** showed several items, the first two being buses –

- A Corgi Classics East Lancs. Myllemium Lowlander – Ipswich Buses Centenary Double Decker
- a Scania Omnicity single-deck Ipswich Buses

The rest of the items were all rail-orientated as follows –

- Bachmann 31tonne OCA dropside open wagon in Railfreight red
- Bachmann 34ton PNA ballast/spoil 5-rib wagon – Railtrack
- Bachmann 80ton GLW BDA bogie bolster wagon in Railfreight colours
- Bachmann 45tonne TTA tank wagon unbranded [gas oil] in black
- Hornby EWS/DB Schenker Class 60 diesel-electric locomotive in pale blue and called *Teenage Spirit* in aid of the Teenage Cancer Trust
- Bachmann 12ton BR planked ventilated van in bauxite [late]

## 10

**Alan Porter** showed the latest edition [6th] of Ramsey's British Model Trains Catalogue [Our Branch Library will have its own copy of this catalogue, for reference only, by the time you read this].

Alan then showed two DVDs from British Railway Modelling magazine –

- a 2-disc pack *Right Track No.10 – Terrific Trackwork* and
- a single disc *Vol.1 – No.2 The Right Track to Pendon*

He then showed several books –

- *British Railway Modelling – No.1 – Lineside Buildings*
- *British Railway Modelling – No.2 – Scenic Modelling*
- *British Railway Modelling – No.4 – Scratch Buildings*
- *British Railway Modelling – No.5 – Model Railways the easy way*

**Gordon Bramwell** showed an edition of the *Derby Evening Telegraph – Bygones Weekly*. This edition was a Railway Heritage Special.

**Trevor Batchelor** showed a book *An Illustrated History of London Buses* by Kevin Lane [Ian Allan] ISBN0-7110-2516-9

### Doing Things –

**Steve Rayner** showed a Parkwood kit Warwell wagon that he had put together and painted. It now awaits decals. Very petite and very nice.

Nobody else appears to be making anything, well not that they could bring in and show.

### British Railways Modellers Special Interest Group

The subject for the February meeting was the Class 5 4-6-0 Black Five locomotives built by British Railways. However, if we adhere to this subject title 100%, then BR only ordered and built two! This meant that by 2000 we could have all gone home, subject finished. Our facilitator wisely decided to include those ordered by the LMS in 1947 but not built before Nationalisation on 1 January 1948 and consequently were built by BR between 1948 and 1951. To give a potted summary of Black Five construction may help.

Of the 842 Black Fives ordered by the LMS –

- 472 were built between 1934–1938 by Crewe Works, Vulcan Foundry and Vickers–Armstrong.
- 270 were built between 1943–1947 by Crewe, Derby and Horwich Works.
- 100 were built between 1948–1951 in the BR era at Crewe and Horwich Works. Of these 100, 78 were fitted with Walschaerts valve gear and 22 fitted with Caprotti valve gear.

The two locomotives ordered in 1951 that were purely BR, were for further experimentation using an improved Caprotti valve gear.

For a fuller, detailed history of all the Black Fives refer to the facilitation notes available on request.

After a refreshment break we continued with –

### **New Acquisitions –**

**Ron Fryer** showed the 2009 Model Spares catalogue. Sometime ago the business of Model Spares, Burnley, UK closed due to the retirement of the owner and the business was eventually sold to a family concern in St. Albans, Herts, UK. The business has now reopened and lots of Hornby [incl. Hornby–Tri–ang and Tri–ang] spares from Margate and China plus Dapol spares are listed, all at reasonable prices. Ron also showed three books that he has bought on our Branch's behalf to replace those 'borrowed' and never returned many years ago, from the library. They are –

- A Pictorial Record of GWR Absorbed Engines by J.H. Russell [OPC]
- A Pictorial Record of GWR Engines – Vol. 1 by J.H. Russell [OPC]
- A Pictorial Record of GWR Engines – Vol. 2 by J.H. Russell [OPC]

These books are **not** for loan but for reference only.

**Ron Richards** showed the new Bachmann Catalogue and Magazine that he gets as a Bachmann Club member.

**Geoff Mercer** showed two Heljan bogie flat wagons CARGOWAGGON, one included a set of steel pipes as a load. He then showed the almost obligatory Oxford Diecast vehicles as follows –

- A LNER Scammell Mech–Horse and van–bodied trailer.
- A set of 2 extra LNER van–bodied trailers.
- A BR Scammell Scarab and van–bodied trailer.
- A set of 2 extra BR van–bodied trailers.
- A Heavy Haulage Scania Truck *H.C. Wilson* with an 8–axle low loader.

[Scribes comment – we really have been spoilt these past few years for scale model vehicles at very, very reasonable prices. Some of us have more vehicles than space on the layout on which to put them. However, I digress, back to Geoff Mercer.]

Geoff next showed an EFE vehicle – a Trader 2–axle flatbed *Bass Worthington* complete with barrels.

His next items were –

- Hornby [R6398] Car Transporter [single deck] plus 3 ScaleAuto vans.
- 2 x Hornby [R6397] Car Transporters [Dble–Deck] includes eight cars, four on each.

**A.N. Other** – [He did not wish to be identified in case SWMBO found out] showed a Hornby [R2712] BR Drummond Class T9 4–4–0 locomotive. In spite of it being LSWR in origin, it really is a beautiful model.

**Alan Porter** showed a book and a latest magazine –

- *The Book of the Deltics* by John Jennison [Irwell Press]
- *Modern Locomotives Illustrated No. 174*. This is the first issue of the diesel era replacing

*(Continued on page 14)*

## Programme

Explanatory notes for programme events are in the 'What's On?' article. Information regarding contact persons, etc. for Special Interest Groups is given in the 'Around the SIGs' article.

**Note.** The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

### April

Saturday	11	[7]	<b>Easter Saturday – The Branchline assembly</b> followed by <b>General Activities</b>
Monday	13	[8]	<b>Easter Monday – S Scale Special Interest Group</b> meeting –
Tuesday	14	[9]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Friday	17	[10&11]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	18	[12&1]	<b>General Activities</b>
Tuesday	21	[2]	<b>Daylighters Group</b> – daytime meeting
Wednesday	22	[3]	<b>Great Western Railway Special Interest Group</b> meeting – GWR 2–6–0 Moguls
Friday	24	[4]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b> – S Scale Running Night
Saturday	25	[5]	<b>ANZAC Day – General Activities</b>
Monday	27		<b>ANZAC Day Public Holiday – no meeting</b>
Tuesday	28	[6]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	29	[7]	<b>British Railways Special Interest Group</b> meeting – Operational Trackside signage

### May

Friday	1	[8]	<b>N Scale Special Interest Group</b> – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. <b>General Activities</b>
Saturday	2	[9]	<b>General Activities</b>
Monday	4		<b>Preservation Societies – UK – See some of their efforts.</b> [see What's On article in this issue]
Tuesday	5	[10&11]	<b>Daylighters Group</b> – daytime meeting

Wednesday	6	[12&1]	<b>Proposed LNER SIG meeting</b> [see separate article on this issue] plus <b>General Activities</b>
Friday	8	[2]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	9	[3]	<b>General Activities</b>
Monday	11	[4]	<b>S Scale Special Interest Group</b> meeting – Weathering especially for the WAGR/MRWA Simon Mead, Kieran Wright et al.
Tuesday	12	[5]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	13	[6]	<b>DCC Special Interest Group</b> meeting – venue to be advised
Friday	15	[7]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	16	[8]	<b>General Activities</b>
Tuesday	19	[9]	<b>Daylighters Group</b> – daytime meeting
Wednesday	20	[10&11]	<b>Great Western Railway Modellers Special Interest Group</b> meeting – GWR Passenger Brake Vehicles including Full Brakes
Friday	22	[12&1]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b> – S Scale Running Night
Saturday	23	[2]	<b>General Activities</b>
Tuesday	26	[3]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	27	[4]	<b>British Railways Special Interest Group</b> meeting – Transportation of motor vehicles on BR
Thursday	28		<b>Load equipment at Clubrooms and unload equipment at Pavilion</b>
Friday	29		<b>0830 to 2200 set-up and transport remaining equipment.</b>
Saturday	30		<b>Model Railway Exhibition</b> – open to the public – 1000 to 1700
Sunday	31		<b>Model Railway Exhibition</b> – open to the public – 1000 to 1700

## June

Monday	1		<b>Model Railway Exhibition</b> – open to the public – 1000 to 1700 followed by take down
Tuesday	2		<b>0830 load equipment for about two hours at the Robinson Pavilion.</b>
Wednesday	3	[5]	<b>LMS Modellers Special Interest Group</b> meeting – Modelling the contribution of the Midland Railway to the LMS

Friday	5	[6]	<b>N Scale Special Interest Group</b> – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. <b>General Activities</b>
Saturday	6	[All]	<b>Stow Exhibition infrastructure, etc. – Clean up Clubrooms</b>
Monday	8	[7]	<b>S Scale Special Interest Group</b> meeting – Bring and show your most recently assembled model. Problems and solutions to common modelling problems. Train running on <i>Swan View</i>
Tuesday	9	[8]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	10	[9]	<b>DCC Special Interest Group</b> meeting – AMRA Clubrooms
Friday	12	[10&11]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	13	[12&1]	<b>General Activities</b>
Tuesday	16	[2]	<b>Daylighters Group</b> – daytime meeting
Wednesday	17	[3]	<b>Great Western Railway Special Interest Group</b> meeting – GWR Horse Power
Friday	19	[4]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b>
Saturday	20	[5]	<b>The Branchline</b> assembly followed by <b>General Activities</b>
Tuesday	23	[6]	<b>Daylighters Group</b> – daytime meeting <b>North American Railroads Special Interest Group</b> meeting – <b>Large Scale Special Interest Group</b> meeting –
Wednesday	24	[7]	<b>British Railways Special Interest Group</b> meeting – BR Class 44, 45 and 46 Diesel electric locos [Peaks]
Friday	26	[8]	<b>N Scale Special Interest Group</b> meeting – layout construction <b>General Activities</b> – S Scale Running Night
Saturday	27	[9]	<b>General Activities</b>

(Continued from page 11)

the old Locomotive Illustrated magazine which dealt basically with steam locomotives and finished at issue No. 173.

He also showed a Bachmann 31–212 LMS Patriot 4–6–0 in LMS Crimson No. 5541 *Duke of Sutherland*. These new models really are something special.

### Doing Things –

**Geoff Mercer** showed how he is making loads for his bogie flat wagons from timber, aluminium tubing and steel rods.

**Steve Rayner** is still working on his Gresley brake coaches. One is painted in Carmine and Cream and the other [LNER Teak] he is still experimenting with.

### **British Railways Modellers Special Interest Group**

The March meeting was a Bring, Run and Tell evening, so we started straightaway with the running.

**Terry Emmerson** – kicked off the evening with an N Scale passenger train comprising a Graham Farish Class A4 4–6–2 No. 60025 *Falcon* in BR Green, pulling six Mk.1 Graham Farish coaches as follows – two first/brakes, two buffet coaches and two all firsts.

**Steve Raynor** – keeping with N Scale, he showed a diesel hauled freight consisting of a Graham Farish BR blue Class 37 37417 *Highland Region* pulling an N Gauge Society [kit] WELTROL bogie wagon including a transformer load, two Parkside Dundas bogie bolster E wagons complete with timber loads, a Peco long-wheel base open wagon with timber load, a Parkwood kit-built WARWELL wagon with backhoe as load, a Peco container flat at each end, as spacer wagons, for an N Gauge Society bogie bolster D wagon with an extra long girder load, two more N Gauge Society bogie bolster D wagons, one with small girders as a load, the other with pipes as a load, an N Gauge Society TRESTROL wagon with a large pipe as load, a Peco 18ft flat wagon, and a Minitrix BR standard brake van.

His second train was a Graham Farish Class 25 diesel locomotive 25326 pulling four empty Dapol DOGFISH ballast hoppers with an N Scale Society brake van.

We now changed scale to 4mm scale OO gauge.

**Kelvin Davis** – was next and he showed a diesel-hauled cattle wagon train. The highlight of this train was the Inter City Models kit-built Diesel Brake Tender at the front of the train. An item of rolling stock quite common in the 1950/60s but not very often modelled. A Silver Fox kit-built Metro-Vick Type 2 [it became Class 28] diesel locomotive, powered by a Bull-Ant motor, pulled two Parkside Dundas kit-built cattle wagons, three Bachmann cattle wagons, one Dapol [ex Airfix] kit-built cattle wagon, one Dapol RTR cattle wagon, two old Hornby [Thomas type] cattle wagons and a Hornby brake van.

**Geoff Mercer** – ran two trains, the first was pulled by a Bachmann OO Class 66/7 *Blue Lightning* consisting of vans and wagons, all of which were Bachmann and all in Railfreight livery as follows, two VDA vans [2-door], two VDA vans [1-door], two VDA vans [3-door], two VDA vans [4-door], two OBA open sided wagons, two bogie bolster wagons, two OCAs, and a BR Brake van. His next train was a Bachmann Class 170 DMU 3-car set in Anglia ONE livery.

**Trevor Batchelor** – showed a passenger train led by a Hornby Merchant Navy Class 4–6–2 locomotive *Port Line*, hauling five Mainline coaches as follows. Brake second, three full seconds, a further brake /second, and one Hornby Maunsell composite.

**Nick Pusenjok** – ran a passenger train also an exact replica of the train shown on page 73 of the Derek Huntriss book *Green Diesel Days*. It was pulled by a Lima Brush Type 2 [D5500], then a Hornby carmine/cream brake/second, a Bachmann Thompson all first, a Hornby buffet coach, a Bachmann all first and a Bachmann brake/second.

**Gordon Bramwell** – his theme for the evening was three generations of DMUs. His first was a Hornby Class 110 3-car set in blue/grey, followed by his second being a Hornby Class 142 2-car Railbus [Leyland chassis] Pacers, in Northern Spirit colours. His third DMU was a Bachmann Class 168 3-car set in Chiltern Railways colours.

We then had a break for drinks etc. before resuming with –

## **New Acquisitions –**

**Ron Richards** – showed a new book *The Western's Hydraulics* by J.K. Lewis [Book Law Publishers] £25.00.

**Geoff Mercer** – showed the following locomotives and rolling stock, all in OO gauge and all Bachmann –

- Class 66 diesel in GBfr colours, DCC fitted and complete with sound.
- Class 170 DMU in Anglia ONE livery two x 100ton bogie tank wagons TEAs [one ESSO grey and one GULF grey]
- Club Ltd Edition Class 08, 08484, blue *Capt. Nathaniel Darrell* [he was the Governor of Landguard Fort, Felixstowe].

**Terry Emerson** – two items were shown by Terry –

- Graham Farish N scale Class A4 4–6–2 Falcon No. 60025 steam locomotive and
- Nucat N scale white metal kit–built body on a Graham Farish chassis of a steam railcar [LNER].

## **Doing Things –**

**Steve Rayner** – showed a Mill Lane Siding N scale kit pack of three BR shock open wagons with sheet rail that he is assembling.

**Nick Pusenjak** – showed the Lima OO Brush Type 2 diesel locomotive that he had titivated up to bring in tonight.

**Kelvin Davis** – showed his mould for a diesel brake tender but it has its faults so Kelvin is improving it with a view to selling kits of them – more on this subject in the coming months. He also showed the cattle wagons that he is lettering but has some reservations as to just where the lettering should go exactly.

Thanks to all who brought trains etc in tonight.

## **Great Western Railway Modellers Special Interest Group.**

The subject for the February meeting was the GWR's locomotive and brake van lamps.

After 1923 the GWR, like another two of the Big Four namely the LM&SR and the L&NER, adopted the locomotive head codes which had been in use for most of the railways of Britain before 1923 – it was only the Southern Railway which persisted with a system which was route orientated rather than train class orientated.

As regards GWR brake van lamps, these were different to the locomotive lamps. Drawing No. 87143 covered them, whereas Drawing No. 123877 covered the headcode lamps. A fuller explanation is given in the facilitation notes available on request.

Our normal tea and coffee break was next followed by –



## **New Acquisitions –**

**Ron Fryer** showed a small torch that he had acquired from the \$2 Shop. It has a swivel headlight, is free-standing and uses two AA batteries. Very useful when working under the layout or other places with limited room.

**Steve Rayner** showed the Oxford Diecast model in N scale of the Routemaster double deck bus and also a model of a Mechanical Horse rubbish truck in 4mm scale from the same manufacturer. His next model was a CLASSIX [4mm scale] Jen-Tug plus trailer with head and tail boards [*Corona Soft Drinks*].

**John Brenchley** has ordered various N scale wagon kits of other Groupings to fulfil the request of the Clearing House for the Big Four to use common wagons. To help him in this research he has bought, and showed, a book called *A Pictorial Guide to Southern Wagons and Vans* by Terry Gough ARPS [Kestrel].

**Alan Porter** showed his new model of the Bachmann Patriot 4-6-0 locomotive in LMS maroon. Very nice.

## **Doing Things –**

**Ron Richards** is persevering with his point making and showed the latest two to appear from the workshops. He admits that he is learning and improving more with each point. Well done Ron.

**Doug Firth** showed the chassis of his Airfix 0-4-2T loco that had given up the ghost. It would appear that the teeth on the cog on the drive axle have worn badly and he was asking how he could replace the cog. Ron Fryer gave him the new address of Model Spares in the UK [catalogue on the clubroom notice board]. They sell the complete replacement Dapol chassis for £12.00. Much easier than fiddling with replacing cogs.

**Roger Solly** showed the 12v Speed and Light Controllers that he has made up for Paraquad Ind. at Shenton Park. These controllers give the necessary pulse that will start old and new locomotives alike. They are available in kit form from Altronics at \$16.00 each.

**John Brenchley** showed three kits, from the 2mm Scale Society, of Iron Minks that he has finally made up. Excellent!

**Alan Porter** showed the contents of his Wills Water Mill kit. Rumour has it that he is now looking for a suitable building contractor.

## **Great Western Railway Modellers Special Interest Group.**

As our normal facilitator is on leave in deepest China, it was appropriate that the March meeting was a Bring, Run and Tell evening so we got straight into it.

**Steve Raynor** – was first tonight and his trains tonight were all N-scale. His first train was a 45xx Class 2-6-2T Prairie [rectangular tank] pulling a loaded coal train of fifteen wagons and a Toad brake van as follows – Immediately after the locomotive was a Graham Farish bogie wagon, three Dapol 20ton LOCO wagons, two 8-plank Minitrix wagons, two Parkside Dundas 20ton private owner *BLAENAVON* wagons and the Graham Farish TOAD brake van.

Steve's second train was a Bachmann Class 8750xx Pannier [9643] locomotive plus a Dapol B-Set coaches.

**Roger Solly** – was next with his O-scale stock. His first train was a goods led by his scratchbuilt [vegetable oil can] Barnum Class 0–6–0 tender locomotive pulling three open wagons [a 3–plank, 5–plank and a 7–plank with a tarpaulin rail], an Iron Mink van, two open wagons [a 5–plank and a 4–plank], five private owner flat stone wagons, a joined pair of MITES with timber load, an empty milk van [ex–London] and a 25ton, 6–wheel TOAD brake van.

Roger's second train was a Queen Class 2–2–2 tender locomotive [1130 Gooch] followed by four 4–wheel coaches [two all thirds, one first/second, and a brake third]. The locomotive's motor was originally a reject mode motor from a video player.

**John Brechley** – brought in a demo board [approx 1metre long] on which to run his train as it was all wheeled to 2mm finescale standards. His train consisted of a Graham Farish 8750xx Class Pannier tank that he had altered to 2mm finescale followed by a MACAW B etched nickel–silver kit wagon [2mm Scale Association], a Chivers open C wagon, a 2mm Association V4 van, an Iron Mink van, a LORIENT K well wagon [N Scale Society kit], a MINK C van [Parkside Dundas kit with a replacement etched chassis], a MACAW B bogie wagon, and Iron Mink van [2mm Association kit], a Mink A van and a Graham Farish 4–wheel TOAD brake van.

We then adjourned to the Meeting Room for refreshments before continuing with –

### **New Acquisitions –**

**Ron Richards** – brought in a Bachmann 8ton Cattle wagon. He bought four from Hattons in the UK for £24. He also showed a book *Private Owner Wagons [A Seventh Collection]* by Keith Turton (Lightmoor Press) £19.95.

**John Brechley** – brought in three books on wagons that he had bought on EBay, if I remember rightly –

- *An Illustrated History of Southern Wagons – Vol.4.* [OPC]
- *An Illustrated History of Midland Wagons – Vol.1.* R.J. Essery [OPC]
- *An Illustrated History of Midland Wagons – Vol.2.* R.J. Essery [OPC]

### **Doing Things –**

**John Brechley** – is assembling a nickel–silver kit [produced by a member of the 2mm Scale Association] of a MACAW B bogie wagon – absolutely exquisite!

So ended a rather quiet evening as far as the GWR SIG goes.

Contact persons for Special Interest Groups are:

<b>British Railways</b>	Gordon Bramwell	0432 871 197
<b>Digital Command Control</b>	Richard Johnson	9455 6421
<b>Large Scale</b>	Jim Gregg	9298 9442
<b>Great Western Railway Modellers</b>	Roger Solly	9444 7812
<b>LMS Modellers</b>	Alan Porter	9330 1848
<b>N Scale</b>	Neill Phillips	9403 0924
<b>North American Railroads</b>	Peter Scarfe	9359 2281
<b>S Scale</b>	Stuart Mackay	9310 3858

## Membership Matters

Things are really starting to happen at our Branch from both the point of view of modelling and preparation for the annual Model Railway Exhibition. Those who come to our Clubrooms regularly will see things are not at a stand still at all. Please consider what you can do to help at our Branch and the annual Exhibition.

The following people have joined our Association since the last issue of *The Branchline*. I would, on behalf of our members and the Management Committee, welcome you. You will find us a friendly group and even though you have just joined our Association you are welcome and encouraged to join in the activities as you wish. Our annual Exhibition is a good way to get to know a lot of people so please consider helping where you can.

David Tidman	KOONDOOLA	G One O HO OO N
Andrew Hadfield	WARWICK	HO/OO
John Wilson	BAYSWATER	
Tarquin Beckett-Cooper	ARMADALE	

To all our members please consider what you can do in order to make this year's Exhibition run and be a success that it can be. I am reliably informed that there are a number of new layouts at the year's Exhibition; so many hands will make light work.

John Maker  
Membership Registrar

## From the Scribe's Quill

**Meeting No 319 – February 2009.** The major items of business dealt with at this meeting were -

- Frans advised that arrangements for the Exhibition were progressing well with over thirty layouts anticipated. Many of those would be new to the Exhibition. Advertising has been discussed with Channel 10 and will cost around \$11000. The Branch has committed to a display at Belmont Forum on 9 May as part of the advertising effort.
- Ron Fryer advised that the Federal Committee has decided to increase annual fees to \$28. Federal Committee has been contacted to provide financial reports to ascertain the reason for the increase.
- Niels Kroyer volunteered to develop a fixed assets register for the Branch. He will be contacting Layout Supervisors for assistance to catalogue all the Branch assets for insurance and taxation purposes.
- Alan Burrough queried how the Branch could adequately protect our library assets. Although some work is being done on locking away videos and DVDs, the sheer number of books and magazines mean that we have to rely on members' honesty to protect those assets.

**Meeting No 320 – March 2009.** The major items of business dealt with at this meeting were –

- Neill Phillips advised that the Federal Committee had decided to hold AMRA's 60<sup>th</sup> Anniversary celebrations in Melbourne over the Easter holiday period in 2011. The organising committee has requested early advice of numbers that might attend to

make decisions about activities, venues and the like. Could anyone interested in attending let the Secretary know on 9243 4664 or email c-nphillips@bigpond.com as soon as possible. The Federal Committee has asked for an indication by 10 Apr 09!!

- The March Madness sale held 14 March was so successful that the Committee has decided to hold another sale in November.
- Frans' Exhibition report indicated that several layouts have pulled out and thus the floor plan has been recast. Television advertising has been paid for and there will be some filming work done in the very near future at the Branch to produce the ads. He has also hired a caravan for the Exhibition, given that there was no response to his request in the last issue of *The Branchline*.
- Rod Tonkin has had to resign from the Committee due to business and family commitments. Tom Stokes has agreed to fill the vacancy until the Annual General Meeting in August 2009.

**Management Committee Submissions.** The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole.

The **Submission deadlines** are –

<b>Submission deadline</b>	<b>for</b>	<b>Committee meeting</b>
18 April		23 April
16 May		21 May
20 June		25 June
18 July		23 July

## Vinyl and Slides

Following the publication of the article titled *VHS Tapes and DVDs* in the February issue of *The Branchline* I was asked if there was similar equipment for dubbing vinyl records to disc.

I am aware of one – the USB Output Turntable PSLX300USB manufactured by Sony, RRP \$299.00, and comes complete with the necessary software.

According to the information on Sony's web site this is a conventional turntable able to play 45 and 33RPM records and import the music into your computer and create MP3 files.

For more information and detailed specification go to [www.sony.com.au/homecinema/catalog/product](http://www.sony.com.au/homecinema/catalog/product).

I was asked a similar question regarding scanning 35mm slides and saving them on the computer.

The Epson Perfection V200 Photo is a fairly conventional flatbed scanner for up to A4 size documents. It comes with an attachment that fits on the flatbed and holds up to four 35mm slides. The output is sent to the computer via a USB port/cable.

The scanner comes with the necessary software which, for want of a better description, gives 'photoshop' type functions that allow, among many other functions, the restoration of colour, removal of dust from originals, etc. There is an online user guide.

I purchased one of these a few months ago but have not had the time to try it out at this stage but all the indications are that it is easy to use.

Full specification, etc. at [www.epson.com.au/products/scanners](http://www.epson.com.au/products/scanners). The RRP is \$250.00.

In both these cases you may find you can obtain them for less than the RRP from major outlets.

## The Victorian Bush Fires – 2

Former long serving Branch members Ian and Fran Wood live very close to the area devastated by the fires. Ian provided some photographs of some of the damage to the Yarra Valley Tourist Railway which operates out of Healesville.

Ian explains the YVTR is a volunteer group struggling to restore part of that now closed branch line. It is believed [mid-February] that their base in Healesville was OK but further out along the line a different story as these photographs show.

The website [http://photosbymatt.fotopic.net/c1650090\\_1.html](http://photosbymatt.fotopic.net/c1650090_1.html) has more photographs mostly at Yarra Glen on the same line.

**[Editor's Note.** The following text was taken from an email by Steve Huntley, President of the Yarra Valley Tourist Railway. It is about the first three days of the firestorm, I have not received any further information but anyone involved in the railway preservation field will appreciate the loss and the work required to repair all the damage.]

Thank you for your concern mate and to say the least the last three days have been straight from hell for us and we are still in danger at the Healesville end tonight for the third time in as many days. The disaster so far . . . .

We have lost five of the six bridges including the heritage listed Yarra River Bridge from almost the start of the straight as Gas Works curve which is where the road veers away from the railway, right through to the Melba Hwy including the station yard has been destroyed by fire. Yarra Glen Station building survived by YVTR member Burnie Bragg, who has lived at the station since it was last set on fire in 1998, fought the fire and embers away from the building until the CFA arrived to put out the hot spots including to the trolley shed at the Down end of the yard. All of our shed our Bridge Gang shed know affectionately as the "Snake Pit" for very good reasons, has been levelled and a majority of our serviceable sleepers and timbers are gone in the yard. The pictures attached speak for themselves and brought a lot of us to tears when we first viewed the damage in full.

We were then stuck by a second fire front at Tarrawarra which appears to have come over the hill from where the Tarrawarra Hilton is to be built. We lost bridges 20 and 21 on the flat at the 33½ MP on the railway. This fire took out all our track between Lubra Bend 32½ MP to just short of the last curve into Tarrawarra. All up we lost seven bridges on our line and around three miles of track so far. Tonight Healesville has a fire that has been burning all day and has escalated into a major problem with residents being evacuated from the North and Northwest of the township. We are in attendance 24hrs at the moment at the Healesville station in case the worst happens tonight. With a good fire system at Healesville Station to protect the buildings and rolling stock as you can imagine we will fight like hell to protect. This is the one that could wipe us of the map if it turns, which at present is unlikely at this moment, but we are ready for it if it does.

Some of our members have lost their homes and tonight's fire flare up seems to have claimed our longstanding life member Arthur Payne who was our original crusader for the Lilydale Healesville Railway and has a priceless collection of railway film and pictures which is simply irreplaceable as he is to us. We are praying he got out but knowing how stubborn he is we are concerned as you can

imagine. You can see the pain everywhere and it is just the worse feeling around here which is hard to put in words. The media have really failed to capture the death and damage here in the Yarra Valley which in two places has destroyed the railway.

As far as anything the ATR can do I just don't have any idea yet. The YVTRS has prided itself on being a Community player helping out others in our area with all sorts of things such as BBQs in vineyards to supporting in many ways events such as Carols by Candlelight ,etc. and are always at the ready to raise money for other charities so it feels strange being in this position.

The Yarra Valley Railway is now closed until further notice and will reopen in a few weeks with a mammoth task in front of it but we will be just that little more determined than ever to make our railway happen. The feeling within is positive and the work in the clean up just to make everything safe again going to take some major effort but we make it happen with the YVTR having a large supporter base in the wider community we will kick goals quickly as we do. Talking to most of our neighbours over the last few days has been an experience with most suffering losses in one way or another but in general the feeling of mateship is certainly evident.

In the meantime your thoughts and wishes are very much appreciated and although the next few weeks will be hard for us but we will save all that we can. If you can convey this message to the ATR members to prevent any mistruths getting out in our sector. As a member of 25 years and a person who has fought so hard to protect these bridges all this time only to watch them burn to the ground in hours was as you can see in the pictures is one of the saddest moments in my life.

Go to [http://photosbymatt.fotopic.net/c1650090\\_1.html](http://photosbymatt.fotopic.net/c1650090_1.html) to see photos of the fire storm devouring the YVTR.



## Wreck at Dwellingup

Dave Tierney has asked if our resident sleuths can provide some information about the incident in this photograph, such things as when it happened, what happened, loco type and number, other photographs of the same incident, etc. etc.



Information/photographs to the Editor, please. I'll try to publish responses over the next two issues.

## VHS Tapes and DVDs

In The February issue reference was made, under the above title, to dubbing from VHS tapes to DVDs using a Samsung DVD-VR375 unit.

As is often the case there's a trap for young players in doing this!!

The VHS to DVD dubbing instructions on pages 67 and 68 of the User manual imply/suggest that having completed the simple dubbing process that was all that was required.

However, I came unstuck trying to play a dubbed DVD on a different DVD player – it did not recognise the DVD and would not play. Oh! Bother!! Out with the User Manual, again!!

On page 78, in the Editing section, is a process titled *Finalising a Disc*. The first sentence of this process states, "After you record titles onto a DVD-RW/±R disc with your DVD recorder, it needs to be finalised before it can be played back on external devices."

Pity there was no cross reference to this in the dubbing procedure. The process is simple and takes about two minutes.

## Exhibition Advertising

As part of the preparation for this year's Exhibition we arranged for a television crew to visit our Clubrooms to shoot some vision for use in our television advertising.

Niels Kroyer took his camera and photographed those taking the photographs, so to speak. He thought you would like to see the crew at work. Many thanks to the members who participated.

